

Case No.: TDOZ-1-97

Applicant: College Park-Riverdale
Transit District
Overlay Zone

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

ZONING ORDINANCE NO. 35 - 1997

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by adopting a Transit District Development Plan.

WHEREAS, the Prince George's County Council, sitting as the District Council, adopted CR-114-1989, thereby initiating preparation of Transit District Overlay Zoning Map Amendment by the Maryland-National Capital Park and Planning Commission for those parts of the Maryland-Washington Regional District in the vicinity of the College Park - University of Maryland Metro Station; and

WHEREAS, the Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission examined existing land use patterns, existing zoning, pending zoning petitions, zoning requests received as part of the Transit District Overlay Zoning process, existing and proposed subdivisions of land, and the recommendations and policies contained in the Area Master Plans for Planning Areas 66 and 68, and in the General Plan; and

WHEREAS, the Planning Board drafted a proposed Transit District Development Plan for the proposed College Park - Riverdale Transit District Overlay Zone (December, 1996) which delineates a proposed transit district adjacent to the Metro station, proposes a Transit District Overlay Zoning Map Amendment for the transit district and sets forth a Transit District Development Plan (TDDP) consisting of mandatory requirements to control the use and development of land within the proposed districts; and

WHEREAS, the Planning Board held a duly advertised public hearing on February 10,

1997 and held a worksession on March 6, 1997 to review comments contained in the hearing record and staff recommendations thereon; and

WHEREAS, on March 20, 1997, the Planning Board adopted resolution, PGCPB No. 97-62, transmitting to the District Council the Transit District Overlay Zoning Map Amendment and accompanying Transit District Development Plan with the recommendation that the Council adopt the proposals with the revisions described in the resolution; and

WHEREAS, on February 25, 1997, the Prince George's County Council adopted CR-11-1997 that established a Special Committee of the District Council to review and consider the Transit District Development Plan (TDDP) for the College Park - Riverdale Transit District Overlay Zone, the Alternate Vision and Plan created by the University of Maryland, the Riverside Metro Associates and the American Center for Physics, and other alternate plans prior to commencing the public participation process and conducting a public hearing on the proposed TDOZ Map Amendments; and

WHEREAS, the District Council held a duly advertised public hearing on May 19, 1997; and

WHEREAS, the Special Committee of the District Council held meetings on June 11 and 12, 1997 to review the hearing testimony, TDDP, Alternate Vision and Plan, and staff recommended amendments; and

WHEREAS, the Special Committee of the District Council held a meeting on June 17, 1997 and determined specific recommended changes and provided general guidance to staff for recommended changes; and

WHEREAS, the District Council met on July 1, 1997 and determined that certain additional amendments to the Transit District Development Plans should be considered and, accordingly, proposed amendments were described in CR-43-1997 (DR-2) pursuant to the requirements of Section 27-213.05(b) of the County Code; and

WHEREAS, the District Council held a duly advertised public hearing on the proposed amendments on July 28, 1997 and Committee-of-the-Whole worksessions to review the hearing testimony and staff recommendations on October 1 and October 7, 1997; and

WHEREAS, pursuant to Section 27-213.05(e)(1) of the County Code, the District

Council finds that:

(A) The entire Map Amendment, including the Transit District Development Plan, is in conformance with the purposes and other requirements of the Transit District Overlay Zone;

(B) Adequate attention has been paid to the recommendations of Area Master Plans and the General Plan which were found to be applicable to property within the Transit District; and

(C) The particular area within the boundaries of the Transit District Overlay Zone requires the coordination and flexibility provided by the Transit District Overlay Zone, because of the area's potential for new development, redevelopment, or revitalization, and the ability to provide public facilities and infrastructure; and

WHEREAS, as the basis for this action, the District Council adopts the recommendations of the Planning Board, as amended, as its findings of fact and conclusions of law.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Case No. TDOZ-1-1997 to the Transit District Overlay Zone and adopts the Transit District Development Plan, both as endorsed by the Prince George's County Planning Board in Resolution No. 97-62.

SECTION 2. Case No. TDOZ-1-1997 is approved with amendments as follows:

AMENDMENT 1: Incorporate all errata elements contained in the Digest of Testimony Analysis (July, 1997). See Attachment A hereto.

AMENDMENT 2: Revise Maps 2, 4, 5, 6, 7, 8, 10, 11, 14, 15, 16, 17, 18, 21, 22, 23, 37, 38, 40, 41 and 42 to show Parcel 15E. Parcel 15E is the M-NCPPC and Prince George's County owned portions of Parcel 15 that is bounded by Paint Branch Parkway to the south, Cpl. Frank Scott Drive to the west, Lehigh Avenue to the north and 52nd Avenue to the east.

*AMENDMENT 3: On Page 7, Required Findings and Planning Board Amendment # 4, page 11, as follows:

2. Implementing a parking ratio and a maximum parking [[cap]] as a means to limit the amount of vehicle trips . . .

AMENDMENT 4: Delete references to Haig Drive Extended on Maps 10, 18, 21 and 23.

AMENDMENT 5: On page 19, under A. Introduction, add the following paragraph after the first paragraph:

The Zoning Ordinance (Section 27-548.07) allows for the designation of mandatory development requirements that can be amended by the primary amendment process or the secondary amendment process. These requirements are indicated by “P” or “S”, respectively in the text. Generally, mandatory development requirements that require a primary amendment process include such things as the boundary of the TDOZ, underlying zoning, permitted land use categories, and major access points. They must be completely reflected by and incorporated into Detailed Site Plans. Essentially, the law requires that the District Council is the only authority that can modify these primary amendment requirements. The District Council may approve a request to change a requirement if they determine that the change will not be detrimental to the public health, safety and welfare. The mandatory requirements that can be amended by the secondary amendment process include criteria for development and general performance standards which the Planning Board of the M-NCPPC and their staff shall use at the time of detailed site plan review. They must be addressed at the time of Detailed Site Plan. Any modification shall be in accordance with the secondary amendment procedure (Section 27-213.06) of the Zoning Ordinance.

*AMENDMENT 6: On page 19, revise the second paragraph under part C. Proposed Land Uses as follows: The proposed general land use categories are shown on Map 7. P-1 All general and specific land use categories are mandatory requirements that can be amended by the primary

amendment process. [S-1 All specific land uses are mandatory requirements that can be amended by the secondary amendment process.]

Table 1 shows all specific land uses which are permitted (designated with the letter “P”[or “P”])[.]or prohibited (designated with the letter “X”) for [each identified parcel of land within the College Park-Riverdale TDOZ.] Parcels 1, 2, 10D, 12, 12C, 12D, 15D, 15E and 16. All uses permitted in the M-X-T Zone per Zoning Ordinance are permitted for Parcels 1, 2, 10D, 12, 12C, 12D, 15E and 16 except for the following:

Cemetery, accessory to a church, convent or monastery provided both uses were existing as of January 1, 1991; {This does not apply to this transit district}

Home occupations (except in multi-family dwellings); and {Only multi-family dwellings are allowed in the transit district}

Freestanding eating and drinking establishments

Golf course or country club

Freestanding gas station

Marina

Tourist home

Freestanding tower or pole except as a public utility structure or

Satellite dish

Drive-through banks, savings and loans associations, or other

Savings or lending institutions

Residential on Parcels 10D, 12, 12C, 12D, 15D, 15E and 16.

All service and trade (generally retail) and

institutional/educational uses for Parcels 1, 2, 10D, 12, 12C, 12D, 15D, 15E and 16 will be ancillary to the primary use.

Residential allowed on Parcels 1 and 2 shall be permitted in

accordance with the R-18, R-18C or R-10A Zones only.

Industrial uses are permitted subject to the following: (1) The use shall be located on the same record lot and within a building occupied by at least one permitted use and (2) In a building with industrial uses, the gross floor area of all industrial uses combined shall not exceed an area equal to 49% of the total gross floor area of the building.

Table 2 shows all land uses permitted (designated with the letter “P”, “PA”, “PB”, “PC”, or “P”), or prohibited (designated with the letter “X”) for Parcels 3, 4, 5, 8, 9, 10 and 11. It is important to note that for all uses with the P designation, the total floor area for such uses in any building shall not exceed 49 percent of the building’s gross floor area.

For all uses given the “PA” designation, the use is permitted subject to the following: (A) There shall be no entrances to the use directly from outside of the building; (B) No signs or other evidence indicating the existence of the use shall be visible from the outside building, other than a business identification sign lettered on a window. The sign shall not exceed six square feet in area; and (C) The use shall be secondary to the primary use of the building.

For all uses given the “PB” designation, the use is permitted subject to the following: (A) The use shall be related to, dependent on, and secondary to a principal use on the premises; (B) The use shall be located on the same record lot as the principal use; (C) The use shall not be located within a building not occupied by the principal use; and (D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to 45

percent of the gross floor area of the building within which the principal use is located.

For all uses given the “PC” designation, the use must be located in an office building. Not more than 15 percent of the gross floor area of the building shall be devoted to such uses and not more than 3,000 square feet shall be allotted to any one use.

Table 3 shows all specific land uses which are permitted (designated with the letter “P”) or prohibited (designated with the letter “X”) for Parcels 6, 7, 13, 14 and 15. It important to note that all of these parcels except Parcel 6 are currently owned by the M-NCPPC and are not subject to the Zoning Ordinance. Parcel 6 is owned by the County and is subject to the Zoning Ordinance.

AMENDMENT 7: On page 20, revise shading and legend on Map 7, Proposed Land Use as follows:

For Parcels 1 and 2, show Office/Retail/Residential/Hotel/Light Industrial;

For Parcels 10D, 12, 12C, 12D, 15D, 15E and 16, show Office/Retail/Hotel/Light Industrial;

For Parcels 3, 4, 5, 8, 9, 10 and 11, show Office/Retail/Light Industrial;

For Parcels 6, 7 and 14, show Open-Space; and

For Parcels 13 and 15, show Recreation.

AMENDMENT 8: On page 21, divide Table 1, Table of Uses into three tables as follows:

Table 1 will show the specific land uses permitted and prohibited for Parcels 1, 2, 10D, 12, 12C, 12D, 15D, 15E and 16.

Table 2 will show specific land uses permitted and prohibited for Parcels 3, 4, 5, 8, 9, 10 and 11.

Table 3 will show the specific land uses permitted and prohibited

for Parcels 6, 7, 13, 14 and 15.

See Attachments B, C, and D for Tables 1, 2 and 3 respectively.

AMENDMENT 9: Add a note to the first page of Table 1 follows: **IT IS IMPORTANT TO NOTE THAT THE SPECIFIC LAND USES PERMITTED FOR PARCELS 1, 2, 10D, 12, 12C, 12D, 15D, 15E and 16 ARE THOSE LISTED IN TABLE 1 RATHER THAN THOSE LISTED IN THE ZONING ORDINANCE.**

AMENDMENT 10: Add a note to the first page of Table 2 as follows: **IT IS IMPORTANT TO NOTE THAT THE SPECIFIC LAND USES PERMITTED FOR PARCELS 3, 4, 5, 8, 9, 10 AND 11 ARE THOSE LISTED IN TABLE 2 RATHER THAN THOSE LISTED IN THE ZONING ORDINANCE.**

AMENDMENT 11: Add a note to the first page of Table 3 as follows: **IT IS IMPORTANT TO NOTE THAT THE SPECIFIC LAND USES PERMITTED FOR PARCELS 6, 7, 13, 14 AND 15 ARE THOSE LISTED IN TABLE 3 RATHER THAN THOSE LISTED IN THE ZONING ORDINANCE.**

AMENDMENT 12: On page 34, second sentence and item number 14, pages 32 and 33 of PGCPB No. 97-62, revise as follows: **IT IS IMPORTANT TO NOTE THAT THE [ALLOWED] SPECIFIC LAND USES PERMITTED [LAND USES] FOR EACH PARCEL ARE THOSE LISTED IN TABLES 1, 2 AND 3 RATHER THAN THOSE [ON THE LAND USE LIST SHOWN] LISTED IN THE ZONING ORDINANCE.**

AMENDMENT 13: On page 34, delete the first bullet.

AMENDMENT 14: On page 34, revise second bullet as follows: The M-X-T (Mixed Use Transportation) Zone is recommended for Parcels 1, 2, 10D, 12, 12C, 12D, 15E and 16. This is approximately [21.8]100.1 acres [of developed and undeveloped property owned by the Washington

Metropolitan Transit Authority] in the vicinity of the transit station.

AMENDMENT 15: On page 34, fifth bullet and Planning Board Amendment Number 16, page 33, delete entire bullet referring to the proposed I-1 zoning.

AMENDMENT 16: On page 35 and Planning Board Amendment Number 18, page 33, revise shading and legend on Map 8, Proposed Zoning as follows:

Show M-X-T zoning for Parcels 2, 10D, 12, 12C, 12D, 15D, 15E and 16

AMENDMENT 17: On page 39 and Planning Board Amendment #19, revise Planning Board Amendment as follows: The Zoning Ordinance (Section 27-548.07) allows for the designation of mandatory development requirements that can be amended by the primary or secondary amendment process) [and site development guidelines] indicated by “[M]P” and “[G]S”, respectively in the text. The following elements of the plan contain these requirements [and guidelines] which apply to the entire district. [Some of these requirements are more flexible than others. It is the explicit intent of the TDOZ law that some of these guidelines be rigid and some be flexible. These requirements are the true planning framework for the TDDP.] Other mandatory development requirements [and site development guidelines] apply to specific parcels. These are described in Part V of the plan. [Generally, mandatory development requirements include such things as the boundary of the TDOZ, underlying zoning, permitted land use categories, location of land uses and major access points and specific setbacks for structures. They must be completely reflected by and incorporated into Detailed Site Plans. Pursuant to Section 213.06(a)(2)(H) of the Zoning Ordinance, the District Council, by its approval of the TDDP, has deemed that modification of the mandatory development requirements are subject to the primary amendment

procedure. These requirements are intended to be not very flexible. Any modification to these requirements shall require a primary amendment to this TDDP in accordance with Section 27-213 of the Zoning Ordinance. Essentially, the law requires that the District Council is the only authority that can modify these requirements. The District Council may approve a request to change a requirement if they determine that the change will not be detrimental to the public health, safety and welfare. The site development guidelines are criteria for development and general performance standards which the Planning Board of the M-NCPPC and their staff shall use at the time of detailed site plan review. They must be addressed in each new site plan, but they can be changed or altered by the Planning Board, either prior to or at the time of review. This type of modification shall be in accordance with the secondary amendment procedure (Section 27-213.06) of the Zoning Ordinance. It is through the careful use of these two TDOZ tools that both give sufficient "flexibility" to the developer at site plan review, and a relative degree of certainty to the surrounding community.]

AMENDMENT 18: On page 41, delete Map 9.

*AMENDMENT 19: On page 43 under Paint Branch Parkway add to [G]S-1 The streetscape design for Paint Branch Parkway from Kenilworth Avenue to [River Road] the retaining wall for the overhead railroad crossing on Paint Branch Parkway shall be as indicated in Figure 3.

AMENDMENT 20: On page 43, replace all the "G" referring to street sections to "S".

AMENDMENT 21: On page 45, Figure 4 River Road - Section A, show the existing 8-foot hiker/biker trail on the west side of River Road. Delete the hiker/biker trail on the east side of River Road. Revise the building front setback to 30 feet minimum and 40 feet maximum on the west side of River Road and 20 feet to 30 feet on the east side of River Road.

AMENDMENT 22: On page 46, Figure 5 River Road - Section B, delete the reference to a 150-foot build-to-line. Delete the hiker/biker trail on the north side of River Road. Show the existing 8-foot hiker/biker trail on the south side of River Road. Change the building front setback on the south of River Road to 30 feet minimum and 40 feet maximum. Add a building front setback to the north side of River Road to 20 feet minimum and 30 feet maximum.

AMENDMENT 23: On page 51, replace all the “G” referring to street sections to “S”.

AMENDMENT 24: On page 51 and Planning Board Amendment #25, revise the Planning Board Amendment [Haig Drive Extended]Internal Road Through Parcel 10 [While]If an internal road is needed to connect the two [access points show on Map 10] curb cuts along River Road through Parcel 10, the exact location of [Haig Drive Extended]the internal road will be determined at Detailed Site Plan review.

AMENDMENT 25: On page 51, b. Building Setbacks revise as follows: Intent: In the northern portion of the transit district t[T]he front and side building setbacks shall define the streetscape space to create a more urban feel. Buildings closer to the road establish a more pedestrian-oriented streetscape. Depending on the street, the front setback may vary within a set range determined by the streetscape amenities being provided. The front setbacks should be considered build-to-lines. In the northern portion, t[T]he side setbacks establish the continuity of the building wall. In pedestrian-friendly streetscapes, there are typically only small gaps between buildings. Ideally, in the northern portion of the transit district, large gaps between buildings should become fewer and smaller as buildout is completed. [A 0-to-20-foot side setback shall be established in that part of the transit district that is within a 10-minute walk of the Metro. In the southern area, a larger side setback up to 50 feet is permissible.]

In the southern portion of the transit district, the building front setbacks are not necessarily the build-to-lines but define the area for streetscape amenities. The southern area is a suburban campus. The relationship of buildings to each other is important to create strong pedestrian spaces, such as plazas, courtyards or malls. The building relationship to the street may be secondary.

*AMENDMENT 26: On page 54, Figure 15 revise the title [Haig Drive Extended]Internal Road on Parcel 10.

AMENDMENT 27: On page 55 before Front Setback add and revise as follows:
Northern Area of the Transit District (Parcels 1, 2, 10D, 12, 12C, 12D, 13, 15D, 15E and 16)

Front Setback

S[M]-1 The setback distance shall vary within the prescribed range for each parcel in accordance with the particular streetscape section (See figures for the appropriate Streetscape Sections and “Parcel-Specific Development Requirements [and Guidelines].”)

S[M]-2 The building shall be set back within the maximum range only to accommodate sidewalk cafes, plazas, courtyards or other pedestrian-oriented amenities. [in the northern area. In the southern area the building shall be set back to accommodate pedestrian-oriented amenities and landscaping.]

S[M]-3 The front setback shall apply to the first four floors of the building.

Side Setbacks

S[G]-1 Side setbacks between buildings on the same parcel shall be a minimum of 20 feet and a maximum of 45 feet to allow for site amenities such as plazas or courtyards or

environmental features, such as woodlands and wetlands.

(See Figure 16) Vehicular access and parking shall be prohibited between buildings except to accommodate vehicular access to the property if no other route is available.

[G-2 Side setbacks should be a maximum of 50 feet.]

S-2 Side setbacks between buildings on different parcels should be minimized if possible.

[Northern Area]

[G-1]S-3 Parking lots between buildings shall be prohibited except for parallel parking.

[G-1][Side setbacks should be discouraged in the transit district within a 10-minute walk of the Metro station (Parcels, 1, 2, 3, 10D, a portion of 10 12, 12C, 12D 13, 15, 15D and 16). A side setback is allowable to accommodate vehicular access to the property if no other route is available or to accommodate cafes, plazas, courtyards or other pedestrian-oriented amenities or environmental features (woodlands, wetlands).]

Southern Area (Parcels 3, 4, 5, 6, 7, 8, 8, 10, 11, 14)

[G-1][In areas more than a 10-minute walk from Metro (Parcels 4, 5, 6, 7, 7, 9 a portion of 10, and 11), side setbacks are discouraged.]

[Rear Setbacks]

[M-1 Rear setbacks will vary from parcel to parcel, depending on particular site circumstances. Refer to “Parcel-Specific Development Requirements and Guidelines for rear setbacks.]

Front Setbacks

- S-1 The building front setbacks are not necessarily the build-to-lines but define the area for streetscape and pedestrian amenities, such as sidewalks, hiker/biker trails, landscaping, fences and cafes.
- S-2 Parking lots should not be located within the front setback and must be screened from the street (see f. Parking Lots for additional requirements).

Building Relationships

- S-1 One side of buildings should be free of parking and vehicular access should be strictly limited in this area. The resulting space should be used for pedestrian activities and amenities, such as plazas, courtyards or malls.
- S-2 Buildings should relate to other buildings on-site or on neighboring parcels to create pedestrian spaces, such as plazas, courtyards or malls.

*AMENDMENT 28: On page 57, under c. Pedestrian Access and Circulation replace M-1 with P-1 and replace M-2 through M-6 to S-1 through S-65.

AMENDMENT 29: On page 57 under c. Pedestrian Access and Circulation add
S[M]-4 Major building entrances shall be accessed from the street
 in the northern area.

AMENDMENT 30: On page 58, under c. Pedestrian Access and Circulation replace all “M” and “G” to “S”.

AMENDMENT 31: On page 58, under d. Streetscape Amenities replace [M-1] P-1 and replace [M-2] S-1.

AMENDMENT 32: On page 61, under Materials, Curb Cuts, Crosswalks, Landscaping and Street Furniture, Signage and Utilities replace all “M” and “G” with “S”.

AMENDMENT 33: On page 64, under Street Furniture, Signage and Utilities, e. Streetscape Lighting and f. Parking Lots replace all “M” and “G” with

“S”.

AMENDMENT 34: On page 64, under Streetscape Lighting, revise [M]S-1 in the second sentence as The types of lighting and the fixtures and poles along all the streetscapes in the transit district shall be coordinated with DPW&T to achieve a unified lighting scheme as shown in Figure 21.

AMENDMENT 35: On page 66, under f. Parking Lots replace all “M” and “G” with “S”.

AMENDMENT 36: On page 66 under [M]S-2, revise second paragraph:

If new parking lots are located along the street frontage in the northern portion of the transit district (Parcels 1, 2, 10D, 12, 12C, 12D, 13, 15, 15D, 15E and 16), they shall be set back at least as far as the [front] building [setback] and screened with a low wall and landscaping.

AMENDMENT 37: On page 68 under g. Screening and Buffering and h. Moderating the Microclimate replace all “M” and “G” with “S”.

AMENDMENT 38: On page 69 under i. Bicycle Facilities and a. Access replace all “M” and “G” with “S”.

AMENDMENT 39: On page 69 under a. Access, revise [M]S-1 Major building entrances shall be accessed from the street in the northern area (Parcels 1, 2, 10D, 12, 12C, 12D, 13, 15, 15D, 15E and 16).

*AMENDMENT 41: On page 70 under b. Height/Skyline/Building Mass replace [M-1]P-1 and [M-2] to P-2 and M-[2]3 through M-6 and G-1 through G-3 to “S”.

*AMENDMENT 42: On page 71, Map 11, replace maximum building heights for Parcel[s] 1 [&] to 84 feet along River Road and 60 feet on the remainder of the parcel, Parcel 2 to 84 feet and show Parcel 15E at 60 feet.

AMENDMENT 42: On page 71, Map 11, replace maximum building heights for Parcels 1 & 2 to 84 feet and show Parcel 15E at 60 feet.

AMENDMENT 43: On page 74 under c. Fenestration and Other Architectural Features replace all “M” and “G” with “S”.

AMENDMENT 44: On page 78 under d. Building Materials and e. Building and Site

Lighting replace all “M” and “G” with “S”.

AMENDMENT 45: On page 79 under f. Signage replace all “M” and “G” with “S”.

AMENDMENT 46: On page 80 under Business Identification Signs, Window Signs, Exterior Directory Signs, Regulatory Signs, Freestanding Signs-Northern Area and Freestanding Signs-Southern Area replace all “M” and “G” with “S”.

AMENDMENT 47: On page 82 under g. Mechanical Equipment/Service replace all “M” and “G” with “S”.

AMENDMENT 48: On page 82 under 3. Development Review replace [M-2]P-1 and [M-1]S-1.

AMENDMENT 49: On page 85, under 100-YEAR FLOODPLAIN, change M-1, M-2 and M-3 to P-1, P-2 and P-3 respectively.

AMENDMENT 50: On page 85, amend the third sentence of the second paragraph as follows: This area includes Parcels 12C, 12D, 13, 15, 15D, 15E and 16 and is currently developed in light-industrial and recreational uses.

AMENDMENT 51: On page 87, under 100-YEAR FLOODPLAIN, change M-4 to S-1.

AMENDMENT 52: On page 87, under 100-YEAR FLOODPLAIN, change G-1 to S-2.

AMENDMENT 53: On page 87, under NONTIDAL WETLANDS, change M-1 and M-2 to P-1 and P-2 respectively.

AMENDMENT 54: On page 87, under NONTIDAL WETLANDS, change G-1 to S-1.

AMENDMENT 55: On page 89, under STORMWATER MANAGEMENT, change M-1 to P-1.

AMENDMENT 56: On pages 89 and 90, under STORMWATER MANAGEMENT, change M-2, M-3, and G-1 through G-5 to S-1, S-2, S-3, S-4, S-5, S-6 and S-7 respectively.

AMENDMENT 57: On pages 92 and 93, under Woodland Conservation, change M-1, M-3, M-4, M-5, M-6, G-1, G-2 and G-3 to S-1, S-3, S-4, S-5, S-6, S-7, S-8 and S-9 respectively.

AMENDMENT 58: On page 92, delete M-2 and replace with the following: S-2 For sites

not subject to the Woodland Conservation and Tree Preservation Ordinance, a survey of specimen or historic trees is required at the time of application for a Detailed Site Plan, Preliminary Plan or Grading Plan. This survey shall include the health and vigor of the trees.

AMENDMENT 59: On page 93, add the following requirement: S-10 All reasonable efforts should be made to preserve those specimen and historic trees identified. Justification must be provided in the event that preservation will not occur.

AMENDMENT 60: On page 93, under Air Quality, change G-1 to S-1.

AMENDMENT 61: On page 96, under Noise and Vibration Impacts, replace [M-1 through M-3] to S-1, S-2 and S-3 respectively.

*AMENDMENT 62: On page 96, revise M-4 as follows: [M-4]P-1 New structures (other than parking structures) located within [150][100]150 feet of the centerline of the CSX railroad tracks are prohibited.

*[AMENDMENT 63: On page 96, add: S-4 New structures (other than parking structures) located within 100 to 150 feet of the CSX railroad must demonstrate remediation of noise, vibration and visual impacts.]

AMENDMENT 64: On pages 97 and 98 under Police Services replace all “G” with “S”.

AMENDMENT 65: On page 99 under Fire and Rescue Services replace all “G” with “S”.

AMENDMENT 66: On page 102 under Parks and Recreation revise [M]P-1 Residential development on Parcels 1 and 2 shall meet the mandatory dedication requirements of the County Subdivision Regulations.

AMENDMENT 67: On Page 103, Roads and Intersections, at the end of the first paragraph, insert table 7, as follows:

TABLE 7

Roadways Functional Classification

Roadway Name	Classification	R/W	No. of Lanes
<u>Greenbelt Road</u>	<u>Arterial</u>	<u>120'</u>	<u>4-6</u>

Roadway Name	Classification	R/W	No. of Lanes
<u>MD 193</u>	<u>A-16</u>		
<u>East-West Highway</u> <u>MD 410</u>	<u>Arterial</u> <u>A-15</u>	<u>120'</u>	<u>4-6</u>
<u>Baltimore Avenue</u> <u>US 1</u>	<u>Arterial/Collector</u> <u>A-9/C-209</u>	<u>80'-120'</u>	<u>4</u>
<u>Kenilworth Avenue</u> <u>MD 201</u>	<u>Arterial</u> <u>A-14</u>	<u>90'-120'</u>	<u>4-6</u>
<u>River Road</u>	<u>Collector</u> <u>C-202</u>	<u>80'</u>	<u>4</u>
<u>Paint Branch Parkway</u>	<u>Collector</u> <u>C-202</u>	<u>80'</u>	<u>4</u>
<u>Rivertech Court</u>	<u>Industrial</u>	<u>70'</u>	<u>2</u>

AMENDMENT 68: On Page 105, Map 19, Existing Intersection and Roadway Lane Use and Proposed Improvements, revise map as follows:

- Delete the two proposed traffic signals along River Road at Haig Drive and Haig Drive extended.
- Delete the Haig Drive extended road segment.

AMENDMENT 69: On Page 107, revise the second paragraph after the fourth bullet to clarify the determination of adequacy as follows:

In accordance with the above, the following transportation improvements [illustrated on Map 18] must be constructed concurrently with development in the transit district. Provision of [T] these transportation facility improvements, as well as the recommended TDM strategies discussed later, [will serve as a guide] are to be considered as adequate in addressing the issue of adequacy of mobility and access requirements in accordance with Section 27-548.3 of the Prince George's Zoning Ordinance.

The needed transportation improvements with the recommended construction priorities are:

- Reconstruct Kenilworth Avenue (MD 201) between East West Highway (MD 410) and its intersection with Pontiac Street/Winchester Park Road to a six-lane divided facility. The cost for this improvement is estimated at approximately \$2,000,000 for the segment between MD 410 and Good Luck Road and \$1,500,000 from Good Luck Road to Pontiac Street/Winchester Park Road. The RiverSide development is required to provide for the widening between River Road and Pontiac Street/Winchester Park Road[.] (construction priority = 1).
- Improve the existing Paint Branch Parkway to a four-lane divided facility between MD 201 and River Road. The cost for this improvement is estimated at approximately \$1,800,000[.] (construction priority = 4).
- MD 201 and MD 410 intersection:
Construct an additional through lane in both directions on MD 201. Construct an additional left turn lane on eastbound MD 410 and southbound MD 201. Construct an exclusive right-turn lane on southbound MD 201. The estimated cost for these improvements is approximately \$550,000[.] (construction priority = 2).
- US 1 and MD 410 intersection:
Construct an exclusive right-turn lane with sufficient storage lane on westbound MD 410. Construct an additional left-turn lane on eastbound MD 410. The estimated cost for these improvements is approximately \$350,000[.] (construction priority = 3).
- MD 201 and River Road intersection:
Construct an exclusive right-turn lane with sufficient storage

length on southbound MD 201 and an additional left-turn lane on northbound MD 201. The estimated cost for these improvements is approximately \$250,000[.] (construction priority = 1).

· Traffic Signals:

Install traffic signals with a pedestrian WALK/DON'T WALK signal and pedestrian activation pushbuttons at the following locations:

- Paint Branch Parkway at 52nd Avenue (south of Paint Branch Parkway)
- Paint Branch Parkway at 52nd Avenue on Parcels 15 and 16

The estimated cost for these improvements is approximately \$200,000[.] (construction priority = 3).

AMENDMENT 70: On Page 108, after the bullets, delete the first paragraph and bullets a. and b.

AMENDMENT 71: On Page 109, revise the first paragraph as follows:
The implementation of the following district-wide recommendations are needed to promote greater transit usage to and from the district..

AMENDMENT 72: On Page 109, revise the fourth bullet as follows:

- WMATA, the Prince George's County DPW&T and the property owners should be urged to enhance the existing quality of bus service by providing well-lighted, all weathered bus shelters with benches [and posting bus service schedules] at most bus stops withing the transit district that complement the design of other street scape amenities. In addition, each bus stop should include a detailed bus schedule and map showing routes provided by WMATA, University of Maryland, Prince George's County and others with service in the transit district.

AMENDMENT 73: On Page 109, replace M-1 and M-2 with S-1 and S-2.

- AMENDMENT 74: On Page 110, delete the second paragraph and Planning Board Amendment #36
- AMENDMENT 75: On page 110, revise the first sentence of the first paragraph as follows:
In accordance with the above, the recommended bicycle and pedestrian improvements as illustrated in Map 21 [must be constructed] are:
1. A hiker/biker “stream trail” from River Road to the Anacostia Stream Valley Park, (See Figure 18, Map 32).
 2. Hiker/biker trails along 51st and 52nd Avenues from Paint Branch Parkway to the recommended “stream trail” including two stream crossings over the “unnamed tributary” (See Figure 18, Maps 32 and 35).
 3. Hiker/biker trail from the metro station to the Anacostia Stream Valley Park and in the general vicinity of the Northeast Tributary (See Figure 18, Maps 24, 35, 36, 37).
- AMENDMENT 76: On Page 110, replace G-1, G-2, G-3, G-4, G-5 and G-6 with S-1, S-2, S-3, S-4, S-5 and S-6 respectively.
- AMENDMENT 77: On Page 111, Map 21, Bike Trails and Yellow Bike Stand Locations, amend as follows:
- Delete the proposed trail along the north and east of River Road
 - Delete the proposed trail shown along the Haig Drive extended within Parcel 10.
- AMENDMENT 78: On Page 112, replace G-7, G-8 and G-9 with S-7, S-8 and S-9.
- AMENDMENT 79: On Page 112, delete the first sentence which begins with “In addition....”, and replace M-1 and M-2 with S-10 and S-11.
- AMENDMENT 80: On Page 112, 4. Parking and Loading, delete the fourth sentence of first paragraph and any revisions made by the Planning Board Amendment #39.
- AMENDMENT 81: On Page 112, 4. Parking and Loading, delete the fifth sentence of the first paragraph, which begins with “With this concept, ...”

AMENDMENT 82 On Page 112, 4. Parking and Loading, delete the second paragraph added by the Planning Board Amendments #41 and #42.

*AMENDMENT 83: On Page 112, delete the text inserted by the Planning Board Amendment #43 and replace with:

P-1 Parking ratios for each land use type in the transit district shall not exceed the levels presented in Table 8. These parking ratios shall apply to existing and proposed development in the northern and southern areas. In addition, for Parcels 3, 5, 8, 9, 10 and 11, the total parking provided shall not exceed levels established by the Planning Board as part of the approval of the RiverSide subdivision.

P-2 The appropriate Parking ratios for each Parcel shall be determined based on the Parcel distance to the Metro station. If a Parcel lies within two walking rings, shown on Map 22, an average of the two parking factors shall be the maximum parking ratio for any development within that parcel.

P-3 For all other permitted uses not listed in Table 8, equivalent maximum parking ratios to those shown on Table 8 shall be calculated.

P-4 The maximum surface parking cap for the College Park-Riverdale Transit District Overlay Zone is 11,800 spaces. The number of parking spaces can exceed 11,800 only if structured parking is provided. The maximum surface and structured parking cap shall not exceed 16,000 spaces. The maximum number of parking spaces for the southern portion of the TDOZ (Parcels 3, 4, 5, 6, 7, 8, 9, 10, 11, and 14) and for the northern portion of the TDOZ (Parcels 1, 2, 10D, 12, 12C, 12D, 13, 15, 15D, 15E and 16) is as shown in Table 9. Under no circumstances shall the maximum parking cap in the north exceed

9,045 spaces. The maximum parking cap in the south shall not exceed 6,955 spaces, of which 1,005 spaces are allocated to Parcel 4.

P-5 For any development plan in the north proposing an increase to the total parking supply above 4,845 spaces, a traffic analysis shall be reviewed by M-NCPPC. This study shall identify traffic impacts to the critical roadways and intersections.

AMENDMENT 84: On Page 113, replace Table 7 and 8 with a new Table 8, as follows:

TABLE 8
RECOMMENDED PARKING REQUIREMENTS

<u>Distance from Metro</u>	<u>LAND USE</u>			
	<u>Commercial Office/Retail</u>	<u>R&D/Light Industrial</u>	<u>Residential</u>	<u>Hotel/Conference Center</u>
<u>Within 1,320' Ring 1</u>	<u>1.75 per 1,000 GSF</u>	<u>1.75 per 1,000 GSF</u>	<u>1.00 per D.U.</u>	<u>0.50 Per room and 10 per 1,000 GSF Conference Space</u>
<u>Between 1,321' and 2,640' Ring 2</u>	<u>2.00 per 1,000 GSF</u>	<u>2.00 per 1,000 GSF</u>	<u>1.11 per D.U.</u>	<u>0.57 Per room and 10 per 1,000 GSF Conference Space</u>
<u>Greater than 2,641'</u>	<u>3.00 per 1,000 GSF</u>	<u>3.00 per 1,000 GSF</u>	<u>N/A</u>	<u>0.85 Per room and 10 per 1,000 GSF Conference Space</u>

NOTES: GSF = gross square feet D.U. = dwelling unit

N/A = Not allowed

*AMENDMENT 85: On page 114, and Planning Board # 44, delete Table 9 and replace with Table[s] 9 [and 10] See Attachment[s] E and F and] G hereto

AMENDMENT 86: Page 116, replace M-1 and M-2 with P-1 and P-2.

AMENDMENT 87: Pages 116 and 118, replace[G-1]S-1, [G-2]S-2, [G-3]S-3, [G-4]S-4, [G-7]S-5, [G-8]S-6

AMENDMENT 88: Page 118, replace [G-9 through G-13] of the Planning Board Amendment #48 with S-7 through S-11.

AMENDMENT 89: Page 118, insert text as follows:

S-12 All property owners, applicant, and the applicant's heirs, successors, and/or assigns, wishing to reduce their parking requirements through shared parking arrangements will be required to submit a shared parking study. Such studies must be submitted for review at Detailed Site Plan review.

S-13 The maximum standard and compact parking stall dimensions shall be 8 ½ feet by 18 ½ feet and 8 feet by 17 feet, respectively.

AMENDMENT 90: Page 119, under 6. Transportation Demand Management, replace [M-1 through M-4] to P-1 through P-4.

AMENDMENT 91: Page 120, under 6. Transportation Demand Management, after P-4, insert text as follows:

P-5 The TMA shall monitor performance of the various TDM programs on an annual basis and submit a report to the Maryland-National Capital Park and Planning Commission, the City of College Park and Town of Riverdale.

*AMENDMENT 92: On page 120, insert the following:

7. FINANCING OF NEEDED SHARED PARKING STRUCTURES, ROADS AND INTERSECTIONS, TRANSIT AND TRAIL IMPROVEMENTS

The following preliminary estimates are presented for the purpose of determining the per-unit proportional fair shares of the needed roads, intersections, trail improvements, the needed parking structures debt service funds, the provision and upkeep of the proposed shuttle services, and the free bike loaner program. A final determination of the required per-unit proportional fair shares shall be made by the District Council after [comments] recommendations are received from a work group created by the Council upon adoption of the TDDP. The work group shall include the all relevant parties including representatives from the County Executive's Office, the Maryland State Highway Administration, the Prince George's County Department of Public Works and Transportation, the Prince George's County Parking Authority, The Maryland-National Capital Park and Planning Commission, [Department of Parks and Recreation] Prince George's County Office of Finance, Prince George's Office of Law, Prince

George's County Office of Management and Budget, property owners in the TDOZ, the City of College Park and the Town of Riverdale. The work group shall make its recommendation to Council prior to November 30, 1997. This work group shall discuss, examine and develop specific details with regard to the amount of credits and the actual amount of the required annual and one-time pro-rata share for the northern and southern areas of the TDOZ. The fees and the credit are to account timely implementation of all recommended road and intersection improvements and transportation demand management programs. The calculation of the annual and one-time pro-rata fees shall be based upon the type (surface or structured) and total number of parking spaces The District Council shall adopt the required fees by a Resolution. Thereafter, the fees shall be subject to a primary amendment process.

The estimated annual contract cost of providing the recommended shuttle service from the I-95/I-495 Park and Ride facility to the transit district, the shuttle service in the district and provision and upkeep of the free bike loaner program is \$245,000.00 (1997 figures).

The total estimated capital cost of the recommended road and intersection improvements is \$6,650,000 (1997 figures). The RiverSide development is required to provide the estimated \$2,050,000 for the widening of Kenilworth Avenue between River Road and Pontiac Street/Winchester Park Road.

The total estimated cost of the needed trail improvements is \$750,000 (1997 figures).

A minimum of three parking structures, each with 500 or more parking spaces, are assumed for the transit district. Two of those parking structures will be located on the northern portion of the TDOZ

and one is assumed to be located in the southern portion of the TDOZ.
The total debt service for bond financing of these three parking
structures is estimated to be \$1,500,000. It is further assumed, that the
required debt service funds will be collected from proposed
developments with surface parking.

· The calculation of the proportional fair share cost for the needed
improvements is based on the type and [total] maximum number of
parking spaces required for [each parcel] the northern and southern
areas. The [total] maximum number of surface parking spaces in the
northern and southern portions of the transit district, are [assumed]
limited to [be 7,107 and 6,833] 4,845 and 6,955 spaces, respectively. [
For the high yield option with structured parking, the total number of
parking spaces needed] The maximum surface and structured parking
spaces in the northern and southern portions of the district [is assumed
to be 10,488 and 6,833 spaces, respectively] are limited to 9,045 and
6,955 spaces respectively.

As a result, the annual per unit proportional fair share for the provision
and upkeep of the proposed shuttle services and the free bike loaner
program is:

\$[15.00] to be determined per structured parking space

\$[20.00] to be determined per surfaced parking space

(These cost figures are expressed in 1997 dollars).

The per unit proportional fair share for the funding of the needed roads,
intersections and trail improvements and the funds needed for debt
service for bonding funding of three parking structures is:

Northern Area

\$[785.00] to be determined per surfaced parking space

\$[420.00] to be determined per structured parking space

Southern Area

[\$215.00] to be determined per surfaced parking space

[\$135.00] to be determined per structured parking space

(These cost figures are expressed in 1997 dollars).

In accordance with the requirements of the Zoning Ordinance for any Transit District Development Plan, the following describes the primary requirements which would insure the funding and implementation of the appropriate improvements to serve the existing and proposed development within the transit district.

P-1 Concurrent with the adoption of the TDOZ and the TDDP, a Special Benefit Assessment District contiguous with the transit district shall be established.

P-2 A special annual [assessment tax] to be determined shall be collected from all property owners in the district. The funds collected may be channeled to the College Park-Riverdale Transportation Management Authority, the Parking Authority or the County to provide for the implementation and upkeep of the recommended shuttle services and the free bike loaner program.

P-3 Each parcel's special annual [assessment tax] to be determined shall be calculated based on the number of structured and/or surfaced parking spaces that exist for that parcel.

P-4 At the time of Detailed Site Plan review, the Planning Board shall calculate the applicant's total-indexed proportional fair share for the funding of needed road, intersection and trail improvements. Each applicant's proportional fair share shall be based on the proposed number of structured and/or surfaced parking spaces needed for the proposed development.

P-5 [Prior to the issuance of any building permits,] To be determined the applicant, his heirs, successors and/or assigns shall provide proof of payment [for the total or the annual proportional share of

the total (if agreed by the Planning Board),] to be determined of the assessed proportional fair share for the needed road, intersection and trail improvements.

*AMENDMENT 93: On page 124 and Planning Board Amendment #50, Parcel 1

[M][S]P-1 Building Height, delete Planning Board Amendment and add

- [- 60 feet maximum within the area between the existing face of curb on River Road for a depth of 130 feet behind the face of curb.
- 36 feet maximum for the remainder of the parcel
- Building heights may be increased if at the time of detailed site plan, the applicant: (1) prepares a visual impact study, including 3-D modeling, demonstrating no adverse impacts on the residential neighborhood and (2) receives approval from the Federal Aviation Administration.
- At the time detailed site plan review, the applicant may determine a different transition point for building heights through the use of visual studies, including 3-D modeling to demonstrate no adverse impacts on the residential neighborhood.]
- [- 84 feet maximum building height]
- = 84 feet maximum height along River Road and 6084 maximum on the remainder of the parcel.

AMENDMENT 94: On page 124, delete heading [Development Guidelines].

*AMENDMENT 95: On page 124 replace [M-4]S-[4]2, [M-5]S-[5]3, [M-6]S-[6]4, [M-7]S-[7]5, [G-1]S-[8]6, [G-2]S-[9]7, [G-3]S-[10]8, [G-4]S-[11]9.

*AMENDMENT 96: On page 124 under [M]S-[2]1 Front Building Setback:

Paint Branch Parkway:

- 20 feet minimum from the existing face of curb on Paint Branch Parkway. [or River Road.]

- [- 30 feet minimum from the existing face of curb on River Road.]
- 30 feet maximum from the existing face of curb of Paint Branch Parkway [or River Road] if cafes, plazas or courtyards are provided.

River Road:

- 30 feet minimum from the existing face of curb on River Road.
- 40 feet maximum from the existing face of curb on River Road if cafes, plazas or courtyards are provided.

*AMENDMENT 97: On page 124, revise [M-3] P-[1]2 Rear Building Setback: [Minimum distance per existing face of building to parapet wall] [100]150 feet from the centerline of the CSX railroad tracks.

*[AMENDMENT 98: On page 124, add a new S-3 Rear Building Setback: New structures (other than parking structures) located within 100 to 150 feet of the CSX railroad must demonstrate remediation of noise, vibration and visual impacts.]

AMENDMENT 99: On page 125, Map 24, show the hiker/biker trail on the west side of River Road.

*AMENDMENT 100: On page 125, Map 24, revise the rear setback to show [100]150 feet from the centerline of the CSX [and indicate the 100 to 150 setback].

*AMENDMENT 101: On page 126 replace [G-5 through G-11] with S-[13]10 to S-[19]16.

*AMENDMENT 102: On page 126 and Planning Board Amendment #51, add to the list of amenities to [G]S-[10]15:

For the residential complex:

- Landscaped gardens which may include arbors, courtyards, fountains, and custom features such as walls, fences and other ornament
- Business center with 24-hour access and a computer with a fax modem, a printer, a fax machine and a copy machine

For each residential unit:

- Full-size [W]washer and dryer
- 9-ft. Interior ceilings
- Crown moldings in main rooms
- Automatic icemaker
- Individual heating and air-conditioning system
- Pre-wired for 5 telephone lines
- 8-ft. Sliding glass patio doors
- 6-ft. high standard windows
- Walk-in closets
- Burglar/intrusion alarms

*AMENDMENT 103: On page 126, amend [G-8] as follows: S-[16]13 This parcel should be considered as a possible off-site woodland conservation [mitigation] receiving area.

*AMENDMENT 104: On page 126, replace [G-11] as follows: S-[19]16 [Dwelling units should be owner-occupied as desired by the community.]
Condominium dwelling units are preferred. Rental residential units shall provide an increase in luxury through architectural features, building construction and added amenities to the site and units.

AMENDMENT 105: On page 127, under revise Proposed Zoning [I-1]M-X-T, and delete heading [Development Guidelines].

*AMENDMENT 106: On page 127 replace [M-1] to P-1, [M-2 through M-5] and [G-1 through G-4] with S-1 to S-[10]9 respectively.

*AMENDMENT 107: On page 127, and Planning Board Amendment #52 , Parcel 2, [M][S]
P-1 Building Height, delete Planning Board Amendment and add
 [- 60 feet maximum within the area between the existing face of curb on River Road for a depth of 130 feet behind the face of curb.
 - 36 feet maximum for the remainder of the parcel
 - At the time of detailed site plan review, the applicant may

determine a different transition point for building heights through the use of visual studies, including 3-D modeling to demonstrate no adverse impacts on the residential neighborhoods.]

- 84 feet maximum building height

*AMENDMENT 108: On page 127 under [M]S-[2]1 Front Building Setback:

- [20]30 feet minimum from the existing face of curb River Road.
- [30]40 feet maximum from the existing face of curb of River Road if cafes, plazas or courtyards are provided.

*AMENDMENT 109: On page 127, add to [M] S-[5]4 : 4. Woodland Conservation off-site within the College Park - Riverdale Transit District Overlay Zone.

*AMENDMENT 110: On page 127, replace [G-4] with S-[10]9 Conservation of additional woodland meeting hierarchies 1-3 listed above, can be used for other Transit District woodland conservation requirements in accordance with District-Wide Mandatory Requirement S-3 on page [92] --.

*AMENDMENT 111: On page 127, add S-[11]10 Residential uses should be upscale and luxurious in building construction and amenities. For example, amenities may include but are not limited to the following:

For the residential complex:

- Party and/or community rooms with kitchen, minimum size of 3 square feet per dwelling unit
- a furnished lobby with a reception area for a front desk and 24-hour answering service in each building
- Fitness facilities, a minimum size of 4 sf per dwelling unit, which includes: exercise/weight equipment, sauna/steam room, dance floor for aerobic and exercise classes and/or swimming pool
- Porte-cochere at the entrance to each building
- Landscaped gardens which may include arbors, courtyards, fountains, and custom features such as walls, fences and other ornament

- Business center with 24-hour access and a computer with a fax/modem, a printer, a fax machine and a copy machine

For each residential unit:

- Wall-to-wall carpeting and/or hardwood floors for all rooms, except kitchen and baths -9-ft. interior ceilings
- Crown moldings in main rooms
- Kitchens with self cleaning ovens, microwave oven, garbage disposal, trash compactor, frost free refrigerators with automatic icemaker, dishwasher, pantry cabinet and/or option for a gourmet kitchen with a grill, double ovens or island counter
- Individual heating and air-conditioning system

- Full size washer and dryer in each unit

- Separate bathroom and bath for the master bedroom with a spa tub and separate shower
- 8-ft. sliding glass patio doors
- 6-ft. high standard windows
- Walk-in closets
- Gas fireplace
- Wiring for pay/cable television and five telephone lines
- Individual front door lock system (the capability to electronically unlock the buildings' front door from the unit with an integrated telephone/speaker system)
- Burglar/intrusion alarms
- Exterior balcony or sun room for the majority of units.
- For units on the top floors, cathedral ceilings and skylights

*AMENDMENT 112 On 127, add S- [12]11 Condominium dwelling units are preferred. Rental residential units shall provide an increase in luxury through architectural features, building construction and added amenities to the site and units.

- AMENDMENT 113: On page 128, Map 25, move the hiker/biker trail from the east side of River Road to the west side.
- AMENDMENT 114: On page 129, under revise Proposed Zoning [I-1]~~M-X-T~~, revise Allowed Uses See Table [1]2 of Uses and delete heading [Development Guidelines].
- *AMENDMENT 115: On page 129 replace ~~[M-1] to P-1~~ and ~~replace [M-[1]2 through M-5]~~ and [G-1 through G-4] with S-1 through S-[9]8 respectively.
- AMENDMENT 116: On page 129, replace [G-4] with S-9 Conservation of additional woodland meeting hierarchies 1-3 listed above, can be used for other Transit District woodland conservation requirements in accordance with District-Wide Mandatory Requirement S-3 on page[92] --.
- AMENDMENT 117: On page 130, Map 26 move the hiker/biker trail from the east side of River Road to the west side.
- *AMENDMENT 118: On page 131, amend G-3 as follows: S-[5]4This parcel should be considered as a possible off-site woodland conservation [mitigation] receiving area.
- *AMENDMENT 119: On page 131 replace ~~[M-1] to P-1~~, ~~[M-2, G-1, G-2, and G-3]~~with S-1 through S-[5]4 respectively.
- AMENDMENT 120: On page 131, under revise Proposed Zoning [I-1]~~I-3~~, revise Allowed Uses See Table [1]2 of Uses and delete heading [Development Guidelines].
- AMENDMENT 121: On page 133, under revise Proposed Zoning [I-1]~~I-3~~, revise Allowed Uses See Table [1]2 of Uses and delete heading [Development Guidelines].
- *AMENDMENT 122: On page 133 replace ~~[M-1] to P-1~~, ~~[M-2, G-1 and G-2]~~ with S- 1 through S-[4]3 respectively.
- AMENDMENT 123: On page 135, revise Allowed Uses See Table [1]3 of Uses and delete heading [Development Guidelines].
- AMENDMENT 124: On page 135 replace [G]~~S~~-1.

- AMENDMENT 125: On page 135, amend [G-1] as follows: S-1 This parcel should be considered as a possible off-site woodland conservation [mitigation] receiving area.
- AMENDMENT 126: On page 137, revise Allowed Uses See Table [1]3 of Uses and delete heading [Development Guidelines].
- AMENDMENT 127: On page 137, add the following requirement: S-1 The two County Champion trees identified on Parcel 7 shall be preserved.
- AMENDMENT 128: On page 138, under revise Proposed Zoning [I-1]I-3, revise Allowed Uses See Table [1]2 of Uses and delete heading [Development Guidelines].
- *AMENDMENT 129: On page 138 replace [M-1] to P-1 and replace [M-2 through M-5] and [G-1 through G-4] with S-1 through S-[9]8 respectively.
- *AMENDMENT 130: On page 138, under [M]S-[2]1 Front Building Setback revise:
River Road
- [20]30 feet minimum from the existing face of curb of River Road
 - Section B (See Figure 5).
 - [26 feet minimum from the existing face of curb of Haig Drive (see Figure 11).]
 - [30]40 feet maximum from the existing face of curb of River Road if cafes, plazas or courtyards are provided.
- Haig Drive
- 26 feet minimum from the existing face of curb of Haig Drive (see Figure 11).
 - 40 feet maximum from the existing face of curb of Haig Drive if cafes, plazas or courtyards are provided.
- AMENDMENT 131: On page 140, under revise Proposed Zoning [I-1]I-3, revise Allowed Uses See Table [1]2 of Uses and delete heading [Development Guidelines].

*AMENDMENT 132: On page 140 replace [M-1] to P-1 and replace [M-2 through M-4] and [G-1 through G-5] with S-1 through S-8 respectively.

*AMENDMENT 133: On page 140, under [M]S-[2]1 Front Building Setback revise:

River Road

- [20]30 feet minimum from the existing face of curb River Road (See figure 5).

[- 16 feet minimum from the existing face of curb of Rivertech Court (See Figure 10).]

- [30] 40 feet maximum from the existing face of curb of River Road[, Haig Drive and Rivertech Court] if cafes, plazas or courtyards are provided (See Figure[s] 5[, 10 and 11]).

Rivertech Court

- 16 feet minimum from the existing face of curb of Rivertech Court (See Figure 10).

- 30 feet maximum from the existing face of curb of Rivertech Court if cafes, plazas or courtyards are provided (See Figure 10).

Haig Drive

- 14 feet minimum from the existing face of curb of Haig Drive (See Figure 11).

- 30 feet maximum from the existing face of curb of Haig Drive if cafes, courtyards or plazas are provided (See Figure 11).

AMENDMENT 134: On page 141, Map 31, move the hiker/biker trail from the north side of River Road to the south side.

AMENDMENT 135: On page 142, under revise Proposed Zoning [I-1]I-3, revise Allowed Uses See Tables [1]2 of Uses and delete heading [Development Guidelines].

*[AMENDMENT 136: On page 142 delete M-3.]

AMENDMENT 137: On page 144, delete G-3 Parking.

*AMENDMENT 138: On pages 142 and 144 replace [M-1] with P-1, and replace M-2, M-4

through M-9] and [G-1, G-2, G-4 through G-7] with S-1 through S-14] 13 respectively.

*AMENDMENT 139: On page 142, Parcel 10 [M]S-[2]1 Front Building Setback revise:
River Road

- [Along River road a 150-foot build-to-line from the face of existing curb along River Road. A transition will occur opposite of new development on Parcel 3 where the building setback will be a minimum of 30 feet from the existing face of curb of River road and a maximum of 40 feet from the existing face of the River Road curb if cafes, plazas or courtyards are provided. (See Figure 4)]20 feet minimum from the existing face of curb of River Road (See Figure 5).
- 30 feet maximum from the existing face of curb of River Road if cafes, plazas or courtyards are provided (See Figure 5).

Internal Roads

- [Along Haig Drive Extended, a] 14 feet minimum [of 14 feet and a maximum of 30 feet] from the face of curb of Haig Drive Extended (See Figure 15).
- 30 feet maximum from the face of curb of Haig Drive Extended if additional pedestrian or streetscape amenities are provided.

*AMENDMENT 140: On page 142, [G]S-[2]1 revise ...[Haig Road Extended]Internal Roads...

*AMENDMENT 141: On page 142, add S-[15]14 Building Layout: Encourage the creation of a campus setting where buildings are clustered to create pedestrian plazas, greens, courtyards or malls between buildings and where vehicular access is strictly limited. In addition, pedestrian and bicycle connections are provided to encourage access throughout the parcel and to the recommended hiker/biker trails to 51st and/or 52nd Avenues to the north, the “stream trail” and to the existing hiker/biker

trails along River Road and the Anacostia River Park.

*AMENDMENT 142: On page 142, amend [M-7] as follows: S-6 Provide a minimum [100]50-foot buffer [woodland conservation buffer] from the 100-year floodplain. Preservation of existing trees and afforestation within this buffer are preferred rather than reforestation. The area of woodland conservation required that is not met with the 50-foot buffer will be determined at the time of detailed site plan.

*AMENDMENT 143: On page 142 and Planning Board Amendment #55, Parcel 10, revise [M-9] as follows: S-[8]7 [Connect the existing curb cuts (at Haig Drive and north of Rivertech Court) on Parcel 10 with a road.] The need and exact location of the road connecting the existing curb cuts (at Haig Drive and north of Rivertech Court) shall be determined at Detailed Site Plan. The RiverSide subdivision conditions requires the applicant of Parcel 10 provide an access road to Parcel 11 at which time the easternmost curb cut along River Road on Parcel 11 shall be eliminated.

AMENDMENT 144: On page 143, Map 32 move the hiker/biker trail from the north/east side of River Road to the south/west side.

*AMENDMENT 145: On page 144, [G-4], revise the second sentence as follows: S-[11]10 This internal road network [shall]may provide vehicular and pedestrian access between the tow existing median breaks...

*AMENDMENT 146: On page 144, replace [G-7] with S-[14]13 Conservation of additional woodland can be used for other Transit District woodland conservation requirements in accordance with District-Wide Mandatory Requirement S-3 on page 92.

AMENDMENT 147: On page 145, under revise Proposed Zoning [I-1]M-X-T, and delete heading [Development Guidelines].

*AMENDMENT 148: On page 145 replace [M-1] with P-1 and replace [M-2 through M-6] and [G-1 through G-4] with S-1 through S- [11]10 respectively.

*AMENDMENT 149: On page 145, [M]S- [2]1 Front Building Setback:

- [30]20 feet minimum from the existing face of curb of River Road.
- [40]30 feet minimum from the existing face of curb of River Road if cafes, plazas or courtyards are provided. (See Figure 4.)

*AMENDMENT 150: On page 145, add to [M-5]S-[6]5 3. Woodland Conservation off-site within the College Park - Riverdale Transit District Overlay Zone.

*AMENDMENT 151: On page 145, replace [G-4] with S-[11]10 Conservation of additional woodland meeting hierarchies 1-3 listed above, can be used for other Transit District woodland conservation requirements in accordance with District-Wide Mandatory Requirement S-3 on page [92] --.

AMENDMENT 152: On page 146, Map 33 move the hiker/biker trail from the east side of River Road to the west side.

AMENDMENT 153: On page 147, under revise Proposed Zoning [I-1]I-3, revise Allowed Uses See Table [1]2 of Uses and delete heading [Development Guidelines].

AMENDMENT 154: On page 147 delete [M-3]

*AMENDMENT 155: On page 147 replace [M-1] with P-1 and replace[,] [M-2] and [G-1 through G-4] with S-1 through S-[6]5 respectively.

*AMENDMENT 156: On page 147, revise [M]S-[2]1 Front [Building to Line] Setback: [150 feet]

- 20 feet minimum from the existing face of curb of River Road.
- 30 feet minimum from the existing face of curb if additional streetscape or pedestrian amenities including cafes are provided. (See Figure 4).

AMENDMENT 157: On page 148, Map 34 move the hiker/biker trail from the north side of River Road to the south side.

AMENDMENT 158: On page 149, under revise Proposed Zoning [I-1]M-X-T, and delete heading [Development Guidelines].

- *AMENDMENT 159: On pages 149 and 151 replace [M-1] with P-1 and replace [M-2 through M-8] and [G-1 through G-4] with S-1 through S-[12]11 respectively.
- *AMENDMENT 160: On page 149, add to [M-6]S-[6]5 4. Woodland Conservation off-site within the College Park - Riverdale Transit District Overlay Zone.
- *AMENDMENT 161: On page 15[0]2, replace M-7 of Planning Board Amendment #59 to S-[7]6.
- *AMENDMENT 162: On page 151, replace [G-3] with S-[11]10 Conservation of additional woodland meeting hierarchies 1-3 listed above, can be used for other Transit District woodland conservation requirements in accordance with District-Wide Mandatory Requirement S-3 on page [92] --.
- AMENDMENT 163: On page 152, under revise Proposed Zoning [I-1]M-X-T, and delete heading [Development Guidelines].
- *AMENDMENT 164: On page 152 replace [M-1] to P-1 and replace [M-2 through M-8]and [G-1 through G-7] with S-1 through S-[15]14 respectively.
- AMENDMENT 165: On page 153, Map 36, move the hiker/biker trail from the east side of River Road to the west side.
- AMENDMENT 166: On page 154, under revise Proposed Zoning [I-1]M-X-T and delete heading [Development Guidelines].
- *AMENDMENT 167: On page 154, replace [M-1 with P-1 and [M-2 through M-4] and [G-1 through G-6] with S-1 through S-[9]8 respectively.
- AMENDMENT 168: On page 156, revise Allowed Uses See Table [1]3 of Uses and delete heading [Development Guidelines].
- *AMENDMENT 169: On page 156, replace [M-1 with P-1 and [M-2 through M-4]and [G-1 through G-4] with S-1 through S-[8]7 respectively.
- AMENDMENT 170: On page 158, revise Allowed Uses See Table [1]3 of Uses and delete heading [Development Guidelines].
- AMENDMENT 171: On page 158 replace [M-1]S-1 and [G-1]S-2.
- AMENDMENT 172: On page 160, revise Allowed Uses See Table [1]3 of Uses and delete

heading [Development Guidelines].

AMENDMENT 173: On page 160, Parcel 15, revise the Gross Acreage [17.2]14.5

*AMENDMENT 174: On page 160 replace [M-1 with P-1 and [M-2 through M-6] and [G-1 through G-3] with S-1 through S-[9]8.

AMENDMENT 175: On page 161, Map 40 delete the label [Indoor Ice Rink Facility], in the parking area east of 52nd Avenue add to the label Parking or Recreational Facility

AMENDMENT 176: On page 162, under Proposed Zoning in Planning Board Amendment #61[I-1]~~M-X-T~~ and delete heading [Development Guidelines].

*AMENDMENT 177: On page 162, replace [M-1 with P-1 and M-2 through M-4] and [G-1 through G-5] with S-1 through S-[9]8 respectively.

AMENDMENT 178: On page 163, Map 41, move the hiker/biker trail from the east side of River Road to the west side.

*AMENDMENT 179: After page 163 insert Parcel 15E (See Map--.)

<u>GROSS ACRES</u>	<u>3.9 acres (2.7 acres owned by M-NCPPC,</u> <u>1.2 acres owned by Prince George's</u> <u>County)</u>
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<u>EXISTING ZONING</u>	<u>I-1</u>
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<u>PROPOSED ZONING</u>	<u>M-X-T</u>
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<u>EXISTING USES</u>	<u>Vacant</u>
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<u>ALLOWED USES</u>	<u>See Table 1</u>
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Development Requirements (Refer to “District-wide
Development Requirements and Guidelines.”)

[S-1]P-1 Building Height: 60 feet maximum

S-[2]1 Front Building Setback:

Paint Branch Parkway: per Figure 3

Cpl. Frank Scott Drive: per Figure 6

52nd Avenue: per Figure 12

S-[3]2 Prohibit parking in front of the building along the Paint

Branch Parkway frontage.

S-[4]3 Provide off-road trail improvements

S-[5]4 Access should be limited to Cpl. Frank Scott Drive and
52nd Avenue

S-[6]5 Provide streetscape improvements per Paint Branch
Parkway (Figure 3), 52nd Avenue-Parcel 15 (Figure
12) and Cpl. Frank Scott Drive (Figure 6).

S-[7]6 Provide crosswalk improvements (Map--).

AMENDMENT 180: After the page for Parcel 15E, insert the conceptual site plan Map--, Parcel 15E.

AMENDMENT 181: On page 164, under revise Proposed Zoning [I-1]M-X-T and delete heading [Development Guidelines].

AMENDMENT 182: On page 164 and Planning Board Amendment #65, Parcel 16, revise the Gross Acreage [11.9]10.7

AMENDMENT 183: On page 164 replace [M-1] with P-1 and replace [M-2 through M-5] and [G-1 through G-8] with S-1 through S-[13]12 respectively.

*AMENDMENT 184: On page 21, Amended Table , add the column for Parcel 16 from Table I for I-1 uses (December 1996 TDDP) and the following: Prior to the approval of a Detailed Site Plan for the M-X-T Zone, all uses in Table I shall be allowed, in accordance with the requirements of the I-1 Zone, to utilize existing structures on Parcel 16. Upon approval of a Detailed Site Plan for the M-X-T Zone, all uses not in accordance with the approved Site Plan shall be prohibited and shall not be eligible for certification as a nonconforming use.

*AMENDMENT 185: On page 9, add as follows: A conceptual site plan as required by Section 27- 471(d)(2) for the I-3 Zone and Section 27-546(a) is waived for properties within the TDOZ. The Transit District Development Plan meets the purposes of and requirements for a Conceptual Site Plan as set forth in Sections 27-272 and 27-273

thereby serving as the Conceptual Site Plan for properties within the TDOZ.

*AMENDMENT 186: On page 162, add to the first sentence of P-5: Incorporate a significant urban plaza into the development that allows pedestrian and visual access to the proposed development on Parcels 15E and 16.

*AMENDMENT 187 On page 71, Map 11, Maximum Building Heights change maximum building height for Parcel 13 from [1 FLOOR MAXIMUM] to 2 FLOOR MAXIMUM

*AMENDMENT 188 On page 156, revise as follows: P-1 Building Height: [1-floor maximum] 2-floor maximum

*AMENDMENT 189 On page 112, delete the second paragraph beginning with “The district-wide recommended...”

*AMENDMENT 190: Incorporate all errata elements contained in the Digest of Testimony Analysis (September, 1997). See Attachment H hereto.

*AMENDMENT 191: On page 71, Map 11, revise maximum building height for Parcel 15D to 60 feet. On page 162, revise P-1 Building Height to [84]60-foot maximum.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 14th day of October, 1997, by the following vote:

In Favor: Council Members Bailey, Del Giudice, Estepp, Gourdine, Hendershot, Maloney, Russell, Scott, and Wilson

Opposed:

Abstained:

Absent:

Vote: 9-0

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: _____
Dorothy F. Bailey, Chair

ATTEST:

Joyce T. Sweeney
Clerk of the Council

KEY:

*Before an Amendment denotes changes were made

== denotes new Council additions

[] denotes new Council deletions

[[a]] denotes addition of a previous deletion

ATTACHMENT A
ERRATA
Proposed College Park- Riverdale Transit District Development Plan
July 1, 1997

PART II **Existing Land Use and Zoning**

- p. 13 Revise first sentence under Existing Land Use as follows: Existing land uses within and adjacent to the transit district are shown on Map 4.
- p. 13 Revise the first sentence under Existing Zoning as follows: The existing zoning pattern within and adjacent to the transit district is shown on Map 5.
- p. 14 Revise Map 4 to show adjacent land uses.
- p. 15 Revise Map 5 to show adjacent zoning uses.

PART III **Proposed Boundary Change, Land Use and Zoning**

- p. 28-33 Revise Table of Uses to prohibit (X) uses on Parcels 6, 7, 13, 14 and 15 that are not permitted in the Zoning Ordinance use table for the O-S and R-R Zones.
- p. 28-33 Revise Table of Uses to permit (P) the following uses on Parcels 13 and 15: Archery Range; Boathouse; Club, Private; Commercial Recreation Attraction; Golf Course; Golf Driving Range; Private Club or Service Organization; Recreational Program Before- and After-School; Spa, Community and Spa, Private
- p. 28 Table 1, Table of Uses, Section 2, Industrial, Category I, Processing of Food and Kindred Products for Human Consumption: [Micro brewery] Brewery (not to exceed 15,000 square feet of gross floor area)
- p. 30 Table 1, Table of Uses, Section 4, Miscellaneous: Add the use: Accessory structures and uses and permit for all parcels.

PART IV **District-Wide Development Requirements and Guidelines**

- p. 45 Figure 4 add to the figure title: River Road - Section A
- p. 58 Change G-5 as follows: New trails should be designed as indicated in Figure 18[.] that are not part of the streetscape on River Road and Paint Branch Parkway.
- p. 80 Revise the heading: Regulatory Signs (Not in Public Right-of-Ways)

- p. 92 Add the following sentence to the end of the third paragraph (Intent:) In addition to the existing Woodland Conservation Ordinance requirements, the following mandatory requirements apply:
- p. 111 Map 21, Show existing trails along River Road and Paint Branch Parkway

PART V **Parcel-Specific Development Requirements and Guidelines**

- p. 124 EXISTING ZONING I-1, R-R
- p. 126 and Planning Board Amendment #51 revise the eighth bullet under For each residential unit: -Individual front door lock system (the capability to electronically unlock the buildings' front door from the unit through an integrated [with a] telephone/ [of]speaker system.
- p. 128 Revise Map 25 for Parcel 2 as follows: add a note that says "Exact wetland delineation to be field determined."
- p. 149 M-1 Building Height: 48 and [84] 60 feet maximum. (See Map 11, "Maximum Building Heights.")
- p. 160 M-5 Provide [a stand] for [yellow bikes] bicycle racks.
- p. 160 Revise [G]S-3 Provide crosswalk improvements (Map [15]40).
- p. 163 Map 41, delete the hiker/biker trail along Paint Branch Parkway from Lehigh Avenue northward.

NOTE: Attachments B through D are available in hard copy only.

**[ATTACHMENT E
TABLE 9
Comparison of Development Yield and Parking for the Northern Area**

Parcel ID	Existing		TDDP Plan (Dec. 1996)		P.B. Amended (March 1997)			Task Force Amended (June 1997)			
					Assumed Development Yield GSF		Max. Parking Allotment	Low Yield Surface Parking		High Yield Structured Parking	
	Development Yield GSF	Parking Spaces	Assumed Development Yield-GSF	Total Parking Cap	Surface Parking Base	Structured Parking High		Assumed Development GSF	Calculated Parking	Assumed Development GSF	Calculated Parking
1	0	683	856,765	1,484	856,765	856,765	1,484	1,327,850	2,452	1,327,850	2,452
2	0	0	88,000	132	88,000	186,219	132	121,500	243	353,400	707
10 D	0	0	88,000	132	88,000	169,884	132	110,800	221	324,100	649
12	130,360	550	1,220,000	1,683	1,122,000	1,869,157	1,683	764,000	1,528	984,456	2,183
12 C	0	640	385,000	385	385,000	1,254,528	700	450,000	640	975,600	980
12 D	72,860	267	192,000	240	192,000	402,496	240	202,800	381	368,152	691
13	37,400	251	N/A	251	37,400	37,400	251	37,400	251	37,400	251
15	38,277	264	152,227	514	152,227	152,227	514	152,227	514	152,227	514
15 D	0	0	N/A	0	232,000	232,000	232 ^{1/}	127,200	223	377,200	661
15 E	0	0	Included with Parcel 15		Included with Parcel 15			Included with Parcel 15 D			
16	191,558	135	170,000	370	170,000	725,710	370	400,485	654	822,000	1,392
Total	470,435	2,790	3,151,992	5,191	3,232,392	5,888,386	5,738	3,694,262	7,107	5,722,385	10,488

Notes: GSF = Gross Square Feet; N/A = Not Allowed

^{1/} Parking must be located off-site

Assumption:

Structured Parking is assumed for all development yields for Parcel 1
1200 GSF Per Dwelling Unit is assumed for calculating all development yields
500 GSF Per Hotel Room is assumed for calculating all development yields]

[ATTACHMENT F

TABLE 10

Comparison of Development Yield and Parking for the Southern Area

Parcel ID	Existing		TDDP Plan (Dec. 1996)		P.B. Amended (March 1997)			Task Force Amended (June 1997)			
					Maximum Development ^{4/} Yield GSF		Max. Parking Allotment	Low Yield Surface Parking		High Yield Structured Parking	
	Development Yield GSF	Parking Spaces	Maximum ^{4/} Development Yield -GSF	Total Parking Cap	Surface Parking Base	Structured Parking High		Maximum ^{4/} Development GSF	Maximum Parking	Maximum ^{4/} Development GSF	Maximum Parking
3	120,478	229	470,448	1,176	470,448	470,448	1,176	470,448	1,400 ^{1/}	470,448	1,400 ^{1/}
4	288,630	484	288,630	484	335,000	335,000	938	335,000	1,005 ^{3/}	335,000	1,005 ^{3/}
5	156,360	468	156,360	468	156,360	156,360	468	156,360	468 ^{2/}	156,360	468 ^{2/}
6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
8	0	0	52,600	158	52,600	52,600	158	52,600	158 ^{3/}	52,600	158 ^{3/}
9	0	0	235,000	588	235,000	235,000	588	235,000	700 ^{3/}	235,000	700 ^{3/}
10	0	0	748,592	1,871	748,592	748,592	1,871	748,592	2,246 ^{3/}	748,592	2,246 ^{3/}
11	337,000	856	337,000	856	337,000	337,000	856	337,000	856 ^{2/}	337,000	856 ^{2/}
Total	902,468	2,037	2,288,630	5,601	2,335,000	2,335,000	6,055	2,335,000	6,833	2,335,000	6,833

Notes:

^{1/} The number of parking is limited by the Planning Board conditions for the RiverSide Subdivision.

^{2/} The existing number of parking approved as part of a detailed site plan.

^{3/} The number of parking is limited by applying the parking ratio 3.0 per 1,000 GSF parking ratio.

^{4/} Development Yield for all parcels is limited by the Planning Board approved subdivisions.]

ATTACHMENT G
TABLE 9
MAXIMUM PARKING CAPS

<i>AREA</i>	<i>SURFACE PARKING</i>	<i>SURFACE AND STRUCTURED</i>
<i>SOUTH</i>	6,955	6,955
<i>NORTH</i>	4,845	9,045
<i>DISTRICT-WIDE TOTAL</i>	11,800	16,000

ATTACHMENT H
ERRATA
Proposed College Park-Riverdale Transit District Development Plan
September, 1997

PART V

PARCEL-SPECIFIC DEVELOPMENT REQUIREMENTS AND GUIDELINES

p. 162

Add P-5: Incorporate a significant urban plaza into the development that allows pedestrian and visual access to the proposed development on Parcel 16. The urban plaza should have pedestrian access around and throughout the space, pedestrian amenities and public art, such as fountains, sculpture or other structures.