

PGCPB No. 14-61

RESOLUTION

WHEREAS, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to Sections 27-213.02 and 27-213.04 of the Zoning Ordinance of Prince George's County, held a duly advertised public hearing on the *Preliminary College Park-Riverdale Park Transit District Development Plan* on May 29, 2014; and

WHEREAS, the *Preliminary College Park-Riverdale Park Transit District Development Plan* is proposed to supersede the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* and amend portions of the 1989/1990 *Langley Park-College Park-Greenbelt Approved Master Plan and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*; 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment*; the 1983 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2008 *Approved Public Safety Facilities Master Plan*; the 2009 *Approved Countywide Master Plan of Transportation*; the 2010 *Approved Historic Sites and Districts Plan*; and the 2010 *Approved Water Resources Functional Master Plan*; and

WHEREAS, the planning area of the *Preliminary College Park-Riverdale Park Transit District Development Plan* is generally bounded by the College Park Airport to the north; the Metrorail/MARC/CSX tracks to the west; the residential portion of the Town of Riverdale Park to the south; and the Northeast Branch Stream Valley Park to the east; and

WHEREAS, the purpose of the *Preliminary College Park-Riverdale Park Transit District Development Plan* is to develop a comprehensive plan that sets policies and strategies to build on the policy guidance of the 2014 *Plan Prince George's 2035 Approved General Plan* for regional transit districts and the innovation corridor by establishing a refined vision and realistic approach to implementing the county and community vision to promote transit-oriented, mixed-use development to realize the countywide and municipal economic benefits of a major Metro station and two proposed Purple Line stations; recognize the historical importance of the natural environment and the College Park Airport and incorporate best planning and development practices to ensure a comprehensive and sensitive approach to environmental stewardship, floodplain and stormwater management, future growth, pedestrian and bicycle connectivity, transportation management strategies, and economic and community development; and incorporate the county's first health impact assessment conducted for a comprehensive planning effort to create a healthier community; and

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

WHEREAS, on June 26, 2014, the Planning Board held a public worksession on the *Preliminary College Park-Riverdale Park Transit District Development Plan* to examine the transcript analysis of testimony presented at the May 29, 2014 public hearing and exhibits received before the close of the record on June 13, 2014; and

WHEREAS, the Prince George's County Planning Board voted to include one item of late testimony into the record as Exhibit 31 and to continue the public worksession to July 10, 2014; and

WHEREAS, the Prince George's County Planning Board considered staff recommendations pertaining to late testimony during the public worksession on July 10, 2014; and

WHEREAS, the Prince George's County Planning Board determined to amend said *Preliminary College Park-Riverdale Park Transit District Development Plan*, in response to said public testimony, and to adopt the transit district development plan, endorse the transit district overlay zoning map amendment, and transmit both the plan and the transit district overlay zoning map amendment with further amendments, extensions, deletions, and additions in response to the public hearing record, as follows:

I. GENERAL CHANGES

1. Adopt the recommendations and incorporate the staff errata presented during the Joint Public Hearing on May 29, 2014 (entered as Exhibit 4; see Attachment A).
2. Revise the transit district development plan (TDDP) as necessary to reconcile and incorporate policy guidance from the 2014 *Plan Prince George's 2035 Approved General Plan*. Revise density references from "medium- to high-density" to "moderate- to high-density" throughout the TDDP to ensure consistency with Plan 2035 terminology for Regional Transit Centers.
3. Revise key maps, including Map 8: Proposed Land Use, throughout the TDDP to more clearly depict the 100-year floodplain. Revise map legends as appropriate to indicate which floodplain is demarcated: the FEMA floodplain or the county 100-year floodplain study.
4. Provide language to accompany both the Proposed Open Space Network and Proposed Street Network maps to read: "This concept map is for illustrative purposes only and may serve to guide the location, configuration, and provision of urban open spaces and the street grid but is not intended to mandate them. The TDDP supports a rich urban open space network within a grid of walkable, connected streets, but the exact location of these facilities should be determined through the development review process."
5. Revise the discussion of the urban conservation park concept throughout the TDDP to make it a more generalized concept and eliminate all specific references to the Litton property as the preferred location for an urban conservation park.

II. FOREWORD AND PLAN HIGHLIGHTS

1. Revise the plan highlights in accordance with approved changes to other sections of the TDDP, as may be necessary and appropriate.

III. CHAPTER TWO: PLAN VISION

1. Revise the neighborhood boundaries, maps, and discussions throughout the TDDP, including the transit district standards and Transit District Overlay Zoning Map Amendment, to:
 - Rename the TOD Core to the Metro Core

- Delete the Greenway Corridor neighborhood
 - Extend the Metro Core east to 52nd Avenue
 - Extend the Research Core north to Paint Branch Parkway, east of 52nd Avenue.
 - Clarify that the TDDP consists of four neighborhoods rather than five
2. Shift and/or delete text from the description of the Greenway Corridor on pages 31 and 192 as appropriate to reflect the removal of this proposed neighborhood. Relocate and/or delete text from Policies 1 and 2 on pages 55-57 as appropriate. Some of this text will move to the Metro Core discussions and other text will move to the Research Core discussions.

IV. CHAPTER THREE: CORE TDDP ELEMENTS

Achieving the Vision

1. Add the College Park City-University Partnership (CPCUP) as one of the major entities listed under keystone three on page 36 and to the “Potential Parties Involved” column of the TDDP’s action plan for objective MB3 on page 146.

Land Use and Urban Design

1. Include a diagram of the approved Litton Property preliminary plan of subdivision (4-12014) on or in the vicinity of page 56. Include a caption or description that recognizes the diagram as the currently approved plan and that it is recognized as such by the TDDP. Retain the alternate development approaches on page 56.
2. Revise Map 8: Proposed Land Use to change the portion of the College Park Aviation Village currently shown as mixed-use land use to mixed-use, predominantly residential land use.
3. Revise the illustrative drawing of the proposed transit plaza on page 49 to add labels depicting the Purple Line, bus bays, hardscape plaza, lawn area, and retail locations.
4. Revise Strategy 1.2 on page 57 to read: “Allow for a broader mix of uses west of University Research Court with an emphasis on office development. [Focus any proposed residential uses along]Encourage proposed residential uses to concentrate along River Road close to the M Square Purple Line Station.
5. Revise Strategy 2.2 on page 60 to read: “...and that impacts to the [Field of Dreams (a ballfield)] town-owned community park (at the intersection of Tuckerman and Lafayette Streets)...”

Transportation and Mobility

1. Fix the header styles/sizes of the sub-sections within the background discussion on pages 61-68.
2. Add references to the circulator bus required as part of the development of the Cafritz Property to page 63 and the last bullet of Strategy 3.4 on page 76.
3. Add additional discussion of the aviation policy area requirements impacting portions of the transit district area in the background discussion of aviation on page 68.

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4. Add a new bullet to the key approaches discussion under the transportation demand management text on pages 66-68 to read: “Establishing minimum bicycle parking requirements and encouraging bicycle use through methods such as employer participation in the bicycle commuter check program and provision of bicyclist shower and changing areas.”
5. Label the Rhode Island Avenue Trolley Trail, Paint Branch Trail, and Northeast Branch Trail on Map 10 on page 67.
6. Revise Strategy 2.2 on page 70 to read: “Provide [adequate] generous sidewalks on both sides of existing and new streets....”
7. Revise Strategy 3.3 on page 70 to read: “... Work with WMATA and MTA to address funding, maintenance, security, and liability concerns and make physical improvements to existing tunnel crossings....”
8. Add a new Strategy 1.9 on page 81 to read: “Explore opportunities to construct a public parking structure, perhaps via a public-private partnership, in proximity to the College Park/U of MD Metro Station to serve as a centralized parking hub that can provide additional capacity to development within the transit district.” Renumber remaining strategies.
9. Remove the minimum SmarTrip card amount recommended in Strategy 2.7 on page 82.

Environmental Infrastructure

1. Revise Table 11 to add the following programs identified in the *Northeast Branch Subwatershed Action Plan* located in the vicinity of the TDDP:

| MAP ID | SITE LOCATION | PROJECT TYPE | PROJECT DESCRIPTION |
|--------|--|------------------------------|---|
| 10 | <u>Intersection of Riverdale Road and the northeast corner of the Northeast Branch bridge, Riverdale</u> | <u>Aquatic community</u> | <u>Modification of a fish blockage area to remove barriers to fish migration</u> |
| 11 | <u>5000 Riverdale Road, Hyattsville, MD</u> | <u>Stormwater management</u> | <u>Stormwater retrofit; utilize bioretention, filters, and bioswales to add controlled acreage to the subwatershed.</u> |
| 12 | <u>Intersection of Queensbury Road and Taylor Road, Hyattsville</u> | <u>Aquatic community</u> | <u>Modification of a fish blockage area to remove barriers to fish migration</u> |
| 13 | <u>Intersection of Queensbury Road and Taylor Road,</u> | <u>Riparian corridors</u> | <u>Riparian reforestation and invasive species management</u> |

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| | | | |
|-----------|--|------------------------------|---|
| | <u>Hyattsville</u> | | |
| <u>14</u> | <u>Intersection of Baltimore Avenue and Wells Parkway, Hyattsville</u> | <u>Riparian corridors</u> | <u>Stream restoration</u> |
| <u>15</u> | <u>6517 Baltimore Avenue, Riverdale</u> | <u>Stormwater management</u> | <u>Stormwater retrofit; utilize bioretention, filters, and bioswales to add controlled acreage to the subwatershed.</u> |

2. Revise Map 15 to indicate the location of the six additional programs identified above.
3. Add text to the title of Map 15 on page 87 to read “(See Table 11)” and text to the title of Table 11 to read: “(See Map 15).”
4. Correct the page reference to Map 15 on page 87 to reference the correct page where the map appears.
5. Revise the first paragraph on page 87 to read: “Although the physical environment of the transit district area has been affected by years of development, many environmental assets remain. These include forest interior dwelling species (FIDs) within the floodplain, nearly 8,400 linear feet of known streams....”
6. Add text to the end of the first full paragraph in the second column of page 93 to read: “Map 15 on page 90 and Table 11 on page 97 identify projects recommended by the Northeast Branch Subwatershed Action Plan which are supported by the TDDP as priority stormwater retrofit projects that will provide high return on low investment.”
7. Add a new paragraph to the end of the Forest and Tree Canopy Coverage discussion on pages 93-94 to read: “Habitat for forest interior dwelling species (FIDs) has been identified in the vicinity of the transit district, particularly within the Anacostia River Stream Valley and 100-year floodplain area associated with the Northeast Branch. FIDs habitat should be viewed similarly as human residential areas in terms of environmental considerations of noise and light pollution.”
8. Revise the background discussion on Page 95 of the TDDP to read: “...The easternmost portion of the Litton Property [is an appropriate site to locate an area of open space] is the best site within the transit district identified to date that can serve multiple functions, including improved water quality....”
9. Revise the discussion of the urban conservation park on page 96 to reduce the recommended size from 6 to 10 acres to 4 to 5 acres of property.
10. Revise Policy 4 on page 98 to read: “Minimize the impacts of noise on forest interior dwelling species (FIDs) in the vicinity and on residential uses within the transit district.”
11. Add a new Strategy 4.3 on page 98 to read: “Use appropriate measures to reduce or eliminate noise impacts to FIDs within the 100-year floodplain such as tree buffers and other techniques.”

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12. Revise Strategy 5 on page 98 to read: “Reduce overall sky glow, glare from light fixtures, and spillover of light to adjacent properties including FIDs habitat within the Anacostia River Stream Valley east of the Research Core.”
13. Revise Strategy 5.2 on page 98 to read: “Utilize muted lighting fixtures, and install full cut-off optics for all lighting on properties within the transit district area, especially within the Research Core adjacent to FIDs habitat within the Anacostia River Stream Valley.”
14. Add a new Strategy 1.3 to Policy 1 on page 99 to read: “Continue work with the Department of Permitting, Inspections, and Enforcement, the University of Maryland, and other stakeholders to identify additional locations where compensatory floodplain storage is most feasible and appropriate. Coordinate with the TDDP Task Force and property owners if property acquisition is necessary to accommodate compensatory storage and other regional stormwater management approaches.”

Healthy Communities

1. Revise Map 16 on page 106 to incorporate the proposed trail connection shown on Map 10 between Rivertech Court and Haiig Drive.
2. Revise the color scheme of Map 16 on page 106 to provide additional distinction between parks and open space categories.
3. Revise Strategy 4.2 on page 107 to clearly indicate the construction of an extended 52nd Avenue through the College Park Aviation Village should occur concurrent with the recommended construction of pedestrian and bicyclist facilities.

V. CHAPTER FOUR: ADDITIONAL GUIDING ELEMENTS

Economic Prosperity

1. Add a table to the text box on page 112 that compares the two alternate market analyses to the projected development yields modeled by the TDDP as follows:

| <u>Land Use</u> | <u>Alternate 1</u> | <u>Alternate 2</u> | <u>TDDP Buildout</u> |
|---|--------------------|--------------------|----------------------|
| <u>Office and Institutional (sq. ft.)</u> | <u>2,225,000</u> | <u>2,900,000</u> | <u>4,277,218</u> |
| <u>Retail (sq. ft.)</u> | <u>68,100</u> | <u>86,300</u> | <u>97,800</u> |
| <u>Hotel (Rooms)</u> | <u>225</u> | <u>325</u> | <u>285</u> |
| <u>Residential (Dwelling Units)</u> | <u>3,720</u> | <u>5,312</u> | <u>5,550</u> |

Note: Neither Alternate 1 or Alternate 2 include existing development—they indicate new growth only. The projected buildout of the TDDP includes both existing development and anticipated new growth. All projections include properties outside of the transit district boundaries within identified Traffic Analysis Zones, which are geographic areas used for analysis purposes.

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2. Revise the first paragraph under “Residential Development” on page 118 to read: “...The primary residential opportunity for the transit district is medium-high to high-density multifamily development [(typically between four to eight stories in the transit district area)](>8 to >20 dwelling units per acre) perhaps with integrated....”
3. Revise Strategy 1.3 on page 119 to read: “Ensure flexibility in lane use, design, and transportation recommendations to allow a diversity of housing options and development approaches throughout the transit district.”

Housing and Neighborhoods

1. Relocate Strategy 1.3 on page 124 as a new Strategy 1.4 on page 119 to reflect a more broad application and recognition of the nexus of development costs and importance of identifying development incentives. Renumber the remaining strategies on both pages accordingly.

Community Heritage and Culture

1. Add text to the TDDP to remove historic resource 68-022 from the county’s Historic Sites and Districts registry.

VI. CHAPTER FIVE: IMPLEMENTATION

Implementation

1. Add language to Step One on page 138 prior to the last paragraph in this section to read: “One of the first challenges that should be addressed by the TDDP Task Force is the elimination or revision of the Riverside Covenants to ensure the TDDP vision can be implemented as described throughout this plan.”
2. Revise the first sentence of paragraph two under Step One on page 138 to read: “For this task force to be effective....”
3. Revise the action table on pages 142-152 to add the Corps of Engineers and the Maryland Department of the Environment (MDE) to the “Potential Parties Involved” column for action steps ES6, ES13, ES14, and ES15, which all deal with stream stabilization/restoration and the *Anacostia River Watershed Restoration Plan*.
4. Revise the proposed action step for objective TR3 on page 142 to add a new second sentence to read: “Work with WMATA and MTA to address funding, maintenance, security, and liability concerns.”
5. Add a new objective TR26 on page 144. The proposed action step should read: “Explore opportunities to construct a public parking structure, perhaps via a public-private partnership, in proximity to the College Park/U of MD Metro Station to serve as a centralized parking hub that can provide additional capacity to development within the transit district.” The potential parties involved include Prince George’s County; City of College Park; Town of Riverdale Park; Developers; Property Owners; and University of Maryland, and the time frame should be Short-Term.

6. Add a new Economic Development, Marketing, and Branding (MB) objective to the table on page 146 as MB1. The proposed action step will read: “Eliminate or revise the Riverside Covenants.” The potential parties involved will include Town of Riverdale Park, Property Owners, and Other Pertinent Parties, and the timeframe will be Ongoing. Renumber all other MB objectives.
7. Add the following language as a new proposed action step for a new objective ES12 in the action step table on page 148: “Continue work with the Department of Permitting, Inspections, and Enforcement, the University of Maryland, and other stakeholders to identify additional locations where compensatory floodplain storage is most feasible and appropriate. Coordinate with the TDDP Task Force and property owners if property acquisition is necessary to accommodate compensatory storage and other regional stormwater management approaches.” The potential parties involved include the Department of Permitting, Inspections, and Enforcement, the University of Maryland, M-NCPPC, DNR, City of College Park, Town of Riverdale Park, Property Owners, and Developers. The timeframe will be short-term. Renumber remaining ES action steps.
8. Revise the proposed action step text for objective ES15 on page 148 to read: “Pursue the implementation of priority stormwater retrofit project sites identified by the Anacostia River Watershed Restoration Plan and stream restoration project sites identified by the *Northeast Branch Subwatershed Action Plan.*”
9. Insert a new State of Maryland program on page 157 to read:
“Regional Institution Strategic Enterprise Zone (RISE)
“In May 2014 Governor O’Malley signed Senate Bill 600 into law, establishing the Regional Institution Strategic Enterprise Zone (RISE) program. This program is intended to facilitate economic development and revitalization in areas immediately adjacent to institutions of higher education and certain non-profit organizations. The RISE program offers tax credits and permitting and licensing assistance to businesses locating to the RISE zone.”

Transit District Overlay Zoning Map Amendment Changes

1. Revise Zoning Change Number 1 on pages 167-171 and 177 to delete the following properties from the proposed zoning change:
 - a. 5018 College Avenue (Tax ID 21-2309367)
 - b. 5012 College Avenue, Lots 25-29 (Tax ID 21-2309383)
 - c. 5014 College Avenue (Tax ID unknown)
 - d. 5108 College Avenue, Lots 31-33 (Tax ID 21-2309268)
 - e. 5100 College Avenue, Lots 36-40 (Tax ID 21-2309300)
 - f. 5110 College Avenue, Lots 28-30 (Tax ID 21-2309250)
 - g. 5109 Litton Avenue, Lots 4-5 (Tax ID 21-2309235)
 - h. 5011 Litton Avenue, Lots 8-18 (Tax ID 21-2309096)
 - i. 5111 Litton Avenue, Lots 6-9 (Tax ID 21-2309243)
 - j. Litton Avenue, Lots 34-35 (Tax ID 21-2309276)
 - k. 7415 Corporal Frank Scott Drive (Tax ID 21-2309284)
 - l. Corporal Frank Scott Drive, Lot 41 (Tax ID 21-2309284)

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- m. Corporal Frank Scott Drive, Lots 42-44 (Tax ID 21-2309292)
2. Revise Maps 18 (Proposed Zoning Changes) and 19 (Proposed TDOZMA Zoning) on pages 164 and 165, and Table 18 (Existing and Proposed Zoning Inventory in Acres) to reflect the changes listed above.
3. Evaluate Map 19: Proposed TDOZMA Zoning on page 165 to determine if the zoning map should be corrected so as not to reflect M-U-I Zoning within the right-of-way of River Road.

Transit District Overlay Zone Applicability

1. Revise the exemption statement for nonresidential development on page 186 to read: "...if the addition (and the cumulative sum of all additions since approval of the TDOZ) does not increase the GFA of a building [by more than 15 percent or 5,000 square feet, whichever is less.] as follows.
 - For an existing building with less than 50,000 square feet of GFA: not more than 25 percent.
 - For an existing building with greater than or equal to 50,000 square feet of GFA: not more than 15 percent or 10,000 square feet of GFA (whichever is less).

Transit District Standards

1. Add a new third paragraph to page 194 to read: "Both surface and structured parking areas shall be set back from the build-to line to minimize the visual impact of parking from the street and to provide space for liner buildings or landscape areas to further screen parking areas. This set back is indicated by the parking setback line, which shall be placed at least 30 feet behind the build-to line for surface parking and 50 feet behind the build-to line for structured parking. Under no circumstances may parking areas be located in front of the parking setback line or between the parking setback line and the build-to line within the transit district."
2. Add a caption to the top diagram on page 194 to read: "In general, the length of the block should be measured from the build-to lines along streets as shown above. Note also the parking setback line."
3. Add a caption to the bottom diagram on page 194 to read: "Open spaces such as an urban park or plaza may be provided within blocks and placed adjacent to buildings, but the length of the open space shall be subtracted from the block length to ensure distances between side streets remain walkable and convenient to pedestrians."
4. Revise Map 21 on page 197 and the accompanying legend to combine "existing streets" and "proposed streets" into one category, and provide clarification that they also refer to "primary streets" by consolidating the label as: "Existing and Proposed Streets (Primary Streets—see page 195)".
5. Amend Map 22 on page 199 to adjust building height areas to property lines where necessary.
6. Amend Map 22 on page 199 to match the 5 to 12 story building height area to the extent of the

TOD/Metro Core located east of River Road.

7. Delete page 202 and any references to the Greenway Corridor neighborhood contained within the transit district standards.
8. Replace the top right image on page 206 with a more appropriate photograph that shows architectural stepback design on a building within the TDDP’s supported height range, and add a diagram or photo and accompanying caption to pages 206 to 207 that offer an example illustrating the type of height transition supported in the TOD/Metro Core toward existing single-family communities.
9. Revise the second parking requirement standard on page 208 to read: “The maximum number of off-street parking spaces permitted for non-residential, residential, and hotel land uses (regardless of neighborhood) are specified in Table 19 below. These parking maximums are phased with a more generous allotment of parking available until 2025 (5 years after the anticipated opening of the Purple Line, when the transit district should begin to achieve a self-sustaining market and development pattern) when parking maximum ratios are reduced. A third parking ratio is established for each major land use type in the event the Purple Line does not achieve operation as anticipated. The indicator “no PL” is used to identify the applicable parking ratio if this scenario comes to pass.”
10. Replace Table 19: Maximum Parking Ratios for Off-Street Parking Spaces on page 208 and the associated footnotes with the following table and language:

| Table 19: Maximum Parking Ratios for Off-Street Parking Spaces | | | | | | | | | |
|---|-------------------------|-------------------------|-------------------------------|----------------------|-----------------------|-------------------------------|--------------------------|-----------------------|-------------------------------|
| Location¹ | Land Use | | | | | | | | |
| | Non-Residential | | | Residential | | | Hotel² | | |
| | Prior to 2025 | 2025 and Later | 2025 and Later (no PL) | Prior to 2025 | 2025 and Later | 2025 and Later (no PL) | Prior to 2025 | 2025 and Later | 2025 and Later (no PL) |
| <u>Within ¼ mile of College Park/U of MD Metro Station</u> | <u>2.25 / 1,000 GSF</u> | <u>1.75 / 1,000 GSF</u> | <u>1.75 / 1,000 GSF</u> | <u>1.25 / DU</u> | <u>0.8 / DU</u> | <u>0.8 / DU</u> | <u>0.5 / room</u> | <u>0.33 / room</u> | <u>0.33 / room</u> |
| <u>Within ½ mile of College Park/U of MD Metro Station</u> | <u>2.75 / 1,000 GSF</u> | <u>2.00 / 1,000 GSF</u> | <u>2.75 / 1,000 GSF</u> | <u>1.75 / DU</u> | <u>1.0 / DU</u> | <u>1.75 / DU</u> | <u>0.7 / room</u> | <u>0.5 / room</u> | <u>0.7 / room</u> |
| <u>Within ¼ mile of the M Square (River Road) Purple Line Station</u> | <u>3.00 / 1,000 GSF</u> | <u>2.50 / 1,000 GSF</u> | <u>3.00 / 1,000 GSF</u> | <u>2.0 / DU</u> | <u>1.11 / DU</u> | <u>2.0 / DU</u> | <u>0.85 / room</u> | <u>0.5 / room</u> | <u>0.85 / room</u> |

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|---|--------------------------------|--------------------------------|--------------------------------|---------------------|------------------|-----------------|------------------------|------------------------|------------------------|
| Within ½ mile of the M Square (River Road) Purple Line Station | <u>3.50 / 1,000</u> GSF | <u>3.00 / 1,000</u> GSF | <u>3.50 / 1,000</u> GSF | <u>2.0 / DU</u> | <u>1.33 / DU</u> | <u>2.0 / DU</u> | <u>1.00 / room</u> | <u>0.75 / room</u> | <u>1.00 / room</u> |
|---|--------------------------------|--------------------------------|--------------------------------|---------------------|------------------|-----------------|------------------------|------------------------|------------------------|

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

1. At the time of Planning Board adoption of the TDDP, 11 properties are impacted by both ½ mile parking “rings” from existing and proposed rail transit stations. The most restrictive ratio shall prevail on Parcel 1, Parcel A, and Lot C since these properties have the most direct relationship to the College Park/U of MD Metro Station. The eight properties south of the east to west stream channel bisecting the transit district shall be subject to the least restrictive ratio.
 2. Hotel maximums may include up to 10 additional parking spaces for each 1,000 GSF uses for ballrooms, meeting rooms, and other similar places of assembly.
11. Revise the bicycle parking standards on page 209 to incorporate a phased increase in the required amount of bicycle parking over time to reflect the presence of the Purple Line and reduced reliance on single-occupant automobiles.
 12. Delete the last sentence on page 210 under the heading Transportation Adequacy.
 13. Revise page 211 to indicate that the setback distance for surface parking lots and parking structures shall be set back from the build-to line, not the property line.
 14. Revise Table 21 on page 213 to increase the minimum percentage of fenestration for both Ground Floor Residential and Upper Floor Residential from 15 to 25 percent.
 15. Revise the second standard under Streetscape Amenities on page 226 to read: “All street furnishings that are part of the streetscape shall be constructed of metal such as aluminum, stainless steel, or cast iron; stone; or masonry.”

Transit District Overlay Zone Tables of Uses Permitted

1. Revise the tables of uses permitted on pages 233-290 to prohibit gas stations in all underlying zones.

VII. OTHER CHANGES

1. Change the plan and map(s) to incorporate mapping, typographical, grammatical, and rewording corrections, as necessary.
2. Change the plan and map(s) where appropriate to correspond to the aforementioned amendments, revisions, extensions, deletions, and additions.
3. Revise the Agency Engagement text box on page 27 to change “Maryland Transit Authority” to “Maryland Transit Administration.”

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4. Revise Strategy 2.1 on page 59 to replace the reference of a traffic circle to a roundabout.
5. Delete the first 12 properties in the zoning change table on page 168, since they are duplicates of the 12 properties listed on page 167.

WHEREAS, an objective of the proposed Transit District Overlay Zoning Map Amendment for the College Park-Riverdale Park Transit District is to protect the health, safety, and general welfare of all citizens in Prince George's County; and

WHEREAS, the proposed Transit District Overlay Zoning Map Amendment for the College Park-Riverdale Park Transit District is an amendment to the Prince George's County Zoning Ordinance, being an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County; and

WHEREAS, the Transit District Overlay Zoning Map Amendment includes zoning changes enumerated and transmitted herein, accounting for varying acreage and zoning categories; and

WHEREAS, in accordance with Section 27-213.02(f) of the Zoning Ordinance of Prince George's County, the acceptance and processing of Zoning Map Amendment and Special Exception applications within the subject planning area shall be postponed until after final action by the District Council on the Map Amendment; and

WHEREAS, pursuant to Section 27-157(b)(4) of the Zoning Ordinance of Prince George's County, the conditions and findings attached to previously approved zoning applications are considered part of the endorsed Sectional Map Amendment where the previous zoning category has been maintained and noted on the Zoning Map.

NOW, THEREFORE, BE IT RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the College Park-Riverdale Park Transit District Development Plan, said plan superseding the 1997 *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* and being an amendment to portions of the 1989/1990 *Langley Park-College Park-Greenbelt Approved Master Plan and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67*; 1994 *Planning Area 68 Approved Master Plan and Sectional Map Amendment*; the 1983 *Functional Master Plan for Public School Sites*; the 2005 *Countywide Green Infrastructure Functional Master Plan*; the 2008 *Approved Public Safety Facilities Master Plan*; the 2009 *Approved Countywide Master Plan of Transportation*; the 2010 *Approved Historic Sites and Districts Plan*; and the 2010 *Approved Water Resources Functional Master Plan*; this said adopted plan containing amendments, extensions, deletions, and additions in response to the public hearing record; and

BE IT FURTHER RESOLVED that the *Preliminary College Park-Riverdale Park Transit District Development Plan*, as herein adopted, is applicable to the area within the boundaries delineated on the plan map and consists of a map(s) and text; and

BE IT FURTHER RESOLVED that the adopted transit district development plan comprises the *Preliminary College Park-Riverdale Park Transit District Development Plan* text as amended by this resolution; and

BE IT FURTHER RESOLVED that in accordance with Section 27-213.02(e) of the Zoning Ordinance of Prince George's County, copies of the adopted plan, consisting of this resolution to be used in conjunction with the *Preliminary College Park-Riverdale Park Transit District Development Plan*, will be transmitted to the County Council for another public hearing and final action;

BE IT FURTHER RESOLVED that an attested copy of the adopted plan, and all parts thereof, shall be certified by the Commission and transmitted to the District Council of Prince George's County for its approval pursuant to the Land Use Article, Annotated Code of Maryland; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the transit district overlay zoning map amendment has been prepared in accordance with the requirements of Part 3, Division 2, Subdivision 5 of the Zoning Ordinance; and

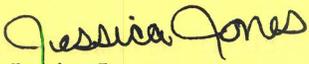
BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the College Park-Riverdale Park Transit District Overlay Zoning Map Amendment, as heretofore described, is in conformance with the principles of orderly comprehensive land use planning and staged development, being consistent with the *Adopted College Park-Riverdale Park Transit District Development Plan*, and with consideration having been given to the applicable County Laws, Plans, and Policies; and

BE IT FURTHER RESOLVED that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to Section 27-213.04 of the Zoning Ordinance, endorses the proposed transit district overlay zoning map amendment for the College Park-Riverdale Park transit district by this resolution, and recommends that it be approved as an amendment to the Zoning Map for that portion of the Maryland-Washington Regional District in Prince George's County.

This is to certify that the foregoing is a true and correct copy of a resolution, as revised, adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Shoaff, seconded by Commissioner Washington with Commissioners Shoaff, Washington, Hewlett and Bailey voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, July 17, 2014 in Upper Marlboro, Maryland.

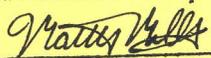
Adopted by the Prince George's County Planning Board this 17th day of July, 2014.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:CW:mi

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 7/17/14

ATTACHMENT A to PGCPB No. 14-61

Preliminary College Park – Riverdale Park Transit District Development Plan and Proposed Transit District Zoning Map Amendment Technical Changes

Plan-Wide: Add references to MARC where other forms of mass transit (such as Metro and the Purple Line) are referenced.

Abstract Page: Update number of pages to reflect correct page count. Add 1990 to the title of the Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity Master Plan to reflect the approval date of the accompanying sectional map amendment.

Page iii: Remove bold text for “1st District” following Councilmember Mary Lehman.

Page vii: Correct typo in heading for “List of Figures” at top of page. Reflect consistent capitalization in the title of Map 5. Remove end bracket from title of Table 14.

Page x: The date for the Planning Board Public Hearing should read Thursday, May 29, 2014.

Page 7: Add 1990 to the title of the Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity Master Plan to reflect the approval date of the accompanying sectional map amendment.

Page 7: Revise the first sentence to read: “... is being updated to replace the [16]17-year-old...”

Page 7: Revise the second paragraph to read: “Although the 1997 College Park-Riverdale TDDP was partially successful in implementing an employment center, [no residential development has been realized, and the TDDP has fostered a suburban office park] its suburban office park character is very much at odds with [current and] best practice planning approaches [toward]for major heavy rail-served locations best suited[able] to medium- to high-density, mixed-use, transit-oriented development. [The 1997 College Park-Riverdale] This is underscored by the fact that the TDDP explicitly prohibits residential development in the majority of the transit district area. Furthermore the TDDP is extremely complicated, it explicitly prohibits residential development in the majority of the transit district area,] and [it] fails to address numerous and very aggressive amendments to county and state laws that will help ensure the restoration and protection of an environmentally-sensitive area. This update will address these flaws, set the stage for proactive development, and better position the area to fully capitalize on the Green Line and future Purple Line.”

Page 8: Revise the last bullet to read: “Sets policies that will guide future development in the [sector plan] transit district area.”

Page 9: Revise the text box to read: “...to the town will be to Riverdale Park or the Town of Riverdale Park.”

[Brackets] indicate deleted text
Underlines indicate inserted text

Page 11: Revise the text box to read: “Challenges and Opportunities: Planning and implementing future transit-oriented development within the transit district is complicated by a number of factors, including the [increasing] heightened emphasis of M-NCPPC and the Maryland Aviation Administration on the need to preserve the continuing operation of College Park Airport[, which is] (increasingly viewed as threatened by development within and immediately adjacent to the aviation policy areas);....”

Many of these challenges simultaneously constitute strengths and opportunities.[, from elements of place-making that contribute to the unique identity of the transit district to multiple rail transit lines;] For example, historic communities contribute to the unique identity of the transit district [with commitment to preservation and compatibility to a] while limited property ownership [pattern that] can facilitate redevelopment opportunities and collaborative projects. Very few rail transit-served locations in the country are immediately adjacent to a general aviation airport, particularly one with a rich [and unique] history, and the addition of the Purple Line will greatly enhance transit accessibility and connectivity. The College Park-Riverdale Park Transit District is well poised to capitalize on its location and economic assets and leverage its strengths to emerge as a new leader in the county and regional transit-oriented economic [sphere]engine.”

Page 13: Change chapter numbers in paragraph two from Roman to Arabic numerals.

Page 13: Revise the first paragraph to read: “This transit district development plan is the result of a joint planning effort with the City of College Park and Town of Riverdale Park[. Policies and strategies were established in light of Plan 2035 and other] and was prepared in response to the county’s Plan 2035 general plan update, recent studies, changing markets, and community needs. [The new TDDP] It makes comprehensive planning and zoning recommendations to implement development of a compact, pedestrian- and transit-friendly, mixed use center consistent with the recommendations of Plan 2035. Planning studies and other guidance at the city, county, and state levels also contribute to the format and recommendations of this TDDP.”

Page 13: Add a new subheader called “Plan Organization” above the second paragraph.

Page 15: Revise the last sentence of paragraph three to read: “...Innovation Corridor, and in conjunction with the University of Maryland, College Park campus, the transit district area acts as the southern anchor to this economically vital portion of Prince George’s County.”

Page 17: Add a reference to Map 6 at the end of the first sentence at the top of the page.

Pages 17-18: Revise the last paragraph to read: “...This study provided insight into the future retail demand along a corridor already lined with numerous retail establishments. (While not directly linked to the transit district area, its findings were evaluated as part of the TDDP market analysis and incorporated within the broader market analysis conducted for the preliminary TDDP.) The study assumed the pending Cafritz Property development application would be approved, including more than 100,000 square feet of new retail development on the US 1 frontage of the Town of Riverdale Park, and evaluated the remaining market potential[was evaluated]. [This study] It concluded [found] that approximately 55,000 additional square feet of grocery/convenience store space and 40,000 square feet of restaurant space was supportable

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Underlines indicate inserted text

along the six-mile portion of US 1 included in the analysis. [While not directly linked to the transit district area, this study was evaluated as part of the TDDP market analysis, and its recommendations were incorporated within the broader market analysis conducted for the preliminary TDDP.]

Page 19: Add the following text before the first paragraph: “There have been several changes to the Prince George’s County Code that are relevant to the update of the TDDP.”

Page 19: Revise the last sentence on page 19 to read: “Paint Branch Parkway has been recommended for a complete and green streets treatment....”

Page 20: Move Map 5 closer to its reference on page 23.

Page 23: Add the following text to clarify the name of the Formula 2040 master plan in the first full paragraph in the second column: “...Formula 2040: Functional Master Plan for Parks, Recreation and Open Space...”

Page 31: Include a reference to the image on page 32 in the second paragraph starting with: “Five new...”.

Page 32: The last sentence of bullet four in the shaded text box should be a stand-alone sentence, and is not part of the bullet.

Page 35: Put in bold and revise the second paragraph to read: “**To achieve the community vision, it is *essential* to understand and address the five keystones necessary to bridge the gap between today and tomorrow. These keystones underlie and inform every aspect of the TDDP and the plan’s recommendations.** The persistent and dedicated focus on addressing the keystones is essential to the success of the College Park-Riverdale Park Transit District. [The five keystones are critical to achieving the mix and type of development envisioned for the area.]”

Page 35: Revise the first sentence under 1. The Riverside Covenants to read: “The set of covenants (see Appendix D for the properties subject to the covenants) between various property owners in the southern half....”

Page 36: Revise the first sentence under 4. Creating the Market to read: “A traditional approach to development, i.e. waiting...”

Page 39: Include a reference to the illustrative plan on page 37 in the first paragraph.

Page 40: Revise the second paragraph in the first text box to read: “It is the intent of the County Council to continue implementing the Science and Technology Business District [through the creation] by creating [of] an investment tax credit, [collaboration] collaborating with the Maryland General Assembly to make the state’s research and development tax credit permanent, [provide] providing an expedited review and approval process for qualified science and technology projects within the business district, [pursue] pursuing the full range of economic

[Brackets] indicate deleted text
Underlines indicate inserted text

incentives necessary to support development, and [apply] applying the Prince George's County Economic Development Incentive Fund to qualified businesses.”

Page 40: Revise the second text box to read: “In 2005 Prince George's County established aviation policy areas (APAs) around its general aviation airports. The APAs are intended to ensure the protection of airspace around airports, essential to [as well as] the success of airport operations, and the safety of [protect] people and structures around airports....”

Page 41: Add a notation to the caption for the three scenario diagrams from the Urban Land Institute Technical Assistance Panel to read: “Images courtesy of City of College Park.” Add a reference to the diagrams in the second paragraph.

Page 43: Revise the subheader “Description of Land Use Categories” to “Land Use Pattern”. Add a sentence at the end of the first paragraph to read: “Table 1 reflects the acreage for each existing land use in the TDDP area.”

Page 45: Switch pages 45 and 46 so Map 8 follows its reference in the proposed land use categories discussion.

Page 45: Add the dashed lines (proposed secondary streets) to the legend on Map 8.

Page 46: Replace Table 2 with the following table:

| <u>Land Use Category</u> | <u>Acreage</u> |
|---|----------------------|
| <u>Parks and Open Space (includes Recreation)</u> | <u>63.91</u> |
| <u>Mixed-Use</u> | <u>77.59</u> |
| <u>Mixed-Use, Predominantly Office</u> | <u>60.39</u> |
| <u>Mixed-Use, Predominantly Residential</u> | <u>39.80</u> |
| <u>Office</u> | <u>25.98</u> |
| <u>Subtotal</u> | <u>267.67</u> |
| <u>Right-of-Way</u> | <u>21.58</u> |
| <u>Total</u> | <u>289.25</u> |

Page 46: Add text below the subheader “Proposed (Future) Land Use Categories:” The proposed (future) land use categories envisioned in this TDDP are described below and shown in Map 8 on page 45. Table 2 reflects the acreage for each future land use envisioned in the TDDP area.”

Page 46: Add a new subheading immediately following Table 2 that reads: “Future Land Use Interpretation” and include the final two paragraphs on page 46 under this subheading.

[Brackets] indicate deleted text
Underlines indicate inserted text

Page 47: The last bullet in the shaded text box should be stand-alone text following the list of LEED® programs; there should only be four bullets in this text box.

Page 48: Add a reference to the illustrative transit plaza graphic on page 49 in Strategy 3.1.

Page 49: Label the transit plaza and proposed new buildings.

Page 50: Replace the map reference in Strategy 3.2 with a reference to the image in the right column. Revise the second page reference in Strategy 3.3 to reference page 101 rather than page 92.

Page 52: Add a text box near Map 9 on page 52 to read: “Map 9 shows elements of the recommended TDDP development pattern, including the transit hub at the Metro station, gateways marking major entry points into the transit district, and the proposed street network.”

Page 55: Correct the photo caption to read: “... and FDA [sotrmwater] stormwater...”

Page 58: Replace the image in the bottom right hand corner with an image that more clearly depicts townhouses.

Page 59: Revise the caption of the image to read: “The primary open space within the Research Core along the proposed extension of Rivertech Court toward the NOAA building can easily become a major selling point...”

Page 64: Capitalize Riverdale Park in the photo caption.

Page 65: Correct the photo caption to read: “Large surface parking lots with low levels of [tuilizatio] utilization characterize the transit district today.”

Page 67: Move Map 10 so that it follows its reference on page 69 and revise the map reference accordingly.

Page 69: Switch the captions to match the correct photos.

Page 70: Correct the map reference in Strategy 3.1 to reference the new location of Map 10.

Page 71: Delete end parentheses in comment section for River Road/River Road Extended. Add the following bikeway/trail facility:

| | | | |
|-------------|--------------------|--|--|
| Haiig Drive | Hard surface trail | River Road to Anacostia River Stream Valley Park Trail | Continuous sidewalks along Haiig Drive transitioning to hard surface trail connection to regional trail facility |
|-------------|--------------------|--|--|

[Brackets] indicate deleted text
Underlines indicate inserted text

Page 73: Add a reference to the intermodal zones graphic on page 75 in Strategy 2.1.

Page 75: Delete graphic and caption of proposed transit plaza; this graphic appears elsewhere within the TDDP.

Page 78: Revise the second bullet under Strategy 1.2 to read: "...Reclassify Rivertech Court from an industrial street (I-208) to a two-lane collector (C-217) with a right-of-way of 70 feet. Extend Rivertech Court west to Lafayette Street." Revise Table 6 to clearly indicate the travel lanes for River Road are recommended for 2 lanes in the short- to medium-term to increase to 4 travel lanes in the long-term.

Page 79: Delete the duplicated instances of the "Strategies" subheading and Strategy 2.1."

Page 80: Correct the mention of M-NCPPC in Strategy 3.4.

Page 81: Revise Strategy 1.8 to read: "... (with the exception of WMATA or county-constructed facilities, including facilities constructed under public-private partnerships with these entities)...."

Page 85 to 100: Change all references of ARWRP to ARP to reflect the correct abbreviation of the Anacostia River Watershed Restoration Plan.

Page 86: Replace Map 12: Hydrologic Features Within and Adjacent to the Transit District with the correct map featuring the county 100-year floodplain study (see attached map). Correct typo in the word "Hydrologic" within the map title and revise table of contents listing.

Page 87: Revise the reference to Map 15 in the second column from page 92 to page 90.

Page 90: Revise the label for the asterisks in Map 15 to read: "[ARWRP]Anacostia River Watershed Restoration Plan (ARP) Candidate Stormwater Retrofit Sites."

Page 90: Correct the legend in Map 15 to reflect all the elements of the map, including the TDDP boundary and the Purple Line.

Page 91: Add a notation of the last sentence of the paragraph at the top of the page to read: "...poor air quality and high temperatures (see Table 7 Subwatersheds Countywide and Within the Transit District Area and Table 8 Hydrologic Features Within the Transit District Area)."

Revise the last sentence of the first paragraph under "Floodplains" to read:

"Floodplain studies (as delineated by Map 12 on page 86) usually result in a larger area of floodplain delineation than the FEMA floodplain because their analysis is based on ultimate development or build-out. [(see Table 8 Hydrologic Features Within the Transit District Area below and Map 12 on page 86).]"

Page 93: Correct the caption for the upper left photograph to read: “Large surface parking lots and concrete drains [the]that...” Correct the caption for the bottom right photograph to read: “Riparian forest near the American Center for Physics west of River Road.”

Page 96: Correct references in the shaded text box and Policy 1 to read: “Anacostia River Watershed Restoration [Project]Plan.”

Page 105: Correct reference in Strategy 1.2 from Map 13 to Map 16.

Page 106: Revise Map 16 to better distinguish the types of open space.

Page 111: Revise the second sentence of the vision statement to read: “As part of Prince George’s County’s [primary employment area]innovation corridor,....”

Page 115: Delete end bracket from title of Table 14.

Page 119: Correct the caption to read: “...can help shape an [identify] identity...”

Page 120: Add a caption to the photograph to read: “The presence of the Purple Line light rail will offer new economic development opportunities if the stakeholders are able to fully capitalize on its potential.”

Page 126: Label the Riverdale Park Urban Village graphic as Figure 3: Riverdale Park Urban Village. Revise the table of contents to include this figure.

Page 128: Correct the second paragraph under Background to read: “...The [Clarence] Clarice Smith...”

Page 133: Correct typo in the legend for the College Park Volunteer Fire Station.

Page 161: The shaded text box refers to legislation that was to be proposed which may revise procedures pertaining to rezoning from the M-X-T Zone within a TDOZMA area. This bill, CB-15-2014, has been introduced by the District Council and discussed by the Council’s Planning, Zoning, and Economic Development Committee following publication of the preliminary TDDP. The Committee moved favorable on the bill on May 7, 2014 but removed the provision referenced in this shaded text box. Therefore, property owner consent to rezone property out of the M-X-T Zone will still be required pursuant to Section 27-213.03 of the Zoning Ordinance.

Page 161: Revise the reference to Map 18 in the last paragraph to page 164 rather than page 193.

Page 162: Place Map 17 and 19 on facing pages. Renumber maps and correct references accordingly.

Page 164: Revise Map 18 to show Zoning Change 7 (the addition of the TDOZ).

[Brackets] indicate deleted text
Underlines indicate inserted text

Page 165: Revise title of Map 19 to read: “Proposed [SMA] TDOZMA Zoning” and revise table of contents listing. Correct the erroneous parcel northwest of Physics Ellipse shown in the M-X-T Zone to the M-U-I Zone in accordance with proposed zoning change 4.

Page 187: The second and third paragraphs under “Valid Detailed Site Plans” were inadvertently split. They should be combined following “...only if the proposed revisions fall within....”

Page 191: Change the map reference in item 3 within the shaded text box to Map 20 on page 193.

Page 197: Relocate Map 21: Proposed Street Network and the associated caption near Policy 2 of Roadways and Complete Streets (pages 78-80) as Map 12. Renumber other maps as necessary. Update references to Map 21 on pages 47, 79, and 195 to reflect the relocation of the proposed street network map.

Page 199: Revise the colors/tones in Map 22: Building Heights to more clearly distinguish height differences.

Page 207: Add a caption to the image to read: “Townhouses and multifamily buildings designed to reflect single-family detached housing influences help provide a transition in intensity from high-rise multifamily and mixed-use development.”

Pages 209, 214, and 222: Correct the row shading in Tables 20, 21, and 22.

Page 231: Correct typo in “nodes” in the definition of plazas within the shaded text box.

Page 257: Correct the numbering at the bottom of the page where the three types of use categories that should be considered for the M-X-T Zone are listed. These should be numbered 1-3 rather than continuing the previous list as 9-11.

Pages 233 and 265: Revise item (II)(8) on each page to read: “Whenever the tables refer to an allowed use, that use is either permitted (P), [permitted but subject to certain general special exception standards (P*),] permitted by Special Exception (SE),....”

Pages 266-280: Shade every other row in the Tables of Uses for the Residential Zones to improve legibility.

Rear Cover: The hearings by the Planning Board and District Council are separate hearings; neither hearing will be a Joint Public Hearing.

Image Captions: Ensure consistency between image, map, and photo captions by adding periods at the end of all captions.

Maps: Correct typo to East West Hwy. (MD 410) on affected maps. Remove AMTRAK label from where it may appear in map legends.

[Brackets] indicate deleted text
Underlines indicate inserted text