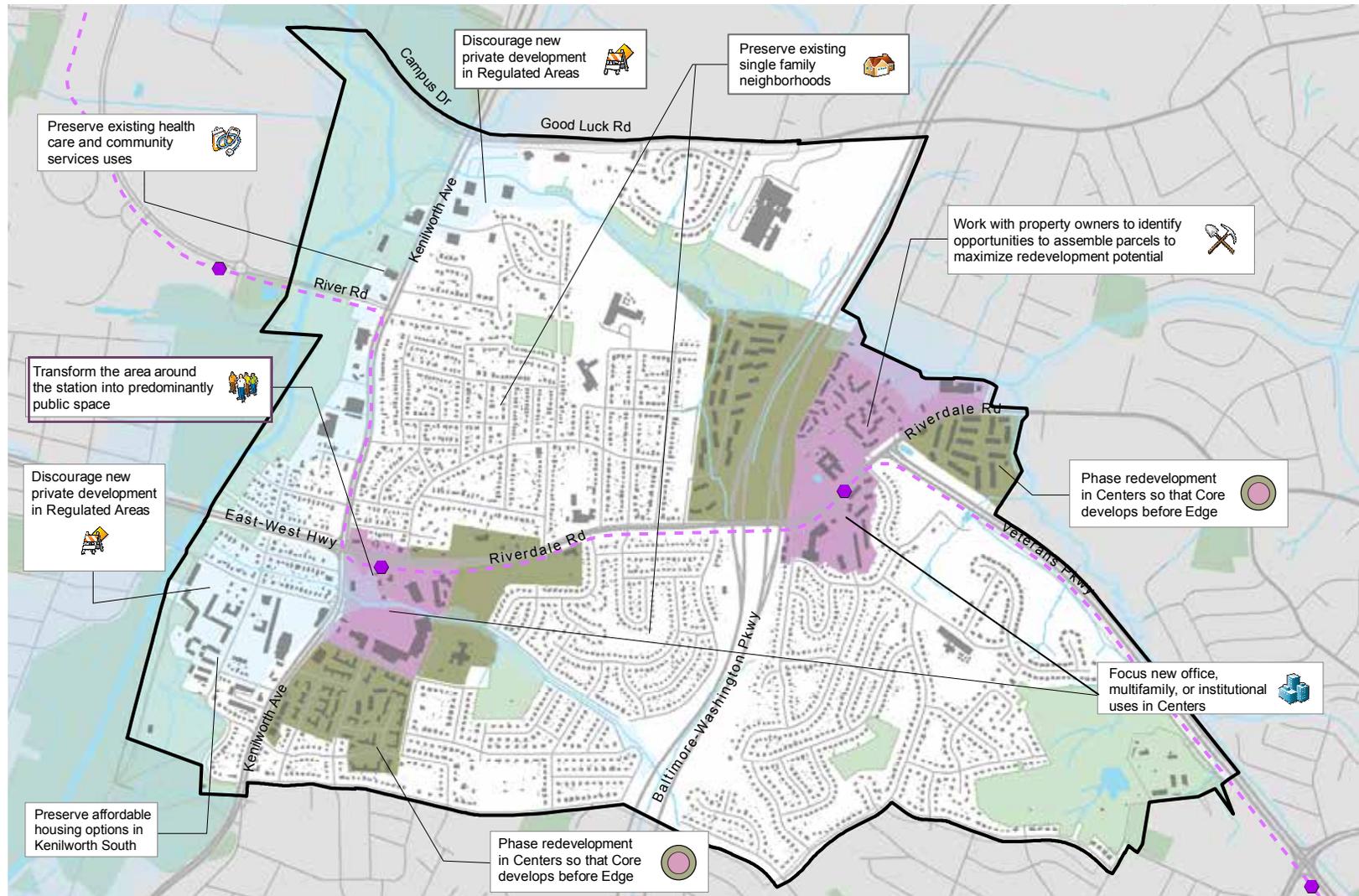


SECTION 3
PLAN ELEMENTS

The image features a minimalist design with several overlapping rectangular blocks. A light blue block is the central focus, containing the text 'LAND USE'. To its left, a darker blue block overlaps it. Below the light blue block, a purple block overlaps its bottom edge. A thin, dark blue horizontal line runs across the top of the light blue block. The overall composition is clean and modern.

LAND USE

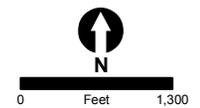
Map 18. Land Use Element Overview



- East Riverdale-Beacon Heights Sector Plan Boundary
- Buildings
- Parkland
- Known Water Bodies

- Purple Line and Stations (MTA)
- Primary Road
- Secondary Road
- 1989 Prince George's County Floodplain Study Area

- Neighborhood Center Core
- Neighborhood Center Edge



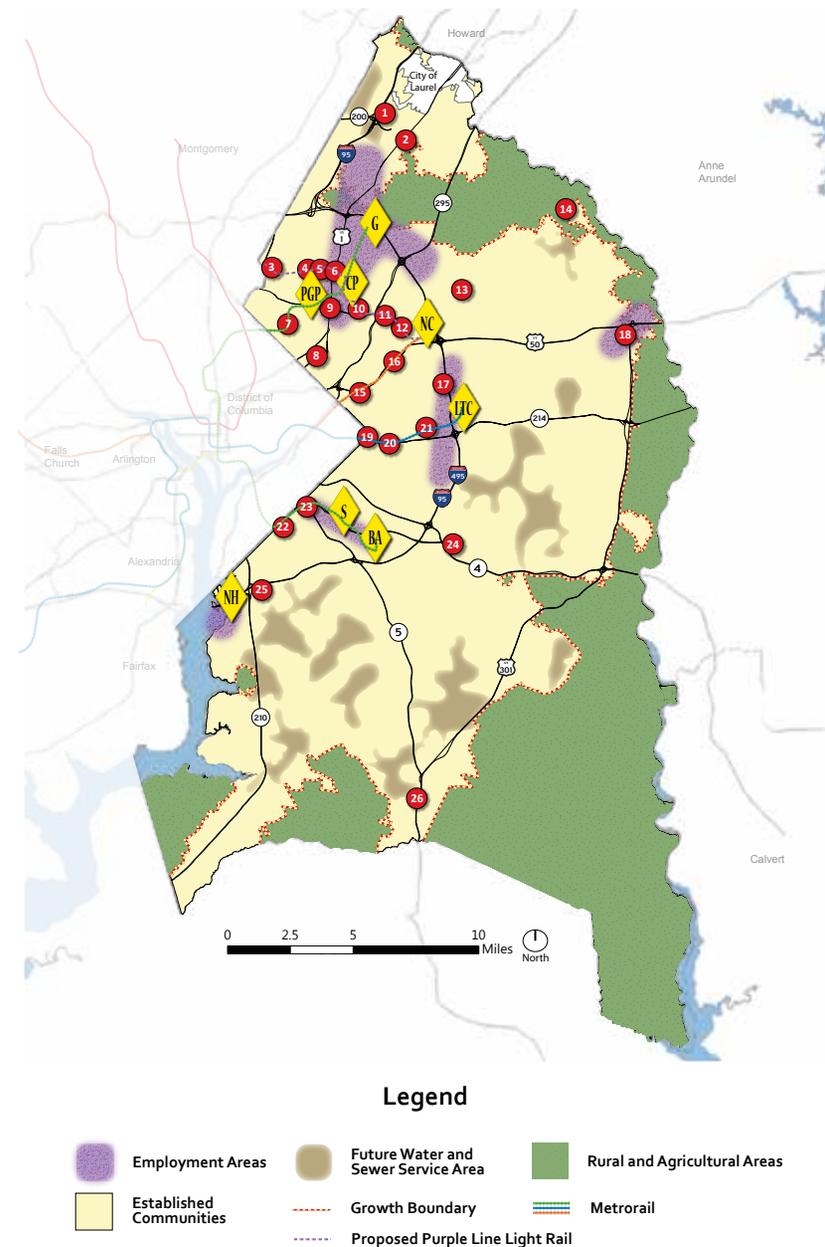
GROWTH POLICY

Plan 2035 describes Neighborhood Centers as “primarily residential areas that are often lower in density. These areas generally have fewer transit option[s] and offer neighborhood-serving retail and office uses.” Plan 2035 envisions mid-rise and low-rise apartments and condominiums, townhouses, and small-lot single-family housing similar to what already exists in the sector. Plan 2035 recommends an average net housing density for new development of 10-15 dwelling units per acre and floor area ratios for new commercial development between 0.5 and 2.

This sector plan retains the classification of the Riverdale Park-Kenilworth and Beacon Heights-East Pines Stations as Neighborhood Centers. Map 20 shows the boundaries of the Riverdale Park Neighborhood Center Core and Edge; Map 21 shows those for the Beacon Heights Neighborhood Center.

This sector plan contains a variety of policies and strategies for creating and enhancing neighborhood centers in this part of the County, while acknowledging that most new multifamily residential and office development should be directed to the three nearby Regional Transit Districts: College Park-UMD, Prince George’s Plaza, and New Carrollton.

Map 19. Growth Policy



Map 20. Riverdale Park Core and Edge

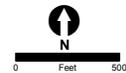
**RIVERDALE PARK
NEIGHBORHOOD CENTER**

Core: The core of the Riverdale Park Neighborhood Center is centered on the Riverdale Park-Kenilworth Purple Line Station, and includes those properties abutting or across MD 410 (East West Highway) and Riverdale Road from the station. It includes the Riverdale Plaza Shopping Center and the MegaMart at 5801 Riverdale Road.

Edge: The edge of the Riverdale Park Neighborhood Center contains underdeveloped institutional properties, commercial properties along the east side of MD 201 (Kenilworth Avenue), and apartments on 56th Avenue.



- East Riverdale-Beacon Heights Sector Plan Boundary
- Buildings
- Known Water Bodies
- Purple Line and Station (MTA)
- Primary Road
- Secondary Road
- Parkland
- Riverdale Park Neighborhood Center
- Neighborhood Center Core
- Neighborhood Center Edge



Map 21. Beacon Heights Core and Edge

BEACON HEIGHTS NEIGHBORHOOD CENTER

Core: The Beacon Heights Core is centered on the Purple Line station, and includes all properties north of Riverdale Road and east of the Baltimore-Washington Parkway within the sector, East Pines Terrace Apartments, East Dale Apartments, Eastpines Shopping Center, and commercial properties along 66th Avenue.

Edge: The Beacon Heights Edge includes Wildercroft Terrace, Auburn Manor Apartments, and Parkview Apartments.





Goals

- Lively corridors with vibrant businesses and residential opportunities.
- The character of single-family neighborhoods is retained and the connection of these neighborhoods to amenities within Neighborhood Centers is strengthened.
- Preserve environmentally sensitive areas, including floodplains.

SECTOR-WIDE LAND USE GOALS, POLICIES, AND STRATEGIES

POLICY LU 1

Concentrate new office, multifamily, and/or institutional uses in designated Centers.

STRATEGIES

LU 1.1: Permit existing office buildings to accommodate new office or institutional tenants or convert to residential use. See also Policies LU 13-LU 15 and EP 7.

LU 1.2: Where a mixed-use development is proposed within Centers, townhouses or other single-family development should not front MD 201 (Kenilworth Avenue), MD 410, or Riverdale Road. In such developments, townhouses or other single-family development should be located on side or secondary streets.

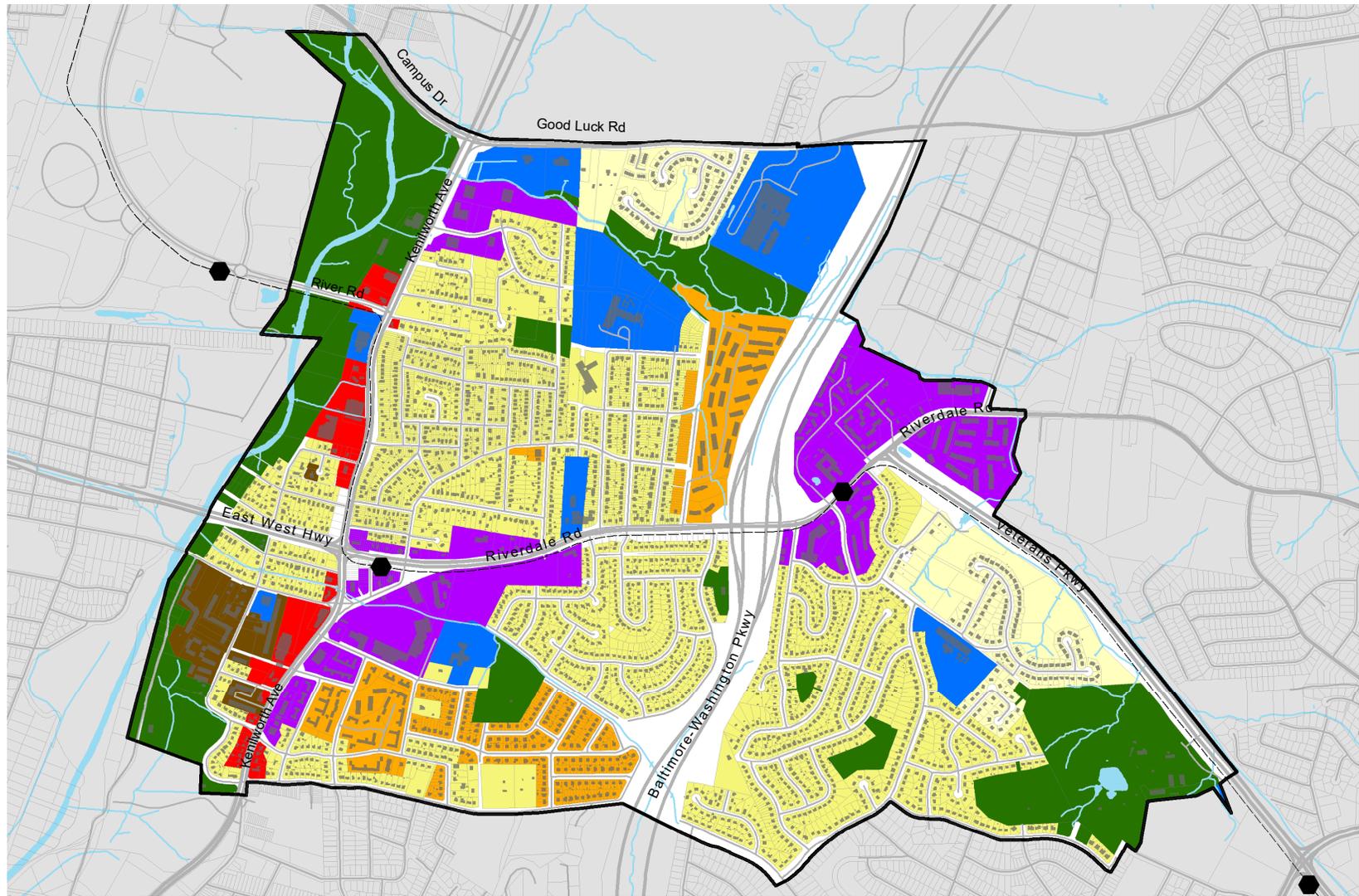
LU 1.3: Discourage auto-oriented uses, such as auto-parts retail, auto sales, and auto-repair related uses within the sector plan area. Work with property owners to relocate, over time, existing auto-related uses and to adaptively reuse former auto-repair buildings. See also Strategy UD 3.10.

LU 1.4: Discourage drive-through services within the Neighborhood Centers.

LU 1.5: Discourage new gas stations within the sector plan area. While it is preferable that new gas stations not be located within the sector plan area, this plan recognizes that, as of November 14, 2017, 1) multiple gas stations may be acquired and removed to accommodate construction of the Purple Line; and 2) new gas stations are prohibited within the Gateway Arts Development District and the Prince George's Plaza Transit District and are only permitted by Special Exception in the Town of Riverdale Park Mixed-Use Town Center.

LU 1.6: Construct townhouses and single-family attached dwellings where recommended by Strategy HN 4.1

Map 22. Future Land Use



East Riverdale-Beacon Heights Sector Plan Boundary	Purple Line and Stations (MTA)	Future Land Use (Percentage of Sector Plan Area)		
Buildings	Primary Road	Commercial (2.39%)	Residential Low (7.87%)	
Known Water Bodies	Secondary Road	Institutional (9.32%)	Residential Medium (36.17%)	
		Mixed Use (12.68%)	Residential Medium-High (7.82%)	
		Parks and Open Space (21.59%)	Residential High (2.16%)	

N
 0 Feet 1,300



POLICY LU 2

Preserve and/or restore the Regulated Areas within the Countywide Green Infrastructure Network and all County-approved floodplain areas while discouraging new development within these areas. See Policy NE 1 and Strategy EP 8.2.

STRATEGIES

LU 2.1: Discourage the issuance of floodplain waivers for construction of new habitable buildings within the floodplain. Improvements should be limited to modifications, alterations, repairs, and flood-proofing of existing structures, stormwater management improvements

and/or flood control infrastructure, or mitigation landscaping.

LU 2.2: To protect the public health, safety, and welfare, discourage construction of new residential buildings within the regulatory floodplain.

LU 2.3: Discourage re-grading or elevation of properties entirely within the County-approved floodplain that would create an island effect above surrounding properties.

LU 2.4: Limit disturbances within the floodplain for infrastructure and utilities to only those that are necessary for development (road crossings, public utility connections and storm drain outfalls) or restoration of natural resources.

POLICY LU 3

Preserve existing undeveloped properties within the 100-year-floodplain. See also Policy PR 1.

STRATEGIES

LU 3.1: Strategically acquire properties within the 100-year floodplain to prevent their being developed in the future.

LU 3.2: Discourage intensification of zoning classification for properties within the floodplain.

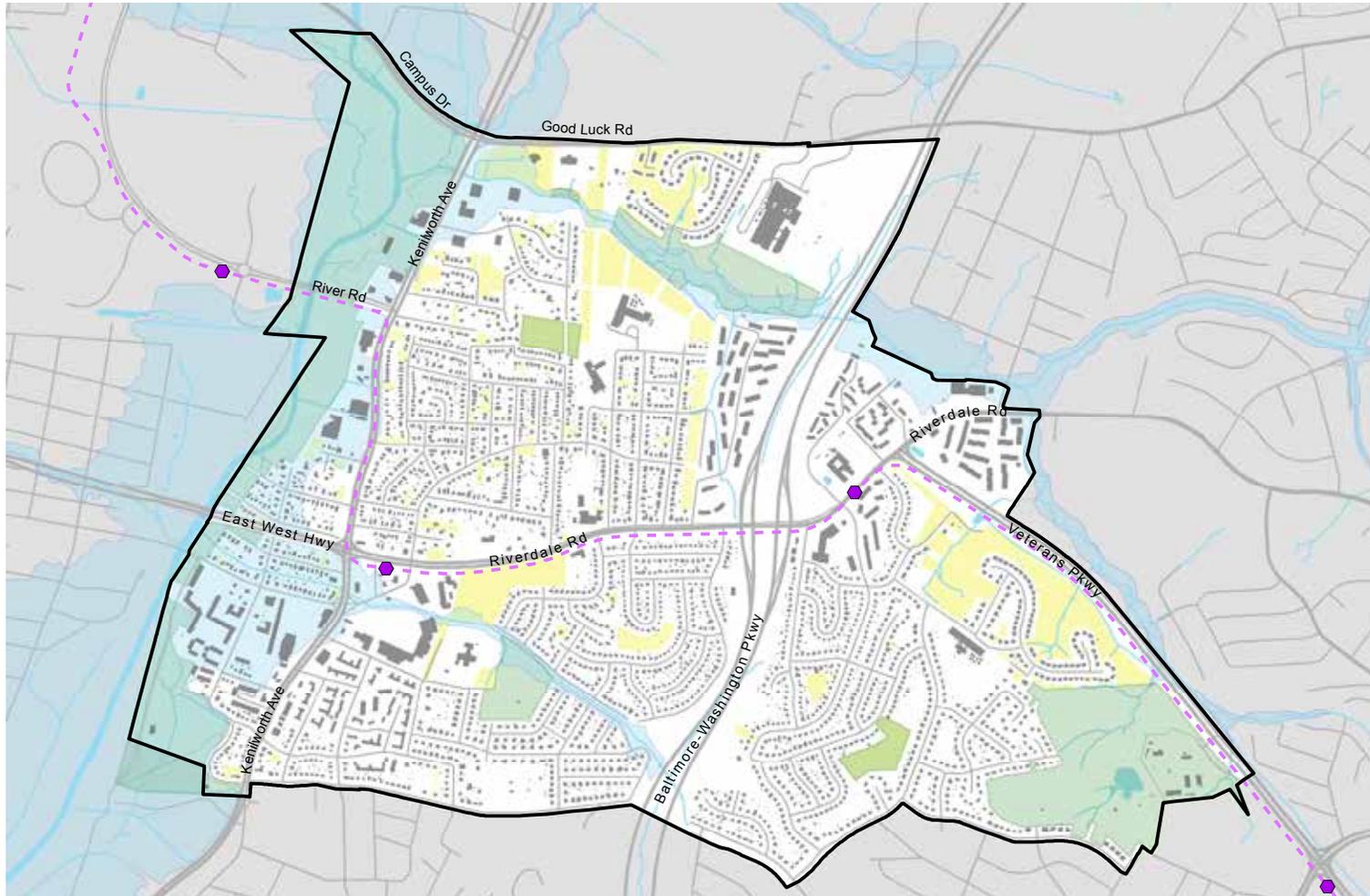
POLICY LU 4

Update land use policies, including zoning recommendations, if the area defined as floodplain changes.

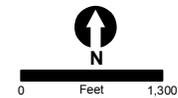
STRATEGIES

LU 4.1: Update the 1989 Prince George’s County Floodplain Study to reflect new data, including subsequent elevation changes and tributary analyses. Periodically amend this sector plan to reflect updated floodplain analyses.

Map 23. Vacant and Underutilized Properties



- | | | |
|--|--|---|
|  East Riverdale-Beacon Heights Sector Plan Boundary |  Purple Line and Stations (MTA) |  Vacant and Underutilized Properties |
|  Buildings |  Primary Road |  Parkland |
|  Known Water Bodies |  Secondary Road |  1989 Prince George's County Floodplain Study Area |



POLICY LU 5

Work with property owners to identify resources and opportunities to consolidate or assemble properties, maximizing redevelopment potential while capitalizing on economies of scale, increasing opportunities for shared parking and access, and scaling development so that the largest buildings front MD 201 (Kenilworth Avenue), MD 410, and/or Purple Line Stations. Explore opportunities to incentivize parcel assembly and phasing.

STRATEGIES

LU 5.1: Develop a regularly updated database of vacant and underutilized properties.

LU 5.2: As opportunities arise, assemble or combine the parcels described in Table 7, increasing opportunities for development at scales appropriate for their location or zoning.

LU 5.3: Explore opportunities to create incentives, including infrastructure prioritization and investment, tax benefits, financing strategies, financial assistance, and regulatory relief to facilitate the assembly of parcels recommended in Strategy LU 5.2 and/or the phasing of development recommended in Policies LU 8 through LU 11 and associated strategies.

LU 5.4: Concentrate the tallest and highest-density buildings along MD 201 (Kenilworth Avenue), MD 410, and/or at Purple Line Stations within designated Centers.

Property identified in Map 23 as vacant and underutilized includes land that is owned by M-NCPPC and the County for conservation purposes; land planned for school redevelopment; land with Tree Conservation Plans created as part of a subdivision or development, and land in the FEMA floodplain. Properties should be examined case-by-case to determine suitability for improvement.

Table 7. Recommended Parcel Assembly Areas

Area	Tax Account	Address
1	2126431	5401 Kenilworth Ave
	2126423	Kennedy St
	2126415	Kennedy St
2	2144798	5701 Riverdale Rd
	2136067	5801 Riverdale Rd
3	N/A	15 Parcels Acquired By State on January 24, 2017
	2143113	6105 57 th Ave
	2144897	6106 57 th Ave
	2142875	57 th Ave
	2162709	58 th Ave
	2142859	6111 Kenilworth Ave
	2142867	Kenilworth Ave
	2142883	Kenilworth Ave
	2142891	Kenilworth Ave
	2142909	Kenilworth Ave
	2138014	5600 Riverdale Rd
	2139871	5702 Riverdale Rd
	2162717	5710 Riverdale Rd
	2123669	Riverdale Rd
	2127876	Riverdale Rd

Area	Tax Account	Address
4	2142404	6116 58 th Ave
	2151033	5700 East West Hwy
	2126811	5702 East West Hwy
	2161388	5704 East West Hwy
	2161362	5706 East West Hwy
	2128676	5710 East West Hwy
	2143121	6121 Kenilworth Ave
	2143121	6121 Kenilworth Ave
	2143188	Riverdale Rd
	5	2154656
2125789		6700 Riverdale Rd
2137446		6720 Riverdale Rd
2123081		6800 Riverdale Rd
2123784		6802 Riverdale Rd
2123099		Riverdale Rd
2139780		6271 67 th Ct
2139772		67 th Ct
6	2139798	6630 Riverdale Rd
	2148088	Riverdale Rd
	2153591	6801 Riverdale Rd

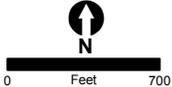
Map 24. Potential Property Consolidation



East Riverdale-Beacon Heights Sector Plan Boundary

Purple Line and Stations (MTA)

Potential Property Consolidation





LU 6.2: Work with property owners and institutions, as properties that abut institutions redevelop, to ensure that the institutions remain visible from thoroughfares and easily accessible.

POLICY LU 7

During the creation of the 2008 Central Kenilworth Avenue Revitalization (CKAR) Study, the 2013 Purple Line TOD Study, and this sector plan, stakeholders and residents expressed a desire to retain key destination businesses through and beyond revitalization and redevelopment. Work with property owners, the Prince George's County Economic Development Corporation (PGCEDC), and other stakeholders to retain such businesses.

STRATEGIES

LU 7.1: Work with property owners, businesses, PGCEDC, and other stakeholders to identify and implement business retention strategies. See also Policies EP 3, EP 4, and EP 6



POLICY LU 6

Community institutions should be highlighted as anchors for the community. Redevelopment and revitalization plans for community institutions, or abutting properties, should preserve visual and physical access to those institutions. See also Policies LU 9, LU 12, and UD 5.

STRATEGIES

LU 6.1: Assist institutional property owners with creative redesign solutions for their campuses, preserving key community institutions while allowing for redevelopment of vacant land and surface parking, where appropriate.

RIVERDALE PARK NEIGHBORHOOD CENTER LAND USE GOALS, POLICIES, AND STRATEGIES

POLICY LU 8

Goal

New residential, institutional, and commercial development at the Riverdale Park-Kenilworth Station is integrated with existing and new community institutions and retail spaces, encouraging walking, biking, and transit use.

Transform the "Riverdale triangle" formed by MD 201 (Kenilworth Avenue), MD 410, and Riverdale Road into predominantly public space. See also Policies TM 3, UD 1-UD 6 and PR 1, and associated strategies, and Strategy LU 5.2.

STRATEGIES

LU 8.1: Work with MTA, Prince George's County, the Town of Riverdale Park and others to design an expanded Riverdale Park-Kenilworth Station, including public open space and an area for bus circulation, boarding/alighting, and layovers.

LU 8.2: Acquire necessary property to construct ultimate station build-out. Construct temporary facilities as necessary to improve pedestrian, bicycle, and bus access to the station.

LU 8.3: In the mid- to long-term, acquire the property at 5600 Riverdale Road and integrate it into the proposed public plaza, including seating, gathering space, public art, daylighting and restoration of Captain John's Branch, and, as needed, a water feature that serves to help manage stormwater. Work with the property owner to relocate the existing restaurant to another location within the sector plan area. See also Strategy LU 5.2. Partner with the Department of Parks and Recreation to ensure that site design meets the Formula 2040 Urban Park Guidelines, Appendix F.

LU 8.4: Vacate Riverdale Road between MD 201 (Kenilworth Avenue) and MD 410 (East West Highway). Create a new east-west connection north of Captain John's Branch and extend 56th Avenue to MD 410 (East West Highway). See Figure 1, Figure 2, Map 29, and Strategies TM 5.4 and TM 9.2.

LU 8.5: Explore the potential for developable space in the new block created by the new streets recommended by Strategies LU 8.5, TM 5.4 and TM 9.2. Such space would, ideally, be in the south and east portions of the newly created block, outside of the Regulated and Primary Management Areas associated with Captain John's Branch.



LU 8.6: Encourage a potential food truck hub near the Riverdale Park-Kenilworth Station. See also Strategies LU 10.3, EP 6.9, and HC 3.4.

POLICY LU 9

Work with property owners to phase redevelopment within the Riverdale Park Neighborhood Center so that the Core and other key opportunity sites are redeveloped prior to existing institutional and multifamily uses. Permit densities of residential and commercial development commensurate with those Neighborhood Centers recommended in Plan 2035 (see Strategy LU 5.2.) Phase redevelopment at the station as indicated in Figure 1, page 78.

STRATEGIES

LU 9.1: Buildings should be constructed to their maximum permitted height within the Riverdale Park Neighborhood Center Core south of MD 410 (East West Highway). Existing development serves as a more-than-adequate transition buffer between the Core and nearby neighborhoods to the south and east. Encourage the use of planned development zones in the Core to concentrate the highest densities there, with lower densities in the Edge.

LU 9.2: Development in the Core and along MD 410 should feature a vertical mix of uses. While such a mix may be encouraged, but not mandated, buildings should be constructed with architectural features, such as taller first-floor ceiling heights, that support ground-floor retail or office uses along street frontages on the following blocks:

- Riverdale Road Extended between MD 201 (Kenilworth Avenue) and 56th Avenue Extended
- MD 201 (Kenilworth Avenue) between Nicholson Street and MD 410 (East West Highway)
- 56th Avenue Extended between Riverdale Road Extended and MD 410 (East West Highway)
- MD 410 (East West Highway) between 61st Place and MD 201 (Kenilworth Avenue)

Core

LU 9.3: Work with property owners and businesses to locate new convenience retail, services, and eating/drinking establishments closest to the Riverdale Park-Kenilworth Station, including, but not limited to:

- Fast and fast-casual dining
- Sit-down dining and bars
- Dry cleaning/laundry
- Banks or automated tellers
- Beauty salon/barbershop
- Convenience store
- Medical offices
- Pharmacy
- E-commerce Lockers

See also Policies EP 4 and EP 6.

LU 9.4: Redevelop 5601 Kenilworth Avenue and 5603 Kenilworth Avenue (Riverdale Plaza Shopping Center) with a mix of residential, office, and retail uses.

LU 9.5: Redevelop parcels north of the station along MD 410 (East West Highway) with moderate density retail or residential uses. See also Strategies LU 5.2, LU 12.2 and HN 5.4.

LU 9.6: Preserve, or develop new retail space for, at least one grocery store within the Neighborhood Center. See also Strategy HC 2.4.

LU 9.7: Work with the Archdiocese of Washington to identify redevelopment strategies for the currently underutilized St. Bernard's School.

Edge

LU 9.8: Develop a mix of residential and supportive commercial and institutional uses at the ten-acre Parcel 94 on Riverdale Road.

LU 9.9: To preserve affordable/workforce housing, work with property owners to ensure that redevelopment of multifamily properties south of Nicholson Street does not occur until redevelopment north of Nicholson Street is substantially complete. See also Policy HN 3.

LU 9.10: Redevelop all commercial properties along the east side of MD 201 (Kenilworth Avenue) within the Riverdale Park Neighborhood Center with a mix of retail, service, and office uses.

Riverdale Park-Kenilworth Purple Line Station

The cornerstone of this plan’s vision for the Riverdale Park-Kenilworth Purple Line Station is a high-quality, multimodal facility that includes:

- A signature plaza and public open space that serves as the central gathering point for the Riverdale Park Neighborhood Center. This plaza will be a destination for events and social interaction.
- A safe, well-lighted, and convenient facility for bus transfers.
- The western terminus of Captain John’s Branch Greenway, including interpretative and informational signage, bikeshare, and stormwater management features.

Construction of such a facility requires a dedicated partnership between the Town of Riverdale Park, MTA, Prince George’s County, and local property owners. Realization of this vision requires the acquisition of additional property beyond what MTA has acquired for construction of the station.

Figure 1. Riverdale Park-Kenilworth Station Area Redevelopment Phasing

This plan anticipates a phased redevelopment of the area around the Riverdale Park-Kenilworth Station over a 20-year timeframe.



Phase 1 (5-10 years)

In Phase 1, the Riverdale Plaza Shopping Center is redeveloped with a mix of multifamily buildings, perhaps with supportive ground-floor retail and services, and townhouses. Construction begins on the proposed greenway along Captain John's Branch. Vistas of St. Bernard's Church are preserved and celebrated. Phase 1 should address placemaking for the public realm to the greatest extent possible.

Phase 2 (10-15 years)

In Phase 2, the existing segment of Riverdale Road between MD 201 (Kenilworth Avenue) and MD 410 (East West Highway) is vacated and relocated along the north side of Captain John's Branch. 56th Avenue is extended northward to connect with the intersection of MD 410 and 58th Avenue. A bus loop/connection is constructed at the station to provide easy intermodal transfers. Properties east of the 56th Avenue extension are redeveloped with mixed-use buildings.

Phase 3 (15-20 years)

In Phase 3, the Riverdale Park-Kenilworth Station plaza is complete, featuring public open spaces, opportunities for public gatherings, landscaping and public art, and space for convenience retail and services. Captain John's Branch is daylit. Note that although the above schematic representation does not show the 1956 supermarket at 5801 Riverdale Road retained, if determined culturally and/or architecturally significant and worthy of preservation, it could be incorporated in the redevelopment of the station area.

Goal

A combination of new and revitalized residential development at the Beacon Heights-East Pines Station that attracts new community-serving retail and encourages walking, biking, and transit use, while at the same time preserving the quality of the nearby, established single-family residential neighborhood character.



BEACON HEIGHTS NEIGHBORHOOD CENTER LAND USE GOALS, POLICIES, AND STRATEGIES

POLICY LU 10

The Beacon Heights Neighborhood Center should be redeveloped with a mix of residential and retail uses. To preserve the supply of affordable/workforce housing, work with property owners to phase redevelopment within the Beacon Heights Neighborhood Center so that the Core is substantially redeveloped prior to the Edge. Permit densities of residential and commercial development commensurate with those Neighborhood Centers recommended in Plan 2035. Phase redevelopment at the station as indicated in Figure 2, page 81.

STRATEGIES

LU 10.1: Redevelop the north side of Riverdale Road between Auburn Avenue and the Baltimore-Washington Parkway with a mix of multifamily and supportive commercial uses. Encourage townhouse development in the rear of properties along Riverdale Road, but discourage townhouses fronting Riverdale Road. If possible, consolidate properties to integrate

the development potential of the property at 6700 Riverdale Road and surrounding properties. This redevelopment should include a signature public open space feature such as a plaza, green, or common that meets the Urban Park Guidelines in Formula 2040, Urban Park Guidelines, (Appendix F).

LU 10.2: As redevelopment of retail uses within the Beacon Heights Neighborhood Center occurs, work with property owners and businesses to locate (or relocate) convenience retail, services, and eating/drinking establishments closest to the Beacon Heights-East Pines Station, including, but not limited to:

- Fast and fast-casual dining
- Sit-down dining and bars
- Dry cleaning/laundry
- Banks or automated tellers
- Beauty salon/barbershop
- Convenience store
- Medical offices
- Pharmacy
- E-commerce lockers

See also Policies EP 4 and EP 6.

LU 10.3: Encourage a potential food truck hub near the station. See also Strategies LU 8.6, EP 6.9, and HC 3.4.

POLICY LU 11

To preserve the supply of affordable/workforce housing, work with property owners to phase redevelopment within the Beacon Heights Neighborhood Center so that the Core and other key opportunity sites are redeveloped prior to existing multifamily uses in the Edge. Permit densities of residential and commercial development commensurate with those Neighborhood Centers recommended in Plan 2035. See also Policy HN 3. Phase redevelopment at the station as indicated in Figure 2, page 81.

STRATEGIES

LU 11.1: Redevelop the south side of MD 410 (Riverdale Road) between 67th Place and the Baltimore-Washington Parkway with a mix of multifamily and supportive commercial uses.

LU 11.2: Development in the Core should feature a vertical mix of uses. While such a mix may be permitted, but not mandated, buildings should be constructed with architectural features, such as taller first-floor ceiling heights, that support ground-floor retail or office uses along street frontages on the following blocks:

- 66th Avenue between Patterson Street and MD 410 (Riverdale Road)

- MD 410 (Riverdale Road) - North Side, between 67th Place and Veterans Parkway
- 6806 and 6818 Riverdale Road
- Veterans Parkway Extended north of Riverdale Road

LU 11.3: Work with property owners to phase redevelopment so that properties in the Beacon Heights Neighborhood Center Edge west of 67th Place redevelop before properties east of 67th Place. In addition to the benefit this has in preserving a range of housing price points and reducing tenant displacement, such redevelopment could increase demand for at-grade pedestrian crossing of MD 410 (Veterans Parkway) and the Purple Line.

LU 11.4: Phase redevelopment so that retail options at the Eastpines Shopping Center remain available while redevelopment occurs elsewhere in the Core.

LU 11.5: Work with property owners to phase redevelopment so that properties in the Beacon Heights Neighborhood Center Edge east of the Baltimore-Washington Parkway are redeveloped prior to Parkview Gardens. In addition to the benefit this has in preserving a range of housing price points and reducing tenant displacement, such redevelopment could increase demand for at-grade pedestrian crossing of the Baltimore-Washington Parkway ramps.

LU 11.6: Redevelop the Wildercroft Shopping Center with commercial and/or residential uses along Riverdale Road, with the Brier's Mill Run East Commons/Green at the rear recommended in Table 14.



Figure 2. Beacon Heights-East Pines Station Area Redevelopment Phasing

This plan anticipates a phased redevelopment of the area around the Beacon Heights-East Pines Station over a 20-year timeframe.



Phase 1 (5-10 years)

In Phase 1, properties north of the station are redeveloped with multifamily buildings, perhaps with ground-floor retail, fronting Riverdale Road and townhouses behind. This development includes a central common or green at a terminus of an extended Veterans Parkway. Phase 1 should include a signature urban park that meets the Urban Park Guidelines, Appendix F in *Formula 2040*.



Phase 2 (10-20 years)

In Phase 2, properties abutting and west of the station are redeveloped with a mix of multifamily and retail buildings. The Eastpines Shopping Center retains a retail focus but is reoriented towards pedestrians and the street.

NEIGHBORHOOD CHARACTER AREA LAND USE GOALS, POLICIES, AND STRATEGIES

Goal

Attractive and stable single-family neighborhoods integrated with new development through appropriate transitions.



POLICY LU 12

Within the Neighborhood Character Area, limit infill development within single-family neighborhoods to compatible uses/structures.

STRATEGIES

LU 12.1: Avoid expansion of designated General Plan Center boundaries until they are built out.

LU 12.2: Institute neighborhood compatibility standards to ensure that new non-single-family residential development that abuts existing neighborhoods steps down in height and intensity and limits impacts on neighboring residences. See Strategy HN 5.4.

LU 12.3: Limit redevelopment to single-family housing.

LU 12.4: Introduce townhouse and single-family attached development, where appropriate, to provide additional infill housing options. See Policy HN 4 for more information about infill residential development.



KENILWORTH NORTH CHARACTER AREA LAND USE GOALS, POLICIES, AND STRATEGIES

Goals

- As new office development is directed to Regional Transit Districts, existing office buildings, and office-zoned properties in this corridor are redeveloped or repositioned to support market-supported uses or acquired for environmental preservation purposes.
- While awaiting redevelopment, office buildings are maintained to support innovation, workforce development, start-up and incubator uses.

POLICY LU 13

To best implement Plan 2035 and given the proximity of the College Park/University of Maryland/M Square Regional Transit District, new office buildings are discouraged within this character area.

POLICY LU 14

Existing office spaces, especially those in the Regulated Area, should continue to host and attract critical community services, especially healthcare and workforce development. See also Strategies LU 1.1, EP 7.4 and HC 5.2.

STRATEGIES

LU 14.1: Identify appropriate zoning strategies that permit existing office uses to remain and expand, where appropriate, to meet the needs of existing or prospective tenants.

LU 14.2: Work with the Economic Development Corporation, Prince George's Community College, the University of Maryland, and other stakeholders to use office space in this corridor to house workforce development programs. See also Strategy EP 5.

POLICY LU 15

Redevelop obsolete office buildings, office-zoned property, and surplus surface parking areas outside of the floodplain to support market-responsive uses. While awaiting redevelopment, office buildings may be renovated to house residential or institutional uses. See also Policy EP 7 and Strategy LU 1.1.

STRATEGIES

LU 15.1: Work with area nonprofit organizations and institutions to identify potential community service organizations and other public/nonprofit/institutional tenants.

LU 15.2: Identify regulatory strategies to permit conversions of office buildings to residential uses.

LU 15.3: Work with property owners to position office buildings for possible sale/lease to public agencies.

LU 15.4: Work with PGCPS to identify opportunities to house PreK-12 educational services, schools, or support programs in office buildings.

LU 15.5: Work with property owners to identify the redevelopment potential of office buildings and surrounding commercially zoned land along Sarvis Avenue and Brier's Mill Run. Map 22. Future Land Use Plan recommends future mixed-use development in this area specifically to provide for a transition, over time, to market-supported uses. Residential buildings should not be sited in the floodplain.

KENILWORTH SOUTH CHARACTER AREA LAND USE GOALS, POLICIES, AND STRATEGIES

Goals

- Revitalized and renovated multifamily housing provides critical housing opportunities for the area’s workforce
- Renovated and upgraded retail spaces support local, family-owned, and other start-up and small businesses.

POLICY LU 16

Preserve affordable housing options in this character area. See also Policy HN 3.

STRATEGIES

LU 16.1: Monitor living conditions and code compliance for multifamily housing.

LU 16.2: Renovate and maintain existing multifamily housing within Regulated Areas in a marketable, leasable condition. Ensure compliance with applicable codes, attractiveness of living units, buildings, and sites, and safety. See Policy EP 2 and Policy HN 6.

POLICY LU 17

Retain most retail and service uses along the west side of MD 201 (Kenilworth Avenue) in this character area, but strategically redevelop sites to provide modern, attractive, marketable tenant spaces.

STRATEGIES

LU 17.1: Retain all retail buildings on the west side of MD 201 (Kenilworth Avenue) between the Kennedy Street right-of-way and Riverdale Road.

LU 17.2: Identify opportunities to redevelop all commercial properties in and south of the Kennedy Street right-of-way with modern, attractive retail spaces that support a variety of business operations, including eating and drinking establishments. See Policies EP 1 and UD 2 for more information.

LU 17.3: Discourage new, and redevelop existing, auto-oriented uses. See Strategy LU 1.3.

POLICY LU 18

Ensure that the revitalization and redevelopment of the Kenilworth South Character Area protects existing and future residents and businesses from stormwater

impacts, while preserving a range of workforce housing, office and retail options.

STRATEGIES

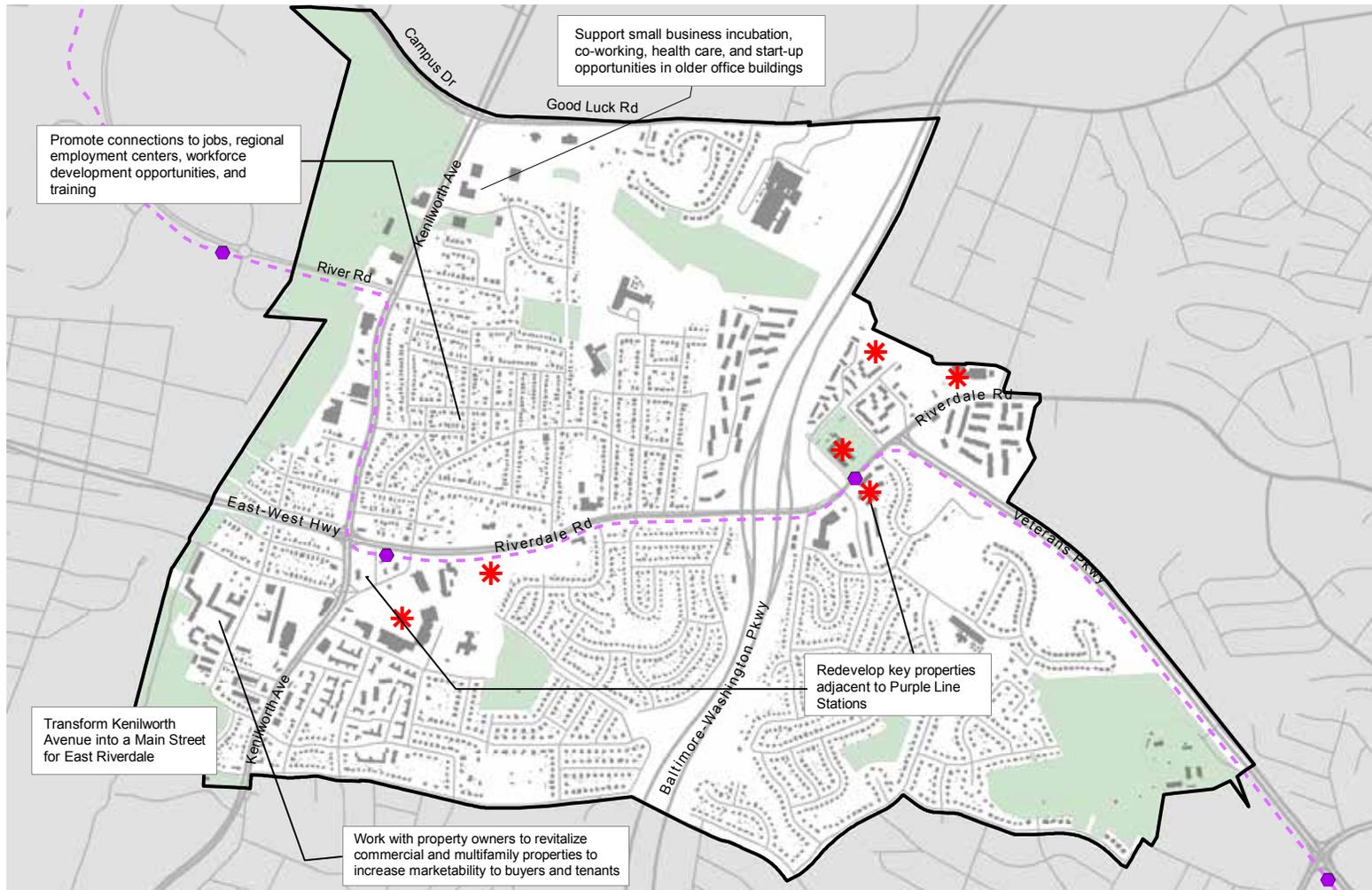
LU 18.1: Further evaluate the impact of stormwater and flooding outside of the levee system on existing properties and buildings in order to explore and identify potential solutions.

LU 18.2: Conduct a property-by-property analysis of the existing multifamily complexes in this character area; identify property-specific renovation, revitalization, and/or redevelopment concepts; and work with property owners and other stakeholders implement the resulting recommendations.



ECONOMIC PROSPERITY

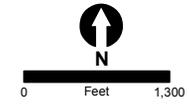
Map 25. Economic Prosperity Element Overview



- East Riverdale-Beacon Heights Sector Plan Boundary
- Buildings
- Parkland

- Purple Line and Stations (MTA)
- Primary Road
- Secondary Road

Key Properties to Develop/Redevelop



SECTOR-WIDE ECONOMIC PROSPERITY GOALS, POLICIES, AND STRATEGIES

Goals

- Redevelopment and revitalization of older commercial properties near transit stations result in vibrant, walkable mixed-use neighborhood centers that serve local residents and draw regional visitors seeking to experience the area's international markets and character.
- Construction of the Purple Line has minimal impact on business operations.
- Area residents are connected to employment and training opportunities.

POLICY EP 1

Redevelop properties identified on Map 26, Strategic Opportunities.

STRATEGIES

EP 1.1: Conduct outreach to property owners to encourage engagement and participation in redevelopment planning and implementation. Initial outreach should target owners of properties located in designated Core areas of Neighborhood Centers and those who express

a desire to redevelop in the near term. Include public agency representatives to participate in planning and implementation when significant impacts to public facilities are anticipated due to development.

EP 1.2: Encourage coordination between the Central Kenilworth Avenue Revitalization Community Development Corporation (CKAR) and the Town of Riverdale Park to strengthen outreach and ensure a unified redevelopment vision for the MD 201 (Kenilworth Avenue) corridor.

EP 1.3: Utilize federal, state and County tax credits to maximize redevelopment opportunities and mitigate displacement effects that may arise as a result of area revitalization. Potential funding sources include:

- New Market Tax Credits (NMTC)
- Low Income Housing Tax Credits (LIHTC)
- Multifamily Bond Program
- Rental Housing Works
- HOME Funds
- National Housing Trust Fund
- Federal, state, and County Rehabilitation Tax Incentives for Historic Buildings

EP 1.4: Redevelop properties in accordance with Policies LU 1, LU 2, LU 5, LU 6-LU 12, and LU 15-LU 17.

EP 1.5: Explore opportunities for private sector support to incorporate identified public facilities and needs in the consideration of redevelopment projects within the sector plan area, including the incorporation of sidewalks, parks, schools, community spaces, and new roads for the purposes of improving connectivity.

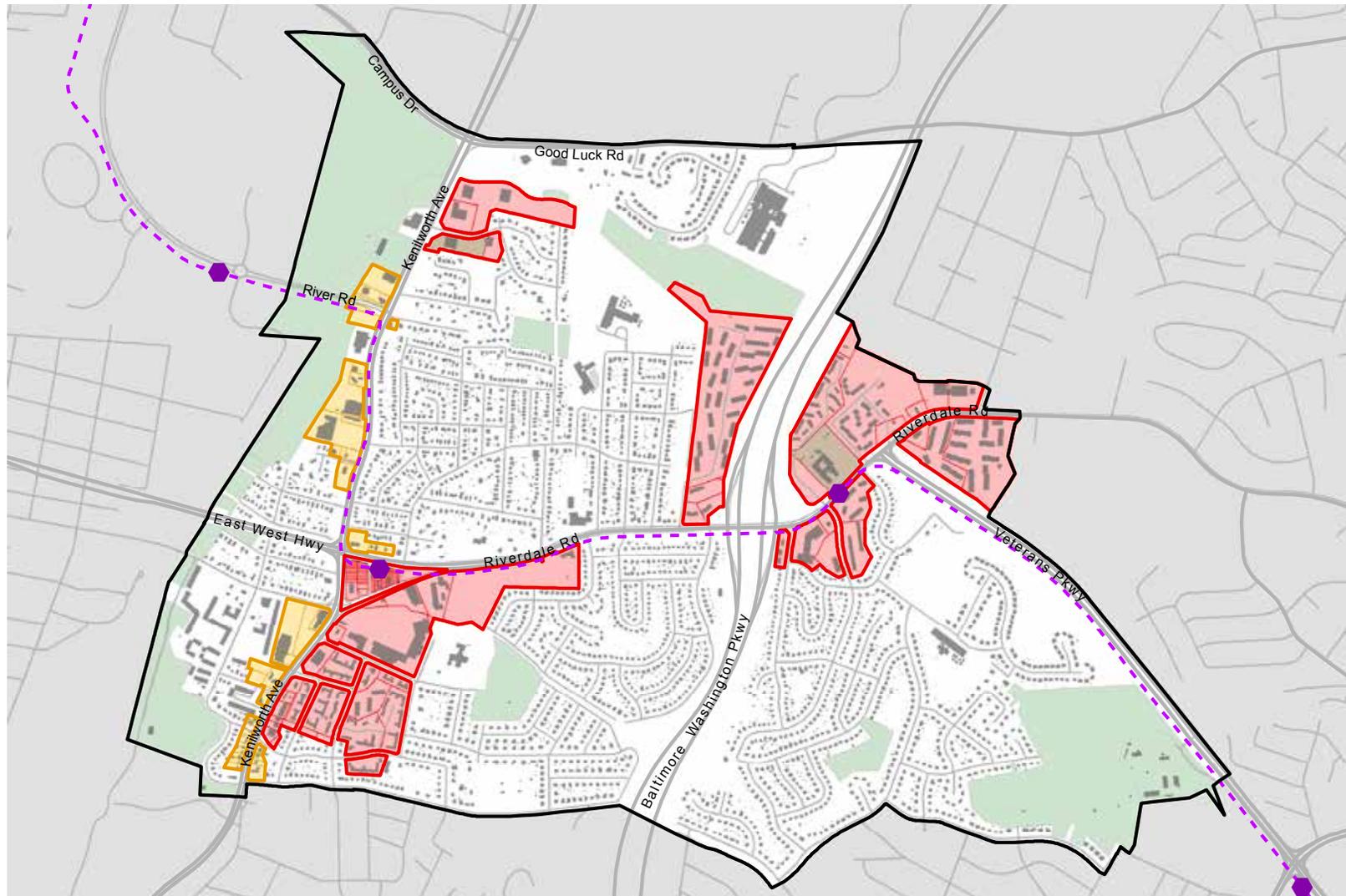
POLICY EP 2

If redevelopment is not feasible or favorable in the near term, revitalize properties on the Strategic Opportunities Map to increase their marketability to potential buyers and tenants, and to ensure that they contribute positively to the broader revitalization vision in the plan area. See all Urban Design Policies and Strategies.

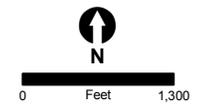
STRATEGIES

EP 2.1: Develop a façade improvement and building modernization program that assists local property owners with dated building exteriors and to improve commercial district aesthetics and attract new retail.

Map 26. Strategic Opportunities



- | | | |
|--|--------------------------------|----------------------------------|
| East Riverdale-Beacon Heights Sector Plan Boundary | Purple Line and Stations (MTA) | Redevelopment Opportunity Sites |
| Buildings | Primary Road | Revitalization Opportunity Sites |
| Parkland | Secondary Road | |



EP 2.2: Identify and assist owners to enhance appearance of properties beyond minimum standards through installation of landscaping, decorative features and other beautification measures, as appropriate, to support broader revitalization efforts.

EP 2.3: Implement the recommendations in Prince George’s County’s 2013 Property Standards Reform Action Plan.

EP 2.4: Collaborate with commercial and residential property owners in need of assistance to bring their properties into code compliance through advanced notification of enforcement (warnings), technical assistance, and identification of funding needs and sources.

POLICY EP 3

Work closely with the Economic Development Corporation and other public and nonprofit partners to support and encourage entrepreneurship and small-business development and retention.

STRATEGIES

EP 3.1: Establish creative and reliable financing approaches; provide ample adaptable and modern office space; and offer administrative, management, and marketing

support to help start-up companies grow and remain in the sector plan area.

EP 3.2: Partner with the Prince George’s County Economic Development Corporation to assist businesses in accessing Enterprise Zone (EZ) tax credits to support business investment and job creation. In accordance with state and County guidelines, the area’s Enterprise Zone designation establishes multiple tax incentives to support the following economic development efforts:

- Private-sector investment for new development
- Renovation and rehabilitation of existing commercial facilities
- New business locations
- Existing business expansions
- New job creation

Where possible, EZ tax incentives should be strategically combined to maximize other redevelopment funding sources that have the potential to spur job growth, including but not limited to New Market Tax Credits, Prince George’s County EDI Funding and Revitalization Tax Credits.

POLICY EP 4

Ensure that successful, popular local businesses remain in business during Purple Line construction and redevelopment.

STRATEGIES

EP 4.1: Work with business and property owners to navigate phased redevelopment of integrated shopping centers or retail blocks, retention and relocation strategies, and other approaches to local- and small-business retention.

EP 4.2: Install wayfinding signage to alert drivers and pedestrians to commercial entrances along the Purple Line route during construction.

EP 4.3: Assist businesses with advertising and marketing during construction of the Purple Line.

EP 4.4: Encourage property owners and businesses to facilitate relocation of commuter-serving retail prior to redevelopment of existing sites. See also Strategies LU 9.3 and LU 10.1.

EP 4.5: To the maximum extent practicable, construction activities that block commercial entrances should take place during non-business hours in order to reduce negative impacts to businesses.

POLICY EP 5

Prioritize connections to jobs, regional employment centers, workforce development opportunities, and training locations and services.

STRATEGIES

EP 5.1: Explore opportunities to establish a one-stop employment and workforce development center in the sector plan area where job seekers can participate in post-secondary, job training and certification programs, English as a Second Language (ESL) programs, and high school graduation equivalency (GED) programs. The center should seek to locate near a Purple Line station in order to serve residents from other communities, and include on-site child care for program participants. The center should include waiting areas, rest rooms, access to dining, meeting rooms, free WiFi and public computers, and should be connected by transit to other workforce development locations. This center should serve those in search of temporary, semi-permanent, and permanent employment, as well as training and education. Explore underutilized office buildings as potential locations for the center location.

EP 5.2: Develop and advertise regular and reliable transit service to employment centers in Prince George’s County, Montgomery County

and Washington, DC, with particular attention to early morning and late-evening hours that accommodate non-traditional workday schedules. See also Policies TM 13 and TM 14.

EP 5.3: Establish a central, safe and well-lighted zone for regular day labor pick-ups to support worker safety and avoid complaints about loitering. Clearly display approved zone pick-up hours to discourage groups from congregating at night.

EP 5.4: Establish programs and partnerships with the University of Maryland, College Park, Prince George’s County Community College, Bowie State University and others to provide additional post-secondary education and training opportunities. Due to its proximity, partnerships with the University of Maryland, College Park, would be especially advantageous.

EP 5.5: Explore the potential of consolidating workforce development programs and post-secondary education programs, especially

those that cater to non-native-born and ESL populations in the sector plan area. Such a consolidation maximizes the utility of the Purple Line to serve concentrations of these residents in other communities along the Purple Line, such as Langley Park and New Carrollton.

EP 5.6: Workforce development programming should be available during both day and night, with child care provided as needed.



Workforce Development Center

The Greater Riverdale Career Empowerment Center opened May 1, 2017. The center will host a variety of workforce development and training functions, in addition to community services managed by the Central Kenilworth Avenue Revitalization Community Development Corporation (CKAR).

RIVERDALE PARK NEIGHBORHOOD CENTER AND KENILWORTH SOUTH ECONOMIC PROSPERITY GOAL, POLICIES, AND STRATEGIES

Goal

East Riverdale is a regional destination for locally created goods and services that reflect the area's international character and diversity.

POLICY EP 6

Transform MD 201 (Kenilworth Avenue) into a Main Street for East Riverdale, with a focus on increasing walkability, providing gathering places, and strengthening, supporting, and diversifying retail and commercial offerings. Adopt a “Main Street” revitalization approach to strengthening the Riverdale Park Neighborhood Center and MD 201 (Kenilworth Avenue) corridor as a retail and commercial destination.

STRATEGIES

EP 6.1: Create and support the launch of an East Riverdale business association to facilitate collaboration between community stakeholders, business and property owners, public agencies and private-sector investors. Evaluate the potential of launching a Business Improvement

District (BID) for the East Riverdale commercial areas as redevelopment begins.

EP 6.2: Establish creative and reliable financing approaches; provide ample adaptable and modern commercial space; and offer administrative, management, and marketing support to help start-up companies grow and remain in the sector plan area.

EP 6.3: Develop an East Riverdale commercial district brand and identity that reflects local community character and markets the area as a retail and commercial destination.

EP 6.4: Provide capacity-building technical assistance to businesses and property owners to identify grants, encourage physical improvements, and diversify tenanting.

EP 6.5: Support ongoing coordination between businesses, residents, and public agencies around issues relating to streetscaping, capital, and public space improvements. Work with property owners to create and improve pedestrian-friendly frontages along MD 201 (Kenilworth Avenue), including a wide pedestrian clear zone, street trees, landscaping and flower beds, stormwater management, outdoor seating, and other public enhancements.

EP 6.6: Create and administer a façade and building refurbishment program.

Central Kenilworth Avenue Community Development Corporation (CKAR)

Central Kenilworth Avenue Revitalization Community Development Corporation (“CKAR”) is a Maryland State charitable 501(c)3 nonprofit whose mission is to bring together a diverse, multilingual, multi-ethnic community to promote the social, economic and business interests of Greater Riverdale; and to promote the welfare and revitalization of the residential and business communities within Greater Riverdale.

CKAR’s work is implemented through the formation of strategic partnerships with government partners, other nonprofits, educational institutions, and area businesses in three main program areas: environmental sustainability, community revitalization and business development; and workforce development and training. Within these programs areas, current projects in environmental sustainability include the Edmonston Road Rain Garden and a tree planting Campaign, “Go Green in 2017—Plant Trees.”

Courtesy: CKAR

Retail Parking

Parking near the commercial areas is critical to the success of local retail. Street parking is unavailable along MD 201 (Kenilworth Avenue), and shallow commercial lots fronting the roadway provide limited parking spaces. Shared and public parking are the only realistic solutions to address demand and support local business success. See Policies TM 15-TM 17 for a discussion of parking strategies.



EP 6.7: Collaborate with property owners to help shape, support, and encourage redevelopment or improvements to their parcels to enhance the visual quality of the area and create new commercial opportunities and public outdoor gathering spaces.

EP 6.8: Facilitate installation of coordinated district artwork in order to clearly identify the East Riverdale business district and define a sense of place.

EP 6.9: Partner with commercial property owners to locate public events in parking lots and other underutilized areas in the business district in order to position the area as a regional destination. Create and develop programming for temporary public spaces that encourages public gatherings and attracts potential patrons to area businesses. Potential events include:

- Food trucks
- Vendor fairs and farmers markets
- Family events
- Arts and cultural events

EP 6.10: Facilitate partnerships between CKAR, the Town of Riverdale Park, Prince George's County, property owners and others to create, maintain, and rehabilitate

retail space along the MD 201 (Kenilworth Avenue) corridor that is affordable to small and local businesses.

EP 6.11: Work with property owners, leasing partners, and other interests to keep local and niche businesses displaced by redevelopment of their host shopping centers (Riverdale Plaza, Eastpines, etc.) in the community.

EP 6.12: Work with property and business owners to identify opportunities to bring cafes, bookstores, and other retail offerings that double as social spaces/third places.

EP 6.13: Work with the developers of new buildings and prospective tenants to create spaces that can support the retail operations of national chains.

KENILWORTH NORTH ECONOMIC PROSPERITY GOALS, POLICIES, AND STRATEGIES

Goals

- Office buildings in the MD 201 (Kenilworth Avenue) corridor support a mix of tenants and commercial enterprises, including institutions, incubators, co-working spaces, healthcare, and start-up opportunities.
- Kenilfair Shopping Center is revitalized to support an array of desired retail businesses.

POLICY EP 7

Encourage property owners to reposition office buildings to support or retain institutional, incubator, co-working, healthcare and start-up opportunities.

STRATEGIES

EP 7.1: Provide assistance to property owners to locate new tenants.

EP 7.2: Identify opportunities to provide shared work or co-working space.

EP 7.3: Encourage connections and partnership between property owners and entities with experience starting co-working and incubator spaces for small businesses.

EP 7.4: Work closely with healthcare providers to maintain existing offices, and identify opportunities to attract additional healthcare providers/services to the area.

POLICY EP 8

Work with the owners of Kenilfair Shopping Center on a redevelopment strategy that makes the center more attractive to prospective tenants and shoppers.

STRATEGIES

EP 8.1: Work with property owners, tenants, and economic development professionals on low-cost, high-impact improvements to Kenilfair Shopping Center to attract new tenants.

EP 8.2: Conduct updated surveys of the property to determine the extent of the floodplain. Limit new construction to areas of the property outside of the floodplain.

EP 8.3: Explore opportunities for flood mitigation, including flood control measures. Public sector investments in flood control at

this location should protect houses in the Green Manor subdivision along Quesada Avenue and 54th Avenue.

EP 8.4: Resurface and upgrade lighting in the parking lot.

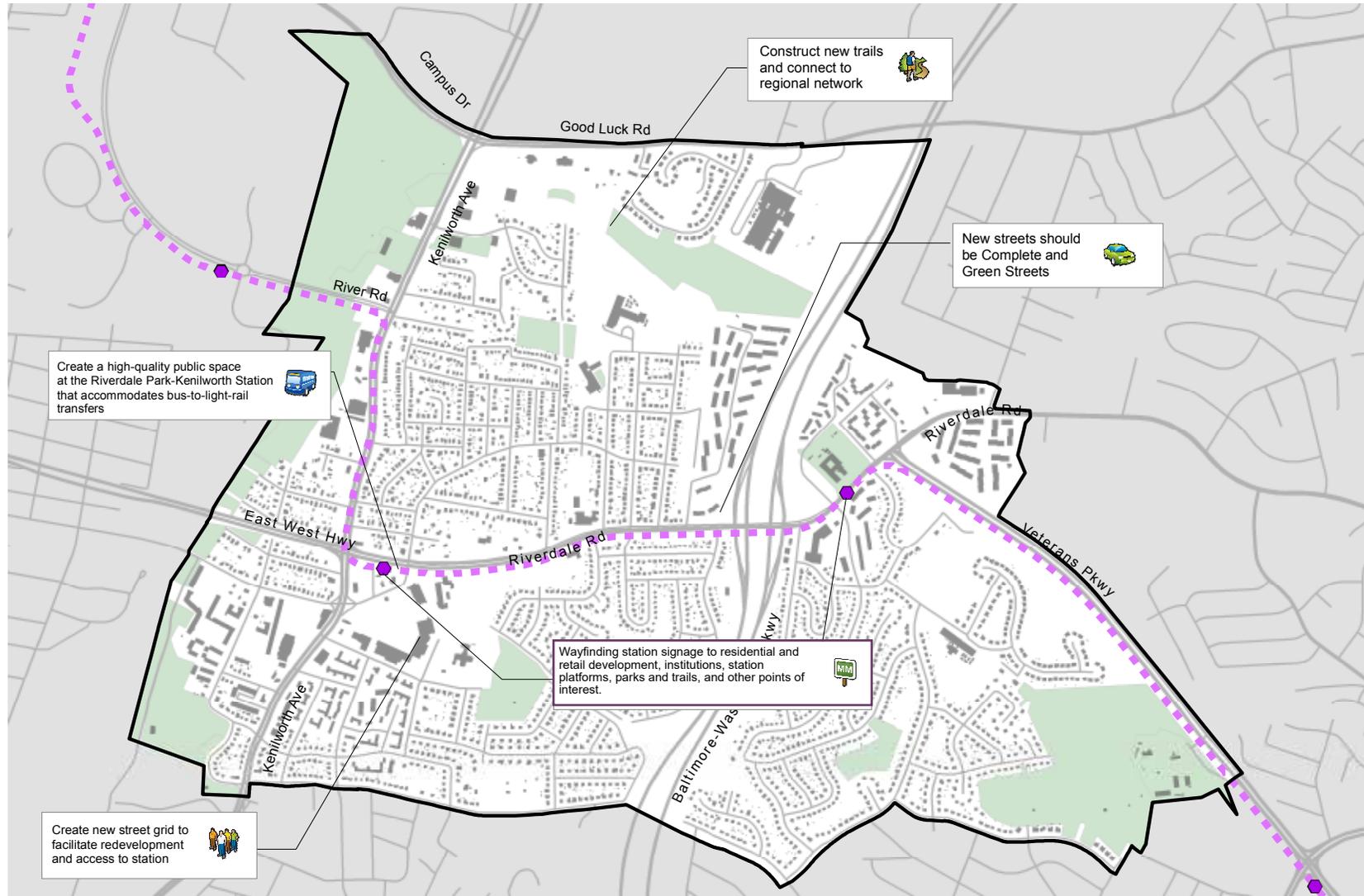
EP 8.5: Modernize signage.

See Appendix 6 for potential redevelopment concepts explored as part of the 2008 *Central Kenilworth Avenue Revitalization Study*.

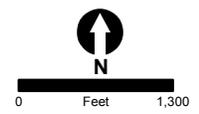
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TRANSPORTATION AND MOBILITY

Map 27. Transportation and Mobility Element Overview



-  East Riverdale-Beacon Heights Sector Plan Boundary
-  Buildings
-  Parkland
-  Purple Line and Stations (MTA)
-  Primary Road
-  Secondary Road



SECTOR-WIDE TRANSPORTATION AND MOBILITY GOALS, POLICIES, AND STRATEGIES

POLICY TM 1

Construct the Purple Line (CIP #FH 661004).

STRATEGIES

TM 1.1: Construct the Purple Line along the preferred alignment within the sector plan area.

TM 1.2: Construct stations at Beacon Heights-East Pines and Riverdale Park-Kenilworth.

TM 1.3: Construct the Purple Line Maintenance and Operations Facility at Glenridge Park, 4800 Veterans Parkway.

POLICY TM 2

The Riverdale Park-Kenilworth Purple Line Station should be as visually unobtrusive as possible, allowing maximum views through the facility from MD 410 (East West Highway) south at ground level.

TM 2.1: The Riverdale Park-Kenilworth Station should be constructed on a pier-and-girder overhead structure. Solid walls and

Goals

- The Purple Line connects communities along its route from New Carrollton to Bethesda. Visitors, workers, and shoppers use the Purple Line to access destinations within the sector plan area, while residents use the line to access job, educational, and recreational opportunities in neighboring communities.
- An attractive intermodal transit station at Riverdale Park-Kenilworth that is safely accessible for pedestrians and bicyclists and facilitates bus/light rail transfers, and serves as a focal point of civic and community activity. See Community Heritage and Culture Element for discussion of the civic/community space aspects of the station.
- An attractive, easy-to-use Purple Line Station at Beacon Heights-East Pines that is safely accessible from all directions.
- New street patterns, with new and retrofitted street sections, at Purple Line stations accommodate pedestrian-oriented, transit-supportive development, and multimodal circulation.
- Frequency of service on the Purple Line and selected bus routes increases, decreasing wait times and increasing connectivity throughout the region.
- Public off-street, on-street, and other shared parking opportunities reduce demand for, and cost of, on-site parking, while reducing spillover parking in neighborhoods.

embankments should only be used as abutments for this structure.

TM 2.2: Ground-level ancillary structures at the station should be placed in proximity to piers to maximize sightlines between MD 410 (East West Highway) and areas south of the station.

TM 2.3: Wayfinding signage at the stations should include directions to residential and retail development, institutions, station platforms, parks and trails, and other points of interest.



POLICY TM 3

The MTA should work closely with the Town of Riverdale Park, SHA, M-NCPPC, and Prince George’s County to develop a high-quality public space at the Riverdale Park-Kenilworth Station that accommodates bus boarding, alighting, and layovers and easy transfer to the Purple Line, including potential future BRT service. See also Policy LU 8.

STRATEGIES

TM 3.1: Acquire sufficient property near the Riverdale Park-Kenilworth Station to

accommodate intermodal transfers and the recommended public spaces.

TM 3.2: Provide for interim intermodal transfer solutions including, but not limited to, the following:

- Clear signage for bus drivers and passengers
- Improved bus stops along Riverdale Road, including real-time bus information, shelters with benches, trash receptacles, signage, and improved lighting.
- Improved, well-lighted, and well-signed sidewalks between existing bus stops and station platforms.

See also Strategy TM 12.1.

TM 3.3: Construct a dedicated bus lane in near the Riverdale Park-Kenilworth Station that allows passengers to board or alight from buses as close as possible to platform escalators/elevators.

TM 3.4: Do not permit, and phase out existing, bus boarding/alighting from MD 410 (East West Highway) or MD 210 (Kenilworth Avenue) adjacent to the Riverdale Park-Kenilworth Station. All bus access to the station should be from Riverdale Road or the proposed bus lane.

POLICY TM 4

Pedestrians of all ages and abilities can cross busy streets safely and efficiently. A menu of potential pedestrian safety measures includes, but is not limited to:

- Signalization, replacing pedestrian-actuated signals with automatic signals
- Raised or special-pavement crosswalks
- Bilingual signage
- Accommodations for the disabled, including sounds
- Pedestrian islands where needed

- Marked crosswalks on all sides of an intersection
- Pedestrian priority measures, including leading pedestrian intervals
- Lighting of crosswalks and pedestrian waiting areas
- Elimination of channelized right-turn lanes and restricting free right turns on red at signalized intersections.

STRATEGIES

TM 4.1: Prioritize pedestrian safety at Purple Line Stations by implementing all of the measures identified in Policy TM 4 at the following intersections:

- Riverdale Road/58th Avenue at MD 410 (East West Highway)
- MD 201 (Kenilworth Avenue) at:
 - » MD 410 (East West Highway)
 - » Riverdale Road
 - » Jefferson Street
- Riverdale Road at
 - » Auburn Avenue
 - » MD 410 (Veterans Parkway)
 - » 67th Avenue

- » 64th Avenue/Eastpines Drive
- 66th Avenue at MD 410 (Riverdale Road)
- Entrance/Exit Ramps of the Baltimore-Washington Parkway at MD 410 (Riverdale Road)

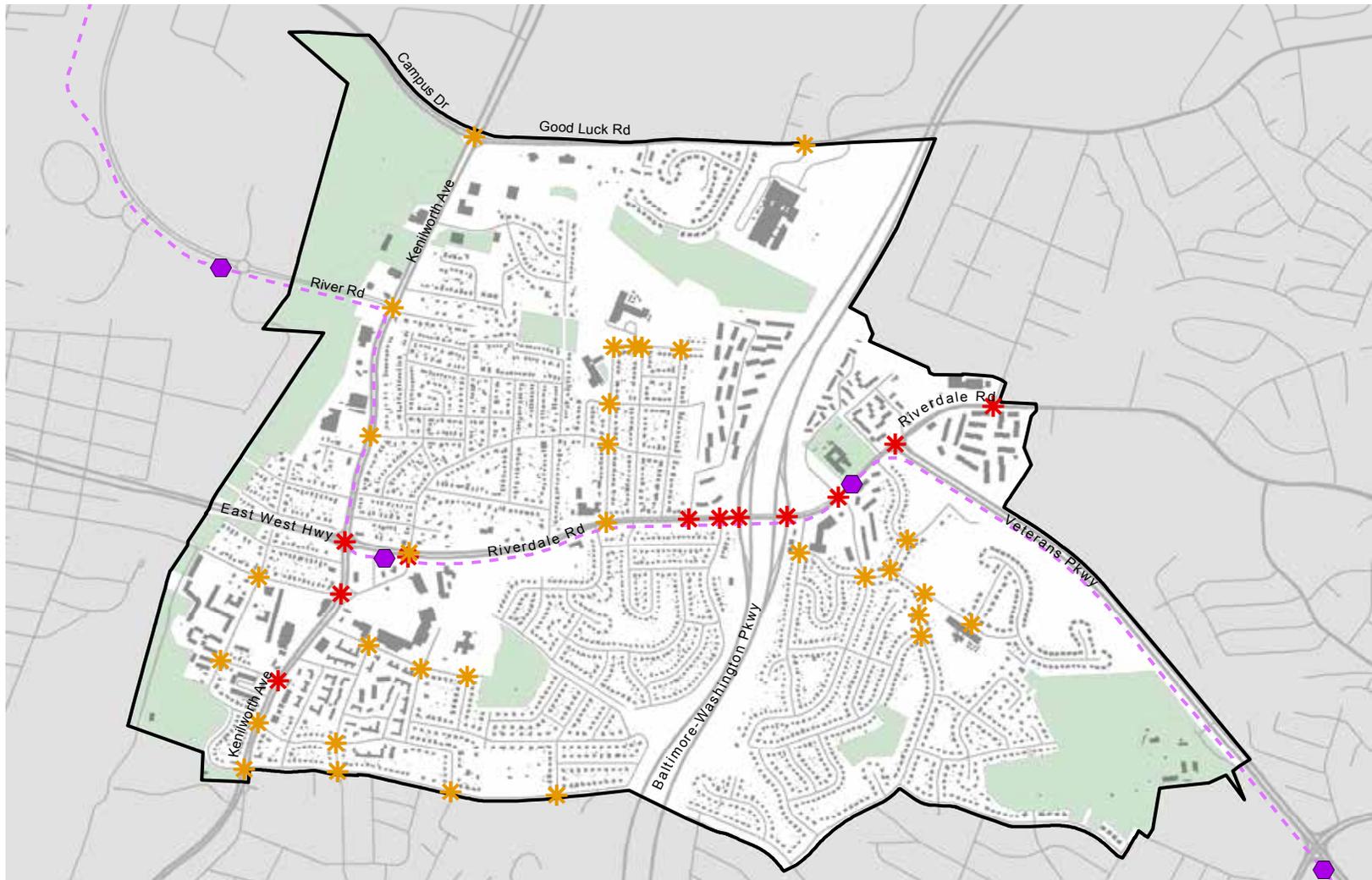
TM 4.2: Increase pedestrian safety by implementing as many of the measures identified in Policy TM 4 as possible at the following intersections:

- MD 201 (Kenilworth Avenue) at
 - » Greenway Drive/Carters Lane
 - » Spring Lane/Kennedy Street

- » Rittenhouse Street
- » River Road
- » Campus Drive/Good Luck Road
- Good Luck Road at West Entrance to Parkdale High School
- Tuckerman Street at:
 - » Entrance to William Wirt Middle School
 - » 62nd Place
 - » 63rd Avenue
 - » 63rd Place
- Furman Parkway at
 - » Beacon Light Road



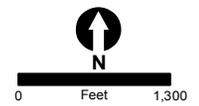
Map 28. Intersection Pedestrian Improvements



-  East Riverdale-Beacon Heights Sector Plan Boundary
-  Buildings
-  Parkland

-  Purple Line and Stations (MTA)
-  Primary Road
-  Secondary Road

- Pedestrian Intersection Improvements**
-  Strategy TM4.1 Intersections
-  Strategy TM4.2 Intersections



- » Entrance to Beacon Heights Middle School
- » Ingraham Street
- Carters Lane at
 - » 56th Avenue
 - » 59th Avenue
 - » 62nd Avenue
- MD 410 (Riverdale Road) at
 - » 62nd Place
 - » 58th Avenue
- Patterson Street at
 - » 66th Avenue
 - » 67th Avenue
 - » Beacon Light Road
 - » 67th Place
- Beacon Light Road at 69th Avenue
- 62nd Place at
 - » Roanoke Avenue
 - » Sheridan Street
- Nicholson Street at
 - » 56th Avenue
 - » 57th Avenue
 - » 59th Avenue

- Kennedy Street at 56th Avenue
- 54th Avenue at
 - » Jefferson Street
 - » Riverdale Road

TM 4.3: Ensure student safety while walking to schools by encouraging construction of sidewalks on both sides of the streets in the areas that are within 1.5 miles of an elementary school, and within 2 miles of a middle or high school. Prioritize pedestrian safety measures along these routes as identified in Policy TM 4.

TM 4.4: Support SHA efforts to complete design, right-of-way and construction phases of roadway improvements on MD 410 from MD 201 (Kenilworth Avenue) to Mustang Drive, including:

- » Lane reduction from six lanes to four lanes
- » Separated bicycle lanes
- » New sidewalk along eastbound MD 410
- » Installation of new crosswalks and signals at the following intersections:

Riverdale Road/58th Avenue

Mustang Drive

62nd Avenue

Transforming 57th Avenue into a Pedestrian Street

Pedestrian Streets are segments of streets designed to preserve and enhance the pedestrian experience, and to boost economic development. Pedestrian streets may be closed to auto traffic or designed to be shared with cars and bikes. They are designed to be flexible spaces that can close easily to host special events, such as markets and gatherings, while also providing room for cars to navigate safely. Pedestrian streets are often characterized by high pedestrian use, but are not major through streets. Typically, pavement design and markings, landscaping and signage are employed to calm traffic and increase pedestrian safety.

Strategy TM 8.10 envisions redesigning 57th Avenue as a pedestrian street between Riverdale Road and the Riverdale Park-Kenilworth Purple Line Station. The goal of this transformation is to enhance pedestrian safety and access to the light rail, while also providing opportunities for temporary uses, such as food trucks and pop-up markets, that can support transit ridership, provide amenities to residents and commuters, and contribute to a sense of place.



Map 29. Recommended Street Connections

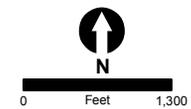


-  East Riverdale-Beacon Heights Sector Plan Boundary
-  Buildings
-  Parkland

-  Purple Line and Stations (MTA)
-  Primary Road
-  Secondary Road

Recommended Street Connections

-  TM5.1 - Veterans Parkway
-  TM5.2 - 67th Avenue
-  TM5.3 - Auburn Avenue
-  TM5.4 - 56th Avenue and Riverdale Road
-  TM5.5 - 64th Avenue



The State Highway Administration plans improvements to MD 410 and MD 201 (Kenilworth Avenue) as part of the Purple Line project. These improvements include the construction of sidewalks and on-street bike lanes on MD 201 (Kenilworth Avenue) between MD 410 and River Road.

In the March 2016 Community Design Charrette, the project team and the community identified potential improvements to MD 201 (Kenilworth Avenue) and MD 410 beyond what had been designed to that date as part of the Purple Line project. While these improvements would have a definite positive impact on safety and connectivity between neighborhoods, this plan recognizes the relative importance of improvements to state highways within the sector plan area versus the need to prioritize improvements to state highways in designated Regional Transit Districts and Local Transit Centers. The bicycle, pedestrian, and transit connections recommended in this sector plan should accommodate for short-to-mid-term east-west and north-south connectivity along these corridors.

See Appendix 7 for additional long-term recommendations for MD 201 and MD 410.

POLICY TM 5

New streets should, in general, form a grid and extend the existing street network.

STRATEGIES

TM 5.1: Any redevelopment of New Carrollton Woods should include an extension

of Veterans Parkway as a main entrance into the development, as shown in Map 29.

TM 5.2: Any redevelopment of Prince Georgetown Apartments and/or the Park Police Headquarters should include an extension of 67th Avenue and/or a formalization and appropriate reconstruction of 67th Court.

TM 5.3: Any redevelopment of Auburn Manor should include an extension of Auburn Avenue.

TM 5.4: Any redevelopment of the Riverdale Plaza Shopping Center should include an extension of 56th Avenue and the proposed relocation of Riverdale Road. Extension of 57th Avenue may also occur as needed to serve redevelopment at Parcel 94 and/or St. Bernard's Catholic Church. See also Policy LU 9. Amend the 2009 *Approved Countywide Master Plan of Transportation* to add the extension of 56th Avenue and the relocation of Riverdale Road as primary streets.

TM 5.5: Any redevelopment of Parkview Gardens should include the construction of 64th Avenue on the existing public rights-of-way, with connections to Roanoke Avenue, Sheridan Street, and Tuckerman Street as platted on November 14, 2017.

POLICY TM 6

Intersections should function at Level of Service (LOS) E.

STRATEGIES

TM 6.1: To the maximum extent practicable, permit development with zero required off-street parking. Such development can be partnered with residential parking permit districts to ensure that overflow parking does not occur in nearby residential neighborhoods.

TM 6.2: Limit off-street parking requirements for all new development, with a cap or prohibition on properties whose trip generation causes intersections to achieve LOS F or lower. Limit the provision of off-street parking to development proposals that maintain or improve intersection performance at LOS E or above.

TM 6.3: Prioritize implementation of the recommendation of the 2009 *Approved Countywide Master Plan of Transportation*, in part, to construct MD 410 (Riverdale Road) to the recommended 100-120-foot right-of-way between Veterans Parkway and 64th Avenue/ Eastpines Drive. See also Strategy TM 7.2.

POLICY TM 7

Implement Intelligent Transportation Systems (ITS) elements throughout the Sector and beyond to facilitate real-time collection and dissemination of information to inform travel decisions.

STRATEGIES

TM 7.1: Explore the potential of installing NextBus technology at all bus stops.

TM 7.2: Consider the strategic location of variable message signs that display traffic conditions and comparative travel times. For example, at the intersection of Riverdale Road and Veterans Parkway, travelers would benefit from travel time comparisons to the US 50/ MD 201 (Kenilworth Avenue) interchange via MD 410/US 50 vs. MD 410/Baltimore-Washington Parkway.

**POLICY TM 8**

All streets within designated Neighborhood Centers should be constructed or reconstructed as Complete and Green Streets. New streets should be constructed to a defined public Complete and Green Street standard.

TM 8.1: Subject to approval of the operating agency (DPW&T or the Town of Riverdale Park), design all new streets to accommodate bicycles in a dedicated facility. Barrier separation of bicycle facilities along streets anticipated to carry heavy traffic is encouraged.

TM 8.2: Sharrows and/or bike route signage should only be used where rights-of-way on both sides of a proposed street are constrained by existing development or environmental constraints, precluding construction of dedicated bicycle facilities.

TM 8.3: New and retrofitted sidewalks should be constructed to include a pedestrian clear zone of at least eight feet in width or the minimum required by Subtitles 23 or 27, whichever is greater. The widening of existing sidewalks within designated Centers should be a requirement of development.

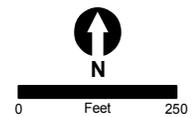
Map 30. Master Plan of Transportation New and Deleted Streets




 Purple Line and Stations (MTA)


 I-203 - Riverdale Road (Portion to be Deleted - Strategy TM9.2)


 P-13-56th Avenue Extension; P-214-Riverdale Road Relocation
 (Strategy TM5.4: Both MPOT Primary Streets)



M-NCPPG

TM 8.4: New travel lanes should be constructed at the minimum width required by law, except where a right lane is planned to serve buses and/or an existing or approved loading area is only accessible by that street segment.

TM 8.5: Utilize traffic calming and traffic management techniques to maintain safe vehicle speeds and encourage through traffic to remain on the arterial and collector streets. Design local streets for comfortable non-motorized accommodation and local access trips. Techniques include narrow lanes, stop controls, and a dense tree canopy.

TM 8.6: Provide street trees to protect pedestrians from traffic, make streets more pedestrian-friendly, and reduce urban heat island effects. Street trees should be part of an overall streetscape plan designed to provide both canopy and shade and to give special character and coherence to each street.

TM 8.7: Provide a visually distinct wayfinding system for pedestrians, cyclists, transit riders and drivers to help them reach destinations within the sector plan area more easily and conveniently.

TM 8.8: Provide attractive and durable street furniture such as benches, waste and

recycling bins, and tables on all sidewalks with commercial or multifamily frontage. See also Strategy EP 6.5.

TM 8.9: Consider the use of bike boxes at all signalized intersections with bike lanes, cycle tracks or any type of bicycle facility as part of the road design, allowing bicyclists to proceed on green ahead of motorized vehicles.

TM 8.10: 57th Avenue between Riverdale Road and the Riverdale Park-Kenilworth Station should be constructed as a Special Pedestrian Street.

TM 8.11: In the long-term, explore opportunities to implement improvements to MD 201 (Kenilworth Avenue) and MD 410 as described in the text box on page 106 and Appendix 7.

TM 8.12: New streets and street extensions may be constructed pursuant to the Urban Street Standards adopted by the County Council in CR-85-2016. As redevelopment occurs, consider constructing the following new streets to the following standards:

- Extension of Veterans Parkway: Mixed-Use Boulevard (B)

- Extension of 67th Avenue: Neighborhood Connector (B)
- Extension of Auburn Avenue: Neighborhood Connector (B)
- Extension of 56th Avenue: Neighborhood Connector (A)



- Connection between 57th Avenue Extension and MD 201 (Kenilworth Avenue): Neighborhood Connector (A)

POLICY TM 9

Explore road diets and/or Complete Street-reconstruction, incorporating better bicycle, pedestrian and transit accommodation, on the corridors that connect the sector plan area to other key destinations.

STRATEGIES

TM 9.1: Evaluate the feasibility of reconstructing the following street segments as Complete Streets. These improvements should incorporate and accommodate the bicycle and pedestrian facilities recommended in the 2009 *Approved Countywide Master Plan of*

Transportation, as amended by this sector plan (see Map 31 and Table 9; portions of these street segments lie outside the sector plan area):

- Good Hope Road between MD 201 (Kenilworth Avenue) and Auburn Avenue
- Auburn Avenue between Good Hope Road and Riverdale Road
- Campus Drive between MD 201 (Kenilworth Avenue) and US 1
- Riverdale Road between MD 201 (Kenilworth Avenue) and Lafayette Avenue
- Riverdale Road between MD 410 (Veterans Parkway) and MD 450 (Annapolis Road)
- MD 201 (Kenilworth Avenue) between MD 410 (East West Highway) and Carters Lane

TM 9.2: Delete the segment of Riverdale Road between MD 410 (East West Highway) and MD 201 (Kenilworth Avenue) from the 2009 *Approved Countywide Master Plan of Transportation*.

POLICY TM 10

Implement multiple bicycle, pedestrian, and transit connections to Purple Line stations, schools, parks, and the regional network, and connections between neighborhoods, that are safe, and easy to use, providing opportunities for users of all skill levels to travel between community destinations and Greenbelt Park. Sidewalks and/or trails close gaps in the pedestrian network and provide for safe routes to schools, parks, community institutions, and transit. Prioritize construction of segments that connect multiple activity points or travel groups, and multimodal access to Purple Line transit stations. Create opportunities for pedestrians to easily and safely walk between neighborhoods and to stations, schools, parks, and shopping. Prioritization of proposed projects is recommended in Section 4, Table 17.



STRATEGIES

TM 10.1: To implement the vision and goals of this sector plan, construct the transportation facilities identified in Table 8 as recommended in the 2009 *Approved Master Plan of Transportation*.

**Table 8. Existing and Recommended Master Plan Roadways
(Carried Forward from 2009 *Approved Countywide Master Plan of Transportation*)**

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
A-14	MD 201 (Kenilworth Ave)	MD 410 (East West Highway)	Carter's Lane	90	Arterial	4 to 5	Sidewalks Painted Bicycle Lanes
A-15	MD 410 (East West Highway)	NE Branch	MD 201 (Kenilworth Avenue)	100–120	Arterial	4	Sidewalks Painted Bicycle Lanes
A-15	MD 410 (Riverdale Road)	MD 410 (East West Highway)	64 th Avenue	100–120	Arterial	4	Sidewalks Painted Bicycle Lanes
C-202	Campus Drive	NE Branch	MD 201	80–100	Collector	4	Sidewalks Painted Bicycle Lanes
C-341	Good Luck Road	MD 201 (Kenilworth Avenue)	Baltimore-Washington Parkway	80	Collector	4	Sidewalks Painted Bicycle Lanes Shared Use Sidepath
F-2	Baltimore-Washington Parkway	Entire length in sector		Varies	Freeway	4–6	None
P-206	Carter's Lane	MD 201 (Kenilworth Avenue)	Greenvale Parkway	60	Primary	2	Sidewalks Painted Bicycle Lanes On-Street Parking

TM 10.2: To implement the vision and goals of this sector plan, construct the transportation facilities identified in Table 9 and Map 31. These recommendations amend the 2009 *Approved Countywide Master Plan of Transportation*. Bold indicates a recommended improvement to an existing facility; regular font indicates an existing condition.

Table 9. Recommended Improvements to Transportation Facilities

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
A-14	MD 201 (Kenilworth Ave)	Good Luck Road	River Road	90	Arterial	4 to 6	Sidewalks on Both Sides Two-Way Cycle Track (West)
A-14	MD 201 (Kenilworth Ave)	River Road	MD 410 (East West Highway)	150	Arterial	4	Sidewalks on Both Sides Painted Bicycle Lanes Purple Line (Median)
A-15	MD 410 (East West Highway)	MD 201 (Kenilworth Avenue)	58 th Avenue	100-to 120	Arterial	4-5	Sidewalks Painted Bicycle Lanes
A-15	MD 410 (Riverdale Road)	64 th Avenue	Veterans Parkway	100-to 120	Arterial	6	Sidewalks on Both Sides (Expanded on South) Two-Way Cycle Track (North)
A-15	MD 410 (Veterans Parkway)	Riverdale Road	sector plan boundary	120	Arterial	4	Shared-Use Sidepath
C-221	Riverdale Road	MD 410 (Veterans Pkwy)	Auburn Avenue	120	Collector	4	Sidewalks on Both Sides (Expanded) Two-Way Cycle Track (North)

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
S-201	Greenvale Parkway (South)	Carter's Lane	61 st Place	Varies	Secondary	1	Sidewalks Sharrows Share Road Signage On-Street Parking
S-202	58 th Avenue	MD 410 (Riverdale Road)	Roanoke Avenue	50	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking
S-203	61 st Place	Riverdale Hills Park	northern terminus	40	Secondary	2	At Least One Sidewalk Sharrows Share Road Signage On-Street Parking
S-204	61 st Place	Roanoke Avenue	Riverdale Hills Park	40	Secondary	2	At Least One Sidewalk Sharrows Share Road Signage On-Street Parking
S-205	62 nd Place	MD 410 (Riverdale Road)	Sheridan Street	50	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking
S-206	63 rd Place	Tuckerman Street	Proposed Trailhead	50	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
S-207	66 th Avenue	MD 410 (Riverdale Road)	Patterson Street	60	Secondary	2	Sidewalks on Both Sides Painted Bicycle Lanes On-Street Parking Lanes On-Street Parking
S-208	67 th Place	MD 410 (Riverdale Road)	Patterson Street	50	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking
S-209	Beacon Light Road	Patterson Street	Furman Parkway	Varies	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking
S-210	Eastpines Drive	MD 410 (Riverdale Road)	Oliver Street	65	Secondary	2	At Least One Sidewalk (West) Sharrows Share Road Signage On-Street Parking
S-211	Eastpines Drive	Oliver Street	Greenvale Parkway	60	Secondary	2	At Least One Sidewalk (West) Shared-Use Sidepath (East) On-Street Parking

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
S-212	Furman Parkway	Greenvale Parkway	Beacon Light Road	Varies	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking
S-213	Patterson Street	66 th Avenue	67 th Place	60	Secondary	2	At Least One Sidewalk Sharrows Share Road Signage On-Street Parking
S-214	Roanoke Avenue	58 th Avenue	64 th Avenue	Varies	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking
S-215	Tuckerman Avenue	62 nd Place	64 th Avenue	60	Secondary	2	Sidewalk (South) Shared-Use Sidepath (North) On-Street Parking
S-216	62 nd Place	Sheridan Street	Tuckerman Street	50	Secondary	2	Sidewalks on Both Sides Shared-Use Sidepath (West) On-Street Parking
S-217	Greenvale Parkway (North)	Eastpines Drive	Mustang Drive	Varies	Secondary	2	Sidewalks Sharrows Share Road Signage On-Street Parking

Route ID	Street Name	From	To	Min. ROW	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element On-Street Parking
P-211	Riverdale Road	NE Branch	MD 201 (Kenilworth Avenue)	66	Primary	2	Sidewalk (North) Shared-Use Sidepath (South)
P-212	56 th Avenue	Kennedy Street	Nicholson Street	66	Primary	2	Sidewalks on Both Sides (Expanded) Painted Bicycle Lanes On-Street Parking Lanes
P-213	56 th Avenue	Nicholson Street	MD 410 (East West Highway)	66	Primary	2	Sidewalks Painted Bicycle Lanes On-Street Parking
P-214	Riverdale Road Relocation	MD 201 (Kenilworth Avenue)	56 th Avenue Extended	66	Primary	2	Sidewalks Painted Bicycle Lanes On-Street Parking Lanes
P-215	Nicholson Street	MD 201 (Kenilworth Avenue)	Browning's Grove Park	66	Primary	2	Sidewalks on Both Sides (Expanded) Painted Bicycle Lanes On-Street Parking Lanes
P-201	Auburn Avenue	Riverdale Road	Brier's Mill Run Trail	75	Collector	2	Sidewalks on Both Sides (Expanded) Two-Way Cycle Track (West)
n/a	57 th Avenue	Riverdale Road	Riverdale Park-Kenilworth Purple Line Station	20	Special	0	Special Pedestrian Street

TM 10.3: To implement the vision and goals of this sector plan, construct the trail facilities identified in Table 10 and Map 32. These recommendations amend the 2009 *Approved Master Plan of Transportation*.

Table 10. Recommended Trail Facilities

Trail Name	From	To
Captain John's Branch Greenway Trail	MD 201 (Kenilworth Avenue)	Greenvale Parkway (North)
Riverdale Hills Park Trail	61 st Place	61 st Place
Brier's Mill Run Trail	Auburn Avenue	MD 201 (Kenilworth Avenue)
East Leg, Northeast Branch Trail	Campus Drive	Southern sector plan boundary
63 rd Place Trail	North end of pavement, 63 rd Place	Parkdale Trail
Parkdale Trail	North end of 64 th Avenue ROW at the Parkview Gardens parking lot	Parkdale High School
Madison Hill Trail	Silk Tree Drive at Madison Hill Park	Brier's Mill Run Trail
70 th Place Trail	North end of pavement, 70 th Place	Glenridge Park Trail
67 th Court Trail	End of 67 th Court	Brier's Mill Run Trail
Somerset Road Trail*	MD 201 (Kenilworth Avenue)	57 th Avenue
NE Branch Trail Bridge Trail	Northeast Branch Trail	Brier's Mill Run Trail
Serijo Trail Bridge Trail	Parkdale High School	William Wirt Middle School
Quesada Bridge Trail	Northeast Branch Trail	Quesada Street
Greenvale Canal Trail	Mustang Drive	Greenvale Parkway
Browning's Grove Loop Trail	60th Avenue	Browning's Grove Loop Trail
Fletcher's Field Trail	Greenway Drive	Tanglewood Drive
60th Avenue Trail	Longfellow Street	Carter's Lane
Madison Hill Park Culvert Trail	Brier's Mill Run	Auburn Avenue
Greenvale Canal Culvert Trail	Greenvale Canal	Greenvale Parkway

Note: Includes steps. See Strategy TM 11.3 for more information *This segment is existing right-of-way, but unbuilt; the slope is too high for motor vehicles.

TM 10.4: Include bicycle-priority measures where bike routes or facilities cross MD 410 or MD 201 (Kenilworth Avenue), including bike boxes, protected intersections, and separate bike lane signals.

TM 10.5: If Kenilfair Plaza is redeveloped, identify opportunities to provide a well-lit, safe, and attractive pedestrian pathway from MD 201 (Kenilworth Avenue) to the Northeast Branch.

TM 10.6: Identify opportunities and mechanisms, such as disused public rights-of-way, public use or access easements, or strategic acquisition, to provide and formalize pedestrian connections between neighborhoods.

POLICY TM 11

All streets classified as Collector and above, and all streets classified below Collector that have sufficient rights-of-way, should have adequate, well-lit sidewalks.

STRATEGIES

TM 11.1: Sidewalk gaps should be evaluated for eligibility for Safe Routes to School, Safe Routes to Transit, and other state and federal

programs that support pedestrian connectivity and safety.

TM 11.2: All sidewalks along streets classified as Collector and above should have pedestrian-scale lighting at regular intervals.

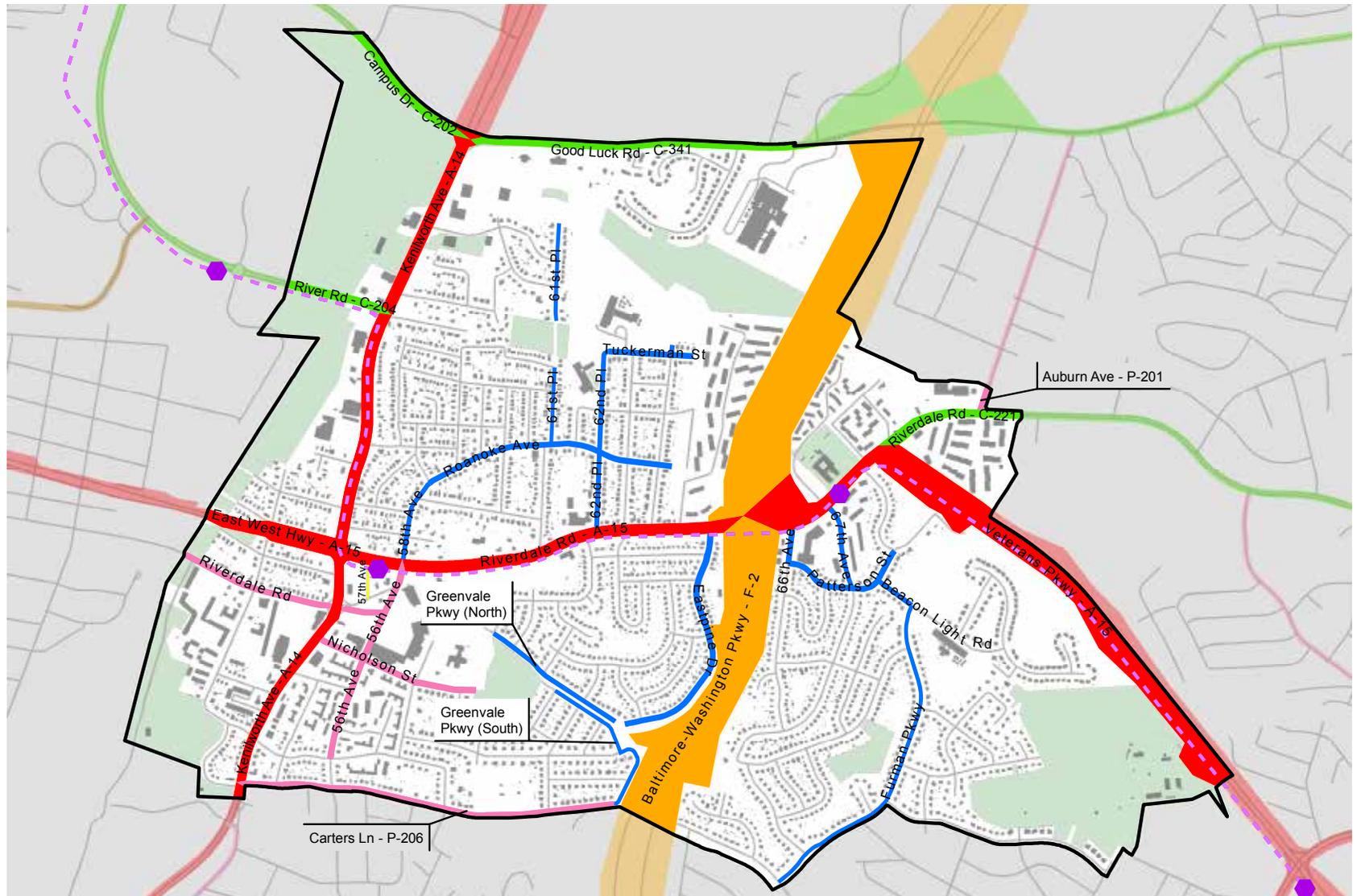
TM 11.3: Construct well-lit, pedestrian steps in the Somerset Road right-of-way between the end of 67th Avenue and MD 201 (Kenilworth Avenue), connecting to new sidewalks constructed as part of the Purple Line reconstruction of MD 201 (Kenilworth Avenue). See Appendix 6 for a discussion of this proposal in the 2008 Central Kenilworth Avenue Revitalization Study.

TM 11.4: Construct sidewalks on at least one side of the street segments identified in Table 11. Sufficient rights-of-way exist for these improvements without reducing or eliminating travel lanes or on-street parking. These recommendations do not amend the 2009 *Approved Countywide Master Plan of Transportation* but are subject to the Public Facilities Referral pursuant to Section 27-645(b) of the Zoning Ordinance.

Table 11. Recommended Sidewalk Additions

Street	From	To
54 th Avenue	Jefferson Street	Spring Lane
57 th Avenue	Rittenhouse Street	Northern Terminus
64 th Avenue	Powhatan Street	62 nd Avenue
Crestwood Place	MD 201 (Kenilworth Avenue)	59 th Avenue
Patterson Street	Eastpines Drive	63 rd Avenue
Powhatan Street	Patterson Street	66 th Avenue
Ravenswood Road	Entire length	Entire length
Rittenhouse Street	59 th Avenue	MD 201 (Kenilworth Avenue)
Sarvis Avenue	Norman Avenue	61 st Place
Sheridan Street	57 th Avenue	61 st Place
Spring Lane	54 th Avenue	Greenway Drive
Tennyson Road	MD 201 (Kenilworth Avenue)	59 th Avenue

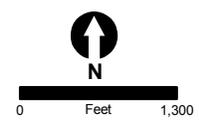
Map 31. Recommended Master Plan Transportation Facilities



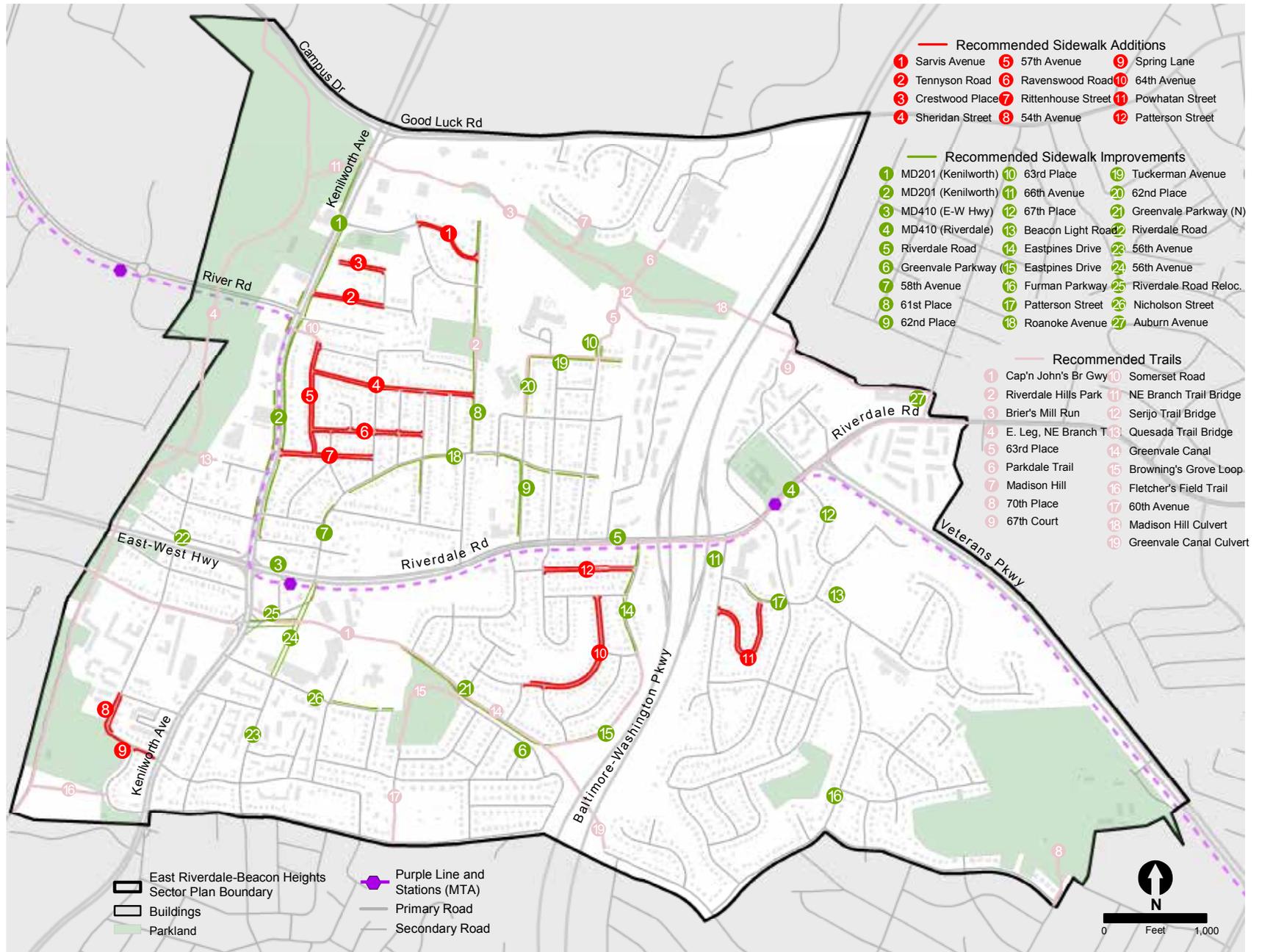
- East Riverdale-Beacon Heights Sector Plan Boundary
- Buildings
- Parkland

- Purple Line and Stations (MTA)
- Primary Road
- Secondary Road

- Recommended Master Plan of Transportation Rights-of-Way
- Freeway
 - Arterial
 - Collector
 - Primary
 - Secondary
 - Industrial
 - Special



Map 32. Recommended Trail and Sidewalk Improvements



POLICY TM 12

Increase the attractiveness of bus ridership as a transportation option through a systemic upgrade of bus stops in the sector plan area. Provide safe, well-lighted, clean, and highly visible places for bus and shuttle passengers to board, alight, or wait for buses and shuttles.

STRATEGIES

TM 12.1: Retrofit existing and outfit new bus/shuttle stops within the sector plan area with amenities to include, but not be limited to:

- Widened sidewalks, bus-stop pads, and relocated landscaping to make boarding or alighting from a bus easier and safer
- Bus shelters with seating for at least four patrons
- Bicycle racks or lockers
- Well-maintained signage indicating routes and services serving the stop or destinations in proximity
- Next-Bus Technology with real time bus arrival information (shelter-mounted display and smart phone mobile apps) plus up-to-date timetable and schedule information

- An up-to-date map of the sector plan area patterned on WMATA's Bus Stop Neighborhood Maps
- Pedestrian-scale lighting
- Shade trees
- Durable and well-maintained trash and recycling receptacles

TM 12.2: Collaborate with transit service providers (WMATA, DPW&T, University of Maryland, etc.) to ensure that third-party bus stop maintenance contracts support the strategy above.

POLICY TM 13

Purple Line service should be gradually increased to provide greater regional connectivity and access to and from the sector plan area.

STRATEGIES

TM 13.1: Increase headways, where warranted, to provide more frequent service.

POLICY TM 14

High frequency bus service should connect the sector plan area to key destinations. Selected routes should be evaluated for

upgrades for possible bus rapid transit or other enhanced bus service.

STRATEGIES

TM 14.1: Continue to collaborate with DPW&T, WMATA, MTA, the University of Maryland, and other bus providers to explore express bus, limited-stop, and/or bus rapid transit service along MD 201 (Kenilworth Avenue) and MD 410.

TM 14.2: Work with property owners, the Town of Riverdale Park, and other stakeholders to evaluate the potential for shuttle services between key commercial and residential nodes, community institutions, and Purple Line or Metro stations.





TM 15.1: Prince George’s County and/or the Town of Riverdale Park should explore the feasibility of constructing a small public parking facility west of MD 201 (Kenilworth Avenue) and south of Riverdale Road to support retail activities along the west side of MD 201 (Kenilworth Avenue).

TM 15.2: Prince George’s County and/or the Town of Riverdale Park should explore the feasibility of constructing a public parking facility at a redeveloped Riverdale Plaza Shopping Center to lessen the cost to property owners of redevelopment and to provide a centrally located, revenue-generating public amenity.



TM 14.3: Encourage and support collaborative efforts between the Prince George’s County Public Schools and the Department of Public Works and Transportation to combine school bus stops with public transportation bus stops in order to improve rider comfort, and explore possible routes that can connect residents to schools using public transportation. Evaluate the potential for bus priority measures at stations

and along MD 201 (Kenilworth Avenue) and MD 410, including, but not limited to:

- Queue jumps
- Bus priority signalization
- Dedicated bus lanes
- Enhanced signage

TM 14.4: Evaluate opportunities to better connect sector plan area residents to jobs, regional employment centers, workforce development opportunities, and training locations and services. See Policy EP 5.

POLICY TM 15

Public parking facilities should be considered a priority in addressing retail/service parking demand.

POLICY TM 16

On-street parking should be strategically located to provide short-term retail parking options.

STRATEGIES

TM 16.1: On-street parking should be provided on all new streets; such parking should be metered and/or time-limited to encourage alternate travel modes and ensure frequent turnover. See also Strategy TM 8.12.

TM 16.2: New development along existing County and town streets should, with the consent of the permitting agency, include on-street parking as part of frontage improvements.

TM 16.3: On-street parking should not be provided along arterial roads.

POLICY TM 17

To the maximum extent practicable, all parking structures constructed in the Neighborhood Centers should be shared.

STRATEGIES

TM 17.1: Work closely with property owners, parking facility concessionaires, and prospective tenants to secure parking agreements and leases.

TM 17.2: Discourage the dedication of entire parking facilities to a single tenant.

TM 17.3: Open portions of, or entire, new parking facilities for hourly rent to the public.

POLICY TM 18

Limit non-residential parking in residential neighborhoods

STRATEGIES

TM 18.1: Retain existing "No Parking" restrictions on streets narrower than 28 feet curb-to-curb.

TM 18.2: Create a residential parking permit district in neighborhoods abutting Purple Line stations to ensure that on-street parking on single-family residential streets is limited to residents and their guests.

TM 18.3: Evaluate the potential for parking benefit districts in neighborhoods abutting Purple Line stations to direct any parking revenue toward built environment improvements—sidewalks, crosswalks, lighting, etc.—within the benefit district.

POLICY TM 19

Provide additional amenities to encourage bicycle use and for enhanced convenience.

TM 19.1: Collaborate with MTA and major property owners to bring Capital Bikeshare to the sector plan area to facilitate “last-mile” connections and other short trips within the community.





TM 19.2: Promote the provision of secure bicycle racks (along with bike lockers at the Purple Line stations).

TM 19.3: Encourage MTA or other partners to explore installation of a privately operated bike station at the Riverdale Park-Kenilworth Purple Line Station, with secure, covered parking and repair facilities.

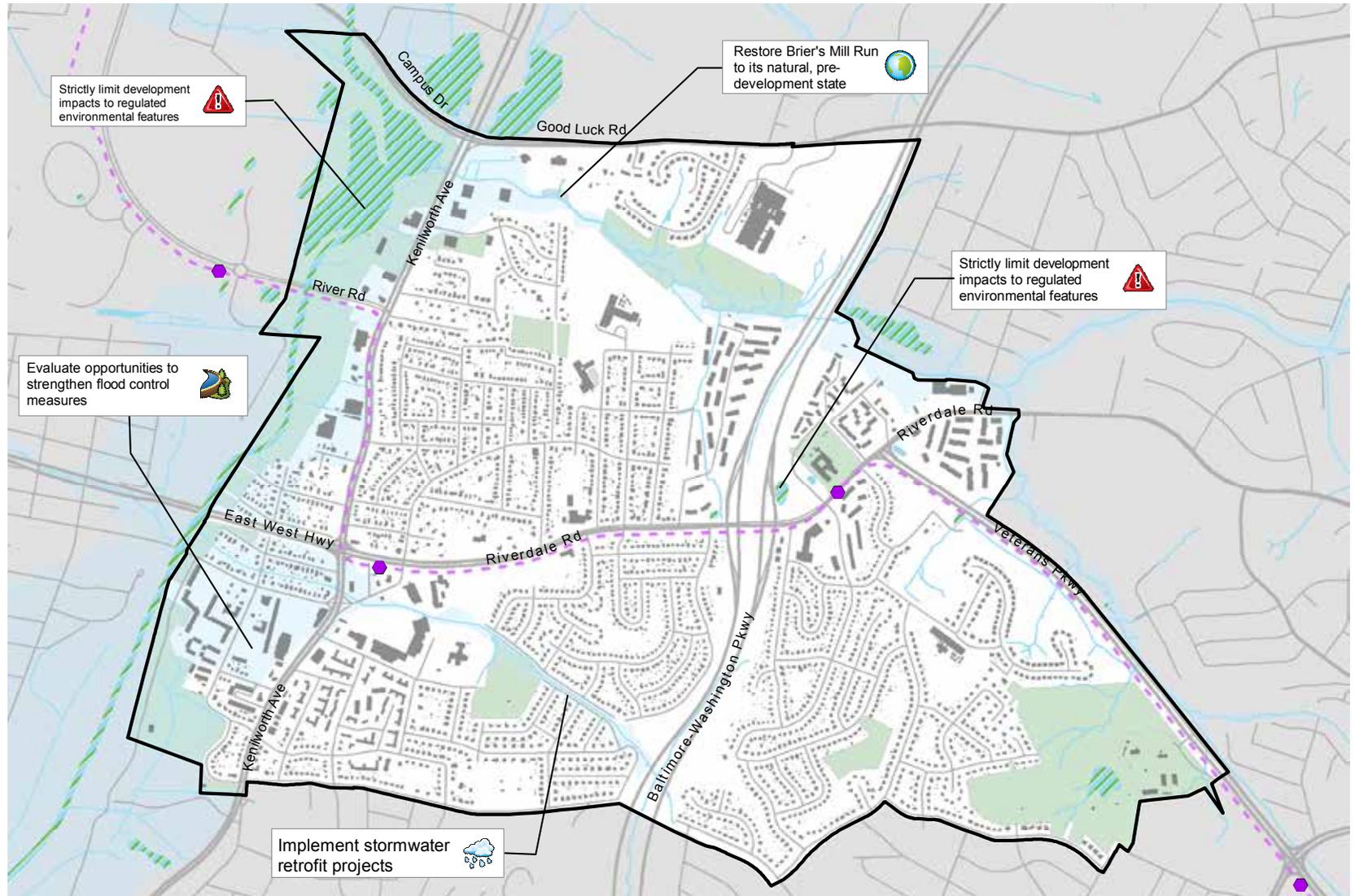
TM 19.4: Encourage the provision of bicycle parking at new buildings; consider requiring bicycle parking at new multifamily or office buildings within Neighborhood Centers.

TM 19.5: Require secure bicycle parking in all new structured parking facilities.



NATURAL ENVIRONMENT

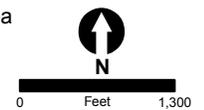
Map 33. Natural Environment Element Overview



- East Riverdale-Beacon Heights Sector Plan Boundary
- Purple Line and Stations (MTA)

- Buildings
- Primary Road
- Secondary Road

- 1989 Prince George's County Floodplain Study Area
- Known Wetland (MD DNR)
- Known Water Bodies
- Parkland



SECTOR-WIDE NATURAL ENVIRONMENT GOALS, POLICIES, AND STRATEGIES

Goals

- A preserved natural environment that is protected from the impacts of new development and is strategically restored, enhanced, and improved by proactive measures.
- Water quality within the Northeast Branch Watershed, including the Lower Northeast Branch and Brier's Mill Run Subwatersheds, is restored and enhanced and flood risks are reduced. New development is built, and existing development retrofitted, in a manner that reduces consumption of energy and natural resources.

POLICY NE 1

Pursuant to Strategy 2.3(a) of the 2017 Countywide Green Infrastructure Plan, strictly limit development impacts to regulated environmental features to those absolutely necessary and unavoidable for construction of road crossings, the installation of necessary public utilities, or

the placement of stormwater outfalls when no alternatives are feasible. Discourage new development or redevelopment within the Primary Management Area. Sufficient developable and redevelopable property exists within the sector plan area to support anticipated levels of development without needing to build in regulated or protected areas. See also Policies LU 2-LU 4.

STRATEGIES

NE 1.1: Regularly survey and map the one-percent (100-year) floodplain, tracking and reporting changes to the floodplain, to best inform the community, policymakers, regulators, and the private sector. Require the use of current data when planning and approving development in the sector plan area. See Strategy LU 4.1.

NE 1.2: Reduce the number of waivers to stormwater regulations for development within identified floodplains. Evaluate updates to stormwater regulations to enhance enforceable prohibitions on development in a floodplain.

NE 1.3: Work collaboratively to identify creative regulatory solutions or relief that permit additional height or density on developable portions of parcels where floodplain exists.

NE 1.4: Identify strategic opportunities to acquire flood-prone and flood-susceptible properties to protect the sub-watersheds and buffer private development.

NE 1.5: Properties destroyed by floods should not be re-inhabited and should be acquired for preservation as unimproved land.

NE 1.6: Pursuant to Strategy 2.3(b) of the 2017 Countywide Green Infrastructure Plan, should development be unavoidable within the Primary Management Area, it should be designed to prevent new impacts to the floodplain and to the greatest extent possible, mitigate past impacts. All development should be designed to improve the existing stormwater situation. Mitigation for impacts to environmental features within the Primary Management Area should be provided as close to the area of impact as possible.

POLICY NE 2

Manage stormwater through a combination of regional or shared and on-site facilities, using a variety of best practices.

STRATEGIES

NE 2.1: Integrate stormwater management with rain gardens, landscape strips and other green/environmental site design features that minimize stormwater runoff and increase the filtration of rainwater into the ground. In areas where soils prevent easy absorption, evaluate and implement alternative on-site stormwater management features.

NE 2.2: Evaluate the sector plan area's existing stormwater management facilities for additional capacity to support redevelopment.

NE 2.3: Create a catalog of sites where stormwater mitigation or intervention is warranted.

NE 2.4: Fees paid, or off-site mitigation features constructed, in lieu of providing on-site stormwater management should be directed to stormwater management projects within the drainage area into which the applicable property drains

Development in Floodplains

This sector plan acknowledges the significant amount of private property within the 100-year floodplain. Property owners who purchased property under the assumption that such property was protected by infrastructure from the risk of floods should rightfully expect that such infrastructure will be maintained and effective, even as the intensity, duration, and frequency of flood events increases.

However, there is a compelling government interest in discouraging new development within floodplains. Information concerning the location of floodplains and the risks of flooding are widely available. The 100-year floodplain, as defined by the 1989 County Floodplain Study of the Anacostia River and its tributaries, can be found in Section 2, Map 12.

The public health, safety, and welfare, as well as the costs to the County in

responding to floods and the damage they leave behind, must be weighed against the value to the County of permitting development in a floodplain. This calculation must also take into effect the consideration that some property owners may have knowingly purchased property in a floodplain, and the desirability of permitting development on this property given the costs of rescue and repair.

On March 7, 2017, the County Council approved the 2017 Resource Conservation Plan. This plan contains an updated Countywide Green Infrastructure Plan. Strategy 2.3(b) of that Plan recommends the County "allow impacts to regulated environmental features as appropriate to accommodate new development and redevelopment within designated Downtowns, Regional Transit Districts, the Innovation Corridor, and Local Centers and where needed to accommodate planned development on constrained sites. Mitigation for these impacts should be provided as close to the area of impact as possible."



NE 2.5: Pursuant to Strategy 2.2(b)(3) of the 2017 Countywide Green Infrastructure Plan, allow limited and necessary impacts to regulated environmental features where necessary for stormwater management facilities or features.

NE 2.6: Use pervious surfaces and permeable pavement where possible.

NE 2.7: Identify locations for floodplain compensatory storage capacity within the Brier's Mill Run and Lower Northeast Branch Watersheds.

NE 2.8: Partner with DOE, the Town of Riverdale Park and DPW&T to evaluate flood risks due to ponding behind levees. Based on evaluation, identify locations for mitigation strategies, such as high-capacity pumps and upstream storage, to facilitate drainage and reduce risks and impacts of non-riverine flooding.

NE 2.9: Evaluate the feasibility and cost of an underground stormwater management facility in the Captain John's Branch storage area upstream of MD 201 (Kenilworth Avenue) and its potential to reduce flood risk west of MD 201 (Kenilworth Avenue).

POLICY NE 3

Implement stormwater retrofit and stream stabilization projects within or near the sector plan area

STRATEGIES

NE 3.1: Identify strategic opportunities and funding sources to construct the improvements identified in Table 13.

NE 3.2: Implement the Anacostia River Watershed Partnership (ARWP) Candidate Stormwater Retrofit projects identified in Table 12.

NE 3.3: Utilize, where appropriate, public-private partnerships to address stormwater management needs within the sector plan area.

POLICY NE 4

Evaluate the potential to restore the channelized Captain John's Branch and Brier's Mill Run tributaries to their natural, pre-development state.

STRATEGIES

NE 4.1: Remove, where feasible, concrete channelization measures.

NE 4.2: Reintroduce native plants and species.

NE 4.3: Daylight Captain John's Branch as it approaches the existing intersection of Riverdale Road and MD 201 (Kenilworth Avenue).

NE 4.4: Identify opportunities for stormwater management measures along the stream valley to control downstream flow.

Table 12. Anacostia River Watershed Partnership (ARWP) Candidate Stormwater Retrofit Projects

MAP ID	MAP LOCATION	ISSUE	RECOMMENDATIONS
35*	Fletcher’s Field Park: This includes the ballfield and parking lot.	Untreated stormwater runoff from Kenilworth Avenue and the parking lot drains west past the ballfield via a concrete swale to a wooded area and into a tributary.	Strategically remove impervious surfaces to create bioretention systems to treat runoff from Kenilworth Avenue and the parking lot. Convert the bottom end of the swale, at the wooded area, into a rain garden or stormwater wetland for runoff quality control.
36*	Fletcher’s Field Park: Perennial tributary flowing from Kenilworth Avenue west, past the ballfield, to the confluence with a second tributary.	The stream bank is incised to a depth of about 2 feet and experiencing moderate erosion with undercutting and root exposure. Buffer vegetation is sparse and some of the buffer width is paved. The stream lacks sinuosity and mowing occurs up to the stream in some locations.	Strategically remove impervious surfaces where these remain within the buffer and plant new trees to widen the existing buffer where it does not meet the County Code. In a future maintenance cycle, consider relocating the basketball court away from the stream. Stabilize the stream bank, arrest incision if it is still active, and recreate natural stream sinuosity. Protect mature native riparian trees by reducing shear stress. Do not mow up to the stream.
37	Fletcher’s Field Park: Grassy area adjacent to Greenway Drive	Stormwater runoff from dwellings along Greenway Drive flows untreated, across the roadway to a large grassy area and into a tributary (mentioned in project #38).	Construct a bioretention feature in the grassy area west of Greenway Drive to treat runoff from the Springbrook subdivision before it enters the streams on park property. Plant shade trees along the sidewalk from Spring Lane to the tennis courts.
38	Intersection of Spring Lane and Greenway Drive. A small stream originates from a 48-inch stormdrain at that intersection and flows west approximately 650 feet to the confluence with a second tributary.	The stream receives untreated stormwater runoff from nearby neighborhoods directly or via concrete pipes and swales. There is also a moderate trash problem, with trash accumulating on the streambed.	Evaluate flattening the south bank of the stream from the intersection, west into the park to reduce shear stress on mature native riparian trees. Regrade the south bank to reconnect to the floodplain. Encourage a stream clean-up campaign with neighborhood residents to pick up trash. Construct a bioretention facility in the grassy area paralleling the sidewalk to treat stormwater runoff before it flows into the stream system on Fletcher’s Field Park.

MAP ID	MAP LOCATION	ISSUE	RECOMMENDATIONS
39	Fletcher’s Field Park: Intermittent tributary that originates at the western end of Jefferson Street.	Downspouts from residences along Jefferson Street and 64 th Avenue are disconnected from the stormdrain system; they empty into a wooded area and into the tributary. There is a buildup of trash (plastic bottles, expanded polystyrene foam products, and large appliances) in the stream.	Construct a bioretention area between the playground and the stream. Encourage a neighborhood clean-up to remove trash from the stream.
40	Captain John’s Branch flowing from Baltimore-Washington Parkway west past MD 201 (Kenilworth Avenue) to the Northeast Branch.	This stream segment is channelized along its entire length (approximately 1.1 -miles) between the Parkway and Northeast Branch. It receives significant volumes of untreated drainage from several neighborhoods over an approximately 300-acre catchment area, via a system of concrete swales, pipes, and storm drains. This stream has limited sections of vegetated stream buffer.	Evaluate the stream system to determine current flood control volumes and the best method for reconstruction and stabilization. Conduct a study to evaluate the feasibility and benefits of removing the concrete channel and restoring some lost ecological functions. Protect and preserve woodlands located along or adjacent to the stream, and widen wooded buffers where they do not meet the County Code. Strategically remove impervious surfaces and create bioretention areas along the stream from the Parkway west to Northeast Branch per project #s 41 to 43.

MAP ID	MAP LOCATION	ISSUE	RECOMMENDATIONS
41	<p>Captain John’s Branch: Segment A: Baltimore-Washington Parkway to Browning's Grove Park</p>	<p>This section of the stream receives untreated stormwater from adjoining neighborhoods via a system of pipes and concrete swales and from the Baltimore-Washington Parkway via a 48-inch culvert. The stream buffer in this section is unwooded except for sections within the Baltimore-Washington Parkway ROW and Browning's Grove Park. More than half of the unwooded buffer is paved.</p>	<p>Create bioretention areas between the stream and the edges of the (six) concrete swales along Greenvale Parkway between the Baltimore-Washington Parkway ROW and 61st Place, to provide quality and quantity control for the stormwater passing through the area.</p> <p>Construct a bioretention facility within the stream buffer on the left bank between the Baltimore-Washington Parkway ROW and Longfellow Street. Design this feature to double as a linear park and amenity to the community, with trees, seating areas and lighting, along Greenvale Parkway.</p> <p>Plant large-caliper (4-inch) shade trees along both sides of Greenvale Parkway.</p> <p>Evaluate the potential of reducing the width of Greenvale Parkway to increase the amount of green space adjacent to the stream.</p>
42	<p>Captain John’s Branch: Segment B: Browning's Grove Park to 5811 Riverdale Road</p>	<p>Untreated stormwater runoff from parking lots and adjoining neighborhoods enters the stream via a system of pipes and concrete swales. The stream buffer on the south bank is not wooded except for individual landscaping plants.</p>	<p>Partner with St. Bernard's Church to seek funding to remove impervious surfaces (including several parking spaces) from the parking lot adjacent to the stream to extend the existing green space to the regulated (60-foot) stream buffer width.</p> <p>Construct bioretention areas (totaling approximately 450 feet) adjacent to the stream at that location to treat runoff from the church and the community beyond before it enters the stream.</p> <p>Partner with institutional and nonprofit partners to explore funding to construct a wetlands area or rain garden using native plant species on the southeast portion of the grounds adjacent to parkland for stormwater quality control.</p> <p>Preserve and protect all remaining woodlands within the stream buffer on the north stream bank.</p>

MAP ID	MAP LOCATION	ISSUE	RECOMMENDATIONS
43	Captain John's Branch: Segment C: 5811 Riverdale Road to MD 201 (Kenilworth Avenue)	This portion of the stream buffer is mostly impervious, including parking for the Riverdale Plaza Shopping Center and properties at 5701, 5801 and 5811 Riverdale Road; stormwater runoff enters the stream via concrete swales and small pipes.	<p>South Bank</p> <ul style="list-style-type: none"> • In future designs, utilize space currently located in the parking lot on the portion of Riverdale Plaza Shopping Center that is within the stream buffer to provide for quantity and quality controls for the stormwater passing through the area. • Recreate the stream buffer at that location and reforest with native trees and shrubs. • Remove portions of buildings within the stream buffer during redevelopment. • Expand existing parking islands to provide more space and ensure longevity; design the features to accommodate stormwater retention and treatment. • Over the long term, explore daylighting of the stream between Riverdale Road and MD 201 (Kenilworth Avenue). <p>North Bank</p> <ul style="list-style-type: none"> • Remove impervious surfaces within the stream buffer to create a bioretention area to treat runoff from Riverdale Road; recreate and reforest the stream buffer at that location. • Extend the reforested stream buffer and bioretention area to the east to include riparian areas on properties at 5801 and 5811 Riverdale Road. • Design the stream segment and new open spaces created on both banks so that they double as a linear park and amenity to the community with seating areas and lighting. Incorporate these areas into a broader public square or plaza planned for the area directly adjacent to the Purple Line station to serve as a gateway for the adjacent commercial district. • Construct a pedestrian bridge to facilitate pedestrian access between Riverdale Plaza and the Riverdale Park-Kenilworth Station.

*Locations 35 and 36 are outside the sector plan boundary.

POLICY NE 5

The County, state, and federal governments should collaborate on proactive flood protection measures within the sector plan area.

STRATEGIES

NE 5.5: The Anacostia Flood Control System should be evaluated for potential strengthening and extension within and surrounding the sector plan area.

POLICY NE 6

Encourage the use of environmental site design practices and green building techniques that reduce overall resource use and energy consumption.

STRATEGIES

NE 6.1: Encourage green building techniques in new buildings. Identify regulatory and financial incentives to encourage environmentally sustainable construction of buildings and landscapes.

NE 6.2: Require the use of downward-facing lights and the use of full cut-off optics to reduce overall energy consumption and light spillover;

avoid the use of unshielded roof, side and parking-lot floodlights to the extent possible.

NE 6.3: Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and manages stormwater.

NE 6.4: Plant trees in strategic places to cool buildings and mechanical equipment, and to reduce the higher temperatures caused by the urban heat-island effect.

NE 6.5: Encourage net-zero residential infill and redevelopment.

NE 6.6: Encourage the installation of solar panels, wind turbines, and other nature-based energy sources that lower energy consumption and help address air quality issues, in appropriate places within the plan area.

POLICY NE 7

Encourage residents and workers throughout the sector plan areas to walk, bike, and take transit.

STRATEGIES

NE 7.1: Implement the recommendations of the Transportation and Mobility Section.

POLICY NE 8

Revise and expand the Countywide Green Infrastructure Network as needed to preserve and protect critical environmental features.

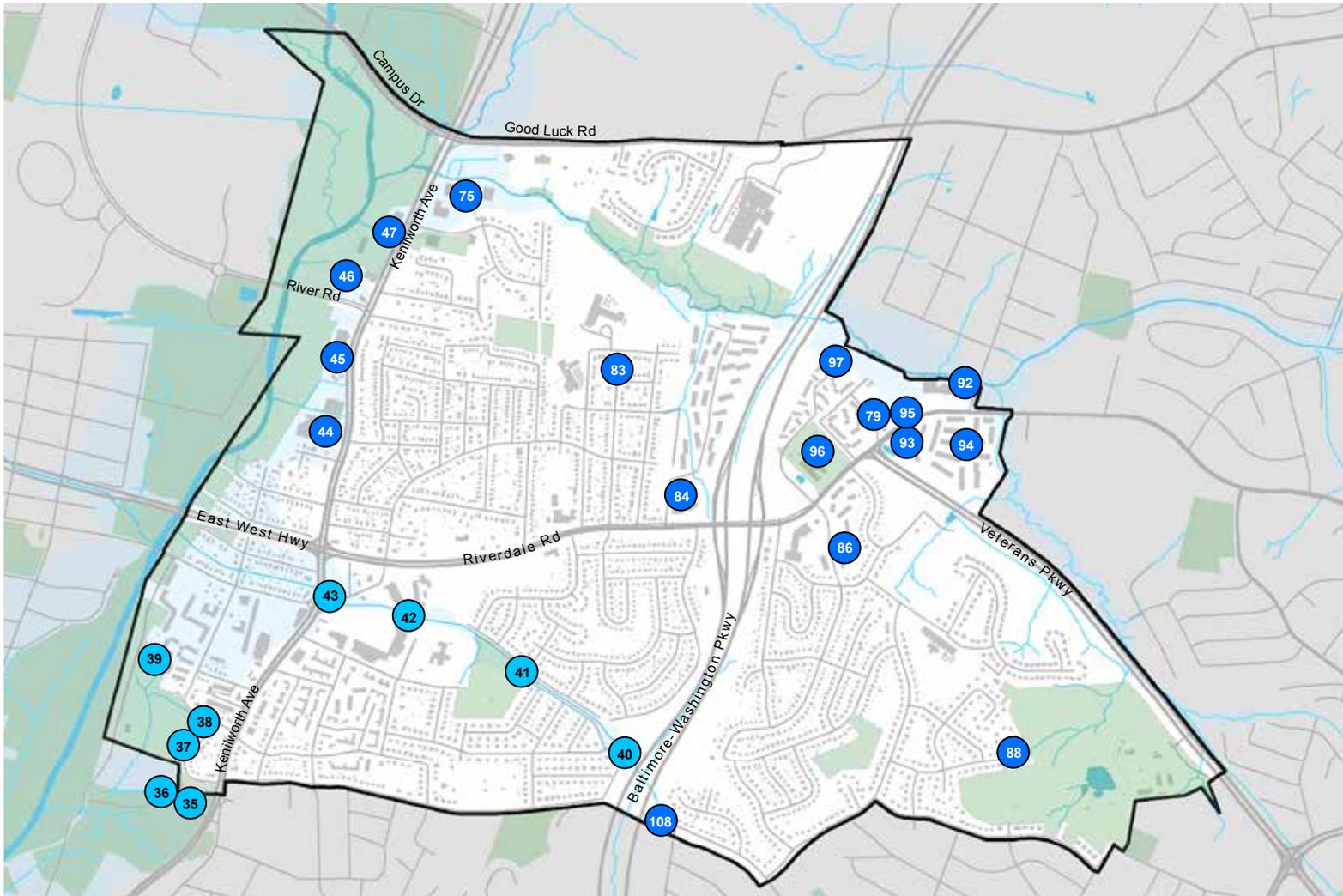
STRATEGIES

NE 8.1: Add the area identified as 100-year floodplain by the 1989 Prince George's County Floodplain Study, but excluded from the Regulated Area, as an Evaluation Area of the Countywide Green Infrastructure Network. This is an amendment of the 2017 Approved Resource Conservation Plan.

NE 8.2: Identify and map any Network Gaps in the Countywide Green infrastructure network.

NE 8.3: Remove the properties shown on Map 35 from the Countywide Green Infrastructure Network. These properties are completely developed, have no environmental features on site, and do not connect disparate network patches. This is an amendment of the 2017 Approved Resource Conservation Plan.

Map 34. Stormwater Management and Stream Restoration Opportunities



- East Riverdale-Beacon Heights Sector Plan Boundary
- Parkland
- Buildings

- Primary Road
- Secondary Road
- Known Water Bodies
- 1989 Prince George's County Floodplain Study Area

- Candidate Retrofit Projects (Sector Plan)
- ARWP Candidate Retrofit Projects

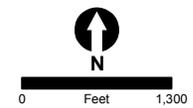


Table 13. Stormwater Management Opportunities

MAP ID	MAP LOCATION	ISSUE	RECOMMENDATIONS
44	6250 Kenilworth Avenue	The commercial shopping center has a large surface parking lot, eastern half of site. There are no existing stormwater management controls.	Remove several parking spaces to construct bioretention systems.
45	6410 Kenilworth Avenue	A strip of commercial properties with parking lots and no existing stormwater management controls.	Construct bioretention systems between property boundaries.
46	Riverside Medical Center, 6504 Kenilworth Avenue	A concrete drainage channel conveys untreated stormwater runoff from the surface parking lot directly into Northeast Branch.	Utilize the grassy areas around the property and the green islands to construct bioretention systems. Remove the concrete drainage channel and construct a stormwater wetland for quality control.
47	Benevolent Order of Elks Lodge 6700 Kenilworth Avenue	Large expanse of surface parking channels stormwater runoff directly to a small tributary located to the southwest of the site.	Remove parking spaces and construct a bioretention system at the southwestern corner of the property for stormwater quality control.
75	6811 and 6802 Sarvis Avenue	Stormwater runoff from the commercial buildings on the complex flow to the large surface parking area which is drained by drop inlet drains opening directly into Brier's Mill Run.	Expand the parking islands in the parking lot and construct bioretention systems in the expanded islands.
79	New Carrollton Woods Apartments 6825 Fernwood Terrace	Downspouts from the three-story, multi-building apartment complex drain directly into the lawns. Stormwater runoff from the driveways flows to curb inlet drains at the dead ends.	Construct bioretention systems in the green space southwest of the pool and adjacent to the inlet drains. Install rain barrels and rain gardens at the downspouts.

MAP ID	MAP LOCATION	ISSUE	RECOMMENDATIONS
83	Residential neighborhood at 63 rd Avenue between Roanoke Avenue and Tuckerman Street	The site is gently sloping to the north and untreated stormwater runoff drains to curb inlet drains.	Facilitate the installation of rain barrels and rain gardens at downspouts for limited stormwater quantity control.
84	River Park Condominiums 64th Avenue	Stormwater runoff drains to a curb inlet drain at the northeast corner to a parking area with a large central green island.	Install rain barrels and rain gardens at downspouts. Construct bioretention systems near the inlet drain at the northeast corner of the parking lot and in the parking island.
86	East Dale Apartments, 6021 67 th Avenue	Downspouts from the apartment building are connected to the stormwater system. Untreated stormwater runoff from the parking area drains north to a curb inlet with a trash screen.	Disconnect downspouts from the stormwater system. Install rain barrels and rain gardens at downspouts.
88	A residential community on Greenland Street east of Vallery Street (includes 17 single-family residential houses on quarter-acre lots)	Stormwater runoff from the community drains east by means of curb inlet drains.	Install rain barrels and rain gardens at downspouts. Remove a portion of the asphalt at the dead end of Greenland Street to construct bioretention systems.
92	6806 Riverdale Road	Stormwater runoff from the large parking area drains north directly into Brier's Mill Run. Building downspouts are connected to the stormwater system.	Remove parking and asphalt from the northeast parking area and construct a bioretention system. Disconnect downspouts from the stormwater system and direct runoff to the bioretention system.

MAP ID	MAP LOCATION	ISSUE	RECOMMENDATIONS
93	6801 Riverdale Road	Stormwater runoff from Riverdale Road and from the storm drains to a curb inlet and into a rip-rapped drainage channel before collecting in an existing stormwater management facility.	Construct a bioretention system in the green space at the northeast corner of the property, and a forebay structure for the existing stormwater management facility within the drainage channel.
94	Auburn Manor Apartments, 6800 block of Auburn Avenue	One portion of the stormwater runoff from the site drains directly into Brier's Mill Run while another portion drains north on Riverdale Road. Some of the downspouts are disconnected and some are connected to the stormwater system.	Remove portions of the asphalt immediately adjacent to Brier's Mill Run and construct bioretention systems. Install rain barrels and rain gardens at downspouts.
95	Riverdale Road between Finns Lane and 67 th Court, Riverdale	Riverdale Road at that location is a four-lane road with no berm and no median. Stormwater runoff flows via curb inlets from the roadway to various outfalls into Brier's Mill Run.	Install tree box filters at curb inlet drains for stormwater quality control.
96	Former Maryland-National Capital Park Police Headquarters, 6700 Riverdale Road, Riverdale	Downspouts from the police building and parking area are disconnected from the stormwater system.	Construct a bioretention system in the saturated lawn area between the police and employee parking lots.
97	Prince Georgetown Apartments, 6200 and 6300 67 th Court, Riverdale	Stormwater runoff from the buildings' downspouts drain to the lawns to the northeast. Stormwater runoff from 67 th Court drains by curb inlets to an outfall northeast of the playground.	Install rain barrels and rain gardens at the downspouts and tree box filters at the curb inlet drains. Construct a bioretention system at the outfall, for stormwater quality control.
108	Greenvale Parkway, from Glenoak Road to the dead-end in a Hyattsville residential area	Downspouts drain into yards or driveways. A stormwater pipe outfall and a surface concrete channel collecting stormwater runoff from Greenvale Parkway both discharge into a deep concrete channelized tributary at the dead-end.	Construct bioretention systems and curbside planters at inlet drains and traffic-calming bumps.

Source: Anacostia River Watershed Partnership (ARP), *Anacostia River Watershed Restoration Plan and Report*, February 2010.



Net-Zero Residential Development Demonstration House

The Net-Zero demonstration house will serve as a model for future residential development in Prince George’s County. Located at 3719 34th Street in Mount Rainier, the house arose out of an initiative by the Redevelopment Authority of Prince George’s County (RDA) to encourage more sustainable neighborhoods.

A net-zero energy (NZE) house has highly energy-efficient technologies that significantly reduce energy demand and renewable energy sources produced on site that supply at least as much energy as the house consumes over the course of a year.

These dwellings are important because buildings account for approximately 39% of this country’s total energy use, and residential buildings account for 53.7% of that total. Residential buildings are high energy consumers and high carbon-emission generators, accounting for roughly 20% of the nation’s total carbon emissions. For these reasons, NZE dwellings are part of the solution for bringing energy costs down and slowing the rate of global climate change.

Benefits to its occupants include ease of operation and maintenance affordability, as well as a design that optimizes indoor air quality and incorporates a green site that works with (rather than against) the natural environment's ability to heat and cool.

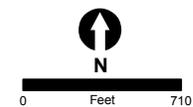
Map 35. Amendments to the Countywide Green Infrastructure Network



- East Riverdale-Beacon Heights Sector Plan Boundary
- Buildings
- Primary Road
- Purple Line and Riverdale Park-Kenilworth Station

- 2017 Green Infrastructure Plan
- Regulated Area
 - Evaluation Area

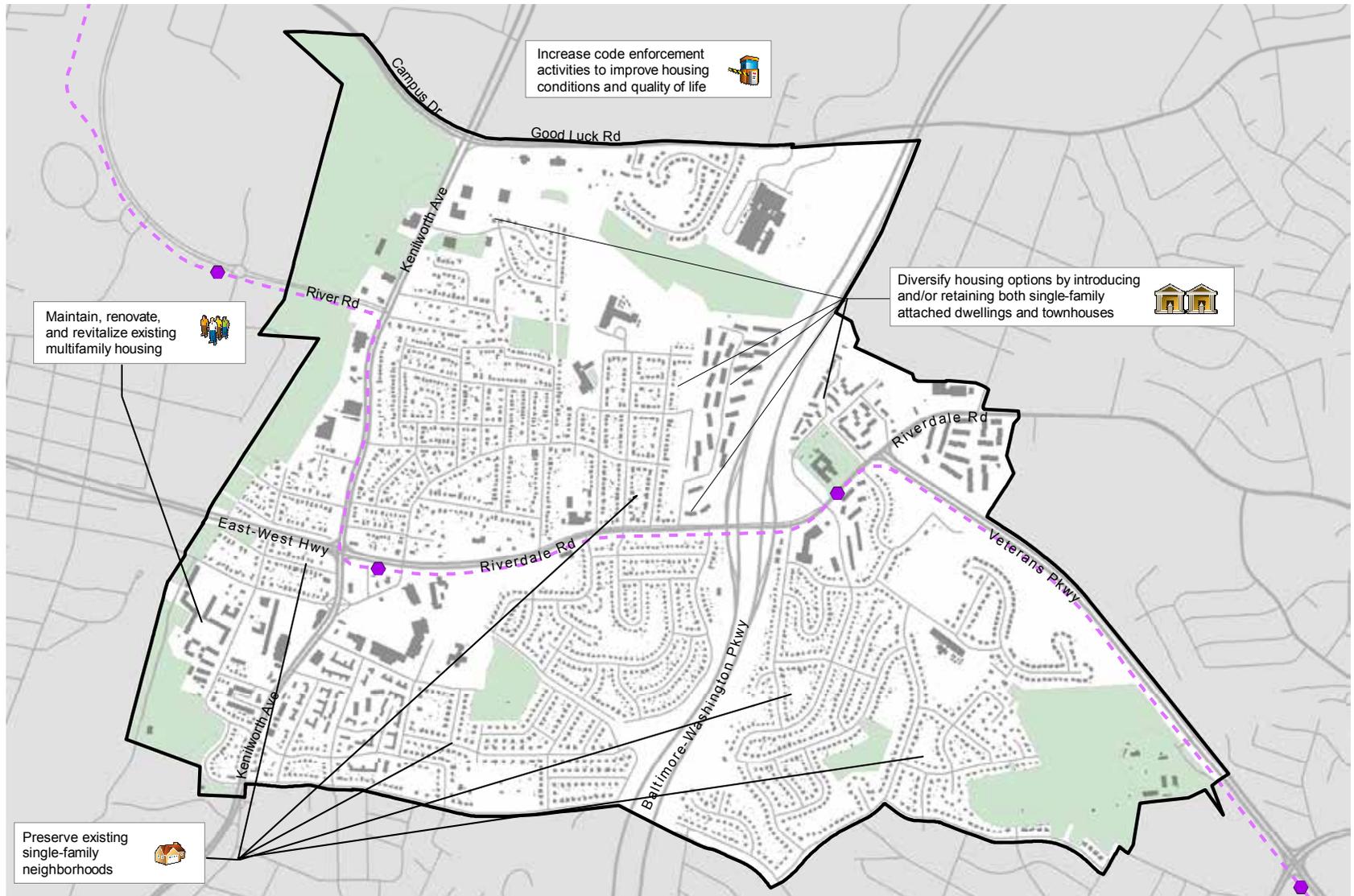
- 2017 Green Infrastructure Plan Amendments
- Addition (Evaluation Area)
 - Deletion (Evaluation Area)



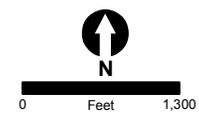


HOUSING AND NEIGHBORHOODS

Map 36. Housing and Neighborhoods Element Overview



-  East Riverdale-Beacon Heights Sector Plan Boundary
-  Buildings
-  Parkland
-  Purple Line and Stations (MTA)
-  Primary Road
-  Secondary Road



SECTOR-WIDE HOUSING AND NEIGHBORHOOD GOALS, POLICIES, AND STRATEGIES

Goals

- A variety of housing is available, at different price points, to individuals and families of all incomes, resources, abilities, and backgrounds.
- Existing single-family neighborhoods are preserved and reasonably buffered, given the proximity of neighborhoods to the Purple Line stations, from new development.

POLICY HN 1

Encourage the formation of partnerships with private enterprises, institutions, nonprofits, and/or the Prince George’s County Department of Housing and Community Development to identify and seek funding for housing rehabilitation, lead abatement, energy-efficiency and age-in-place retrofits, acquisition/demolition of vacant and sub-standard housing, and new construction of workforce housing and senior housing.

STRATEGIES

HN 1.1: Identify areas with high concentrations of foreclosed and vacant dwellings, and develop a comprehensive neighborhood stabilization strategy.

HN 1.2: Encourage market-rate rental property landlords to seek Low-Income Housing Tax Credits (LIHTC) or other tax credit awards for the rehabilitation of aging market-rate residential properties into newly renovated mixed-income properties.

HN 1.3: Work closely with the Department of Housing and Community Development to engage stakeholders in programs that assist with neighborhood stabilization, rental assistance, age-in-place, and energy efficiency and weatherization upgrades.

HN 1.4: Promote state and County programs that provide assistance to repair health and safety hazards in the dwellings of low- and moderate-income homeowners.

HN 1.5: Promote the Triple Play Program and My Home II Programs for assistance with home ownership and the Housing Choice Voucher (HCV) program (Section 8) and Rental Allowance Program (RAP) for assistance with

rental housing. All programs need to be more widely advertised to residents of the sector plan area, including Spanish-speaking residents.

HN 1.6: Expand public outreach efforts within the sector plan area to include regular access to foreclosure prevention and financial literacy counseling through coordinated assistance of nonprofits and Prince George’s Department of Housing and Community Development.

HN 1.7: Work with neighborhoods and civic associations to install and maintain neighborhood-specific entry (monument) signage. See also Strategy HN 5.1.

HN 1.8: Identify a permanent community organization or municipal partnership to continue operations of the Bladensburg-East Riverdale Transforming Neighborhoods Initiative.

HN 1.9: Explore the adoption of an inclusionary zoning ordinance to require market-rate housing projects set aside a percentage of units for low- and moderate-income households to create mixed-income communities. Units should be distributed within individual projects and the larger community to maximize their contributions to diversity and quality of life.

HN 1.10 Following completion of the Countywide Housing Strategy, identify opportunity sites for the construction of new, affordable housing, including units affordable to the workforce, seniors, and families. Key opportunity sites may include, but are not limited to: (1) Former Park Police Headquarters; (2) Riverdale Plaza; (3) Eastpines Shopping Center.

POLICY HN 2

Mitigate potential displacement effects of increased housing demand following construction of Purple Line stations through partnerships with the Town of Riverdale Park, Prince George's County, the State of Maryland, nonprofits and others.

STRATEGIES

HN 2.1: Inform residents of existing protections in the Prince George's County Tax Code that prevent large single-year or incremental property tax increases.

HN 2.2: Identify opportunities to increase single-family housing stock, including intensification of single-family zone classifications on vacant lots currently zoned for single-family detached houses and incorporation

of townhouses into mixed-use redevelopments. See Strategy HN 4.3.

HN 2.3: Evaluate regulations on rents in targeted locations that limit the following:

- The amount or percentage that landlords may increase rent in a given year for existing tenants.
- The ability of landlords to decline lease renewal due to tenant inability or unwillingness to pay a drastic increase in rent.

POLICY HN 3

Except where redevelopment is recommended, maintain, renovate, and revitalize existing multifamily housing to provide a broad range of housing opportunities in the plan area. See also Policy LU 10, LU 11, LU 16, HN 6, and UD 4.

STRATEGIES

HN 3.1: Given the regional shortage of apartments for families with children, prioritize preservation and construction of multifamily units with three or more bedrooms.

HN 3.2: Work with the Town of Riverdale Park, County, state, and federal partners

to identify resources for targeted capital improvements at multifamily complexes.

HN 3.3: Coordinate and enforce County and town codes relating to housing, parking, noise, and litter.

HN 3.4: Replace existing residential units within identified floodplains on a one-to-one basis with similarly affordable housing in non-flood-prone areas, preferably within, or in the vicinity of, East Riverdale. Until this occurs, retain existing zoning, or equivalent, for multifamily properties west of MD 201 (Kenilworth Avenue), and discourage redevelopment that will result in a net loss of units affordable to low- and moderate-income workforce households.

HN 3.5: Partner with property owners to ensure continued provision of affordable and workforce housing, even as neighboring rents rise in response to Purple Line-related redevelopment.

HN 3.6: As needed, renovate and modernize existing multifamily complexes west of MD 201 (Kenilworth Avenue) to attract diverse residents, reduce unsafe conditions, and to conform with zoning, environmental, and property-maintenance regulations.

HN 3.7: Limit demolition and reconstruction of multifamily buildings west of MD 201 (Kenilworth Avenue) to those where such reconstruction is necessary to meet County Building, Fire, and other Life Safety Codes. See also Policies HN 6 and UD 4.

HN 3.8: Work with property owners, the County, Town of Riverdale Park, the state and others to ensure adequate and fair relocation of residents in flood-prone areas, or displaced by renovation or redevelopment. Ensure that residents are relocated to comparable or better housing in a transit-supported location.

HN 3.9: Explore incentives to make development more attractive in light of potential negative impacts on returns of investment caused by land costs, infrastructure costs and building code changes.

HN 3.10: Partner with property owners to support the provision of housing units affordable to seniors proximate to Purple Line stations.

POLICY HN 4

Townhouse and single-family attached development should be introduced or retained, where appropriate, as a transitional land use between multifamily, commercial,

mixed use, and existing single-family detached neighborhoods, and as an opportunity to provide additional affordable housing options.

STRATEGIES

HN 4.1: Consider townhouse or single-family attached development at the following locations:

- Existing townhouse developments
- On Sarvis Avenue east of The Maryland-National Capital Park and Planning Commission
- Along 64th Avenue, including any redevelopment of Parkview Gardens
- West of St. Bernard’s Catholic Church
- Rear of Prince Georgetown Apartments

Additional townhouse and/or single-family attached development aligned with Policy HN 4 should also be considered at Carters Lane immediately across the street from Templeton Elementary.

HN 4.2: If large multifamily complexes are redeveloped, consider opportunities for townhouse development on portions of those properties that abut single-family detached, semi-attached, or attached housing.

HN 4.3: Where vacant or underdeveloped lots can be subdivided to create multiple buildable lots under a more intense zone, consider intensification of zoning for such lots in existing residential zones to permit the construction of additional dwelling units in existing neighborhoods, as illustrated in the text box.

POLICY HN 5

Preserve existing single-family housing and neighborhood character.

STRATEGIES

HN 5.1: Develop a Neighborhood Matching Fund (NMF) program to provide neighborhood civic associations or groups with resources for community-driven projects that enhance and strengthen neighborhoods. All projects are initiated, planned and implemented by community members in partnership with a collaborative, municipality or developer. Every award is matched by neighborhoods' or communities' resources of volunteer labor, donated materials, donated professional services or cash. This community match is the critical element of a successful NMF Program.

HN 5.2: Except as necessary to implement Strategies LU 9.5 and HN 4.3, retain existing zone districts or their equivalents in single-family detached neighborhoods.

HN 5.3: Limit expansion of multifamily, commercial, or mixed-use base zones to properties identified for such uses in the Future Land Use Map (Map 22).

HN 5.4: Institute neighborhood compatibility standards that regulate the height, setbacks, and other physical attributes of buildings to reduce negative impacts on adjacent single-family dwellings.

HN 5.5: Structured parking facilities or lots should not abut single-family detached residences.

Infill Residential

There are few vacant or underutilized single-family residential lots within the sector plan area, and even fewer outside of the Neighborhood Centers.

Strategy HN 4.3 recommends considering a strategy to increase the zone intensity of vacant or underutilized lots to permit additional single-family housing.

Using the 1949 Zoning Ordinance for reference, this strategy would be implemented through the following zoning changes for these properties:

- R-55 to R-20
- R-80 to R-35¹

This strategy is intended, in effect, to facilitate the strategic and limited

construction of two or three dwelling units on a vacant lot previously zoned for a single dwelling unit. This facilitates the construction of additional, potentially affordable and/or for-sale, dwelling units without significant impact on the neighborhood. This strategy is in no way intended to encourage the following:

- Zoning Intensification of any properties within the regulatory floodplain.
- Intensification from single-family to multifamily.
- Intensification from medium-density or medium-high density to a high-density zone.

1. UPDATE: Subsequent to approval of this sector plan but prior to its publication, the District Council adopted CB-13-2018, creating a new Zoning Ordinance for Prince George's County. Implementation of Strategy HN 4.3 would require classification of properties from R-55 or R-80 to the Residential, Single-Family-Attached (RSF-A) Zone.

Neighborhood Matching Fund, Seattle, Washington

The City of Seattle created the Neighborhood Matching Fund (NMF) in 1988 to provide city support for neighborhood improvement, organizing, and projects developed and implemented by community members. Funded projects require a community match in volunteer time, or donated materials, professional services or money. Projects funded through the NMF meet the following requirements:

- Involve community members in project creation and completion
- Create community improvements that are free and open to all members of the public
- Be feasible and ready to begin within 1-2 months from the award date
- Demonstrate a community match
- Occur within the city limits

The NMF has provided funding to neighborhood groups, community organizations, informal groups, and business groups who seek to implement a project. Awards range from \$5,000 to \$100,000. The application requires that groups be open and inclusive, engage diverse community members, and be significantly composed of people who live or work in the city.

Since 1988, the NMF has awarded over \$49 million to more than 5,000 projects and has generated an additional \$72 million of community match.

Source: <http://www.seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund>

POLICY HN 6

Increase code enforcement activities in the sector plan area to improve housing conditions and neighborhood quality of life.

HN 6.1: Improve enforcement of zoning, building, and property maintenance codes to ensure compatibility.

HN 6.2: Conduct a coordinated education campaign for residents and workers to learn how to best use Prince George’s CountyClick 311 system to address concerns and complaints related to residential property or neighborhood blight, code enforcement, building, noise, housing and construction.

HN 6.3: Inventory foreclosed and neglected properties to ensure effective monitoring and mitigation of housing blight. Continue partnerships with state and County agencies to provide assistance to areas with high concentrations of foreclosures.

HN 6.4: Create a code enforcement task force to provide targeted support to code enforcement agencies for the Town of Riverdale Park and Prince George’s County on the following key issues within the sector plan area:

- Vacant and blighted residential properties
- Housing Code violations
- Public nuisances
- Zoning Code violations

- Communication between DPIE, the Town of Riverdale Park, the community and institutions or agencies affected by code violations.

CountyClick 311

CountyClick 311 is a case management/tracking system that enables the County to initiate, monitor, and follow up on community issues and concerns.

Concerns can include pothole repair, parking violations in residential areas, bulk trash dumping and derelict dwelling units. With a mission to consistently deliver outstanding service, the system provides several means of reporting concerns, as follows:

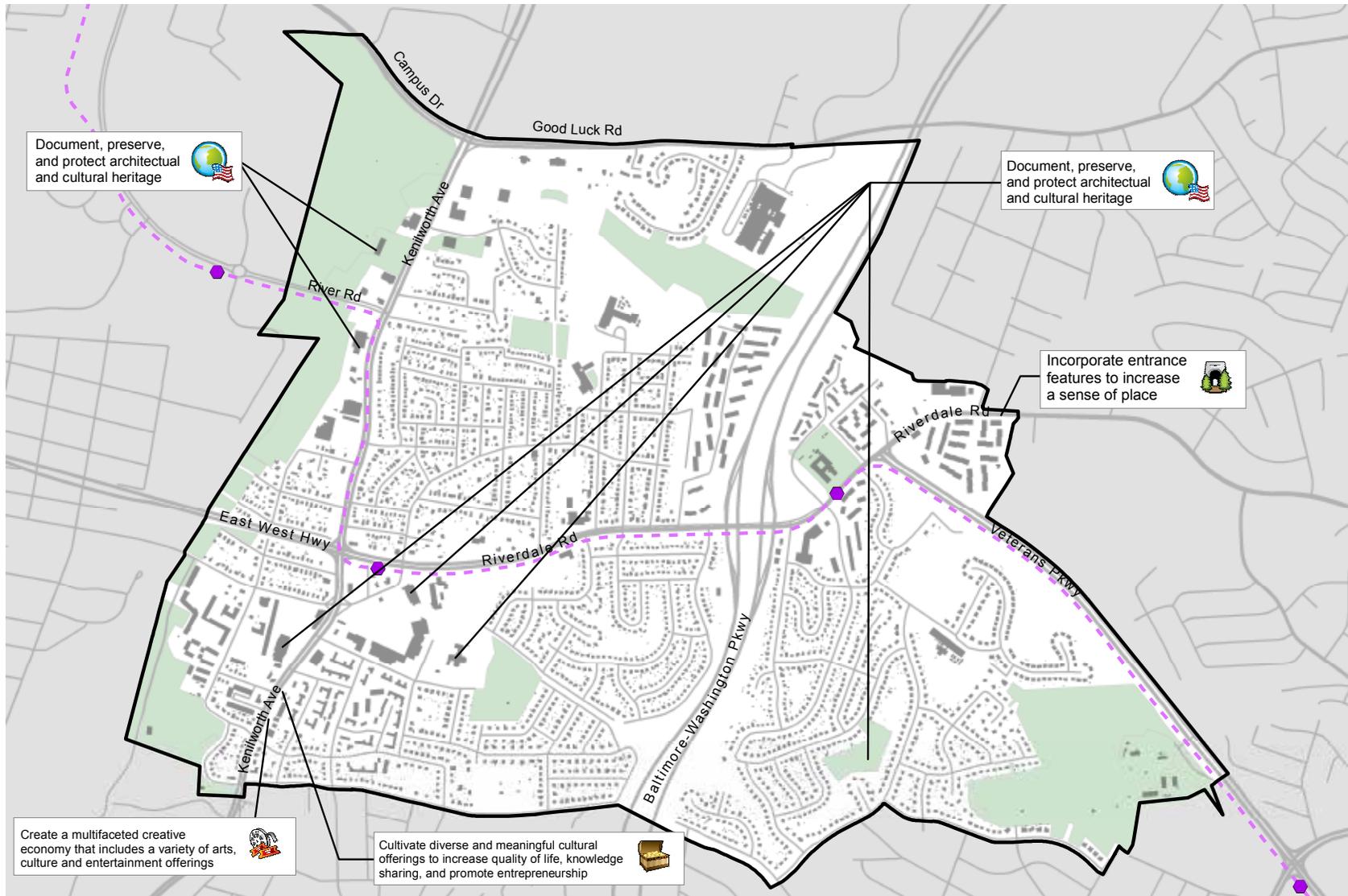
Dialing 3-1-1 or 301-883-4748 from 7:00 a.m. to 7:00 p.m., Monday through Friday.



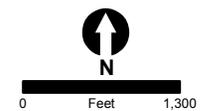


COMMUNITY HERITAGE AND CULTURE

Map 37. Community Heritage and Culture Overview



- East Riverdale-Beacon Heights Sector Plan Boundary
- Buildings
- Parkland
- Purple Line and Stations (MTA)
- Primary Road
- Secondary Road



SECTOR-WIDE COMMUNITY HERITAGE AND CULTURE GOALS, POLICIES, AND STRATEGIES

Goals

- The rich ethnic and multinational tapestry of the sector plan area is preserved and celebrated.
- Historic architectural resources help create a sense of place and a brand for the East Riverdale-Beacon Heights Sector Plan Area.

POLICY CH 1

Cultivate and connect existing neighborhoods through distinct community culture and heritage activities.

STRATEGIES

CH 1.1: Foster partnerships between private, public, nonprofit institutions, and neighborhood associations to promote community cultural programs in public spaces and institutions.

CH 1.2: Encourage cultural and heritage wayfinding displays in neighborhoods that reflect community heritage and customs.

CH 1.3: Incorporate interpretive historical markers and commemorative public art throughout the sector plan at Purple Line and bus stations, trails, and open spaces.

POLICY CH 2

Cultivate diverse and meaningful cultural offerings to increase the quality of life, knowledge sharing, and the promotion of entrepreneurship to create a multi-faceted creative economy that includes a variety of arts, cultural and entertainment offerings.

STRATEGIES

CH 2.1: Use parks and open spaces as community and neighborhood gathering places and equip them with amenities to host festivals, concerts, plays, and similar events. See Policies LU 8 and PR 1.

CH 2.2: Encourage and support street markets, fairs and festival marketplace spaces to showcase local cultural expressions.

CH 2.3: Activate the public realm with art, displays, and other amenities that reflect culture and contribute to a sense of place. Integrate public art and expression in architectural, landscape, transportation, parks and open space, and other similar capital projects and designs.

CH 2.4: Support local artists and art organizations in the sector plan and attract new artists and art organizations to the area.

CH 2.5: Encourage local art, humanities, and cultural gatherings locations with the assistance of private-public enterprises, educational institutions, and the Prince George's County Arts and Humanities Council.

CH 2.6: Develop a community resources-based analysis to inventory historic and cultural assets that characterize the sector plan area to guide preservation, heritage, tourism and economic development efforts.

CH 2.7: Support existing cultural initiatives in the sector plan area and leverage resources to identify and market a local heritage and public art trail.

CH 2.8: Partner with local organizations to identify opportunities and pursue grants, loans, and tax credits to promote cultural and heritage tourism.



POLICY CH 3

Document, preserve and protect the architectural and cultural heritage of the East Riverdale-Beacon Heights Sector Plan area.

STRATEGIES

CH 3.1: Document and evaluate worthy early twentieth-century and midcentury properties within the sector plan area.

CH 3.2: Consider Historic Site designation for relevant properties using criteria established by Subtitle 29 of the County Code, the Historic Preservation Ordinance.

CH 3.3: Consider non-regulatory listing on the National Register of Historic Places for M-NCPPC’s Regional Headquarters (6600 Kenilworth Avenue) to recognize its history and architectural importance.

CH 3.4: Promote rehabilitation tax incentives and grants available under certain types of historic designations.

POLICY CH 4: Incorporate historical and cultural resources with local and regional economic development initiatives.

STRATEGIES

CH 4.1: Use the area’s historic architectural assets to help develop a sense of place and branding for the East Riverdale-Beacon Heights Sector Plan Area.

CH 4.2: Add the recommended park and trail improvements along Brier's Mill Run to the Anacostia Trails Heritage Area. This amends the 2001 Approved Anacostia Trails Heritage Area Management Plan: A Functional Master Plan for Heritage Tourism.

CH 4.3: Link Historic Sites and Resources with the County’s trails, sidewalk system and wayfinding efforts, where appropriate. Identify planning, design and interpretation projects that are eligible for Maryland Heritage Areas Authority (MHAA) grants throughout the Certified Heritage Area (CHA).

CH 4.4: Preserve the parkway-like character of the Baltimore-Washington Parkway as an important segment of the Star-Spangled Banner Trail of the National Scenic Byways Program and as included within the Star-Spangled Banner Trail Comprehensive Management Plan.

Previous page, upper left: First Korean Presbyterian Church of Maryland built as the Mid-Atlantic Trucking Association headquarters (PG:68-113) in 1964 at 6410 Kenilworth Avenue. A distinctive feature of this building is its second-story mesh screening wall.

Previous page, lower left: The exuberantly modern 1963 St. Bernard of Clairvaux (PG:69-52) at 5809 Riverdale Road, designed by the Prince George's County-based firm of Walton and Madden, AIA.

This page upper right: County-based architect Edwin F. Ball, AIA, designed his masterpiece, M-NCPPC's Regional Headquarters (PG:68-101) in 1964 at 6600 Kenilworth Avenue. Raised on a rustic stone podium, the glass and marble building is a pristine example of International-Style architecture in an undisturbed woodland setting and is eligible for listing in the National Register of Historic Places.

This page, lower right: The MegaMart at 5801 Riverdale Road (PG:69-67) was originally built in 1956 as a Food Fair Supermarket and was designed by Alfred M. Rinaudot & Associates of Bethesda. It was described at the time as being of "California ranch" style.



POLICY CH 5

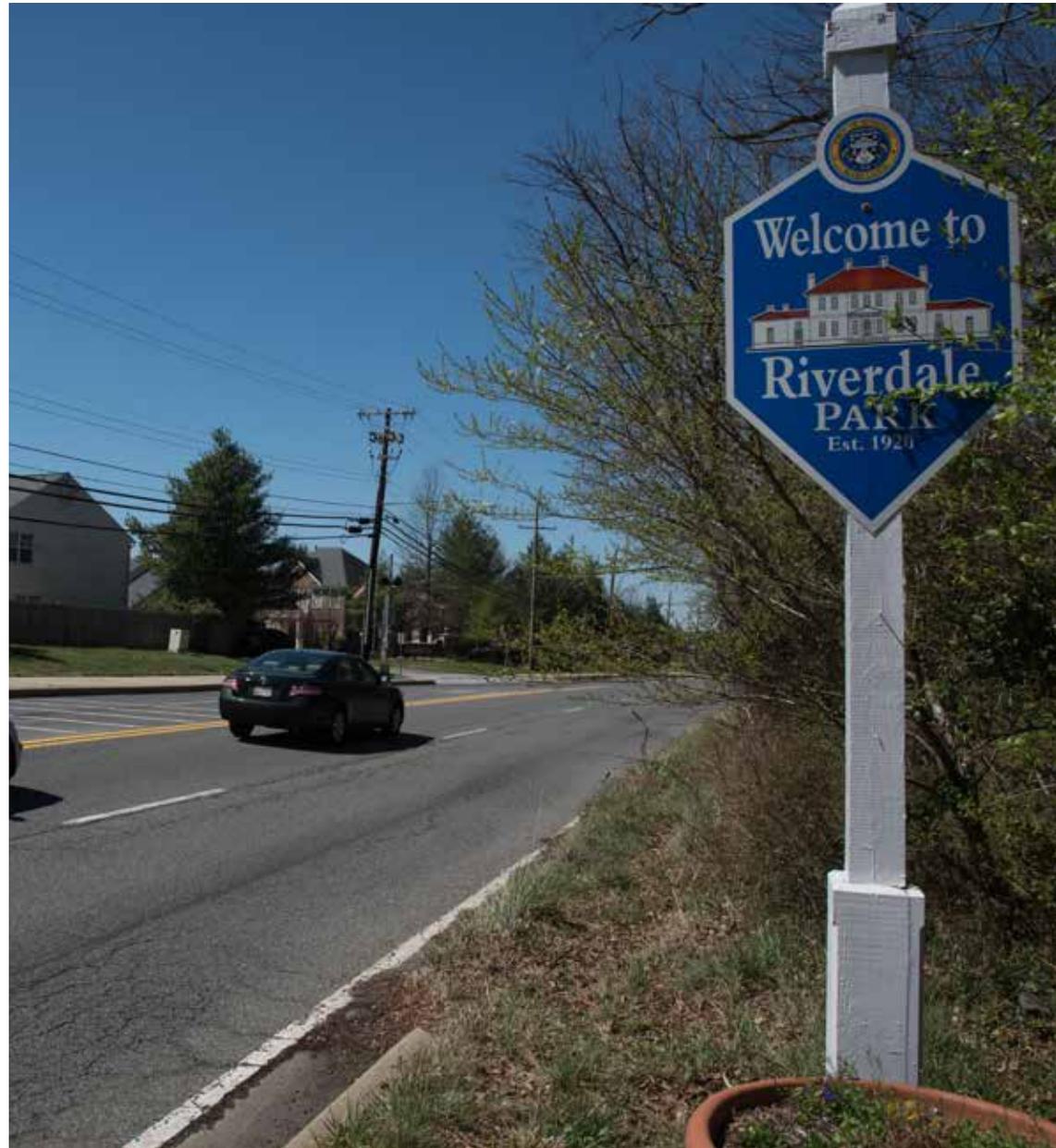
Incorporate entrance features to increase the sense of place and community pride into key areas.

STRATEGIES

CH 5.1: Work with civic and neighborhood associations to add entrance signage to each neighborhood. See also Strategy HN 1.7.

CH 5.2: Conduct an inclusive community process to identify names and/or brands for the broader unincorporated community along MD 410 (Riverdale Road), including the Beacon Heights-East Pines Station.

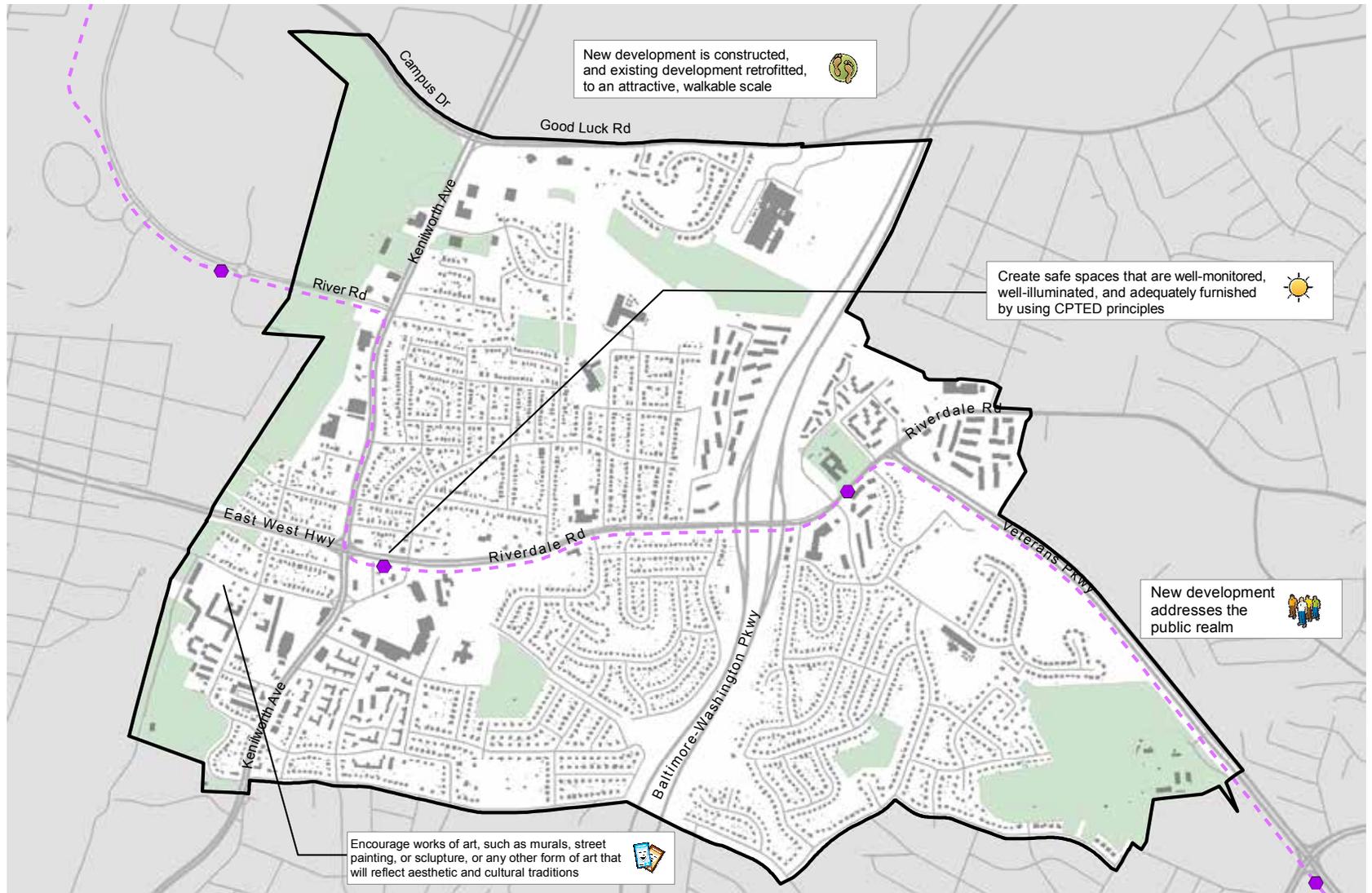
CH 5.3: Work with the Town of Riverdale Park to create significant entrance features along major roadways, such as MD 201 (Kenilworth Avenue), to highlight entry into the Town and into key neighborhoods within the Town, especially the Kenilworth commercial area and the Riverdale Park Neighborhood Center.



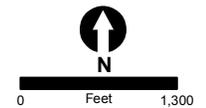


URBAN DESIGN

Map 38. Urban Design Element Overview



-  East Riverdale-Beacon Heights Sector Plan Boundary
-  Purple Line and Stations (MTA)
-  Buildings
-  Primary Road
-  Parkland
-  Secondary Road



SECTOR-WIDE DESIGN GOALS, POLICIES, AND STRATEGIES

Goals:

- People gather and interact at new and exciting public spaces, while key civic and social landmarks where people already gather are preserved and enhanced.
- All new development is walkable and is focused on the public realm.

POLICY UD 1

New development is integrated with new public gathering spaces. See Policy PR 1 for a listing of new public spaces.

STRATEGIES

UD 1.1: Construct a new public plaza at the Riverdale triangle surrounding the Riverdale Park-Kenilworth Station. See Policy LU 8 for more information.

UD 1.2: Focus the redevelopment of New Carrollton Woods on a new central plaza or green built at a terminating vista (either a roundabout or square) on the extension of Veterans Parkway.

UD 1.3: Add a floating symbol for a Community Park north of Riverdale Road and Veterans Parkway, east of Baltimore-Washington Parkway.

UD 1.4: Development along the Captain John's Branch Greenway should be integrated for ease of access to the shared-use trail and other amenities.

UD 1.5: Prior to the redevelopment of the East Pines Terrace Apartments, identify the location of a public plaza or green near the Beacon Heights-East Pines Station.

POLICY UD 2

All new development addresses the public realm.

STRATEGIES

UD 2.1: Sidewalks, streets, plazas, and other public open spaces form a clearly discernible public realm, where pedestrian activity and social interaction occur.

UD 2.2: All new buildings should be constructed so that they front onto, and their primary entrance is located on, a sidewalk and/or plaza.

Placemaking

As both an overarching idea and a hands-on approach for improving a neighborhood, city, or region, Placemaking inspires people to collectively reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, Placemaking refers to a collaborative process by which we can shape our public realm to maximize shared value. More than just promoting better urban design, Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its evolution.

With community-based participation at its center, an effective Placemaking process capitalizes on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness, and well-being.

Source: http://www.pps.org/reference/what_is_placemaking/



UD 2.3: Buildings in the core of designated Centers should be attached except where blocks are divided by streets, parks, or other public open spaces.

UD 2.4: Buildings should be constructed to a consistent build-to line along a block, forming a clear street wall.

UD 2.5: Wherever possible, entrances to parking lots or structures should be located on alleys or side streets.

UD 2.6: Off-street parking should not be located between a street and the front of a building.

UD 2.7: New single-family residences constructed on lots in existing neighborhoods may have front yards consistent with other houses on the same block. All other buildings should avoid front yards.

UD 2.8: Buildings should be constructed to support ground-floor retail or office uses along street frontages on the blocks identified in Strategies LU 9.2 and LU 11.2.

POLICY UD 3

New development is constructed, and existing development retrofitted, to an attractive, walkable, human scale.

STRATEGIES

UD 3.1: Encourage new development to create a clearly defined block system not more than 600 linear feet from right-of-way to right-of-way.

UD 3.2: Primary frontages of infill and new development should frame the perimeter of the block and facades should front sidewalks on through streets, Purple Line stations, promenades, or other civic spaces.

UD 3.3: New development should create a street grid that connects to existing streets. Access to MD 201 (Kenilworth Avenue) or MD 410 within designated Centers should be focused on existing intersections.

UD 3.4: Place surface parking at the rear or interior of lots, and wrap or articulate structured parking with active ground-floor uses where possible to enhance the pedestrian experience.

UD 3.5: Minimize setbacks along primary streets and connect building frontages with wider sidewalks, evenly spaced tree canopies, and street lights to enhance sense of enclosure, walkability, and safety throughout the sector plan area, with a special focus on Core areas.

UD 3.6: Maintain and locate consistent building facades along build-to lines with a

consistent minimum first-story façade height that ensures a street wall commensurate with a walkable urban neighborhood.

UD 3.7: Encourage new development to reflect architectural motifs, materials, and colors seen on historic buildings, or reflect the culture and heritage of the area by incorporating art, colors, or iconic symbols to buildings.

UD 3.8: Use a variety of high-quality façade materials to convey vitality, freshness, and activity.

UD 3.9: Discourage auto-oriented and drive-through uses in Neighborhood Centers. See Strategies LU 1.3-LU 1.5.

UD 3.10: Work with property owners and entrepreneurs to identify adaptive reuse strategies for former auto-oriented uses.

UD 3.11: Explore a façade improvement program.

POLICY UD 4

Create safe spaces that are well-monitored, well-illuminated, and adequately furnished by using Crime Prevention through Environmental Design (CPTED) principles.

Adaptive Reuse of Auto Repair Shops

Auto repair shops remain a challenging paradox in planning for a modern community. Many residents feel that these businesses are unattractive and incompatible with new, modern, walkable urban development. Real estate investors may not feel that a property next to an auto repair shop is an attractive option. Auto repair shops generate noise and traffic, and sometimes, especially if paired with a gas station, present environmental challenges.

Conversely, many people who hold and express these opinions also own cars and enjoy the convenience of an existing local auto repair shop. The Kenilworth Avenue corridor is home to several auto repair shops in prime redevelopment locations. Relocation of auto repair businesses is challenging because they are so unpopular as new uses. Demolition of the shops can be expensive and they are often sited on lots too small for modern commercial or residential development.

An emerging trend is the adaptive reuse of auto repair shops. There are several examples of this in the Washington, DC region. Vigilante Coffee (4327 Gallatin Street, Hyattsville) is a coffee shop and gathering place that opened in 2012 and quickly became a destination for aficionados of coffee and interesting architectural reuse alike. Ceremony at the Roastery (90 Russell Street, Annapolis) is another example of a successful coffee shop conversion.

Another notable reuse was Carpool, a popular bar and restaurant in Arlington, Virginia. In this case, an entire business was developed around the location's history as a service station, with classic gas station equipment, historic road maps as table art, and license plates as wall decoration. Carpool moved to Fairfax County in 2017 after its location was sold for redevelopment.

STRATEGIES

UD 4.1: Encourage low walls, fences, visually permeable screening methods, and elevated

ground floors of residential dwellings to establish a clear delineation between public and private space and to foster a sense of ownership.



UD 4.5: Provide appropriate pedestrian-scaled lighting along sidewalks, pathways, service entrances/areas, parking lots, and alleys.

UD 4.6: Incorporate special programming, such as arts festivals, block parties, and farmers' markets to allow residents to get to know one another and to consistently provide a lively street environment.

UD 4.7: Design and locate open spaces, recreation facilities, and gathering areas in central, public locations that are framed by public streets allowing for natural surveillance and access control. Program public spaces with multiple uses and activities to encourage greater casual surveillance.

UD 4.8: Utilize well-designed sidewalk pathways, special materials, landscaping, attractive gates, and distinctive architecture. Discourage the use of unattractive materials such as chain-link fencing, concrete or cinder block walls, and barbed wire as access-control methods in favor of durable, attractive materials.

UD 4.9: Install traffic-calming techniques that reduce traffic speeds, help to beautify the public realm, and reduce the potential for criminal activity.



UD 4.2: Design buildings to maximize visibility and enhance natural surveillance of the public realm. Provide windows, storefronts, clearly visible entrances, balconies, and porches that face the streets and public spaces, promoting "eyes on the street."

UD 4.3: Enforce clear sightlines along sidewalks.

UD 4.4: Design streets and parks with ample, accessible sidewalks and paths that promote pedestrian activity and social interaction.

UD 4.10: Utilize code enforcement methods, regular street sweeping, bulk trash pickup, and community cleanups to maintain quality landscaped public spaces and to discourage illegitimate activities. See Policy HN 6.

UD 4.11: Encourage collaboration between the Town of Riverdale Park and Prince George's County on code and other law enforcement issues, especially along the Town border.

UD 4.12: Work collaboratively with public, institutional, and nonprofit partners on targeted cleanup operations in parks, along streams/stormwater facilities, and other public areas.

UD 4.13: Repair, maintain, and install additional street lights, especially in multifamily and retail areas.

UD 4.14: Provide incentives to incorporate CPTED techniques, including, but not limited to, improved lighting, shrub and tree maintenance, replacement of walls with more transparent barriers, signage, and opportunities for "eyes on the street" through interior design and fenestration. Potential locations for interventions, based on community perception of unsafe conditions, include, but are not limited to:

- The area behind Plaza del Alamo
- Kenilfair Plaza Parking Lot
- Riverdale Hills Neighborhood Park
- Madison Hill Park
- Riverdale Plaza Parking Lot
- Commercial Strip between Madison Street and Kennedy Street

POLICY UD 5

Provide visual interest along MD 201 (Kenilworth Avenue) and Riverdale Road and in existing neighborhoods by highlighting historic and cultural points of interest.

STRATEGIES

UD 5.1: Encourage murals, street painting, sculpture, or any other form of art that will reflect the aesthetic and cultural traditions in the planned area.

UD 5.2: Promote the use of bright color for architectural elements along streets.

UD 5.3: Consider architectural lighting or other enhanced illumination of noticeable architectural details at prominent locations, such as the steeple at St. Bernard's Church.

Crime Prevention through Environmental Design

Crime Prevention through Environmental Design (CPTED) focuses on providing residents, workers, and visitors with safe and comfortable areas that are not conducive to criminal activity.

CPTED principles discourage criminal activity by applying central design tenets such as territoriality, natural surveillance, activity programming, and access control. Incorporating CPTED principles and guidelines into existing and new development can produce a safe environment in the sector plan area.

UD 5.4: Work with MTA to explore the potential for lighting accents, public art displays or other artistic treatments of Purple Line facilities, especially the stations, overhead structures, and abutments.

UD 5.5: Community institutions, including St. Bernard of Clairvaux and the River of Life RCCG, have been designated as Institutional in the Land Use Plan. These buildings are visual anchors for the community and provide a sense of place that could be strengthened by thoughtful redevelopment of adjacent sites. For example, if the Riverdale Plaza Shopping Center were redeveloped, Walton and Madden’s iconic Midcentury-Modern St. Bernard’s Church could serve as the visual terminus of a new street or green—the way St. Anne’s Church and the Maryland State House do in Annapolis.

UD 5.6: Site design of any redevelopment of St. John’s Evangelical Lutheran Church

or of neighboring properties should strive to preserve visibility of the church from MD 410 (Riverdale Road).

POLICY UD 6

Identify opportunities to create temporary public gathering places.

STRATEGIES

UD 6.1: Encourage temporary creative gathering spaces on parking lots, street intersections, or public spaces.

UD 6.2: Create parklets on streets, in parking lots, and other high-visibility public locations.

UD 6.3: Work with the appropriate regulatory agencies and civic organizations to permit and facilitate community tactical urbanism efforts.





Tactical Urbanism

Pedestrian Plazas. Parklets. Pop-up Bike Lanes.

Whether you live in a community large or small, you’ve likely seen it for yourself. Cities around the world are using flexible and short-term projects to advance long-term goals related to street safety, public space, and more.

Tactical Urbanism is all about action. Also known as DIY Urbanism, Planning-by-Doing, Urban Acupuncture, or Urban Prototyping, this approach refers to a city, organizational, and/or citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change.

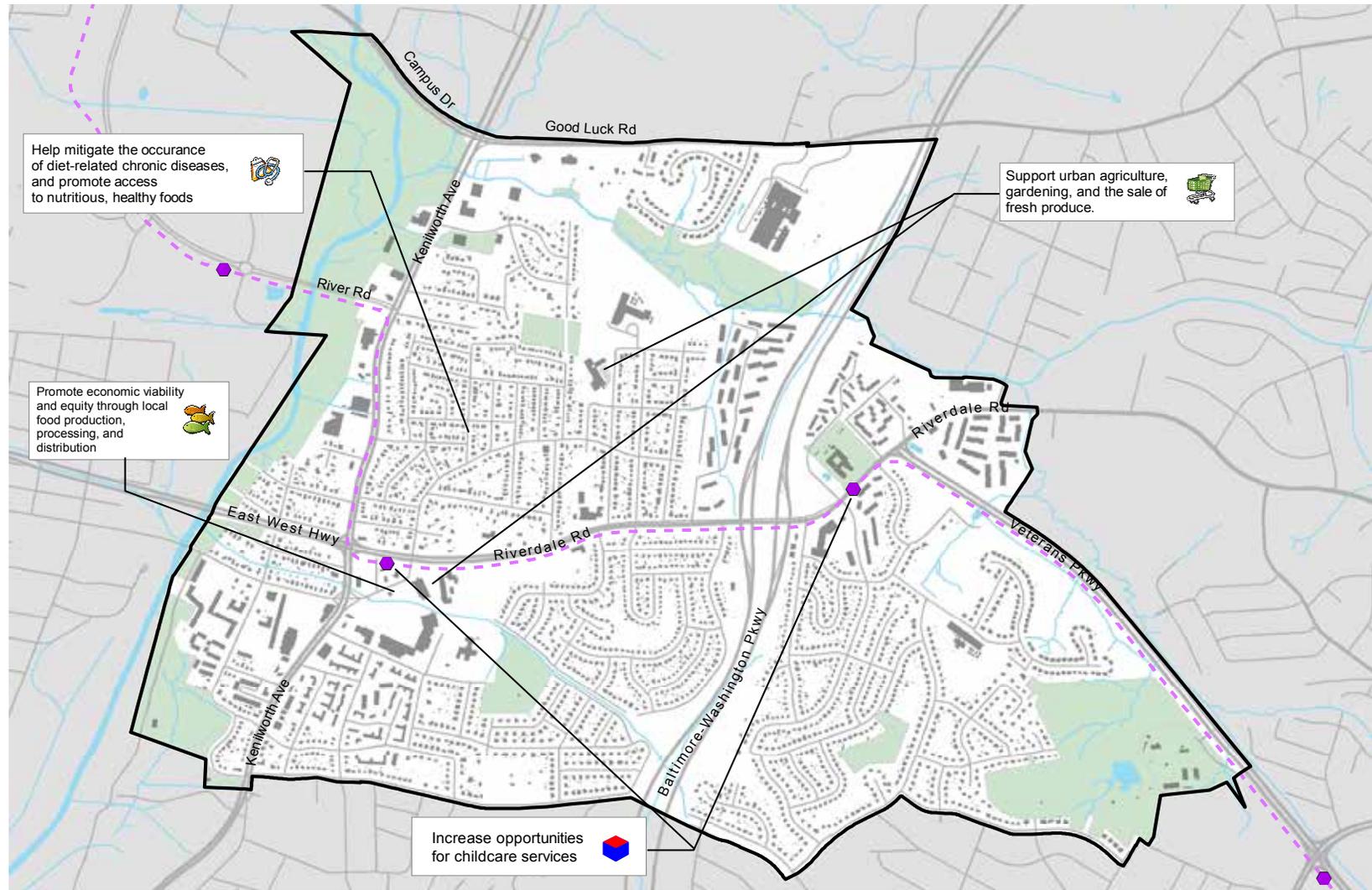
Examples include highly visible and formalized efforts, such as New York’s Plaza Program, or smaller-scale “demonstration projects” (typically lasting 1 to 7 days). Tactical Urbanism projects can be led by governments, non-profits, grassroots groups, or frustrated residents. Though the degree of formality may vary, Tactical Urbanism projects share common goal of using low-cost materials to experiment with and gather input on potential street design changes.

From *Tactical Urbanist’s Guide to Getting it Done*
<http://tacticalurbanismguide.com>



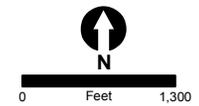
HEALTHY COMMUNITIES

Map 39. Healthy Communities Element Overview



-  East Riverdale-Beacon Heights Sector Plan Boundary
-  Buildings
-  Parkland
-  Known Water Bodies

-  Purple Line and Stations (MTA)
-  Primary Road
-  Secondary Road



SECTOR-WIDE HEALTHY COMMUNITY GOALS, POLICIES, AND STRATEGIES

Goals

- Opportunities for active living are easily accessible and safe.
- Access to healthy food is ensured. Critical healthcare and human services are strategically located and accessible.
- Child care is available, accessible, and affordable.

POLICY HC 1

Provide frequent and safe connections between a broad swath of the sector plan area to recreational amenities.

STRATEGIES

HC 1.1: Construct the bicycle and pedestrian amenities recommended in Policy TM 10.

HC 1.2: Construct the intersection improvements that improve access to parks and trails recommended in Policy TM 4.

HC 1.3: Construct the park and recreation improvements identified in Policy PR 1.

POLICY HC 2

Support urban agriculture, gardening, and the sale of fresh produce.

STRATEGIES

HC 2.1: Support regulatory reforms that permit the production and sale of produce in all zones.

HC 2.2: Work with relevant municipal, County, and nonprofit entities to identify locations for, and host, regular farmers' markets.

HC 2.3: Work with garden supply companies and nonprofits to increase access to gardening/farming supplies, including temporary or adjunct retail or donation space.





HC 2.4: Work with property owners to preserve existing produce markets. See also Strategy LU 9.6.

HC 2.5: Partner with Prince George's County Public Schools to provide opportunities for community members to help maintain school gardens.

HC 2.6: Support existing community gardens at the Center for Educational Partnership and explore locations for new community gardens.



POLICY HC 3

Help mitigate the occurrence of diet-related chronic diseases, and support policies that promote better food equity and nutrition access within the sector plan area.

STRATEGIES

HC 3.1: Promote a private-public and nonprofit partnership to educate the community on healthy eating, with a special emphasis on public and private schools and child-care facilities.

HC 3.2: Assist, educate, and connect families with food assistance providers.



HC 3.3: Support legislation that relates to healthy eating, increased healthy food access, and federal food and nutrition assistance benefits and programs.

HC 3.4: Guide implementation of healthy mobile food vending policies and health food truck opportunities within the sector plan area.

HC 3.5: Promote better nutrition through food demonstrations, product placement, cooking classes, and other activities in public and private schools, apartment clubhouses, civic buildings, and park facilities.

HC 3.6: Promote the development of a food hub to support urban farmers, retailers, and consumers across the County.

HC 3.7: Support policies and programs that encourage small food businesses and organizations to increase sales of healthy foods such as a “Healthy Carry-Out” initiative and sales of community garden produce.

POLICY HC 4

Promote economic viability and equity through local food production, processing, and distribution.

STRATEGIES

HC 4.1: Support and promote the growth and development of economically viable and sustainable food production enterprises and attract urban farmers to the sector plan area.

HC 4.2: Collaborate with local and regional food equity councils to improve regional food production, processing, and distribution chains.

HC 4.3: Cultivate a network of school and community gardens within the sector plan area.

POLICY HC 5

Connect area residents to healthcare and human services.

STRATEGIES

HC 5.1: Work with property owners to ensure that existing healthcare facilities within the sector plan area are maintained in place, relocated to locations closer to Purple Line stations, and/or relocated out of the floodplain.

HC 5.2: Identify and advertise transit services that connect the sector plan area to critical healthcare services in nearby areas, including the University of Maryland Capital Region Medical Center in Largo.

HC 5.3: Work with property owners to identify potential leasable space in new development for healthcare providers.

POLICY HC 6

Increase opportunities for child care services within the sector plan area

STRATEGIES

HC 6.1: Identify opportunities to incentivize the provision of child care and early education facilities, especially at the Purple Line stations, workforce development centers, and employment hubs.

HC 6.2: Promote and utilize community partnerships with local nonprofits and the private sector to meet child care and early education needs.

HC 6.3: Coordinate with local child care and early education referral/resource agencies to distribute resources and informational

materials to child care and early education providers, employers, parents, developers and local businesses.

HC 6.4: Work with property owners to ensure child-care facilities at the Purple Line stations.



POLICY HC 7

Promote programs and facilities that support and contribute to the social, physical, and mental health of community residents.

STRATEGIES

HC 7.1: Activate parks and public spaces with programming. Facilitate partnerships with M-NCPPC, Department of Parks and Recreation, Northern Area Operations and local organizations to improve access and frequency of programming within the sector plan area.

HC 7.2: Regularly evaluate program demand and adjust offerings based on community feedback. Undertake a demand and level of service analysis of existing programs offered by DPR and program partners in Prince George's County.

HC 7.3: Implement best practices in program life cycles to maintain a culture of equality and quality program delivery. Continue to monitor recreation trends and national best practices that incorporate new and innovative recreational park programming.

HC 7.4: Diversify and increase availability of senior programming to serve active and multilingual seniors. Promote and increase the availability of programming that caters to diverse cultures, ages, interests, and skill levels.



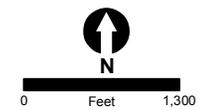


PUBLIC FACILITIES

Map 40. Public Facilities Element Overview



-  East Riverdale-Beacon Heights Sector Plan Boundary
-  Buildings
-  Parkland
-  Purple Line and Stations (MTA)
-  Primary Road
-  Secondary Road



SECTOR-WIDE PUBLIC FACILITY GOALS, POLICIES, AND STRATEGIES

Goals

- A community with easily accessible, well-maintained public facilities offering a broad range of social services.
- Modern public facilities have sufficient capacity and capability to support population growth.
- Public safety facilities and services allow for the deployment of first responders in an expedient and efficient manner.

POLICY PF 1

Replace aging or functionally obsolete facilities within the sector plan area with modern, technologically state-of-the art facilities.¹ These strategies are master plan amendments.

STRATEGIES

PF 1.1: Replace William Wirt Middle School on-site, as programmed in the FY 2017-2022 and FY 2018-2023 Capital Improvement Programs. (CIP #AA 770483)

PF 1.2: Identify a central location for a Fire and Emergency Medical Services station that supports the Riverdale communities with career and volunteer staffing along the MD 201 (Kenilworth Avenue) or MD 410 Corridors of the sector plan area. (CIP #LK 511123)

PF 1.3: Explore moving the headquarters of The Maryland-National Capital Park and Planning Commission to a more centrally located and transit-accessible location in the County. (CIP #EC 001254)

PF 1.4: Replace and add capacity to Beacon Heights Elementary School and Parkdale High School, as recommended in the Prince George’s County Public Schools Approved 20-year FY 2017 Educational Facilities Master Plan.

POLICY PF 2

Replace aging or functionally obsolete facilities that are outside, but serve, the sector plan area with state-of-the art facilities.² These are policy recommendations that do not amend a master plan.

STRATEGIES

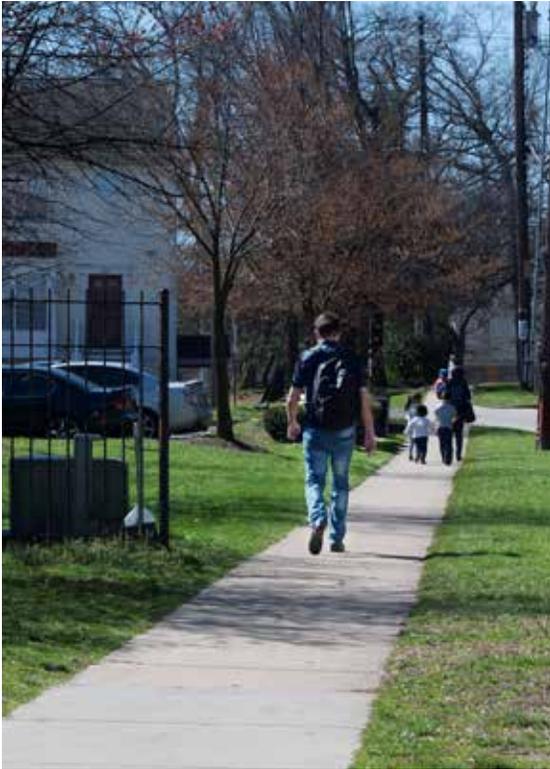
PF 2.1: Complete the programmed renovations to the New Carrollton Branch Library, just outside the sector plan area. (CIP #HL 719213)

PF 2.2: Construct the new Bladensburg Branch Library, just outside the sector plan area. (CIP #HL 719713)

PF 2.3: Replace and add capacity to Lamont, Riverdale, Templeton, and Woodridge Elementary Schools, and Charles Carroll and Hyattsville Middle Schools, as recommended in the FY 2017 Educational Facilities Master Plan.

1. These recommendations were subject to the Public Facilities Review in Section 27.645(b) of the Zoning Ordinance.

2. These recommendations were not subject to the Public Facilities Review in Section 27.645(b) of the Zoning Ordinance.



PF 2.4: Keep Glenridge Elementary School open until a determination is made on the future of Margaret Brent Regional School at the completion of the planning study as recommended by the FY 2017 Educational Facilities Master Plan. See also Strategy PF 2.6.

PF 2.5: Construct a new elementary school in PGCPS Planning Area 12 as recommended by the PGCPS Master Plan Support Project.

PF 2.6: Conduct a planning study as recommended by the FY 2017 Educational Facilities Master Plan to consider the possibility of converting Margaret Brent Regional School into a neighborhood school.

PF 2.7: Construct new middle and high schools recommended in the northwest section of Prince George’s County, as recommended by the FY 2017 Educational Facilities Master Plan.

PF 2.8: Renovate Rogers Heights Elementary School as recommended by the FY 2017 Educational Facilities Master Plan.

POLICY PF 3

Prioritize pedestrian and transit connections to public facilities.

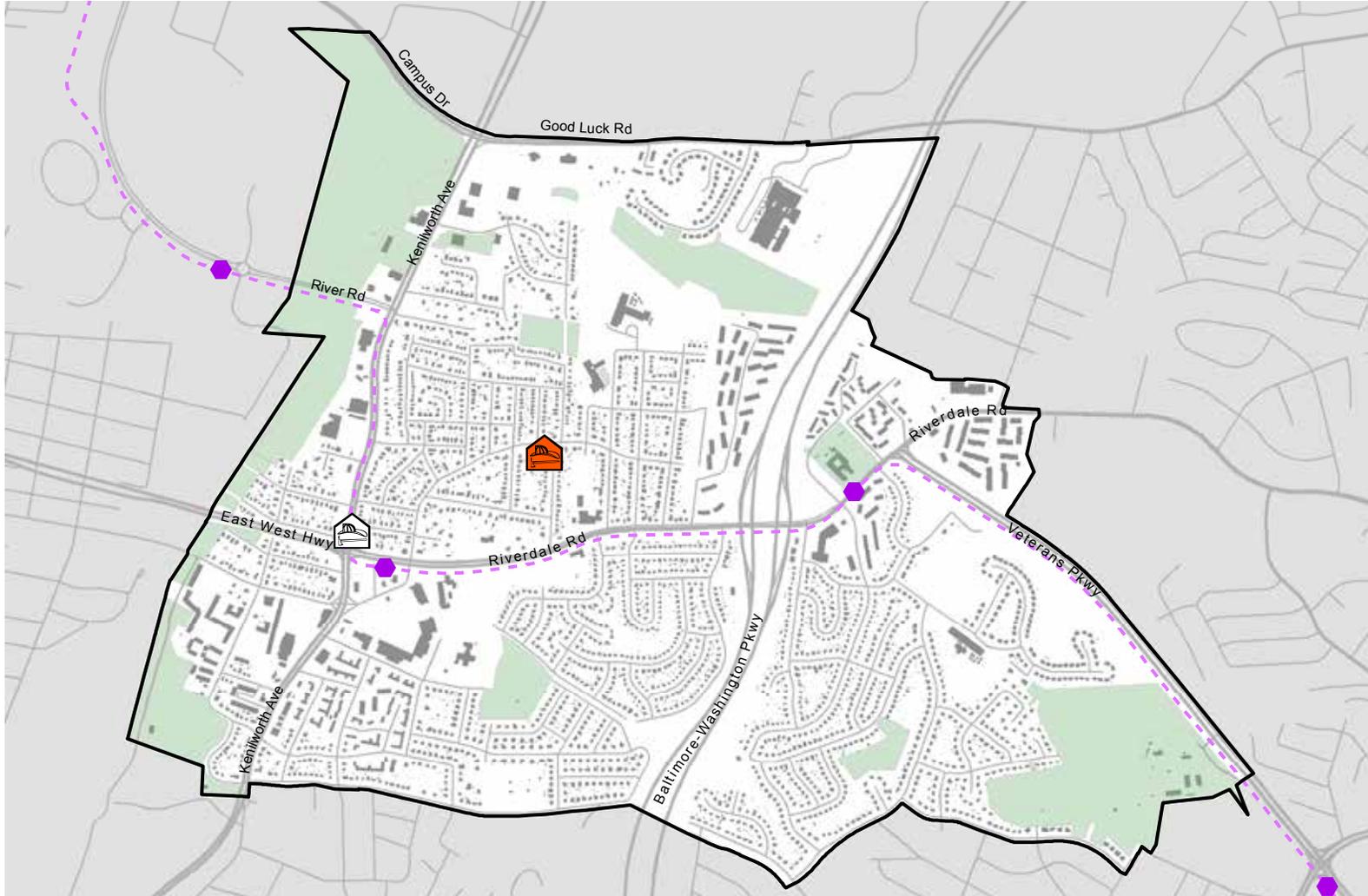
STRATEGIES

PF 3.1: Ensure safe pedestrian access to the New Carrollton Branch Library at 7414 Riverdale Road.

PF 3.2: Work with the United States Postal Service to evaluate the potential relocation of the Kenilworth Branch Post Office at 6270 Kenilworth Avenue to a more central location in or near the Riverdale Park Neighborhood Center.



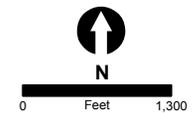
Map 41. Recommended New Public Facilities



 East Riverdale-Beacon Heights Sector Plan Boundary
 Buildings
 Parkland

 Purple Line and Stations (MTA)
 Primary Road
 Secondary Road

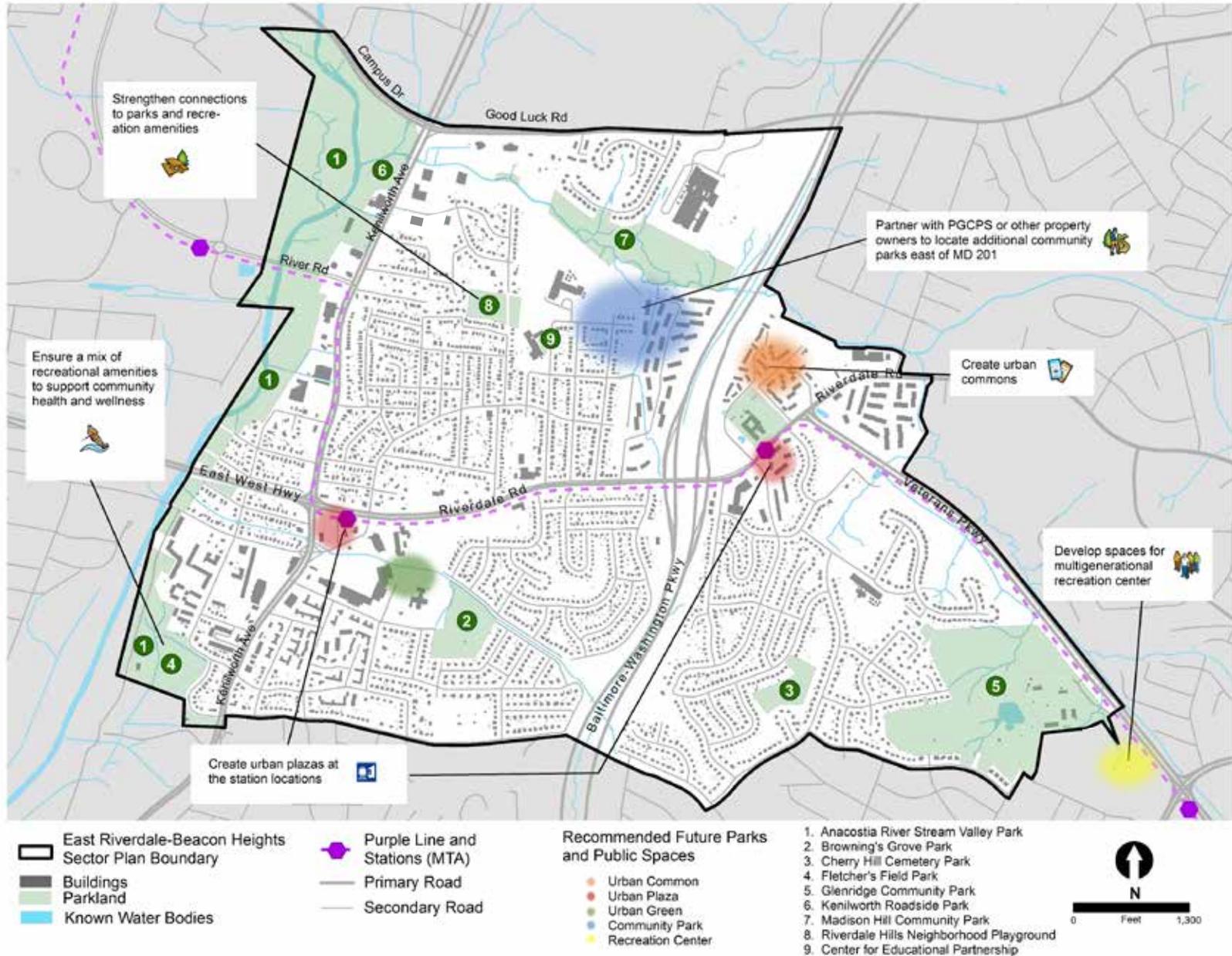
 Fire/EMS Station
 Station 813 - Riverdale Heights
 Proposed New Station (Floating Symbol)





PARKS AND RECREATION

Map 42. Parks and Recreation Overview



SECTOR-WIDE PARKS AND RECREATION GOALS, POLICIES, AND STRATEGIES

Goals

- Residents and visitors celebrate culture, nature and public life in the area's open spaces.
- Natural areas and new parklands connect people to the land and each other. The park network is known for multinodal connectivity that knits together new and existing neighborhoods and contributes to a sense of place and pride in the community.

POLICY PR 1

Ensure that Prince George's County residents are connected to parks, recreation and open space.

STRATEGIES

PR 1.1: Strive to meet the long-standing Level of Service (LOS) standard of 15 acres of local parkland for every 1,000 residents and, 20 acres of regional parkland for every 1,000 residents.

PR 1.2: Pursue opportunities to create new parks and plazas within redevelopment occurring around the Purple Line stations. New parks and plazas should create linear connections between urban and open spaces as part of an integrated, accessible public space network that maximizes neighborhood connectivity. New parks and plazas should meet the Urban Park Typology and Urban Park Guidelines found in *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*.

PR 1.3: Include park and trail access planning in transportation planning efforts in order to identify sufficient connectivity and accessibility to major parks, trails, and public facilities.

PR 1.4: Evaluate bicycle and pedestrian connectivity and accessibility to the 11 local parks and, where appropriate, improve entrances that connect the street and sidewalks to the trail network. Formalize and pave the existing trails within the following parks: Fletcher's Field Park, Browning's Grove Park, Riverdale Hills Park and Brier's Mill Run Park.

PR 1.5: Partner with the National Park Service and the Department of Public Works and Transportation to identify measures to improve

pedestrian and bicycle access to Greenbelt Park from Good Luck Road.

PR 1.6: Incorporate new privately owned public spaces (POPS) into mixed-use developments that meet the Urban Park Typology in Formula 2040. Prioritize public access to POPS through public-use easements and maintenance agreements.

PR 1.7: Evaluate the potential to restore the channelized Captain John's Branch and Brier's Mill Run (formerly Brier's Ditch) tributaries to their natural state as part of a larger linear park and trail concept.

PR 1.8: Construct the park, recreation, and open space recommendations in Table 14.

PR 1.9: Explore opportunities to improve access and connectivity to existing regional trails and parks, with particular focus on the Northeast Branch Trail and the Anacostia River Stream Valley Park. To improve connectivity to the Anacostia Stream Valley Park, explore the feasibility of adding bicycle and pedestrian bridges over the Northeast Branch to the Northeast Branch Trail and retrofitting the culverts under the Baltimore-Washington Parkway to form an east-west trail network through Madison Hill Park. This trail should

ultimately provide a connection from Auburn Ave, to Parkdale High School, and east to the Northeast Branch Trail (See Table 10, and Strategy TM 10.3).

PR 1.10: Work closely with the Department of Parks and Recreation and the Department of Public Works and Transportation to implement the recommended trail facilities found in Table 10 and Strategy TM 10.3.

PR 1.11: Evaluate needed improvements at Riverdale Hills Park, and work with stakeholders to discuss community adoption of the park. Support the addition of amenities and trail connections to enhance the park.

POLICY PR 2

Prince George’s County residents have access to programming and facilities that promote healthy lifestyles and contribute to wellness.

STRATEGIES:

PR 2.1: Identify the existing M-NCPPC programs and facilities offered in, and within close proximity to, the sector plan boundary. Determine the current programming needs by identifying the areas where existing parks and recreation facilities need to be improved, or

added, in order to provide a reasonable mix of amenities to the community.

PR 2.2: Evaluate opportunities to program new and existing parks with a lively and diverse mix of activities, such as structured and informal recreation, children’s play, community gardens and community canine areas. Partner with the Department of Parks and Recreation, Northern Area Operations, Sports Health and Wellness Division, and the Natural and Historical Resources Division to improve programming offered in the sector plan Area.

PR 2.3: Complete the Strategic Trails Plan for the Department of Parks and Recreation. Implement and identify strategies that improve access to existing trail networks and ease commute to the Purple Line.

POLICY PR 3

Make investments in parks and recreational facilities that contribute positively to the economy and benefit and engage residents

STRATEGIES:

PR 3.1: Add urban parks and plazas in strategic, highly visible locations at, and between, Purple Line stations in order to feature

green space as an identifying element of the community.

PR 3.2: Identify potential sites for acquisition near the intersection of MD 450 (Annapolis Rd) and MD 410 (Veterans Highway) to build a multigenerational center. Once a site is secured, develop concepts for the multigenerational center that are eye-catching and appealing. The design should indicate a community centerpiece and be inviting and easily identifiable to the residents and visitors alike.

PR 3.3: Search for infill land acquisition opportunities that expand the urban park network, enhance the Countywide Green Infrastructure Network and other natural systems and waterways, and improve park and trail connectivity within the sector plan area.

PR 3.4: Consider reconfiguring, or adding amenities to, public spaces that support flexible programming for different age groups and diverse interests.

PR 3.5: Maintain Center for Educational Partnership as a community resource which provides space for public and private organizations to provide needed resources, programming, and activity space to the community.

PR 3.6: Consider reconfiguring, or adding amenities to, public spaces that support flexible programming for diverse age groups and interests.

PR 3.7: Improve connectivity to the Anacostia Stream Valley Park. Explore the feasibility of adding bicycle and pedestrian bridges over the Northeast Branch to the Northeast Branch Trail and retrofitting the culverts under the Baltimore-Washington Parkway to form an east-west trail network through Madison Hill Park. This trail should ultimately provide a connection from Auburn Ave, to Parkdale High School, and east to the Northeast Branch Trail (See Table 10, and Strategy TM 10.3).

PR 3.8: Evaluate bicycle and pedestrian connectivity and accessibility to the 11 local parks and, where appropriate, improve entrances that connect the street and sidewalks to the trail network. Formalize and pave the existing trails within the following parks: Fletcher's Field Park, Browning's Grove Park, Riverdale Hills Park and Brier's Mill Run Park

PR 3.9: Partner with the National Park Service and the Department of Public Works and Transportation to identify measures to

improve pedestrian and bicycle access to Greenbelt Park from Good Luck Road.

PR 3.10: Evaluate needed improvements at Riverdale Hills Park, and work with stakeholders to discuss community adoption of the park. Support the addition of amenities and trail connections to enhance the park.

POLICY PR 4

Ensure that wayfinding and signage guiding residents and visitors to, and through, the area include parks and trail destinations.

STRATEGIES

PR 4.1: Identify funding for park and trail wayfinding along the Anacostia Tributary Trail. Partner with the Department of Parks and Recreation to phase, design and install a wayfinding system that integrates with, and supports, Purple Line wayfinding measures. Wayfinding destinations should include the following:

- Existing and future neighborhood parks
- Regional parks
- Anacostia Tributary Trail System
- Town of Riverdale Park
- City of College Park

- University of Maryland, College Park
- Other destinations as needed to facilitate efficient multimodal navigation

PR 4.2: Facilitate partnerships with the Department of Parks and Recreation, WMATA, the National Park Service, and other agencies to identify regional and local trails, sites of historic and cultural importance, museums, and recreational facilities on regionally produced maps, print publications, websites and applications, and any new communications technologies, as appropriate.

POLICY PR 5

Redevelopment on parcels adjacent to the Anacostia River Stream Valley Park and adjacent parkland should be designed to promote a healthy relationship between the built and natural environments.

STRATEGIES

PR 5.1: Ensure that redevelopment site design sensitively engages and integrates the park and trail system, while improving flood functions and enhancing natural systems. Integrating future low impact development with the trail and park system is a placemaking strategy that will support the Department

of Parks and Recreation's primary goals of connectivity, health and wellness, and positive economic impacts.

PR 5.2: Evaluate the feasibility of creating a new bicycle and pedestrian bridge over the Anacostia River to provide a direct connection between Quesada Road and the Northeast Branch Trail, and to encourage future trail-oriented development. Include a new non-motorized gateway leading from Riverdale Community Park to the Northeast Branch Trail. (See TM 10.3.)

PR 5.3: Require that redevelopment on parcels adjacent to parkland include low-impact and environmentally sensitive site design. Building designs should increase visibility and access to the park, and encourage safe and regular park use.

PR 5.4: Ensure that all parks meet or exceed the Urban Park Typology and Guidelines found in the Department of Parks and Recreation Master Plan, Formula 2040, Appendices F and G.

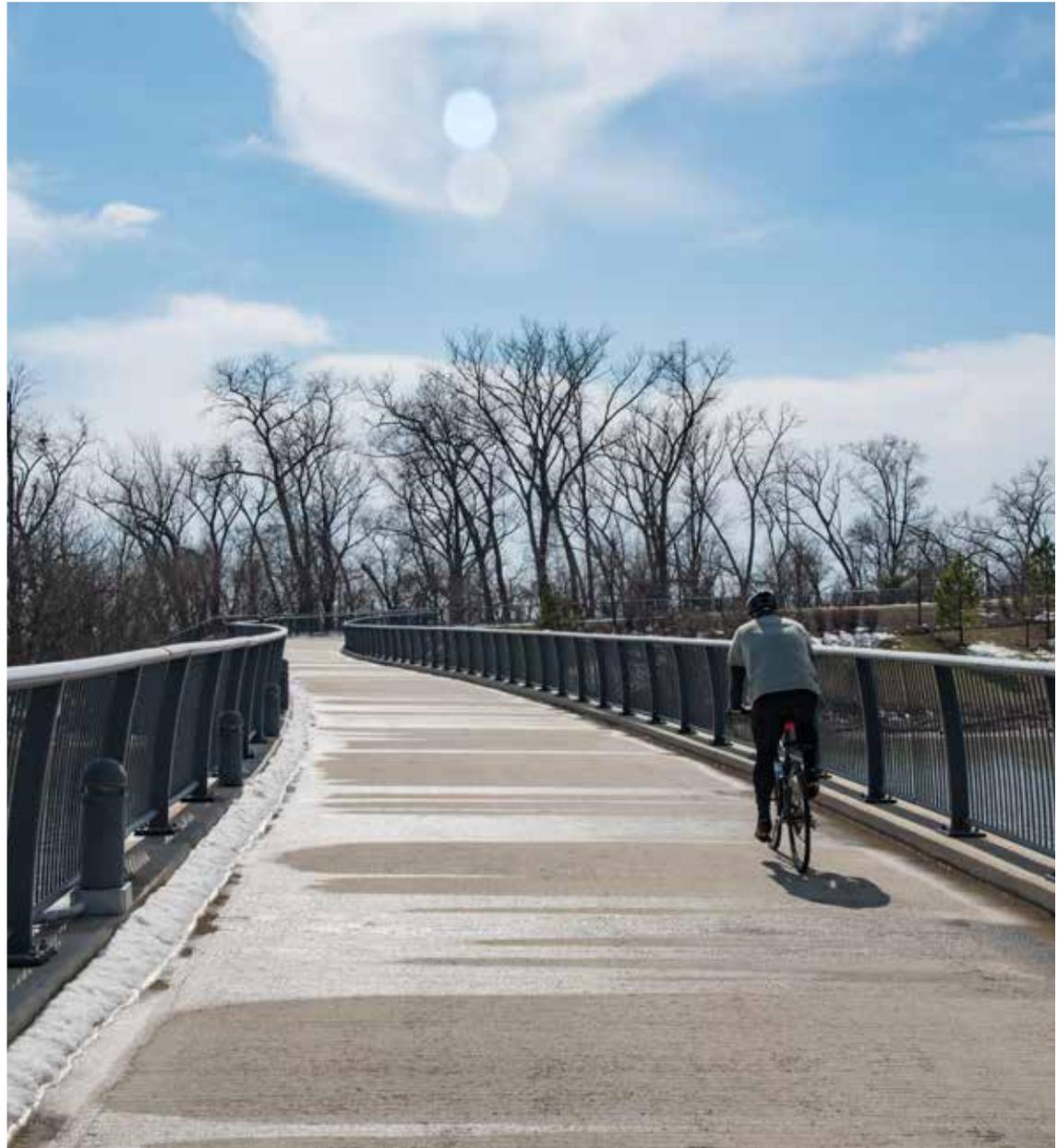


Table 14. Recommended Parks, Recreation and Open Space Improvements

Park name and Typology	Location	Ownership	Comments
MULTIGENERATIONAL CENTER 60-80,000 sq. ft.	Near a major transportation route and served by public transportation	M-NCPPC	This new, custom-designed multigenerational center should offer flexible multipurpose spaces, and an array of program and recreational opportunities.
CAPTAIN JOHN'S BRANCH Greenway/Linear Park Size varies	Riverdale Park-Kenilworth Station area, between MD 201 (Kenilworth Avenue) and the Greenvale Parkway	TBD	The greenway should support placemaking, strengthen neighborhood identity and connectivity, and catalyze economic development in East Riverdale. Design measures to improve flood control and revitalize natural habitats should be incorporated whenever possible.
RIVERDALE PARK-KENILWORTH STATION Plaza .25-1 acre	Intersection of Riverdale Road and MD 410 (East West Highway)	Private ownership and maintenance agreements with public easements or dedication.	This plaza should incorporate the non-transit-related public open space at the Riverdale Park-Kenilworth Station (see Policy LU 8)
BEACON HEIGHTS-EAST PINES STATION Plaza .25-1 acre	Intersection of Riverdale Road and 67th Avenue	Private ownership and maintenance agreements with public easements or dedication.	This plaza should be located at, or immediately south of, the Beacon Heights-East Pines Station
BRIER'S MILL RUN EAST Commons/Green 1+ acres	North of Riverdale Road, south of Briers Mill Run	Private ownership and maintenance agreements with public easements or dedication.	This common should serve as a focal point for the anticipated redevelopment of New Carrollton Woods and Prince Georgetown apartments
RIVERDALE HILLS PARK Neighborhood Park	61st Place	M-NCPPC	This park provides value to the community. M-NCPPC should work with the community to adopt and enhance the park.

Table 14. Recommended Parks, Recreation and Open Space Improvements

Park name and Typology	Location	Ownership	Comments
MADISON HILL PARK Community Park 3-10 acres	Along Briers Mill Run, between the Baltimore- Washington Parkway and MD 201 (Kenilworth Ave.)	M-NCPPC	This community park provides woodland conservation and floodplain protection, and is recommended to include a multiuse trail that will ultimately serve as a connection between the sector plan area, Autumn Drive, and the Anacostia River Trail network (see TM 10.3)
EAST RIVERDALE COMMUNITY PARK 3-10 acres	East of MD 201 (Kenilworth Ave.)	TBD	Locate and develop concepts, either through partnership with PGCPS, or other property owners, to locate additional community park lands.
BEACON HEIGHTS COMMONS 1 or more acres	North of Riverdale Road, east of the Baltimore- Washington Parkway	Private ownership and maintenance agreements with public easements or dedication.	This commons should provide open space with a recreational and social focus for a mixed-use neighborhood as redevelopment occurs in Beacon Heights.

Figure 3: Recommended Characteristics of Future Urban Parks

Captain John's Branch Greenway/Linear Park	
Size (Approximate)	Varies
Unique Adjacencies	Riverdale Park-Kenilworth Station Station, MD 201 (Kenilworth Avenue), and 57 th Avenue
Access	The Purple Line Station, Riverdale Road
Programs and Amenities	<ul style="list-style-type: none"> • Recreation and Trails • Picnic and Seating Areas • Water detention and infiltration
Program Criteria	Captain John's Branch Greenway/Linear Park should create a unique recreational amenity that physically joins the natural and built environments. Redevelopment adjacent to the greenway should front the park with entrances to promote pedestrian and bicycle activity. Design measures to improve flood control and revitalize natural habitats should be incorporated wherever possible.
Ownership/Management	Private ownership and maintenance agreement, with public easement or dedication in fee simple
Implementation	With site redevelopment
Riverdale Park-Kenilworth Station Plaza	
Size (Approximate)	¼ acre to 1 acre
Unique Adjacencies	Riverdale Park-Kenilworth Station Station, MD 201 (Kenilworth Avenue), and 57 th Avenue
Access	The Purple Line Station, Greenway, MD 201 (Kenilworth Avenue)
Programs and Amenities	<ul style="list-style-type: none"> • Festivals, markets and live music • Outdoor dining and retail, public gathering space • Flexible lawn space
Program Criteria	Riverdale Park-Kenilworth Station Plaza should be highly visible, and designed to accommodate markets, festivals and public gatherings. Adjacent buildings should front on, and provide direct access to, the plaza. The plaza will connect to the Purple Line station, 57 th Avenue, and the Captain John's Branch Greenway. Uses surrounding the plaza should support pedestrian and bicycle activity.
Ownership/Management	Private ownership and maintenance agreement, with public easement or dedication in fee simple
Implementation	Concurrent with site redevelopment

Beacon Heights-East Pines Station Plaza	
Size (Approximate)	¼ acre to ½ acre
Unique Adjacencies	Former M-NCPPC Park Police Headquarters, Riverdale Road, 67 th Avenue
Access	Riverdale Road, 67 th Avenue
Programs and Amenities	<ul style="list-style-type: none"> • At-grade plaza that includes a focal point • Outdoor dining and retail, public gathering space
Program Criteria	The Beacon Heights-East Pines Station Plaza should connect to the adjacent station and surrounding uses. Adjacent buildings should front on the plaza, and provide active ground floor uses that promote activation. Uses surrounding the plaza should support pedestrian and bicycle activity.
Ownership/Management	Private ownership and maintenance agreement, with public easement or dedication in fee simple
Implementation	With site redevelopment
Beacon Heights Commons	
Size (Approximate)	1+ Acre
Unique Adjacencies	Beacon Heights-East Pines Station, Riverdale Road, Briers Mill Run
Access	67 th Avenue, Riverdale Road
Programs and Amenities	<ul style="list-style-type: none"> • Central Programmable Lawn • Streetscape Enhancements • Trail System Connections • Street front Access
Program Criteria	This commons should be a large, flexible open space that provides a recreational and social focus for a mixed-use neighborhood. Surrounding housing and retail uses can activate and compliment public use of the commons. The commons should provide space for a variety of public gatherings, including markets, performances, and special events. The commons should include trail connectivity, play spaces, and shade structures.
Ownership/Management	Private ownership and maintenance agreement, with public easement or dedication in fee simple
Implementation	With site redevelopment"

