

City of College Park Housing Plan



Approved June 10, 2003



City of College Park Housing Plan

Prepared by: College Park Department of Planning,
Community & Economic Development

Approved by: College Park City Council
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EXECUTIVE SUMMARY

The City of College Park faces many housing issues, including neighborhood revitalization, the impact of university students living in traditional neighborhoods, the need for additional housing stock, and the difficulty of land assembly for housing developers. The College Park Housing Plan has been developed to address these housing issues and to provide guidance for the future growth and development of housing and neighborhood revitalization in College Park. The information contained in this document was gained through a collaborative effort which included meetings and interviews with housing experts and a thorough review of past plans and studies. The College Park Housing Plan is divided into three sections: 1) Goals, Policies, and Strategies; 2) Plan Elements; and 3) Plan Implementation. This Plan provides:

- A framework for the City of College Park and the community to discuss citywide and neighborhood housing issues, and solutions.
- Goals, Policies and Strategies that will better enable the City to address future housing development, attract new housing construction and revitalize existing neighborhoods.
- Specific objectives and an action plan for how to meet housing goals.

Goals

The goals of the Plan are:

- Provide quality new residential development with a mix of housing types.
- Preserve and enhance existing residential neighborhoods.
- Support mixed-use and transit-oriented development.
- Ensure that the housing needs of students and senior citizens are adequately and appropriately addressed.
- Provide adequate public capital investment to support residential development and revitalize neighborhoods.

The Housing Plan provides information to developers as to the suitable locations and types of housing needed in College Park and encourages developers to work with the city and university to meet the needs of the College Park community. Government officials at all levels will be able to target tools and resources to projects that are consistent with the goals and policies of the Plan. The Plan also provides an opportunity for joint housing discussions and decision-making with the University of Maryland and ensures the needs of the University are adequately met and are consistent with the needs of the City.

Policies and Strategies

The policies and strategies address three primary categories: New Housing Construction, Neighborhood Revitalization, and Public Capital Investment. Each category contains specific policies and strategies to meet the goals of the City. For every policy there is a set of strategies and specific tasks that the City can initiate to accomplish the policy and overall goals of the Housing Plan. A total of 15 policies have been identified.

Citywide Overview

The Citywide Overview presents information on the City's demographics and housing stock and calls attention to trends in the city and elsewhere. This data provides the framework for the discussions on housing in College Park and provides the basis for the plan's housing recommendations.

Neighborhood Overview

The neighborhood overviews examine each of the established neighborhoods in College Park by addressing each policy category. Recommendations are made based on the situation of each neighborhood. Each neighborhood includes a discussion of the particulars of the neighborhood through each category, New Construction, Neighborhood Revitalization, and Public Capital Investment.

Planned and approved housing projects are identified on the map accompanying each neighborhood, as well as a brief description of the types of housing that is most desirable in keeping with the character of the neighborhood and consistent with other developed plans.

Neighborhood Revitalization consists of a description of what steps can be taken to improve and enhance individual properties and community issues. Investing and reinvesting in individual properties improves the character of the community and creates a greater sense of place.

Finally, Public Capital Investment highlights projects the City and its residents can initiate to improve neighborhoods. If the City makes a commitment to invest and enhance residential neighborhoods, the neighborhoods become a more attractive and desirable place for the existing residents as well as potential homebuyers. Public investment should yield a greater return as the residential tax base increases.

Emerging Neighborhoods

The emerging neighborhoods show where future residential development might occur. Most of these areas have little, if any, residential development. These areas include both the College Park and Greenbelt metro areas. Issues in these areas include annexation and how to integrate with existing neighborhoods.

Implementation

The implementation portion of the Plan identifies key actions that need to be taken to accomplish the goals of the Housing Plan and identifies specific objectives and benchmarks by which progress in implementing the Plan can be measured. The Housing Plan will only be an effective tool to the extent that its goals and policies are implemented. The College Park Housing Plan is intended to act as a guide in shaping future decisions on new housing construction, neighborhood revitalization and public capital investment.

HOUSING PLAN GOALS, POLICIES AND STRATEGIES

GOALS

- Provide quality new residential development with a mix of housing types.
- Preserve and enhance existing residential neighborhoods.
- Support mixed-use and transit-oriented development.
- Ensure that the housing needs of students and senior citizens are adequately and appropriately addressed.
- Provide adequate public capital investment to support residential development and revitalize neighborhoods.

NEW HOUSING CONSTRUCTION

POLICY #1

Encourage the private sector to develop high quality, market rate single family (attached and detached) and multifamily housing.

Strategies

1. Develop an incentive package to attract private investment including public assistance programs, financing and tax credits.
2. Use the city's power of eminent domain or partner with the Prince George's County Redevelopment Authority, when needed, to assemble housing sites.
3. Utilize the public review process to ensure quality development and adequate infrastructure and facilities through project conditions and public/private agreements.
4. Pursue local, state and federal grants to help leverage private investment.
5. Identify opportunities for quality infill development and redevelopment throughout the city and ensure that it is consistent with the character of city neighborhoods including adequate green space.
6. Engage in joint planning with the University of Maryland and develop a Joint Long-Term Strategic Plan that includes housing as a primary component.
7. Restructure the College Park City-University Partnership to strengthen the commitment of the city and university and increase available resources.

8. Request that M-NCPPC require applicants proposing new multifamily development to submit a housing market study indicating target market, bedroom mix, floor plans, amenities, proposed rents and development phasing and timing.
9. Encourage student housing to be built within a zone defined by the area south of MD 193 and west of US Route 1 and limit the construction of 4-bedroom units to this area.

POLICY #2

Provide opportunities for high density housing in mixed-use areas within Centers and at selected locations along Corridors as defined in the Prince George’s County General Plan.

Strategies

1. Use the following parameters for density and land use mix within the Mixed-Use Transportation (M-X-T) and Mixed-Use-Infill (M-U-I) zones consistent with the Prince George’s County General Plan:

	Land Use Mix	Minimum/Maximum Density
Residential	15 – 60%	30/NA ⁴ DU/AC ¹
Retail and Services	10 – 50%	
Employment	20 – 60%	2.0/NA FAR ²
Public Uses	10 – 20%	100 Emp/A ³

2. Develop an executive summary or marketing brochure that summarizes the zoning flexibility and development streamlining within the M-U-I zone and Development District Overlay Zone (DDOZ) under the US Route 1 Sector Plan.
3. Reexamine the College Park-Riverdale Transit District Development Plan to determine where housing can be incorporated into the plan and work with Prince George’s County, the Maryland-National Capital Park and Planning Commission (M-NCPPC), the University of Maryland and Riverdale Park to pursue changes in the plan.
4. Support the inclusion of housing as part of the second phase of mixed-use development on the IKEA site.
5. Consider increased densities and heights for housing located south of MD 193 and west of US Route 1.

¹ Dwelling unit per acre
² Floor Area Ratio
³ Employees per acre
⁴Not Applicable

POLICY #3

Ensure that the University of Maryland and the private sector provide suitable housing to meet the needs of undergraduate and graduate students on or near campus.

Strategies

1. Work with the University of Maryland to update housing market supply and demand studies related to students, faculty and staff.
2. Work with the University of Maryland to address the specific housing needs of graduate students.
3. Support University of Maryland efforts to develop a policy for extending university assets such as Shuttle UM, telecommunications wiring, and Resident Life services to off-campus student housing providers.
4. Refer all off-campus student-housing proposals to the University of Maryland for review and comment. Comments should be available to the city prior to the city council taking a formal position on proposed projects.
5. Request that M-NCPPC require a developer of student housing to submit a housing market study indicating target market, bedroom mix, floor plans, amenities, proposed rents and development phasing and timing. The study should also address the stability of the project for conventional housing.
6. Develop a parking permit policy with the University of Maryland to address on-campus parking for off-campus students residing in close proximity to the university.
7. Support the rehabilitation or replacement of functionally obsolete on-campus housing and the construction of more joint-venture student housing projects on campus.
8. Encourage the University of Maryland to work actively and cooperatively with the private sector in the provision of student housing within a preferred zone south of MD 193 and west of US Route 1.
9. Support housing within the preferred zone south of MD 193 and west of Route 1 that has good access to services and amenities and addresses the security, privacy, social, recreational and financial needs of students.

POLICY #4

Ensure that the housing needs of seniors are met within the community.

Strategies

1. Designate appropriate sites for independent living, assisted living and retirement housing in all neighborhoods where feasible and consider the reuse of fraternity buildings for senior housing.
2. Address the service, security, transit, recreational, social and financial needs of seniors in the development of new projects.
3. Consider accessory apartments in single family zones to allow aging residents to remain in their neighborhoods.

POLICY #5

Ensure that new development contributes to the city's tax base to the maximum extent possible.

Strategies

1. Encourage the privatization of university-owned housing, whenever possible.
2. Work with the University of Maryland in the development of a Joint Long Term Strategic Plan and consider instituting annual payments in lieu of taxes (PILOTS) when private sector development is not possible.
3. Promote long-term leases and lease/purchase agreements as options to public sector development that is off the tax rolls.
4. Develop an annexation strategy and plan for emerging neighborhoods adjacent to the city.
5. Require a development agreement to be executed between the city and applicant for all new development including a Payment-In-Lieu-of-Taxes (PILOT), if appropriate.

POLICY #6

Ensure the availability of housing for households of all income levels.

Strategies

1. Monitor the housing stock and market on a regular basis to assess availability.
2. Work within a regional context to remove barriers and provide incentives for affordable housing.

NEIGHBORHOOD REVITALIZATION

POLICY #7

Strengthen College Park neighborhoods by reducing the number of single-family homes that are converted to group rental properties.

Strategies

1. Consider enacting rent stabilization legislation for single family rental properties.
2. Treat single family rental properties (non owner occupied) as a commercial business and establish a different tax rate for this land use, if legally feasible.
3. Designate revitalization overlay districts consistent with the Prince George's County General Plan.
4. Seek county legislation to reduce the number of unrelated persons that can reside in a single family dwelling.
5. Seek county legislation to require adequate off-street parking to meet the needs of tenants.
6. Provide affordable student housing on campus and in off-campus multi-family properties.
7. Work with the University of Maryland to limit off-campus housing referrals to rental properties that meet certain minimum standards for service, cleanliness and repair.
8. Establish a program to identify, market and/or purchase single-family homes in traditional neighborhoods and resell them to owner occupants.

POLICY #8

Encourage private reinvestment by homeowners consistent with a neighborhoods character.

Strategies

1. Initiate a Neighborhood Self Help Improvement program that works with civic associations to develop neighborhood improvement plans and projects.
2. Channel county and state financial assistance for housing rehabilitation to qualified city residents.

3. Promote the use of historic district tax credits to maintain properties consistent with the character of eligible neighborhoods.
4. Recognize major reinvestment efforts by individual property owners in the Municipal Scene and before City Council.
5. Establish a tool bank to facilitate neighborhood renovation efforts.
6. Promote designation of neighborhoods as historic districts, if eligible, and utilize county legislation to establish architectural conservation overlay zones within neighborhoods.
7. Consider developing additional criteria for granting zoning appeals for setbacks and lot coverage to promote housing renovation to meet the changing needs of households.
8. Develop and distribute information and examples on how to renovate and expand typical housing types found in College Park neighborhoods. Work with the University of Maryland to provide technical assistance Workshops and a guidebook with design ideas.

POLICY #9

Promote homeownership in the City of College Park.

Strategies

1. Encourage people who work in the city to live and purchase homes in College Park through the employer-and government-assisted Live Near Your Work program.
2. Encourage the University of Maryland to provide incentives for faculty and staff to purchase homes in College Park such as mortgage and rehabilitation loan assistance.
3. Market the availability of county and state homeownership programs.
4. Encourage the University of Maryland to offer free or reduced tuition for city owner occupants.

POLICY #10

Address public safety issues in neighborhoods.

Strategies

1. Provide financial support to community groups such as Neighborhood Watch to increase safety in College Park.

2. Install additional sidewalks, streetlights and blue safety phones in City neighborhoods.
3. Target chronic problem houses for corrective action such as code enforcement and police patrols.
4. Promote the adaptive reuse of vacant fraternity houses.
5. Promote design that fosters “eyes on the street” such as private outdoor spaces (yards, balconies) and curbside parking.

POLICY #11

Strengthen City code enforcement efforts and engage the community.

Strategies

1. Provide information and incentives to neighborhood residents to achieve compliance with city codes.
2. Respond in a timely manner to neighborhood complaints.
3. Correct serious code violations relating to housing, parking, noise and litter in an aggressive manner.
4. Establish neighborhood clean-up days through the civic associations.
5. Provide assistance to elderly homeowners to address needed home maintenance.
6. Establish the position of Ombudsman to deal with neighborhood problems or complaints.
7. Encourage volunteer efforts to improve neighborhoods.
8. Establish city partnerships with neighborhood civic associations to implement neighborhood improvement projects.

POLICY #12

Promote quality local schools to support families living in College Park neighborhoods.

Strategies

1. Use the city’s Education Advisory Committee to inform and involve the community in school-related issues.

2. Encourage University of Maryland involvement in public schools through provision of academic resources, assistance with curriculum improvement, service-learning programs and other outreach efforts.

POLICY #13

Make neighborhoods more pedestrian, bicycle and transit friendly.

Strategies

1. Improve bus shelters, signage, maps, trash receptacles and other infrastructure to encourage use of public transportation.
2. Establish a program similar to Live Near Your Work to provide public transportation incentives in partnership with College Park employers.
3. Identify main entrances to neighborhoods and provide gateway identification, streetscape improvements and other enhancements.
4. Increase planning and promotion of walking and biking in the community and the construction of additional sidewalks, bike lanes and trails.
5. Promote the use of Shuttle UM to new housing developments and encourage alternate forms of transportation.

PUBLIC CAPITAL INVESTMENT

POLICY #14

Provide financial assistance to support revitalization efforts.

Strategies

1. Establish capital improvement projects for neighborhood improvements such as street and sidewalk construction, parks, bicycle trails, gateway signage, landscaping, streetlights and blue safety phones.
2. Approve special tax assessment projects that are supported by the community.
3. Provide funds to community groups and civic associations to implement neighborhood improvement projects.
4. Partner with other government agencies to improve College Park.

POLICY #15

Seek funding from county, state and federal grant and loan programs.

Strategies

1. Use innovative financing tools such as Tax Increment Financing to provide a source of revenue in certain target areas.
2. Seek to expand the use of Community Development Block Grant funds to revitalize College Park neighborhoods.
3. Aggressively seek grants to pay for capital improvements that will enhance revitalization of neighborhoods.
4. Explore other financing options including the sale of bonds and other borrowing to implement projects.

Policy #16

Encourage private sector investment in public infrastructure improvements.

Strategies

1. Place appropriate conditions on new development projects for the provision of streets, sidewalks, parks, public open space, lighting, landscaping, etc.
2. Collect fees-in-lieu of the provision of parking or other facilities, as appropriate.

DEMOGRAPHIC PROFILE

The City of College Park’s population in 2000 totaled 24,657 persons. Since 1990, the City has seen a modest increase in population of approximately 4 percent. In contrast, Prince George’s County’s population has increased by 9.9 percent. This can be readily explained by the fact that College Park is a developed, inner beltway community, while the majority of Prince George’s County is still developing or rural.

Table 1: Population Trends 1990 – 2000

	1990	2000	% Change
College Park	23,714	24,657	4%
Prince George’s County	729,268	801,515	10%
State	4,781,468	5,296,486	11%

Sources: Census of Population and Housing 1990 and 2000. The College Park Redistricting Commission is using a total city population of 26,392 including 704 students at University Courtyards and South Campus Commons. The Courtyards was annexed by the city in 2002 and the South Campus Commons opened in the fall of 2002

In 2000, the City’s median age, 21.7 years, differed substantially from that of Prince George’s County, which was 33.3 years. In 1990, the City’s median age was 23 years. Logically, the City’s median age reflects the presence of the University of Maryland and that a large percentage of city residents are students. The city estimates that between 15,500 – 17,000 students live in College Park. (See Table 13)

The City also differs from the County in terms of the percent of households containing one or more individuals of 65 years of age or greater. These households made up 22 percent of City housing as compared with only 16 percent of County households in 2000.

College Park’s minority population has steadily increased since 1980. In 2000, Blacks/African Americans comprised 15.9 percent of the College Park’s population; Asians comprised 10.0 percent of the City’s population. Hispanics comprised 5.5 percent of the City’s population.

Table 2: Age/Race Ethnicity

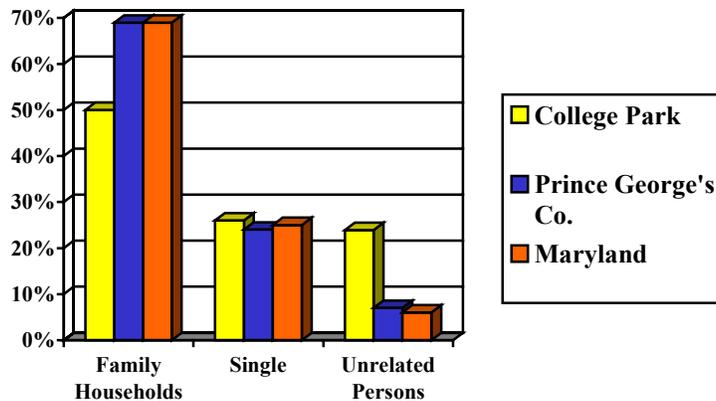
	College Park				Prince George's County			
	1990		2000		1990		2000	
	No	%	No	%	No	%	No	%
White	18,293	83.4	16,969	68.8	314,616	43.1	216,729	27
Black/African American	1,878	8.6	3,929	15.9	369,791	50.7	502,550	62.7
Asian	1,477	6.7	2,474	10.0	28,255	3.9	31,032	3.9
Hispanic	865	3.9	1,366	5.5	29,983	4.1	57,057	7.1
Median Age	23		21.7		31		33.3	
65 +	1,825	7.7	1,764	7.2	50,343	6.9	61,951	7.7
Households with individuals 65 and over	N/A	N/A	1,328	22.0	N/A	N/A	45,972	16.0

Source: 1990, 2000 Census

College Park's average household size has declined slightly since 1990, (2.74 in 1990, 2.65 in 2000). The City's average household size is slightly smaller than Prince George's County, which is 2.74 persons. The number of City households in 2000 has grown by 5 percent commensurate to the City's population growth of 4 percent.

There has been a continued shift from family to non-family households in the City. In 1980, non-family households comprised 30.7 percent of the City's households; in 1990, this figure had grown to 40.8 percent; in 2000, non-family households constituted just under 50 percent of the City's total households. By comparison, in 2000, non-family households made up only 30.9 percent of the County's total households. The City's population in group quarters has also increased slightly from 33.8 percent in 1990 to 35.2 percent in 2000. The County's population in group quarters is dramatically different from that of the City, averaging only 2.2 percent in 2000. Again, these sharp differences in demographics can be explained by the presence of the University of Maryland and its large student population.

Fig. 1 Household Composition 2000



Source: US Census 2000

Income

The City's median family income and the City's median household income both increased by approximately 28 percent between 1990 and 2000. The 2000 Census calculated the City's median family income at \$62,759 and the City's median household income at \$50,168. Prince George's County's 2000 median family income (\$62,467) was comparable to that of the City; the County's 2000 median household income (\$55,256) was significantly higher than that of the City, again reflecting the large number of students households residing in the City. The current median family income and median household income for the Washington Metropolitan Area are \$72,247 and \$62,216 respectively.

Table 3: City of College Park Income 1980 –2000

Income	1980	1990	2000
Median Family	48,089	48,915	62,759
Median Household	40,959	39,250	50,168
Per Capita	11,125	13,420	16,026

Source: US Census, 1980 - 2000

HOUSING PROFILE

Inventory

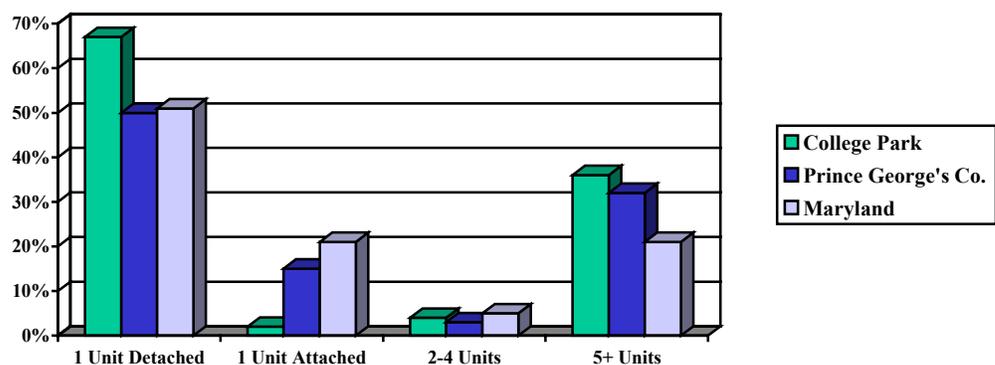
According to the US Census, College Park had a total of 6,245 housing units in 2000. Not included in this figure is a total of 8,420 beds in university dormitories, and another 1,740 beds in public/private partnership housing on university owned land. Additionally, there are 1,386 beds in fraternity and sorority houses located on and off campus.

College Park's conventional housing stock grew by 6.2 percent or 365 units since 1990. Wynfield Park Apartments (299 rental units) and College Park Mews (30 townhouses) account for most of the increase in the number of units. In contrast, Prince George's County's housing stock grew by approximately 12 percent. The difference in construction rates between the City and the county can be attributed to the City's lack of vacant land available for development.

Type

The vast majority of the City's conventional housing stock, 4,204 units or 67.3 percent, consists of single family detached homes. Of the City's remaining stock, 152 units or 2.4 percent are single family attached (townhouses), 268 units or 4.2 percent are in structures of 2-4 units; and 1,613 units or 25.8 percent, are in structures of 5 units or more. By comparison, 50.2 percent of the County's housing stock is single family detached, while 15 percent is single family attached (townhouses). The county's multifamily percentages are similar to those found in the City.

Fig. 2 Housing Types 2000

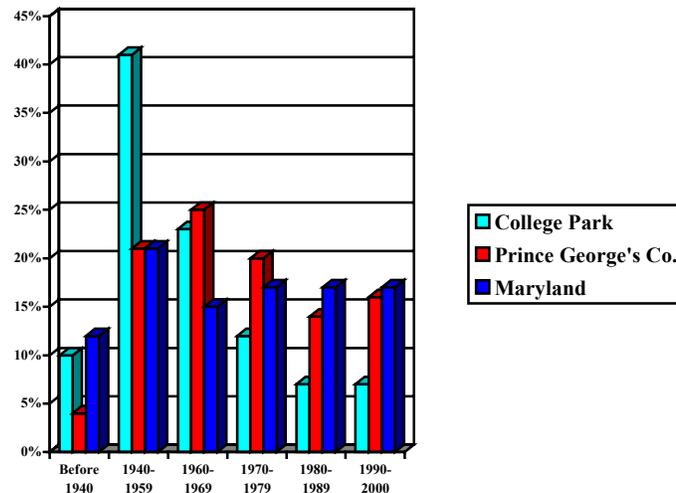


Source: US Census 2000

Age

College Park's housing stock, taken as a whole, is older than that of the County. Over half of the City's housing units were built prior to 1960; 73.8 percent of the City's housing units were built prior to 1970. By comparison, only 25.3 percent of the County's housing units were built prior to 1960, and only 50.3 percent were built prior to 1970.

Fig. 3 Age of Housing Stock



Source US Census 2000

Tenure

The 2000 Census reported an owner occupancy rate of 57.2 percent for College Park. The City's rate of owner occupancy has declined substantially since 1980 when it was 67 percent. In 2000, the county's rate of owner occupancy averaged 61.8 percent, while the national average is just over 67 percent.

In 2000, renters occupied 2,582 of the City's 6,030 conventional housing units (42.8 percent). The City's Department of Public Services indicated that in 2002, 809 single family detached homes were being lease (19 percent of the total number of single family detached homes in the City). In the early 1990's, the number of single family detached homes being leased in the City rose steadily, and it was projected that the number of such homes would exceed 1,000 by the year 2000 (City Comprehensive Plan, 1995) however, the number has remained around 800 since 1995.

Table 4: City of College Park Housing 1980 – 2000

Subject	1980	1990	2000
Year Round Housing Units	5,284 (100%)	5,880 (100%)	6,245 (100%)
Occupied Units	5,183 (99%)	5,740 (98%)	6,030 (97%)
Owner Occupied	3,484 (67%)	3,533 (62%)	3,448 (57%)
Renter Occupied	1,699 (33%)	2,207 (38%)	2,582 (43%)
Owner Vacancy Rate	N/A	.7%	.9%
Rental Vacancy Rate	N/A	3.4%	2.4%

Source: 1980, 1990, 2000 Census

Vacancies

Housing vacancy rates in College Park are extremely low. The City's owner vacancy rate was .9 percent in 2000, up slightly from .7 percent in 1990. The City's rental vacancy rate has decreased from 3.4 percent in 1990 to 2.4 percent in 2000. The county's owner vacancy rate in 2000 was 2.3 percent; the county's renter vacancy rate was 4.8 percent. Both county rates were double those of the City. Recent market studies conducted by the private sector indicate even lower rental vacancy rates.

Values

The median value of all homes in College Park was \$141,300 in 2000, just slightly below the median value of homes in Prince George's County. Sales information referenced in the City of College Park's FY 2000-2002 Economic Development Report indicates that values in the City, may be accelerating at a somewhat greater rate than homes in Prince Georges County. Average sale prices in College Park in the last two fiscal years have grown by 7.8 percent (from \$145,178 in FY 2000 to \$163,688 in FY 2002) and average days on the market has been cut by more than half. By comparison, Prince George's County average sale prices have only increased by 4.9 percent, from \$144,894, in FY 2001 to \$152,000 in the first half of FY 2002. Recent sales data indicate that the trend toward higher sale prices in the City is continuing. The average sale price in the last nine months was \$173,176 (Metropolitan Regional Information Systems).

Rents

The City's median monthly rent in 2000 was \$806 and the county's was \$737. The rental rates for newer multifamily residential projects are much higher. Table 5 shows current rents for rental apartments.

Table 5: Conventional Apartment Buildings

Building	Rent By Type			Notes
	Efficiency	1 BR	2 BR	
Berkley Apartments 128 Units			\$940	Includes all utilities except electricity
Berwyn House 132 Units	\$875	\$975- \$1,025	\$1,225- \$1,275	For the third and fourth resident of the 2-bedroom unit, a \$60 surcharge applies
Calvert Road 31 Units		N/A	N/A	
Columbia Manor 32 Units		\$750	\$900	
Ferris Manor 60 Units		\$750	\$790	Includes utilities
Knox Road 11 Units		N/A	N/A	
Governor's Mansion 17 Units		N/A	N/A	
Graduate Gardens 145 Units		\$807/ \$984	\$957/ \$1,172	The first number is the cost for graduate students. If space is available, the units are rented to undergraduates at a higher cost (the second number).
Princeton Ave 14 Units		N/A	N/A	
Smith Manor 49 Units		\$750	\$900	
Tecumseh Gardens 36 Units		N/A	N/A	
University Gardens 41 Units	\$800	\$950		Includes utilities
Wynfield Park 299 Units		\$1,060- \$1,135	\$1,255- \$1,535	\$1,700 Fees apply for additional services, such as covered parking.

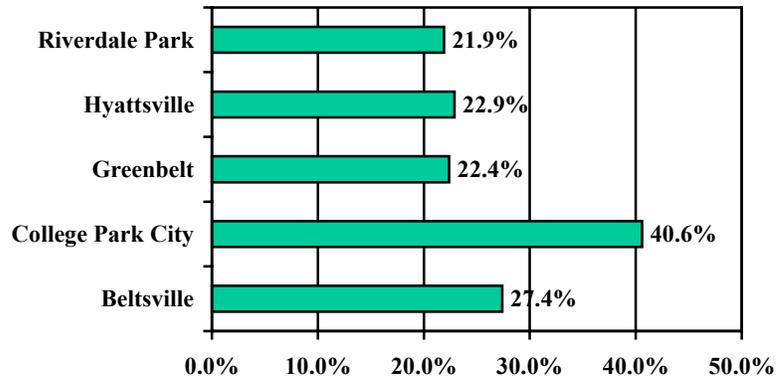
Source: City of College Park, March, 2003

Affordable Housing

College Park has two subsidized senior housing complexes within its corporate limits: Attick Towers with 108 units and Spellman House with 141 units. Additionally, Alden Park Townhouses (24 units) and Berkley Townhouses (32 units), provide 56 units of subsidized rental family housing. There are currently waiting lists for all of these developments and there are income limits for eligibility.

Figure 4 indicates the percentage of renter households in College Park and surrounding municipalities paying more than 35 percent of household income for rent in 1999. The City has 40.7 percent of its renters in this category. This is twice the percentage in the City of Hyattsville and almost twice that of the City of Greenbelt and the Town of Riverdale Park.

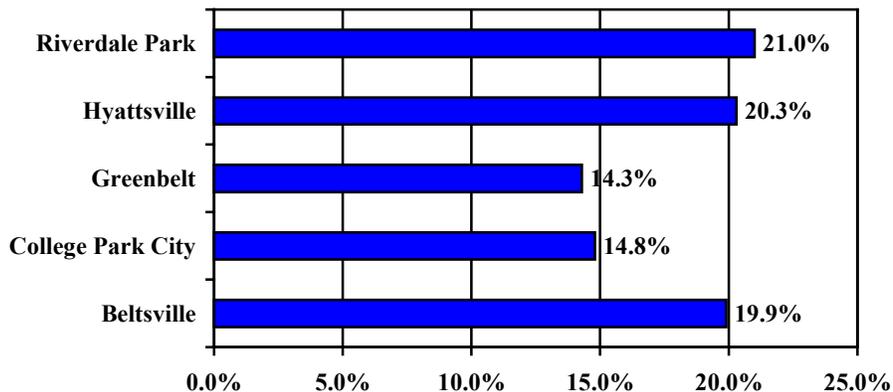
Fig. 4 Percent of Renters Where Monthly Renter Costs Exceed 35% of HH Income - 2000



Source: U.S. Census Bureau, 2000.

Figure 5 indicates similar information for owner households in 1999. Only 14.8 percent of owners in the City pay in excess of 35 percent of household income, in sharp contrast to renter households. The City's percentage is on the low side compared to that of surrounding municipalities.

Fig. 5 Percent of Owners Where Selected Monthly Owner Cost Exceed 35% of HH Income – 2000



Source: U.S. Census Bureau, 2000.

EMPLOYMENT PROFILE

One factor influencing where people live and the demand for housing is access to employment opportunities. The City of College Park has a fairly large employment base. According to the 2000 County Business Patterns, 601 non-government establishments employ 9,722 people in the 20740 zip code, the vast majority of which is College Park. The largest number of employers is within the retail trade industry, most with under ten employees. Government employment provides approximately 13,400 additional jobs, with a total City employment base of over 23,000 jobs.

The Washington Council of Governments (COG) issued its Metropolitan Washington Regional Activity Centers: A Tool for Linking Land Use and Transportation Planning report to promote balanced, sustainable growth and livable communities. This effort ties future development to transportation corridors and regional activity centers. The report uses several indicators to determine progress, including households per acre, jobs per acre, and jobs household. Based on the employment above, the City has 1.9 household per acre, 7.1 jobs per acre, and 3.8 jobs per household. These ratios, particularly the jobs per household, indicate that College Park has a significant employment base. COG projects employment along the Route 1 Corridor and Metro Green Line to grow by more than 50 percent over the next 20 years.

The Prince George's County General Plan, approved in October 2002, outlines policies for future development within the County. The General Plan divides the County into three tiers: Developed Tier, almost all of which is within the Beltway, including College Park; Developing Tier, which will maintain moderate and limited land use; and Rural Tier, which maintains the current environmental features and agricultural uses. The General Plan identifies the College Park/University of Maryland Metro Station as a "Metropolitan Center." This is defined as a center with an expected high concentration of land uses and economic activities that attract employers, customers, and workers from other parts of the Metropolitan Washington area. High-density residential development is expected to be located in Metropolitan Centers, which can effectively be served by mass transit. The Route 1 Corridor is one of seven developed tier corridors where more intensive development and redevelopment is encouraged.

Table 6: Regional Activity Centers: Job and Household Growth

Market Area	2000		2025		% Job Growth, 2000-2025	
	Jobs/ Acre	Households/ Acre	Jobs/ Acre	Households/ Acre		
D.C Core	<u>101.2</u>	<u>5.4</u>	<u>124.1</u>	<u>6.3</u>	<u>19.8</u>	<u>22.7</u>
Crystal City	<u>96.1</u>	<u>11.9</u>	<u>140.1</u>	<u>18.8</u>	<u>7.5</u>	<u>45.8</u>
Ballston	<u>84.5</u>	<u>26.5</u>	<u>140.6</u>	<u>35.5</u>	<u>11.2</u>	<u>66.4</u>
Downtown						
Alexandria	<u>29.3</u>	<u>9.0</u>	<u>30.9</u>	<u>10.0</u>	<u>3.1</u>	<u>5.5</u>
Silver Spring	<u>83.1</u>	<u>13.6</u>	<u>107.6</u>	<u>22.8</u>	<u>4.7</u>	<u>29.5</u>
Germantown	<u>7.4</u>	<u>1.0</u>	<u>15.7</u>	<u>1.3</u>	<u>12.5</u>	<u>115.0</u>
Rockville Town						
Center	<u>15.9</u>	<u>0.5</u>	<u>16.8</u>	<u>0.5</u>	<u>35.8</u>	<u>5.6</u>
Greenbelt	<u>13.3</u>	<u>2.2</u>	<u>14.5</u>	<u>2.2</u>	<u>6.5</u>	<u>9.0</u>
US 1/Green Line	<u>7.7</u>	<u>2.0</u>	<u>11.9</u>	<u>2.4</u>	<u>5.0</u>	<u>54.4</u>

Source: Washington Council of Governments Metropolitan Washington Regional Activity Centers, July 2002

According to the 2000 census, the way people get to their place of work has changed. Most people drive their own vehicle, but there has been a 12 percent decline in that number between 1990 and 2000 in College Park. This may be attributed to the opening of the College Park and Greenbelt Metro Stations in the mid 1990's. Public transportation became more popular, as it rose 71 percent to 8.9 percent of journeys to work in 2000. There was also a 20 percent increase in the number of people walking to work between 1990 and 2000.

Table 7: Journey to Work Comparisons, 1990 and 2000

Mode	1990		2000	
	Number	Percent	Number	Percent
Own Vehicle	7,038	61.3	6,224	53.8
Carpool	1,072	9.3	1,062	9.2
Public Transportation	599	5.2	1,023	8.9
Walk	2,173	18.9	2,616	22.6
Home	279	2.4	322	2.8

Source: U.S.Census, 2000

Of the College Park residents in the labor force, 36.2 percent work in College Park and 23.4 percent of residents work elsewhere in Prince George's County. Another 18.6 percent of residents work in other counties within Maryland, and 21.8 percent of residents work out of state. The addition of people working outside County limits has increased the commute time of residents; the average commute time for a College Park resident is 24.8 minutes.

Table 8: Journey to Work

Workplace	Number	Percent
<u>College Park</u>	4,181	36.2
Prince George's County*	2,708	23.4
Other Counties in MD	2,145	18.6
Outside MD	2,525	21.8

Source: U.S. Census, 2000

*Prince George's County excludes those working in College Park

Table 9: Commute Time to Work

Place of Residence	Minutes, 1990	Minutes, 2000
<u>College Park</u>	21.3	24.8
Prince George's County	30.0	35.9
Montgomery County	29.5	32.8

Source: U.S. Census, 2000

CURRENT ISSUES

Declining Homeownership/Conversion of Single-Family Homes to Group Rentals

The city's homeownership rate has continued to decline since 1980. In 2000, the city's homeownership rate of 57 percent was below the national average of 67 percent. This is a troublesome trend especially since the city has not added significantly to its housing stock over this period and a majority of the city's housing stock (67 percent) is single-family detached homes. Single-family homes in neighborhoods close to the University of Maryland, such as Old Town, Calvert Hills and Crystal Springs, are purchased by investors looking to satisfy the demand for student housing. Up to five unrelated individuals are permitted in these group homes putting strain on limited parking facilities in neighborhoods and resulting in conflicts with the lifestyles of family residents. Renter occupied housing exceeds 75 percent in two close-in city neighborhoods and 35 percent in four other neighborhoods.

Programs like the state-initiated Live Near Your Work program provide financial incentives to people working in the community to live in the community. The city has participated in the settlement of 59 such loans to families and individuals purchasing homes in College Park. The success of this program, however, has been limited by the lack of suitable and available housing stock in the city.

Lack of Housing Types to Serve a Diverse Population

There is a discrepancy between the type of housing available in the city and the type of housing needed to meet demand. The city's demographics show that our population is younger and contains more non-family households than either the county or the state. The city also has a relatively large number of senior citizens (22 percent of all households). This indicates a need for more housing products than the city currently offers, particularly more student housing and multifamily rental housing, but also more ownership opportunities in the form of townhomes, condominiums and high value housing. There is also a need to provide more workforce housing to enable more people who work in College Park to live here. Nationwide, demographic changes point to the need to provide housing to serve singles, seniors, start-ups (young families) and single heads of households.

Lack of Vacant Land for Development

Until fairly recently, the city had very few opportunities for new residential development. The city's traditional neighborhoods are mostly built out and vacant, appropriately zoned land is scarce. In 1997, the Transit District Development Plan for the College Park Metro Area created a few additional opportunities for new housing near the Metro Station, and in 2002, the Route 1 Sector Plan and Sectional Map Amendment opened up most of the Route 1 corridor for residential and mixed-use development. Still, most of the development opportunities are for redevelopment of existing underutilized

property where the cost of development can be 15 to 30 percent more than the development on vacant land. There are also a few properties outside of the city's corporate limits that offer the potential for new housing development and annexation by the city.

Aging Housing Stock and Infrastructure

As an inner ring suburb of the District of Columbia, the city is predominately developed and is becoming more urban in form as revitalization occurs. More than half of the city's housing is over 40 years old and public infrastructure such as streets, sidewalks and storm drains are in need of repair or replacement. In order to maintain housing values and encourage infill development, it is important to have both private and public capital investment in city neighborhoods. Housing rehabilitation, code enforcement and the provision of public amenities and services will help to maintain livable communities that are competitive when compared with comparable neighborhoods. All city neighborhoods need to have a strong sense of place that people will value.

NEW HOUSING CONSTRUCTION

Supply and Demand

Market indicators such as low vacancy rates, high rental rates in recent new development projects and rising property values citywide indicate a strong demand for both student and conventional housing. Map 1 show the existing residential zoning in the city by type; Map 2 shows sites that have the potential to be developed for new housing; and Map 3 shows housing projects that are currently planned or approved in or just outside the city limits.

Student Housing:

The University of Maryland has documented a need for student housing based on waiting lists for campus housing (2,200 students) and private sector surveys have confirmed that students want to be on or near campus and value amenities such as their own bedroom, shared living space, high-speed internet connections and social/recreational opportunities. The private sector has responded to meet this demand with a product built, marketed and leased specifically for students. This type of housing may be built on or off campus and leases are typically executed by the bed, not the unit. A 4-bedroom unit, for example, would house 4 students whereas a 2-bedroom unit in a conventional apartment is likely to have 2-4 students in order to reduce costs. The University Courtyards and South Campus Commons are examples of this type of product. Together they provide 1,740 beds of student housing on university property and more are planned. (See Table 11)

A consultant survey of area apartment buildings in 1998 showed that students do not make up a large percentage of the population of these buildings except for a few student-dominated projects close to the campus. There are, however, an estimated 3,000 students living in apartments outside of College Park who might prefer to live closer to campus. A preferred zone for the construction of new off-campus student housing has been defined as south of MD 193 and west of US Route 1. There is some concern that off-campus student housing could be overbuilt in the city if projections of student demand are not sustained. Obsolete on-campus housing can be closed, but off-campus student housing needs to be able to be converted to conventional housing should demand diminish.

Table 10: Planned and Approved Student Housing (Number of Beds)

Timeframe	On Campus	Off Campus	Total
2003 – 2006	788	600	1,388
2007 – 2010	1,400	0	1,400
	2,188	600	2,788

Source: University of Maryland Facilities Master Plan and College Park Planning Department.

Conventional Housing:

A formal market analysis to determine the demand for conventional housing has not been conducted but the factors that influence this demand have been examined, namely the number of vacant units, change in the supply of housing and change in the number and composition of households. The city's population grew by only 4 percent in the last decade, which reflects the limited growth of the city's housing stock and a decline in average household size. City vacancy rates are much below the 4 to 5 percent usually necessary to provide mobility and choice in the housing market. The number of non-family households continues to rise and is just under half of all households in the city and senior citizens represent 22 percent of all households living in the city. This increase in single, elderly and non-family households, in turn, generates more housing demand even in the absence of large population increases. The availability of additional land for the development of new housing through the US Route 1 Corridor Sector Plan and College Park-Riverdale Transit District Development Plan provides the opportunity for multifamily infill development and redevelopment to respond to demographic changes. Vacant land just outside the city limits offers other opportunities for residential development, as well as annexation. The city's overall attractive location, access to public transportation many employment opportunities and educational and cultural offerings supports the demand for this new supply.

Senior Housing:

The construction of senior housing is an emerging specialized niche market to meet the growing need of an aging population. Many seniors want to "age in place" or remain in their communities if their needs can be met. Various categories and types of senior housing have been developed to respond to this demand including both independent and assisted living projects. These projects should be located near transit, shopping and support services. The Prince George's County Zoning Ordinance allows certain types of senior housing to be built in neighborhoods if a Special Exception is obtained and specific criteria are met. These include elderly housing (one-family attached dwellings), apartment housing for the elderly in former public school buildings or sites, congregate living facilities and planned retirement communities. College Park offers opportunities within and just outside its boundaries for senior housing.

Single-Family Infill Development:

College Park is a city of well-established neighborhoods offering a variety of housing styles. Most neighborhoods, however, offer some opportunity for infill housing development. In general, this type of development activity should be supported as a smart growth tool as long as it is consistent with the character of the neighborhood. In order to ensure that neighborhood character is preserved and enhanced, the importance of good, contextual design needs to be emphasized. Two available tools to do this are the designation of historic

districts, where appropriate, and the use of architectural conservation overlay zones.

Mixed-Use Housing:

The provision of housing as part of a mixed-use development is a sustainable development concept that is appropriate in certain city locations such as the Route 1 corridor and the College Park Metro Station area. Existing plans for these areas generally support this type of development but in some cases, need to be revisited to provide more specificity regarding appropriate mix percentages, height and density necessary to be financially feasible and suitable locations. Generally speaking, in order to support commercial development, it is necessary to have 10-20 units per acre or more within a quarter mile radius. The density of single family detached development in College Park ranges between 2 – 4 units per acre. Typical density ranges in the industry for other types of development are: 8 – 12 units per acre for townhouses, 15 – 50 units per acre for low-rise multifamily (2-5 stories), 40 – 80 units per acre for mid-rise multifamily (5-10 stories) and 60 – 200 units per acre for high-rise multifamily.

Density and height are often controversial issues in terms of how much should be permitted and where it should be allowed. In College Park, higher densities and heights are more acceptable in sub areas along the west side of Route 1 and south of MD 193 such as the “Knox Boxes”, and in some areas of the College Park-Riverdale Transit District Overlay Zone near the metro station. While the Prince George’s County Zoning Ordinance doesn’t define development in terms of FAR, it is interesting to note that transit oriented development at metro stations in Ballston, Clarendon and King Street in Virginia typically have a Floor Area Ratio (FAR) of 2.0.

Planned and Approved Projects:

Nine residential projects, in or near the city, are currently in the planning stages or have recently been approved (see Map 3). The city is also aware of other projects that are in the preliminary planning phase and may become public soon.

These new projects will address the needs of many groups, such as individuals, families, students, and seniors. Approximately 872-897 units of conventional multifamily housing are approved or planned for College Park, with another 870-1,044 units planned on properties bordering the City limits. Students will see approximately 2,200-2,400 new beds in the next few years, if current planned projects are developed, all of which are in the City. Finally, 613 to 697 units of senior housing are planned or approved in areas just outside of the City limits, and there are other potential sites for such housing within the City. More specific information on these projects can be found in Tables 10 and 11 and Figure 6.

Table 11: Planned and Approved Projects, February, 2003

Project	Number of Units			Mixed use	
	Senior	Student (beds)	Conventional		
Approved					
Greenbelt Metro Station*	420-504	788	495-594	Yes	
South Campus Commons					No
University View			352		Yes
Planned					
Avalon Bay	193	600	320	Yes	
University Place at Cool Springs*					No
The Woods at Mazza					No
Mid-City Financial*			375-450		Yes
Overlook Apartments			275		Yes
Residence Hall			1,000		No
Total	613-697	2,388	1,817-1,991		

* Outside of the corporate limits of the city

Definitions

1. **Beds:** Student housing is frequently counted in terms of beds, or how many students can be accommodated. The number of beds is not the same as units, as a single unit can have up to four beds.
2. **Approved:** The Prince George's County Planning Board has approved a preliminary plan of subdivision and/ or a detailed site plan, or the project is under construction by the University of Maryland.
3. **Planned:** The developers of these projects have control of the site, either through ownership of the property or through a contract of sale. In addition, conceptual plans for the project have been developed, indicating proposed design and number of units/beds, which are subject to change during the approval process.
4. **Senior:** Senior housing may be designed to serve different age groups and needs

Note: Conventional housing units may also serve students. Projects listed here as conventional reflect the way they have been presented and approved to date. Projects built specifically (but not exclusively) for students typically are garden-style apartments leased by the bedroom with amenities and management specifically geared to students.

Figure 6: Profiles of Planned and Approved Projects

APPROVED PROJECTS

1. Greenbelt Station South Core

<u>Location:</u>	South of I-495, north of Route 193, east of CSX/Metro tracks and west of Cherrywood Lane
<u>Developer/Contact:</u>	Metroland Developers, c/o Norman Rivera
<u>Parcel/building Size:</u>	550-660 conventional residential units, 420-504 senior housing units, 120,000-140,000 square feet of office and 180,000-216,000 square feet of retail space
<u>Zoning:</u>	M-X-T
<u>Project Status:</u>	Although preliminary plans were approved for this mixed-use project, the development has been stopped in court due to litigation. It is part of a \$1 billion mixed-use project that proposes over 1,500 residences, over 1.8 million square feet of office space, and 550 hotel rooms.

2. South Campus Commons

<u>Location:</u>	University of Maryland
<u>Developer/Contact:</u>	Capstone Building Corporation, Birmingham, AL
<u>Parcel/Building Size:</u>	1,824 bed student housing complex
<u>Zoning:</u>	R-R/R-55
<u>Project Status:</u>	South Campus Commons is a public-private partnership between the University of Maryland and Capstone Building Corporation. This project is on University property, but is managed by Capstone. 1,036 beds are already built, with 217 to be complete by August, 2003 and another 571 to open in August, 2004.

3. University View

<u>Location:</u>	8204 Baltimore Avenue
<u>Developer/Contact:</u>	SJM Partners, Potomac, MD
<u>Parcel/Building size:</u>	352 residential units and 177,492 square feet of office space with structured parking
<u>Zoning:</u>	M-U-I
<u>Status:</u>	A preliminary plan of subdivision and a detailed site plan have been approved, and the developer is working on construction drawings for the residential portion of the project. The developer hopes to complete the project by Fall 2004.

PLANNED PROJECTS

4. WMATA Joint Development

Location: River Road at Paint Branch Parkway
Developer/Contact: Washington Metropolitan Area Transit Authority
Parcel/Building Size: 15.6 acres; Approximately 320 residential units, 200,000 square foot office space, and 1,200 space garage
Zoning: M-X-T
Status: WMATA is finalizing plans for construction of a parking garage, the first phase of this project. Avalon Bay was terminated as the developer and a new development solicitation is pending.

5. University Place at Cool Springs

Location: Adelphi Road at Cool Springs Road
Developer/Contact: Orchard Development Corporation, Ellicott City, MD
Parcel/Building Size: 16.16 acres, 193 units of senior housing, four-stories with surface parking
Zoning: R-R and O-S
Status: A preliminary plan of subdivision needs to be submitted for this project, which will house persons 55 and over. An application for a Special Exception is pending.

6. The Woods at Mazza

Location: West side of US Route 1 at Hollywood Road
Developer/Contact: Collegiate Hall Properties, Greenville, SC
Parcel/Building Size: 12 acres, 224-unit, 600 bed student housing project
Zoning: M-U-I
Status: Developer expects to submit plans Spring, 2003.

7. Mid-City Financial

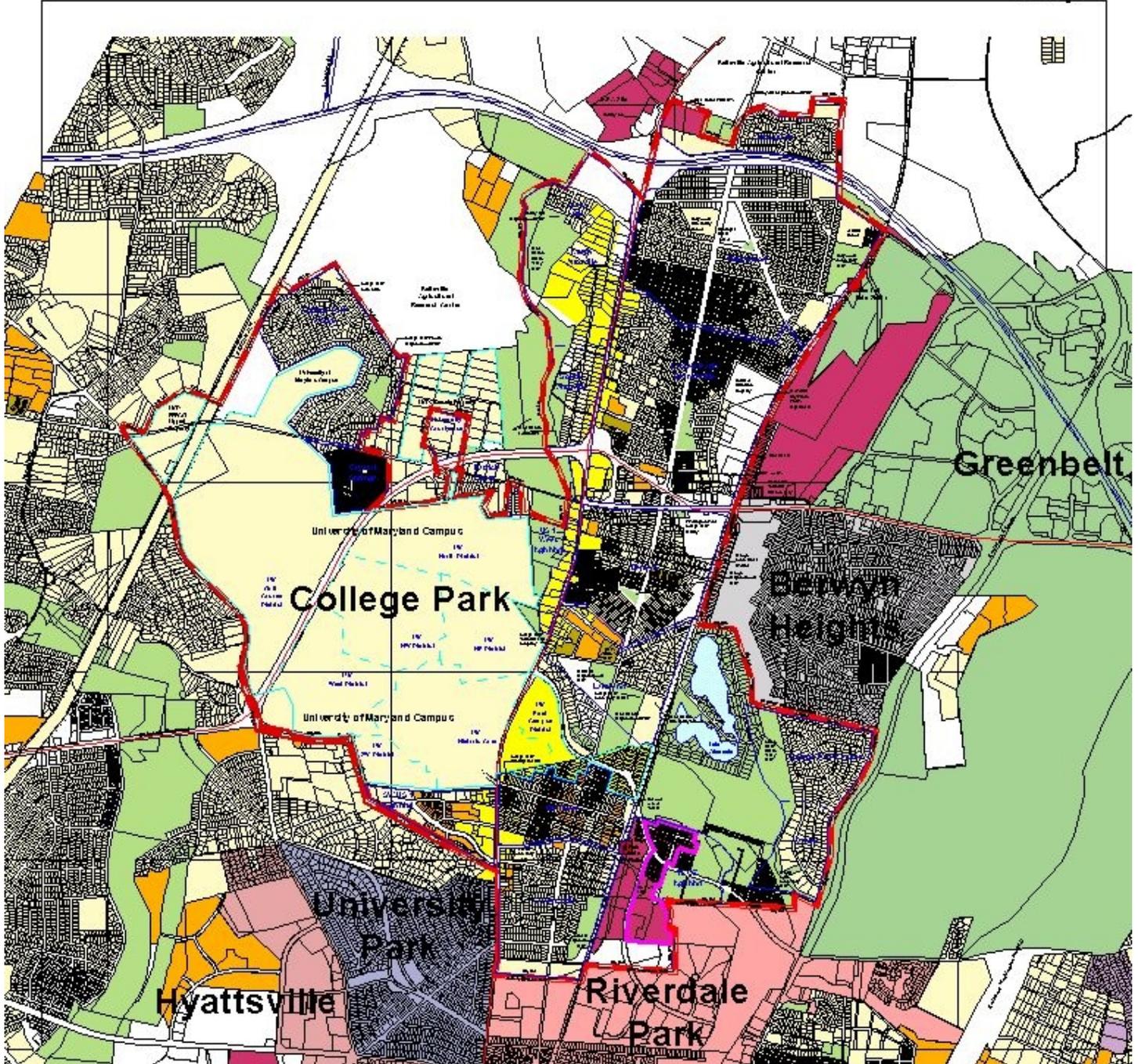
Location: Triangle southeast of Azalea Land and University Boulevard.
Developer/Contact: Mid-City Financial Corporation, Silver Spring, MD
Parcel/Building Size: 375-450 residential units
Zoning: R-80
Status: This mixed-use project is outside the city limits in an area zoned R-80, which calls for one-family detached residential uses, with no more than 4.5 dwellings per net acre. This project requires a zoning change or zoning ordinance text amendment to be permitted.

8. Overlook Apartments

Location: West side of US Route 1 at Erie Street
Developer/Contact: Kaz Brothers, L.C, Silver Spring, MD
Parcel/Building Size: 2.48 acres, 275 residential units
Zoning: M-U-I
Status: The 3.26 acre site would allow 156 units under the current zoning, which allows 48 units per acre. In the M-U-I zone, additional density is allowed if the project contains a mix of uses.

9. Campus Residence Hall

Location: University of Maryland
Developer/Contact: University of Maryland
Parcel/Building Size: N/A
Zoning: R-R/R-55
Project Status: This project provides an additional 1,000 beds and is included in the University's 2006 CIP budget.



- Train sta. dtp
- Pwr./rail. dtp
- Primers dtp
- Baltimore Avenue
- Capital Beltway
- Greenbelt Road
- Riverdale Rd
- Kenilworth Avenue
- Boulder Mill Road
- Riggs Road
- University Boulevard
- Property. dtp
- Multi. dtp
- BERWYN HEIGHTS
- COLLEGE PARK
- EDMONSTON
- GREENBELT
- HYATTSVILLE
- NEW CARROLLTON
- RIVERDALE
- UNIVERSITY PARK
- Partprop. dtp

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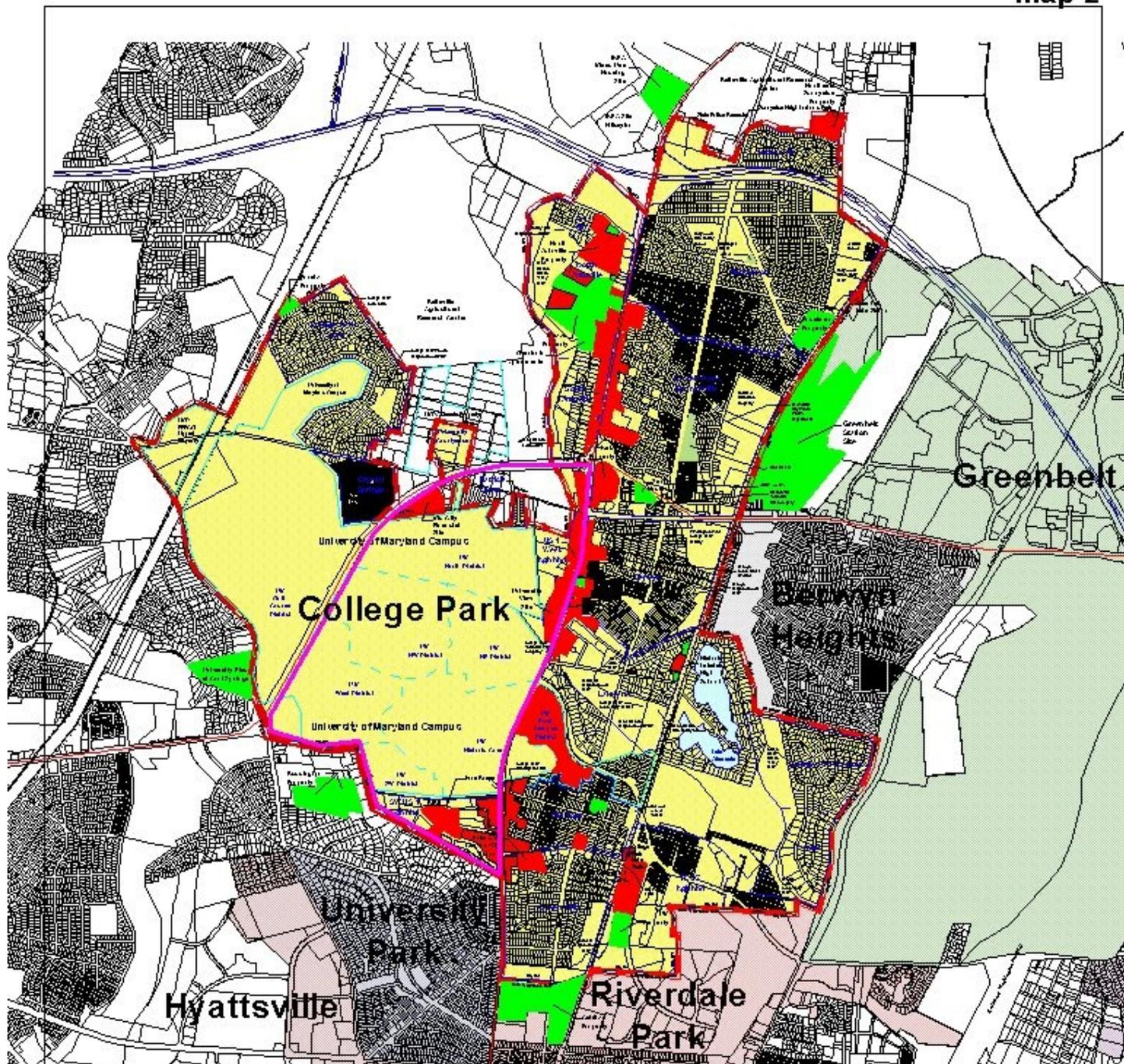
Existing Residential Zoning

- R-66, R-20, R-R (Bingle Family Detached)
- R-T Residential Townhouses (Bingle Family Attached)
- R-10, R-12 (Multi-Family)
- M-U-1 (Mixed-Use-Infill)
- M-X-T (Mixed-Use-Transportation)
- M-X-T (Prohibits Residential Use)



The City of College Park

Digitl Data Source : The Maryland - National Capital Park and Planning Commission



- Train/cb.cdp
- ▲ Port/rail.cdp
- ▲ Prim/c.cdp
- ▲ Baltimore Avenue
- ▲ Capital Beltway
- ▲ Greenbelt Road
- ▲ Interstate 86
- ▲ Kenilworth Avenue
- ▲ Powder Mill Road
- ▲ Riggs Road
- ▲ University Boulevard
- Property.cdp
- Muni.cdp
- BERWYN HEIGHTS
- COLLEGE PARK
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- GREENBELT
- HYATTVILLE
- NEW CARROLLTON
- RIVERDALE
- UNIVERSITY PARK



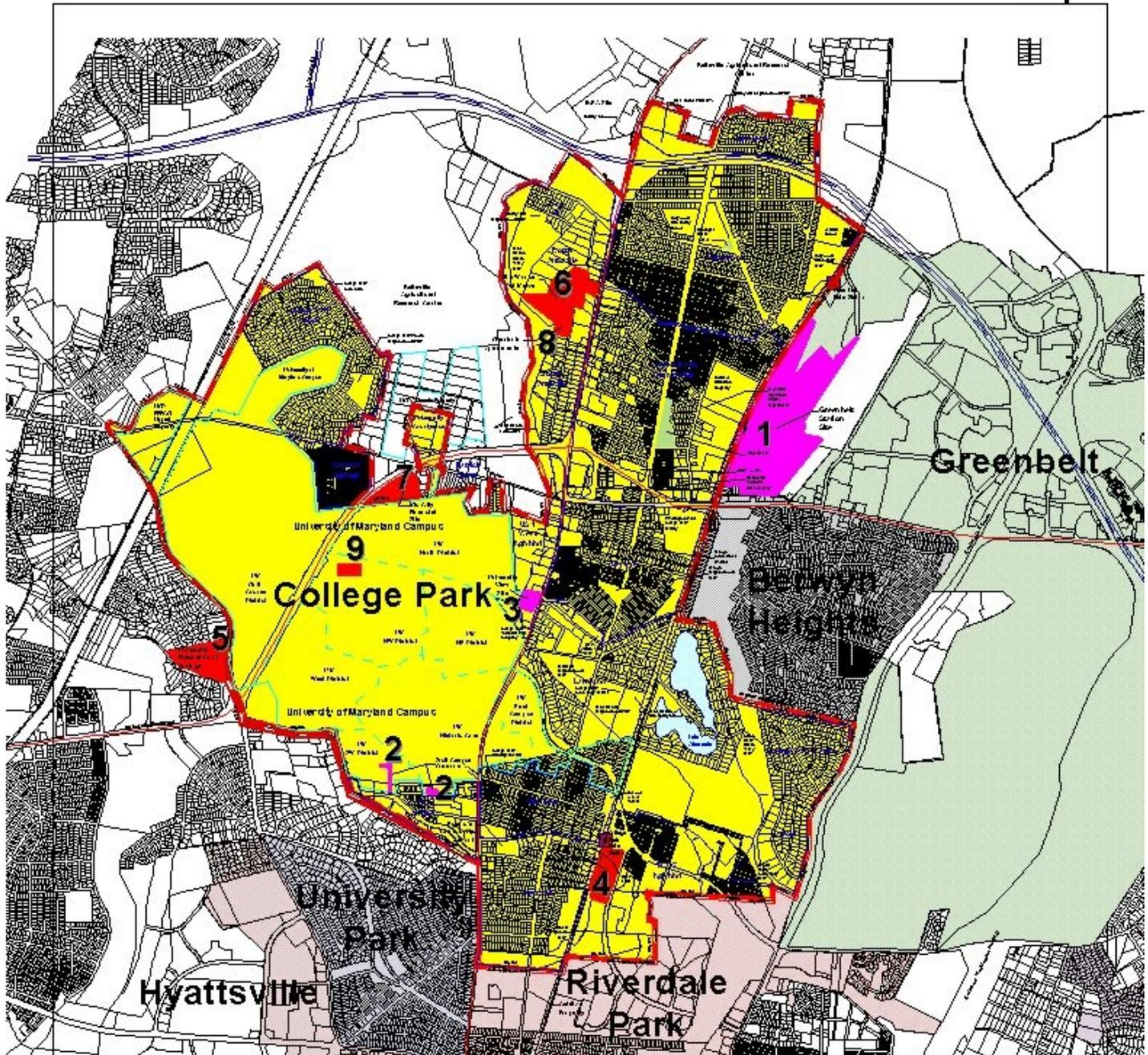
Potential New Housing Development Based on Current Zoning

- Redevelopment Sites
- Vacant Sites
- Preferred Corridor for Student Housing



The City of College Park

Digital Data Source: The Maryland-National Capital Park and Planning Commission



- Trains, c.h.p
- Port rail, c.h.p
- Primord, c.h.p
- Baltimore Avenue
- Capital Beltway
- Greenbelt Road
- Intercolle 95
- Kentworth Avenue
- Powder Mill Road
- Rigg's Road
- University Boulevard
- Property, c.h.p
- Muni, c.h.p
- BERWYN HEIGHTS
- COLLEGE PARK
- EDMONSTON
- GREENBELT
- HYATTSVILLE
- NEW CARROLLTON
- RIVERDALE
- UNIVERSITY PARK



Planned and Approved Housing Projects

- Planned
- Approved
- 1-9 Planned & Approved Projects (Table 11 & Figure 8)



The City of College Park

Digital Data Source: The Maryland-National Capital Park and Planning Commission

NEIGHBORHOOD REVITALIZATION

The city is a mature suburb with an older housing stock. It is important that the city maintain healthy neighborhood environments in order to avoid the decline that frequently occurs in inner ring suburbs. The city needs to be involved in revitalization efforts that will preserve and enhance residential areas and create a sustainable community into the future. The quality of life in the city can and should be raised through both public and private investments. Private property needs to be regularly maintained and rehabilitated and public improvements to aging infrastructure should be addressed. Modernization of kitchens and bathrooms, installation of central air conditioning, rewiring and landscaping are the sort of housing reinvestment needed to ensure continued neighborhood stability and marketability of housing. Public programs and policies can encourage and facilitate housing maintenance and reinvestment.

A program to develop Neighborhood Improvement Plans, with city staff working in conjunction with civic associations, should be initiated. These self-help plans should lead to recommended projects and private and public financial commitments. Vigilant code enforcement on the part of the City and on the part of neighborhood residents and reinvestment by homeowners will help ensure that the city's neighborhoods do not decline.

City regulation of housing-related matters is a critical revitalization tool. The city inspects and licenses all rental housing and enforces the city's housing code. Recently, the city negotiated an agreement with Prince George's County to take over zoning code enforcement within the city limits. Vigilant code enforcement by the city in cooperation with neighborhood residents will help guard against neighborhood decline.

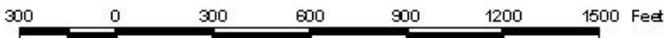
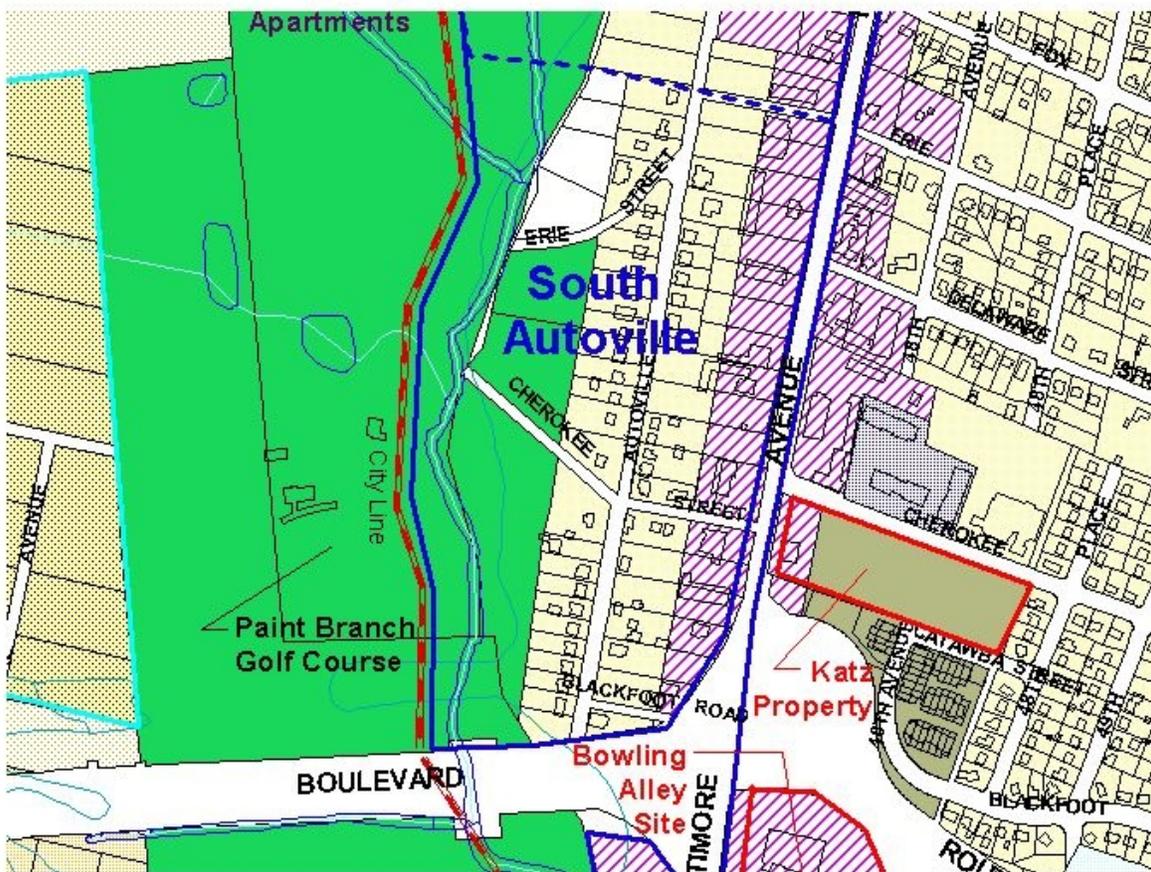
Rent stabilization is one tool that can be used to ensure that rental units are available/maintained as affordable housing units. Rent stabilization limits what landlords can charge tenants. The effect on single-family homes converted to rentals will be to make it less profitable to make these conversions.

Rent stabilization can have unintended consequences as well. Rent stabilization can be a disincentive to new housing development, making new projects less economical. Additionally, the application of rent stabilization might make existing property owners less likely to invest or maintain their properties. The rent stabilization programs in Takoma Park, Maryland and Berkeley, California, offer incentives to landlords for making improvements in their properties. If legally feasible, rent stabilization could be considered as a regulatory tool to deter future conversions in residential areas which are primarily owner occupied. Assuming this, geographic boundaries can be drawn to include the areas that need to be protected.

PUBLIC CAPITAL INVESTMENT

The City of College Park needs to increase its focus on residential neighborhoods. As part of the Housing Plan, the City looks at ways to increase the investment in neighborhoods through additional capital improvement projects in the City's budget. For every public dollar invested in the neighborhood, it is anticipated that more than a dollar will be returned through an increase in the residential tax base. As this trend continues, the City will be able to invest and reinvest in infrastructure improvements, public safety and community-oriented projects. These include sidewalks, roads, parks, streetscaping, lighting, and other neighborhood amenities. The City will work with neighborhood residents before such projects are initiated and in the case of new development projects, will look to private sector participation in these improvements.

Three project areas that were frequently discussed during the interviews and meetings for the Housing Plan were public safety, infrastructure improvements and enhanced neighborhood identity and connectivity. These projects should be addressed through the neighborhood improvement planning process.



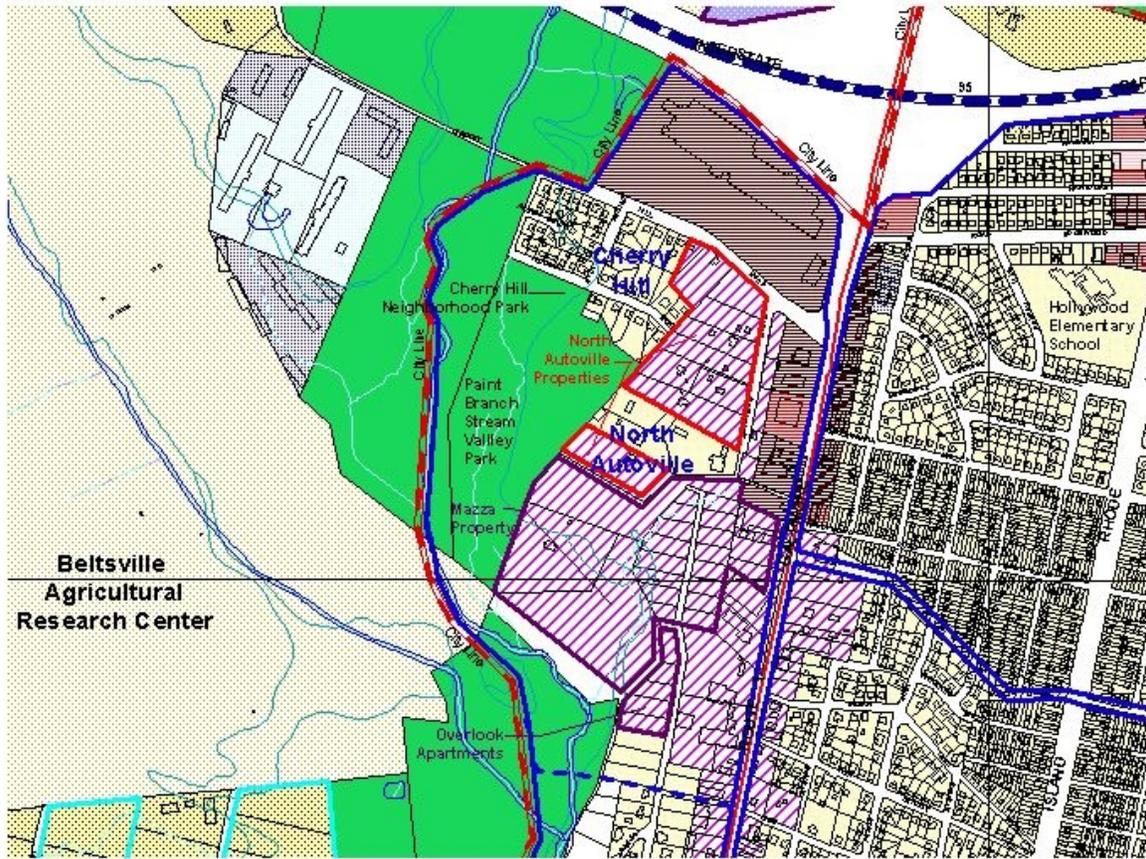
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- Build.shp
- Hydra.shp
- Fplain.shp
- Hydrs.shp
- Hydro.shp
- Property.shp
- Parkprop.shp
- zoning.shp**
- C-1
- C-2
- C-A
- C-M
- C-O
- C-S-C
- I-1
- I-2
- I-3
- M-U-I
- M-X-T
- O-S
- R-10
- R-18
- R-20
- R-30
- R-30C
- R-35
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- R-R
- R-T
- ROAD

- Key**
- Approved Housing Projects
 - Planned Housing Projects
 - Mixed Use Development
 - Neighborhood Boundary Line
 - Redevelopment Sites
 - Vacant Sites
 - City Boundary Line

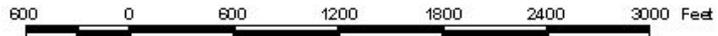


South Autoville

Digital Data Source: The Maryland-National Park and Planning Commission



- ▲ Per rail .chp
- ▲ Primed .chp
- ▲ Baltimore Avenue
- ▲ Capital Beltway
- ▲ Greenbelt Road
- ▲ Harford Road
- ▲ Newlin Avenue
- ▲ Powder Mill Road
- ▲ Rigg Road
- ▲ University Boulevard
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- ▲ Hydra .chp
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- R-T
- ROAD



- Key**
- Approved Housing Projects
 - Planned Housing Projects
 - Mixed Use Development
 - Neighborhood Boundary Line c
 - Redevelopment District
 - Vacant District
 - City Boundary Line



Cherry Hill/North Autoville

Digital Data Source: The Maryland-National Park and Planning Commission

SOUTH AUTOVILLE AND CHERRY HILL/NORTH AUTOVILLE

Autoville North, Cherry Hill, and Autoville South are small residential enclaves west of Route 1 and south of Cherry Hill Road. Area residents represent less than two per cent of the city's population. These areas were part of the City's original corporate limits (1945) and were included in the US 1 Corridor Sector Plan.

New Construction

Autoville South, zoned R-55, presents some opportunity for infill development of single family detached homes along the east side of Autoville Drive. The Bird House property, and the nearby Wood's Florist property are zoned Mixed -Use-Infill (M-U-I) and offer possible redevelopment sites for housing development.

Both the Autoville North and Cherry Hill neighborhoods experienced severe storm damage to existing woodlands, as well as structural damage to properties, in the tornado of 2001 and have been the subject of speculation by land developers. Properties in both these areas were rezoned to M-U-I in the Sectional Map Amendment (SMA) approved with the US 1 Sector Plan, as many property owners sold their land to developer interests. These areas offer significant redevelopment opportunities to develop a mix of single family and multifamily housing types with service commercial along Cherry Hill Road. The sector plan proposes a new road from Cherry Hill Road (at the main entrance to the Marketplace Shopping Center) to US 1 (in the vicinity of Hollywood Road) to provide access and facilitate future development. The State Highway Administration (SHA) also proposes a similar road to address the failing intersections of Route 1 and Cherry Hill Road and Route 1 and Edgewood Road.

The Mazza site, formerly zoned Commercial - Office (C-O) is a 12 acre parcel, located southwest of North Autoville and Cherry Hill. It is under contract by Collegiate Hall Properties and proposed for 224 units of student housing. The Overlook Apartments site, located just south of the Mazza property, is also under consideration for multifamily housing.

Neighborhood Revitalization

Residents of South Autoville are determined to preserve and defend their neighborhood from encroaching commercial uses on US 1. Vigilant building code and zoning code enforcement are needed to insure the continued well-being of this area. Additionally, more effective buffering/screening from nearby commercial uses would help the quality of life of this residential area. Improved (signalized) access to Route 1 is desired by residents.

While the North Autoville and Cherry Hill areas are currently rural in nature, the stage is being set for redevelopment. M-NCPPC has plans for reconstruction of Cherry Hill Park, which sustained heavy storm damage during the tornado.

Public Capital Investment

South Autoville

Construction of sidewalks and road maintenance, in addition to additional buffering and screening, might elevate property values and make the area more attractive for single family infill development. Connection of Autoville Drive to North Autoville is not desired by neighborhood residents; but residents do desire improved access to Route 1. Installation of a traffic signal at Route 1 and Erie Street or Route 1 and Cherokee Street might be included as part of the State Highway Administration's improvements to Route 1.

North Autoville/Cherry Hill

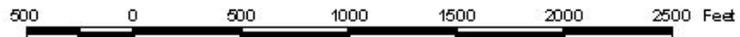
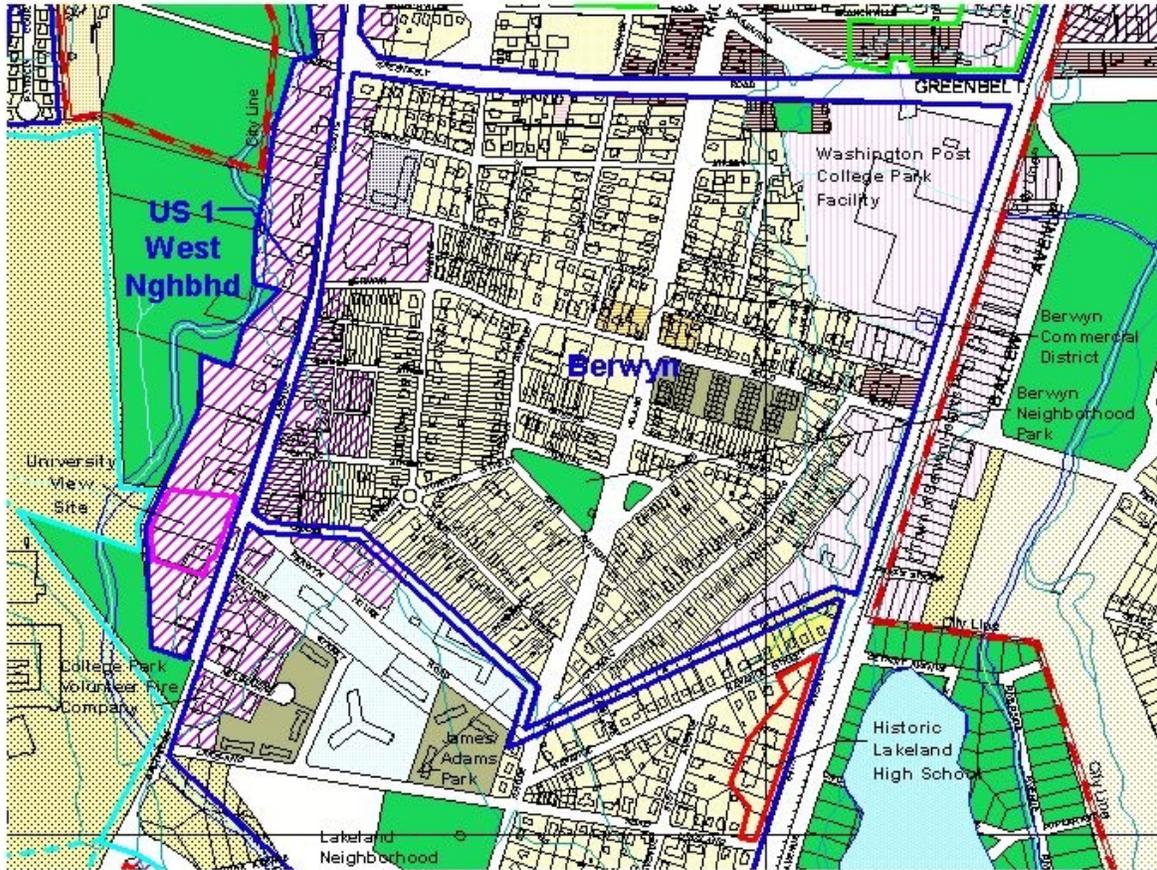
Development of "Relocated Autoville Drive" is a key component to redevelopment of this area. The various stakeholders including the city, State Highway Administration, Prince George's County, and adjoining property owners need to reach consensus regarding this road's development.

Autoville/Cherry Hill

Vital Statistics

Land Area	211 Acres
Total Population	317
Total Housing Units	139
% Owner Occupied	75%
% Renter Occupied	25%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	0.56
Population Per Acre	1.5
Election District	4
Major Subdivisions	Autoville, Cherry Hill
Neighborhood Organization	North College Park Civic Association
Year Annexed	Part of the original corporate limits, 1945
Zoning	M-U-I, R-55, C-S-C, C-O, O-S

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



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- R-30C
- R-35
- R-55
- R-80
- R-H
- R-D-S
- R-R
- R-T
- ROAD

Key

- Housing
- Neighborhood Boundary Line
- Senior Housing
- Student Housing/Mixed Use
- UM Property
- City Boundary Line



Berwyn

Digital Data Source: The Maryland-National Capital Park and Planning Commission

BERWYN

Berwyn is a residential neighborhood centered around Berwyn Road east of Route 1 with a mix of single family housing styles on medium-sized lots. Housing types include single family Victorians, bungalows, and cottages, and a block of 1980s townhouses. Berwyn is also home to a two-block commercial district, and an industrial/office area along the railroad tracks, which includes the Washington Post plant, one of the City's largest employers. There are also several outdoor recreational facilities in Berwyn.

New Construction

Berwyn is an area that has already been built out. However, there are single family infill opportunities throughout the district.

Neighborhood Revitalization

This neighborhood can benefit from revitalization efforts. Because Berwyn has an older housing stock, any programs designed to increase homeowner investment would be beneficial. These can range from a tool bank to addressing the needs of older residents to educating residents about the opportunities of historic tax credits. As market pressures increase the likelihood of the conversion of owner-occupied homes to renter-occupied, programs to encourage home ownership can help sustain the level of owner-occupied homes.

The Berwyn Commercial District is a two-block area that now has Smile Herb Shop, Erie Insurance, and Berwyn Café. The majority of the storefronts are vacant, which contributes to an overall negative image for the area. The City commissioned a market study for the area, which recommended the Berwyn area develop as an Arts and Crafts district, building on existing businesses. Other recommendations include streetscape improvements, zoning changes, and façade improvements. By encouraging new businesses in this area, the overall neighborhood will benefit from a better appearance and access to services.

Public Capital Investment

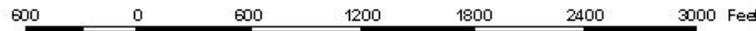
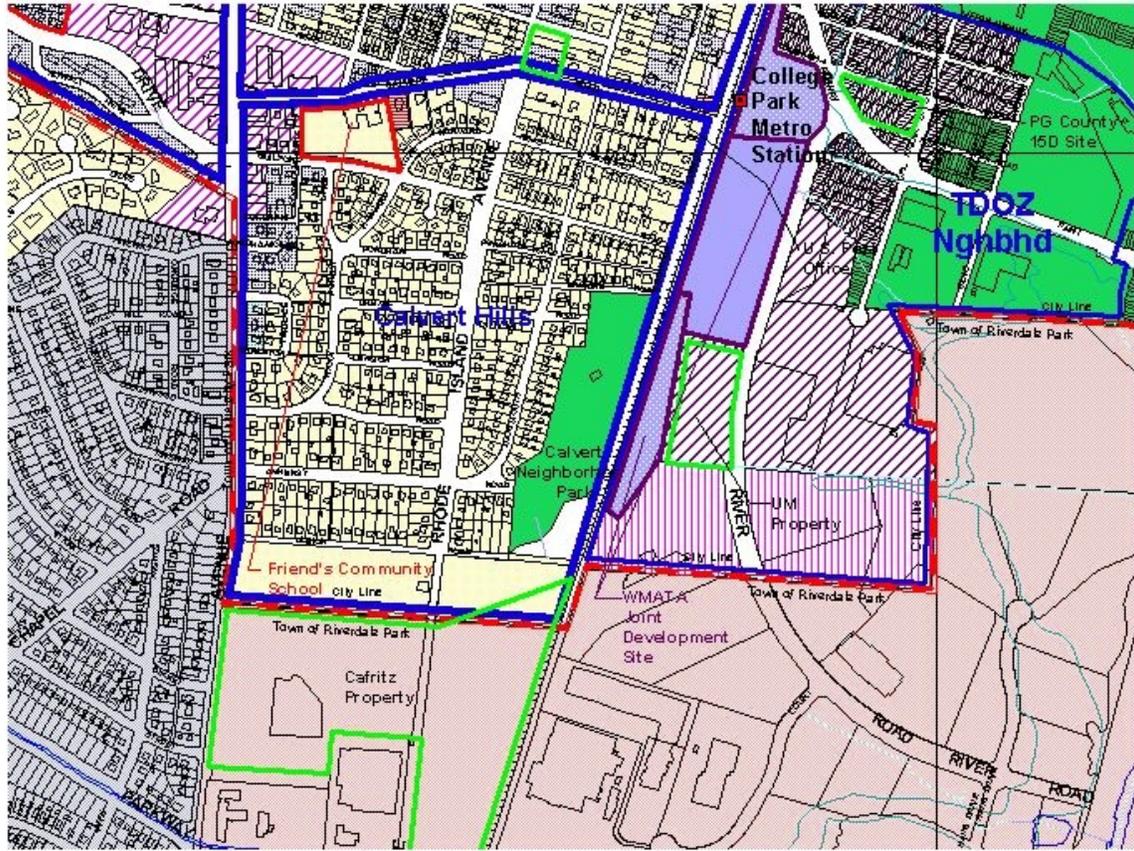
In the past, Berwyn has benefited from public capital investment, such as Lake Artemesia and the College Park Trolley Trail and Plaza. The area can gain from new sidewalks, increased safety measures and traffic improvements. The commercial district in particular can benefit from new streetscaping including reconstructed sidewalks, road improvements, streetlights, landscaping, signage, and façade improvements. The City applied to use Community Development Block Grant (CDBG) and Maryland Heritage Areas Authority (MHAA) funding to assist with these efforts.

Berwyn

Vital Statistics

Land Area	174 Acres
Total Population	1,233
Total Housing Units	465
% Owner Occupied	57%
% Renter Occupied	43%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	2.3
Population Per Acre	6.2
Election District	2
Major Subdivisions	Central Heights, 1890
Neighborhood Organization	Berwyn District Civic Association, Inc.
Year Annexed	Part of the original corporate limits, 1945
Zoning	I-1, M-U-I, R-18, C-A, R-55

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



- Trains/cb.chp
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- Muni.chp
- BERWYN HEIGHTS
- COLLEGE PARK
- EDMONSTON
- GREENBELT
- HYATTSVILLE
- NEW CARROLLTON
- RIVERDALE
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 - R-20C
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 - R-R
 - R-T
 - ROAD

Key

- Approved Housing Projects
- Planned Housing Projects
- Mixed Use Development
- Neighborhood Boundary Lines
- Redevelopment Sites
- Vacant Sites
- City Boundary Line



Calvert Hills

Digital Data Source: The Maryland-National Park and Planning Commission

CALVERT HILLS

Calvert Hills is a cohesive residential neighborhood of mostly single family detached homes located at the southern end of the city between Route 1 and the railroad tracks. Calvert Hills is defined by a variety of architectural styles and building types ranging from early-20th century high style to vernacular interpretations of earlier traditional styles. Buildings date from the 1890s to infill housing of the late 1990s. The community also contains a school, post office, park and some commercial along Route 1. The Calvert Hills neighborhood is listed on the National Register of Historic Places.

New Construction

There are few opportunities remaining in Calvert Hills for infill development. Some limited opportunities exist to subdivide large lots on Calvert Road. Any new infill development should reflect the character of the community. Any reuse of the College Park Elementary School site should attempt to preserve the building façade. Just south of Calvert Hills, in Riverdale Park, is the Cafritz property, a 38-acre site that could be developed for high-value single family homes.

Neighborhood Revitalization

Calvert Hills is beginning to experience an increase in the conversion of single family homes to rental properties. Residents of the neighborhood should be encouraged to invest in their properties. Because the neighborhood is listed on the National Register, property owners may be eligible for Federal income tax benefits including: a 20 percent investment tax credit for certified rehabilitation of historic commercial, industrial, and rental residential buildings, and a charitable donation deduction for the conveyance of a perpetual easement to a qualified preservation organization. Property owners are also eligible for a Maryland income tax credit of 20 percent of the qualified capital costs for approved rehabilitation of owner-occupied residential buildings as well as for commercial buildings. Property owners may also be eligible to apply for Federal and State grants, and low-interest State loans for historic preservation projects.

Public Capital Investment

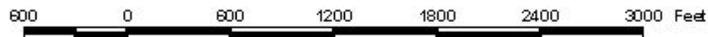
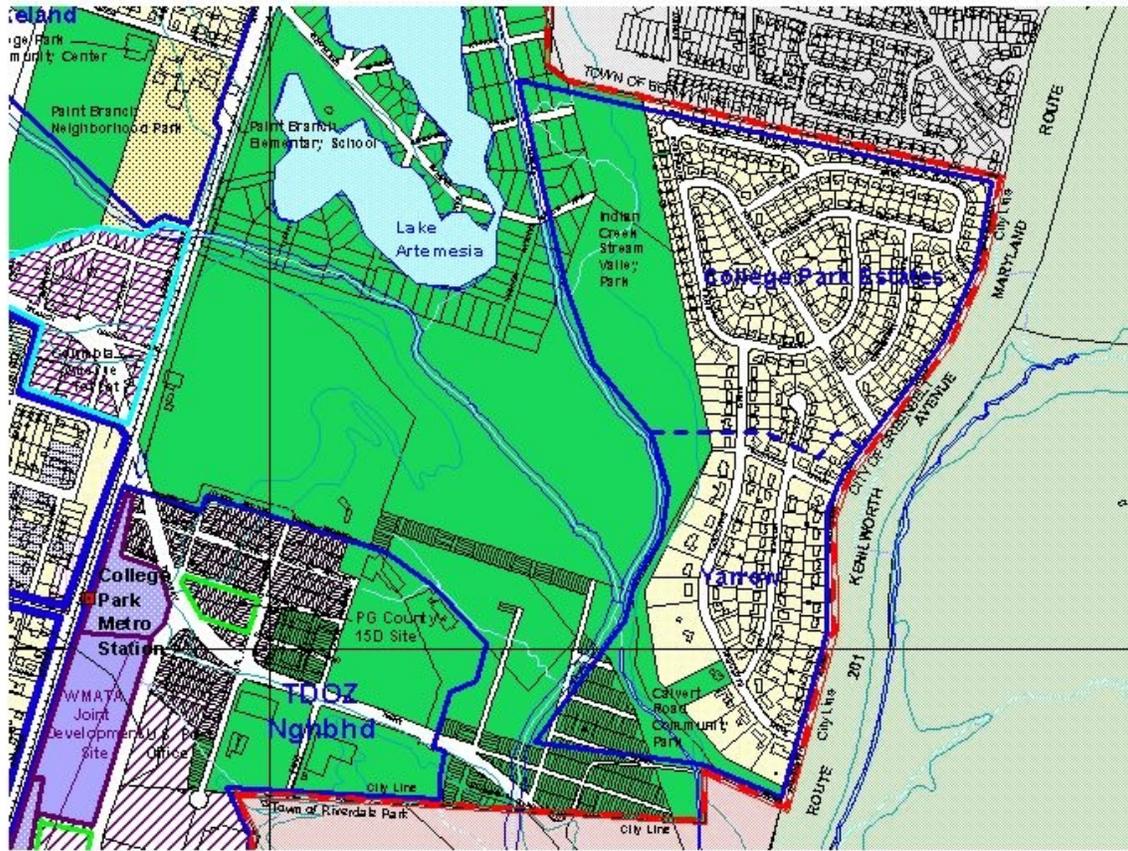
One particular feature of the Calvert Hills neighborhood is the median along Rhode Island Avenue. A proposed project is improving the existing hiker-biker trail and linking it to the College Park Trolley Trail. Opportunities for sidewalk construction and street lighting should also be identified.

Calvert Hills

Vital Statistics

Land Area	148 Acres
Total Population	1,048
Total Housing Units	436
% Owner Occupied	61%
% Renter Occupied	39%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	3.1
Population Per Acre	8.5
Election District	3
Major Subdivisions	College Park Homes, Johnson and Curriden's Subdivision
Neighborhood Organization	Calvert Hills Citizens Association
Year Annexed	Part of the original corporate limits, 1945
Zoning	M-U-I, R-10, R-18, R-T, R-55, O-S

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



- Trains, chp
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- Property, chp
- Muni, chp
- BERWYN HEIGHTS
- COLLEGE PARK
- EDMONTON
- GREENBELT
- HYATTSVILLE
- NEW CARROLLTON
- RIVERDALE
- UNIVERSITY PARK
- Parkprop, chp
- Zoning, chp
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- Key**
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College Park Estates/Yarrow

Digital Data Source: The Maryland-National Park and Planning Commission

COLLEGE PARK ESTATES AND YARROW

College Park Estates and Yarrow are neighborhoods located on the City's eastern boundary, and are in proximity of the College Park Airport, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Calvert Road Community Park and the Indian Creek Stream Valley Park. The area is zoned R-55 (single family detached residential), and has ranch, colonial, and split level style houses.

New Construction

No new construction is planned for these neighborhoods and few, if any, infill sites are available. These neighborhoods connect via Old Calvert Road to the College Park-Riverdale Transit District Overlay Zone and new development around the metro station is of concern to residents.

Neighborhood Revitalization

The housing stock is in good condition. The Yarrow neighborhood has covenants concerning setbacks, aesthetics, and minimum footprint requirements, which allow development to be consistent. Encouraging continued private reinvestment by homeowners can help maintain the existing quality of the homes. In addition, community involvement in local schools would benefit this area, by providing better educational opportunities for its residents.

Public Investment

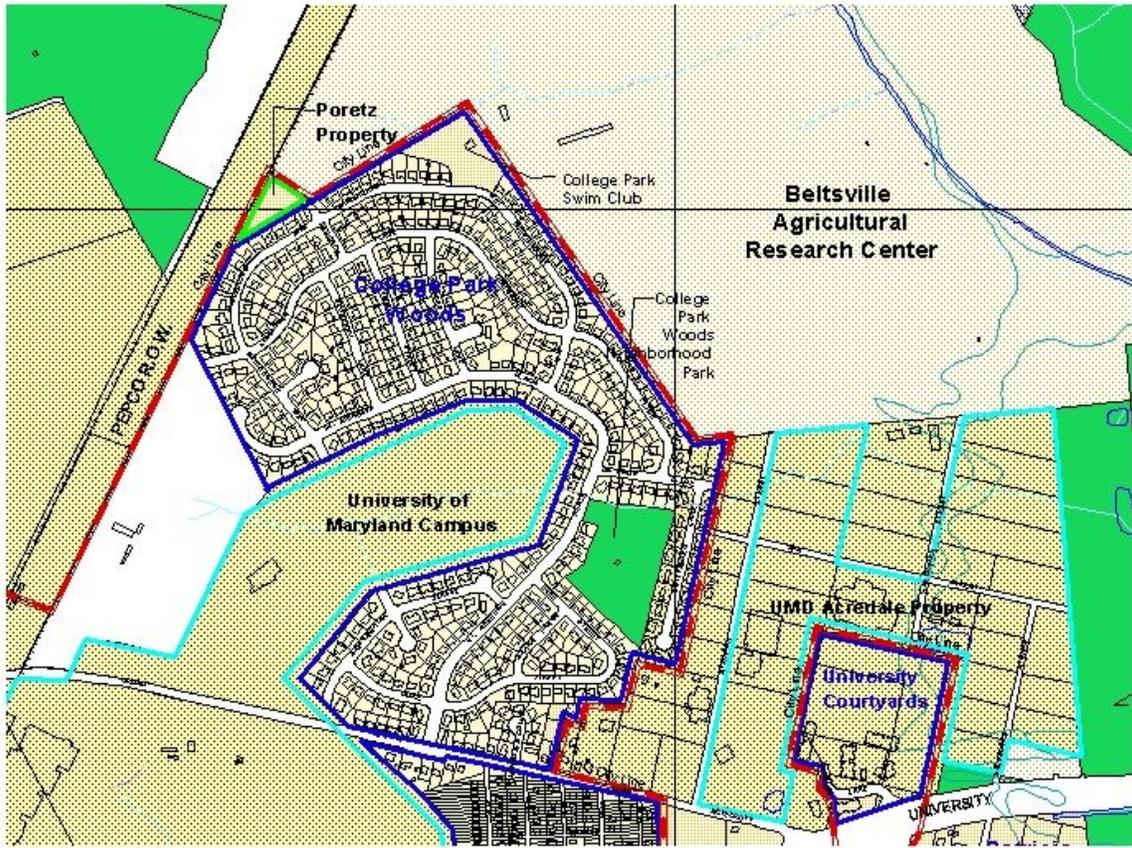
Yarrow and College Park Estates are near Lake Artmesia, and back up to Indian Creek Stream Valley Park, through which a bike/pedestrian path runs. This is past public investment that directly benefits these neighborhoods. Other improvements, such as sidewalks can be made. Despite the fact that two parks are nearby, there is no local playground in this area. Construction of such a playground would add to the amenities of the neighborhood. Neighborhood Watch and additional streetlights would also add to the safety of the area.

College Park Estates/Yarrow

Vital Statistics

Land Area	114 Acres
Total Population	747
Total Housing Units	311
% Owner Occupied	94%
% Renter Occupied	6%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	2.7
Population Per Acre	7.4
Election District	3
Major Subdivisions	Yarrow, 1948, College Park Estates, 1958
Neighborhood Organization	College Park Estates Civic Association, Yarrow Citizens Association
Year Annexed	Part of the original corporate limits, 1945
Zoning	R-55, O-S

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



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 - Vacant Block
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College Park Woods

Digital Data Source: The Maryland-National Park and Planning Commission

COLLEGE PARK WOODS

College Park Woods is a stable single family neighborhood located in the northwestern portion of the City adjacent to the green space of the Beltsville Agricultural Center. Its only access is from Metzert Road. Most homes date to the early 1960's. The development pattern is suburban, with curvilinear streets. The area was annexed into the City in 1959. The neighborhood is served by the College Park Woods Neighborhood Park and is the only city neighborhood to have a community-based swimming pool.

New Construction

College Park Woods is a developed community without any infill opportunities. The Poretz property, a small site which abuts the PEPCO right-of-way, was recently purchased and annexed by the city. The property is a relatively small site, which could accommodate 4 single family homes.

Neighborhood Revitalization

College Park Woods is a somewhat isolated neighborhood without ready access to commercial retail and services. Owner occupancy is high at 92 percent. The neighborhood is auto-oriented and completely lacks sidewalks.

Public Capital Investment

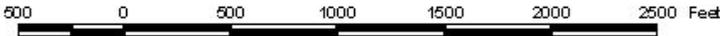
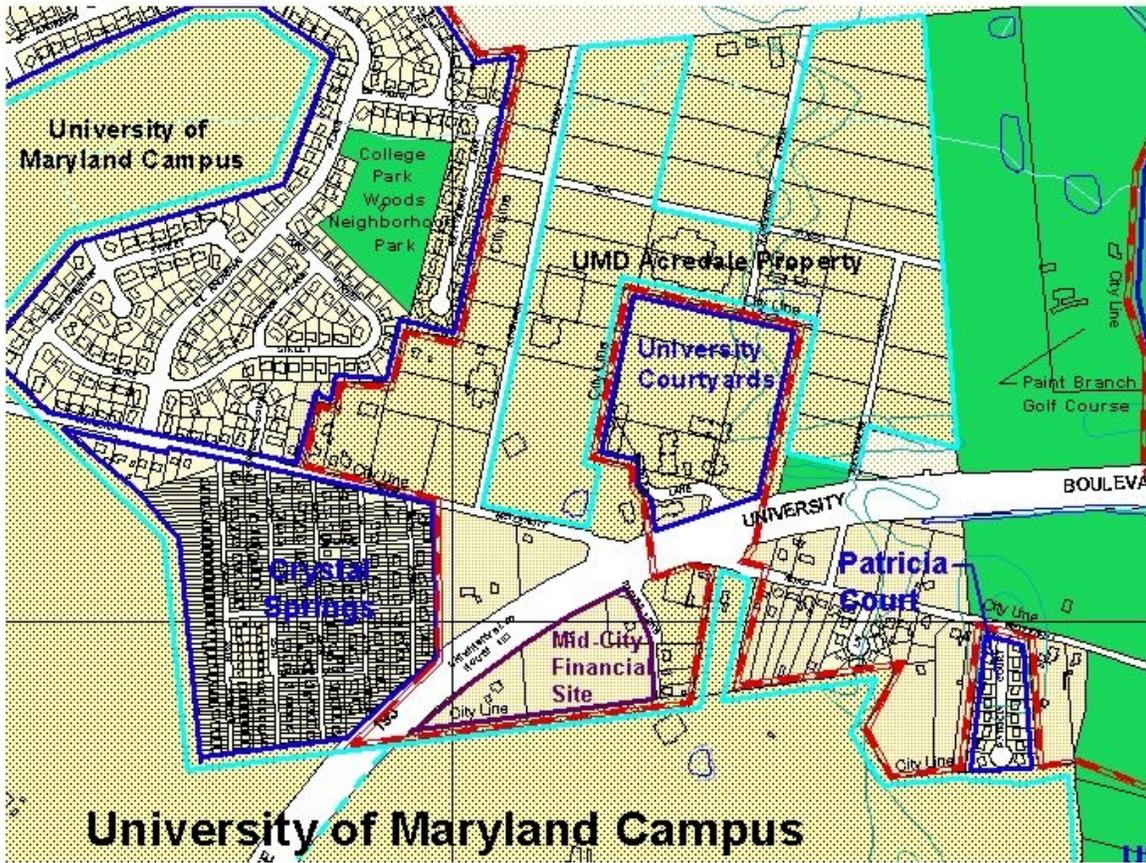
Installation of sidewalks is a public capital investment that might be worth considering, as well as a possible trail connection between College Park Woods Neighborhood Park and the Paint Branch Hiker-Biker Trail. If the Poretz property were to be developed, extension of Davidson Street would be required to provide access.

College Park Woods

Vital Statistics

Land Area	146 Acres
Total Population	1,423
Total Housing Units	485
% Owner Occupied	92%
% Renter Occupied	8%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	3.3
Population Per Acre	9.0
Election District	4
Major Subdivisions	College Park Woods, Acredale Court
Neighborhood Organization	West College Park Citizens Association
Year Annexed	1959
Zoning	R-55, R-80, R-R

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department



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Crystal Springs/Patricia Court

Digital Data Source: The Maryland-National Park and Planning Commission

CRYSTAL SPRINGS/PATRICIA COURT

The Crystal Springs/Patricia Court neighborhood is located west of Route 1 and south of Metzert Road. Crystal Springs is perhaps the City's densest single family neighborhood, with development of over four units per acre. The neighborhood's configuration, five parallel dead-end streets, limits connectivity. Crystal Springs was annexed into the City in 1983. Patricia Court is a single street subdivision ending in a cul-de-sac.

New Construction

Infill development opportunities are extremely limited or nonexistent for both Crystal Springs and Patricia Court. Re-subdivision of larger parcels is a possibility in Crystal Springs, but most land parcels are already below the minimum lot size of 6,500 square feet.

University Courtyard is a recently constructed student apartment development, providing 704 beds on a twelve-acre parcel annexed into the City, which is located close by. South of University Boulevard and just west of Azalea Lane is an 8-acre undeveloped site under consideration for development by Mid-City Financial. This is a potential site for annexation by the city and for joint planning between the city and the university.

Neighborhood Revitalization

Both Crystal Springs and Patricia Court are isolated single family residential areas, with access from Metzert Road. Neighborhood retail and service establishments are noticeably absent. These areas lack connection to other neighborhoods. They are auto-oriented and not pedestrian friendly.

In the last decade, Crystal Springs has become more of a student enclave. Many of the neighborhood's houses are now occupied as group homes. Although owner occupancy has fallen only slightly, (from 61 percent to 59 percent) the area's population has increased by 44 percent. In the past, owners have complained of rowdy behavior, student parties, speeding, etc. The area is congested with an excess of parked cars. The majority of homes were constructed in the 1970's. Zoning enforcement and code enforcement are needed as preventive measures, to insure continued property maintenance.

Patricia Court is a small single family residential development constructed in the 1960's. The area faces storm-water and flooding problems.

Public Capital Investment

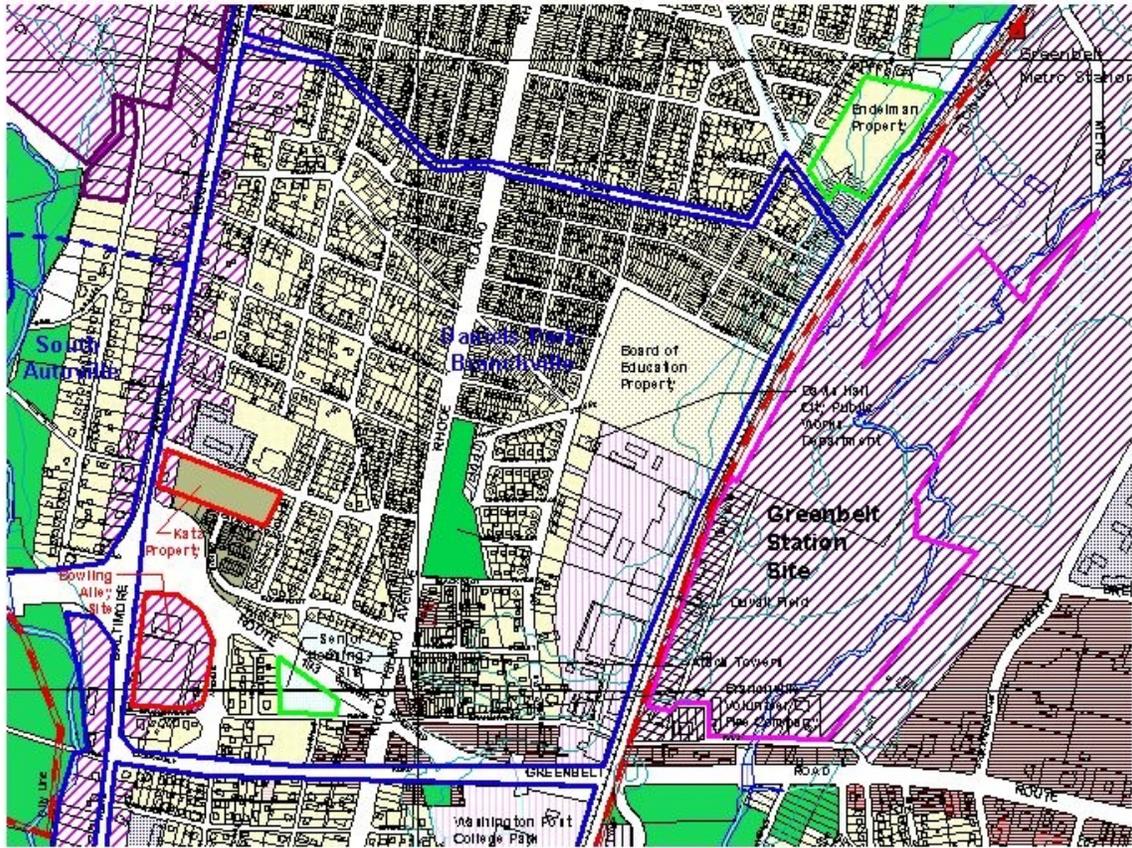
Reconstruction of 36th Avenue and the connection of 35th and 36th Avenues were major capital improvement projects undertaken by the City in 2001, paid for with Community Development Block Grant funding. Other possible projects include connection of one or more of the neighborhood streets at their southern terminus and pedestrian connections to the University of Maryland.

Crystal Springs/Patricia Court

Vital Statistics

Land Area	42 Acres
Total Population	721
Total Housing Units	205
% Owner Occupied	61%
% Renter Occupied	39%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	4.4
Population Per Acre	12.0
Election District	4
Major Subdivisions	Crystal Springs
Neighborhood Organization	West College Park Citizens Association
Year Annexed	1983
Zoning	R-55, O-S

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



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 - R-T
 - ROAD



- Key**
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Daniels Park/Branchville

Digital Data Source: The Maryland-National Park and Planning Commission

DANIELS PARK/BRANCHVILLE

Daniels Park/Branchville is a mostly residential neighborhood north of Greenbelt Road and east of Route 1. There are a variety of housing types in this area, including multifamily, senior housing, and single family homes. Several of these houses are of historical significance, dating back to the early 1900s. Attick Towers provides housing for low- and moderate-income seniors. College Park Mews is a relatively new townhouse development.

In addition to homes, several public facilities and industrial uses are in the area. Branchville Industrial Park is in this neighborhood, as is Stone Industrial, one of the City's largest manufacturing employers. The City of College Park Public Works yard is also here. Davis Hall, which is frequently used for public meetings, is part of the Public Works complex. Duvall Field, which is regularly used for sporting events and concerts, is located in Daniels Park and serves the entire city.

New Construction

Daniels Park/Branchville is a mature neighborhood, but there are some infill opportunities in the existing neighborhood. Vacant lots would provide the opportunity to build single family homes or multifamily housing, as appropriate to the zoning. In addition, the US Route 1 Corridor Sector Plan encourages mixed use development along Route 1. Developers have expressed interest in building multifamily housing under the M-U-I zone in this area.

The University Boulevard-Greenbelt Road Triangle commercial area is within this neighborhood. Currently, there are several small stores, in addition to a strip shopping center with four units, most of which are vacant. The City commissioned a market study of the area in 2002, with the suggestion of encouraging a cluster of businesses focusing on international-oriented retail. This builds on the success of the existing Los Amigos market. The study also suggested the reorientation of the shopping center to Greenbelt Road. Plans have recently been filed to build a 7-Eleven and gasoline station on the site.

The Maryland National Capital Park and Planning Commission (M-NCPPC) approved the Greenbelt Metro Area Sector Plan and Sectional Map Amendment in 2001. While the Greenbelt Metro Station is within the City of Greenbelt, the Sector Plan also addresses sites within College Park. It recommends the phasing out of incompatible industrial uses and replacing them with medium-density residential development.

The proposed Greenbelt Station development to the east of the train tracks, which borders Daniels Park and other north College Park neighborhoods, calls for a mix of uses. The project is divided between the north and south cores, with the southernmost area bordering Daniels Park. This portion, as indicated on the conceptual site plan, will have between 550 and 660 residential units (495,000-594,000 square feet) and between 420 and 504 senior housing units (420,000-504,000 square feet). An additional 120,000 to 140,000 square feet of office and 180,000-216,000 square feet of retail are planned.

More opportunities exist for housing in Daniels Park. The area known as the Katz property, which is at the southeast corner of Cherokee Street and Baltimore Avenue and zoned R-T, is under contract, presumably for the development of multifamily housing. In the triangle between University Boulevard and Greenbelt Road, across from Attick Towers, there is a vacant property which would be appropriate for the development of senior housing. Finally, also in the University Boulevard and Greenbelt Road Triangle but fronting Route 1, the sites of the Bowling Alley, Pizza Hut, and a shopping center would be potential locations for future housing development.

Neighborhood Revitalization

The neighborhood's lots are generally between 5,000 and 7,500 square feet. Because zoning regulations were not in place at the time much of Daniels Park's housing was constructed, many of the properties are not in compliance with current regulations. In order to comply with the Zoning Ordinance, many property owners must obtain a waiver or variance in order to add a deck or build an addition.

Because much of the housing stock is older, programs encouraging the investment in existing housing would be particularly helpful. The City can channel financial assistance to qualified residents. Code enforcement can be used to insure homeowners maintain homes to adequate standards.

Public Capital Investment

Several public capital improvements could enhance the neighborhood. In order to create a better focal point of the neighborhood, Erie Street could be improved from 51st Avenue to Route 1, continuing into Autoville. Streetscape improvements could include streetlights, landscaping, and sidewalks, which would be particularly important. Many of the residents of Attick Towers walk regularly, and Duvall field is a destination for all ages. Sidewalks would provide more safety for pedestrians. In addition, the neighborhood could benefit from a bike path, although one is planned along Rhode Island Avenue. Metrobus and The Bus, Prince George's County's bus service, provide transportation along Rhode Island Avenue.

Outside of transportation issues, the city might consider reinvesting in Duvall Field. Because it is a focal point of community activity, improvements such as upgrading the bleachers, concession stand, and facilities should be considered.

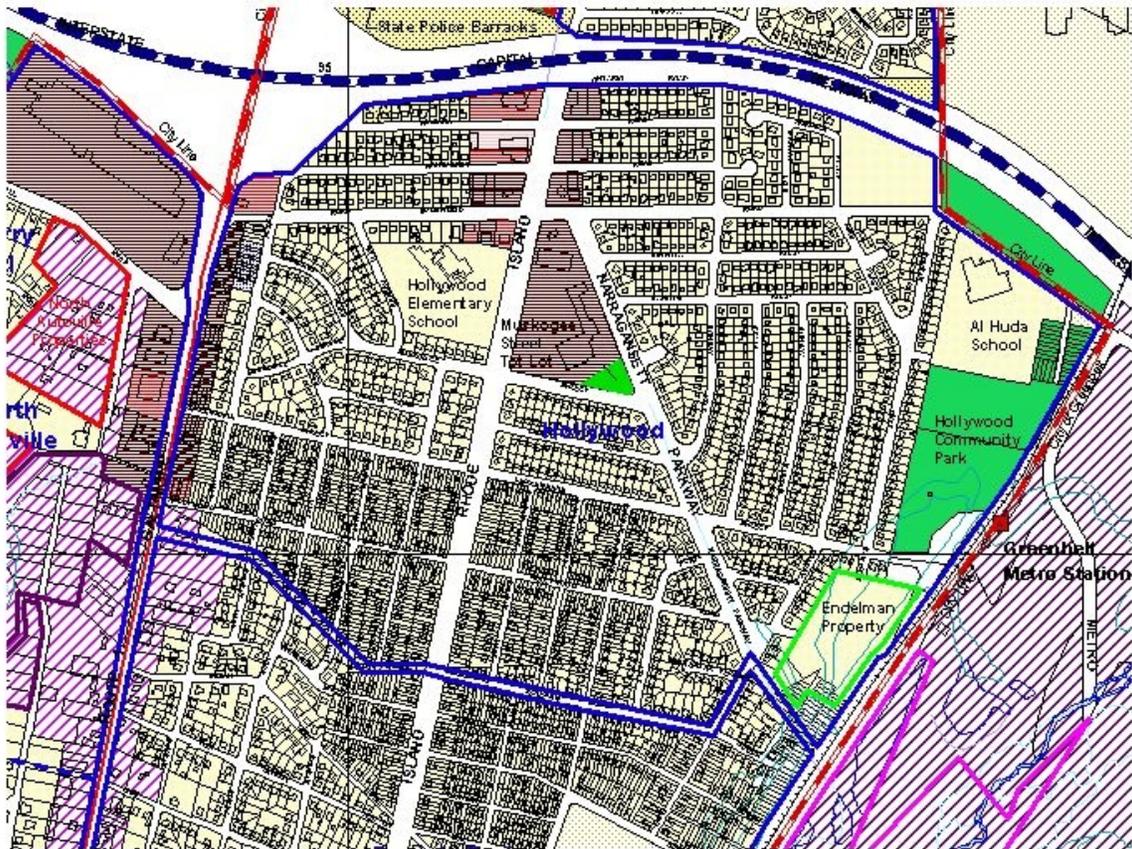
The Prince George's County Board of Education owns 19.3 acres at 51st Avenue and Huron Street, north of Davis Hall. This land is being held for the proposed future Branchville Middle School. There are no definite plans to build the school in the near future, although this would significantly add to the community, because children must attend middle and high school outside the City limits.

Daniels Park Branchville

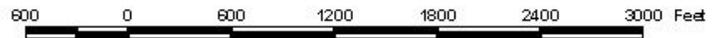
Vital Statistics

Land Area	337 Acres
Total Population	2,335
Total Housing Units	948
% Owner Occupied	66%
% Renter Occupied	34%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	2.8
Population Per Acre	7.6
Election District	1 and 2
Major Subdivisions	Daniels Park, 1905; Locust Spring, 1907; Oak Spring, 1942
Neighborhood Organization	North College Park Citizens Association
Year Annexed	Part of the original corporate limits, 1945
Zoning	I-2, M-U-I, R-10, R-18, R-T, R-55, O-S

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



- Trains, chp
- Peri, rail, chp
- Primer, c, chp
- Baltimore Avenue
- Capital Beltway
- Greenbelt Road
- Interchange 85
- Kennilworth Avenue
- Pender Mill Road
- Rags, c, Road
- University Boulevard
- Build, chp
- Hydro, chp
- Pole, in, chp
- Hydro, chp
- Hydro, chp
- Property, chp
- Parkprop, chp
- Caning, chp
- C-1
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- R-10
- R-12
- R-20
- R-20
- R-20C
- R-25
- R-66
- R-20
- R-H
- R-O-B
- R-R
- R-T
- ROAD



Key

- Approved Housing Projects
- Planned Housing Projects
- Mixed Use Development
- Neighborhood Boundary Line
- Redevelopment Sites
- Vacant Sites
- City Boundary Line



Hollywood

Digital Data Source: The Maryland-National Park and Planning Commission

HOLLYWOOD

Hollywood is the City of College Park's largest neighborhood in population and area. Located in the northern portion of the City, just below the Capital Beltway, the neighborhood is accessible by automobile and public transportation with the Greenbelt Metro Station and Marc Station just east of the railroad tracks. Hollywood has a large neighborhood commercial district and is home to the private Al Huda School and the public Hollywood Elementary School as well as several parks. The portion of the neighborhood east of Rhode Island Avenue is included in the Greenbelt Metro Area Sector Plan.

New Construction

In the Hollywood neighborhood, there is an opportunity for limited quality infill development of single family detached homes. A small number of vacant lots are scattered throughout the neighborhood. The Endelman property, a 10-acre site zoned R-55, is located along the railroad tracks and provides an opportunity to develop clustered single family homes or senior housing. This infill development should connect to existing streets to be integrated into the neighborhood.

Neighborhood Revitalization

The types, ages and lot sizes vary throughout the Hollywood neighborhood. The housing stock in Hollywood ranges from the 1920s to 1970s and provides an affordable housing stock for young families. Small lot sizes present an impediment to updating and enlarging the housing stock causing many families to leave the neighborhood when their needs change. The neighborhood lacks sidewalks on most streets and the commercial district could benefit from a more pedestrian-friendly and neighborhood-oriented design.

The Hollywood commercial area has a variety of stores, particularly those serving niche markets, in addition to several office buildings. While the commercial area is largely occupied, the vacancy rate is higher than the City average and the rents are considerably lower. This area suffers from a lack of visibility and difficult traffic flow. In 2000, the City hired a consultant to recommend a commercial revitalization strategy for Hollywood. Suggestions included the attraction of tenants selling furniture, specialty foods, or shoppers goods, such as cards. Another suggestion was to redevelop the northwest corner of Edgewood Road and Rhode Island Avenue for retail or mixed-use, a venture which would require public financial support, such as land acquisition. In order to address the problem of visibility, increased marketing, signage, and advertising were recommended.

Public Capital Investment

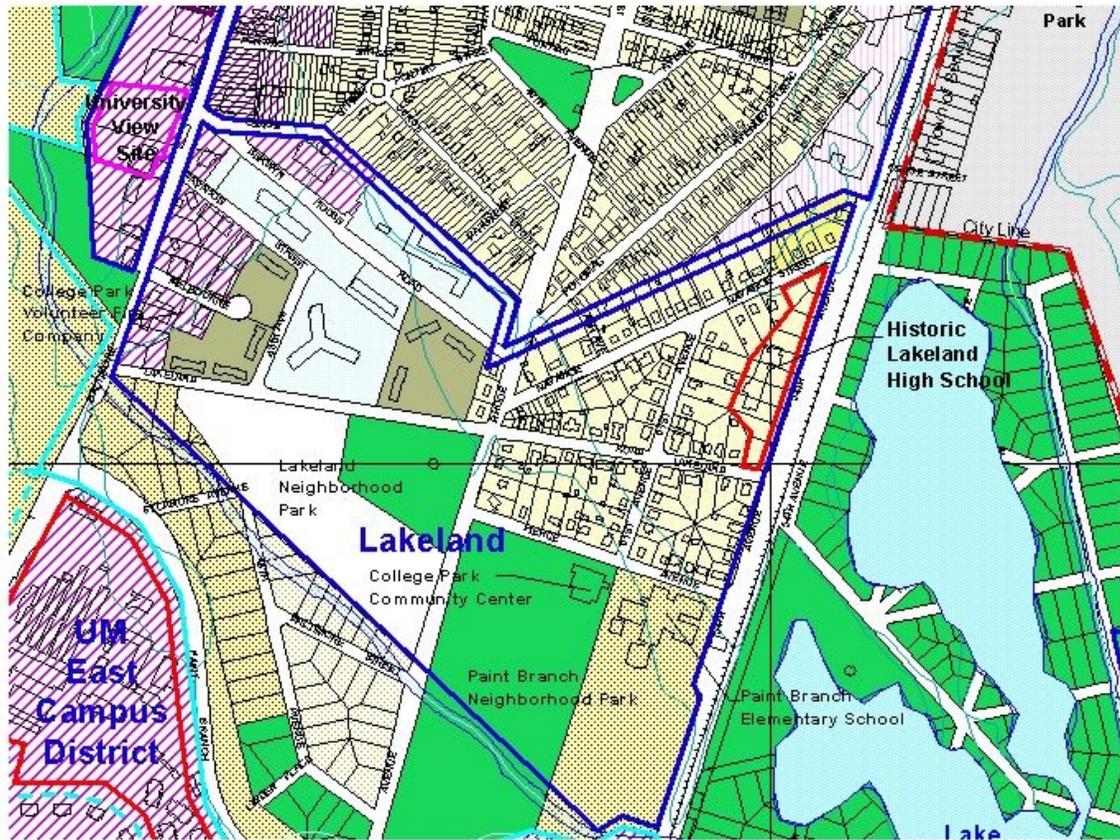
To enhance the many resources in Hollywood, the City should focus on providing safe pedestrian and bicycle access to schools, transit, parks and commercial areas along Rhode Island Avenue and Route 1. The City has identified the northwest corner of Edgewood Road, Rhode Island Avenue and Nantucket as a potential Program Open Space acquisition and development project. The City and the County need to continue to work together to improve the appearance of Narragansett Run and address the intersection of Rhode Island Avenue and Edgewood Road. The following roads connect to Route 1 and could be improved with continuous sidewalks, lighting and other streetscape treatment to enhance neighborhood identity and improve east/west connectivity and access through the neighborhood: Edgewood Road, Hollywood Road, and Lackawanna Street.

Hollywood

Vital Statistics

Land Area	363 Acres
Total Population	3,527
Total Housing Units	1,273
% Owner Occupied	84%
% Renter Occupied	16%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	3.3
Population Per Acre	9.1
Election District	1
Major Subdivisions	Hollywood on the Hill, Addition to Hollywood, Edgewood Knolls
Neighborhood Organization	North College Park Citizens Association
Year Annexed	In original 1945 corporate limits up to Edgewood Road; area north of Edgewood Road, south of Beltway annexed in 1953
Zoning	M-U-I, C-S-C, C-O, C1, R-55, O-S

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



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- Build, .dtp
- Hydr, .dtp
- Plain, .dtp
- Hydr, .dtp
- Property, .dtp
- Mut, .dtp
- BERRYMAN HEIGHTS
- COLLEGE PARK
- EDMONDSON
- GREENBELT
- WATTSVILLE
- NEW CARROLLTON
- RIVERDALE
- UNIVERSITY PARK
- Parkprop, .dtp
- Zoning, .dtp
- C-1
- C-2
- C-A
- C-M
- C-O
- C-B-C
- I-1
- I-2
- I-3
- M-U1
- M-U2
- C-B
- R-10
- R-12
- R-20
- R-30
- R-20C
- R-36
- R-66
- R-30
- R-H
- R-O-B
- R-R
- RT
- ROAD

Key

- Approved Housing Projects
- Planned Housing Projects
- Mixed Use Development
- Neighborhood Boundary Lines
- Redevelopment Sites
- Vacant Sites
- City Boundary Line



Lakeland

Digital Data Source: The Maryland-National Park and Planning Commission

LAKELAND

The Lakeland neighborhood is situated east of Route 1, west of the C-S-X railroad tracks and north of Paint Branch Parkway. Lakeland was one of the first African-American subdivisions in Prince George's County and was part of the City's original corporate limits. It is also the only neighborhood in the city to have undergone urban renewal and has the highest level of rental occupancy. The neighborhood also contains the largest concentration of subsidized housing in the city.

The neighborhood is fairly diverse in terms of housing types and land uses. Lakeland contains multifamily housing for students and seniors, townhouses, low-rise condominiums, and single family detached homes. The portion of Lakeland between Rhode Island Avenue and the railroad tracts was designated as a Conservation Area during Urban Renewal and remains as a single family detached neighborhood and the core of the community. Lakeland contains one of the city's two public elementary schools (Paint Branch Elementary), the College Park Community Center, a small retail shopping center, office buildings, as well as Lakeland Neighborhood Park and James Adams Park, a passive recreation area.

New Construction

Lakeland has a number of infill housing opportunities. The historic Lakeland High School at the corner of 54th avenue and Navahoe Street is currently for sale. The Lakeland Civic Association would prefer to retain the existing building for adaptive reuse consistent with the character of the conservation area. Additional single family townhouses could possibly be built along Lakeland Road, south of the Berkley apartments (east of existing townhouse development). There are also a number of single family infill lots scattered throughout the neighborhood, east of Rhode Island Avenue.

Neighborhood Revitalization

The Lakeland neighborhood, west of Rhode Island Avenue, is dominated by students and other rental housing. Parking is a significant problem as is public safety. Code enforcement and neighborhood policing, active community involvement and continued reinvestment are needed in order to maintain this neighborhood as a desirable place to live.

Public Capital Investment

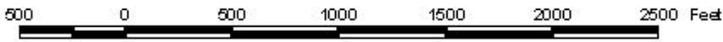
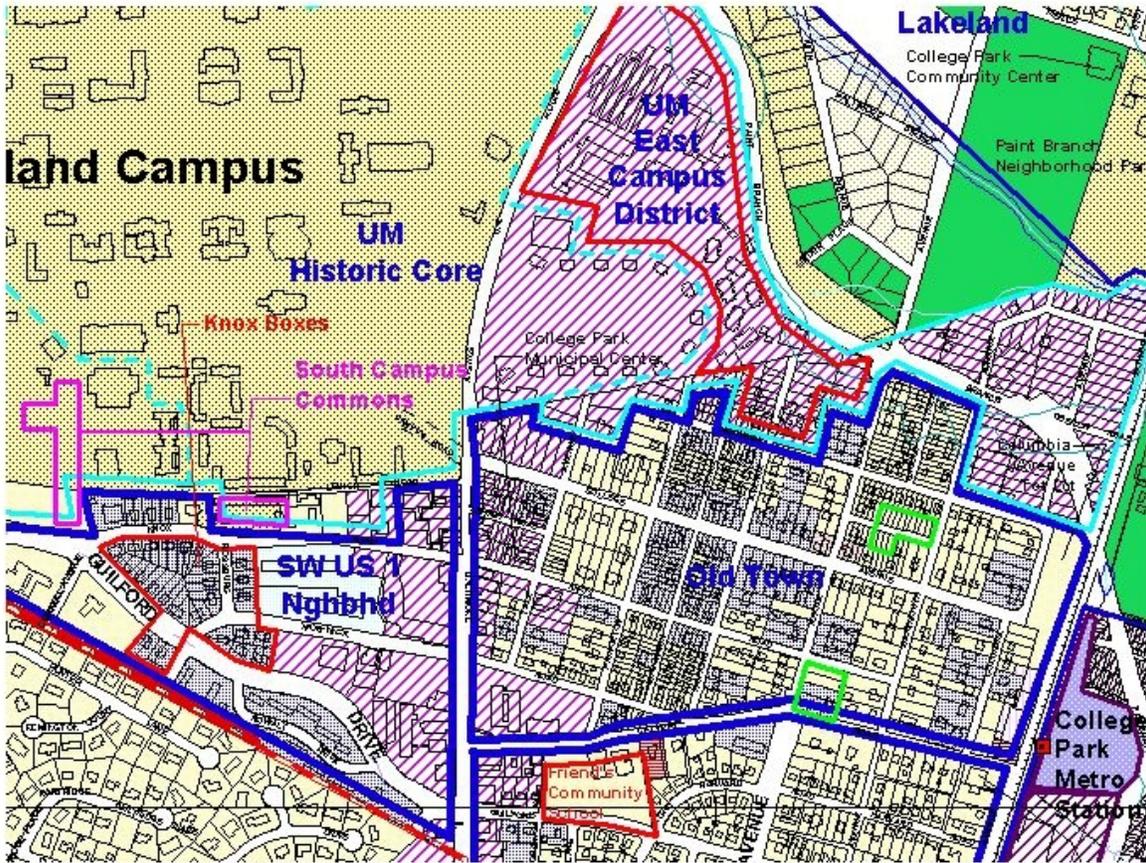
There appears to be a long tradition of public capital investment in Lakeland, beginning with the urban renewal program in the 1970's. The street network in Lakeland is awkward and confusing in places and should be reexamined to increase connectivity. Public infrastructure improvements in conjunction with recommended redevelopment of the Route 1 section of the community is needed.

Lakeland

Vital Statistics

Land Area	133 Acres
Total Population	981
Total Housing Units	417
% Owner Occupied	17%
% Renter Occupied	83%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	4.2
Population Per Acre	11.4
Election District	2
Major Subdivisions	Lakeland, 1890
Neighborhood Organization	Lakeland Civic Association
Year Annexed	Part of the original corporate limits, 1945
Zoning	M-U-I, R-10, R-T, R-55, R-R, O-S

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



- Trainsta.shp
- Pwr_rail.shp
- Build.shp
- Hydra.shp
- Pplain.shp
- Hydrs.shp
- Hydro.shp
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 - C-S-C
 - I-1
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 - I-3
 - M-U-I
 - M-X-T
 - O-S
 - R-10
 - R-18
 - R-20
 - R-30
 - R-30C
 - R-35
 - R-55
 - R-80
 - R-H
 - R-O-S
 - R-R
 - R-T
 - ROAD

- Key**
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Old Town

Digital Data Source: The Maryland-National Park and Planning Commission

OLD TOWN

Old Town College Park is one of the oldest neighborhoods in the City of College Park, officially platted in 1889 as the Johnson and Curriden subdivision with land that was previously part of the Calvert family plantation. The 125-acre community was laid out specifically to attract middle- and upper-middle income residents, and persons associated with the nearby Maryland Agricultural College (University of Maryland) and later the College Park Airport. Over time, portions of the subdivision were replatted leading to a variety of lot sizes throughout the neighborhood. The greatest period of development began in the 1920s and subsided by the end of World War II and the houses reflect architectural styles of those periods. Currently, Old Town is home to many large sorority and fraternity houses as well as small apartment buildings. It is a popular place for group homes which is reflected in the high concentration of rental properties versus owner-occupied housing.

Old Town College Park has been surveyed and inventoried for a local historic district including the commercial properties that are located along College Avenue, Route 1 and Calvert Road. The Metro/Marc station is located at the southern end of Calvert Road and the Old Town playground is located adjacent to the railroad tracks.

New Construction

There are opportunities in Old Town College Park for quality infill development that reflects the character of the neighborhood on both R-55 (single family) and R-18 (multifamily) zoned property. It is recommended that any infill development reflect the historic nature of the community and conform to the Old Town College Park Design Guidelines proposed as part of the historic district designation process.

Neighborhood Revitalization

Code enforcement, public safety, noise, litter, property maintenance, and parking are problems in this neighborhood. By encouraging new construction of student housing and introducing new regulatory controls, such as rent stabilization, the number of single family homes being converted to rental properties should decrease. Adaptive reuse of vacant fraternity houses needs to be pursued along with aggressive code enforcement. Additional on-street parking should be allowed where space and traffic levels permit, such as along Rhode Island Avenue.

An incentive for revitalization is the proposed Old Town Historic District. If the Old Town College Park community is designated a local historic district in Prince George's County, certain State and County tax credits are available for approved rehabilitation projects. The Prince George's County Historic Preservation Tax Credit allows for 10 percent of the cost of approved restoration work or 5 percent of the cost of compatible new construction. A State income tax credit equal to 25 percent of rehabilitation expenditures are available for the rehabilitation of homes as well as incoming-producing, designated historic buildings. If the design guidelines are followed, the design quality of future development should improve, and poorly designed and inappropriate projects would be discouraged. The implementation of design guidelines would protect current property values and public investment in the district.

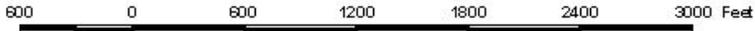
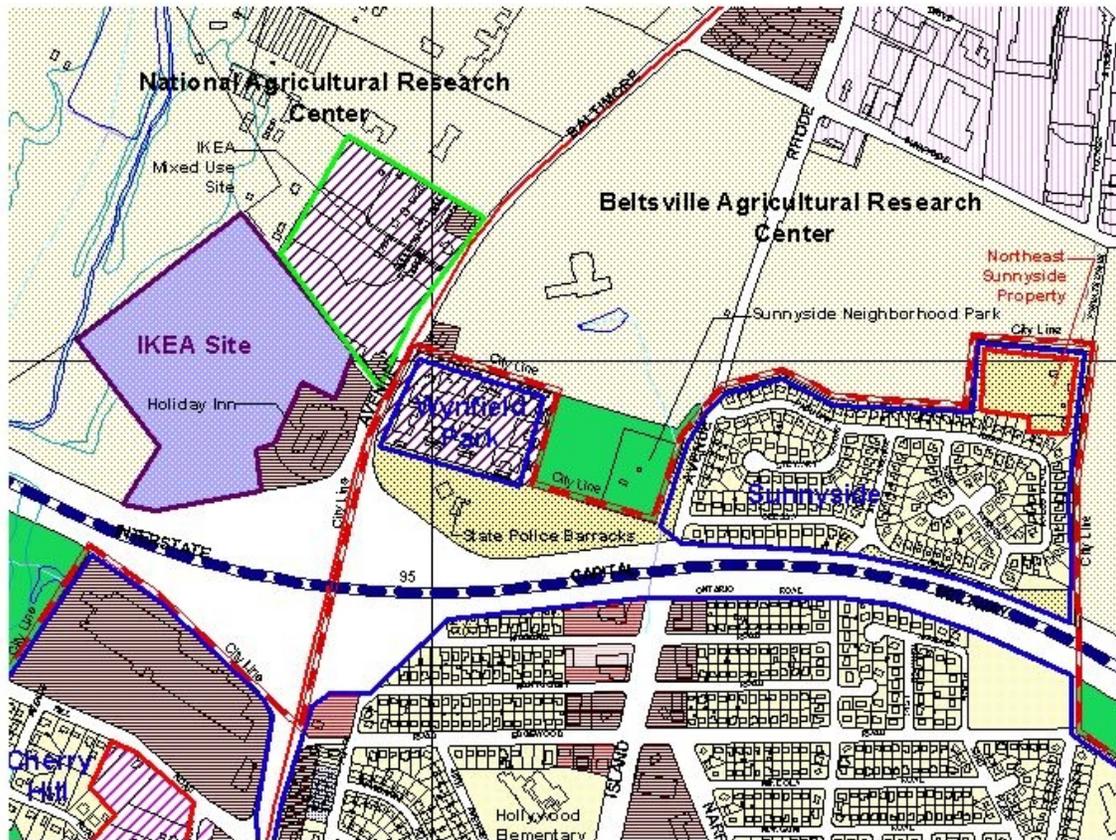
Public Capital Investment

Many of the existing sidewalks are inadequate because they are narrow and have obstacles. The neighborhood contains a large student population and adequate sidewalks should be built to encourage walking to campus and metro and to increase pedestrian safety. Public safety is a priority for the City and recent events have heightened concern. Safety phones are another investment the City can make to ensure all residents feel secure in the neighborhood. Rhode Island Avenue is a substandard street and should be reconstructed to provide curb and gutter, sidewalks and an on-street bike lane.

Old Town
Vital Statistics

Land Area	100 Acres
Total Population	1,087
Total Housing Units	362
% Owner Occupied	21%
% Renter Occupied	79%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	3.8
Population Per Acre	15.8
Election District	3
Major Subdivisions	Johnson and Curriden's, 1890
Neighborhood Organization	Old Town Civic Association
Year Annexed	Part of the original corporate limits, 1945
Zoning	M-U-I, C-S-C, C-1, R-18, R-55

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



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- ▲ Primrd.c.chp
- ▲ Baltimore Avenue
- ▲ Capital Beltway
- ▲ Greenbelt Road
- ▲ Interstate 83
- ▲ Keshikowk Avenue
- ▲ Packer Mill Road
- ▲ Rigg Road
- ▲ University Boulevard
- ▲ Build.chp
- ▲ Hydro.chp
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- ▲ R-8
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- ▲ R-R
- ▲ R-T
- ▲ ROAD

Key

- Approved Housing Projects
- Planned Housing Projects
- Mixed Use Development
- Neighborhood Boundary Lines
- Redevelopment Sites
- Vacant Sites
- City Boundary Line



Sunnyside

Digital Data Source: The Maryland-National Park and Planning Commission

SUNNYSIDE

The Sunnyside neighborhood is bounded by the Capital Beltway to the South, the Beltsville Agricultural Research Center (BARC) to the north, and Baltimore Avenue to the west. The eastern, western and northern edges form the City limit. The neighborhood is divided in half by Rhode Island Avenue. The eastern half is composed of single family residences built in the 1950's and 60's and the western half is comprised of the State Police Barracks and the Sunnyside Neighborhood Park (a 3.6 acre park).

The neighborhood lacks connectivity to other parts of the City. There are currently no through streets connecting Rhode Island Avenue to Baltimore Avenue to the west and access to the Hollywood neighborhood just south of it is limited to the Rhode Island Capital Beltway underpass. Metro Bus and train access is located in the Hollywood neighborhood. The nearest bus stop is at Edgewood Road and Rhode Island Avenue. Access to the Greenbelt Metro Station can be achieved via the Lackawanna Street dead end.

New Construction

The development of the IKEA site on Baltimore Avenue is adjacent to the western city limit line and will affect the western portion of the Sunnyside neighborhood. The IKEA store will be located in the southern half of the site. The northern half may be developed with multifamily housing and/or offices and retail. There are currently no proposals to link the IKEA development to the western and eastern neighborhoods of Sunnyside.

Neighborhood Revitalization

The eastern Sunnyside neighborhood is a small subdivision with limited access (Paducah and Odessa Roads) to a major road (Rhode Island Avenue). The houses are on medium-sized lots (approximately 7,200 s.f.) on curvilinear streets with a few cul-de-sacs and mature landscaping. The housing types are a combination of split-levels, Cape Cods, and ranch houses. Some opportunities exist for infill. Most of the sites are located next to the Beltway and may not have the proper depth. There is one large site located in the northeastern corner of the neighborhood that could be resubdivided but it appears to be landlocked on the southern edge. Access to this site is from Sunnyside Road which is outside of the City limits. Adding a metro bus stop at the end of Paducah Road would enhance public transit access. In addition to Metro, The Bus also serves the Sunnyside area.

Public Capital Investment

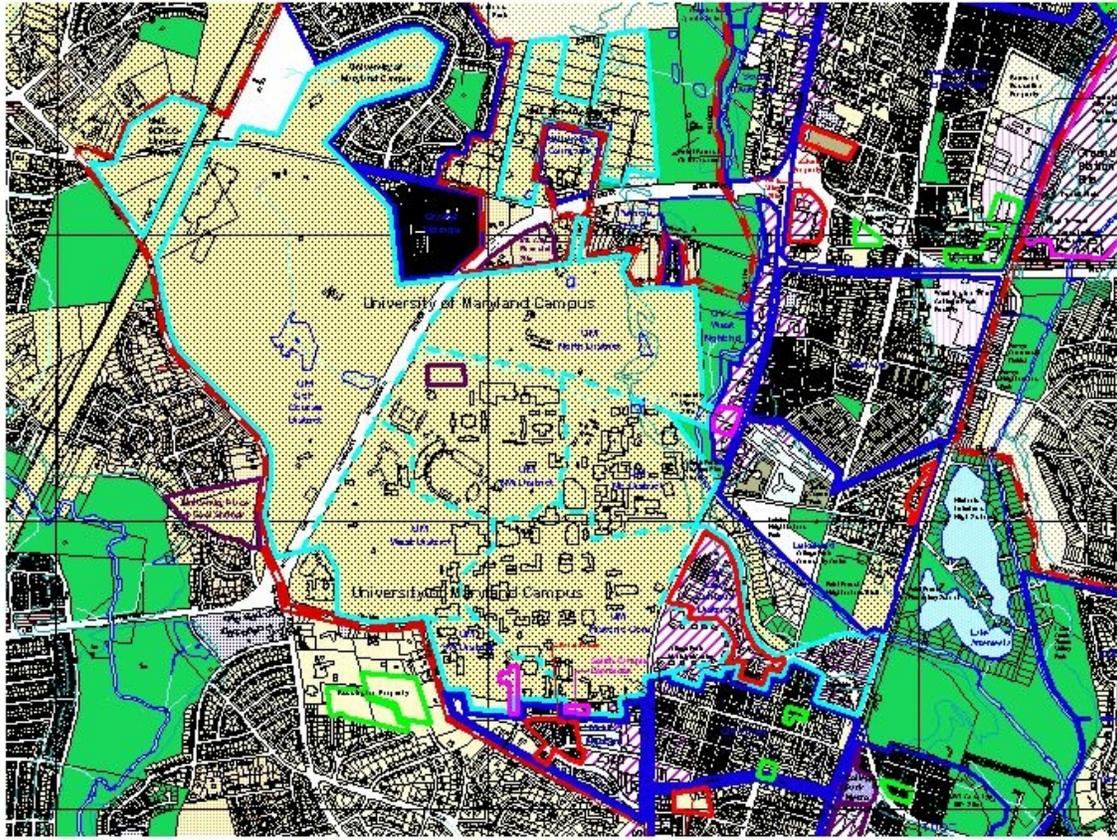
The State Police Barracks and Sunnyside Neighborhood Park can only be accessed via Rhode Island Avenue. There is a need for better east/west connections between the two halves of the neighborhood. The City could invest in a road through the western neighborhood that would connect Baltimore Avenue to Rhode Island Avenue. The neighborhood could be centered around the Sunnyside Neighborhood Park by adding bike trails and sidewalks leading to and from the Park to the eastern and western neighborhoods.

Sunnyside

Vital Statistics

Land Area	79 Acres
Total Population	492
Total Housing Units	169
% Owner Occupied	92%
% Renter Occupied	8%
% One Unit Detached	N/A
% Two or More Units Attached	N/A
Density	
Units Per Acre	2.2
Population Per Acre	6.0
Election District	1
Major Subdivisions	Sunnyside, 1954
Neighborhood Organization	North College Park Citizens Association
Year Annexed	1956
Zoning	M-X-T, R-55, R-R

Sources: 2000 U.S. Census, population, total housing units, and percent owner occupied and renter are compilations based on the 2000 Census Block Group data; City of College Park Planning Department.



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Key

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- Vacant Block
- UM Boundary Line
- City Boundary Line



University of Maryland Campus

Digital Data Source: The Maryland-National Park and Planning Commission

UNIVERSITY OF MARYLAND

The University of Maryland is located within the City of College Park and the main campus is bordered by University Boulevard (Route 193), Campus Drive, Mowatt Lane, Knox Road and Baltimore Avenue (Route 1). The main campus consists of 1,200 acres and 11 million gross square feet of development in 262 buildings. When university facilities outside of the main campus are included, the total increases to 12 million GSF in 459 buildings on 4,000 acres. The university currently has a total of 8,420 beds for students living in campus residence halls and another 1,740 beds in housing provided under public/private partnerships. Total undergraduate enrollment is currently 25,240 but is projected at the level of 24,500 into the future as shown in the table below. Graduate student enrollment is currently 9,561 already exceeding projections shown below.

Table 12: Headcount Enrollment

<u>Headcount Enrollment</u> 1996 - 2020										
	96	97	98	99	00	05	10	15	20	00-20 Net Chg.
Undergraduate FT	21,167	21,224	21,630	21,845	21,954	21,193	22,519	22,798	23,039	4.94%
Undergraduate PT	3,362	3,230	3,146	2,872	2,687	2,307	1,981	1,702	1,461	-45.62%
Graduate FT	4,231	4,296	4,179	4,454	4,966	5,220	5,220	5,220	5,220	5.11%
Graduate PT	4,246	3,961	3,970	3,693	3,585	3,780	3,780	3,780	3,780	5.44%
TOTALS	33,006	32,711	32,925	32,864	33,192	33,500	33,500	33,500	33,500	0.93%

Source: University of Maryland Facilities Master Plan, 2002

New Housing Construction

The University of Maryland Facilities Master Plan, covering the period 2001-2020, indicates that 2,188 beds will be built on campus in new residence halls during the 2006-2010 time period. This is the only new on-campus student housing proposed to be built, financed and managed by the university in the future, although the Facilities Master Plan identifies several other suitable sites for campus housing. Capstone Development will add another 788 units in the next two years under a public/private partnership with the university in the southwest district of campus. In the north district, a new "quad" of residence halls is shown. The existing Leonardtown apartments in the East Campus District are slated for future demolition and will hopefully be replaced with new mixed-use development that includes student housing as part of the redevelopment of this area under a public/private partnership.

Student housing demand for on-campus housing has fluctuated in the past, but in recent years has grown steadily and is expected to continue. University officials indicate that 45 percent of fulltime undergraduates and 91 percent of new freshman currently occupy campus housing and estimate unmet demand to be 2,075 beds. Future demand through 2006 is estimated at 2,200 beds (See Fig.7).

This figure comes from waiting lists maintained by the university and is admittedly conservative. Table 13 shows that there are an estimated 3,000 students living in off-campus housing outside of College Park that might be attracted to move to more suitable housing in or near the campus. The university's demand figure also omits graduate students who reflect a growing demand for housing and who often have special needs, such as daycare and affordable housing. Table 16 shows the rent burdens of a sample of graduate students from a random survey. Past undergraduate housing studies for the university have strongly recommended the construction of more on-campus housing and working with the private sector to address the student housing supply/demand imbalance. A recent assessment of housing needs of graduate students prepared by the University of Maryland Urban Studies and Planning Program found that most incoming graduate students have a difficult time finding affordable and convenient housing and are dissatisfied with the level of assistance they receive from the University.

Given the university's limited resources to build new on-campus housing, the university has been advised to adopt policies that encourage a large portion of the campus population, particularly juniors and seniors, to move off campus. With very low vacancy rates in the surrounding area, there have been a limited number of attractive options for students. New zoning on the Route 1 corridor that permits residential uses has created a new opportunity to address this need. The development of private sector student housing has become a niche market and there is a lot of developer interest in College Park. The success of student housing projects such as University Courtyards and South Campus Commons demonstrate that well-located, private sector projects that meet the unique needs and preferences of students are needed to address the current demand. The Mid-City Financial site at the northern gateway to campus, just west of Azalea Lane, presents a close-in opportunity for the city, university and private sector to work together on an appropriate development concept.

Neighborhood Revitalization

The campus neighborhood is divided into eight smaller districts. The recently approved Facilities Master Plan recommended improvements for every district as well as campus-wide improvements. Particular attention was paid to vehicular and pedestrian circulation and environmental issues. Improving connectivity to the city and the development of outlying parcels was also addressed. A significant issue is the age and condition of campus buildings including student housing. The ongoing maintenance and modernization of campus housing is critically important to attracting new students and keeping them on campus.

The university can be a better neighbor to the city by engaging in joint planning to make College Park a better college town. It is estimated that about 17,000 students live in the City of College Park. Encouraging more faculty, staff and graduate students with families to live in city neighborhoods and providing more direct support to city revitalization activities should be goals of the university. The College Park City-University Partnership can be a vehicle for these efforts.

Table 13: Students Living in College Park

<u>Type of Housing</u>	<u>Number of Students</u>
On-Campus Housing ⁴	10,160
Conventional Apartments in College Park	847
Single Family homes in College Park ⁵	3,094
Sorority and Fraternity Housing	1,386
Knox Boxes	712
College Park Towers	<u>816</u>
TOTAL	17,015

Source: Delta Associates, *Off-Campus Student Housing Report, 1998*; City of College Park Planning Department and Public Services Department, 2003, *University of Maryland Resident Life 2003*

¹ Residence Halls and Public/Private Partnership beds

² Assumes 809 single family home rentals, 85% occupied by students and 4.5 students per unit

Table 14: Summary of Students in College Park housing stock September, 1998

Surveyed Property	Number of Units	Number of Student Apartments 1/	Est. Students Per Unit 2/	Number of Students
Berkley Apartments	128	128	1.8	230 ¹
Berwyn House	132	119	1.8	214
Columbia Manor/ Smith Manor	32	N/A	N/A	N/A
Ferris Manor	60	25	1.8	45
Graduate Gardens	145	145	1.8	261
Governor Mansion	17	N/A	N/A	N/A
Smith Manor	49	N/A	N/A	N/A
Tecumseh Gardens	36	N/A	N/A	N/A
University Gardens	41	N/A	N/A	N/A
Wynfield Park Apts.	300	54	1.8	97
TOTAL	940	471	1.8	847

Source: *Executive Summary, Off-Campus Student Housing Report to the University of Maryland, prepared by Delta Associates, November 20, 1998.*

¹The original number listed in the study, 512, was computed incorrectly. The City of College Park has changed the number to 230.

Table 15: Summary of students in local housing stock not in College Park September, 1998

Surveyed Property	Number of Units	Number of Student Apartments 1/	Est. Students Per Unit 2/	Number of Students
Belcrest Plaza	783	6	1.8	11
Daniels Run	144	13	1.8	23
Graduate Hills	330	330	1.8	594
Highview	305	N/A	1.8	N/A
Nob Hill	397	12	1.8	22
North West Park	876	0	--	0
Oakton Terrace/Park Hampshire	286	--	--	--
Plaza Tower	288	29	1.8	52
Seven Springs Village	983	221	1.8	398
Springhill Lake	2,779	695	1.8	1,251
The Towers of Westchester Park	303	30	1.8	54
University Gardens	903	75	1.8	135
University Square	495	230	1.8	414
Total 3/	8,872	1,641	1.8	2,954

Source: Executive Summary, Off-Campus Student Housing Report to the University of Maryland, prepared by Delta Associates, November 20, 1998.

1/ Estimated by property staff during phone interview.

2/ Estimated 1.8 student per bedroom is from Table E-18 Delta's full report.

3/ Excludes properties with no or partial information

Public Capital Investment

The University of Maryland, through its Facilities Master Plan, proposes an extensive program of building renewal and planned new construction through 2020. The proposal for a Technology Research Park in the College Park-Riverdale Transit District Overlay Zone could have a significant, positive impact on the city and provide additional housing opportunities. The development of other state-owned property such as East Campus and the Buddington site also present opportunities for better integration with the city. Shuttle UM is an important university asset that needs to be expanded and used as a tool to facilitate the housing of students off campus. Better campus/city pedestrian and bicycle facilities and connections are also needed.

Table 16: Selected Statistics on Rent/Mortgage Burdens of UMCP Graduate Student Respondents by Enrollment Status

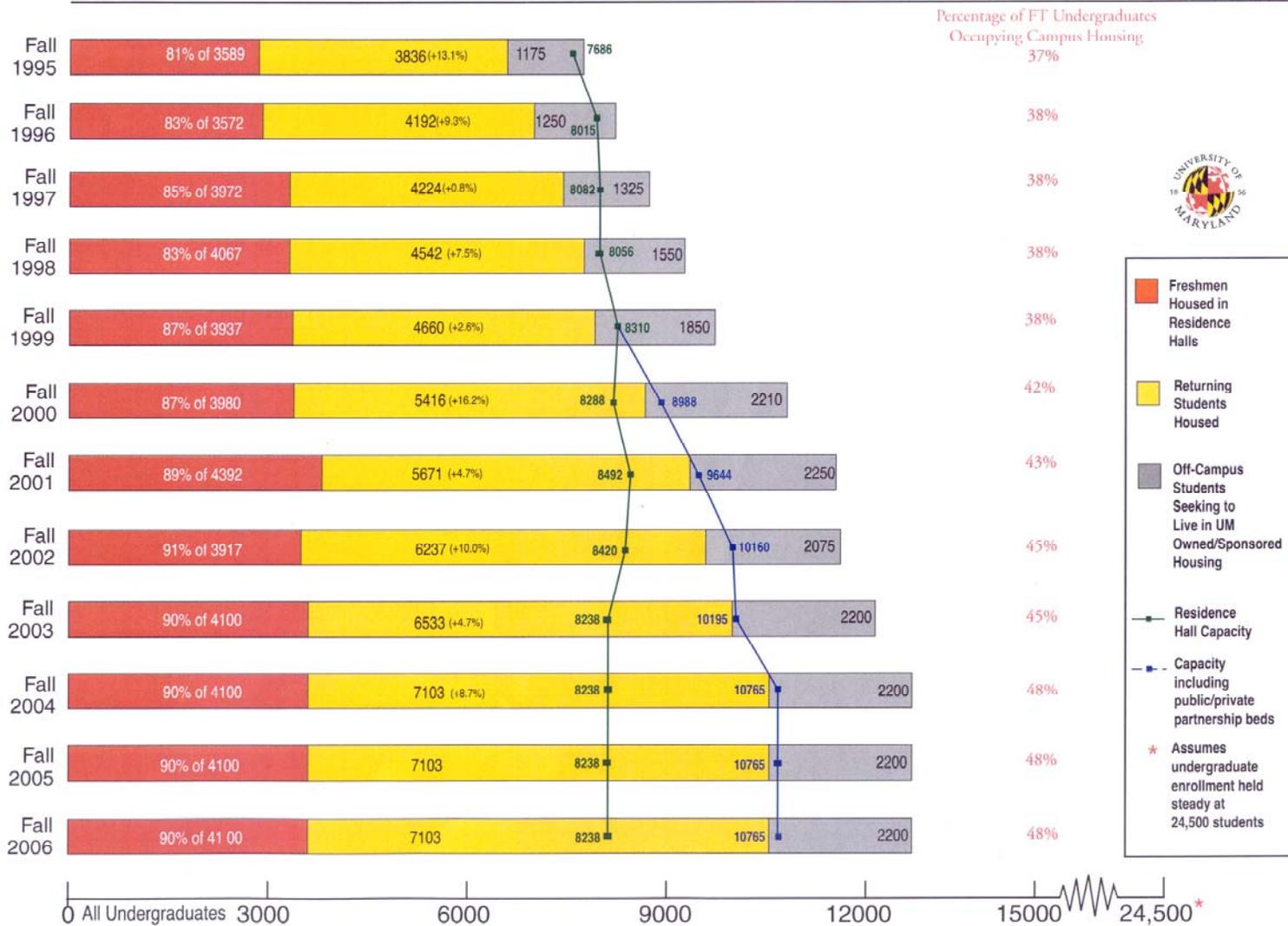
ENROLLMENT		MONTHLY RENT/MORTGAGE	RENT AS PERCENTAGE OF INCOME
Full Time	Mean	633.8182	45.71
	N	510	482
	Std. Deviation	329.50357	20.225
	Median	525.0000	41.50
	Minimum	100.00	1
	Maximum	3000.00	150
	Range	2900.00	149
	Part Time	Mean	1035.4828
N		58	54
Std. Deviation		605.11731	14.637
Median		857.0000	30.00
Minimum		250.00	10
Maximum		3000.00	80
Range		2750.00	70
Total		Mean	674.8332
	N	568	536
	Std. Deviation	386.12820	20.098
	Median	550.0000	40.00
	Minimum	100.00	1
	Maximum	3000.00	150
	Range	2900.00	149

Source: Web-based, random-sample survey of 588 UMCP Graduate Students in December 2002.

Fig. 7

Campus Housing Demand and Housing Capacities

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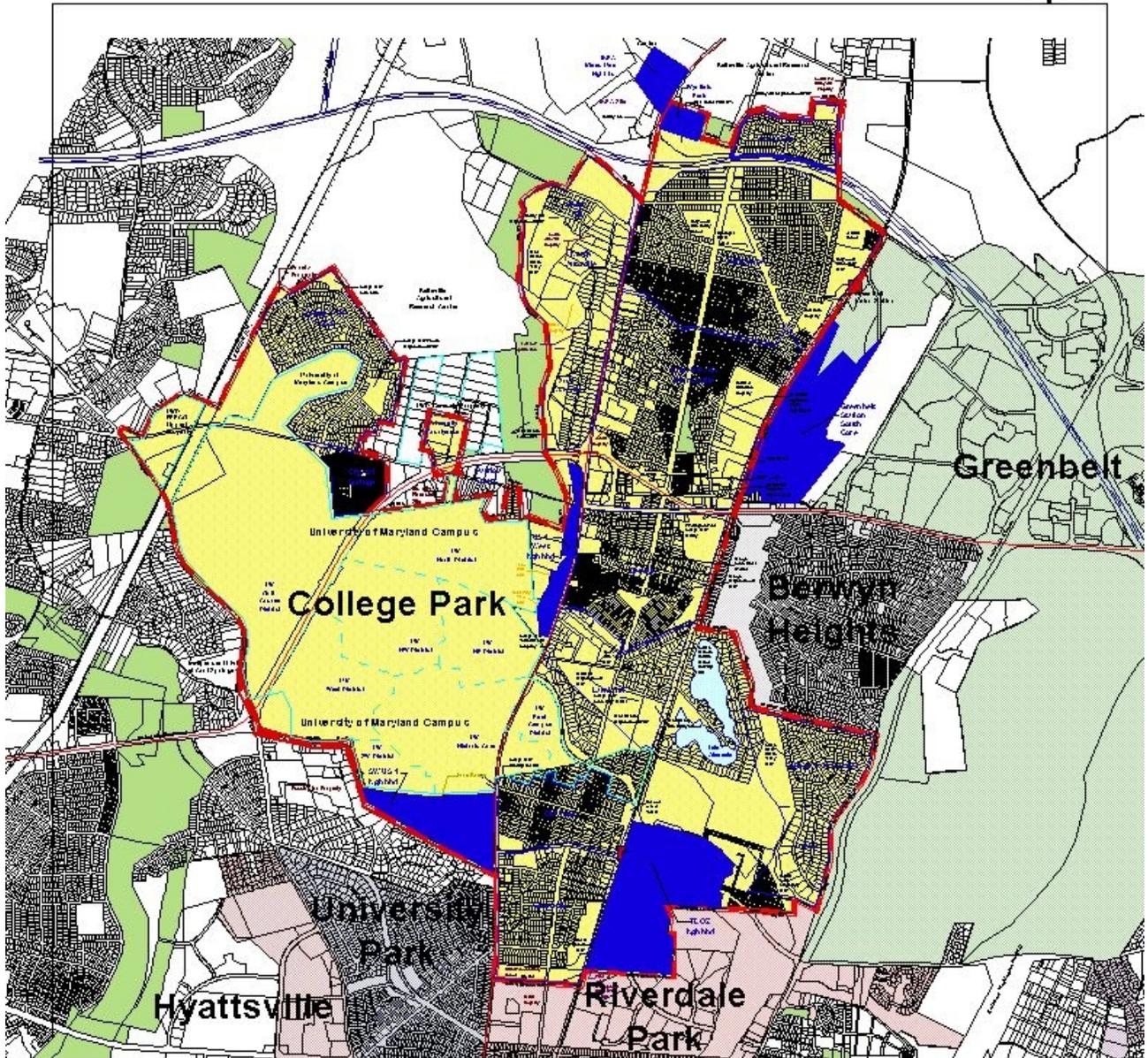


- Freshmen Housed in Residence Halls
- Returning Students Housed
- Off-Campus Students Seeking to Live in UM Owned/Sponsored Housing
- Residence Hall Capacity
- Capacity including public/private partnership beds
- * Assumes undergraduate enrollment held steady at 24,500 students

University of Maryland

Vital Statistics

Land Area	1,200 acres main campus 2,800 acres outside of main campus
Total Enrollment	25,240 undergraduate students 9,561 graduate students
Total Housing Units	10,160 beds
% Residence Halls	83%
% Public/Private Partnership	17%
Density	
Population Per Acre	2.54
Election District	2, 3 and 4
Year Annexed	Part of the original corporate limits, 1945
Zoning	Majority of campus land is zoned R-R; East Campus district is zoned M-U-I



- Train sta. shp
- ▲ Park, shp
- ▲ Railroad, shp
- ▲ Baltimore Avenue
- ▲ Capital Beltway
- ▲ Greenbelt Road
- ▲ Riverdale Rd
- ▲ Kenilworth Avenue
- ▲ Rudder Mill Road
- ▲ Riggs Road
- ▲ University Boulevard
- ▲ Property, shp
- Muni. shp
- BENNING HEIGHTS
- COLLEGE PARK
- EDMONSTON
- GREENBELT
- HYATTSVILLE
- NEVACARROLLTON
- RIVERDALE
- UNIVERSITY PARK
- Parkprop. shp



Emerging Neighborhoods

- Emerging Neighborhood



Emerging Neighborhoods

Digital Data Source: The Maryland-National Capital Park and Planning Commission

US 1 WEST

This area is west of Route 1, south of University Boulevard, east of the University of Maryland, and north of Paint Branch Parkway, and is part of Subareas 3A-1-5 in the Approved College Park Route 1 Sector Plan and Sectional Map Amendment. The Route 1 Sector Plan has dramatically changed the development potential of this area. By rezoning land to allow housing, this is now an attractive residential development area, with proximity to the University, Anacostia Tributary Trail System, and downtown College Park. As a result of the Sector Plan, development plans have been initiated to build multifamily housing.

The first development is known as University View. In July, 2002, the Prince George's County Planning Board approved a mixed-use development project, consisting of two high-rise towers, one with office space and the other residential. The project will have 352 apartment units and a total of 177,492 square feet of office space. There will be a total of 710 spaces of structured parking. It is located at the site of the former McDonald's, which is now vacant, and property owned by the University of Maryland, which is currently leased to Koon's Ford as a parking lot. The developers, SJM Partners, purchased the former McDonald's site at 8204 Baltimore Avenue in the winter of 2002. The University Board of Regents agreed to the sale of the University of Maryland property, which was finalized on January 8, 2003 when the State of Maryland Board of Public Works approved it.

Another possible residential project discussed in this area is 8424-8430 Baltimore Avenue, which is now home to Los Panchos restaurant, Taco Bell, and a vacant former restaurant. A developer has a contract on these properties, with the intent of building student apartments. Plans are in the preliminary stage and it is unclear what exactly how this proposal will proceed. However, when combined with University View, this projects helps to set up a new neighborhood on the west side of Route 1. It will be advantageous to target this area for additional redevelopment on the east side and public investment in streetscape.

TRANSIT DISTRICT OVERLAY ZONE (TDOZ)

The Transit District Overlay Zone is located to the east of the CSX rail line and the College Park/University of Maryland Metro Station, and has significant potential as a new urban mixed-use neighborhood. More than half of the TDOZ is in the Town of Riverdale Park. Parcels 1 and 2 in College Park are the only ones where residential uses are allowed under the Approved Transit District Development Plan (TDDP) for the College Park-Riverdale Transit District Overlay Zone (TDOZ) approved in October, 1997.

Parcel 1 is owned by WMATA, who selected Avalon Bay Communities, Inc., a multifamily housing developer, as their joint development partner, but recently terminated them.

In initial designs, Avalon at University Station called for 320 units of housing in three- to four-story buildings with attached parking. An additional 54,400 square feet of office and retail space is proposed. The start date for this project is dependent upon the timeline for the WMATA parking garage construction, which is a prerequisite to the housing development.

Although not currently allowed under the TDDP, additional residential development in this area is desirable. Parcel 15 D is now vacant and owned by Prince George's County. Its proximity to the Metro Station, size, and location make it an attractive site for multifamily-residential use. The City will need to work with the Town of Riverdale Park, Prince George's County, and M-NCPPC to further explore this issue.

The University of Maryland is planning to create a new Research and Technology Park in the TDOZ. It has purchased the former Litton site, and has a contract on 57 acres of undeveloped property. The University plans to partner with a developer to acquire and build the Park. The state-of-the-art research, laboratory, and incubator facilities are proposed to total 1.5 million square feet of office and lab space, over 130 acres, when completed over 15 years. Notably, in the market study commissioned by the University, respondents to surveys indicated access to quality, upper-end housing was very important. No housing is currently being proposed by the University.

GREENBELT STATION SOUTH CORE

The Greenbelt Metro Area Sector Plan covers 1,600 acres immediately surrounding the Greenbelt Metro and MARC stations. The area is east of the Hollywood and Daniels Park neighborhoods. The Greenbelt Metro Area Sector Plan recommends a transit-oriented mixed-use development including retail, office, entertainment and residential land uses that achieve a high intensity, 24-hour development at a multimodal center in the north, and a medium-intensity mixed-use development in the south. The Plan also recommends owner-occupied housing, such as condominiums and residential units above retail and office sites, as well as senior housing.

SOUTHWEST US 1 NEIGHBORHOOD

The Knox Box area, located west of Route 1 and south of Knox Road, was identified in the US 1 Corridor Sector Plan as a significant redevelopment opportunity. At the present time, the area is almost exclusively occupied by students. Available housing includes 178 units in multifamily structures know as "Knox Boxes," College Park Towers, a two building, 204-unit condominium project located on Knox and Hartwick Roads and Graduate Garden Apartments, a 145-unit complex located off of Guilford Drive. Existing conditions in the Knox Box area are questionable. Parking and public safety issues exist, as do problems with litter, trash and noise and building code enforcement. Most problems seem to center around the Knox Boxes proper and College Park Towers.

The Sector Plan's vision for this area's redevelopment is as a predominantly residential neighborhood, with emphasis on student housing, service retail and office uses associated with the university. A variety of housing types are contemplated, including attached and multifamily housing, suitable for graduate and undergraduate students and faculty.

Because of diverse ownership of the Knox Boxes, land assembly is a major impediment to redevelopment, however, developer interest in this area has already been sparked. The Sector Plan mentions possible reorientation of internal roadways, enhanced pedestrian connections and open space. Public commitment to neighborhood infrastructure, including development of structured parking would likely accelerate redevelopment activity.

South Campus Commons, a public-private partnership between the University of Maryland and Capstone Building Corporation, is located just north of this neighborhood, on the University of Maryland campus.

IKEA/WYNFIELD PARK

The IKEA/Wynfield Park area is identified as an emerging neighborhood because of the presence of Wynfield Park, with possible future housing at the IKEA site. Wynfield Park is north of the Beltway, east of Route 1, and entirely within the city limits. The IKEA site, which is similarly situated west of Route 1, is outside the city, and a possible annexation site. It will have a 371,256 square foot retail store on the southern part of the site, and restaurant pads and office buildings are currently planned for the northern portion of the site. A Detailed Site Plan has been approved with 410,000 square feet of office. The area also has a gas station, a hotel, and is near the Beltsville Agricultural Research Center (BARC).

Given an under-performing office market, housing might be a better use at the IKEA site, although there are constraints. Conditions on the detailed site plan require the primary use be office development. A revision of the site plan would be required. If necessary, the City can support changes that would enable residential development to take place.

These areas do not readily fit within the existing neighborhoods of Sunnyside or Cherry Hill, and would more appropriately be grouped together as a high-density neighborhood with good access to transportation. Wynfield Park, which was built in 1997, has 300 garden-style units (299 units are occupied, one is used for display). It also offers several amenities, such as fireplaces, detached garages, pool, and an overall upscale environment. It is an attractive location for persons working within and outside the City. As a neighborhood, they could benefit from increased amenities, streetscape improvements, and services. Along Route 1, pedestrian safety should also be a focal point of improvements.

IMPLEMENTATION

The Housing Plan is a dynamic document that should evolve over time. Prior to City Council adoption, the Housing Plan was distributed to civic and business organizations, the University of Maryland, developers and others interested in participating in housing issues. A series of meetings were held in order to allow for discussion of the Plan prior to adoption. The input from the community was valuable in finalizing the Plan and obtaining support from the City Council.

The implementation of the Housing Plan shall be the responsibility of the city, university, and the private sector, with the goal of encouraging housing in suitable places on and off campus. The Plan, if implemented in a reasonable time frame, will add significant tax base to the City of College Park. The return or increase in tax base will allow for further reinvestment by the City, and should create, in turn, private sector investment.

There are numerous strategies outlined in the Plan. The key to implementation is that the various public and private entities assume responsibility to implement their part of the process in a reasonable time frame. The investment of time and resources to ensure implementation becomes the joint responsibility of all the entities involved. With such a commitment, it is very possible that significant results can be realized in the short run. Other, more formidable housing related challenges could be met in the long run.

For example, there are currently many student housing projects proposed and planned to be built. The design and location of these projects will determine the quantity of units to be built and in what time frame. If these projects come to fruition within the next three to five years the current shortage of student housing can be met rather quickly.

Plans for conventional housing will be determined largely by the private sector, and their willingness to see College Park as a destination location for housing that is not related to the university. This notwithstanding, significant revitalization can occur which will have direct impact on housing values in the City. However, revitalization will have to be stimulated to a large extent by the public sector through infrastructure and other capital improvements in neighborhoods that are likely to redevelop in the near future.

ACTIVITY

TIMING

- | | |
|---|------------------|
| 1. Initiate Joint Planning with the University of Maryland. | July 2003 |
| 2. Identify sites needed for land assembly and initiate land acquisition. | June-August 2003 |
| 3. Work with developers to facilitate housing development. | Ongoing |

- | | | |
|----|---|-----------|
| 4. | Initiate a Neighborhood Improvement Planning process. | July 2003 |
| 5. | Establish Capital Improvements Plan and Programs in support of neighborhood revitalization. | Annually |
| 6. | Pursue grant-funding opportunities. | Ongoing |
| 7. | Implement selected strategies. | Ongoing |
| 8. | Report new construction progress through the annual economic development report | Annually |

OBJECTIVES/BENCHMARKS

1. Increase homeownership to 65 percent Citywide by 2008.
2. Improve the balance of owner-occupied to renter-occupied housing in all City neighborhoods to at least 50/50 by 2010.
3. Increase the supply of undergraduate and graduate student housing by 2,200 beds in the next three to five years in order to meet current estimates of demand.
4. Increase the supply of conventional housing in neighborhoods by 1,500 units (or 3–4 percent annually) by 2010.
5. Increase the average home value assessment in the city from \$143,214 in 2004 to \$209,677 in 2008.
6. Increase the percentage of mixed-use development so that a minimum of two in ten new dwellings is located in mixed-use projects by 2015.
7. Prepare and approve Neighborhood Improvement Plans for all city neighborhoods by 2010.

ACKNOWLEDGEMENTS

Over the past six months, staff conducted numerous meetings and interviews with local experts, organizations and groups on housing issues in College Park. The information provided by the individuals listed below helped to shape the College Park Housing Plan.

October 25, 2002 Housing Forum Participants

- L. Earl Armiger, President, Orchard Development Corporation
- Martin Brincefield, Representative, Landlords Forum, City of College Park
- Ralph Bennett, Professor/Architect, University of Maryland
- Dr. Alexander Chen, Associate Professor/Director, University of Maryland
- Roberto DeNecochea, Executive Director, College Park City-University Partnership
- Brad Farrar, Associate Director, Prince George's County Department of Housing and Community Development
- Samuel A. Finz, City Manager City of College Park
- Richard D. Koch, Senior Development Director, Avalon Bay
- Alvin Kushner, City of College Park resident and former Mayor
- Hellmut Lotz, Chair, Tenants Committee, City of College Park
- Patricia Mielke, Assistant Vice President, Student Affairs, University of Maryland
- Joe Page, Resident, College Park and former Mayor
- Jeannie Ripley, Code Enforcement Supervisor, City of College Park
- Jim Rosapepe, University of Maryland Regent
- Terry Schum, Planning Director, City of College Park
- Noah A. Simon, Planner, City of College Park
- Eric Swalwell, Vice President of Campus Affairs, Student Government Association, University of Maryland
- Mark Vogel, President, Mark Vogel Companies

Interviews and Meetings

- Jerry Anzulovich, President, Berwyn Civic Association, Inc. and Realtor
- L. Earl Armiger, President, Orchard Development Corporation
- Ralph Bennett, Professor/Architect, University of Maryland
- Stephen A. Brayman, Mayor, City of College Park
- Sam Bronstein, President, North College Park Civic Association
- Donald L. Byrd, Councilman, City of College Park
- Robert T. Catlin, Councilman, City of College Park
- Dr. Linda Clement, Vice President for Student Affairs, University of Maryland
- Dr. James Cohen, Professor, University of Maryland
- Robert Day, President, College Park Civic Association
- Roberto DeNecochea, Executive Director, College Park City-University Partnership
- Renee Domogauer, Calvert Hills Civic Association

- David Dorsch, Chair, Landlords Forum, City of College Park
- Brad Farrar, Associate Director, Prince George's County Department of Housing and Community Development
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- Jamie Grant, Vice President for Development, Capstone Development
- Jalal Green, Executive Director, Redevelopment Authority of Prince George's County
- John R. Henderson, Chief, Redevelopment Authority of Prince George's County
- Lesa Noblitt Hover, Vice President of Governmental Affairs, Apartment and office Building Association of Metropolitan Washington
- L. Jeff Jones, Executive Vice President, Capstone Development
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- Mark Vogel, President, Mark Vogel Companies
- Timothy E. Wanamaker, Deputy Chief, Redevelopment Authority of Prince George's County
- Alan Wanuck, President, West College Park Citizens Association

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