

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2015 Legislative Session

Resolution No. CR-7-2015
Proposed by Council Member Glaros
Introduced by Council Members Glaros, Franklin, Davis, Taveras and Harrison
Co-Sponsors _____
Date of Introduction March 17, 2015

RESOLUTION

1 A RESOLUTION concerning

2 The College Park-Riverdale Park Transit District Overlay Zone

3 For the purpose of approving, with revisions, as an Act of the County Council of Prince George's
4 County, Maryland, sitting as the District Council, the College Park-Riverdale Park Transit
5 District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment
6 (TDOZMA), thereby setting forth and adopting detailed zoning proposals in Planning Areas 66
7 and 68 for the area generally bounded by the College Park Airport to the north; the Metrorail /
8 MARC / CSX tracks to the west; the residential portion of the Town of Riverdale Park to the
9 south; and the Northeast Branch Stream Valley Park to the east.

10 WHEREAS, upon approval by the District Council, this TDOZMA will amend portions of
11 the Prince George's County Zoning Ordinance and the Zoning Map located in Planning Areas 66
12 and 68; and

13 WHEREAS, on June 18, 2013, the Prince George's County Council, sitting as the District
14 Council, adopted CR-57-2013, thereby initiating an amendment to the 1997 *Transit District*
15 *Development Plan for the College Park-Riverdale Transit District Overlay Zone* and portions of
16 the 1989 *Langley Park-College Park-Greenbelt Master Plan* and 1990 *Sectional Map*
17 *Amendment for Planning Areas 65, 66, and 67*; the 1994 *Planning Area 68 Master Plan and*
18 *Sectional Map Amendment*; as well as certain County functional master plans, including the 1983
19 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure*
20 *Functional Master Plan*; the 2008 *Public Safety Facilities Master Plan*; the 2009 *Countywide*
21 *Master Plan of Transportation*; the 2010 *Historic Sites and Districts Plan*; and the 2010 *Water*

1 *Resources Functional Master Plan*; and

2 WHEREAS, as part of the plan’s collaborative planning and public participation process,
3 the Planning Board staff conducted numerous meetings with community and agency
4 stakeholders, to include four major community workshops, discussions with civic associations
5 and business and property owners; municipal briefings with the mayor and municipal council for
6 the City of College Park and Town of Riverdale Park, respectively; informational meetings with
7 municipal, county, state, and regional agencies; targeted technical meetings with the Department
8 of Permitting, Inspections, and Enforcement and the Department of Health to address floodplain
9 and stormwater management concerns and health impact assessments, respectively; meetings
10 with the University of Maryland; a food truck event held at the M Square office and research
11 park; and utilized social media and traditional forms of notification to maximize public
12 participation and input concerning the plan; and

13 WHEREAS, on February 11, 2014, the District Council granted a six-month extension of
14 the timeframe for preparing the *Preliminary College Park-Riverdale Park Transit District*
15 *Development Plan and Proposed Transit District Overlay Zoning Map Amendment* to provide
16 additional time for staff to incorporate detailed transportation analysis, continue community
17 outreach and education, and coordinate with residents and agencies to achieve consensus; and

18 WHEREAS, the purpose of the College Park-Riverdale Park Transit District Development
19 Plan is to develop a comprehensive plan that sets policies and strategies that build upon the land
20 use policy guidance within the 2014 *Plan Prince George’s 2035 General Plan* for regional
21 transit districts and the innovation corridor, more specifically: establishing a community-focused,
22 realistic approach for implementation of a key County vision toward transit-oriented, mixed-use
23 development that realize the countywide and municipal economic benefits of a major Metro
24 station and two proposed Purple Line stations; recognizing the historical importance of the
25 natural environment and the College Park Airport; employing best practices for planning and
26 development to ensure the most comprehensive and sensitive approach to environmental
27 stewardship, floodplain and stormwater management, future growth, pedestrian and bicycle
28 connectivity, transportation management strategies, and economic and community development;
29 and incorporate the County’s first health impact assessment conducted for a comprehensive
30 planning effort to create a healthier community; and

1 WHEREAS, the *College Park-Riverdale Park Transit District Development Plan* contains
2 a comprehensive rezoning element, known as the Transit District Overlay Zoning Map
3 Amendment, intended to implement the land use recommendations of the transit district
4 development plan for the foreseeable future; and

5 WHEREAS, the Planning Board granted permission to release the Preliminary College
6 Park-Riverdale Park Transit District Development Plan and its associated Proposed Transit
7 District Overlay Zoning Map Amendment for public inspection on April 10, 2014; and

8 WHEREAS, on May 29, 2014, the Prince George's County Planning Board of the
9 Maryland-National Capital Park and Planning Commission held a duly advertised public hearing
10 on the *Preliminary College Park-Riverdale Park Transit District Development Plan and*
11 *Proposed Transit District Overlay Zoning Map Amendment*; and

12 WHEREAS, on June 26, 2014, the Planning Board held a public work session on the
13 *Preliminary College Park-Riverdale Park Transit District Development Plan* to examine staff's
14 analysis of the testimony received in the public hearing record at the May 29, 2014, Planning
15 Board public hearing, as well as exhibits received before the close of the Planning Board Public
16 Hearing record of testimony on June 13, 2014, and to consider the staff's recommendations
17 thereon; and

18 WHEREAS, the Planning Board voted to include one item of late testimony into the public
19 hearing record, identified as Exhibit 31, and to continue its public work session until its July 10,
20 2014, meeting; and

21 WHEREAS, on July 17, 2014, the Planning Board voted to adopt Resolution PGCPB No.
22 14-61, thereby adopting the transit district development plan and endorsing the transit district
23 overlay zoning map amendment with further amendments, extensions, deletions, and additions in
24 response to the public hearing record; and

25 WHEREAS, on July 28, 2014, and pursuant to Section 27-213.04(b)(1) of the Zoning
26 Ordinance of Prince George's County, being also Subtitle 27 of the Prince George's County
27 Code, the Planning Board transmitted the *Adopted College Park-Riverdale Park Transit District*
28 *Development Plan and Endorsed Transit District Overlay Zoning Map Amendment* to the
29 District Council; and

30 WHEREAS, on September 16, 2014, the District Council conducted a duly advertised
31 public hearing on the *Adopted College Park-Riverdale Park Transit District Development Plan*

1 *and Endorsed Transit District Overlay Zoning Map Amendment; and*

2 WHEREAS, on October 14, 2014, the District Council held a work session to consider the
3 record of public hearing testimony, along with the Planning Board’s recommendations embodied
4 in PGCPB No. 14-61 and, after discussion thereon, voted to direct staff to prepare a Resolution
5 proposing certain amendments to the *Adopted Transit District Development Plan and Endorsed*
6 *Transit District Overlay Zoning Map Amendment* and further directing that a second public
7 hearing be held before the District Council to take public testimony on the proposed
8 amendments; and

9 WHEREAS, the District Council held a duly-advertised public hearing on eleven (11)
10 proposed amendments to the *Adopted Transit District Development Plan and Endorsed Transit*
11 *District Overlay Zoning Map Amendment* on January 13, 2015; and

12 WHEREAS, on February 24, 2015, the District Council held a work session to review the
13 Planning Board’s recommendations on the public hearing testimony, voted to include three items
14 of late testimony into the public hearing record, identified as Exhibits 44, 45, and 46, and
15 directed Technical Staff to prepare a resolution of approval incorporating revisions.

16 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George’s
17 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
18 Regional District in Prince George’s County, Maryland, that the College Park-Riverdale Park
19 Transit District Development Plan and its associated Transit District Overlay Zoning Map
20 Amendment as adopted and endorsed on July 14, 2014, by PGCPB No. 14-61, be and the same is
21 hereby approved with the following revisions:

22 **A. REVISIONS TO THE ADOPTED TRANSIT DISTRICT DEVELOPMENT PLAN**

23 **REVISION ONE:**

24 Revise the plan language under section 2, “Existing Approvals and Addressing
25 Phasing/Transitions” on page 35 to clarify the overall relationship of existing development
26 approvals with the Approved TDDP. Remove the text box on page 36 of the Adopted TDDP.

27 **REVISION TWO:**

28 Add a new paragraph to the end of the discussion of the Riverside Covenants on page 35 to
29 read: “Property owners are encouraged to pursue development opportunities and designs that
30 implement the vision and goals of the TDDP. If the Riverside Covenants remain in place, the
31

1 Zoning Ordinance allows for flexibility for the Planning Board to apply different development
 2 standards through the amendment process.”

3 **REVISION THREE:**

4 Revise paragraph two under the subheading, “Effect of 1997 Parking Requirements” on
 5 page 65, as follows: “Over the medium-to-long term, as the Purple Line is constructed and the
 6 transit district transitions to more of a true transit-oriented area, the parking ratios originally
 7 established in 1997 are reasonable and appropriate as targets for new development....”

8 **REVISION FOUR:**

9 Add language to pages 92–95 of the adopted TDDP, as set forth in the paragraphs below, to
 10 reflect the ongoing conversations between staff, major property owners, DPIE, DPW&T, and
 11 DOE regarding the most appropriate measures to address identified floodplain, compensatory
 12 storage, and stormwater management concerns within the transit district, and the need for these
 13 conversations to continue as development and redevelopment occurs:

14 a.) Add a new paragraph at the end of the Water Quality and Stormwater
 15 Management background section on pages 92-93 to read: “It will be essential to
 16 continue the conversation of appropriate area-wide and site-specific water quantity,
 17 quality, and stormwater management approaches in order to achieve the overall vision
 18 and goals for the development of the transit district. Innovative collaboration between
 19 the private sector, affected municipalities, and public agencies, including the
 20 Department of Permitting, Inspections, and Enforcement, Department of Public Works
 21 and Transportation, and Department of the Environment will be key to addressing the
 22 challenges posed by stormwater and floodplain management to achieve the TDDP
 23 vision. As one of the first actions of this collaborative process, the County’s 100-year
 24 floodplain study for the portions of the Anacostia River Watershed within and adjacent
 25 to the transit district should be updated to establish a current baseline of existing
 26 conditions to inform development proposals.”

27 b.) Retain the Planning Board’s revisions in the Adopted TDDP to generalize the
 28 discussion of the urban conservation park throughout the TDDP, and eliminate all
 29 specific references to the Litton Property as the preferred location for an urban
 30 conservation park. Revise the discussion of the proposed urban conservation park on
 31 page 95 to read: “Residents placed high priority on preserving open space throughout

1 the transit district. One suggestion called for creating a buffer zone near existing parks
 2 to preserve open space. Others emphasized the desire for additional tree canopy
 3 coverage and places for floodwaters to slow and reduce pressures downstream. [The
 4 easternmost portion of the Litton Property is the best site within the transit district
 5 identified to date that can serve multiple functions, including improved water quality,
 6 control of water quantity, stormwater management, floodplain compensatory storage,
 7 and additional trail connections and synergistic learning opportunities. While this
 8 TDDP recognizes the University of Maryland has obtained subdivision approval for
 9 development of the Litton Property at the time of this writing, this area contains two
 10 types of hydric and poorly drained soils that make it an ideal location for the creation of
 11 an urban conservation park that provides the much needed water quantity, water
 12 quality, and stormwater management controls to support development and, potentially,
 13 recreational opportunities for people working and living in the area.] The opportunity
 14 exists for the development of an urban conservation park within the transit district, at a
 15 designated location that will be so determined, in order to provide the much-needed
 16 water quantity, water quality, and stormwater management controls to support
 17 development and could serve as an area amenity providing recreational opportunities
 18 for people working and living in the area; add value to the proposed neighborhoods and
 19 the overall transit district; and contribute to marketing and branding to draw new
 20 residents and businesses. Refer to the text box on the following page for additional
 21 detail and the potential benefits of an urban conservation park.

22 **REVISION FIVE:**

23 Add a new Strategy 1.3 on page 96 to read: “Update the County’s 100-year floodplain study
 24 for the portions of the Anacostia River Watershed within and immediately adjacent to the transit
 25 district to provide a current baseline of existing and anticipated floodplain conditions.”

26 Renumber remaining Strategies accordingly.

27 **REVISION SIX:**

28 Add a new action step “ES5” to the implementation action table on page 147 to read:
 29 “Update the county’s 100-year floodplain study for the portions of the Anacostia River
 30 Watershed within and immediately adjacent to the transit district to provide a current baseline of
 31 existing and anticipated floodplain conditions.” The potential parties involved would include

1 Prince George’s County and M-NCPPC, and the timeframe would be ongoing.

2 Renumber remaining action steps accordingly.

3 **REVISION SEVEN:**

4 Insert a new Map 23 to depict the relationship of the county’s Aviation Policy Areas to the
5 transit district, and incorporate appropriate cross-references to this map where the TDDP text
6 discusses the Aviation Policy Areas.

7 **B. REVISIONS TO THE ENDORSED TRANSIT DISTRICT**

8 **OVERLAY ZONING MAP AMENDMENT**

9 **REVISION EIGHT:**

10 Delete the fourth bullet under the “Height” subheading on page 200 regarding building
11 height transitions, since the existing language on pages 206 and 207 more explicitly incorporate
12 the TDDP’s vision, intent, and development standards reflecting building form and massing
13 approaches.

14 **REVISION NINE:**

15 Simplify the language and tables from pages 208–12 of the Adopted TDDP to ensure easy
16 understanding of parking expectations and a policy that reflects best practices for transit oriented
17 development while at the same time accommodating desired uses in the plan by:

- 18 a.) Revising the second bullet under the “Parking Requirements” heading on page 208 to
19 read:

20 “The “Maximum Parking Ratios,” or the maximum number of off-street parking spaces
21 permitted for non-residential, residential, and hotel land uses (regardless of
22 neighborhood), are specified in Table 19 below. [These parking maximums are phased
23 with a more generous allotment of parking available until 2025 (when the transit district
24 should begin to achieve a self-sustaining market and development pattern) when
25 maximum parking ratios are reduced.] Additional parking may only be permitted if it is
26 provided within parking structures.”

- 27 b.) Revising the third bullet under the “Parking Requirements” heading on page 208 to
28 read:

29 “The “Maximum Parking Ratios,” or the maximum number of off-street parking spaces
30 permitted for each land use type....”

31

c.) Replacing Table 19 in the Adopted TDDP with the following table:

Table 19: Maximum Parking Ratios for Off-Street Parking Spaces			
<u>Location¹</u>	<u>Land Use</u>		
	<u>Non-Residential</u>	<u>Residential</u>	<u>Hotel²</u>
<u>Within ¼ mile of College Park/U of MD Metro Station</u>	<u>2.25 / 1,000 GSF</u>	<u>1.25 / DU</u>	<u>0.33 / room</u>
<u>Within ¼ mile of the M Square (River Road) Purple Line Station</u>	<u>3.00 / 1,000 GSF</u>	<u>2.0 / DU</u>	<u>0.5 / room</u>
<u>Rest of Transit District Area</u>	<u>3.00 / 1,000 GSF</u>	<u>2.0 / DU</u>	<u>0.85 / room</u>

NOTES: GSF=gross square feet, DU=dwelling unit

1. Location/distance is measured from the center point of a rail transit station to the closest lot line of the development lot or parcel.
2. In addition to the hotel maximums specified above, up to 10 additional parking spaces may be provided for each 1,000 GSF of floor space dedicated to non-lodging uses (such as, but not limited to, ballrooms, conference and meeting rooms, and restaurants and lounges/bars) located within the associated hotel.

d.) Revising the last bullet on the right hand column on page 208 to read:

- “Development [is] may only be permitted to exceed the [m]Maximum [p]Parking [r]Ratios if the following criteria are met:
 - “[Individual projects shall not provide more than 133 percent of the allowed maximum parking ratio.]
 - “Additional parking spaces may only be provided in the form of structured parking.
 - “The amount of additional structured parking spaces permitted beyond the Maximum Parking Ratios established above shall not exceed the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Additional parking spaces above this threshold may only be approved by the District Council in accordance with Section 27-548.09.01(a)(1)(E) of the Zoning Ordinance, regardless of whether they are in the form of surface or structured parking.
 - “All parking spaces built in excess of the allowed [m]Maximum [p]Parking [r]Ratios shall be provided as shared and/or public parking and shall be offered at the same cost as to any other project occupants or tenants.

- “Applicants desiring to exceed the [m]Maximum [p]Parking [r]Ratios shall provide a comprehensive transportation demand management strategy/program including incentives for non-automobile travel, the proposed design of any parking structure to meet additional parking demand, implementation timing/phasing, and financial assurances.
- “All parking spaces that are provided must be unbundled from the leasing and/or rental rates of associated development.”
- [“Development projects shall not exceed the maximum parking ratios once the total parking supply within the transit district equals or exceeds 11,039 spaces (equal to 133 percent of the year 2025 parking space maximum) or the ‘parking flexibility threshold.’”]

- e.) Delete both Table 20: Transit Districtwide Parking Maximums and the bullet on page 209 that reads “The overall maximum amount of parking within the entire College Park-Riverdale Park Transit District shall not exceed the totals in Table 20 below. At no point shall the total number of surfaced parking spaces within the transit district exceed 7,500 parking spaces.” Renumber remaining tables within the TDDP and revise the Table of Contents accordingly.
- f.) Revise parking discussions throughout the TDDP and TDOZMA, as may be appropriate and necessary, to reconcile the plan text with the above revisions.

REVISION TEN:

Revise the “Transportation Adequacy” section on page 210 as follows:

- a.) Insert a bullet and revise the existing paragraph to read: “Within the College Park-Riverdale Park Transit District, the transportation facilities adequacy standard shall be Level-of-Service E for individual critical intersections calculated in accordance with procedures outlined in the guidelines maintained by the Transportation Planning Section of the Planning Department. The selection of critical intersections for any development or redevelopment project within the transit district shall be limited to any of the existing or planned intersections along Paint Branch Parkway and River Road excluding the intersections with US 1 (Baltimore Avenue) and MD 201 (Kenilworth Avenue). [These routes are among the main commuter routes serving through traffic between various destinations within Prince George’s County and the greater Washington, D.C. region, and

1 development within the transit district is considered to have little impact on these
2 facilities.]

- 3 b.) Add a new second bullet to read: “Until such time as a traffic signal at the intersection
4 of River Road and Rivertech Court is installed or fully funded and permits have been
5 issued by the county, each proposed development project with access on to River Road or
6 Rivertech Court, and subject to Detailed Site Plan approval, shall submit a detailed
7 analysis and a signal warrant study (using total projected traffic) at the time of their initial
8 application for review by appropriate agencies to determine if a traffic signal, pedestrian
9 crossing light, or other appropriate traffic safety measure is necessary to ensure
10 pedestrians can safely and efficiently cross all legs of the intersection.”

11 **REVISION ELEVEN:**

12 Revise the zoning change table and map pertaining to TDOZMA Change Number 1 on pages
13 167–71 and 177 to retain the properties owned by Mr. Eric S. Francis, the Jarian family, the
14 Metropolitan Washington Pigeon Racing Fanciers, Incorporated, and Mr. Norman F. Briggs, Jr.,
15 in the M-X-T (Mixed Use–Transportation Oriented) Zone, as these property owners have not
16 provided their consent to reflect concurrence with the proposed rezoning of their property to any
17 other zone required by Section 27-213.03 of the Zoning Ordinance. Accordingly, upon approval
18 by the District Council, the following properties shall be removed from TDOZMA Change
19 Number 1:

- 20 i. 5018 College Avenue, Lots 19-22 (Tax ID 21-2309367)
21 ii. 5012 College Avenue, Lots 25-29 (Tax ID 21-2309383)
22 iii. 5108 College Avenue, Lots 31-33 (Tax ID 21-2309268)
23 iv. 5100 College Avenue, Lots 36-40 (Tax ID 21-2309300)
24 v. 5110 College Avenue, Lots 28-30 (Tax ID 21-2309250)
25 vi. 5109 Litton Avenue, Lots 4-5 (Tax ID 21-2309235)
26 vii. 5011 Litton Avenue, Lots 8-18 (Tax ID 21-2309096)
27 viii. 5111 Litton Avenue, Lots 6-9 (Tax ID 21-2309243)
28 ix. Litton Avenue, Lots 1-3 (Tax ID 21-3098688)
29 x. Litton Avenue, Lots 34-35 (Tax ID 21-2309276)
30 xi. 7415 Corporal Frank Scott Drive, Lot 41 (Tax ID 21-2309284)
31 xii. Corporal Frank Scott Drive, Lots 42-44 (Tax ID 21-2309292)

- 1 xiii. 5112 College Avenue, Lots 26-27 (Tax ID 21-2367118)
- 2 xiv. 50th Avenue, Lots 1-2 (Tax ID 21-2296283)
- 3 xv. 51st Avenue, Lots 23-24 (Tax ID 21-2309375)
- 4 xvi. 5001 College Avenue, Lots 41-44 (Tax ID 21-2296259)

REVISION TWELVE:

6 Revise Map 18 (Proposed Zoning Changes) and Map 19 (Proposed TDOZMA Zoning) on
7 pages 164 and 165, and Table 18 (Existing and Proposed Zoning Inventory in Acres) to reflect
8 the TDOZMA changes adopted by the Planning Board and approved herein by the District
9 Council.

REVISION THIRTEEN:

11 Add property information for Tax Account 3515913 to the zoning change table for
12 TDOZMA Change Number 4.

13 BE IT FURTHER RESOLVED that the Planning Board staff is further authorized to make
14 appropriate textual, graphical, and map revisions to correct identified errors, to reflect updated
15 information and revisions, and to incorporate the zoning map changes reflected in this
16 Resolution.

17 BE IT FURTHER RESOLVED that this Transit District Overlay Zoning Map Amendment
18 is an amendment to the Zoning Ordinance and to the official Zoning Map for the Maryland-
19 Washington Regional District in Prince George’s County. The zoning changes approved by this
20 Resolution shall be depicted on the official Zoning Map of the County.

21 BE IT FURTHER RESOLVED that it is hereby the legislative intent of the District Council
22 that the provisions of this Resolution are severable. Thus, if any provision, sentence, clause,
23 section, zone, zoning map, or part thereof is declared illegal, invalid, unconstitutional, or
24 unenforceable by a court of competent jurisdiction, then it is the further legislative intent of the
25 District Council that any such illegality, invalidity, unconstitutionality, or unenforceability shall
26 not affect or impair any of the remaining provisions, sentences, clauses, sections, zones, zoning
27 maps, or parts hereof, or their application to other zones, persons, or circumstances, and this
28 Resolution shall have been adopted as if such illegal, invalid, unconstitutional, or unenforceable
29 provision, sentence, clause, section, zone, zoning map, or part had not been included herein.

Adopted this 17th day of March, 2015.

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: _____
Mel Franklin
Chairman

ATTEST:

Redis C. Floyd
Clerk of the Council