

Foreword



The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission (M-NCPPC) is pleased to make available the Approved Sector Plan and Sectional Map Amendment (SMA) for the Tuxedo Road/Arbor Street/Cheverly Metro Area. This community-based plan/SMA is intended to help revitalize and redevelop the sector planning area. The plan also contains recommendations for future revitalization of the Tuxedo Road industrial area, redevelopment of the Arbor Street commercial area, infill transit-oriented development on the Cheverly Metro site, and general improvement to the area that results in a vibrant pedestrian-friendly General Plan-designated "Community Center."

A *Planning and Urban Design Study* completed in January 2002 described the vision for the area and identified issues and recommendations that were evaluated during the sector plan process. Additional issues were identified and confirmed by local residents and citizens at a public forum in November 2002. Finally, a planning workshop was held on May 3, 2003, to refine the issues and the vision for the area. An Advisory Planning Group composed of property and business owners, residents, and public stakeholders worked with planning staff and consultants in formulating proposals to address the issues and set development policies for the area.

On October 5, 2004, the District Council and the Planning Board held a joint public hearing on the Preliminary Sector Plan and Proposed Sectional Map Amendment (SMA) for the Tuxedo Road/Arbor Street/Cheverly Metro Area. On March 3, 2005, the Planning Board adopted the sector plan and endorsed the SMA per Resolution PGCPB No. 05-31. The sector plan and SMA were approved by the District Council on April 19, 2005 (CR-23-2005).

The Commission is honored to have had the opportunity to partner with the citizens, residents, property owners, and elected officials in developing the Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area—a plan of which we can all be proud.

Sincerely,

Elizabeth M. Hewlett

Plan Highlights

- ❑ Provides an opportunity to create attractive, vibrant, mixed-use transit-oriented development or redevelopment within a one-quarter mile radius of the Cheverly Metro Station.
- ❑ Changes the zoning at the Metro station area from the R-55 (One-Family Detached) Zone to the M-X-T (Mixed Use-Transportation Oriented) Zone to allow for higher density, mixed-use development of office, retail, and residential uses, and proposes the relocation of the existing surface parking to a parking structure between the CSX and Amtrak rail tracks.
- ❑ Proposes changing the character of Arbor Street within a one-quarter mile distance of the Metro station from miscellaneous commercial use to mixed-use main street infill redevelopment of office, retail, residential, civic, and recreational uses to create an active and vibrant community center.
- ❑ Uses the Development District Overlay Zone (DDOZ) to regulate noxious uses in the industrial area north of US 50 and uses the overlay zone with accompanying development district standards to regulate uses and design in the Arbor Street area, referred to as Subarea B.
- ❑ Proposes an attractive, human-scaled pedestrian bridge from the Cheverly Metro Station to Arbor Street to physically link Metro station development with main street development.
- ❑ Recommends public sector investment as an incentive for the area's redevelopment in the form of necessary infrastructure improvements, especially streetscape amenities along Arbor Street, Tuxedo Road, and other proposed streets.
- ❑ Proposes a detailed transportation improvement study of the area around the Kenilworth Avenue/US 50 interchange as part of the Prince George's County Master Plan of Transportation to address existing circulation problems and the needs of proposed redevelopment.
- ❑ Proposes well-designed, pedestrian-friendly roundabouts that direct traffic at the intersections located at Arbor Street and Cheverly Avenue, Columbia Park Road and 64th Avenue, and Arbor Street and 57th Avenue.
- ❑ Recommends relocating the salt dome currently located on the south side of Tuxedo Road to a less visible location and using the property for bioretention and open space.
- ❑ Encourages the implementation of short-term improvement recommendations to set the stage for the long-term redevelopment plan.

Planning Background

Plan Purpose

This sector plan is in response to the 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)* recommendation for redevelopment or revitalization of the Tuxedo Road/Arbor Street/Cheverly Metro area as a gateway to the State of Maryland and to Prince George's County. It also responds to the 2002 *Prince George's County Approved General Plan* goals for the Developed Tier and the recommendation to establish the Cheverly Metro Station area as a Community Center. Upon approval by the District Council, the sector plan will amend the applicable portions of the 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)* and the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)* and any other applicable functional plans.

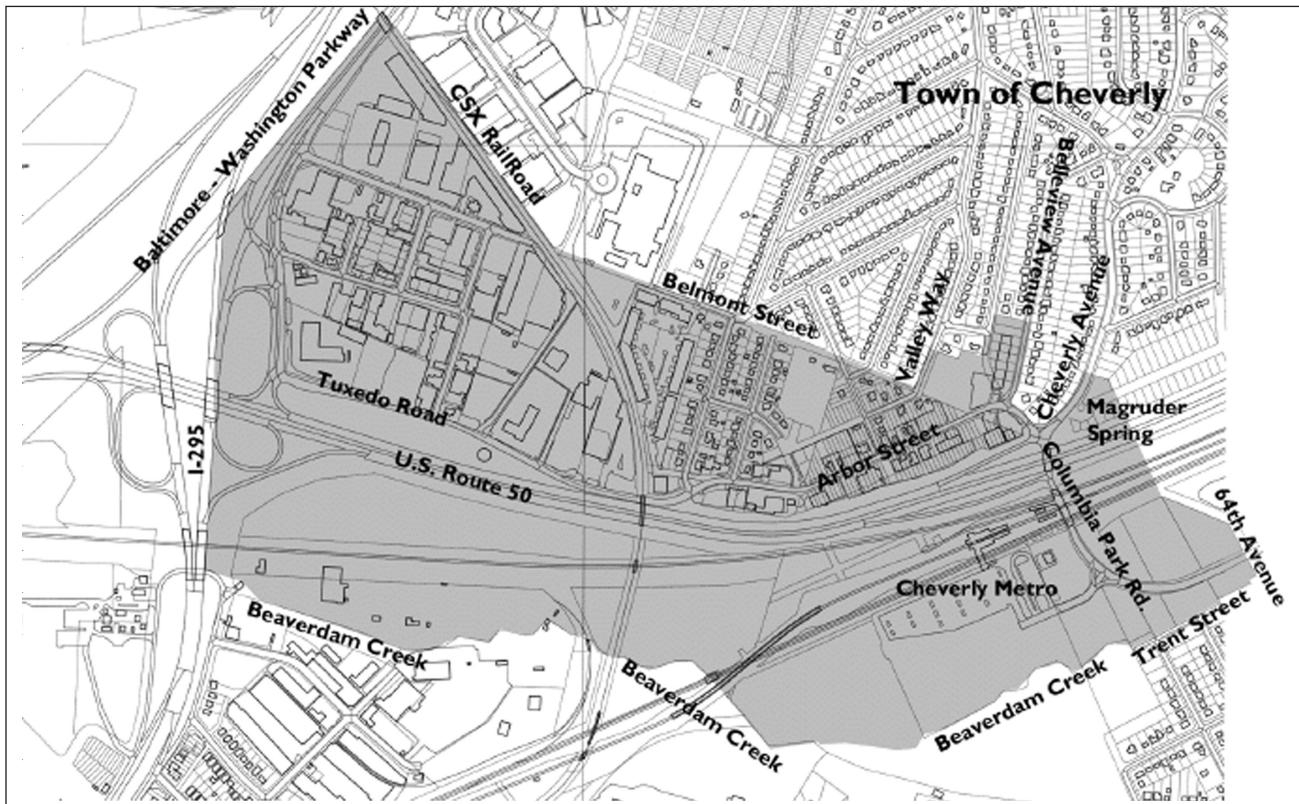
Preplanning Study and Plan Initiation

A planning and urban design study, completed in January 2002, identified planning issues, developed a long-range vision for the study area, and made physical and community improvement recommendations. It recommended the initiation of a sector plan to further evaluate current land use and zoning in the area and determine appropriate implementation strategies for achieving the long-range vision.

The District Council initiated the sector plan and sectional map amendment (SMA) process in July 2002. The sector plan provides land use and design recommendations to guide and direct future development. The SMA is a comprehensive zoning implementation technique processed concurrently with the sector plan. The complete procedural sequence chart for preparation of the sector plan and SMA is included in Appendix A.

Area Description

The sector plan area (Map 1: Sector Plan Boundary) is generally located in the eastern quadrant of the intersection of the Baltimore-Washington Parkway, Kenilworth Avenue, and US 50. It includes all industrial uses west of the CSX Railroad tracks, all properties south of Belmont Street, commercial and industrial uses on both sides of Arbor Street, and the Judith P. Hoyer Early Childhood Center. It is bounded by Beaverdam Creek and 64th Avenue to the south. The Cheverly Metro Station (Orange Line) is within the sector plan area.



Map 1 Sector Plan Boundary

The Community's Role

This community-based sector plan was prepared by the Prince George's County Planning Department with assistance from a planning and design consultant. The public participation program consisted of three parts: the public forum, the community workshop, and advisory planning group meetings.

The Prince George's County Planning Board held a public forum in November 2002. It was an opportunity to inform property owners and the general public about the initiation of the sector plan and for the community to comment on the planning issues and the public participation program described in the public forum information brochure.

A community workshop was held on May 3, 2003, before the development of the sector plan. The workshop encouraged feedback on the vision plan, which was developed during the preplanning study. The workshop helped to determine the overall development character of the sector plan area, identify appropriate land uses and the short-range actions needed to spur the long-term revitalization or redevelopment of the area.

Workshop participants were divided into four groups, each led by a facilitator. Each group was given a map of the area and a list of recommended short-, mid-, and long-term actions presented in the 2002 Tuxedo Road/Arbor Street Planning and Urban Design Study. Each group was asked to answer the following four questions:

1. Is there anything about the vision plan that you feel should be reconsidered?
2. Look at each of the four subareas (A-D) on the drawing. What do you feel should be the character of the development within each subarea? (Figure 1A: Illustrative Summary of Workshop Product)
3. What land uses would you like to see in the area south of US 50?
4. Looking at the short-term recommendations from the earlier planning study, are there any additions or revisions you would like to make?

These groups worked independently to respond to the above questions, and the responses were presented to the entire workshop audience. Responses were synthesized and illustrated as the starting point for discussions with the advisory planning group members as shown in Figure 1B: Workshop Participants' Concept for Subarea C.

A ten-person advisory planning group consisting of citizens, local elected officials, and property and business owners worked with planning staff and the consultant to formulate possible solutions for the planning issues described at the public forum and community workshop.

Relationship to Other Applicable Plans and Policies

A number of previously approved plans and policy documents provide background information and a framework for the Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and Sectional Map Amendment.

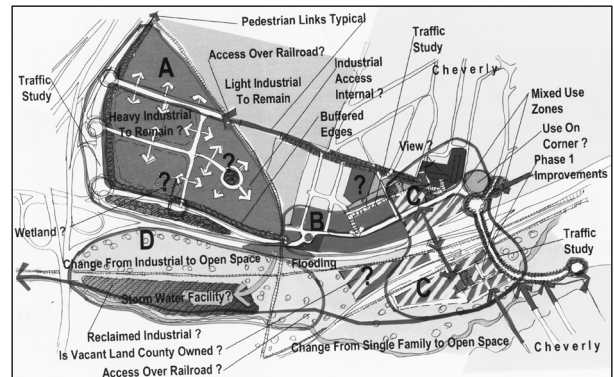


Figure 1A Illustrative Summary of Workshop Product

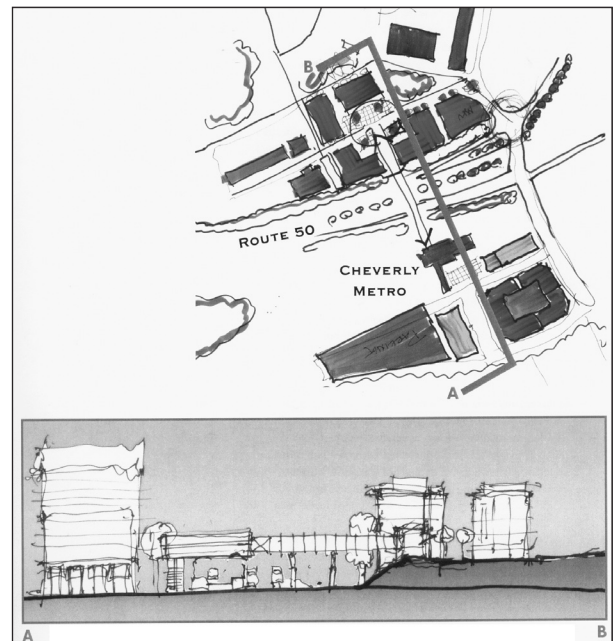


Figure 1B Workshop Participants' Concept for Subarea C

The 2002 General Plan

The 2002 General Plan provides broad guidance for the future growth and development of Prince George's County. The countywide goals of the General Plan are to encourage quality economic development; make efficient use of existing and proposed county infrastructure and investment; enhance the quality and character of communities and neighborhoods; preserve rural, agricultural and scenic areas; and protect environmentally sensitive lands.

The General Plan recognizes the county's need to concentrate its efforts and make important choices so that it can realize its goals. The General Plan policies needed to accomplish its goals are directed toward designated Centers, Corridors, and growth Tiers. For each of these areas, the General Plan provides guidance for future development; environmental infrastructure, transportation systems, public facilities, and other plan elements that take into account the area's needs and opportunities.

The sector plan area is located in the Developed Tier, generally along the border of the District of Columbia within the Capital Beltway. The Developed Tier's policies emphasize medium- to high-density, quality infill development and redevelopment; restoration, preservation and enhancement of the environment; transit and pedestrian facilities; and needed public facilities. The Developed Tier has the highest priority for expenditure of public funds.

The Cheverly Metro Station is a General Plan-designated Community Center. The plan defines "Community Centers" in the following way:

"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-density redevelopment in some communities. Community Centers should also be served by mass transit."

Development and redevelopment in these locations can capitalize on existing infrastructure by locating homes, jobs, and shopping closer to transit services.

The General Plan describes a core area for Centers extending between one-quarter to one-third of a mile walking distance from a transit station. More intensive development occurs in close proximity of the station, with less intensive development radiating out to the edges. The scale and timing of development for these Centers vary depending on market demands.

The 1992 Maryland Economic Growth, Resource Protection And Planning Act

This legislation was enacted to encourage economic growth, limit sprawl development, and protect the state's natural resources. It establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions.

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.

8. Funding mechanisms are addressed to achieve these visions.

The eight visions are a set of guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

The county's General Plan is in conformance with the eight visions. This sector plan is guided by the General Plan's policies and it recognizes and supports those visions that are relevant.

The 1997 Smart Growth And Neighborhood Conservation Act

This act builds on the eight visions adopted in the 1992 act, as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

In 1997, the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood Conservation and Smart Growth initiative. The Maryland Smart Growth Program has three basic goals: to save valuable remaining natural resources; to support existing communities and neighborhoods; and to save taxpayers millions of dollars in the unnecessary cost of building infrastructure to support sprawl. A significant aspect of the initiative is the Smart Growth Areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, industrial and planned growth areas designated by counties will receive priority funding over other projects. These Smart Growth Areas are called Priority Funding Areas (PFA).

This sector plan proposes environment-friendly, mixed-use development at the Cheverly Metro Station and along Arbor Street, conserving stable residential neighborhoods, and preserving environmentally sensitive assets in accordance with the policies of the General Plan and Smart Growth initiatives. The sector plan area is in the county's PFA, and the plan's recommendations support the Smart Growth and Neighborhood Conservation Act.

The 1994 Bladensburg-New Carrollton and Vicinity Master Plan

The sector plan area is identified as Subarea 5 in the Employment Areas chapter of the Bladensburg-New Carrollton and vicinity master plan. The master plan recognizes the area's highly visible gateway location at the confluence of major transportation routes adjacent to the District of Columbia, Prince George's County, and the State of Maryland. The master plan recommends a special study to examine appropriate planning and development actions for the Tuxedo Road/Arbor Street industrial/commercial areas. As cited in the plan, this area does not appear to be reaching its potential (not attracting high capital intensive uses). It recognizes redevelopment is unlikely to occur through natural market forces due to the multiplicity of small lots and ownership patterns created by the original residential subdivision pattern upon which a large part of this area stands. The plan also has a listing of problems such as code violations, littering, security concerns, infrastructure deficiencies, and poor appearance.

This sector plan, through its development policies and implementation tools and strategies, addresses these issues and concerns. It recommends short-range improvement options that will bring the area to the level needed to attract developer interest and set the stage for the long-range redevelopment to take place.

The 1993 Landover and Vicinity Master Plan

The 1993 Landover and vicinity master plan includes the portion of the sector plan area south of US 50. The plan identifies this portion of the sector plan area as part of the Beaver Heights Industrial Area. Although the plan proposes the retention of all existing employment areas, which the portion of the sector plan area is part of, the environmental chapter of the plan designates approximately 80 percent of the area as either Natural Reserve or Conditional Reserve areas where development is prohibited or restricted. The remaining areas are designated for public use, including the Cheverly Metro Station site.

This sector plan recommends environmental restoration of both Natural and Conditional Reserve areas and the development of the Cheverly Metro Station site as a mixed-use development consistent with the goals of the General Plan as a Community Center.

Sector Area Profile

The sector plan area covers approximately 285 acres within the unincorporated portion of the county. The Town of Cheverly lies directly north and east of the sector plan area and Beaverdam Creek bisects the southern part of the town. The town, a stable residential community, was designed during the planned suburban movement of the early twentieth century (1918), and its layout responds well to the rolling topography. The development pattern within the sector plan area and vicinity is shown on Map 2: Aerial Photo.

Statistical Information

The sector plan market area goes beyond Cheverly to include parts of Bladensburg, Landover Hills, and Chapel Oaks. Table 1 presents relevant demographic information for the town and the market area.

Potential redevelopment within the sector plan area can benefit from the large number of vehicles

that pass through the area. The 2001 Average Annual Daily Traffic (AADT) volumes along major highways serving the area are shown on Table 2.

Land Use and Zoning

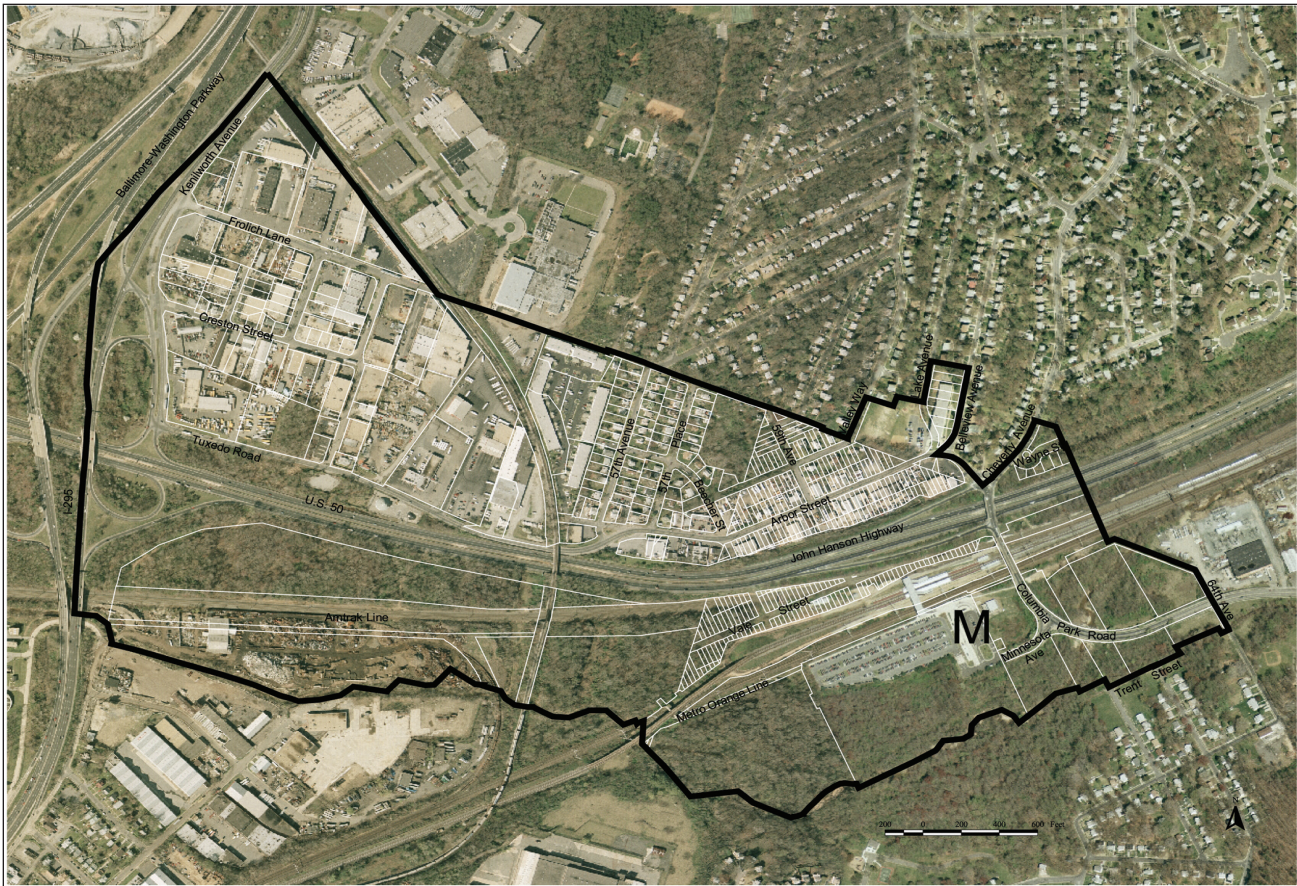
The sector plan area has industrial, commercial, residential, public, and open space land uses. Heavy industrial land use in the I-2 (heavy industrial) Zone dominates the western portion of the sector plan area. Industrial tenants include construction, distribution, printing, bus, moving and service companies. Lot sizes range between 10,000 and 120,000 square feet. Problems such as lack of maintenance and code enforcement are prevalent in this area. Land assemblage has been occurring gradually in the area and holds the opportunity to facilitate future redevelopment. Light industrial land use in the I-1 (light industrial) Zone, Cheverly Industrial Park, located east of the CSX Railroad tracks, is in a well-designed, and well-maintained setting. The auto-

Table 1: Demographic Information

	Town of Cheverly		Market Area	
	1990	2000	1990	2000
Population	6,023	6,433	26,043	25,491
Households	2,141	2,258	8,821	8,707
Median Income	\$50,599	\$68,851	\$36,725	\$49,660

Table 2: Average Annual Daily Traffic (AADT)

Highway/Street	Average Annual Daily Traffic
Baltimore-Washington Parkway (I-295)	110,200 vehicles
John Hanson Highway (US 50)	90,375 vehicles
Cheverly Avenue	11,200 vehicles
Tuxedo Road/Arbor Street	7,875 vehicles



Map 2 Aerial Photo

recycling facility in the I-2 Zone, located south of US 50, extends along the northern bank of Beaverdam Creek. This facility has been the topic of controversy because of its environmental impact on the creek and the Anacostia watershed.

Arbor Street has predominantly service-commercial land use in the C-M (commercial miscellaneous) Zone on both sides of the street, along with some nonconforming residential uses. Auto-related uses ranging from auto repair shops to bus storage front on Arbor Street. Small rectangular lots at a right angle to Arbor Street are not adequate for any viable structure for commercial use. Lot assemblage will be necessary for substantial redevelopment effort.

The Cheverly Metro Station area consists of the station platform and its related surface parking facility. Although zoned for residential, there are no dwelling units in this area. A majority of the wooded area south of US 50 is in floodplain.

Beaverdam Creek acts as a natural barrier between the Metro Station and properties to the south, including Old Fourth Ward. Therefore, properties south of Beaverdam Creek were not included in the sector plan. Since Metro station area development is likely to have an impact on this neighborhood over time, the area south of Beaverdam Creek should be the subject of a planning initiative at a future date.

Table 3: Zoning Inventory Prior to the Endorsement and Approval of SMA (in Acres)		
Zone	Acreage	Percentage of Total
R-55	48.73	17.1
C-S-C	1.28	0.5
C-M	9.89	3.3
I-1	33.18	11.7
I-2	85.34	29.9
Right-of-Way	106.69	37.5
Total	285.11	100

Table 3 and Map 3 show the zoning inventory and zoning map for the sector plan area prior to the endorsement and approval of the SMA.

Transportation and Circulation

US 50 bisects the sector plan area. Kenilworth Avenue, I-295, and the interchange with US 50 run along the western edge of the sector plan area. These highways are operating at Level-of-Service E (highly congested). Access into the area is problematic. The exit ramp from westbound US 50 to the intersection of Kenilworth Avenue and Tuxedo Road is substandard in both deceleration length and turning radii. Exit ramps from northbound and southbound I-295 to Kenilworth Avenue are also substandard.

Internal circulation within the sector plan area is restricted and somewhat confusing, with narrow streets, no sidewalks, poorly regulated intersections, and dead-end streets within the industrial areas. Arbor Street experiences heavy east-west truck traffic at speeds that are unsafe for pedestrian access to the Cheverly Metro Station.

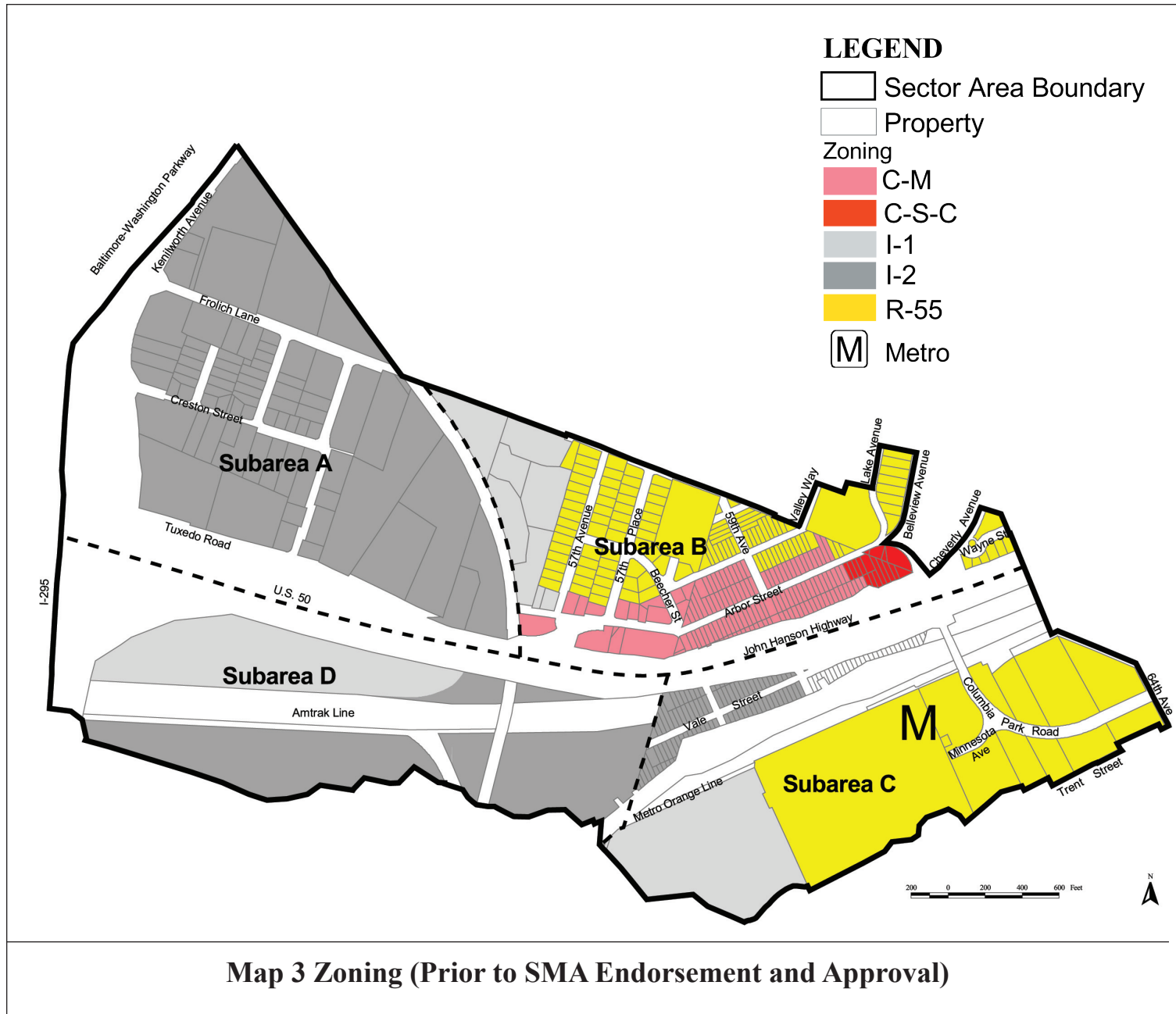
There are two trail connections planned in the area: the Cabin Branch Trail along the southwest sides of Cabin Branch Drive and Columbia Park Road to the Cheverly Metro Station, and the Addison Road Path connecting the Metro station to a trail along Addison Road.

Environment

The sector plan area is located within the Lower Anacostia River and Lower Beaverdam Creek subwatersheds of the Anacostia River basin. The 1993 Landover and vicinity master plan designates large amounts of land within the sector plan area as Natural Reserve areas. This includes portions of the Beaverdam Creek stream valley, areas within the 100-year floodplain, and delineated wetlands. The sector plan area contains 78.76 acres (approximately 28 percent) of tree and forest cover as of 2000. The sector plan area contains 116 acres of impervious surfaces, which is approximately 41 percent of the land area included in the plan.

Almost the entire area north of US 50 was developed prior to requirements for preservation of streams and wetlands, woodland conservation, and stormwater management. As a result, many of the natural features of the area no longer exist or are degraded. There are sensitive areas that remain within the sector plan, especially south of US 50. These include stream, floodplain, wetland and forest resources that are a significant part of the Anacostia River Watershed.

This area is included in both the 1987 and 1999 Anacostia Restoration Agreements, which contain the 1999-2000 interim restoration goals and targets that call for the removal of all toxins and pollutants within the watershed, as well as for the restoration of river habitat for the Anacostia River and its tributaries.



Plan Concept

Vision Statement

The sector plan area vision is one of a great neighborhood shopping street serving residents' and employees' needs, providing pedestrian connections to the Cheverly Metro, creating a compact mixed-use, transit-oriented development, and an attractive and efficient industrial community at Tuxedo Road and Kenilworth Avenue, a quality public realm, and a livable community. (Map 4: Sector Plan Vision)

