

Prince George's County  
**Zoning Ordinance Rewrite**

**DRAFT** Guide to  
**New Zones**

December 3, 2018



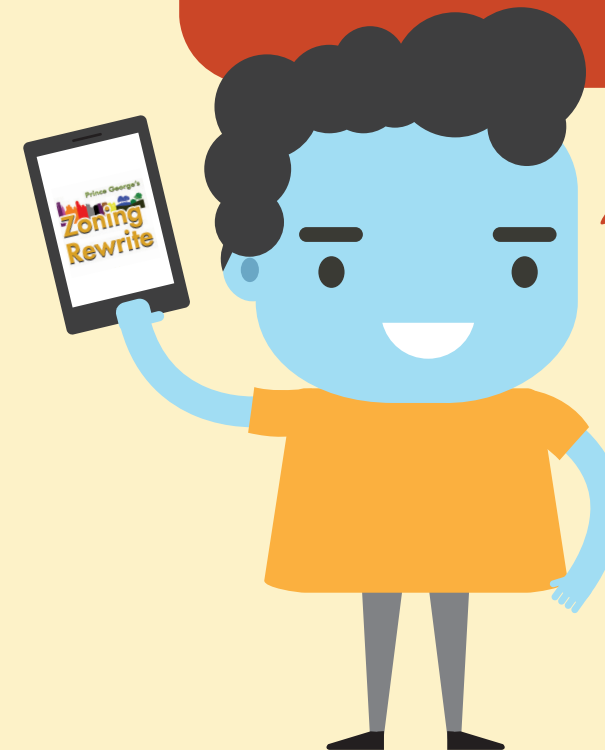
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Project Website: [zoningpgc.pgplanning.com](http://zoningpgc.pgplanning.com)



# Let's get started...

## What's my new zone?

The following guide shows how the Countywide Sectional Map Amendment (CMA) will determine the appropriate new zone for all properties in the County. This tool will ensure that everyone is using the same rules and all conversions will be transparent, fair, and equitable.



## So, how does it work?

There are four sections to guide you in understanding how and why your property will have a new zone.

**Part 1:** New Zone Conversion Chart (Page 4)

Most property owners will use this chart and see minimal change to their zone.

**Part 2:** Mixed-Use Zone Decision Matrix (Page 8)

For properties not located in a Plan 2035 designated Center and zoned M-X-T, M-U-I, or M-U-T-C.

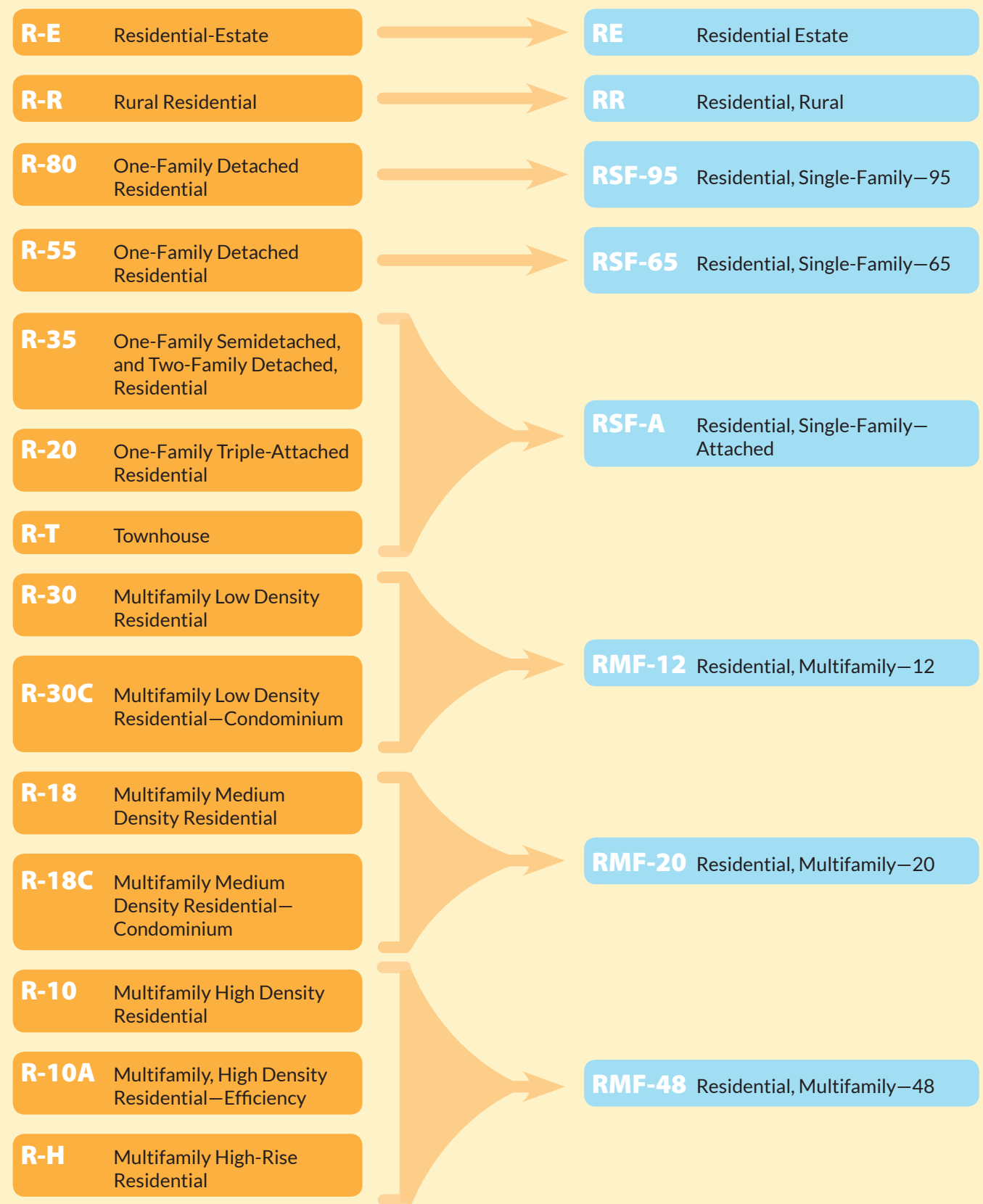
**Part 3:** Transit-Oriented/Activity Center Base Zones Decision Matrix (Page 18)

**Part 4:** US 1/Innovation Corridor (Page 20)

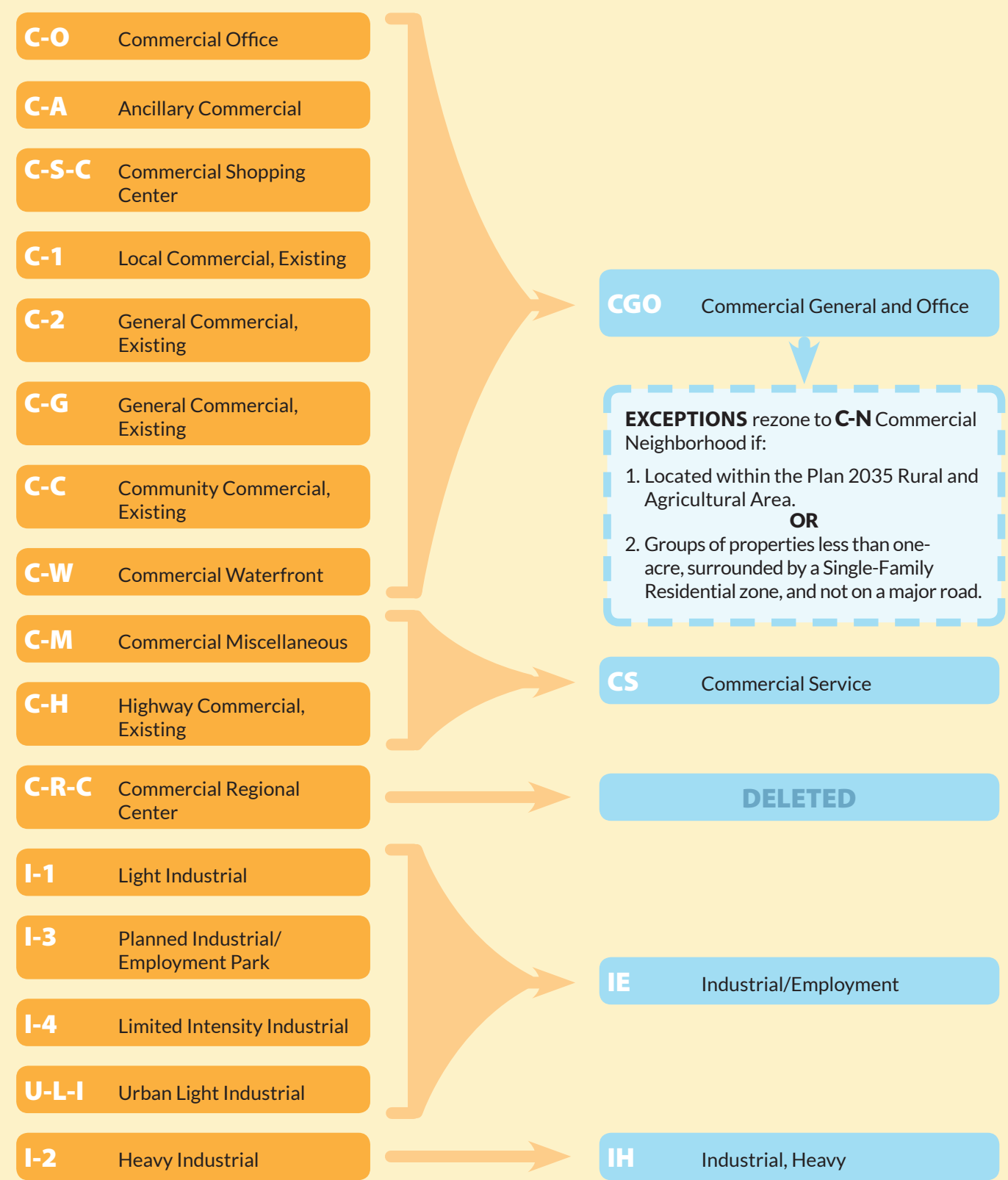
- Location Map
- Decision Matrix

# New Zone Conversion Chart

## BASE ZONES—RESIDENTIAL



## BASE ZONES—NONRESIDENTIAL



**EXCEPTIONS** rezone to **C-N** Commercial Neighborhood if:

- 1. Located within the Plan 2035 Rural and Agricultural Area.
- OR**
- 2. Groups of properties less than one-acre, surrounded by a Single-Family Residential zone, and not on a major road.

Deletion of the following zones is proposed because zone structures are duplicated or no longer in use; C-R-C, R-L, R-S, R-M, R-U, E-I-A, V-L, V-M, L-A-C, M-A-C, R-P-C, M-X-T, M-U-I, UC-4, UC-3, UC-2, UC-1, R-O-D, A-C-O, T-D-O, and D-D-O.

BASE ZONES—RURAL AND AGRICULTURAL

<b>R-O-S</b>	Reserved Open Space	→	<b>ROS</b>	Reserved Open Space
<b>O-S</b>	Open Space	→	<b>AG</b>	Agriculture and Preservation
<b>R-A</b>	Residential-Agricultural	→	<b>AR</b>	Agricultural Residential

BASE ZONES—CENTERS

Plan 2035 Center Designation

Regional Transit District (Downtown)	→	<b>RTO-H</b>	Regional Transit-Oriented—High Intensity
Regional Transit District	→	<b>RTO-L</b>	Regional Transit-Oriented—Low Intensity
Local Transit Center	→	<b>LTO</b>	Local Transit-Oriented
Town Center	→	<b>TAC</b>	Town Activity Center
Campus Center	→	<b>NAC</b>	Neighborhood Activity Center
Neighborhood Center	→		

PLANNED COMMUNITY ZONES/OTHER ZONES

<b>R-M-H</b>	Planned Mobile Home Community	→	<b>RMH</b>	Residential Mobile Home
<b>R-P-C</b>	Planned Community	→	<b>DELETED</b>	

OVERLAY ZONES—POLICY AREAS

<b>C-B-C-A</b>	Chesapeake Bay Critical Area Overlay Zone	→	<b>CBCA</b>	Chesapeake Bay Critical Area Overlay Zone
<b>A-P-A</b>	Aviation Policy Area Overlay Zone	→	<b>APA</b>	Aviation Policy Area Overlay Zone
<b>M-I-O</b>	Military Installation Overlay	→	<b>MIO</b>	Military Installation Overlay

OVERLAY ZONES—OTHER

<b>T-D-O</b>	Transit District Overlay	→	<b>DELETED</b>	
<b>D-D-O</b>	Development District Overlay	→	<b>DELETED</b>	
<b>A-C-O</b>	Architectural Construction Overlay	→	<b>DELETED</b>	

PLANNED DEVELOPMENT ZONES—TRANSIT-ORIENTED/ACTIVITY CENTER (Outside of Centers)

<b>M-X-T</b>	Mixed-Use Transportation-Oriented	→	Go to page 8 for more information.
<b>M-U-I</b>	Mixed-Use Infill	→	
<b>M-U-T-C</b>	Mixed-Use Town Center	→	Legacy Mixed-Use Town Center
<b>M-X-C</b>	Mixed-Use Community	→	Legacy Mixed-Use Community (New)

COMPREHENSIVE DESIGN ZONES

V-L

Village-Low

V-M

Village-Medium

L-A-C

Local Activity Center  
(Neighborhood, Village,  
Community)

M-A-C

Major Activity Center (Metro  
Center, New Town Center or  
City Corridor Center)

R-L

Residential Low Development

R-S

Residential Suburban  
Development

R-M

Residential Medium  
Development

R-U

Residential Urban Development

E-I-A

Employment and Institutional  
Area

LCD

Legacy Comprehensive Design  
(New)

EXCEPTION:

When located in a  
Plan 2035 designated center, use the  
Transit-Oriented/Activity Center Base  
Zones Decision Matrix on page 16.

URBAN CENTERS AND CORRIDOR NODES ZONES

<b>UC-1</b>	Metropolitan Urban Center District	→	<b>DELETED</b>
<b>UC-2</b>	Regional Urban Center District		
<b>UC-3</b>	Community Urban Center District		
<b>UC-4</b>	Urban Corridor Node		

Deletion of the following zones is proposed because zone structures are duplicated or no longer in use; C-R-C, R-L, R-S, R-M, R-U, E-I-A, V-L, V-M, L-A-C, M-A-C, R-P-C, M-X-T, M-U-I, UC-4, UC-3, UC-2, UC-1, R-O-D, A-C-O, T-D-O, and D-D-O.



# Mixed-Use Zone Decision Matrix

M-X-T • M-U-I

## Outside of Plan 2035 Designated Centers

(If your property is within the boundary of a Plan 2035 center use the Transit-Oriented/Activity Center Base Zone Matrix on page 16.)

For the purposes of this decision matrix, all contiguous groups of mixed-use-zoned properties (M-X-T and M-U-I) or those within 500 feet of each other will be treated as one, unless separated by a major road, railroad track, or body of water.

Please use the US 1/Innovation Corridor Decision Matrix on page 18.



Start Here

1

Is your property within the Plan 2035 Innovation Corridor and/or along the US 1 Corridor?

Yes

No

2

Is your property within 500 feet of the Rural and Agricultural Area, with no major road between?

Yes No

Your new zone will be  
RMF-12

3

Is there an approved detailed site plan for your property?

Yes

No

4

Are there any master plan policies or strategies that provide development guidance for your property?

Yes

No

5

Is your property vacant or undeveloped?

No

Yes

8

Is the property on a major\* or minor road?

MAJOR  
Your new zone will be  
RMF-48

MINOR  
Your new zone will be  
RMF-20

6

Is the highest intensity zone that is next to or nearest your property a residential zone?

Yes No

MAJOR  
Your new zone will be  
CS

MINOR  
Your new zone will be  
CN

10

Is the property on a major\* or minor road?

9

What is the highest intensity abutting zone?

If there is no abutting zone, then what is the nearest zone to your property?

Is it CGO Zone?

Yes

Is it CS Zone?

Yes

Is it IE Zone?

Yes

Is it IH Zone?

Yes

Is it RMF-12 or lower?

Yes

Is it RMF-20 Zone or higher?

Yes

\*For the purposes of this decision matrix, a major road is defined as a freeway, expressway, arterial, or major collector.

## TEST CASE 1: Upper Marlboro

**Site: Dunkin Donuts Property—M-X-T to RMF-48**

Location: Northwest quadrant of Route 301 and MD 725

Current Zone: M-X-T

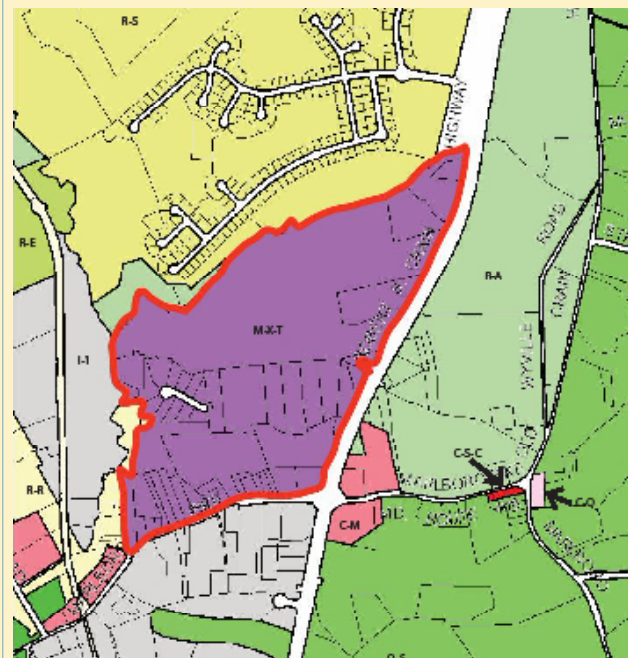
Is your property within the Plan 2035 Innovation Corridor and/or along the US 1 Corridor?	No
Is your property within 500 feet of the Rural and Agricultural Area, with no major road between?	No
Is there an approved detailed site plan for your property?	No
Are there any master plan policies or strategies that provide development guidance for your property?	<p>YES—Subregion 6 Master Plan and SMA Policy (Page 205, 2nd paragraph)—Northwest Quadrant</p> <ul style="list-style-type: none"> <li>• Strategy 1: Rezone the properties south of Balmoral to MD 725 to the M-X-T Zone to maximize opportunities for high-quality, mixed-use development.</li> <li>• Strategy 2: Provide a mix of development opportunities, including types of housing that complement and support the Town of Upper Marlboro.</li> <li>• Strategy 7: Decrease development density/intensity as development moves away from MD 301 toward the floodplain.</li> </ul>
Is the detailed site plan, master plan policy/strategy, or current development on the property predominately residential or nonresidential?	Primarily residential
Is the property on a major or minor road?	Major road (Robert Crain Highway, Route 301)
New Zone	Residential, Multifamily-48 (RMF-48)

## NOTES

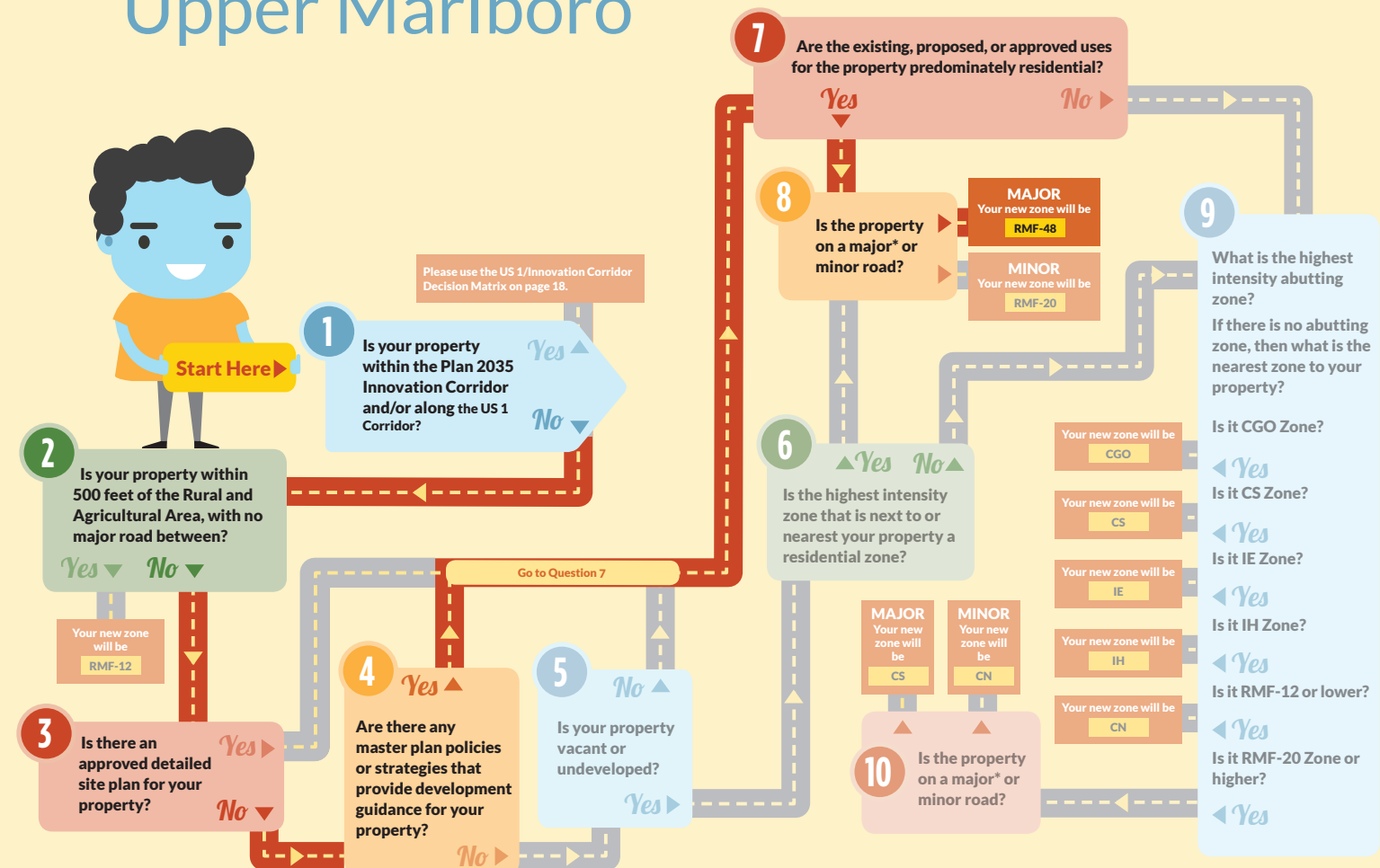
The RMF 48 Zone provides lands for a high-density multifamily development (up to 48 dwelling units per acre), along with other forms of development that support residential living and walkability in appropriate locations along commercial corridors.

Development allowed in the RMF-48 Zone includes: multifamily dwellings; live/work units; recreation/entertainment; personal services; and retail sales and services uses that support residential living and walkability, mixed-use development, and supporting public facilities.

The existing gas station will become a “deemed conforming” use per the new zoning ordinance transitional provisions.

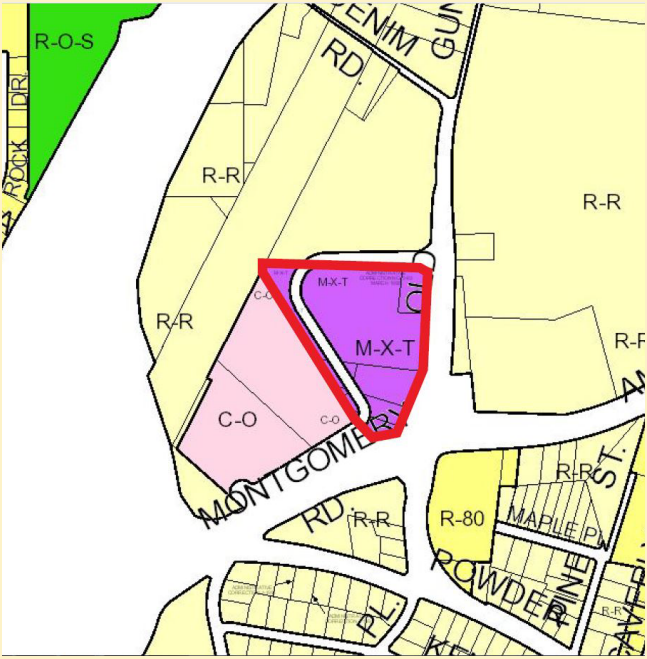


## Sample Matrix: Upper Marlboro

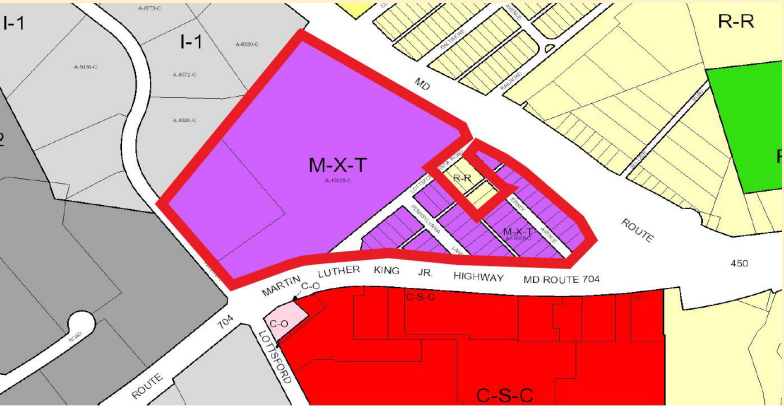


\*For the purposes of this decision matrix, a major road is defined as a freeway, expressway, arterial, or major collector.

TEST CASE 2: Beltsville

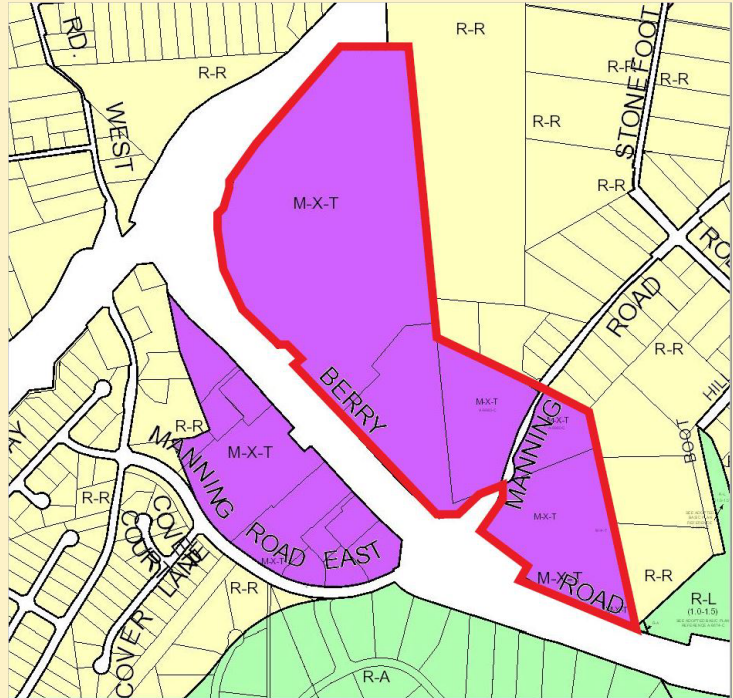
M-X-T to CGO	
Location: Northwest quadrant of Old Gunpowder Road and Ammendale Road (Beltsville)	
Current Zone: M-X-T	
Is your property within the Plan 2035 Innovation Corridor and/or along the US 1 Corridor?	No
Is your property within 500 feet of the Rural and Agricultural Area, with no major road between?	No
Is there an approved detailed site plan for your property?	No
Are there any master plan policies or strategies that provide development guidance for your property?	YES—2010 Subregion 1 Master Plan and SMA The M-X-T Zone is to be targeted for an office and technology mix of uses with allowance for a modest amount of retail and multifamily residential (not exceeding 50 percent of the square footage of the development) with a high quality of design. Residential density shall be limited to 12 units to the acre; however, if an assemblage of more than 10 acres is joined in an application.
Is your property vacant or undeveloped?	No
Is the detailed site plan, master plan policy/strategy, or current development on the property predominately residential or nonresidential?	Primarily nonresidential
What is the highest intensity abutting zone? If there is no abutting zone, then what is the closest zone to your property?	C-O (Commercial Office), which will convert to CGO (Commercial General Office) in the new ordinance
New Zone	Commercial General Office (CGO)
NOTES	
The CGO zone provides land for a diverse range of business, civic, and mixed-use development, typically at major intersections where visibility and good access are important, in a form that supports connections and a balance between good automobile access and pedestrian-friendliness.  Development allowed in the CGO Zone includes retail sales and services; personal services; eating or drinking establishments; recreation and entertainment; offices; limited vehicle sales and services; institutional; commercial marine and water-oriented activities along waterfronts; mixed-use development (including residential); and supporting public facilities.	

TEST CASE 3: Lanham

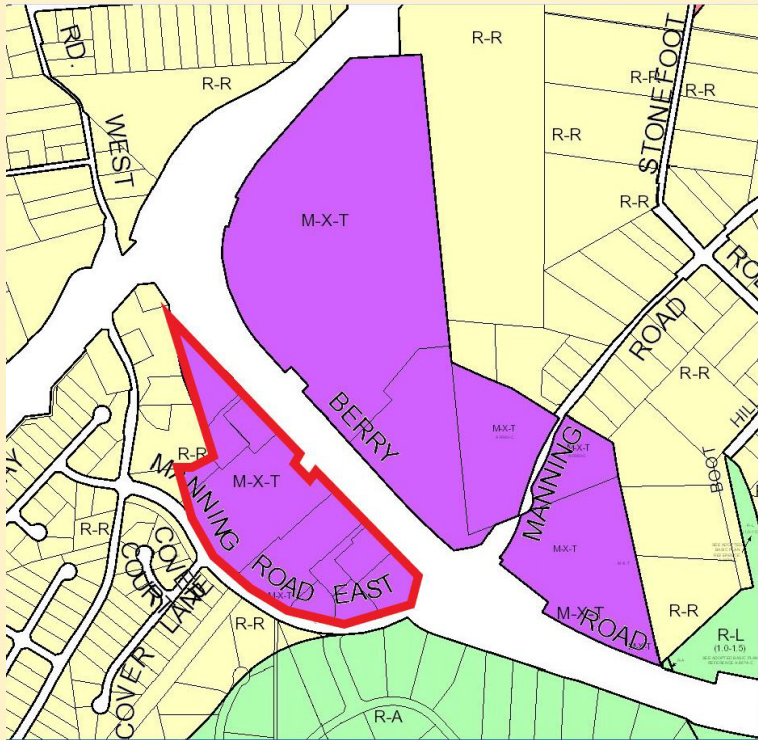
M-X-T to IE	
Location: Martin Luther King Junior Boulevard and Annapolis Road	
Current Zone: M-X-T	
Is your property within the Plan 2035 Innovation Corridor and/or along the US 1 Corridor?	No
Is your property within 500 feet of the Rural and Agricultural Area, with no major road between?	No
Is there an approved detailed site plan for your property?	No
Are there any master plan policies or strategies that provide development guidance for your property?	YES—2010 Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA  The development program includes figures related to the possible development of a new mixed-use center to the north of the existing Vista Gardens Marketplace. However, these figures only reflect the development concept illustrated in this sector plan and do not include the construction of other buildings that could be part of a long-term comprehensive redevelopment of the Vista Gardens Marketplace. Retail: 195,000 square feet, Flex Space (Office/Multifamily Over Retail): 132,000 square feet, Townhouse Office: 359,400 square feet <ul style="list-style-type: none"><li>• Multifamily Residential: 69 dwelling units</li><li>• Residential Townhouses: 60 dwelling units</li><li>• Light Industrial Office: 63,100 square feet</li><li>• Light Industrial: 46,100 square feet</li><li>• Flex Space (Office/Multifamily Over Retail): 132,000 square feet</li></ul>
Is your property vacant or undeveloped?	No
Is the detailed site plan, master plan policy/strategy, or current development on the property predominately residential or nonresidential?	Primarily nonresidential
What is the highest intensity abutting zone? If there is no abutting zone, then what is the closest zone to your property?	I-1(Light Industrial), which will convert to IE (Industrial/Employment) in the new ordinance
New Zone	Industrial/Employment (IE)
NOTES	
The IE zone provides land for a mix of employment, research and development, and light industrial development, with an expectation of high quality design that is set apart from the high-traffic-generating commercial zones and residential communities.  Development allowed in the IE Zone includes office, light industrial, warehouse, research and development, light manufacturing, warehousing, and supporting activities, small-scale outdoor uses that can be operated with minimal adverse impacts on the environment and surrounding uses—as well as limited small-scale commercial uses (e.g., flex buildings and ancillary commercial uses serving zone businesses and their employees), and storage uses serving light industrial uses. Intensive forms of industrial development are prohibited, as well as outdoor manufacturing, processing, and storage.  Residential townhouse is not a permitted use in the IE zone.	



TEST CASE 4: Fort Washington

M-X-T to RMF-48	
Location: Northeast corner of Indian Head Highway and Berry Road	
Current Zone: M-X-T	
Is your property within the Plan 2035 Innovation Corridor and/or along the US 1 Corridor?	No
Is your property within 500 feet of the Rural and Agricultural Area, with no major road between?	No
Is there an approved detailed site plan for your property?	YES—DSP-04063/03 (Residential)
Is the detailed site plan, master plan policy/strategy, or current development on the property predominately residential or nonresidential?	Primarily residential
New Zone	Residential, Multifamily-48 (RMF-48)
NOTES	
<p>The RMF-48 zone provides land for a high-density multifamily development (up to 48 dwelling units per acre), along with other forms of development that support residential living and walkability that are:</p> <ul style="list-style-type: none"><li>• Primarily high-density residential in character and form</li><li>• Proximate to centers (including transit centers), or in appropriate locations along commercial corridors</li><li>• Respectful of the natural features of the land</li><li>• Compatible with surrounding lands.</li></ul> <p>Development allowed in the RMF-48 Zone includes: multifamily dwellings; live/work units; recreation/entertainment; personal services; and retail sales and services uses that support residential living and walkability, mixed-use development, and supporting public facilities.</p>	

TEST CASE 5: Fort Washington

M-X-T to CN	
Location: Southeast corner of Indian Head Highway and Berry Road	
Current Zone: M-X-T	
Is your property within the Plan 2035 Innovation Corridor and/or along the US 1 Corridor?	No
Is your property within 500 feet of the Rural and Agricultural Area, with no major road between?	No
Is there an approved detailed site plan for your property?	YES—South of Berry Road entitlements: DSP-01036/04 for 7-11, Wendy's and Credit Union and large office building. Built between 2000-2005
Is the detailed site plan, master plan policy/strategy, or current development on the property predominately residential or nonresidential?	Primarily nonresidential
What is the highest intensity abutting zone?	R-R (Rural Residential), which will convert to similarly named RR (Residential Rural) in the new ordinance.
If there is no abutting zone, then what is the closest zone to your property?	
New Zone	Commercial Neighborhood (CN)
NOTES	
<p>The CN zone provides land for a diverse range of small-scale, low-intensity retail and service commercial development that provides goods and services primarily serving the daily needs of residents of the immediately surrounding neighborhoods.</p> <p>Development allowed in the CN Zone includes retail sales and services; personal services, eating establishments, recreation and entertainment, offices, limited vehicle sales and services, institutional uses, and supporting public facilities. Medium-density residential development is encouraged on the upper floors of nonresidential establishments, and may exist as stand-alone buildings when integrated into a horizontal mixed-use development.</p>	



# Transit-Oriented/Activity Center Base Zones Decision Matrix

Plan 2035 developed a center classification system to help implement the County's vision for long-term growth and development. The zoning ordinance will utilize the center boundaries as designated in Plan 2035 for assigning Center Base Zones and will not amend or create new boundaries.

The system organizes the County's 34 centers into two principal categories—Regional Transit Districts and Local Centers. Centers are classified based on their function and desired density and intensity of development (see Plan 2035 Center Classification) and identifies areas critical for preservation and long-term neighborhood stabilization and investment. The 34 Plan 2035 Centers will be assigned to one of the five center base zones.

**REGIONAL TRANSIT DISTRICTS** are high-density, vibrant, and transit-rich mixed-use areas envisioned to capture the majority of future residential and employment growth and development in the County (also see Plan 2035 Center Classification):

## 1. Downtown; Regional Transit-Oriented High- Intensity (RTO-H Zone)

- Largo Town Center
- New Carrollton Metro
- Prince George's Plaza Metro

## 2. Regional Transit-Oriented Low-Intensity (RTO-L Zone)

- a. Branch Avenue Metro
- b. College Park/UM Metro/M Square Purple Line
- c. Greenbelt Metro
- d. National Harbor
- e. Suitland Metro

**LOCAL CENTERS** are focal points of concentrated residential development and limited commercial activity serving our Established Communities (also see Plan 2035 Center Classification):

### 1. Local Transit-Oriented (LTO Zone)

- |                          |                              |
|--------------------------|------------------------------|
| a. Addison Road Metro    | e. Takoma/Langley Crossroads |
| b. Capitol Heights Metro | f. Morgan Boulevard Metro    |
| c. Cheverly Metro        | g. Naylor Road Metro         |
| d. Landover Metro        | h. West Hyattsville Metro    |

## 2. Town Activity Center (TAC Zone)

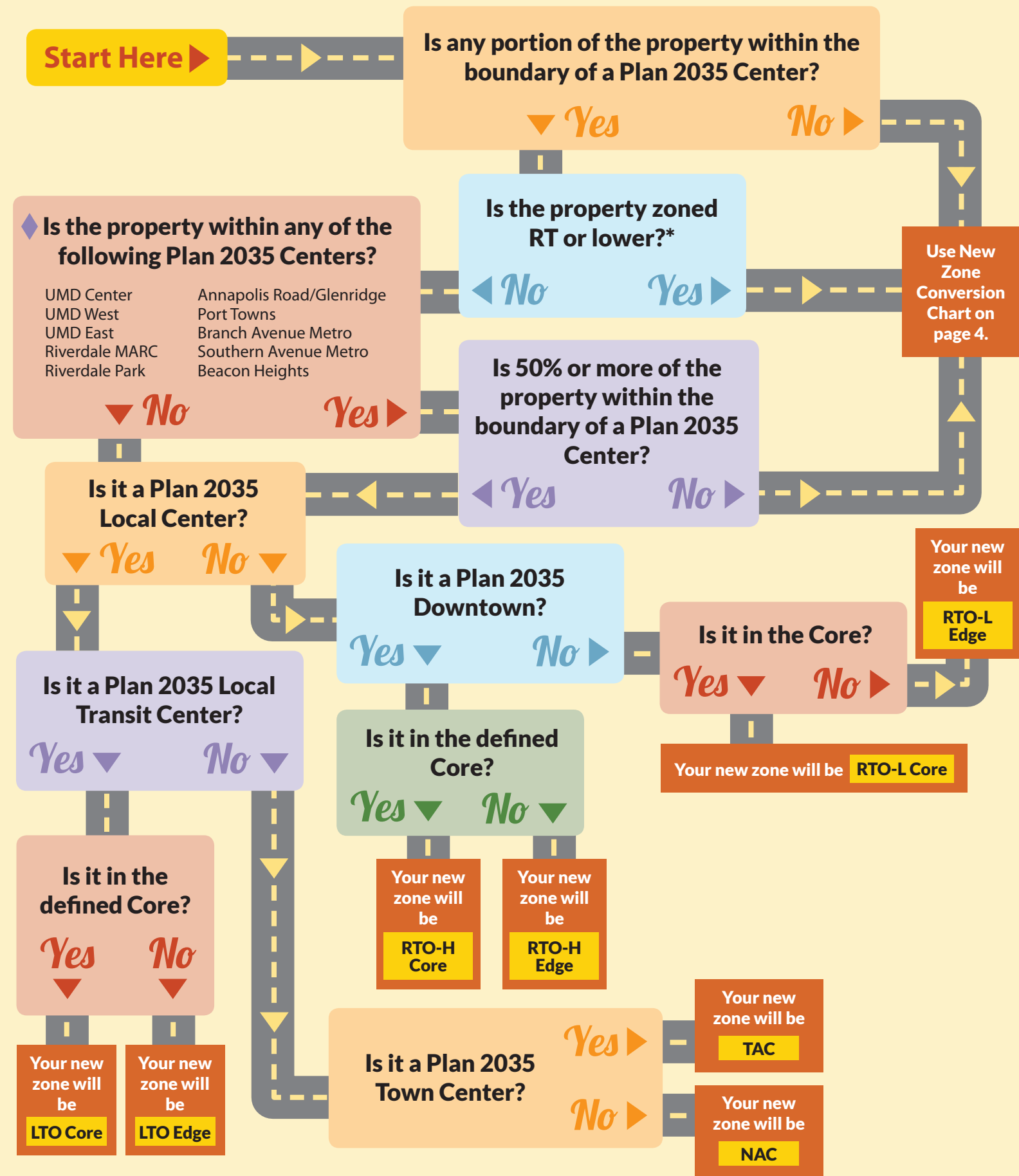
- a. Bowie  
b. Brandywine  
c. Konterra  
d. Landover Gateway  
e. Westphalia

### 3. Neighborhood Activity Center (NAC Zone)

- a. Annapolis Road/  
Glenridge
- b. Beacon Heights
- c. Muirkirk MARC
- d. Oxon Hill
- e. Port Towns
- f. Riverdale MARC
- g. Riverdale Park
- h. Seabrook MARC
- i. Southern Avenue Metro
- j. Bowie MARC
- k. UMD East
- l. UMD Center
- m. UMD West

## DEFINED VS. UNDEFINED CENTER BOUNDARIES

- **Defined:** Prince George's County contains 24 Plan 2035 centers that have parcel specific boundaries. The boundaries of these 24 centers clearly delineate which properties are wholly within the center's boundaries.
- ◆ **Undefined:** The remaining 10 Plan 2035 centers do not have parcel specific boundaries. Instead, these 10 centers utilize a half-mile radius from their center point. Future master plans will delineate parcel specific boundaries for these 10 centers.

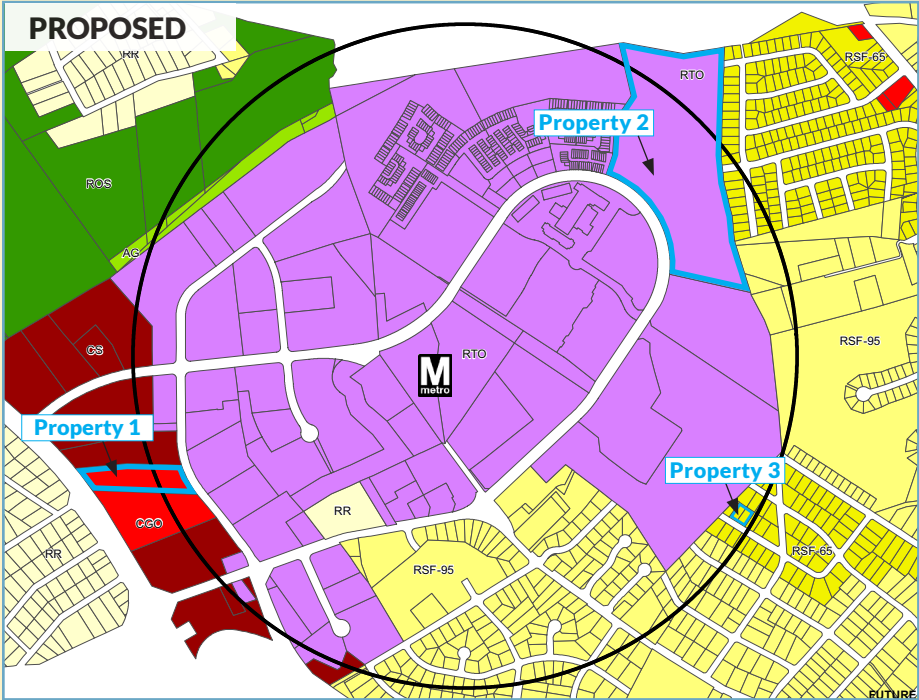
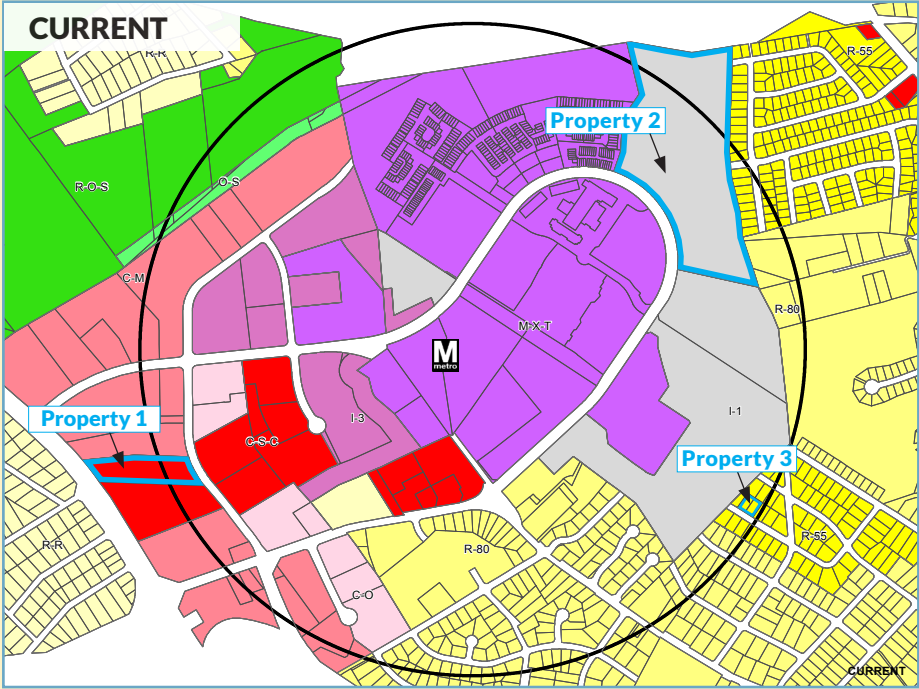


\*R-T and lower zones include R-O-S: Reserved Open Space; O-S: Open Space; R-A: Residential-Agricultural; R-E: Residential-Estate; R-R: Rural Residential; R-80: One-Family Detached Residential; R-55: One-Family Detached Residential; R-35: One-Family Semidetached and Two-Family Detached; R-20: One-Family Triple-Attached Residential; R-M-H: Planned Mobile Home Community; R-S: Residential Suburban Development; R-M: Residential Medium Development; V-L: Village-Low; V-M: Village-Medium; R-T: Townhouse. Properties with these zones will not receive a Transit-Oriented/Activity Base zone.



TEST CASE 1: BRANCH AVENUE METRO (Undefined Boundary)

Plan 2035 Center Classification: REGIONAL TRANSIT DISTRICT		Property 1	Property 2	Property 3
Current Zone		C-S-C	I-1	R-55
DECISION MATRIX	Is the property currently zoned R-T or lower?	NO	NO	YES
	Does the Center have an undefined boundary (1/2 mile radius) 50% or more within the boundary?	YES	YES	Use New Zone Conversion Chart on page 4.
	Is it a Local Center?	NO	YES	
	Is it a Downtown?	Use New Zone Conversion Chart on page 4	NO	
	Located in designated Core?		NO	
Proposed New Zone		GCO	RTO-L Edge	RSF-65



**CORE AND EDGE AREAS (for RTO-L, RTO-H, LTO, and TAC Zones):** The new zoning ordinance establishes a Core and/or Edge areas (or subzones) within all RTO, LTO, and TAC zones. Plan 2035 centers (zoned RTO, LTO, or TAC) are intended to be walkable, mixed-use areas organized around a core and edge. The NAC zone does not have Core or Edge areas.

**Core Area:** The Core area shall include land that is within convenient walking distance (generally about ¼ mile) of the existing or proposed transit station/stop, if any, around which the zone is centered or/and otherwise has a high potential for higher-intensity, mixed-use, pedestrian-oriented, and transit-supportive development. The following Plan 2035 centers contain both an Edge and Core area as designated in its respective master plan:

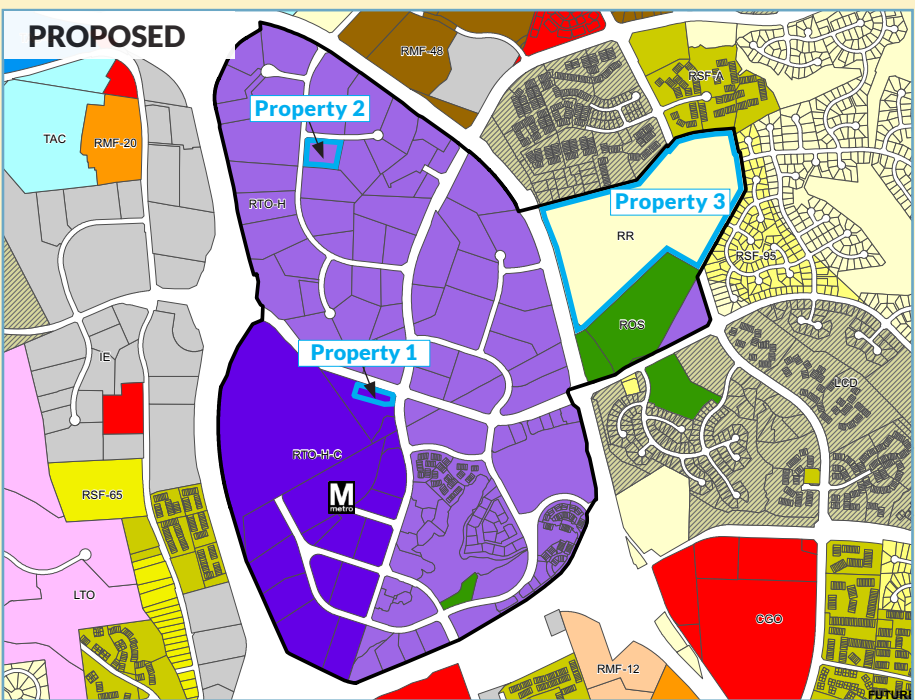
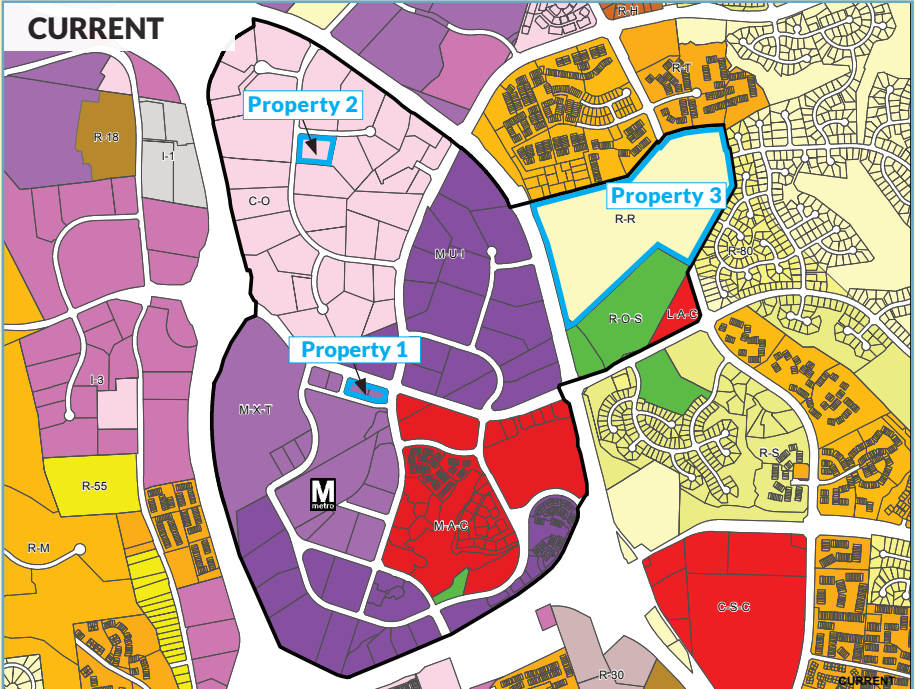
- Brandywine (TAC)
- Capitol Heights Metro (LTO)
- Cheverly Metro (LTO)
- College Park/UM Metro (RTO-L)
- Greenbelt Metro (RTO-L)
- Landover Metro (LTO)
- Landover Gateway (TAC)
- Largo Town Center Metro (RTO-H)
- Morgan Boulevard Metro (LTO)
- National Harbor RTO-L)
- Naylor Road Metro (LTO)
- New Carrollton Metro (RTO-H)
- Prince George’s Plaza Metro (RTO-H)
- Takoma/Langley Crossroads (LTO)
- West Hyattsville Metro (LTO)

TEST CASE 2: LARGO TOWN CENTER (Defined Boundary)

Plan 2035 Center Classification: DOWNTOWN		Property 1	Property 2	Property 3
Current Zone		M-X-T	C-O	R-R
DECISION MATRIX	Is the property currently zoned R-T or lower?	NO	NO	YES
	Does the Center have an undefined boundary (1/2 mile radius)	NO	NO	Use New Zone Conversion Chart on page 4.
	Is it a Local Center?	NO	NO	
	Is it a Downtown?	YES	YES	
	Located in designated Core?	YES	NO	
Proposed New Zone		RTO-H Core	RTO-H Edge	RR

**Edge Area:** The remainder of the zone shall be designated as the zone’s Edge Area, which is intended to accommodate less intense development with more of a residential mix and less emphasis on commercial development. If the center does not contain a defined core, the Edge Area zone will be applied to all properties except single-family zoned land (ROS, AG, AR, RE, RR, RSF-A, RSF-65, and RSF-95).

**The Test Case tables (above)** show how Properties 1, 2, and 3 will be rezoned using the Transit-Oriented/Activity Center Base Zones Decision Matrix.



# US 1/Innovation Corridor

Plan Prince George's 2035 Approved General Plan (Plan 2035) is a blueprint for the long-term growth and development of Prince George's County, Maryland. Plan 2035 looks broadly and strategically at how the County should continue to grow and strengthen over the next 20 years as a community and as part of the greater Washington metropolitan area.

The Innovation Corridor is one of five Plan 2035 designated Employment Areas. Plan 2035 Employment Areas are areas commanding high concentrations of economic activity in four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics; and the federal government.

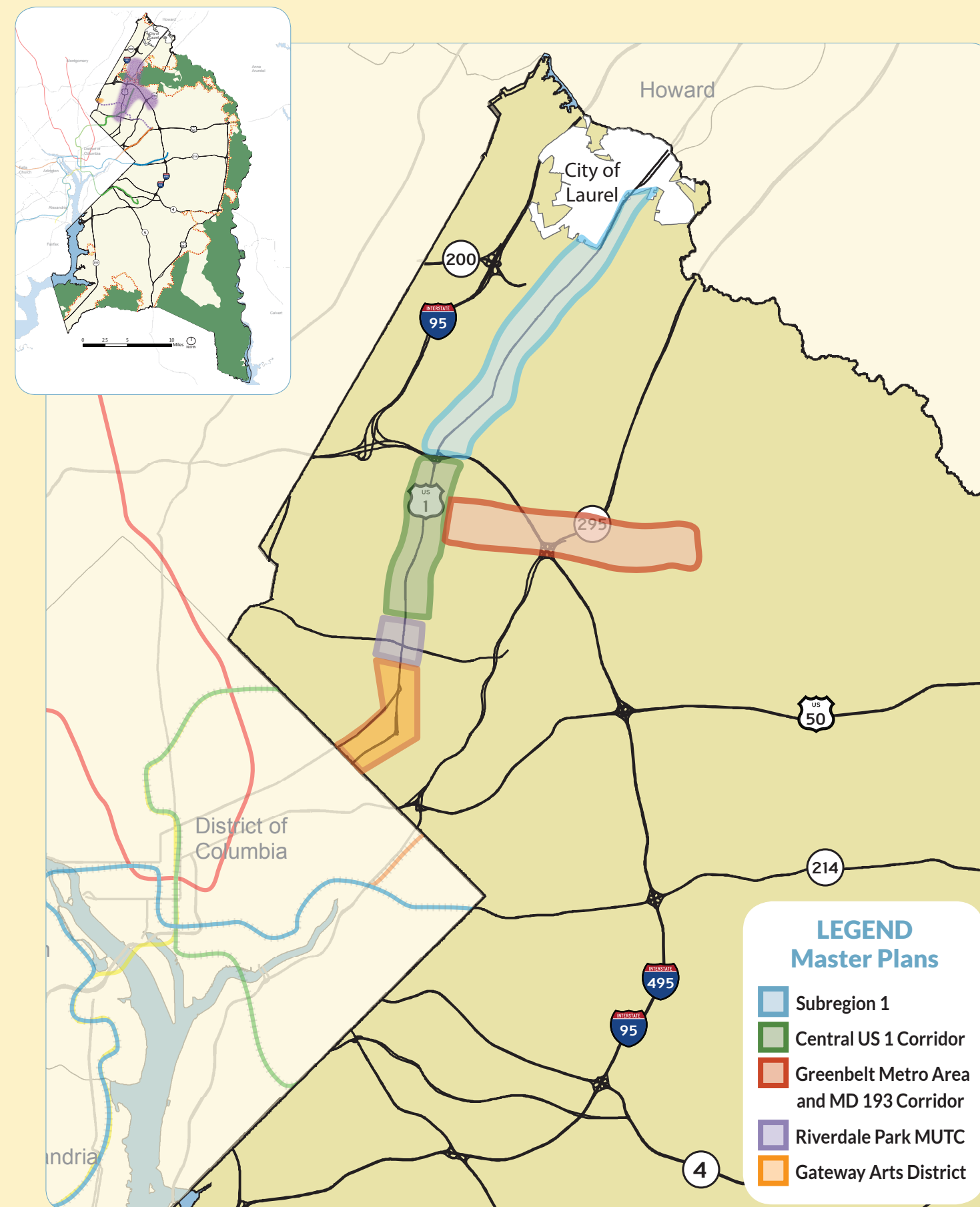
Plan 2035 identifies the Innovation Corridor as the highest priority Employment Area. It designates parts of the City of College Park, the City of Greenbelt, the City of Hyattsville, the Town of Riverdale Park, the Town of Edmonston, the Town of Berwyn Heights, the Town of University Park, and other areas along the US 1 Corridor and around the University of Maryland, and the Beltsville Agricultural Research Center (BARC) as the Innovation Corridor.

The Innovation Corridor has the highest concentrations of economic activity in the four targeted industry clusters and has the greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term. This area is well positioned to capitalize on the synergies

that derive from businesses, research institutions, and incubators in close proximity to one another and near existing or planned transportation investment, such as the Purple Line. As a result, the Innovation Corridor requires a unique combination of zones appropriate to its location to achieve Plan 2035 economic and job growth goals. The US 1/Innovation Corridor Decision Matrix is a tool for determining the appropriate zones for properties in the corridor that help achieve countywide goals as well as realize the community vision.

Additionally, the portion of US 1 south of the Innovation Corridor, extending to the District of Columbia, is encompassed by the Gateway Arts District, designated as a Maryland State Arts and Entertainment District in 2001 to promote community involvement, tourism, and revitalization through tax-related incentives that attract arts organizations and other creative enterprises. Since the designation of the Gateway Arts District, the County has realized substantial investment and revitalization along southern US 1 at a scale well-suited for the new Transit-Oriented/Activity Center zones. Investment opportunities within the arts district are unique within the County, providing investors and entrepreneurs interested in arts-related enterprises with artist live-work spaces, complementary retail establishments, production and crafting spaces, and performance arts venues that contribute to a vibrant, arts-based economic engine.

Innovation Corridor Location Map



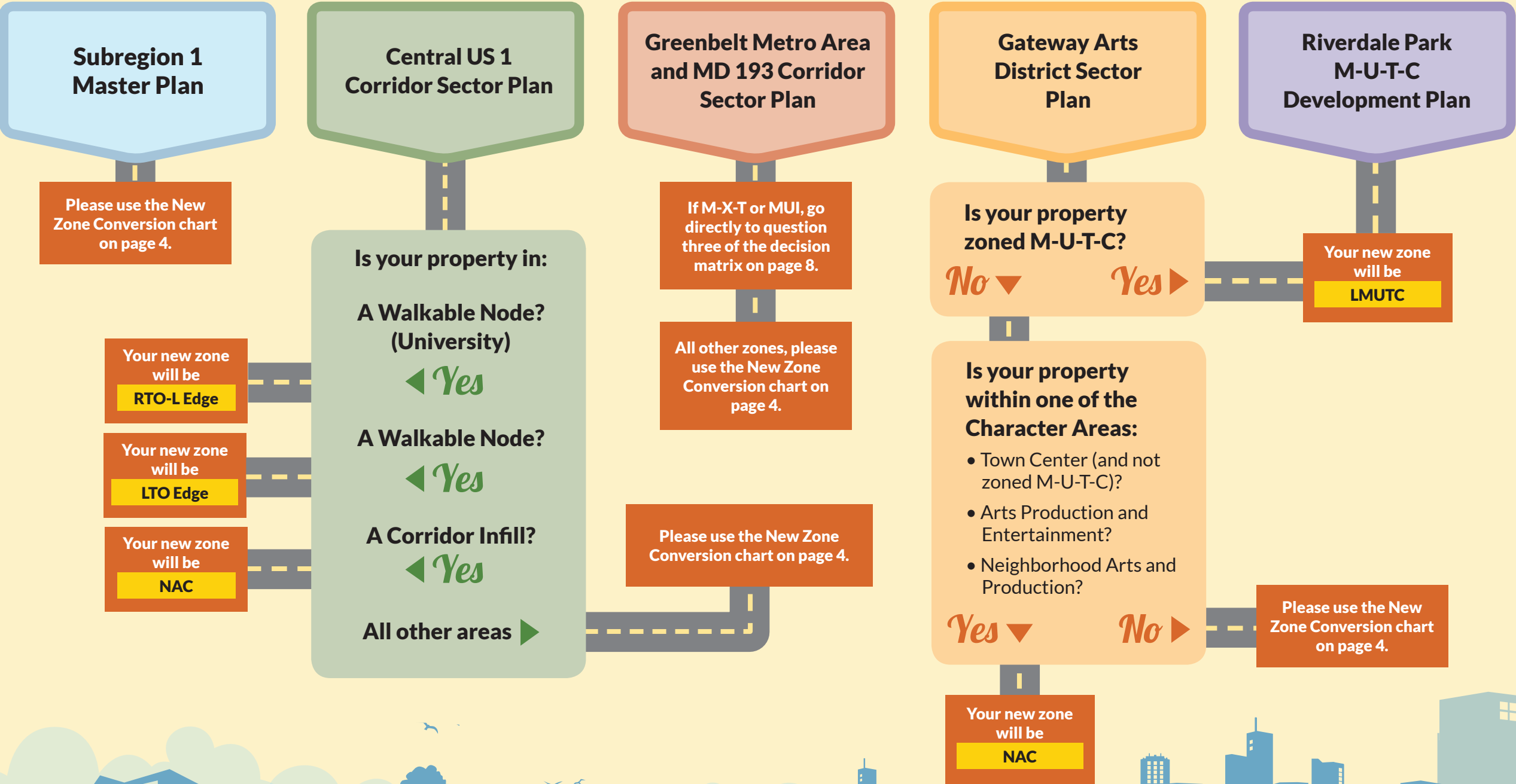


# US 1/Innovation Corridor Decision Matrix

This decision matrix is for the use of all non-single family or rural and agricultural-zoned properties within 1,000 feet of the US 1 centerline and/or located within the Innovation Corridor.

## Choose your plan.

Which plan listed below guides the zoning in the area where your property is located?





The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
[pgplanning.org](http://pgplanning.org)