

Chapter

4

Development Pattern— Land Use and Urban Design Element

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Introduction

Land use and development pattern are key components of an area's sustainability; they impact the environment and create the need for specific types of transportation systems, infrastructure, and public facilities. The land use plan defines how much land is developed for residential, employment, and institutional purposes, how much is conserved for natural resource uses, and how much is preserved for environmental, scenic, and recreational purposes.

Development Pattern

The development pattern element of this master plan applies the General Plan vision for the Developed Tier and its centers, corridors, and living and industrialized areas to Subregion 4. This plan refines the General Plan's goals to reflect the area's unique characteristics, location, challenges and opportunities.

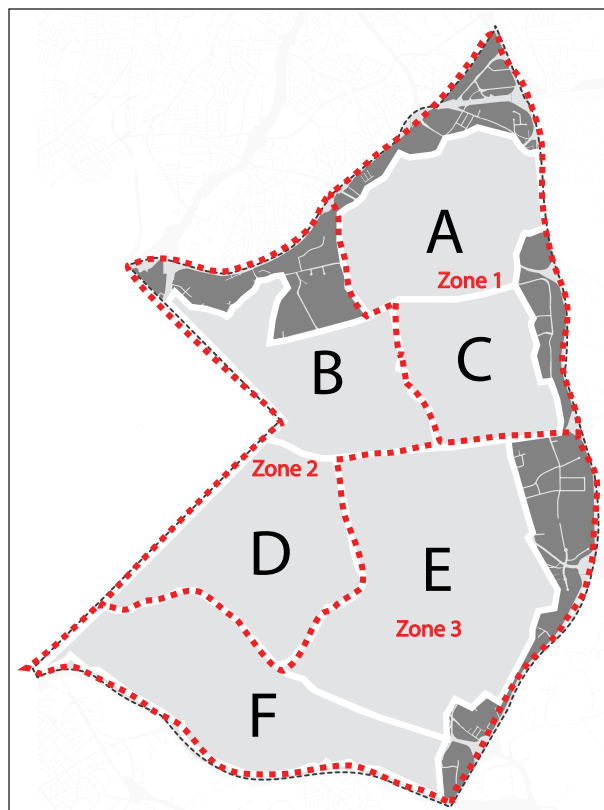
General Plan Policy

The 2002 Prince George's County Approved General Plan establishes the overall development pattern for the county. It designates three growth policy tiers, each with its own unique characteristics and associated vision, goals, policies, and strategies. The General Plan places Subregion 4 entirely within the Developed Tier and designates one metropolitan center (New Carrollton Metro), three regional centers (Landover Metro, Landover Gateway, and Morgan Boulevard Metro), and four future community centers (Cheverly–Tuxedo Road Metro, Capitol Heights Metro, Addison Road–Seat Pleasant Metro, and Suitland Metro). The General Plan also designates two corridors (Pennsylvania Avenue and Central Avenue) within the Subregion 4 area.

This plan divides the subregion into three planning zones for the purpose of organizing this planning process, with each zone containing two living/industrialized areas (Zone 1: Living Area A and C; Zone 2: Living Area B and D; Zone 3: Living Areas E and F). One or more focus areas were then selected for each of the living and industrialized areas for further definition and more localized policies, strategies, and implementation steps.

Context in the Developed Tier

The intent of the General Plan is to encourage more intense development in the Developed Tier, especially at the centers and corridors. To achieve the goals of the Developed Tier, financial incentives and streamlined review policies that encourage a higher quality of infill and redevelopment will have to be established.



Map 4-1
Subregion 4 Living Areas and Zones

Plan Goals for the Developed Tier That Relate to Subregion 4

The goals in the Developed Tier are to:

- Strengthen existing neighborhoods.
- Encourage appropriate infill development.
- Encourage more intense, high-quality housing and economic development in the designated centers and corridors.
- Preserve, restore and enhance environmentally sensitive features and provide additional open space to meet the current and future needs of the community.
- Expand tree cover through the increased planting of trees and landscaping.
- Capitalize on investments in transportation and other infrastructure.
- Maintain/renovate existing public infrastructure.

- Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods.
- Renew/redevelop commercial strip corridors.
- Enhance industrial employment areas.
- Design and site public facilities in accordance with appropriate development patterns.
- Capture a greater share of the county's total forecasted residential and employment growth as a desired development alternative.

General Plan Objectives and Benchmark Measures

The General Plan has established guiding objectives or benchmark measures that must be used to gauge the success of the plan's implementation. The General Plan's objectives for the land use and development pattern of the Developed Tier, thus Subregion 4, are as follows:

- Capture greater than 33 percent of the county's dwelling unit growth by 2025 within the Developed Tier. Given that Subregion 4 represents approximately one third of the Developed Tier (30 of 86 miles), 11 to 12 percent of the county's dwelling unit growth should come to the subregion.
- Capture greater than 50 percent of the Developed Tier (and Subregion 4) housing growth by 2025 in the centers or corridors.
- Incorporate appropriate pedestrian, bicycle, and transit-oriented features in all new development within centers and corridors.

Every effort should be made to implement these goals and objectives in Subregion 4 through the policies and strategies offered by the General Plan, as well as the more detailed policies and strategies that have been developed for Subregion 4.

General Plan Policies and Strategies for the Developed Tier and Subregion 4

Policy 1

Encourage medium to medium-high density, mixed-use, transit and pedestrian-oriented development.

Strategies

The following is a detailed listing of strategies that have been identified to achieve the General Plan policies that apply to Subregion 4:

- Develop incentives for infill/redevelopment:
 - ◇ Financial incentives—encourage private investment by providing public funds and/or deferring tax increases that would result from new development. Seek authority for a split-rate system of property taxation.
 - ◇ Redevelopment assistance—focus the programs of the county's Redevelopment Authority (such as land assembly and public/private partnerships) on targeted areas.
- Develop land use regulations and processes for infill/redevelopment:
 - ◇ Rezoning—where necessary, rezone vacant or underutilized lands through county initiation to achieve planned densities.
 - ◇ Flexible development standards—provide flexibility in building requirements when reusing or rehabilitating older buildings.
 - ◇ Zoning code—revise existing regulations to accommodate the development pattern of older communities and to remove obstacles to quality infill and redevelopment.
 - ◇ Streamline development review processes to encourage compatible infill and redevelopment.

- Develop a marketing program for targeted areas in the Developed Tier communities to attract developers skilled at implementing high-quality, compact, mixed-use projects.
- Improve the image and mix of uses along major roadways not designated as corridors by:
 - ◇ Developing design guidelines and standards for new development.
 - ◇ Encouraging infill and redevelopment that contribute to the character and quality of the community.
 - ◇ Limiting zoning that allows new commercial development.
 - ◇ Implementing an incentive package for owners of commercial-strip developments to make upgrades. Priority shall be given to owners/businesses that improve their mix of goods and services or reuse commercial space for another appropriate use.
 - ◇ Encouraging land assembly and redevelopment of excess commercial for other types of land use.

Policy 2

Preserve, restore, and enhance environmental features and green infrastructure elements.

Strategies

- Encourage the use of innovative technologies to meet the intent of environmental regulations while encouraging the desired development pattern and implementing the recommendations of the Green Infrastructure Plan.
- Provide additional tree cover within the Developed Tier to intercept rainwater, reduce heat island effects, and improve air quality.
- Provide tree cover guidelines as part of the character design elements in future area master plans and sector plans.
- Modify the Woodland Conservation Ordinance for sites in the Developed Tier to allow for use of street trees and landscape trees.

- Revise the Woodland Conservation Ordinance to require the use of woodland conservation fee-in-lieu funds collected in the Developed Tier.

Policy 3

Provide a transportation system that is integrated with and promotes development and revitalization.

Strategies

- Encourage optimum use of all nonautomotive options for and in all new development, including light and heavy (regional) rail, bus transit, and integrated and safe pedestrian and bicycle facilities.
- Assign high priority in the county's Capital Improvement Program and Maryland Consolidated Transportation Program to Developed Tier pedestrian and transit infrastructure improvements.
- Provide an integrated sidewalk, trail and bikeway network to divert as many short trips as possible from auto travel.
- Protect local neighborhoods and their residential streets from excessive and high-speed through traffic by measures such as traffic-calming initiatives and pedestrian-oriented design requirements for new development.
- Use traffic level-of-service E as the minimum acceptable standard for road and street network capacity, wherever possible.
- Develop transit-oriented development and transportation system design criteria as part of transportation system analyses, the biennial growth policy updates, and future master and small area plans within the Developed Tier. These criteria ensure the maximum integration of pedestrian and biker access and transit service within future development.
- Establish transit-based auto trip reduction initiatives to maximize the diversion of single occupant vehicle trips to transit and nonmotorized travel.

Policy 4

Plan and provide public facilities to support and be incorporated into the Developed Tier's development pattern.

Strategies

- Place a high priority on public sector provision of new or renovated public facilities needed to serve existing and future development.
- Develop multilevel schools, two or more stories where feasible, rather than building outward in areas where limited land is available.
- Consider the adaptive reuse of underutilized/obsolete public, commercial, and industrial buildings to provide school space.
- Seek opportunities for providing outdoor recreation areas through the development review process, acquisition of obsolete or unused industrial or commercial land, and through acquisition of the remaining stream valley parkland.
- Continue to provide new indoor recreational facilities.
- Site new public facilities in close proximity to the designated centers.

The Land Use Plan

Land Use Vision for the Subregion

The land use vision for Subregion 4 is a sustainable community comprising a series of strong residential neighborhoods, municipalities, and mixed-use centers. There is a variety of housing types from enclaves of mature, single-family housing to higher-density townhome and multifamily units at and near the Metro stations. The eight General Plan centers serve as places for moderate- to high-density mixed-use development including a variety of employment, retail, entertainment, and housing options. The centers are supported by overall transportation network that emphasizes transit and pedestrian access

and provides connections to the surrounding neighborhoods. The environmental envelope for the subregion is enhanced and protected to provide for a series of interconnected open spaces designed to improve stormwater management, conserve natural resources, and to act as an amenity for the community. The industrial areas are improved and buffered to minimize their visual and environmental impacts while maintaining their presence as key employment centers for the region. Together these elements will help to reinforce Subregion 4 as the heart of Prince George's County.

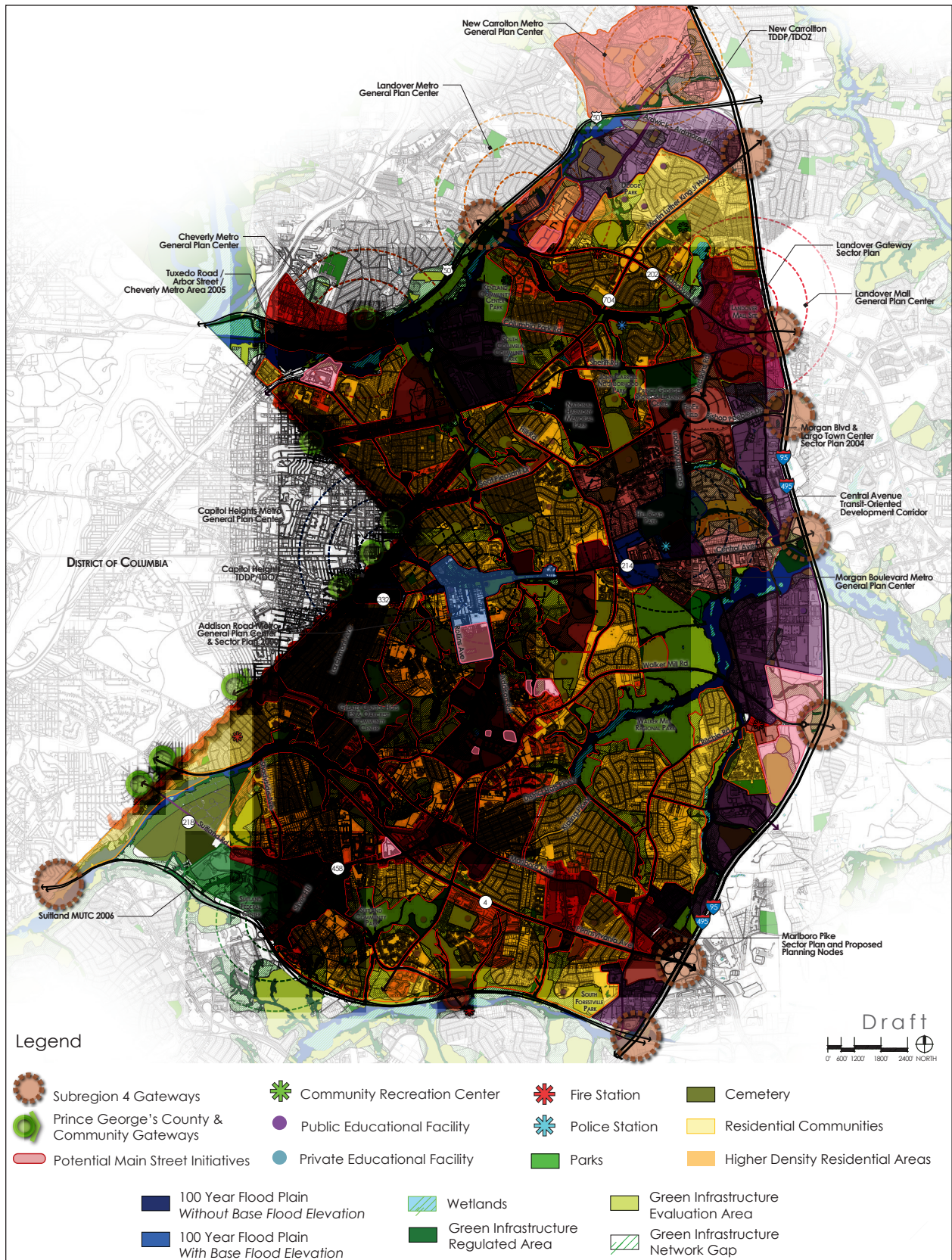
Land Use Plan Guiding Principles

The land use plan for Subregion 4 is built upon the following key guiding land use themes that emerged from the community's input and professional analysis made during the public planning process:

- Focus mixed-use development in the designated urban growth centers.
- Reinforce commercial development along main streets and in corridor nodes and regional centers.
- Maintain a clean, healthy business mix for stable successful industrial areas.
- Revitalize underutilized industrial and brownfield sites.
- Mitigate adverse environmental impacts.
- Reinforce, conserve, and revitalize viable neighborhood/community associations.
- Increase choices in senior, workforce, and affordable housing types.
- Focus high-density residential to centers and corridor nodes.
- Establish community gateways.

General Recommendations

Throughout the Subregion 4 planning process, the General Plan goals, policies and strategies were considered and applied wherever appropriate. Additional goals, policies, and strategies were developed to complement and



Map 4-2
Proposed Generalized Land Use and Community Design Framework Concept

expand upon the General Plan's goals. In addition, as the Subregion 4 master plan allowed a more detailed study of the area and provided a closer evaluation of the General Plan goals, this master plan suggests a few alterations or expansions of the General Plan's recommendations.

The Land Use Plan Summary

Overall Approach to Forming Proposed Land Use Recommendations for Subregion 4

The future land use plan proposed for Subregion 4 is a compilation of specific land use plans for a series of smaller geographic areas and zones. Specifically, the future land use plan presented in this section incorporates changes that are suggested from the proposed plans for the General Plan centers, the opportunity sites concept development plans, the Marlboro Pike Sector Plan, and additional land use changes within the living areas that aim to resolve issues of incompatible uses, economic development, and quality of life.

Specifically the plans that contribute in the development of the proposed land uses are:

- Proposed land use plans and conceptual regulating plans for each of the eight designated centers:
 - ◇ New Carrollton Metro Metropolitan Center
 - ◇ Landover Metro Regional Center
 - ◇ Morgan Boulevard Regional Center
 - ◇ Landover Gateway Regional Center
 - ◇ Cheverly Metro Community Center
 - ◇ Capitol Heights Metro Community Center
 - ◇ Addison Road–Seat Pleasant Metro Community Center
 - ◇ Suitland Metro Community Center.
- Proposed land use plan for the Marlboro Pike Corridor (see M-NCPPC Marlboro Pike Sector Plan).

- Proposed land use plan for the Central Avenue Corridor study.
- Proposed land uses for the remaining areas in each of the six designated living and industrialized areas.
- Proposed detailed land use for six to seven identified opportunity sites.

Policies and Strategies

The following land use policies and strategies are proposed:

Policy 1

Offer a well-balanced mix housing options for all age groups in a range of price points.

Strategies

- Focus high-density residential to the centers.
- Preserve and/or conserve single-family detached residential to current single-family residential areas.
- Develop medium-density single-family attached residential as a transitional use between the mixed-use centers and existing surrounding single-family residential communities.
- Provide land in appropriate locations for residential development opportunities.
- Provide for a mix of housing opportunities in the subregion.

Policy 2

Establish an adequate supply and clear hierarchy of neighborhood serving, regional serving, and transit-oriented commercial centers to serve the Subregion 4 area and its surrounding edge communities.

Strategies

- Focus high-density, mixed-use, commercial and residential development within the centers boundaries.
- Convert current commercial “main street” and cluster areas outside of the centers to mixed-use development nodes along key corridors.

- Develop a community level “village center” or node to support the southeastern portion of the subregion.
- Discourage strip commercial development in favor of “main street” revitalization, mixed-use nodes, and centers.

Policy 3

Heighten the image and attraction of 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 for residents of Prince George’s County and the region.

Strategies

- Encourage relocation of heavy industrial and poor environmental uses within Subregion 4 away from existing residential uses.
- Strengthen buffer requirements for industrial uses adjacent to nonindustrial uses.
- Establish development standards design guidelines for the industrialized areas to improve the image and character of employment zones in the subregion.

Policy 4

Focus redevelopment and economic development resources in the underutilized areas that have the greatest need and potential for optimal reuse or infill development.

Strategies

- Encourage redevelopment and infill in existing and planned development areas.
- Provide land in locations that have been identified for growth and expansion of economic development opportunities.
- Respond to the market opportunities and challenges by designating appropriate land uses at viable locations for residential, commercial, and employment uses.

Policy 5

Establish a clear 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.

Strategies

- Prioritize redevelopment and infill development in existing and planned development areas over “green field” development.
- Retain medium-density land uses with adequate urban parks and open space in transition areas between the centers and the existing single-family residential neighborhoods.
- Designate appropriate land uses and encourage compatibility in areas with high aircraft accident potential and high noise levels. Conserve valuable natural resource lands to connect gaps in the county’s Green Infrastructure Plan within Subregion 4 before they are compromised by additional development.

Proposed Land Use Plan

The proposed land use plan for Subregion 4 suggests a carefully balanced approach that respects and implements the suggested goals of the General Plan regarding an increased focus of development within the urban growth centers and corridor nodes, while continuing to maintain the quality of life in the neighborhoods, selected neighborhood-serving commercial centers, and the supporting industrial/employment base in the subregion. The detailed land use recommendations highlighted in this section are intended to encourage and provide equal opportunity for improved redevelopment or new development within each of the identified centers, corridors, living areas, and industrial areas.

Map 4-3 illustrates the proposed land uses for the Subregion 4 area. The map also highlights the proposed boundaries of the eight General Plan centers, the seven opportunity areas, and the boundaries of the Marlboro Pike Sector Plan.

Goals

A number of goals were set through the public participation process.

Overall Subregion Goal

- To designate compatible land uses on existing undeveloped sites that are compatible with surrounding land use development patterns.

Mixed-Use Center and Corridor Node Goals

- To establish a hierarchy of land use patterns for development that reflects the “metropolitan, regional, community center” roles that each General Plan center is meant to serve.
- To reinforce the development and success of the growth centers by promoting the development of mixed-use activities within a half-mile distance of the Metro stations.

Commercial/Retail Goals

- To develop a hierarchy of commercial-serving areas that is balanced with local resident, transit rider, regional, and through-traffic needs.
- To establish a higher design standard for commercial development and a wider variety and higher quality of businesses throughout the area.

Institutional Goals

- To encourage and facilitate the development of additional higher education, technical training, and workforce development institutions within Subregion 4.
- To direct public and private institutional uses to designated institutional areas to limit the impact on the existing tax base.

Mixed-Use Residential and Mixed-Use Commercial Goals

- To reinforce the sustainability of the municipalities by promoting the development of commercial/mixed-use activities and public realm enhancements that improve the quality of life and generate tax income within and immediately surrounding the municipalities.

- To attract higher quality, desirable uses to the area that meet community need or provide a new opportunity for the area.

Residential Goals

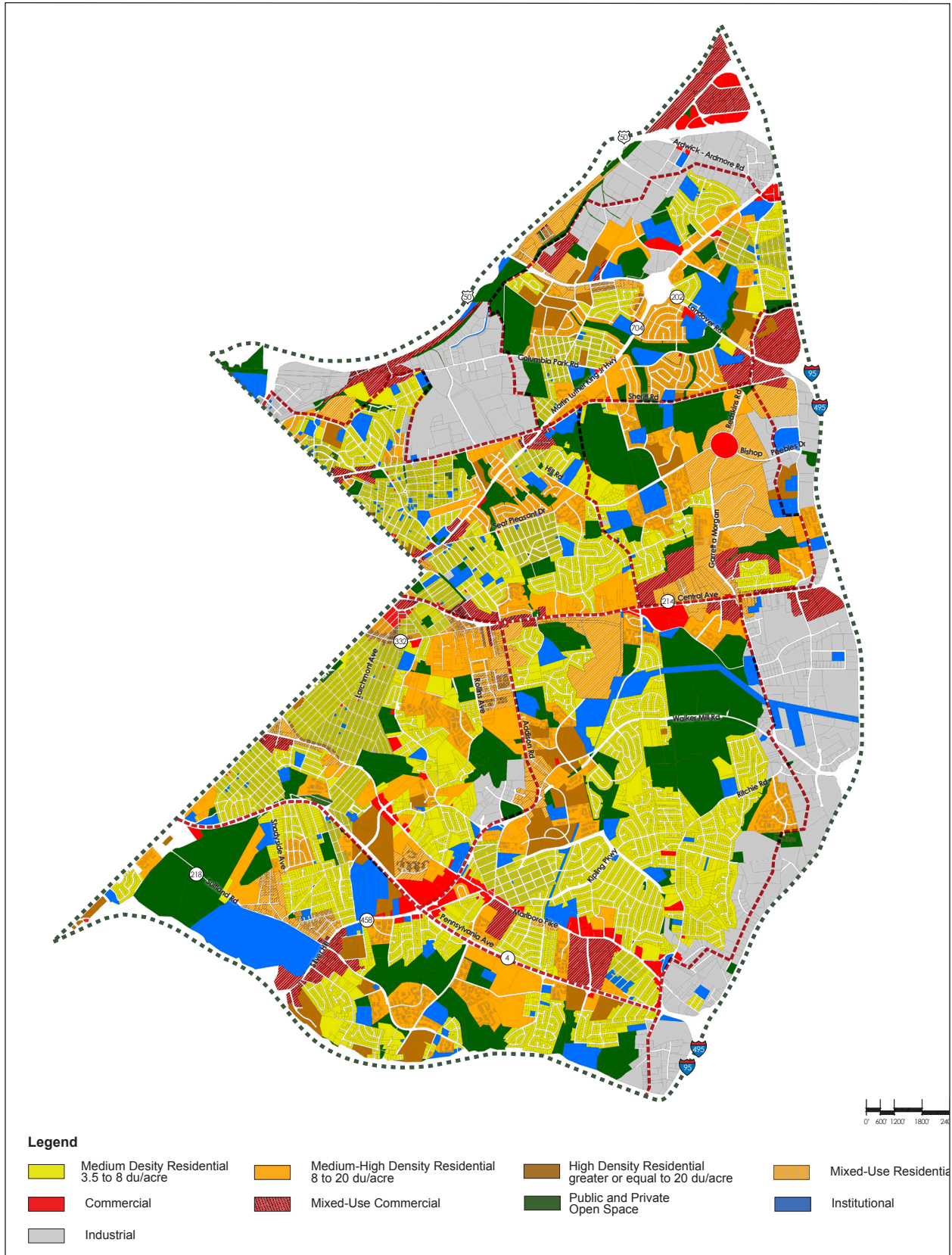
- To gradually redevelop the low-density residential lands within Subregion 4 that have greater potential for medium-density residential development given their location close to centers, corridors, or other living area opportunity sites.
- To develop future land use patterns that establish appropriate development density transitions between centers and single-family residential areas.
- To provide greater housing opportunities for residents to age in place within Subregion 4.
- To establish a more dense land use development pattern for previously developed residential areas, with suburban densities and designs, within close proximity (one mile) of a center.

Parks and Open Space

- To encourage an environmentally sensitive approach to future development that restores and preserves open space and supports the county’s environmental and sustainability goals.
- To develop and implement urban squares, plazas, and neighborhood parks in the centers and appropriate locations in corridor nodes while acquiring properties that connect to and expand existing parks and areas of open space.
- To encourage the inclusion of public and private open space both for human recreation and the support of wildlife as a part of future development.

Policies and Strategies

Outlined below are the recommended policies and strategies for guiding land use and development in the subregion. The sites identified under the strategies below will serve as pilot projects and catalysts for continued change in the subregion. As these initiatives



Map 4-3
Proposed Land Use Plan

are completed, additional strategies and sites may be identified for land use redevelopment and urban design improvements.

Policy 1

Focus new, higher-density, mixed-use development to the eight General Plan centers and various corridor nodes.

Strategies

- Focus mixed-use development to the area within one-half mile of the following centers:
 - ◇ Future FedEx Field parking lot site infill redevelopment (Zone 1)
 - ◇ Marblewood Avenue/Cedar Heights industrial area (Zone 2)
 - ◇ Suitland Manor site, Morgan Boulevard and Central Avenue sites (Zone 3)
- Encourage Central Avenue and Marlboro Pike commercial corridor node/cluster development.
 - ◇ Hill Road node (Zone 1)
 - ◇ Capitol Heights and Addison Road “Main Street” corridor character (Zone 2)
 - ◇ Marlboro Pike commercial corridor node development at Boons Hill Road, Brooks Drive, Silver Hill Road and Old Silver Hill Road area, Donnell Drive area (Zone 3)
- Focus office development to the following centers:
 - ◇ New Carrollton Metro, Metro East Office Park, and Landover Metro sites (Zone 1)
 - ◇ Capitol Heights and Addison Road Metro Centers (Zone 2)
 - ◇ Suitland Metro Center along Silver Hill Road (Zone 3)
- Focus high-density condominium and apartment living to the following centers:
 - ◇ Morgan Boulevard Metro, Landover Gateway, and Landover Metro (Zone 1)
 - ◇ Capitol Heights Metro and Addison Road–Seat Pleasant Metro (Zone 2)
 - ◇ Suitland Metro along Silver Hill Road (Zone 3)
- Direct commercial/retail development to the following centers:
 - ◇ Morgan Boulevard Metro, Landover Gateway, and Landover Metro (Zone 1)
 - ◇ Capitol Heights Metro and Addison Road–Seat Pleasant Metro (Zone 2)
 - ◇ Suitland Metro along Silver Hill Road and Suitland Road (Zone 3)
- Direct development in the northeast of Subregion 4 to establish the area as the “heart of Prince George’s.”
 - ◇ Woodmore Town Center, Landover Gateway Center, Largo Town Center, FedEx Field site and Morgan Boulevard Metro Center and role of the potential Purple transit line serving the area (Zone 1)

Policy 2

Promote and enhance commercial uses to serve the neighborhoods and industrial areas while also encouraging a safe shopping, working, and living environment within the subregion.

Strategies

- Preserve and strengthen neighborhood-serving commercial uses in selected shopping nodes and in main street areas.
 - ◇ Martin Luther King, Jr. Highway within the Fairmount Heights and Seat Pleasant Area (Zone 1)
 - ◇ Capitol Heights and Addison Road Metros; Walker Mill Road Shopping Center; Martin Luther King, Jr. Highway/Seat Pleasant “Main Street,” Old Central Avenue “Main Street” revitalizations (Zone 2)
 - ◇ Suitland and Silver Hill Roads, Forest Village Park Mall, Walker Mill Village Shopping Center, and the Marlboro Pike corridor (Zone 3)
- Limit mixed-use zones outside of the centers.
 - ◇ Central Avenue frontage east of Morgan Boulevard, Martin Luther King, Jr. corridor overlays at Glenarden, Sheriff

Road crossing and Seat Pleasant (Zone 1)

- ◇ Martin Luther King, Highway corridor, Walker Mill/Addison Road mixed use, Marblewood Avenue/Cedar Heights industrial area (Zone 2)

Policy 3

Encourage location of institutional uses within Subregion 4 to the neighborhood areas they serve on appropriately designated parcels that are neither marketable for development or tax bearing for Prince George's County and the subregion.

Strategies

- Locate future institutional uses within already designated institutional land use areas, open space areas, or residential areas, depending upon the use.
- ◇ Designate a portion of the Summerfield housing site for a public institutional use such as a community college (Zone 1)
- ◇ Designate additional sites for institutional uses: On underutilized sites, for example, surrounding the City of Glenarden Municipal Building, or sites adjacent to the Jericho City of Praise campus along Brightseat Road (Zone 1)
- ◇ Designate additional sites for future institutional uses:
 - On the west corner of the Walker Mill Road and Silver Hill Road intersection. This vacant site is very prominent and can support the Walker Mill Business Park focus area plan (see Chapter 12, Urban Design)
 - At the current Fairmount Heights High School site, after a new school has been built near Kentland Community Park and Columbia Park Road (Zone 2)
- Encourage religious institutions to locate to residential or institutional land use areas, rather than commercial or industrial sites, to preserve the subregion's tax base. Public institutions and places of worship should be encouraged to locate within

proposed mixed-use areas. Discourage adding new churches to business parks, such as storefront churches on Martin Luther King, Jr. Highway, churches in Washington Commerce Center, large church in old retail building on Martin Luther King, Jr. Highway, Martin Luther King, Jr. Highway corridor storefront churches, Old Central Avenue storefront churches.

- Designate key open space or undeveloped parcels for needed schools and county/municipal facilities that have the potential to connect gaps in the green infrastructure system for Subregion 4.
- Develop additional schools and colocated recreation facilities in underserved areas.
- Support construction of a new Fairmount Heights High School on Columbia Park Road, south of Kentland Park (Zone 1).
- Encourage the use of urban school models for development of future school facilities as part of centers, corridor nodes, or identified opportunity sites, including the Summerfield military housing site.
- Encourage further study of the reuse of the existing Fairmount Heights High School site as a community amenity or public facility such as a new elementary or middle school, senior housing, or a community center.

Policy 4

Support additional sites for lower-density, village-scale, mixed-use commercial development outside of the centers in areas where existing freestanding, underutilized commercial uses are struggling and could redevelop to better serve the surrounding neighborhoods.

Strategies

- Designate additional frontage parcels in the Ritchie Commerce Center along the Central Avenue Corridor between the Morgan Boulevard Metro Center and Brightseat Road for mixed-use commercial (Zone 1).

- Designate selected parcels along the Sheriff Road frontage between Eastern Avenue and North Addison Road for mixed-use commercial. This initiative is intended to help spark tax-producing redevelopment for the Town of Fairmount Heights (Zone 2).
- Designate selected parcels surrounding or near the intersection of Martin Luther King, Jr. Highway and Sheriff Road for mixed-use commercial. This area would be considered a mixed-use node if Martin Luther King, Jr. Highway is designated as a corridor in the future (Zone 2).
- Designate the west end of the Marlboro Pike corridor at Eastern Avenue for mixed-use commercial as an initiative of the Marlboro Pike Sector Plan (Zone 2).
- Support an additional mixed-use area to serve the southeast portion of the subregion at the Donnell Drive area (Forest Park Mall and Penn-Mar Shopping Center) (Zone 3).
- Designate three locations along the Marlboro Pike corridor for mixed-use residential as an initiative of the Marlboro Pike Sector Plan (Zone 2). (See Marlboro Pike Sector Plan description in Corridors Chapter).
- Designate two locations along the Marlboro Pike corridor for mixed-use residential as an initiative of the Marlboro Pike Sector Plan (Zone 3). (See Marlboro Pike Sector Plan description in Corridors Chapter)
- Designate the Donnell Drive corridor area for mixed-use residential focusing on infill development or redevelopment of the Forest Village Park Mall and the Penn-Mar Shopping Center for a mixed-use village environment (Zone 3).
- Designate the Suitland Road frontage parcels on the north side between Huron Avenue and Arnold Road for mixed-use residential, building upon the planned redevelopment of Suitland Manor and the Suitland Metro Center (Zone 3).

Policy 5

Support additional sites for lower-density, village-scale, mixed-use residential development outside of the centers in areas where existing freestanding, underutilized commercial or industrial uses are struggling or in conflict with neighboring residential areas.

Strategies

- Designate the FedEx Field parking lot sites for mixed-use residential to continue mixed-used development between the Landover Gateway Center and the Morgan Boulevard Metro Center (Zone 1).
- Designate the developed and undeveloped lands within the Walker Mill Business Park in Capitol Heights for mixed-use residential (Zone 2).
- Designate the area surrounding the northeast side of the Walker Mill Village Shopping Center for mixed-use residential (Zone 2).
- Designate portions of the Marblewood Road and Cedar Heights Industrial Park area for mixed-use residential (Zone 2).

Policy 6

Preserve and conserve existing older neighborhoods. (See the Housing and Neighborhood Conservation Chapter.)

Strategies

- Focus revitalization and residential redevelopment efforts in Zone 1 on the Glenarden, Kentland, Palmer Park, and Columbia Park neighborhoods.
- Focus revitalization and residential redevelopment efforts in Zone 2 on the Fairmount Heights, Cheverly Ward 4, Chapel Oaks, Seat Pleasant, Pepper Mill Village, Capitol Heights, and Boulevard Heights neighborhoods.
- Focus revitalization and residential redevelopment efforts in Zone 3 in the Suitland, District Heights, and Forestville neighborhoods.

Policy 7

Support additional sites for medium- to high-density residential to serve as transitional property between higher and lower density

residential neighborhoods, commercial and industrial areas, and mixed-use areas.

Strategies

- Designate the following undeveloped sites for medium- to high-density residential to serve as transitional sites:
 - ◇ Hill Road at Seat Pleasant Drive (Zone 2)
 - ◇ Along Rollins Avenue (Zone 2)
 - ◇ Addison Road along the current Walker Mill Business Park (Zone 2)
- Increase density in the following low- or medium-density areas to medium- to high-density residential:
 - ◇ The low-density residential areas along the northern portions of Brightseat Road (Zone 1)
 - ◇ The south side of the Capitol Heights and Addison Road Metro Centers between Suffolk Avenue and Rollins Avenue (Zone 2)
- Designate the remnant industrial sites located within predominantly residential areas for medium- to high-density residential, such as:
 - ◇ The remaining industrial areas between the Morgan Boulevard Center boundary and north side of Walker Mill Regional Park (Zone 1)
 - ◇ The northwest Industrial sites south of the Orange Line Metro (Zone 2)

Policy 8

Reassign isolated commercial parcels that are no longer economically viable as neighborhood-serving commercial clusters to medium or medium-high residential land use.

Strategies

- Designate Martin Luther King, Jr. Highway commercial uses between Hubbard Road and Dellwood Avenue for future residential medium-high density uses (Zone 1).
- Designate the Kent Village Shopping Center for future residential medium-high density uses (Zone 1).

- Designate the area surrounding Martin Luther King, Jr. Highway and Columbia Park Road for future residential medium-high density uses (Zone 1.)
- Designate the parcels on the south side of Sheriff Road frontage between the Cedar Heights Community Center and Hill Road for future residential medium-high density uses (Zone 2).

Policy 9

Reassign the land use designation for current high-density residential areas that are isolated from corridor nodes or centers and suggested for a future reduction to medium-high density residential.

Strategy

- Designate the following high density residential communities to medium-high density residential:
 - ◇ The Glenarden Apartments, Maple Ridge Apartments, and Kings Court Apartments (Zone 1)
 - ◇ The multifamily apartment redevelopment at Pennsylvania Avenue and Eastern Avenue (Zone 2)
 - ◇ The larger, isolated, high-density apartment complexes surrounding Pennsylvania Avenue (Zone 3)
 - ◇ The multifamily apartments along Pennsylvania Avenue between Regency Drive and Walters Lane (Zone 3)

Policy 10

Limit future residential development in the living areas to single-family, townhome, and low-rise, multifamily development only.

Strategy

- Designate the following communities to medium density residential land use:
 - ◇ Kings Court Apartments redevelopment (Zone 1)
 - ◇ Portions of FedEx Field site (Zone 1)
 - ◇ Glenarden sites near Martin Luther King, Jr. Highway (Zone 1)

- ◇ Single-family development between Capitol Heights and Addison Road Metro (Zone 2)
- ◇ Addison Road medium-density residential (Zone 2)
- ◇ Apartment complex redevelopment for medium-density residential in Seat Pleasant and Fairmount Heights (Zone 2)

Policy 11

Reassign commercial corridor areas that have outlived their useful lifespan to residential use.

Strategy

- Designate the following communities to medium-density residential land use:
 - ◇ Highway at Glenarden, Landover Crossing Shopping Center, industrial and commercial edge along north side of Walker Mill Park expansion (Zone 1)
 - ◇ Walter Lane commercial 7-Eleven site (Zone 3)
 - ◇ Marlboro Pike commercial properties between Foyer and Opus Avenue, Marlboro Pike commercial properties between Upland Avenue and Xavier Lane, Suitland Road commercial properties east of Silver Hill Road (Zone 3)

Policy 12

Limit high-density residential development to designated mixed-use centers, mixed-use corridor nodes, and selected opportunity sites.

Strategies

- Support the development of new high-density residential projects only at the following locations:
 - ◇ New Carrollton Metro Center, Landover Metro Center, Landover Gateway Center, and the Morgan Boulevard Metro Center redevelopment initiatives (Zone 1)
 - ◇ Future FedEx Field parking lot sites redevelopment concept (Zone 2)

- ◇ Capitol Heights Metro Center, Addison Road Metro Center redevelopment initiatives (Zone 2)
- ◇ Suitland Metro Center redevelopment initiative (Zone 3)
- ◇ Future Donnell Drive corridor redevelopment for a neighborhood mixed-use village development concept (Zone 3)

Policy 13

Conserve valuable natural resource lands to connect gaps in the county's Green Infrastructure Plan within Subregion 4 before they are compromised by additional development.

Strategies

- Review the potential acquisition of four acres of land adjacent to Columbia Park Community Center on Martin Luther King, Jr. Highway (Zone 1).
- Redesign underutilized open space at Kenmore Middle and Elementary Schools for use as active open space (Zone 1).
- Review the potential acquisition of 18 acres north of Central Avenue and six acres adjacent to the J. Franklin Bourne Aquatic Center on Martin Luther King, Jr. Highway (Zone 2).
- Review the potential acquisition of 27 acres connecting Rollins Avenue Neighborhood Park and Capital Heights Neighborhood Park (Zone 2).
- Review the potential acquisition of an additional 30 acres on Rollins Avenue (Zone 2).
- Review the potential acquisition of four acres adjacent to Booker T Homes Neighborhood Park (Zone 2).
- Review the potential acquisition of 13 acres adjacent to William Beanes Community Park on Suitland Road (Zone 3).
- Redesign the underutilized open space at Forestville Military Academy into Forestville Community Park (Zone 3).

Policy 14

Reestablish the greenway network by redeveloping key sites along greenway corridors.

Strategies

- Ensure that any site plan submissions for redevelopment include connecting to or reestablishing the greenway corridor on the following sites.

Zone 1

- ◇ FedEx Field site
- ◇ Summerfield military housing site
- ◇ Kings Court Apartments
- ◇ Landover Metro Station
- ◇ Beaver Dam Creek

Zone 2

- ◇ Cabin Branch Greenway
- ◇ Beaver Dam Creek Greenway
- ◇ The greenway adjacent to Walker Mill Business Park

Zone 3

- ◇ Apartment complexes between Cricket Ridge neighborhood and Suitland Community Center and Elementary School (Zone 3).

Policy 14

Establish additional open space/recreational resources at Walker Mill Business Park.

Strategy

- Develop an active recreation park at Rochelle Avenue and Hazelwood Drive, landfill reclamation, capping, and open space use with afforestation (Zone 2).