



Invest Prince George's

Discover the potential of Prince George's 15 Metro stations.



September 2010

A Coalition for Smarter Growth Report



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The Big Picture – Untapped Value

Invest Prince George's – A Resource Document for Investors

Prince George's County, Maryland offers the best economic development and private investment opportunity in the robust Washington, D.C. region – 15 Metrorail stations with direct access to one of the nation's leading employment centers. Employers and residents at Metrorail station communities in Prince George's can enjoy short commutes to downtown Washington, D.C., an Amtrak station on the Northeast Corridor, 30 minute rail access to National Airport, and bus and rail connections to Baltimore-Washington Airport. The University of Maryland, IRS headquarters, Census Bureau, a new Department of Homeland Security headquarters on the east side of the District of Columbia, and expanded defense facilities at Joint Base Andrews are a few of the major employers at or near Prince George's Metrorail stations.

While other regions scramble to fund new transit systems, Prince George's County already has the system and stations in place, and the commitment of local, regional and state government to support private investment. Meanwhile, new federal sustainability programs for funding infrastructure are tailor-made for supporting transit-oriented development at the doorstep to the Nation's Capital.

The Metrorail system connects hundreds of thousands of jobs and millions of people in Suburban Maryland, Northern Virginia, and the District of Columbia. The region has some of the best examples of walkable, transit-oriented development in the nation with property values, occupancy rates, sales prices and rents weathering the recession far better than suburban development. As the region and traffic congestion grow, the reliable, high speed travel connections offered by Metrorail will rise in value.

This document demonstrates the opportunities for development around each of Prince George's County's 15 Metrorail stations. It offers a wealth of information for investors seeking access to the strong Washington, D.C. market by capitalizing on the region's most strategic, yet undervalued sites.

Why Transit-Oriented Development?

Transit-oriented development (TOD) is commonly defined as higher-density, mixed-use development within walking distance – usually within ½ mile – of transit stations. A Robert Charles Lesser & Company (RCLCO) study¹ examined the growing demand for housing in transit-oriented developments, and the economics of transit-oriented development.



The Mosaic at Prince George's Plaza Metrorail station. Image courtesy of the City of Hyattsville.

The assessment found the following:

Growing Demand for Higher-Density Communities

- **Household sizes are shrinking.** According to the U.S. Census, the average household sizes in the U.S. have steadily decreased from 3.29 in 1960 to 2.59 in 2000. The

¹ Robert Charles Lesser & Company. (2010, June 11). Transit-Oriented Development - Framing the Future of Prince George's County. Presented at *Prince George's County Economic Forum*. College Park, MD: Kannan.

average household size in 2000 in the District of Columbia Metropolitan Statistical Area (MSA) was 2.2 persons. RCLCO predicts greater than 85% growth in households without children by 2025.

- **Cost of living is on the rise.** The cost of living has increased substantially since 2006, with gasoline prices nearly 30% higher, and food prices nearly 20% higher. As a result, RCLCO predicts that close-in, transit-accessible, and smaller, more affordable housing units will be in higher demand.
- **The demand for single-family homes in traditional suburban communities is decreasing.** RCLCO found that 68% of consumers today prefer traditional suburban communities, but only 50% will in the future. In addition, 82% of consumers today prefer single-family detached homes, but only 68% will in the future.
- **Generations X and Y are showing a preference for walkable communities.** About one-half of Generation X and Y prefer to live in an urban setting, and about two-thirds would trade lot size for the ability to walk to work.

The Economics of Transit-Oriented Development

- **Mixed-use development is more valuable than traditional suburban development.** In the long term, the value (value creation/cash flow) of mixed-use development is substantially greater than traditional suburban development.
- **Proximity to transit creates value.** Regardless of land use, properties in proximity to transit are more valuable than those that are not.
- **Public infrastructure costs are more expensive in suburban areas.** Public infrastructure costs per dwelling unit are

almost twice the cost in suburban areas (\$28,000/unit) than in urban areas (\$16,000/unit).

- **High-density development creates value.** Property values of high-density development are greater than those of low-density development.

Prince George's County Demographics²

Total Population:	820,852
Median Age:	35.5
Median Household Income:	\$72,166
Mean Household Size:	2.68
Household Type:	
With Children:	36.1%
Married Couples:	17.0%
Other:	19.1%
Without Children:	63.9%
Singles & Couples:	62.9%
Other:	1.0%

² United States Census Bureau. (2008). *American Community Survey 1-Year Estimates for Prince George's County, MD* [Data file]. Retrieved from <http://factfinder.census.gov>.

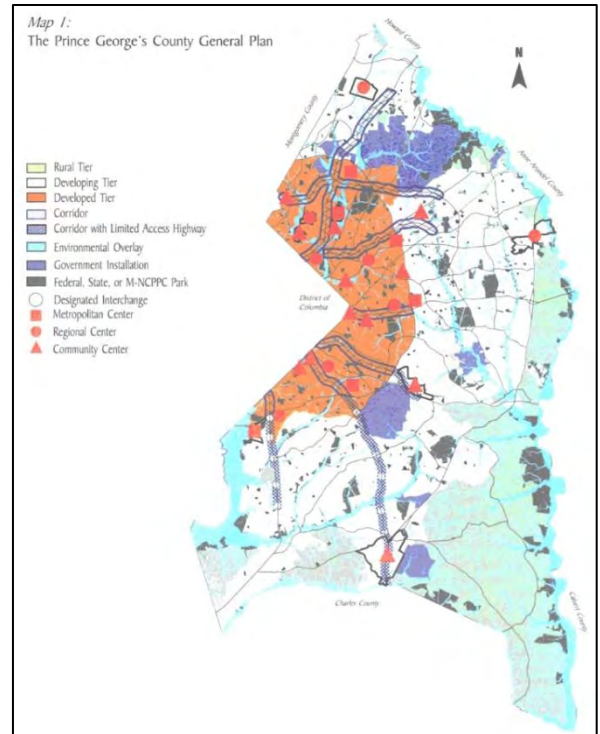
Supportive Plans and Zoning

General Plan

The *Prince George's County Approved General Plan*³ provides the planning framework to guide long-term land use and development policies in Prince George's County. The *General Plan* divides Prince George's County into three development tiers – the Developed, Developing, and Rural tiers – and establishes policy goals for different parts of the County. The *General Plan* also targets 26 Metropolitan, Regional, and Community Centers for mixed-use, economic development, with an emphasis on TOD. The main priorities of the *General Plan* are to concentrate growth within the Developed and Developing tiers, and to encourage more intense development in Centers and Corridors within each tier in order to take advantage of public investments in transportation facilities. All Metrorail stations are located within the Developed tier with the exception of Largo Town Center station which is located within the Developing tier, and all 15 Prince George's County Metrorail stations are designated Metropolitan, Regional, or Community Centers. The *General Plan* characterizes Metropolitan, Regional, and Community Centers as follows:

- Metropolitan Centers have a high concentration of land uses and economic activities that attract employers, workers and customers from other parts of the metropolitan Washington area, such as large government service or major employment centers, major educational complexes, or high-intensity commercial uses. High-density residential development may also be located in or very near Metropolitan Centers.

- Regional Centers are locations for regionally marketed commercial and retail centers, office and employment areas, some higher educational facilities, and possibly sports and recreation complexes primarily serving



Map courtesy of the Maryland-National Capital Park and Planning Commission.

Prince George's County. High-density residential development may be an option at these Centers if the needed public facilities and services, particularly schools and transit, can be provided.

- Community Centers are concentrations of activities, services and land uses that serve the immediate community near these Centers. These typically include a variety of public facilities and services—integrated commercial, office and some residential development—and can include mixed-use and higher intensity redevelopment in some communities (p. 47-8).

³ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

Table 2 details the recommended land use mix at Metropolitan, Regional, and Community Centers:

Table 2. General Plan Recommended Land Use Mix at Centers*			
Land Use Mix	Metropolitan Center	Regional Center	Community Center
Residential	15-60%	20-70%	20-80%
Retail and Services	10-50%	10-60%	5-50%
Employment	20-60%	10-60%	5-50%
Public Uses	10-20%	10-20%	10-20%
* Numbers reflect the ideal percentage of acreage that should be devoted to each class of use or, for mixed-use sites, the percentage of floor area.			

Source: General Plan, p. 49.

Table 3 details the minimum and maximum densities at Metropolitan, Regional, and Community Centers.

Table 3. General Plan Density Targets at Centers						
Land Use	Metropolitan Center		Regional Center		Community Center	
	Core	Edge	Core	Edge	Core	Edge
Residential Density (DU/Acre)						
Minimum	30	20	24	8	15	4
Maximum	No limit	40	No limit	30	30	20
Nonresidential Density (FAR)						
Minimum	2.0	0.5	1.0	0.5	0.25	0.15
Maximum	No limit	1.5	No limit	1.5	1.0	0.30
Employment Density (Emp/Acre)	100	Not specified	50	Not specified	25	Not specified
DU/Acre = Dwelling Units per Acre; FAR = Floor Area Ratio; Emp/Acre = Employees per Acre						

Source: General Plan, p. 49.

Master Plans/Sector Plans/Development Plans⁴

The County is divided into seven subregions, and further divided into 36 planning areas. Master Plans may be prepared for a specific planning area, group of planning areas, or subregion. Sector Plans, Transit District Development Plans, and Mixed-Use Town Center Development Plans may be prepared for smaller, geographic areas. A number of Sector Plans, Transit District Development Plans, and Mixed-Use Town Center Development Plans have been completed for areas of Prince George's County in the vicinity of Metrorail stations.

⁴ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

Zoning Tools

In most instances, properties near Prince George's County's Metrorail stations have been rezoned to mixed-use zones, or overlay zones (Development District Overlay (D-D-O) or Transit District Overlay (T-D-O)) have been superimposed on the underlying zones, through Sectional Map Amendments associated with Master Plans, Sector Plans, Transit District Development Plans, or Mixed-Use Town Center Development Plans. The county approved these rezonings to facilitate and guide the development and/or redevelopment of properties near Prince George's County's Metrorail stations. The *Zoning Ordinance*⁵ is included as Subtitle 27 of the County Code.

⁵ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

The County recently adopted a form-based code called the *Urban Centers & Corridor Nodes Development and Zoning Code* (included as Subtitle 27A of the County Code⁶) which is currently in the process of being implemented. The 2010 *Subregion 4 Master Plan and Sectional Map Amendment* provides preliminary guidance for implementation by providing conceptual regulating plans for four Metrorail station centers.

⁶ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Great Transportation Connections

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) regional transportation system includes 86 Metrorail stations on five lines. Prince George's County is served by three of the system's lines: the Green, Orange, and Blue lines. Fifteen stations are located within Prince George's County.

Generally, the properties surrounding Prince George's County's Metrorail stations are vacant or under-developed, and the stations themselves are underutilized and have more capacity than many other stations in the Metrorail system. As such, these stations present excellent opportunities for TOD. WMATA promotes TOD on its properties through joint development partnerships, and has identified three of Prince George's County's Metrorail stations for possible partnerships. Additional information concerning these joint development partnership opportunities is included in this document, and available on the WMATA webpage.⁷

The Purple Line

The proposed Purple Line is a 16-mile light rail transit project running east-west between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Purple Line could be completed as soon as 2016, contingent on federal funding. The Purple Line will include 21 stops, and will connect to four Metrorail stations, including two in Prince George's County (College Park-University of Maryland and New Carrollton). The Purple Line will also connect with Amtrak at New Carrollton, all three MARC lines, and local bus lines. Additional information concerning the proposed Purple Line is available on the



Maryland Department of Transportation webpage.⁸

Amtrak

Amtrak's Northeast Regional route serves all major cities in the Northeast corridor, including Washington, D.C., Baltimore, Philadelphia, New York, and Boston. The Northeast Regional route also serves Prince George's County, with an Amtrak station at the New Carrollton Metrorail station. The Northeast Regional route runs over 40 trains daily between southern Virginia (Lynchburg/Newport News – Virginia Beach) and Boston. The trip between Prince George's New Carrollton station and New York's Penn Station takes approximately three hours and 15 minutes.

⁷ Available at http://wmata.com/business/joint_development_opportunities/tod/index.cfm.

⁸ Available at <http://www.purplelinemd.com/>.

Commuter Train

The Maryland Area Rail Commuter (MARC) train system has three lines, two of which serve Prince George's County. The Camden Line runs 18 trains per day, between Camden Yards in Baltimore and Union Station in Washington, D.C., connecting with the College Park – University of Maryland and Greenbelt Metrorail stations. The Penn Line runs 46 trains per day between Baltimore's Penn Station and Union Station in Washington, D.C., passing through BWI Thurgood Marshall Airport Train Station and the New Carrollton Metrorail station. The State of Maryland has proposed making major capital investments to expand MARC service.

Highways

Many of the Metrorail stations in Prince George's County have convenient access to major roads including: the Capital Beltway (I-95/495), John Hanson Highway (Route 50) to

Annapolis, MD and the Eastern Shore, the I-95 corridor, and the Baltimore-Washington Parkway.

Additional transit options serving Prince George's County

- BWI Airport Bus from Greenbelt Metrorail Station (operated by WMATA)
 - Weekdays: every 40 minutes between 6:10 a.m. and 11:20 p.m.
 - Weekends: every 40 minutes between 8:45 a.m. and 11:20 p.m.
- Metrobus (WMATA)
- The Bus (Prince George's County)
- MTA Commuter Bus (Maryland Transit Administration)
- University of Maryland Bus
- Connect-A-Ride (Central Maryland Regional Transit)
- Greyhound Bus
- Prince George's County trails and bikeways

Table 1. Travel Times from Prince George's County Stations Via Metrorail (in minutes)

Line	Station	Downtown		Reagan National Airport	BWI Thurgood Marshall Airport		
		Metro Center	Gallery Place		Via Bus From Greenbelt Metro	Via MARC Train From New Carrollton	Via Car
	Branch Avenue	30	22	32	77	-	47
	Suitland	27	19	30	74	-	45
	Naylor Road	24	17	28	72	-	46
	Southern Avenue	23	14	25	69	-	48
	West Hyattsville	24	17	30	38	-	40
	Prince George's Plaza	26	19	32	36	-	37
	College Park – University of Maryland	28	21	34	33	-	34
	Greenbelt	29	25	38	30	-	30
	Capitol Heights	21	25	34	-	44-59	42
	Addison Road – Seat Pleasant	23	27	36	-	46-61	40
	Morgan Boulevard	26	30	39	-	49-64	38
	Largo Town Center	29	33	44	-	52-67	35
	Cheverly	22	28	33	-	21-36	34
	Landover	25	31	36	-	18-33	37
	New Carrollton	28	34	39	-	15-30	32

Notes: 1) The Green Line serves Gallery Place and the Orange and Blue lines serve Metro Center. Travel time differences of 4 to 8 minutes are based on transfers to the Red line between the stations. 2) BWI Thurgood Marshall Airport can be reached most conveniently by bus transit for those stations on the northern arm of the Green line to Greenbelt and by rail transit for those stations on the Orange line to New Carrollton.

Important Contacts

Prince George's County Planning Department

14741 Governor Oden Bowie Drive

Upper Marlboro, MD 20772

301-952-3594

http://www.pgplanning.org/Planning_Home.htm

The Community Planning divisions manage Prince George's County's comprehensive planning process, and can provide additional information on the General Plan, master plans, sector plans, and development review.

Washington Metropolitan Area Transit Authority

Office of Station Area Planning and Asset Management

600 Fifth Street, NW, Room 5B

Washington, DC 20001

202-962-1234

http://wmata.com/about_metro/planning_dev.cfm

The Office of Station Area Planning and Asset Management is the point of contact for joint development opportunities on WMATA-owned properties. WMATA leadership has placed a priority on development at the Prince George's County Metrorail stations.

Maryland Department of Business and Economic Development

401 E. Pratt Street

Baltimore MD 21202

1-888-Choose-MD | 410-767-6300

www.choosemaryland.org

The Department of Business and Economic Development mission is to create, attract, and retain jobs while promoting Maryland's vibrant cultural economies.

Maryland Department of Transportation

P.O. Box 548

7201 Corporate Center Drive

Hanover, Maryland 21076

Office of the Secretary: 410- 865-1000

Office of Real Estate: 1-866-242-9405

<http://www.mdot.maryland.gov/>

The Office of the Secretary is the point of contact concerning development at Metrorail

stations, and the Office of Real Estate is the point of contact for information concerning TOD opportunities in Maryland.

Prince George's County Economic Development Corporation

1100 Mercantile Lane

Largo MD, USA 20774

301-583-4650

<http://www.pgcedc.com/>

The EDC promotes economic development, expands business opportunities, and provides assistance to businesses interested in locating their principal office or base of operations in Prince George's County.

U.S. General Services Administration

Public Buildings Service

1800 F Street, NW

Washington, DC 20405

202-501-1100

www.gsa.gov/pbs

Executive Order 13514, Executive Leadership in Environmental, Energy, and Economic Performance, dictates that Federal agencies should consider sustainable site selection criteria in their location decisions. Consistent with this directive, the location of Federal facilities at Metrorail stations, and possibly in Prince George's County, is a GSA PBS priority.

National Capital Planning Commission

401 9th Street NW

North Lobby, Suite 500

Washington, DC 20004

202-482-7200

<http://www.ncpc.gov>

The National Capital Planning Commission is the federal government's planning agency for the National Capital Region, including Prince George's County.

City of Greenbelt

Department of Planning and Community
Development

15 Crescent Road

Greenbelt, MD 20770

301-345-5417

<http://www.greenbeltmd.gov/>

The Greenbelt Metrorail station is located within the City of Greenbelt. The Greenbelt Planning office is responsible for overseeing all physical development in the City.

Town of Capitol Heights

Town Hall

Vivian Dodson Municipal Center

One Capitol Heights Blvd

Capitol Heights, Maryland 20743

301-336-0626

<http://www.capitolheightsmd.com/>

The Capitol Heights station is located within the Town of Capitol Heights. Inquiries should be directed to the Town Administrator.

City of Hyattsville

Office of Community Development

4310 Gallatin St.

Hyattsville, MD 20781

301-985-5013

<http://www.hyattsville.org/index.aspx?nid=180>

The Office of Community Development coordinates planning efforts within or within close proximity of the City of Hyattsville.

City of College Park

Planning, Community & Economic Development
Department

4500 Knox Road

College Park, MD 20740

240-487-3538

<http://www.collegeparkmd.gov/Planning&Development.htm>

The City of College Park planning program coordinates planning efforts with other agencies, including M-NCPPC, WMATA, and the University of Maryland. Planning staff review and provide recommendations to the City Council on plans, projects, and development applications within the city and vicinity.

Acknowledgements

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Interactive Map – Metrorail Stations



New Carrollton

Station Overview:

New Carrollton Metrorail station marks the eastern terminus of the Orange line. It is a major commuter station and also includes connections to Amtrak's Northeast Corridor, MARC trains, and Greyhound Bus in a facility with food and restroom facilities. The station is connected to the U.S. Internal Revenue Service (IRS) headquarters, which employs approximately 4,400 employees, and the Computer Sciences Corporation (CSC) occupies an adjoining building. New Carrollton has efficient access to the Capital Beltway (I-95/495) and the John Hanson Highway (Route 50) and is the planned



terminus for the proposed Purple Line. In addition, New Carrollton is one of three stations in Prince George's County designated a priority TOD site by Maryland Governor O'Malley in June 2010.⁹ On September 21, 2010, Metro and the State of Maryland released a Request for Qualifications (RFQ) to establish a team to develop up to 2.5 million square feet of office/retail and 3,000 residential units on 39 acres around the station.¹⁰

Facts:

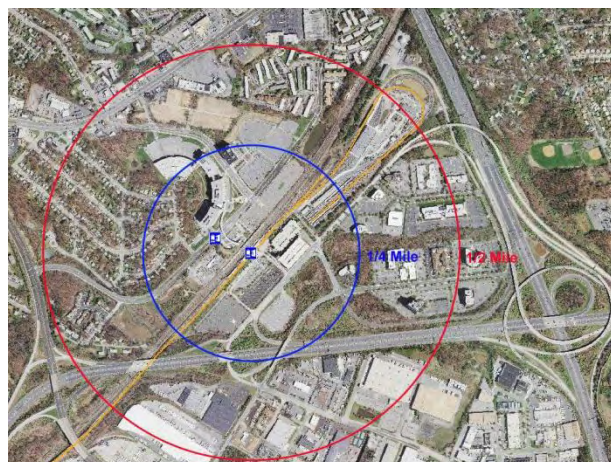
Location:	Garden City Drive & John Hanson Highway (Route 50) New Carrollton, MD
Year Opened:	1978
Line:	Orange
Characteristics:	Elevated, two-sided, single-entrance
Parking Spaces (Long-term):	3,519
Average Daily (Weekday) Boardings (2009):	10,118
Estimated Population within ½ Mile (2000):	1,608 ¹¹
Connections:	
Train:	Amtrak MARC (Penn Line) Purple Line (future)
Bus:	Greyhound Bus Metrobus (20 routes) Maryland Transit Administration (1 route)

⁹ Maryland Department of Transportation. (2010, June 18). *Press Release: Governor O'Malley Designates 14 Maryland Transit Stations for Priority Development Focus*. Hanover, MD.

¹⁰ Washington Metropolitan Area Transit Authority. (2010, September 21). *Transit Oriented Development Opportunity*. Retrieved from http://www.wmata.com/business/joint_development_opportunities/real_estate.cfm.

¹¹ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Table 4. Travel Times from New Carrollton (in minutes)	
Downtown	
Metro Center	28
Gallery Place	34
Reagan National Airport	39
BWI Thurgood Marshall Airport	
Via Metrorail & MARC	15-30
Via Car	32



Advantages and Opportunities:

- State of Maryland priority TOD site.¹²
- Connection to Amtrak's Northeast Corridor, MARC, and Greyhound Bus
- Federal agency headquarters adjacent to station
- Efficient access to major highways
- Extensive surface parking lots and underutilized land

Operative Plans:¹³

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Metropolitan Center

Master Plan: Subregion 4 Master Plan and Sectional Map Amendment (2010)

Sector Plan: N/A

Other Plans: New Carrollton Preliminary Transit District Development Plan and Proposed Transit District Overlay Zoning Map Amendment (March 2009)

WMATA Joint Development Opportunities:

WMATA is working with the State of Maryland to develop 39 acres around the New Carrollton station. See additional information concerning this joint development opportunity on the WMATA webpage.¹⁴

Land Use:

Existing Land Use: The Internal Revenue Service (IRS) and additional office buildings are located to the north of the station. A neighborhood of single-family detached homes (Lanham Hills) is located to the west of the IRS. The land south of the station, and north of John Hanson Highway, is developed as surface parking lots. Office uses are located to the east of the station, and garden apartments are located to the north.

¹² Available at http://www.mdot.maryland.gov/Planning/TOD/TOD_Designation.html.

¹³ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

¹⁴ Available at http://wmata.com/business/joint_development_opportunities/tod/project.cfm?l=3.

Recommended Land Use: The *New Carrollton Preliminary Transit District Development Plan and Transit District Overlay Zoning Map Amendment* identifies five neighborhoods. The *Plan* recommends that, at full buildout, the land use mix within the five neighborhoods will be as follows:

	Neighborhood				
	Metro Core	Annapolis Road Corridor	North Hillside	Garden City	West Lanham Hills & Hanson Oaks
Residential (DU)	3,000	1,000	1,500*	1,500	0*
Office (sq. ft.)	2,600,000	500,000	40,000	1,400,000	0
Retail (sq. ft.)	100,000	1,000,000	40,000	500,000	0
* Additional (not including existing).					

Source: New Carrollton Preliminary Transit District Development Plan and Transit District Overlay Zoning Map Amendment (p. 25-30)

Zoning:

Underlying Zoning¹⁵

- Mixed Use – Transportation Oriented (M-X-T)
- Commercial Shopping Center (C-S-C)
- Light Industrial (I-1)
- Multifamily Medium Density Residential (R-18)
- One-Family Detached Residential (R-55)

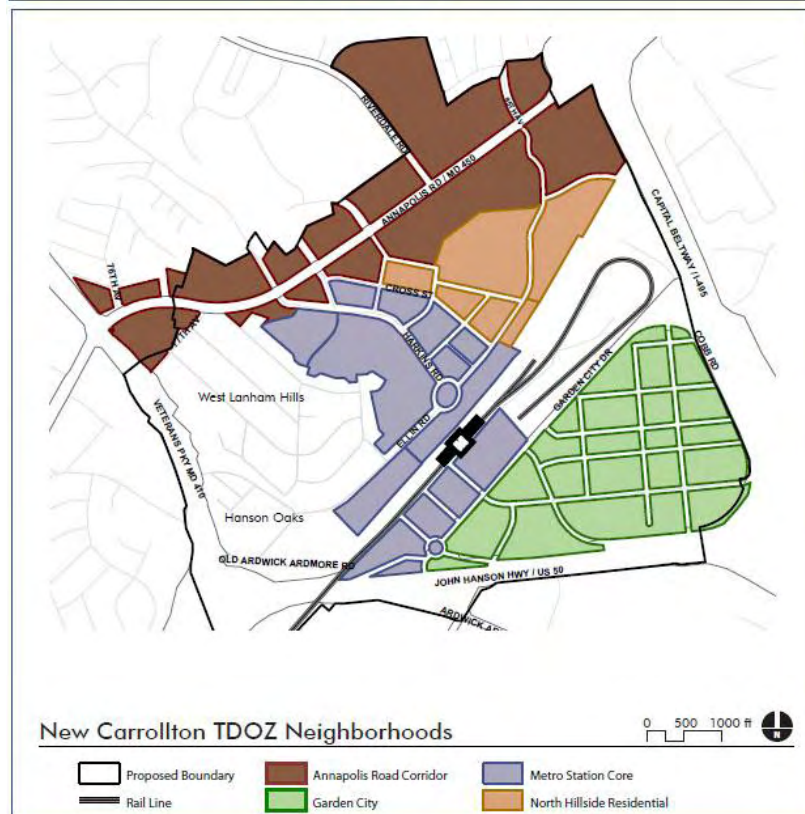
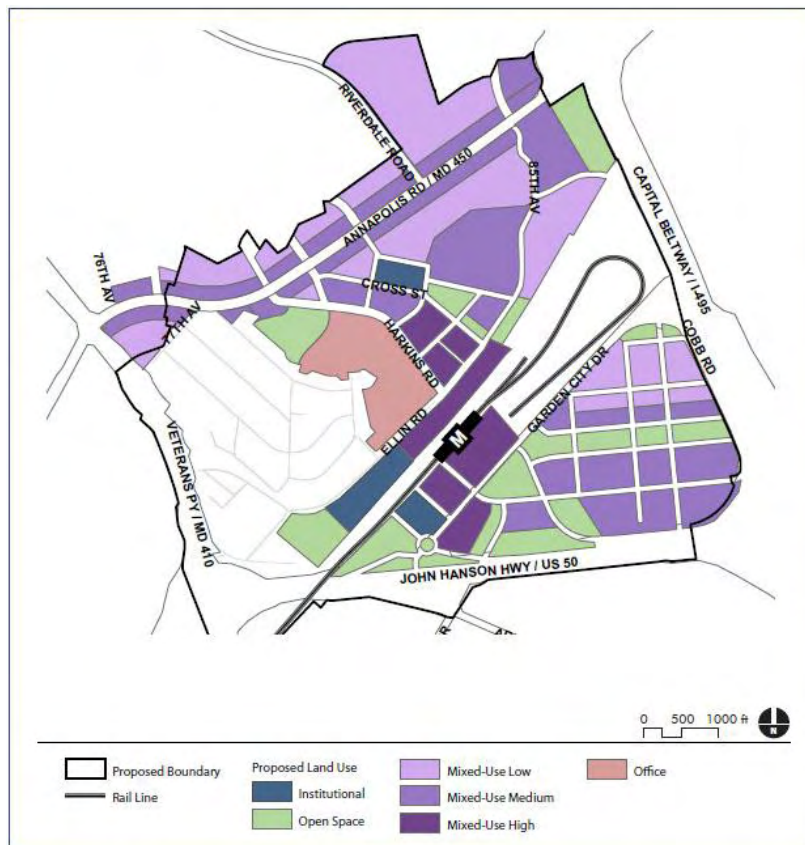
Overlay Zoning¹⁶

- Transit District Overlay (T-D-O)



¹⁵ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

¹⁶ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.



Source: Maryland-National Capital Park and Planning Commission

Landover

Station Overview:

Landover Metrorail station is located in a predominantly industrial and residential area of Prince George's County near the John Hanson Highway (Route 50) with convenient access to Downtown DC and to the Capital Beltway (I-95/495). In addition, the Beall's Pleasure property, an 18th century estate, presents a unique opportunity for the inclusion of a recreational/cultural site into a modern development.



Facts:

Location:	Landover Road & Pennsy Drive Landover, MD
Year Opened:	1978
Line:	Orange
Characteristics:	Elevated, single-sided, single-entrance
Parking Spaces (Long-term):	1,866
Average Daily (Weekday) Boardings (2009):	2,593
Estimated Population within ½ Mile (2000):	4,397 ¹⁷
Connections:	
Bus:	Metrobus (4 routes) The Bus (1 routes)
Bicycle:	Beaverdam Creek Stream Valley Trail Cattail Branch Stream Valley Trail

Table 6. Travel Times from Landover (in minutes)	
Downtown	
Metro Center	25
Gallery Place	31
Reagan National Airport	36
BWI Thurgood Marshall Airport	
Via Metrorail & MARC	18-33
Via Car	37



¹⁷ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Close proximity to major transportation corridor and DC
- Beall's Pleasure property, an 18th century estate
- Significant underutilized land

Operative Plans:¹⁸

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Regional Center

Master Plan: Subregion 4 Master Plan and Sectional Map Amendment (2010)

Sector Plan: N/A

WMATA Joint Development Opportunities:

Not currently being offered.

Land Use:

Existing Land Use: The station abuts John Hanson Highway (Route 50) to the north/west. The land immediately to the east and south of the station, north of Pennsy Drive, is vacant. Industrial uses dominate the area south of Pennsy Drive and north of 75th Avenue with the exception of the Beall's Pleasure property, a residential estate constructed in 1795 and listed on the National Register of Historic Places. Low-rise apartments are located between 75th Avenue and Dodge Park Road, and commercial uses are centered along Dodge Park Road.

Recommended Land Use: The *Subregion 4 Master Plan and Sectional Map Amendment* recommends a mix of uses to the east and south of the station, north of Pennsy Drive, with some residential uses adjacent to Landover Road. South of Pennsy Drive, the *Plan* recommends the retention of the industrial uses to the north and a mix of uses south of the Beall's Pleasure property. The *Plan* recommends the retention of the multi-family units between 75th Avenue and Dodge Park Road, and recommends a mix of uses east of Dodge Park Road. The recommended land use mix at Landover Regional Center is detailed in Table 7.

Table 7. Existing and Recommended Land Use – Landover Regional Center		
	Existing	Subregion 4 Master Plan Recommendation
Residential	48%	20-70%
Retail & Services	7%	10-60%
Employment (office)	0%	10-60%
Public Uses	7%	10-20%
* Numbers reflect the ideal percentage of acreage that should be devoted to each class of use or, for mixed-use sites, the percentage of floor area.		

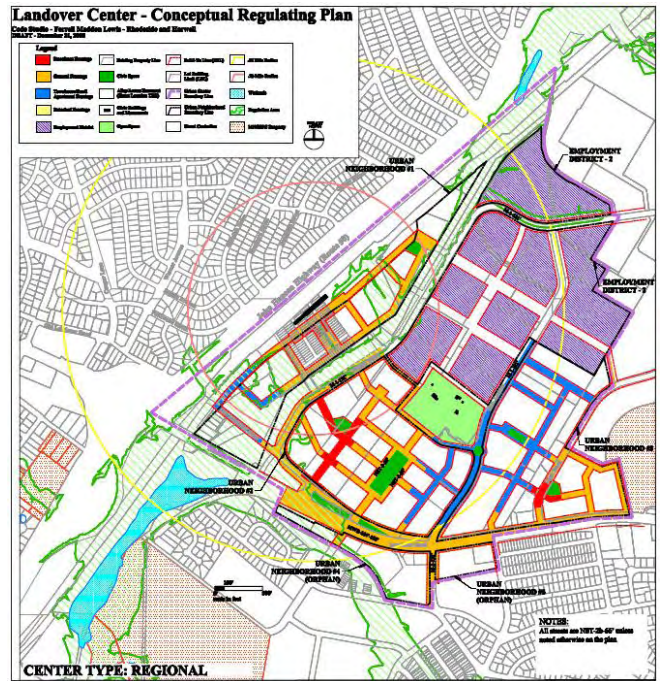
Source: Subregion 4 Master Plan, p. 159.

¹⁸ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

Commercial Office (C-O)
Commercial Shopping Center (C-S-C)
Light Industrial (I-1)
Multifamily Medium Density Residential (R-18)

Overlay Zoning

None



Source: Maryland-National Capital Park and Planning Commission

¹⁹ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Cheverly

Station Overview:

Cheverly Metrorail station is the first stop outside Washington, D.C. on the Orange line. The station is adjacent to the John Hanson Highway (Route 50) with convenient access to Downtown DC and to the Capital Beltway, and adjacent to the residential area of Cheverly. The land immediately surrounding the station is undeveloped.

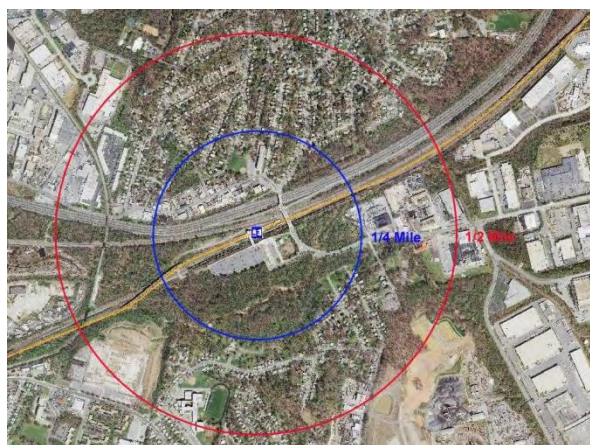


Facts:

Location:	John Hanson Highway (Route 50) & Columbia Park Road Cheverly, MD
Year Opened:	1978
Line:	Orange
Characteristics:	At-grade, single-sided, single-entrance
Parking Spaces (Long-term):	500
Average Daily (Weekday) Boardings (2009):	1,548
Estimated Population within ½ Mile (2000):	3,084 ²⁰
Connections:	
Bus:	Metrobus (5 routes) The Bus (3 routes)
Bicycle:	Cabin Branch Stream Valley Trail Magruder Spring Trail Beaverdam Creek Stream Valley Trail

**Table 8. Travel Times from Cheverly
(in minutes)**

Downtown	
Metro Center	22
Gallery Place	28
Reagan National Airport	33
BWI Thurgood Marshall Airport	
Via Metrorail & MARC	21-36
Via Car	34



²⁰ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Close proximity to major transportation corridor
- Large base of residential customers
- Opportunities for residential and mixed-use development

Operative Plans:²¹

General Plan: Prince George's County Approved General Plan (October 2002)

Designation: Community Center

Master Plan: Subregion 4 Master Plan and Sectional Map Amendment (2010)

Sector Plan: Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and Sectional Map Amendment (April 2005)

WMATA Joint Development Opportunities:

Not currently being offered.

Land Use:

Existing Land Use: Existing development in the vicinity of the station is located to the north across John Hanson Highway. Commercial uses are centered along Arbor Street just north of the John Hanson Highway, and single-family detached uses are located beyond. Single-family detached units are located to the southeast, and industrial uses are located to the east of the station, south of the John Hanson Highway.

Recommended Land Use: The *Subregion 4 Master Plan and Sectional Map Amendment* recommends a mix of uses along Arbor Street, including retail, residential, and office uses, and the redevelopment of the Metrorail station parking lot with a mix of uses. The *Plan* recommends the expansion of the existing residential neighborhood to the southeast with additional low-density single-family and multi-family units. Additionally, the *Plan* recommends a mix of uses along Columbia Park Road to the east of the station. The *Plan* recommends the land use mix at Cheverly Community Center as follows:

Table 9. Existing and Recommended Land Use – Cheverly Community Center		
	Existing	Subregion 4 Master Plan Recommendation
Residential	15%	20-70%
Retail & Services	0%	10-60%
Employment (office)	0%	10-60%
Public Uses	5%	10-20%
* Numbers reflect the ideal percentage of acreage that should be devoted to each class of use or, for mixed-use sites, the percentage of floor area.		

Source: Subregion 4 Master Plan, p. 181.

²¹ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

Zoning:

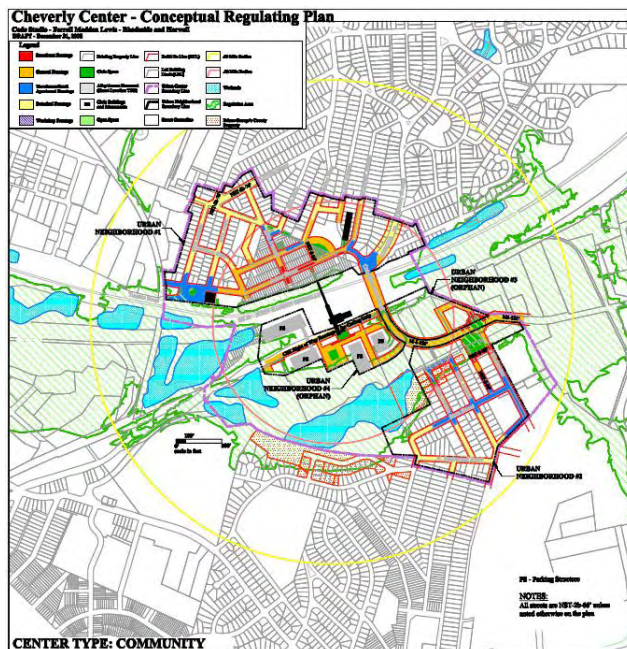
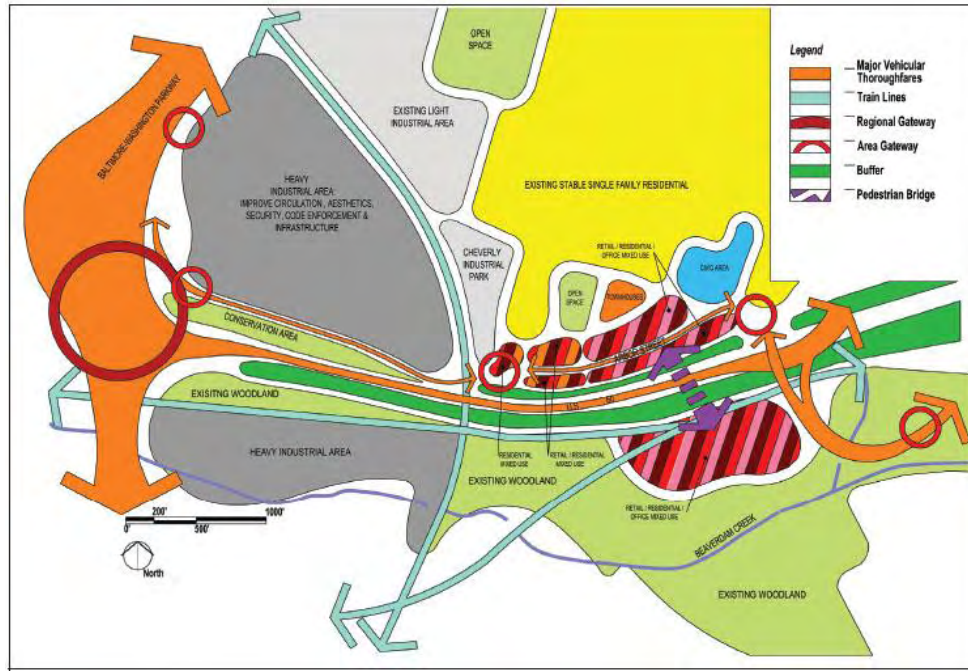
Underlying Zoning²²

Mixed Use – Transportation Oriented (M-X-T)

Mixed Use – Infill (M-U-I)

Overlay Zoning²³

Development District Overlay (D-D-O)



Source: Maryland-National Capital Park and Planning Commission

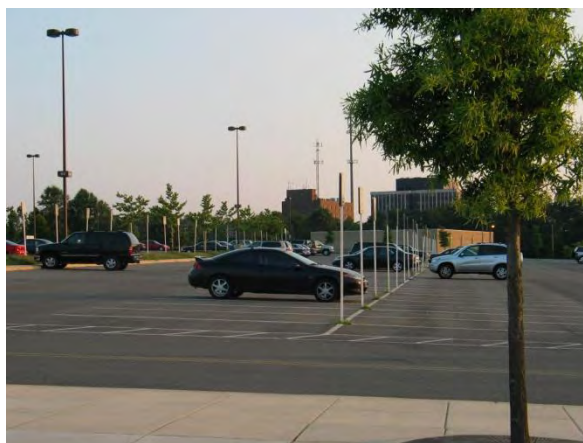
²² Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

²³ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Branch Avenue

Station Overview:

Branch Avenue Metrorail station is the southeastern terminus for the Green line, and serves as the transportation hub for the southern part of Prince George's County. Recent residential developments in the area include MetroPlace and Chelsea West, both within walking distance of the station, but needing the addition of community-serving retail. Branch Avenue is one of three stations in Prince George's County designated a priority TOD site by Maryland Governor Martin O'Malley in June 2010. Designated sites will receive priority for state development assistance.²⁴



Facts:

Location:	Branch Avenue & Auth Way Suitland, MD
Year Opened:	2001
Line:	Green
Characteristics:	At-grade, two-sided, single-entrance
Parking Spaces (Long-term):	3,072
Average Daily (Weekday) Boardings (2009):	6,448
Estimated Population within ½ Mile (2000):	1,054 ²⁵
Connections:	
Bus:	Metrobus (5 routes) The Bus (1 route)
Bicycle:	Henson Creek Trail Extension Suitland Parkway Trail Branch Avenue Linear Park

Table 10. Travel Times from Branch Avenue (in minutes)

Downtown	
Metro Center	30
Gallery Place	22
Reagan National Airport	32
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	77
Via Car	47



Advantages and Opportunities:

²⁴ Maryland Department of Transportation. (2010, June 18). *Press Release: Governor O'Malley Designates 14 Maryland Transit Stations for Priority Development Focus*. Hanover, MD.

²⁵ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

- State of Maryland priority TOD site²⁶
- Recent residential development in the area
- Existing office buildings
- Vacant or underutilized land
- Approximately one mile to Joint Base Andrews (former Andrews Air Force Base) in Camp Springs, MD. Base realignments are bringing additional jobs to the base.

Operative Plans:²⁷

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Metropolitan Center

Master Plan: The Heights and Vicinity Approved Master Plan and Section Map Amendment (November 2000)

Sector Plan: N/A

Other Plans: WMATA Station Access & Joint Development Study (April 2010)²⁸

WMATA Joint Development Opportunities:

Not currently being offered. Possible future joint development site.

Land Use:

Existing Land Use: There is a substantial amount of undeveloped land surrounding the Branch Avenue Metrorail station. New multi-family and townhouse units are located to the north, single-family detached units are located to the southeast, and a WMATA storage yard is located to the northeast of the station. Some office uses and automobile dealerships are also located in the area.

Recommended Land Use: The *Heights and Vicinity Approved Master Plan and Section Map Amendment* identifies eight areas in the vicinity of the Metrorail station. The Plan recommends: residential, office, and retail uses in Area A; office uses in Areas B and G; restaurant uses in Area C; retail uses in Areas D and E; residential uses in Area F; and relocated automobile dealerships in Area H.

Zoning:

Underlying Zoning²⁹

Mixed Use – Transportation
Oriented (M-X-T)

Overlay Zoning

None



Map courtesy of the Maryland-National Capital Park and Planning Commission.

²⁶ Available at http://www.mdot.maryland.gov/Planning/TOD/TOD_Designation.html.

²⁷ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

²⁸ Available at http://www.wmata.com/pdfs/planning/BranchAveFinal_050610.pdf.

²⁹ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Suitland

Station Overview:

The 226-acre Suitland Federal Center Campus is located adjacent to the Suitland Metrorail station, and houses a number of Federal agencies including the U.S. Census Bureau. In sum, 8,000 federal employees work at the Suitland Federal Center Campus. Most of Suitland's ridership is due to Federal Center Campus employees; therefore, traffic at the station is concentrated between 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.



Facts:

Location:

Suitland Parkway & Silver Hill Road
Suitland, MD

Year Opened:

2000

Line:

Green

Characteristics:

At-grade, single-sided, single-entrance

Parking Spaces (Long-term):

1,890

Average Daily (Weekday) Boardings (2009):

6,453

Estimated Population within ½ Mile (2000):

3,812³⁰

Connections:

Bus: Metrobus (8 routes)
The Bus (1 route)
MTA Commuter Bus (2 routes)

Bicycle: Suitland Parkway Trail
Iverson Road/Silver Hill Road Sidewalks and Bike Lanes
St. Barnabas Road Sidewalks and Bike Lanes

Table 11. Travel Times from Suitland (in minutes)

Downtown	
Metro Center	27
Gallery Place	19
Reagan National Airport	30
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	74
Via Car	45



³⁰ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Concentration of 8,000 Federal jobs near station
- Potential for redevelopment along underutilized commercial strips facing the station

Operative Plans:³¹

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Regional Center

Master Plan: Subregion 4 Master Plan and Sectional Map Amendment (2010)

Sector Plan: N/A

Other Plans: Approved Suitland Mixed-Use Town Center Development Plan (February 2006)

WMATA Joint Development Opportunities:

Not currently being offered.

Land Use:

Existing Land Use: The Suitland Federal Center Campus is located north and west of the station. Commercial uses, predominately consisting of low-density strip shopping centers, are located east/northeast of the station along Silver Hill Road and at the intersection of Silver Hill Road and Suitland Road. Residential uses, consisting of garden apartments and single-family detached units, are located to the east and to the south of the station.

Recommended Land Use: The *Subregion 4 Master Plan and Section Map Amendment* recommends commercial uses along Silver Hill Road, residential uses east of Silver Hill Road, and a mix of uses at the intersections of Silver Hill Road & Suitland Road and Silver Hill Road & Swann Road, and on both sides of Silver Hill Road at the station.

Table 12 presents the existing and recommended land use within the Suitland Regional Center:

Table 12. Existing and Recommended Land Use – Suitland Regional Center		
	Existing	Subregion 4 Master Plan Recommendation
Residential	43%	20-70%
Retail & Services	10%	10-60%
Employment (office)	0%	10-60%
Public Uses	47%	10-20%

Source: Subregion 4 Master Plan, p. 176.

Zoning:**Underlying Zoning**³²

Mixed-Use Town Center (M-U-TC)
Multifamily High Density Residential (R-10)
One-Family Detached Residential (R-55)

Overlay Zoning

None

³¹ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

³² Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Naylor Road

Station Overview:

The Naylor Road Metrorail station serves a predominantly residential area, and is mostly accessed by car. Much of the land surrounding the station is characterized by surface parking lots and strip malls, and is underutilized. Naylor Road is one of three stations in Prince George's County designated a priority TOD site by Maryland Governor Martin O'Malley in June 2010. Designated sites will receive priority for state development assistance.³³



Facts:

Location:	Suitland Parkway & Branch Avenue Temple Hills, MD
Year Opened:	2001
Line:	Green
Characteristics:	Elevated, single-sided, single-entrance
Parking Spaces (Long-term):	368
Average Daily (Weekday) Boardings (2009):	3,144
Estimated Population within ½ Mile (2000):	7,632 ³⁴
Connections:	
Bus:	Metrobus (10 routes) The Bus (1 route)
Bicycle:	Suitland Parkway Trail Oxon Run Trail Branch Avenue Linear Park

Table 13. Travel Times from Naylor Road (in minutes)	
Downtown	
Metro Center	24
Gallery Place	17
Reagan National Airport	28
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	72
Via Car	46



³³ Maryland Department of Transportation. (2010, June 18). *Press Release: Governor O'Malley Designates 14 Maryland Transit Stations for Priority Development Focus*. Hanover, MD.

³⁴ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- State of Maryland priority TOD site³⁵
- Accessibility and visibility
- Adjacent underutilized land
- Opportunities for mixed-use development
- Close proximity to Washington, D.C. and two stops to future Homeland Security Headquarters (14,000 employees³⁶) at Congress Heights (Phase I scheduled for occupancy in 2013)

Operative Plans:³⁷

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Regional Center³⁸

Master Plan: The Heights and Vicinity Approved Master Plan and Sectional Map Amendment (November 2000)

Sector Plan: Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment (November 2008)

WMATA Joint Development Opportunities:

Approximately 10.7 acres are available for development adjacent to the Metrorail station. Additional information concerning this joint development opportunity is available on the WMATA webpage.³⁹

Land Use:

Existing Land Use: Low-density commercial uses are located to the south and east of the station along Branch Avenue and Naylor Road. Residential uses, including multi-family, two-family, and single-family detached units, are located to the south and southeast of Branch Avenue and Naylor Road. An elementary school is located to the southeast. Residential uses, including multi-family and single-family detached units, are located on the north side of the Suitland Parkway.

Recommended Land Use: The *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment* calls for mixed-use, high-density residential, office, retail uses immediately to the east and south of the station, and south along Branch Avenue. Additionally, the plan identifies institutional uses and high-density residential uses to the southeast of the station, consistent with existing land uses.



Source: Maryland-National Capital Park and Planning Commission

³⁵ Available at http://www.mdot.maryland.gov/Planning/TOD/TOD_Designation.html.

³⁶ Associated Press. (2009, January 9, 2009). Homeland Security Headquarters Approved. *NBCWashington.com*. Retrieved from <http://www.nbcwashington.com/news/local-beat/Homeland-Security-Headquarters-Plan-Approved.html>.

³⁷ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

³⁸ Originally designated a Community Center by the General Plan (October 2002). Re-designated to Regional Center through the Branch Avenue Corridor Sector Plan (December 2007).

³⁹ Available at http://wmata.com/business/joint_development_opportunities/tod/project.cfm?l=15.

Table 14 presents the recommended land use mix in the Naylor Road Core and Edge areas:

Table 14. Recommended Land Use Mix – Naylor Road Metro		
	Core (North of Curtis Drive)	Edge (South of Curtis Drive)
Residential	20-60%	40-70%
Retail & Services	10-40%	10-40%
Employment (office)	20-60%	10-40%
Public/Quasi-Public Uses	10-20%	10-20%

Source: Branch Avenue Corridor Sector Plan, p. 49-50.

Table 15 presents the recommended densities in the Naylor Road Core and Edge areas:

Table 15. Recommended Density – Naylor Road Metro		
	Core (North of Curtis Drive)	Edge (South of Curtis Drive)
Residential Density	42 DU/Acre (minimum)	42-62 DU/Acre
Nonresidential Density	1.0-2.5 FAR	0.5-1.0 FAR

Source: Branch Avenue Corridor Sector Plan, p. 49-50

Zoning:

Underlying Zoning⁴⁰

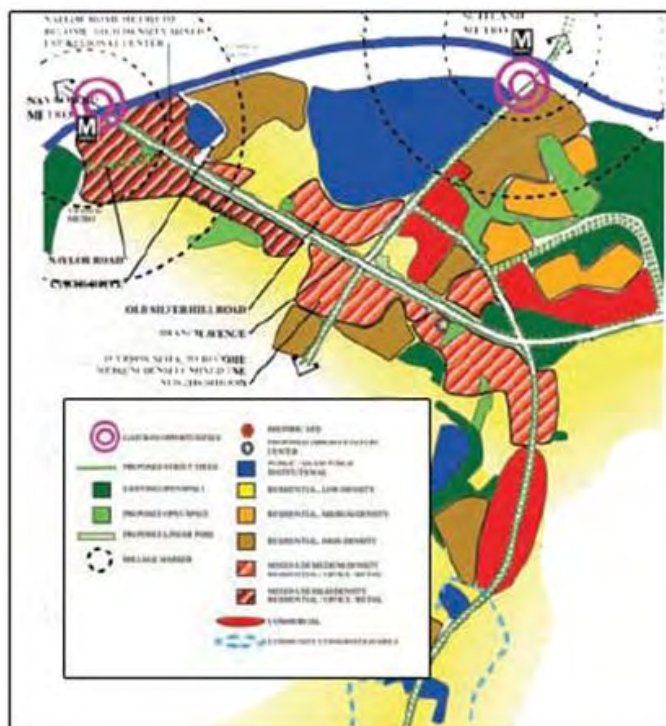
Mixed Use – Transportation Oriented (M-X-T)

Overlay Zoning

None



Source: Maryland-National Capital Park and Planning Commission



⁴⁰ Available at <http://egov.co.pg.md.us/lis/default.a>

Southern Avenue

Station Overview:

Southern Avenue Metrorail station is the first Prince George's stop on the Green line heading southeast out of Washington, D.C. The station has a large surface parking lot. Oxon Run National Parkway is adjacent to the station and a number of parks and recreation facilities are located in the area. Southern Avenue is the closest Metrorail station to the new National Harbor development and is one stop from the new headquarters for the Department of Homeland Security.



Photo by Teena Green

Facts:

Location:	Southern Avenue & Valley Terrace Temple Hills, MD
Year Opened:	2001
Line:	Green
Characteristics:	At-grade, single-sided, single-entrance
Parking Spaces (Long-term):	1,980
Average Daily (Weekday) Boardings (2009):	6,263
Estimated Population within ½ Mile (2000):	7,364 ⁴¹
Connections:	
Bus:	Metrobus (11 routes) The Bus (1 route)
Bicycle:	Oxon Run Trail

Table 16. Travel Times from Southern Avenue (in minutes)

Downtown	
Metro Center	23
Gallery Place	14
Reagan National Airport	25
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	69
Via Car	48



⁴¹ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Close proximity to Washington, D.C. and one stop to future Homeland Security Headquarters (14,000 employees⁴²) at Congress Heights (Phase I scheduled for occupancy in 2013)
- Numerous bus connections
- Large amount of vacant and underutilized land
- Nearby parks and recreation

Operative Plans:⁴³

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Community Center

Master Plan: The Heights and Vicinity Approved Master Plan and Sectional Map Amendment (November 2000)

Sector Plan: N/A

WMATA Joint Development Opportunities:

Not currently being offered.

Land Use:

Existing Land Use: The Southern Avenue Metrorail station is located along the Prince George's County/Washington D.C. boundary. Townhouses are located to the east and to the west of the station. A hospital (United Medical Center) and garden apartments are located to the southwest of the station along Southern Avenue, and commercial uses are concentrated along Wheeler Avenue, to the south of the station. The land immediately to the north and to the south of the station is undeveloped.

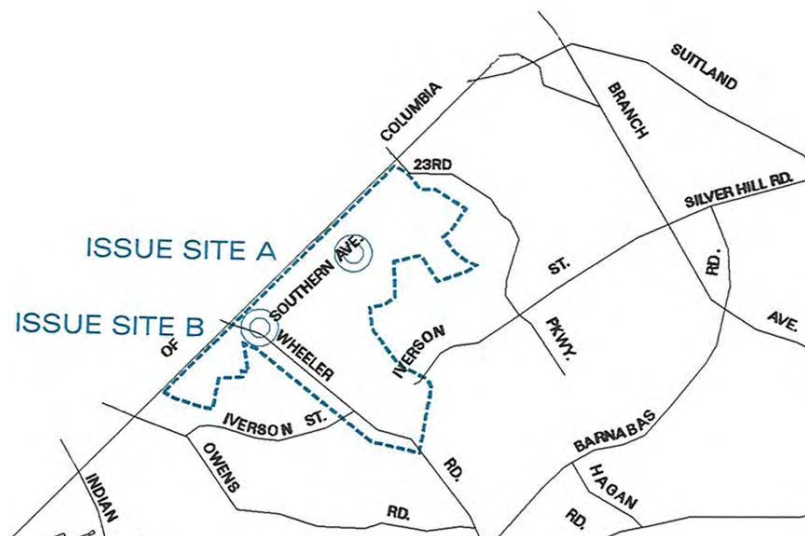
Recommended Land Use: *The Heights and Vicinity Approved Master Plan and Sectional Map Amendment* identifies two focus areas in the vicinity of the station. The *Plan* recommends office uses in Area A, immediately adjacent to the Metrorail station. The *Plan* also recommends commercial uses on the north side, and single-family detached uses on the south side of Wheeler Avenue.

Zoning:

Underlying Zoning⁴⁴

Commercial Office (C-O)

Overlay Zoning



Source: Maryland-National Capital Park and Planning Commission

⁴² Associated Press. (2009, January 9). Homeland Security Headquarters Approved. *NBCWashington.com*. Retrieved from <http://www.nbcwashington.com/news/local-beat/Homeland-Security-Headquarters-Plan-Approved.html>.

⁴³ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

⁴⁴ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Greenbelt

Station Overview:

Greenbelt Metrorail station is the terminus of the Green line in northern Prince George's County. The station is heavily used by local and regional commuters, and features a direct bus route to Thurgood Marshall Baltimore-Washington International Airport, a connection to MARC trains, and convenient, direct access on/off the Capital Beltway (I-95/495). The U.S. Department of Agriculture's Henry A. Wallace Beltsville Agricultural Research Center (BARC), which employs approximately 1,700 workers, is located approximately one mile from the station, and is accessible via shuttle. There is a significant amount of undeveloped land directly adjacent to the station parking lot and entrance, and there are a number of parks in the area.



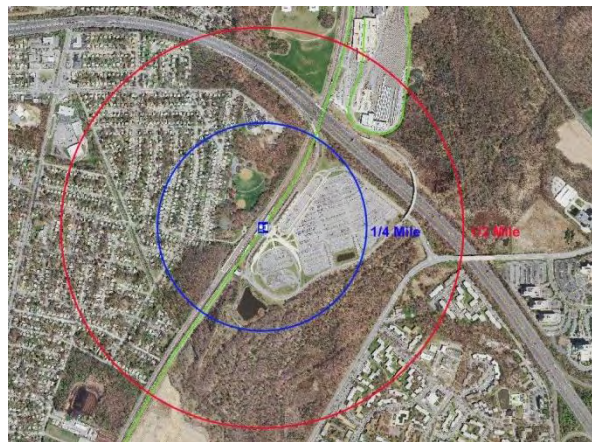
Photo by Hannah Byam.

Facts:

Location:	Capital Beltway (I-95/495) & Lackawanna Street City of Greenbelt, MD
Year Opened:	1993
Line:	Green
Characteristics:	At-grade, two-sided, single-entrance
Parking Spaces (Long-term):	3,399
Average Daily (Weekday) Boardings (2009):	7,397
Estimated Population within ½ Mile (2000):	3,792 ⁴⁵
Connections:	
Train:	MARC (Camden Line)
Bus:	BWI Airport Bus Metrobus (13 routes) The Bus (4 routes) Connect-A-Ride (1 route)

Table 17. Travel Times from Greenbelt (in minutes)

Downtown	
Metro Center	29
Gallery Place	25
Reagan National Airport	38
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	30
Via Car	30



⁴⁵ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Connection to DC-Baltimore commuter rail and direct bus to BWI airport. Efficient connection with multiple bus lines
- Heavy commuter use
- Large amount of undeveloped land
- Many parks in the area

Operative Plans:⁴⁶

General Plan: Prince George's County Approved General Plan (October 2002)

Designation: Metropolitan Center

Master Plan: Langley Park-College Park-Greenbelt Approved Master Plan (October 1989) and Adopted Sectional Map Amendment (May 1990)

Sector Plan: Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment (October 2001)

WMATA Joint Development Opportunities:

Not currently being offered.

Land Use:

Existing Land Use: Single-family detached units and public uses, including a recreation center/park and a religious institution are located to the west of the station. A large surface parking lot is located immediately east of the station, followed by a recreation center/park and multi-family units. The WMATA Greenbelt storage yard and office uses are located across the Capital Beltway (I-95/495) to the north. The land immediately south of the station is open space, followed by industrial uses.

Recommended Land Use: The *Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment* envisions the redevelopment of the surface parking lot to the east of the station (the "North Core") and the industrial uses south of the station (the "South Core") as a mix of residential, office, retail, and entertainment and hotel uses. Tables 18 and 19 details the recommended land use mix and densities at the Greenbelt Metrorail station.

Table 18. Recommended Land Use Mix – Greenbelt Metro	
Land Use	Minimum/Maximum Percentage of Total FAR in Each Core Area
Residential	30-60%
Retail, Entertainment and Hotel	10-40%
Office	30-60%

Source: Greenbelt Metro Area Approved Sector Plan, p. 33.

Table 19. Recommended Density – Greenbelt Metro	
	Minimum Density
North Core	1.0 FAR
South Core	0.5 FAR

Source: Greenbelt Metro Area Approved Sector Plan, p. 33.

⁴⁶ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

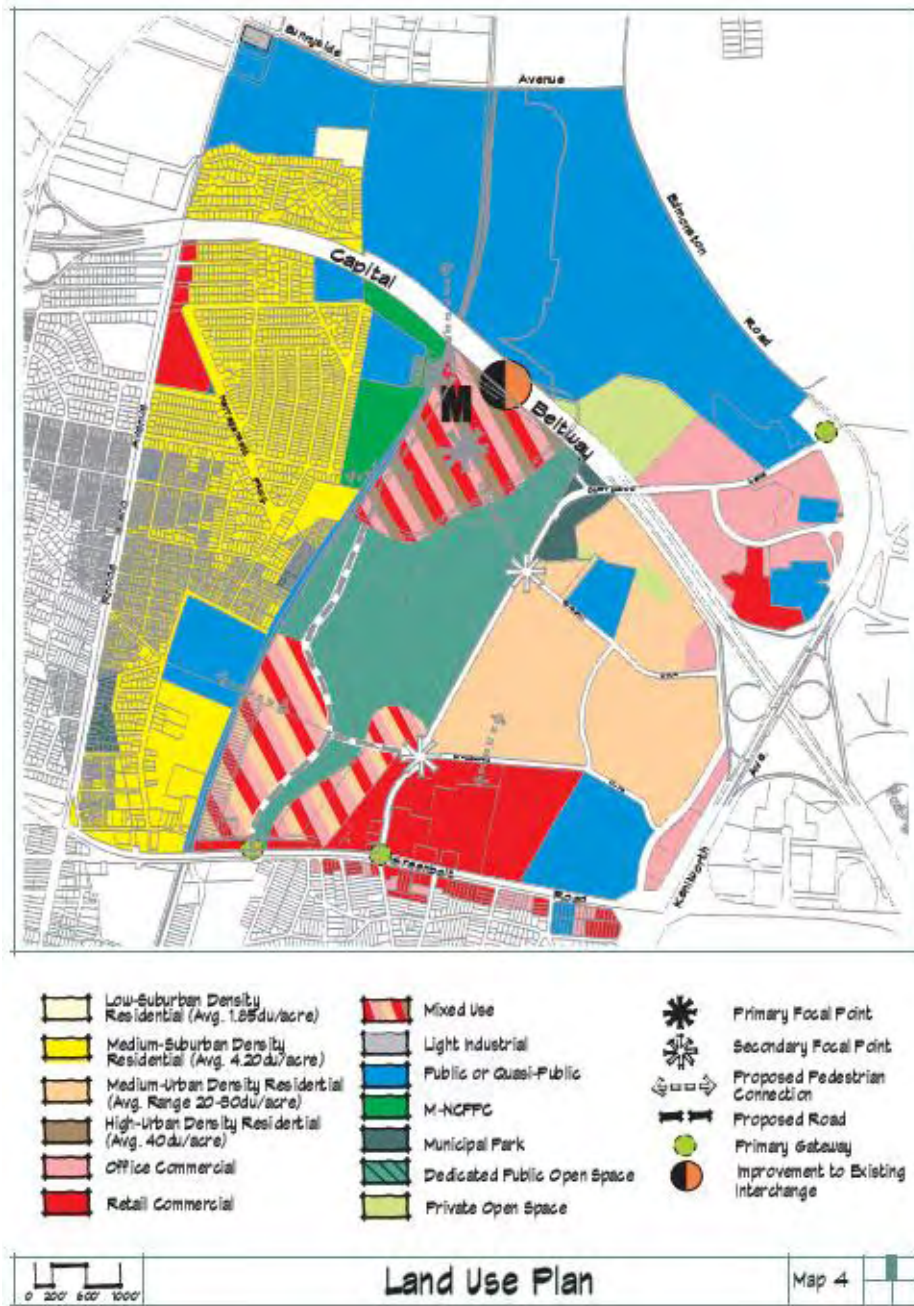
Zoning:

Underlying Zoning⁴⁷

Mixed Use – Transportation Oriented

Overlay Zoning⁴⁸

Development District Overlay (D-D-O)



Source: Maryland-National Capital Park and Planning Commission

⁴⁷ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁴⁸ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

College Park – University of Maryland

Station Overview:

The College Park – University of Maryland Metrorail station serves the University of Maryland, College Park, Maryland's largest public research institution, and the flagship of the state university system. Approximately 37,000 students are enrolled at the University of Maryland, College Park. The station provides connections to MARC trains, and is a planned stop on the proposed Purple Line.

The U.S. Food and Drug Administration headquarters, U.S. Department of Agriculture, and the American Center for Physics are located nearby. M Square, the 2 million sq. ft. University of Maryland Research Park, is approved for an area southeast of the station, and is expected to be completed by 2020.⁴⁹

Future M Square occupants include the National Oceanic and Atmospheric Administration (NOAA) and the Center for Advanced Study of Languages. In addition, the University of Maryland is planning for the redevelopment of its nearby East Campus with a mix of retail, office, and residential uses, and a hotel and conference center.⁵⁰



Facts:

Location:	Paint Branch Parkway & River Road City of College Park, MD
Year Opened:	1993
Line:	Green
Characteristics:	Elevated, two-sided, single-entrance
Parking Spaces (Long-term):	1,820
Average Daily (Weekday) Boardings (2009):	4,627
Estimated Population within ½ Mile (2000):	1,993 ⁵¹
Connections:	
Train:	MARC (Camden Line) Purple Line (future)
Bus:	Metrobus (11 routes) The Bus (3 routes) University of Maryland Bus (2 routes) Connect-A-Ride (2 routes)

⁴⁹ See <http://www.msquare.umd.edu/>.

⁵⁰ See <http://www.eastcampus.umd.edu/index.cfm>.

⁵¹ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Table 20. Travel Times from College Park – University of Maryland (in minutes)	
Downtown	
Metro Center	28
Gallery Place	21
Reagan National Airport	34
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	33
Via Car	34



Advantages and Opportunities:

- Adjacent to federal buildings and emerging office space
- Close proximity to the University of Maryland Main & East Campus, and M Square
- Underutilized space
- Highly used by students, professionals, researchers, and federal employees

Operative Plans:⁵²

- General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Metropolitan Center
- Master Plan: Langley Park-College Park-Greenbelt Approved Master Plan (October 1989) and
Adopted Sectional Map Amendment (May 1990)
- Sector Plan: Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment (April 2002)
- Other Plans: Approved Transit District Development Plan for the College Park-Riverdale Transit
District Overlay Zone (October 1997)

WMATA Joint Development Opportunities:

Joint development agreement in place with a private developer for WMATA's 16-acre site at the station.

Land Use:

Existing Land Use: Single-family detached units are located to the west of the station. Office uses are located to the east of the station, and include the U.S. Food and Drug Administration (FDA). A number of commercial uses are located to the northeast of the station north of Paint Branch Parkway, and an airport is located to the north. Areas to the south of the Metrorail station are primarily developed as surface parking lots. The University of Maryland East Campus and Main Campus are located approximately one-half mile and three-quarter miles, respectively, northwest of the station.

Recommended Land Use (Route 1 Sector Plan portion): The *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* identifies the area west of the Metrorail tracks and north of south of Paint Branch Parkway as part of a Town Center character area. The *Plan* calls for a mix of office and retail uses in this location.

⁵² Available at <http://www.pgplanning.org/Resources/Publications.htm>.

Recommended Land Use (College Park Plan portion): The *Approved Transit District Development Plan for the College Park-Riverdale Transit District Overlay Zone* presents the recommended use for parcels in the vicinity of the station, as detailed in Table 21.

Table 21. Summary of Parcels in the Transit District Overlay Zone at College Park – University of Maryland	
Parcel(s)	Recommended Use
1, 2	Mixed Use (Office, Retail, Hotel, Residential, Light Industrial)
3, 4, 5, 8, 9, 10, 11	Planned Employment (Office, Retail, Light Industrial)
6, 7, 14	Open Space
10D, 12, 12C, 12D, 15D, 15E, 16	Mixed Use (Office, Retail, Hotel, Light Industrial)
13, 15	Recreation

Source: Approved TDDP for the College Park – Riverdale TDOZ, p. 20.

Table 22. Proposed Densities in the Transit District Overlay Zone at College Park – University of Maryland	
Parcel(s)	Maximum Densities
North	
1, 2, 10D, 12, 12C, 12D, 13, 15, 15D, 15E, 16	3.6 to 5.7 million sq. ft. (estimated)
South	
3, 5, 6, 7, 8, 9, 10, 11, 14 (M Square)	2 million sq. ft.
4	335,000 sq. ft.

Source: Approved TDDP for the College Park – Riverdale TDOZ, p. 21.

Zoning (Route 1 Sector Plan portion):

Underlying Zoning⁵³

- Mixed Use – Infill (M-U-I)
- Commercial Office (C-O)
- Reserved Open Space (R-O-S)

Overlay Zoning⁵⁴

- Development District Overlay (D-D-O)

Zoning (College Park Plan portion):

Underlying Zoning⁵⁵

- Mixed Use – Transportation Oriented (M-X-T)
- Open Space (O-S)

Overlay Zoning⁵⁶

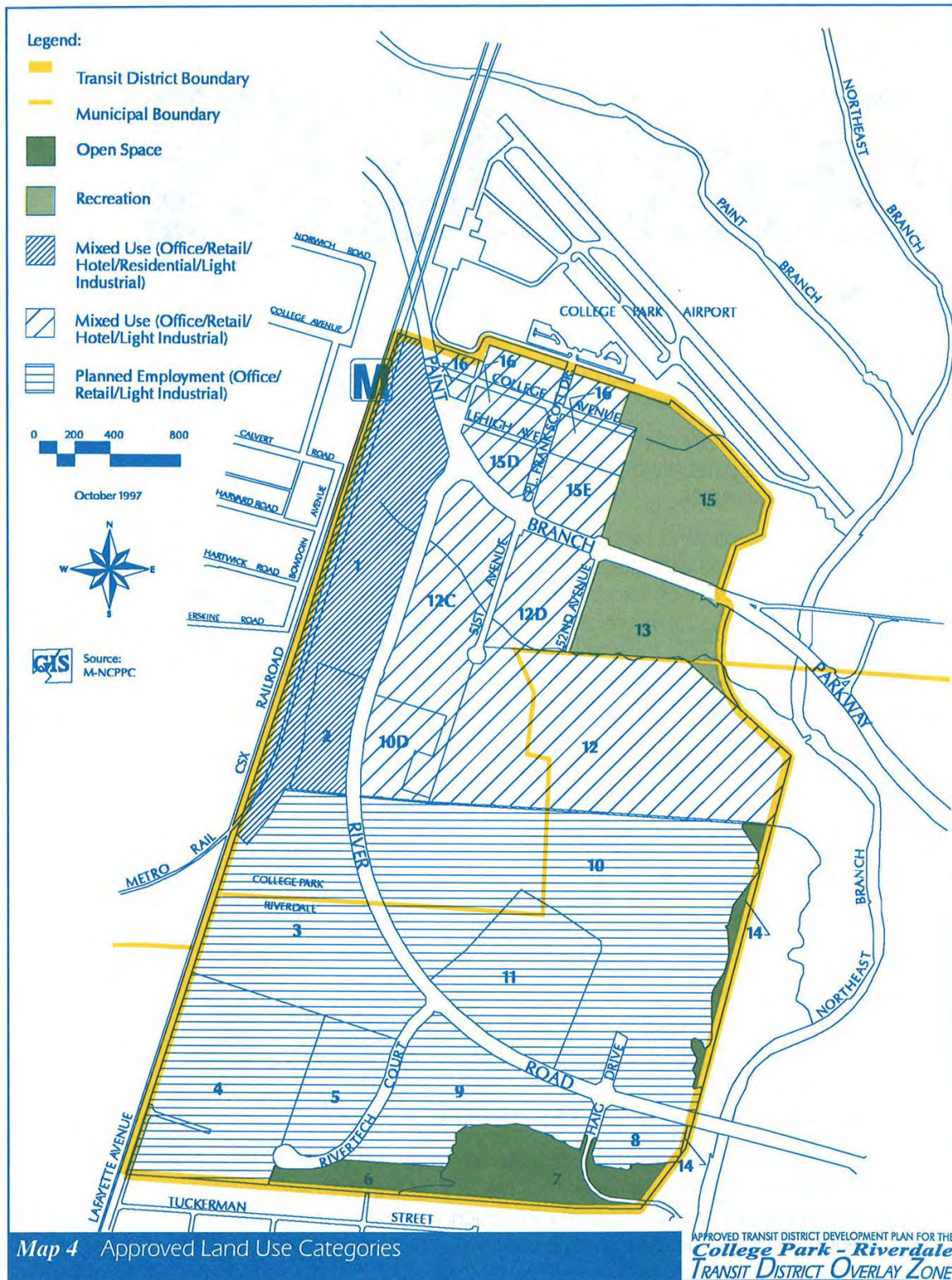
- Transit District Overlay (T-D-O)

⁵³ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁵⁴ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁵⁵ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁵⁶ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.



Source: Maryland-National Capital Park and Planning Commission

Prince George's Plaza

Station Overview:

The Prince George's Plaza Metrorail station was designed to serve an existing commercial area, and a significant amount of residential, commercial, and mixed-use development has occurred in the vicinity of the station since it opened. The station is connected to the Metro Shops (Belcrest Center), which features retail including Bally's Total Fitness and Staples, and is adjacent to a new Giant Food supermarket. A pedestrian bridge from the station leads to The Mall at Prince Georges, a regional mall (900,000 sq. ft.) anchored by Macy's, JC Penny, Target, and Old Navy. The Hyattsville Public Library is located nearby. New development projects in the area include the mixed-use University Town Center, with 1.3 million sq. ft. of office, 200,000 sq. ft. of retail, 112 condos, 22 lofts, and a 910-bed student housing facility for the University of Maryland (at build-out); Belcrest Center, with 300,000 sq. ft. of office, 240,000 sq. ft. retail, 240 residential units, and a hotel (at build-out); and Post Park, a 396-unit apartment community.



Facts:

Location:	East-West Highway & Belcrest Road City of Hyattsville, MD
Year Opened:	1993
Line:	Green
Characteristics:	At-grade, two-sided, single-entrance
Parking Spaces (Long-term):	1,068
Average Daily (Weekday) Boardings (2009):	5,093
Estimated Population within ½ Mile (2000):	7,176 ⁵⁷
Connections:	
Bus:	Metrobus (15 routes) The Bus (5 routes) University of Maryland Bus (1 route)

Table 23. Travel Times from Prince George's Plaza (in minutes)

Downtown	
Metro Center	26
Gallery Place	19
Reagan National Airport	32
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	36
Via Car	37



⁵⁷ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Adjacent to existing retail and office space
- Connection to nearby commercial center
- Connections to bus lines
- Adjacent high-density residential development
- Approximately one mile to the University of Maryland – College Park campus

Operative Plans:⁵⁸

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Regional Center

Master Plan: Planning Area 68 Approved Master Plan and Section Map Amendment (May 1994)

Sector Plan: N/A

Other Plans: Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone (June 1998)

Prince George's Plaza Metro Area Study, Transportation/Land-Use Connections Program.
Metropolitan Washington Council of Governments and Maryland-National Capital Park and Planning Commission (August 2008)⁵⁹

WMATA Joint Development Opportunities:

Joint development agreement in place with a private developer for WMATA's 22-acre site at the station.

Land Use:

Existing Land Use: Commercial uses surround the station to the north, east, and west. A large shopping center (The Mall at Prince Georges) and office uses are located to the north across East-West Highway. Public uses, including a middle school to the west, a library to the northeast, and a church to the east, are located in the area. Single-family detached units are located to the south of the station. A number of properties in the immediate area have recently redeveloped.

Recommended Land Use: The *Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone* identifies 13 subareas in the vicinity of the Prince George's Plaza Metrorail station. The *Plan* recommends land uses consistent with the underlying zoning, with the goal of establishing a high-density, mixed-use development in the vicinity of the station. The acreage and underlying zoning for each of the subareas is summarized in Table 24:

Table 24. Summary of Subareas in the Transit District Overlay Zone at Prince George's Plaza		
Subarea	Size (in acres)	Underlying zoning
Subarea 1	38.20	Multifamily High Density Residential (R-10)
Subarea 2	22.24	Mixed Use – Transportation Oriented (M-X-T) & Open Space (O-S)
Subareas 3, 5	48.55	Mixed Use – Transportation Oriented (M-X-T)
Subareas 4, 6, 7, 9, 10A, 11	95.23	Commercial Shopping Center (C-S-C)
Subareas 8, 10B	9.07	Open Space (O-S)
Subareas 12, 13A	35.51	Multifamily Medium Density Residential (R-18)
Subarea 13B	4.83	Commercial Office (C-O)

Source: Prince George's Plaza TDDP, Part IV.

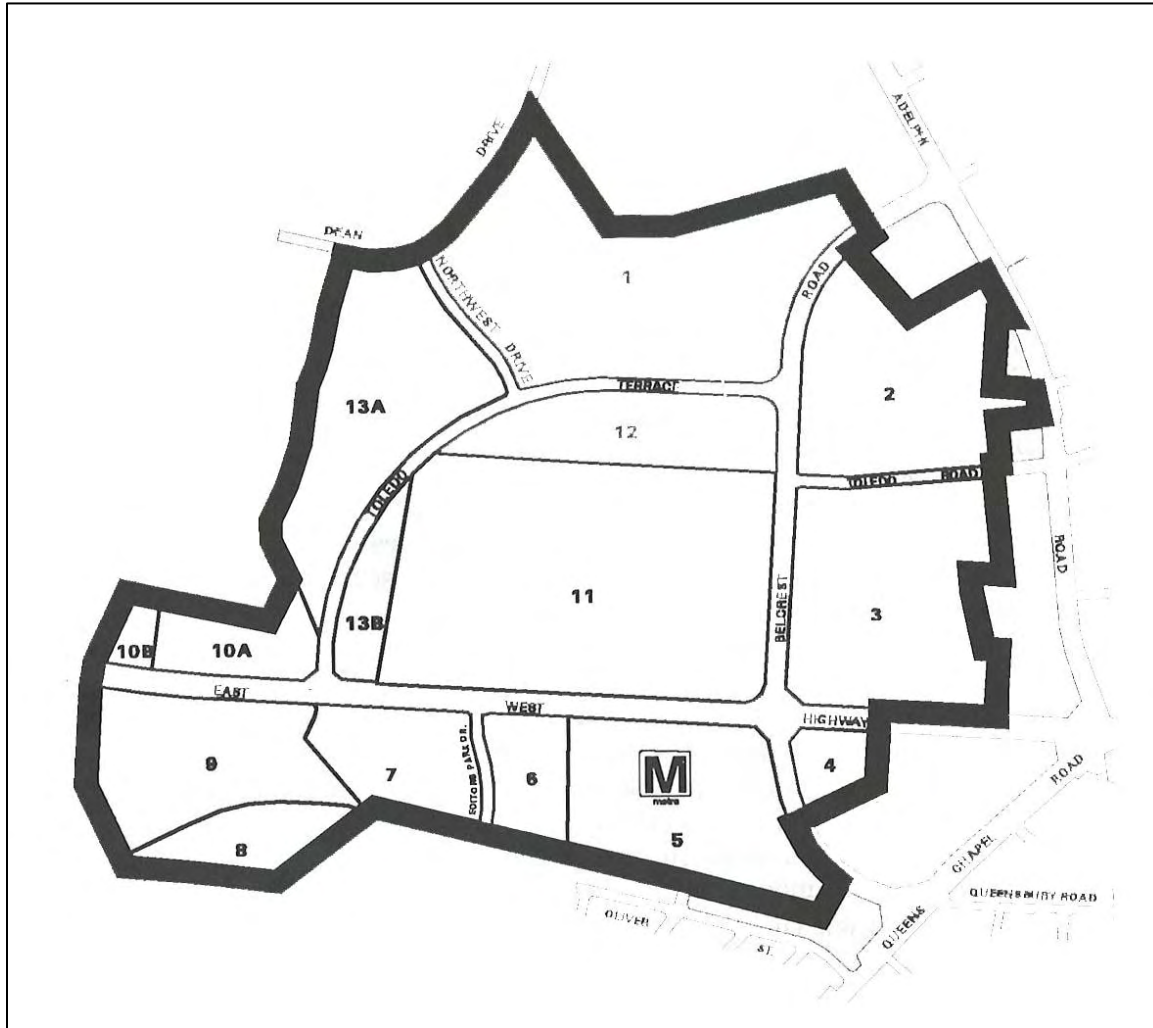
⁵⁸ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

⁵⁹ Available at <http://www.mwcog.org/transportation/activities/tlc/pdf/PGPlaza-Final.pdf>.

Zoning:

Underlying Zoning⁶⁰
See Table 24.

Overlay Zoning⁶¹
Transit District Overlay (T-D-O)



Source: Maryland-National Capital Park and Planning Commission

⁶⁰ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁶¹ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

West Hyattsville

Station Overview:

West Hyattsville Metrorail station is the first stop on the Green line heading northeast out of Washington, D.C. The West Hyattsville station features a large surface parking lot, several nearby businesses, and a significant amount of adjacent, underutilized space. The station is adjacent to the Anacostia Tributary Trail System, which provides miles of trails along the tributaries of the Anacostia River, and where visitors can fish, bird watch, hike, and jog.



Facts:

Location:

Jamestown Road & Queens Chapel Road
City of Hyattsville, MD

Year Opened:

1993

Line:

Green

Characteristics:

Elevated, single-sided, single-entrance

Parking Spaces (Long-term):

453

Average Daily (Weekday) Boardings (2009):

3,694

Estimated Population within ½ Mile (2000):

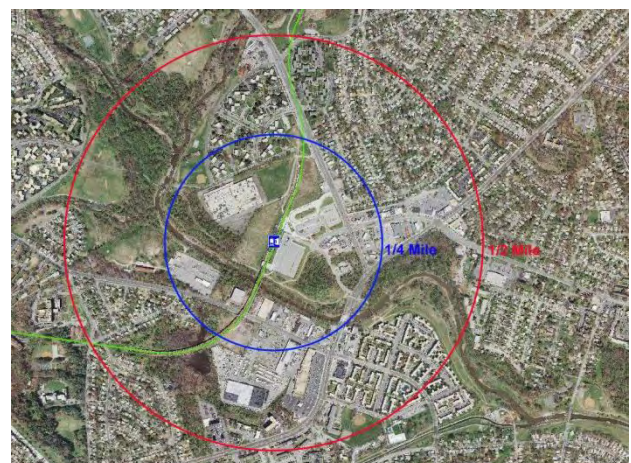
7,343⁶²

Connections:

Bus: Metrobus (9 routes)
The Bus (2 routes)

Table 25. Travel Times from West Hyattsville(in minutes)

Downtown	
Metro Center	24
Gallery Place	17
Reagan National Airport	30
BWI Thurgood Marshall Airport	
Via Metrorail & Bus	38
Via Car	40



Advantages and Opportunities:

- Adjacent underutilized land
- Established commercial base
- Plans take advantage of streamside parks and recreational trails

⁶² United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en

Operative Plans:⁶³

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Community Center
Master Plan: Planning Area 68 Approved Master Plan and Section Map Amendment (May 1994)
Sector Plan: N/A
Other Plans: Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone (July 2006)

WMATA Joint Development Opportunities:

Approximately 27.5 acres is available for development adjacent to the Metrorail station. Additional information concerning this joint development opportunity is available on the WMATA webpage.⁶⁴

Land Use:

Existing Land Use: Commercial uses are concentrated to the south and east of the station along Ager Road, Hamilton Street, Queens Chapel Road, and Chillum Road, including two shopping centers at the intersection of Queens Chapel Road and Chillum Road. Multi-family units are located to the southeast on either side of Chillum Road, and single-family detached units are located east of Ager Road.

Recommended Land Use: The Transit District Overlay Zone is approximately 203 acres in size. The *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* proposes three new neighborhoods: Hamilton Square, located to the east of the station, calls for a mix of office, residential, and retail uses. North Park, to the north of the station, includes residential uses. Queenstown, located south of Chillum Road, includes a mix of residential and retail uses. The plan also incorporates significant natural and recreational amenities which will be attractive to new residents.

Zoning:

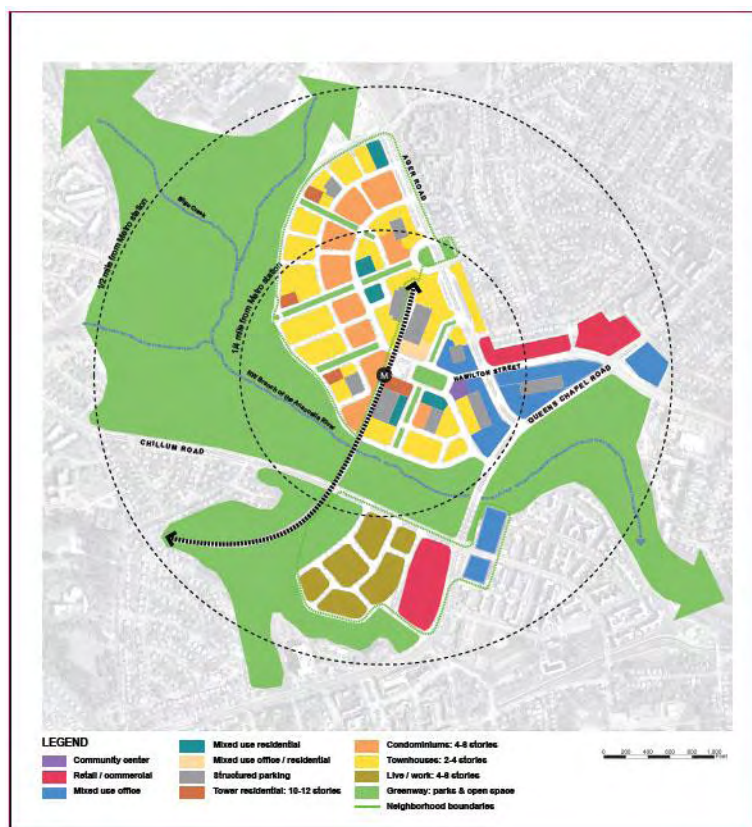
Underlying Zoning⁶⁵
Mixed Use – Transportation Oriented (M-X-T)
Overlay Zoning⁶⁶
Transit District Overlay (T-D-O)

⁶³ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

⁶⁴ Available at http://wmata.com/business/joint_development_opportunities/tod/project.cfm?l=19.

⁶⁵ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁶⁶ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.



Source: Maryland-National Capital Park and Planning Commission

Largo Town Center

Station Overview:

The Largo Town Center Metrorail station marks the eastern terminus of the Blue line. The station is a large commuter hub for residents of Prince George's and Anne Arundel counties. The Metrorail station also serves the Boulevard at the Capital Centre, a major shopping center adjacent to the station. Several real estate projects have been completed nearby in recent years, increasing the number of residents who access the station by foot, and bringing more businesses to the area.



Facts:

Location:

Arena Drive & Lottsford Road
Largo, MD

Year Opened:

2004

Line:

Blue

Characteristics:

Elevated, two-sided, single-entrance

Parking Spaces (Long-term):

2,200

Average Daily (Weekday) Boardings (2009):

5,112

Estimated Population within ½ Mile (2000):

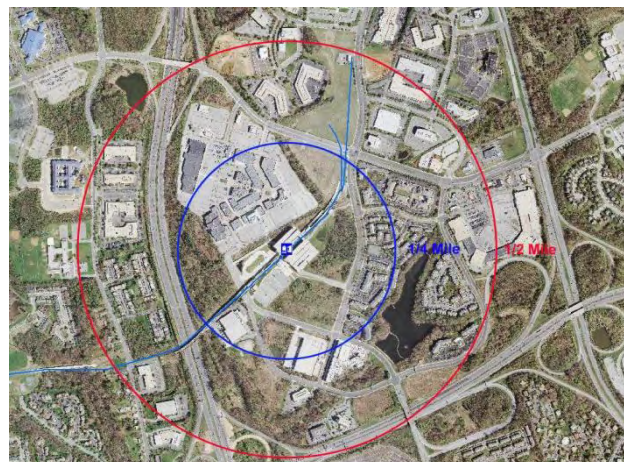
1,699⁶⁷

Connections:

Bus: Metrobus (6 routes)
The Bus (4 routes)

Table 26. Travel Times from Largo Town Center (in minutes)

Downtown	
Metro Center	29
Gallery Place	33
Reagan National Airport	44
BWI Thurgood Marshall Airport	
Via Metrorail & MARC	52-67
Via Car	35



⁶⁷ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Established retail base
- Many jobs located in the immediate vicinity
- People attracted to the location on weekends
- Significant amount of vacant land
- Opportunities to improve walkability with low investment

Operative Plans:⁶⁸

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Metropolitan Center

Master Plan: N/A

Sector Plan: Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004)

WMATA Joint Development Opportunities:

Not currently being offered.

Land Use:

Existing Land Use: The station is surrounded by retail to the north, low-rise condominium, apartment, and townhouse communities east of Lottsford Road, and office uses to the south. Land to the west of the station, and east of the Capital Beltway (I-95/495), is vacant.

Recommended Land Use: The *Approved Sector Plan and Section Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* recommends a mix of uses surrounding the station to include residential and commercial (retail, office, hotel, movie theater) to the north and offices to the south and east. Residential uses are recommended on the east side of Lottsford Road. Finally, a mix of residential, office, and retail uses are recommended south of Harry S. Truman Drive, to the north and east of the Capital Beltway and Central Avenue. The Largo Town Center "Core" area is approximately 263 acres in size. The *General Plan* recommends the land use mix at Largo Town Center Metropolitan Center as detailed in Table 27.

Table 27. Recommended Land Use – Largo Town Center Metropolitan Center	
	General Plan Recommendation
Residential	15-60%
Retail & Services	10-50%
Employment (office)	20-60%
Public Uses	10-20%
* Numbers reflect the ideal percentage of acreage that should be devoted to each class of use or, for mixed-use sites, the percentage of floor area.	

Source: General Plan, p. 150.

⁶⁸ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

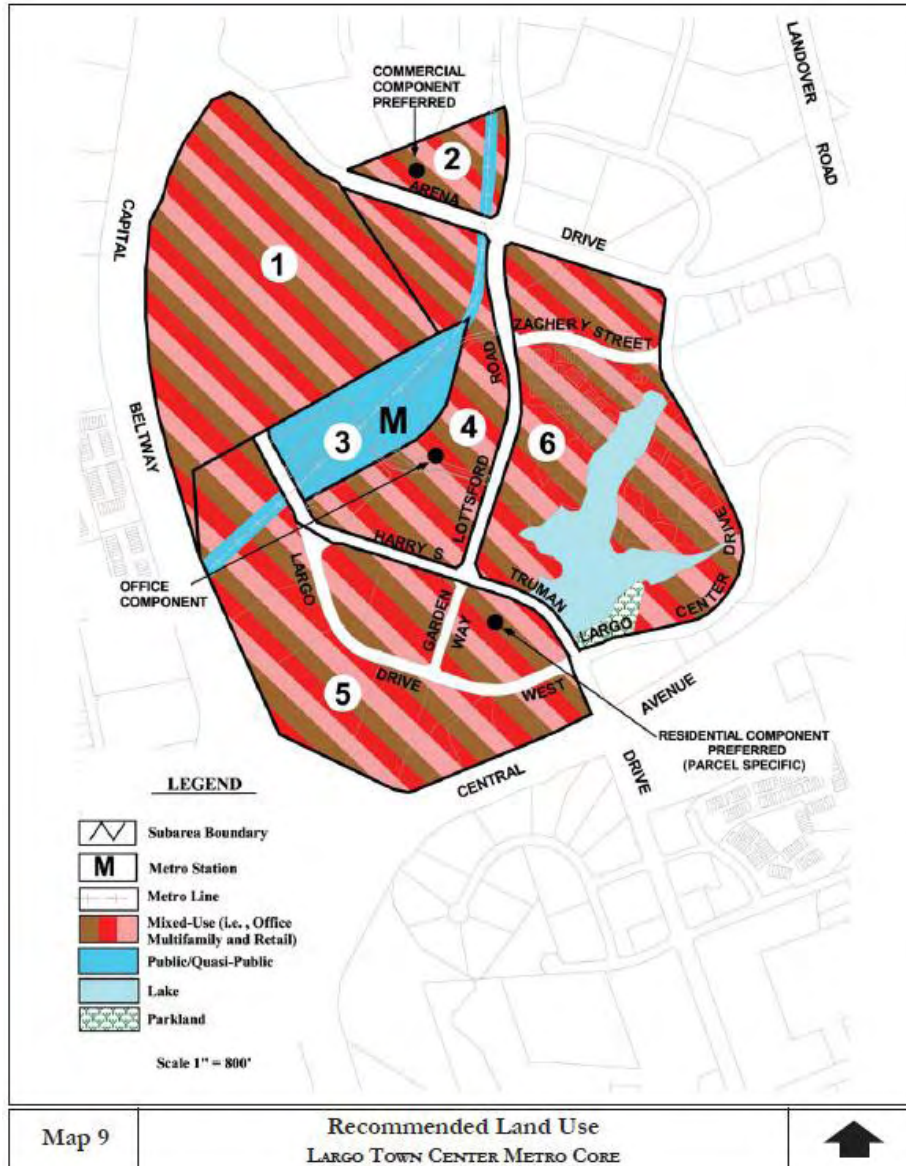
Zoning:

Underlying Zoning⁶⁹

- Mixed Use – Infill (M-U-I)
- Major Activity Center (M-A-C)
- Commercial Office (C-O)
- Planned Industrial/Employment Park (I-3)
- Rural Residential (R-R)

Overlay Zoning⁷⁰

- Development District Overlay (D-D-O)



Source: Maryland-National Capital Park and Planning Commission

⁶⁹ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁷⁰ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Morgan Boulevard

Station Overview:

Morgan Boulevard Metrorail station serves residential communities from Largo and Capitol Heights and the 90,000-seat FedEx Field stadium, home of the Washington Redskins NFL football team. Recent development in the area includes the 316-unit Victory Promenade townhouse development. Morgan Boulevard is the only station in the WMATA Metrorail system that has an onsite child care facility, which allows Metrorail users to drop off their children en route to work in the morning. Most of the land in the

vicinity of the station is undeveloped, some of which is privately-owned, and some of which is owned by WMATA and offers an opportunity for joint development.

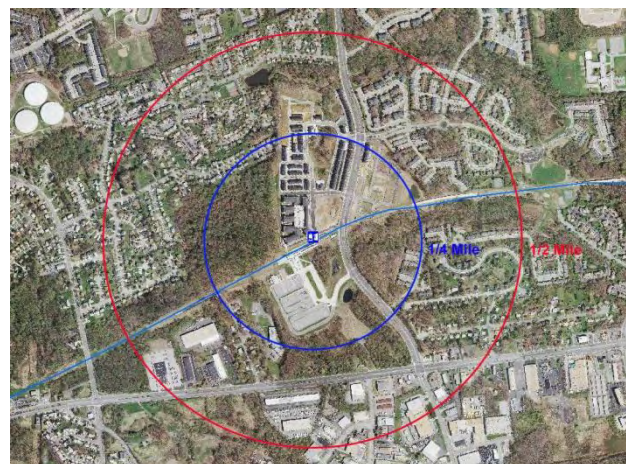


Facts:

Location:	Central Avenue & Garret A. Morgan Boulevard Landover, MD
Year Opened:	2004
Line:	Blue
Characteristics:	At-grade, single-sided, single-entrance
Parking Spaces (Long-term):	608
Average Daily (Weekday) Boardings (2009):	1,540
Estimated Population within ½ Mile (2000):	4,328 ⁷¹
Connections:	
Bus:	The Bus (3 routes)

Table 28. Travel Times from Morgan Boulevard (in minutes)

Downtown	
Metro Center	26
Gallery Place	30
Reagan National Airport	39
BWI Thurgood Marshall Airport	
Via Metrorail & MARC	49-64
Via Car	40



⁷¹ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Significant amount of undeveloped land in the vicinity of the station
- Daycare facility on premises
- Recent real estate developments
- Opportunities for retail development
- Proximity to FedEx Field

Operative Plans:⁷²

General Plan: Prince George's County Approved General Plan (October 2002)
Designation: Regional Center

Master Plan: Subregion 4 Master Plan and Sectional Map Amendment (2010)

Sector Plan: Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004)

WMATA Joint Development Opportunities:

Not currently being offered. Possible future joint development site.

Land Use:

Existing Land Use: Residential uses are located to the north and east of the station. Commercial and industrial uses are located to the south of the station along Central Avenue. Land to the northwest of the station is designated open space.

Recommended Land Use: The *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* recommends a mix of uses throughout the Core area (approximately 184 acres). The *Plan* recommends a mix of residential and retail uses north of the station, a mix of office, retail, and residential uses in the direct vicinity of the station, residential and retail uses south of the station, and north of Central Avenue, and residential and commercial/retail uses on the east side of Morgan Boulevard. The *Plan* recommends that the land northwest of the station remain open space (32 acres). Table 29 details the existing and recommended land use at Morgan Boulevard Regional Center.

Table 29. Existing and Recommended Land Use – Morgan Boulevard Regional Center		
	Existing	Subregion 4 Master Plan Recommendation
Residential	60%	20-70%
Retail & Services	11%	10-60%
Employment (office)	0%	10-60%
Public Uses	19%	10-20%
* Numbers reflect the ideal percentage of acreage that should be devoted to each class of use or, for mixed-use sites, the percentage of floor area.		

Source: Subregion 4 Master Plan, p. 150.

⁷² Available at <http://www.pgplanning.org/Resources/Publications.htm>.

Zoning:

Underlying Zoning⁷³

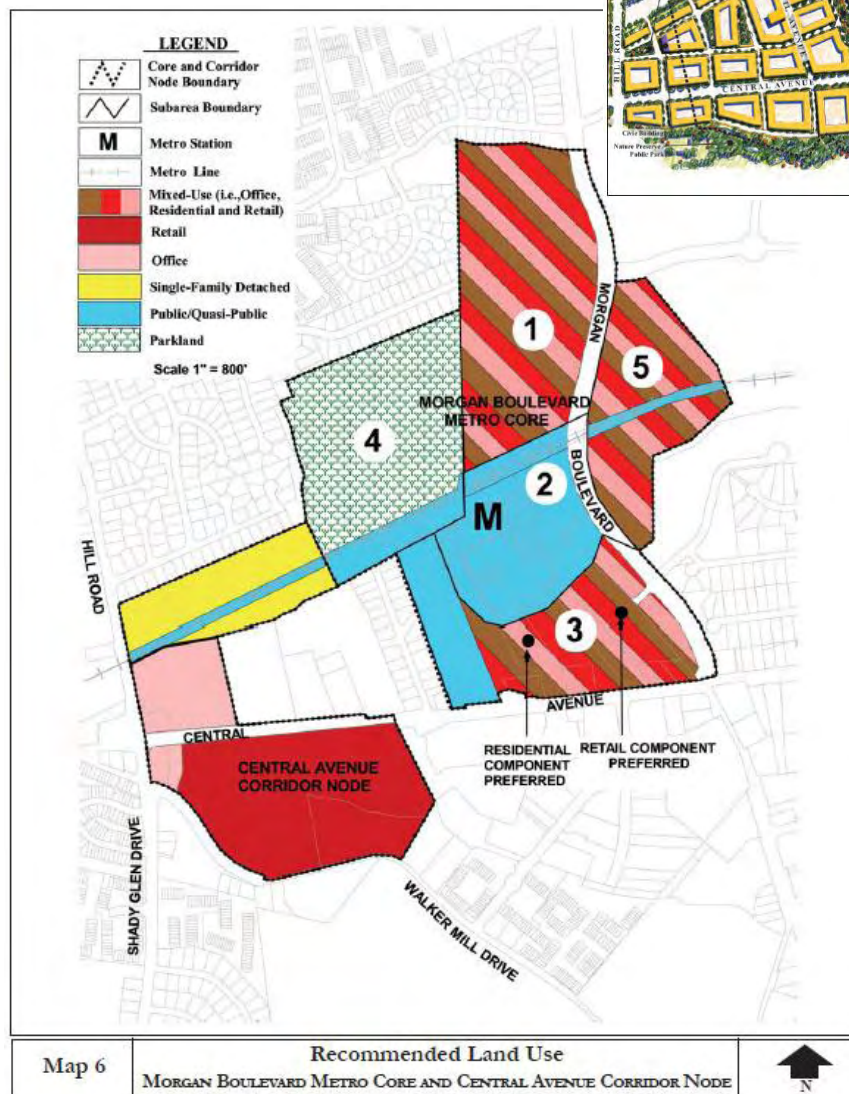
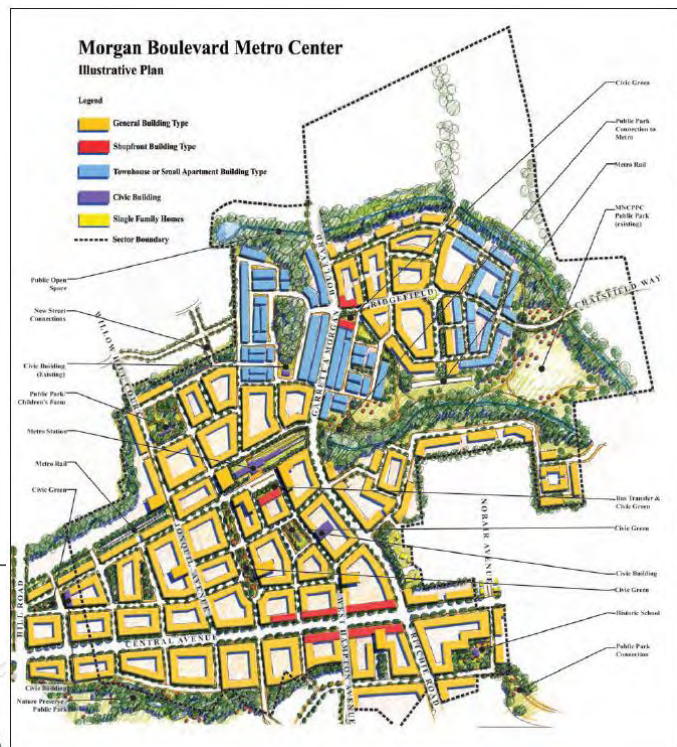
Mixed Use – Infill (M-U-I)

Local Activity Center (L-A-C)

Reserved Open Space (R-O-S)

Overlay Zoning⁷⁴

Development District Overlay (D-D-O)



Source: Maryland-National Capital Park and Planning Commission

⁷³ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁷⁴ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

Addison Road – Seat Pleasant

Station Overview:

The Addison Road-Seat Pleasant Metrorail station is the second stop on the Blue line heading west out of Washington, D.C. The station has a large parking structure and an extensive feeder bus network, and there is a significant amount of underutilized land north and west of the station. The station is located at the intersection of two major roads, and is convenient to Washington, D.C. and the Capital Beltway (I-95/495).



Facts:

Location:

Central Avenue & Addison Road
Capitol Heights, MD

Year Opened:

1980

Line:

Blue

Characteristics:

At-grade, single-sided, single-entrance

Parking Spaces (Long-term):

1,268

Average Daily (Weekday) Boardings (2009):

3,674

Estimated Population within ½ Mile (2000):

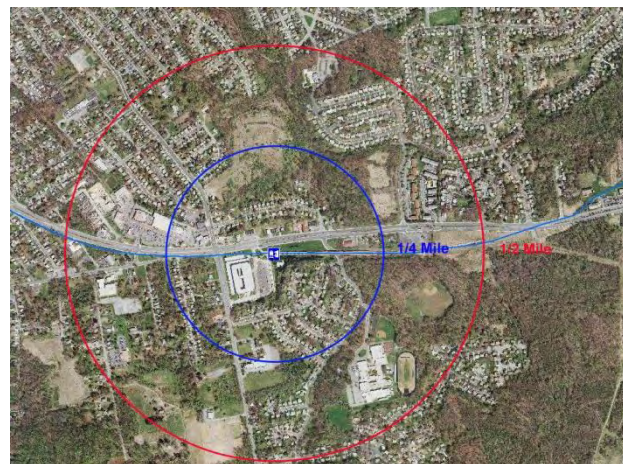
4,820⁷⁵

Connections:

Bus: Metrobus (16 routes)
The Bus (3 routes)
Bicycle: Chesapeake Beach Rail Trail
Cabin Branch Stream Valley Trail

Table 30. Travel Times from Addison Road – Seat Pleasant (in minutes)

Downtown	
Metro Center	23
Gallery Place	27
Reagan National Airport	36
BWI Thurgood Marshall Airport	
Via Metrorail & MARC	46-61
Via Car	40



⁷⁵ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

Advantages and Opportunities:

- Substantial amount of underutilized land
- Proximity to Washington, D.C. and Capital Beltway (I-95/495)
- Visibility and accessibility

Operative Plans:⁷⁶

General Plan: Prince George's County Approved General Plan (October 2002)

Designation: Community Center

Master Plan: Subregion 4 Master Plan and Sectional Map Amendment (2010)

Sector Plan: N/A

WMATA Joint Development Opportunities:

Not currently being offered.

Land Use:

Existing Land Use: Single-family detached units surround the station. Public uses, including a religious institution and a high school, are located to the south and southeast of the station. The Seat Pleasant City Hall and Fire Department are located northwest of the station at the intersection of Central Avenue and Addison Road. Commercial uses are concentrated along the north side of Central Avenue and North Capitol Street. Industrial uses are located on the north side of North Capitol Street along Yost Place, northwest of the station.

Recommended Land Use: The *Subregion 4 Master Plan and Section Map Amendment* recommends high-density, mixed use development along Central Avenue and East Capitol Street and along Addison Road south of Central Avenue. Low-density residential development is recommended along Addison Road north of Central Avenue. The Plan also recommends an interconnected street grid throughout the plan area. Table 31 details the existing and recommended land use at Addison Road-Seat Pleasant Community Center.

Table 31. Existing and Recommended Land Use – Addison Road-Seat Pleasant Community Center		
	Existing	Subregion 4 Master Plan Recommendation
Residential	74%	20-80%
Retail & Services	10%	5-50%
Employment (office)	0%	5-50%
Public Uses	15%	10-20%
* Numbers reflect the ideal percentage of acreage that should be devoted to each class of use or, for mixed-use sites, the percentage of floor area.		

Source: Subregion 4 Master Plan, p. 146.

Zoning:

Underlying Zoning⁷⁷

Commercial Shopping Center (C-S-C)

Commercial Office (C-O)

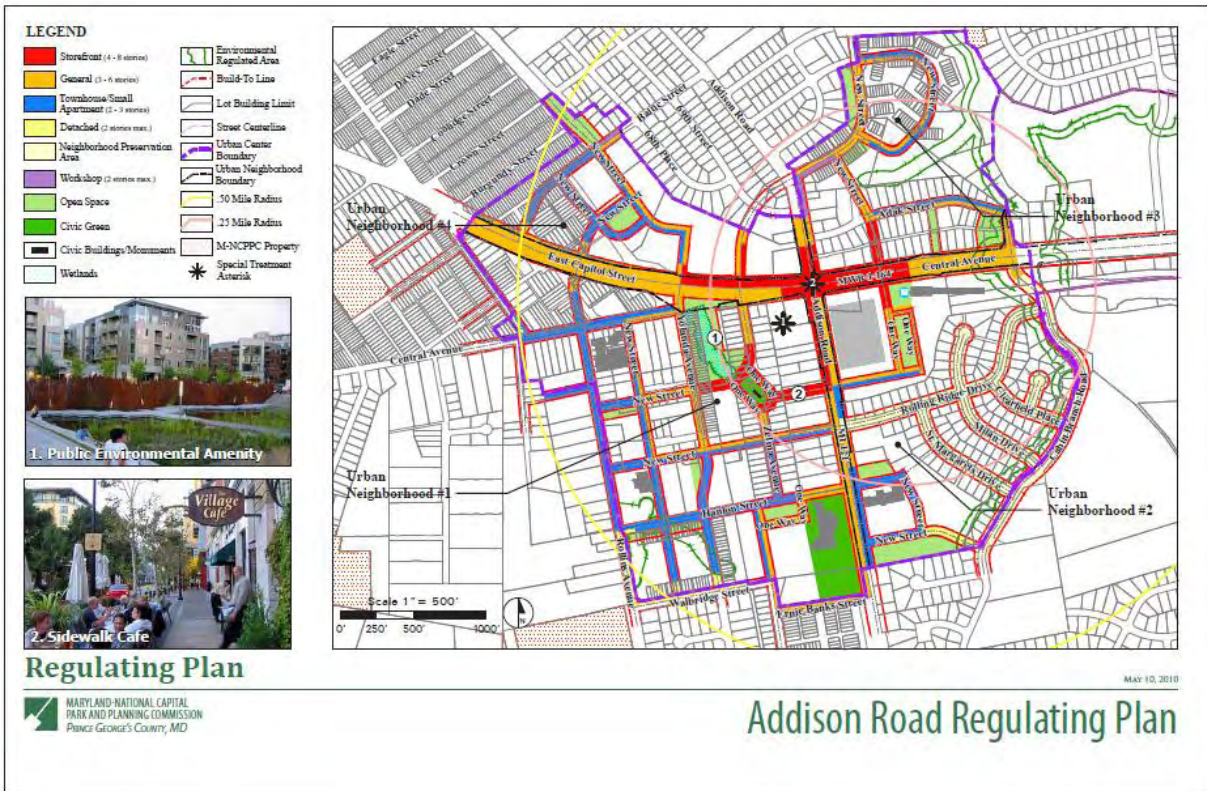
Overlay District⁷⁸

Development District Overlay (D-D-O)

⁷⁶ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

⁷⁷ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁷⁸ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.



Source: Maryland-National Capital Park and Planning Commission

Capitol Heights

Station Overview:

Capitol Heights Metrorail station is located in the Town of Capitol Heights, MD, adjacent to the Washington, D.C. boundary. It is the only underground station in Prince George's County. Several recreation centers are located nearby and the station is accessible to pedestrians in the neighborhood. A significant amount of development and redevelopment has occurred in the area in the past few years including the Capitol Gateway residential development across the Washington, D.C. line.



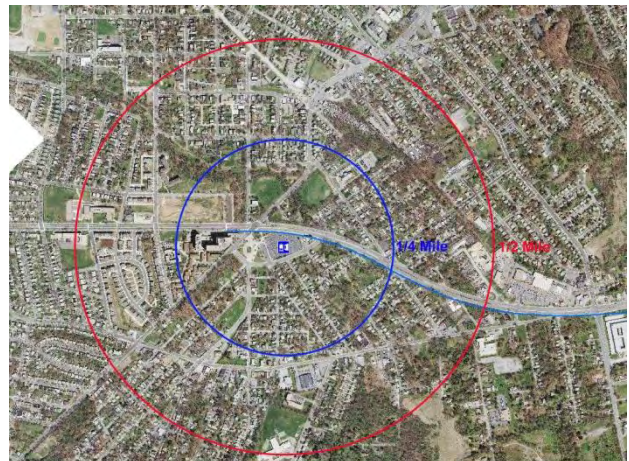
Photo by Jamie Fearer.

Facts:

Location:	East Capitol Street & Southern Avenue Town of Capitol Heights, MD
Year Opened:	1980
Line:	Blue
Characteristics:	Underground, single-entrance
Parking Spaces (Long-term):	372
Average Daily (Weekday) Boardings (2009):	2,221
Estimated Population within ½ Mile (2000):	6,471 ⁷⁹
Connections:	
Bus:	Metrobus (6 routes) The Bus (2 routes)

Table 32. Travel Times from Capitol Heights (in minutes)

Downtown	
Metro Center	21
Gallery Place	25
Reagan National Airport	34
BWI Thurgood Marshall Airport	
Via Metrorail & MARC	44-59
Via Car	42



Advantages and Opportunities:

- Opportunities for mixed-use development
- Nearby redevelopment projects across the border in Washington, D.C.

⁷⁹ United States Census Bureau. (2000). Census 2000 Summary File 1 (SF 1) 100-Percent Data [Data file]. Retrieved from http://factfinder.census.gov/servlet/DatasetMainPageServlet?_program=DEC&_submenuId=datasets_0&_lang=en.

- DC Office of Planning targeted revitalization area

Operative Plans:⁸⁰

General Plan: Prince George's County Approved General Plan (October 2002)
 Designation: Community Center
 Master Plan: Subregion 4 Master Plan and Sectional Map Amendment (2010)
 Sector Plan: N/A
 Other Plans: Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment (August 2007)

WMATA Joint Development Opportunities:

Not currently being offered. Possible future joint development site.

Land Use:

Existing Land Use: The Capitol Heights Metrorail station is located in the Town of Capitol Heights, MD, on the border between Prince George's County and Washington, D.C. Single-family detached units are located to the south and east, and multi-family units are located to the west of the station. A recreation center/park is located to the north of the station across East Capitol Street. Retail and public uses are concentrated on Old Central Avenue to the south of the station. Residential redevelopment is occurring across the Washington, D.C. boundary.

Recommended Land Use: The *Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment* calls for the development of vacant land in the Core and the Edge areas as a mix of residential, office, retail, and open space uses. The recommended land use mix and density in the Core and the Edge are specified in the *Subregion 4 Master Plan and Sectional Map Amendment* as follows:

Table 33. Existing and Recommended Land Use – Capitol Heights Community Center		
	Existing	Subregion 4 Master Plan Recommendation
Residential	71%	20-80%
Retail & Services	9%	5-50%
Employment (office)	0%	5-50%
Public Uses	11%	10-20%
* Numbers reflect the ideal percentage of acreage that should be devoted to each class of use or, for mixed-use sites, the percentage of floor area.		

Source: Subregion 4 Master Plan, p. 186.

Zoning:

Underlying Zoning⁸¹

Mixed Use – Transportation Oriented (M-X-T)
 Townhouse (R-T)
 One-Family Detached Residential (R-55)

Overlay Zoning⁸²

Transit District Overlay (T-D-O)

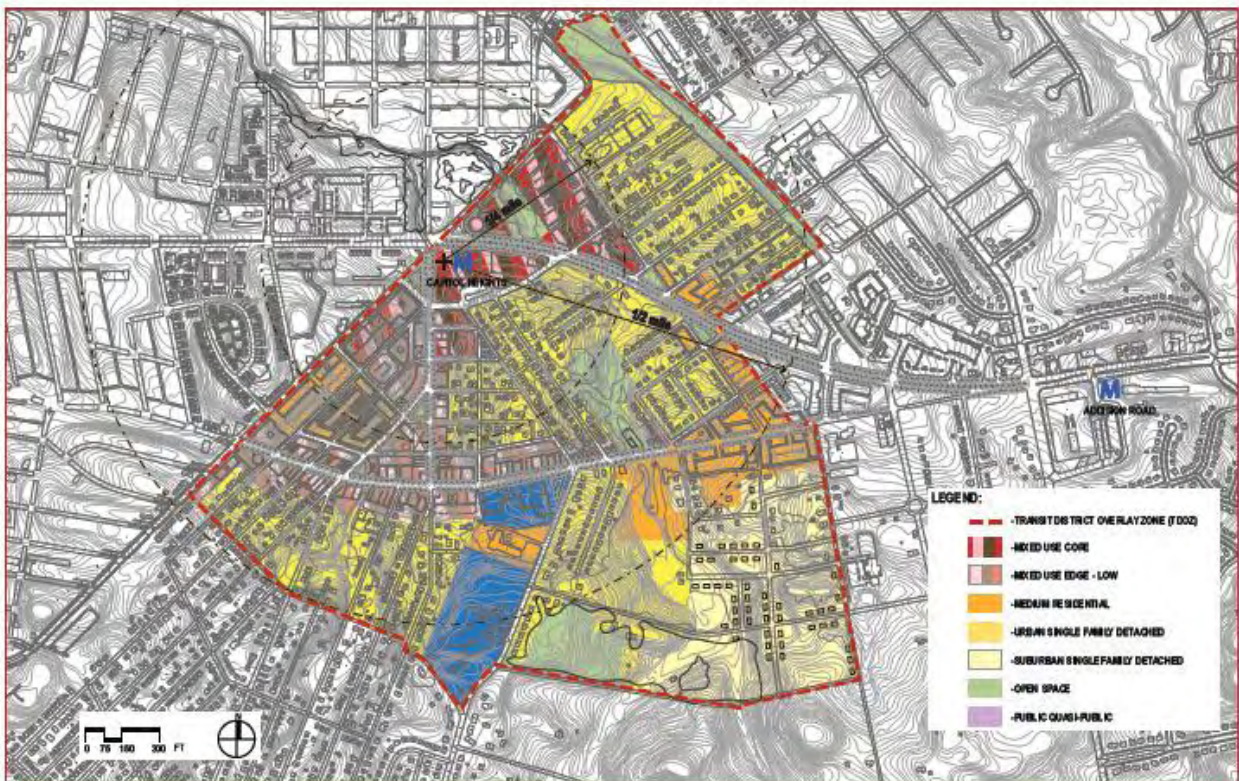
⁸⁰ Available at <http://www.pgplanning.org/Resources/Publications.htm>.

⁸¹ Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.

⁸² Available at <http://egov.co.pg.md.us/lis/default.asp?File=&Type=TOC>.



Map 3 Illustrative Development Concept Plan



Map 16 Preferred Land Use Plan

Source: Maryland-National Capital Park and Planning Commission