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Subregion 4

Approved Master Plan and Sectional Map Amendment June 2010

Note: The Administrative Correction, AC 2026-001 (Signed 2026-10-01), modifies the contents of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*; and must be used in conjunction with the approved plan/SMA document.



A Plan for the Heart of Prince George's County

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org
301-952-4225; TTY: 301-952-4366

Abstract

TITLE:	Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment
AUTHOR:	The Maryland-National Capital Park and Planning Commission
SUBJECT:	Subregion 4 Master Plan and Sectional Map Amendment, Planning Areas 72, 75A and 75B
DATE:	June 2010
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ABSTRACT:

This document contains text and maps of the approved master plan and sectional map amendment (SMA) for the Subregion 4 area. It implements the recommendations of the 2002 *Prince George's County Approved General Plan*; replaces the 1985 *Approved Master Plan for Suitland-District Heights and Vicinity, Planning Areas 75A and 75B* and the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)*; and updates the 2000 A*pproved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* and the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*. It also builds upon the 2006 *Central Avenue Corridor Development Strategy Planning Study*, the 2007 *Greater Central Avenue Public Facilities Implementation Plan*, the 2009 *Approved Landover Gateway Area Sector Plan and Sectional Map Amendment,* the 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning (TDOZ) Map Amendment*, the 2005 *Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area*, the 2006 *Approved Suitland Mixed-Use Town Center Development Plan,* the 2007 *Capitol Heights Approved TDDP and TDOZ Map Amendment,* and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*. Developed with input from the community, this document recommends goals, policies, strategies, and actions pertaining to development patterns, zoning, environmental infrastructure, transportation systems, public facilities, parks and recreation, economic development, historic preservation, and urban design. The SMA, through zoning changes, implements the recommendations of the master plan.

Note: The Administrative Correction, AC 2026-001 (Signed 2026-10-01), modifies the contents of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*; and must be used in conjunction with the approved plan/SMA document.



Approved Subregion 4 Master Plan and Sectional Map Amendment

June 2010

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org
301-952-4225; TTY: 301-952-4366

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The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
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- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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- Our mission is to help preserve, protect and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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Foreword

The Prince George's County Planning Board is pleased to make available the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*. Together, the approved master plan and zoning map amendment create a new framework for future land use and development in the Subregion 4 area.

Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan* and land use and transportation studies conducted by the Prince George's County Planning Department. The goals, concepts, and guidelines document, which outlined the major issues in the area and provided the structure for the plan, was presented to the Planning Board and approved by the District Council on September 16, 2008. The land use recommendations are primarily the result of stakeholder interviews and numerous workshops and community meetings, which provided valuable input and helped to define the plan's visions and strategies.

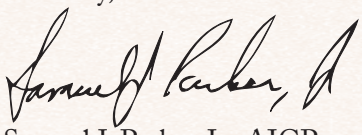
This plan contains recommendations for the following elements: land use; environment; transportation systems including roadways, transit, bicycle, pedestrian, and trail facilities; public facilities; parks and recreation; historic preservation; and urban design. A vision describing future desirable conditions, policies stating the intent upon which decisions are evaluated, and implementation strategies providing a general course of action to achieve stated goals are provided for each plan element. The sectional map amendment proposes zoning changes to allow implementation of the land use concepts in the master plan.

The residents and property owners in Subregion 4 envision their communities as vibrant places with opportunities to live, work, play, learn, shop, and worship. Through an interactive planning process, these communities partnered with the planning team to chart the direction for the future of the subregion. We are continuing this effort countywide through the *Envision Prince George's* initiative, which has engaged stakeholders to create a shared vision for the quality of life in Prince George's County. Visit the *Envision Prince George's* web site at www.envisionprincegeorges.org to learn more about how to participate in this exciting initiative.

On September 9, 2009, the Prince George's County Planning Board and the County Council held a joint public hearing on the preliminary plan and proposed sectional map amendment. The Planning Board adopted the plan with modifications pursuant to PGCPB Resolution No. 09-163 on December 3, 2009. The District Council approved the plan per CR-49-2010 on June 1, 2010.

The Planning Board appreciates the contributions and active involvement of the community and stakeholders in this innovative planning effort. We look forward to continued collaboration to implement the plan's vision and recommendations for the future of the "Heart of Prince George's County."

Sincerely,



Samuel J. Parker, Jr., AICP
Chairman
Prince George's County Planning Board



Executive Summary

Background

The Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission (M-NCPPC) was directed by the County Council to develop a comprehensive master plan and corresponding sectional map amendment (SMA) for the Subregion 4 area. The Subregion 4 Master Plan and Sectional Map Amendment was approved by the County Council, sitting as the District Council, on June 1, 2010.

The purpose of the master plan is to implement the goals and policy recommendations of the 2002 *Prince George's County Approved General Plan* to improve the quality of life within the county's established communities, promote mixed-use development along transportation corridors and at targeted centers and nodes, encourage local economic development, and protect environmentally sensitive areas.

Plan Area

Subregion 4 is located in central Prince George's County. The plan area is approximately 29 square miles and bordered by US 50 (John Hanson Highway) to the north, the District of Columbia to the west, Suitland Parkway to the south, and I-95/I-495 to the east. The subregion comprises six "living areas" that are predominately residential in character containing multiple neighborhoods and six established municipalities. Additionally, there are a number of large industrially zoned properties located along US 50 and I-495, as well as the eight urban growth centers and the two corridors that were designated by the 2002 General Plan.

Vision

Subregion 4 thrives as the "heart of Prince George's County." It is home to more than one-third of the county's residents and employment base. As described in the General Plan's vision for the Developed Tier, the subregion is a unique location where new and older suburban neighborhoods are balanced by development that is more urban in character.

The following guiding principles are envisioned in for the future of Subregion 4:

Revitalized Neighborhoods: This plan envisions balancing new development that optimizes existing infrastructure while maintaining and revitalizing existing neighborhoods and commercial areas through redevelopment, adaptive reuse, preservation, and conservation.

Focus New Development at Centers: There is a network of sustainable, medium- to high-density, transit-supporting, mixed-use, pedestrian-oriented neighborhoods located at eight growth centers and connected by a multimodal transportation network.

Reinforce Subregion 4 as an Industrial and Employment Center for the Region: Additional employment centers exist in the many industrial and business parks along the subregion's boundaries. The industrial areas are improved and buffered to minimize their visual and environmental impacts.

Improved Mobility for Walking, Biking, Transit, and Driving: The plan envisions a fully integrated multimodal system of "complete streets," which safely integrate vehicular, pedestrian, bicycle, bus, and Metro transit. Improvements recommended in the plan are aimed at ensuring safe and efficient transit connections.

Improved Community Character and Sense of Place: Smaller, urban-scale residential communities, neighborhood commercial centers, and older "main streets" also exist to meet residents' needs.

Build Upon Shared Needs and Improve Connections: In order to implement the vision of this plan, residents, business owners, the county, state, municipalities, and private developers must work together. A newly created community development corporation (CDC) brings stakeholders together to work toward a shared vision and meet the housing, community, and economic development needs of the area.

Recommendations

The following summarize the recommendations for each of the plan's elements.

Land Use And Community Design

- Offer a well-balanced mix of single-family, multifamily, owner-occupied and rental properties for all age groups, in a range of price points in both established and new neighborhoods.
- Establish a hierarchy of neighborhood, regional, and transit-oriented commercial centers to serve the Subregion 4 area and its surrounding communities.
- Heighten the image and range of offerings in the industrialized areas of Subregion 4 to attract a higher quality of light industrial, research and development, and business park uses offering expanded employment opportunities.
- Focus redevelopment and economic development resources and initiatives in the underutilized areas of Subregion 4.
- Establish a hierarchy of open spaces for Subregion 4 that reinforces the natural corridors of the Green Infrastructure Plan, while also providing for a series of new public or private urban parks and recreation spaces incorporated within new development initiatives.

Housing and Community Revitalization

- Improve physical and socioeconomic conditions within older neighborhoods.
- Guide and implement housing development and neighborhood revitalization through a nonprofit CDC.
- Establish a close working relationship between the municipalities located in Subregion 4 and a future CDC that will plan and implement housing development projects.
- Prepare a series of strategic implementation plans for the neighborhoods.

- Reduce the high concentration of foreclosed and abandoned properties.
- Introduce initiatives to address the growing number of lower income residents who lack basic life skills needed to reduce their dependence on public subsidies.

Transportation and Trails System

- Encourage a bus and rail transit system, including public parking facilities, that provides efficient and user-friendly service. The goal of this system within centers and along corridors is to eliminate the need for private automobiles.
- Support and implement the proposed rapid bus line from the Purple Line terminus to the Suitland Metro Station.
- Ensure the transportation facilities are adequate prior to approval of any new development within established neighborhoods and in the designated centers in accordance with the procedures provided in the County Code.
- Facilitate the safe and orderly movement of traffic.

Environmental

- Recognize the importance of connected ecological systems by protecting, preserving, and enhancing the county's Green Infrastructure network.
- Protect environmental corridors by focusing development outside the network.
- Create an interactive mapping tool that can be used by all county agencies involved with planning and implementation of stormwater, water quality, and related improvements.
- Support a subregion policy to direct redevelopment and infill development to existing and planned development areas instead of "greenfield" areas.

Public Facilities

- Integrate school planning into communitywide planning.
- Update school facility policies and requirements to accommodate urban standards.
- Provide all residents with adequate and convenient access to public library facilities.
- Develop and maintain facilities that allow public safety personnel to respond as quickly and efficiently as possible.
- Provide for adequate solid waste disposal.
- Provide adequate public water and sewer service to eligible areas.

Historic Preservation

- Evaluate historic resources and historic survey areas for consideration as historic sites/districts or conservation districts.
- Explore the partnerships and leveraging of resources to maximize the potential of underutilized historic properties.
- Educate landowners about the history of their community and appropriate maintenance, conservation, and rehabilitation of properties.
- Implement physical improvements to the visibility and access of historic sites and resources.
- Assure that the regulatory framework is adequate to protect historic sites and resources.

Parks and Open Space

- Acquire developable parcels of land that are either adjacent to existing parks or would improve connectivity between existing parks.
- Integrate underutilized open space on school properties into the parks network.
- Renovate and upgrade older parks to accommodate changing recreational demands.
- Maintain undeveloped parks as open space or wooded buffers.
- Create urban squares, civic greens, and plazas outside of centers.
- Continue to preserve and restore stream valleys as a natural resource with trail connections.
- Create programs and provide facility planning for youth.

Quality of Life/Community Development

- Provide a continuous network of sidewalks and bikeways to facilitate pedestrian use and access.
- Create crime prevention programs that get entire communities involved.

- Develop an educational program to inform the public of the importance of recycling.

Economic Development

- Establish a residential infill development program for market-rate housing.
- Create a homeownership assistance center.
- Develop a more comprehensive façade improvement program for commercial properties.
- Identify tax increment financing locations to promote neighborhood-serving commercial development.
- Develop regulatory and incentive programs that encourage reinvestment in blighted residential and industrial areas.
- Provide physical buffers between residential neighborhoods and industrial areas.
- Create financial incentives to attract various types of industrial development for diversification.
- Open a local small business development and workforce training center.
- Develop apprenticeship and internship programs between high schools and local employers.

Redevelopment Opportunity Sites

Nine opportunity sites were identified for potential redevelopment opportunities. Strategies were provided to guide future development.

FedEx Field Parking Area Redevelopment Initiative: Encourage the development of a mixed-use village center that supports the activity of the FedEx Field stadium and possesses a character that complements the adjacent established areas.

Martin Luther King Jr Highway/Glenarden City Revitalization: Encourage the development of a new character and image for Martin Luther King Jr Highway that is inviting to pedestrians and promotes the City of Glenarden.

Martin Luther King Jr Highway/Seat Pleasant/ Fairmount Heights Revitalization: Retain, expand, and complement commercial, retail, and business development along Martin Luther King Jr Highway at Seat Pleasant.

Marblewood Avenue Industrial Area Redevelopment: Encourage the development of a mixed-use village that complements the character of adjacent established areas and supports the development of the Cheverly Metro Center.

Donnell Drive Mixed-Use Village Center: Encourage the development of a mixed-use village center built upon the established retail center that supports local and regional customers.

Forestville/Ritchie Road Industrial/Business Park Development: Encourage the redevelopment of the underutilized retail site as an industrial/ business park within the existing industrial zone.

Central Avenue between Norair Avenue and Brightseat Road Redevelopment: Redevelop existing vacant and scattered commercial properties with two- to three-story mixed commercial uses.

Sheriff Road and Eastern Avenue Redevelopment: Transform this gateway corridor by retaining the institutional uses and introducing commercial and street level mixed-uses to create a main street character.

Sheriff Road and Martin Luther King Jr Highway Redevelopment: Revitalize this intersection, create a new mixed use employment complex on the site of the former Giant headquarters and introduce small-scale commercial mixed-use buildings on surrounding parcels.

Economic Development Focus Areas

A number of opportunity areas throughout the subregion were analyzed for their market potential. The following areas offered potential for future redevelopment through targeted implementation efforts from the public and private sectors.

Landover Road and Martin Luther King Jr Highway: Refocus and cluster new businesses in close proximity to existing shopping centers.

Addison Road and Martin Luther King Jr Highway: Provide incentive packages to stimulate reinvestment in aging properties.

Silver Hill Road and Suitland Road: Develop a business improvement district (BID) to attract new investment.

Forestville Shopping Center: Provide appropriate physical buffers between the site and nearby residential areas.

Summerfield Military Housing Development: Encourage transit-oriented development (TOD) through zoning changes and financial incentives.

General Plan Centers

Addison Road–Seat Pleasant Metro Community Center: The vision for development of the Addison Road–Seat Pleasant Metro center includes a dense, pedestrian-friendly, vertical, mixed-use development west of the Metro station, along Central Avenue and East Capitol Street. It also includes a gridded street network and a publicly accessible network of civic greens, while preserving the existing viable residential areas and enhancing the Cabin Branch Stream.

Morgan Boulevard Metro Regional Center: The vision for development of the Morgan Boulevard center includes reestablishing Central Avenue as a commercial and retail corridor. The Metro station would feature vertical, mixed-use buildings, TOD, a network of civic greens, civic buildings, and historic features that are integrated into the surrounding urban fabric linked by an integrated, pedestrian-friendly road network.

Landover Gateway Regional Center: The vision for development of the Landover Gateway center includes a new, vibrant mixed-use downtown, centered on the former Landover Mall site and Brightseat Road. A variety of neighborhoods are envisioned with a range of housing types linked by an enhanced and expanded network of pedestrian connections, open spaces, and civic places. Landover Gateway will also be an important destination with the potential to house cultural, educational, and office uses.

New Carrollton Metro Metropolitan Center: The vision for development of the New Carrollton Metro center includes a high-intensity commercial, retail, and residential mixed-use district that serves the county and the region. A widened, retail-lined pedestrian concourse will connect the north and south entrances to the Metro station. Annapolis Road will become a tree-lined, urban boulevard bordered by mid-rise, mixed-use buildings along widened sidewalks. Underutilized land in the Garden City area will be replaced by new, mixed-use development.

Landover Metro Regional Center: The vision for development of the Landover Metro center includes TOD that creates an urban, mixed-use environment close to the Metro station and is connected to the existing industrial district. This district would offer a prime location for existing and new businesses. Distinctive high-quality development would be located along Landover Road and 75th Avenue, and the Beaverdam Creek corridor would be preserved and naturally enhanced.

Suitland Metro Regional Center: The vision for development of the Suitland Metro center includes a compact, pedestrian-friendly, mixed-use town center that is human-scaled with contextually designed buildings and ground-floor retail. Attractive, walkable, and safe public spaces with well-designed public amenities will connect to wide, well-lit sidewalks that allow people to walk comfortably, shop, socialize, and recreate.

Cheverly Metro Community Center: The vision for development of the Cheverly Metro center includes compact, mixed-use TOD at the Metro station, along Arbor Street, and in the Old 4th Ward, which would become a neighborhood-serving commercial corridor. New development would provide safe pedestrian connections to the Metro station and a quality public realm.

Capitol Heights Metro Community Center: The vision for development of the Capitol Heights Metro center builds upon the unique characteristics of the Town of Capitol Heights. It promotes a wide range of building types, including a diverse mix of housing; the preservation of existing neighborhoods and new infill development; and smaller-scale retail that is consistent with the scale and character of the existing businesses along Old Central Avenue.

Implementation

One of the most important observations of stakeholders was how does Prince George's County take the vision created during this effort and make it into a reality? Recommendations included in this

section relate to creating the tools necessary for the county to stimulate and attract investment from the private sector. Concerns were raised about the interaction between the living and industrial areas, with a focus on mitigating the impacts that each area has on the other. The proposed economic development initiatives incorporated into the master plan attempt to address the desired goals and objectives outlined above while responding to the current economic conditions through five broad approaches:

1. Protect and preserve the urbanizing residential and commercial development patterns within the living areas by providing support for the rehabilitation of existing neighborhoods.
2. Guide and implement housing development and neighborhood revitalization through a newly established CDC.
3. Develop a comprehensive toolbox for the various county stakeholders involved in implementing the master plan that provides an effective collection of action and funding sources.
4. Maintain and encourage the continued success of Subregion 4 industrial and employment areas, developing an investment climate that attracts the type of companies being sought for Prince George's County.
5. Improve the quality of and access to workforce training and continuing education programs, enhancing the subregion's existing employment base as well as encouraging the local youth to further the development of marketable skills.