

Development Pattern Element



Land Use and Development Pattern

Sectorwide

Goal

To revitalize and redevelop the existing commercial, industrial and underutilized areas with quality transit-oriented, mixed-use development that provides a vibrant sense of place for workers and residents.

Background

The sector plan area contains a diversity of land uses generally clustered within specific subareas demarcated by natural or manmade barriers (Map 2: Aerial photo). US 50 divides the sector plan area into north and south, while the CSX Railroad tracks divide the area into east and west. Each land use cluster within these enclaves has unique issues. In addition, the Baltimore-Washington Parkway and I-295 cut off access to the Anacostia River and its trails and recreational uses on the west side of the sector plan area.

Issues

1. Overcoming the natural and manmade barriers and providing a land use mix and intensity that responds to General Plan policies for the Cheverly Metro Station area.
2. Encouraging appropriate development that is compatible with adjacent stable residential neighborhoods.

3. Attracting high capital-intensive uses to the area to address the 1994 Planning Area 69 master plan concerns.
4. Evaluating the best way to retain existing businesses while providing for new uses that are not currently allowed within the existing zone.
5. Creating a sense of place through appropriate land uses, density and design.

Objectives

1. Promote transit-oriented development (TOD) within a one-quarter mile radius of the transit station. The key elements of TOD are density, diversity and design. (See Figure 2: Illustrative Development Pattern.)
2. Provide a mix of residential and nonresidential pedestrian-friendly uses at moderate to high density and intensity at the Cheverly Metro Station area to increase transit ridership and reduce the need for automobile dependency.

The center core area is within a one-quarter mile radius (desired walking distance) of the Metro station. The General Plan concept for core areas is a “network of sustainable transit-supporting mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.” Civic uses form a major component within the core area.

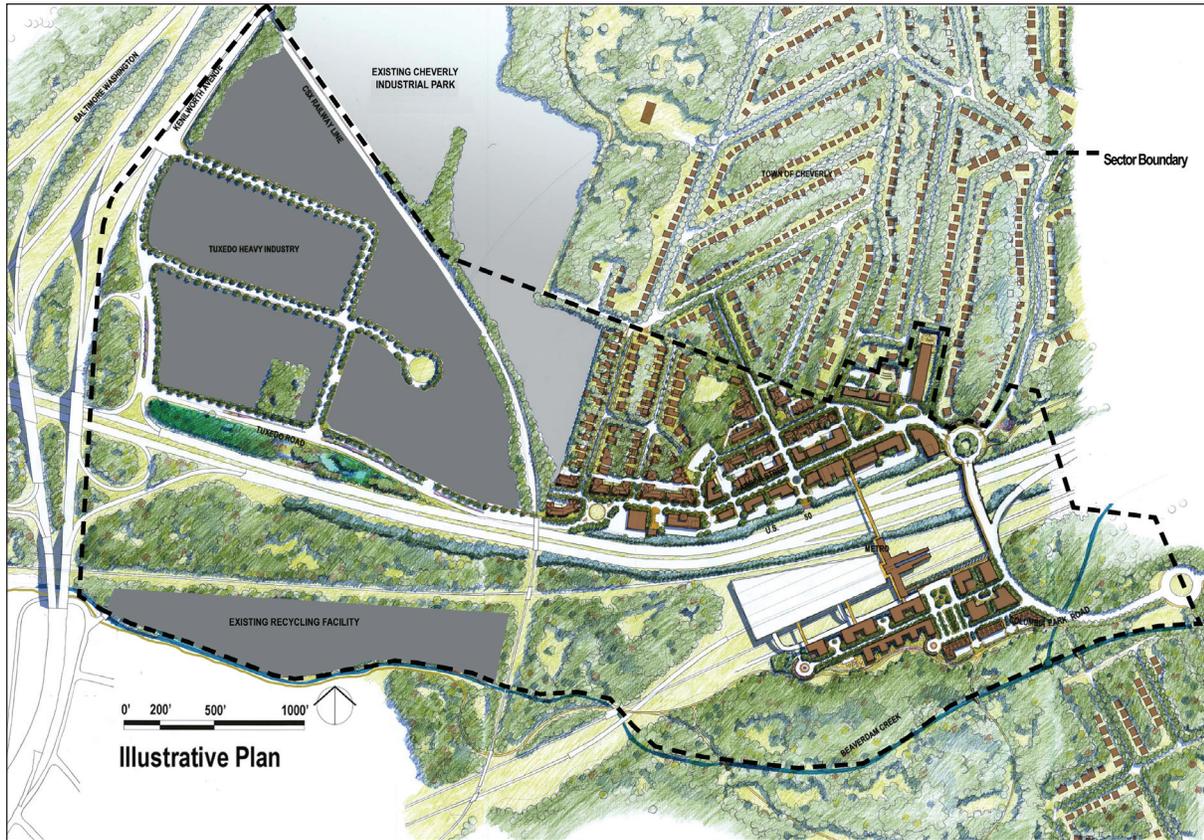


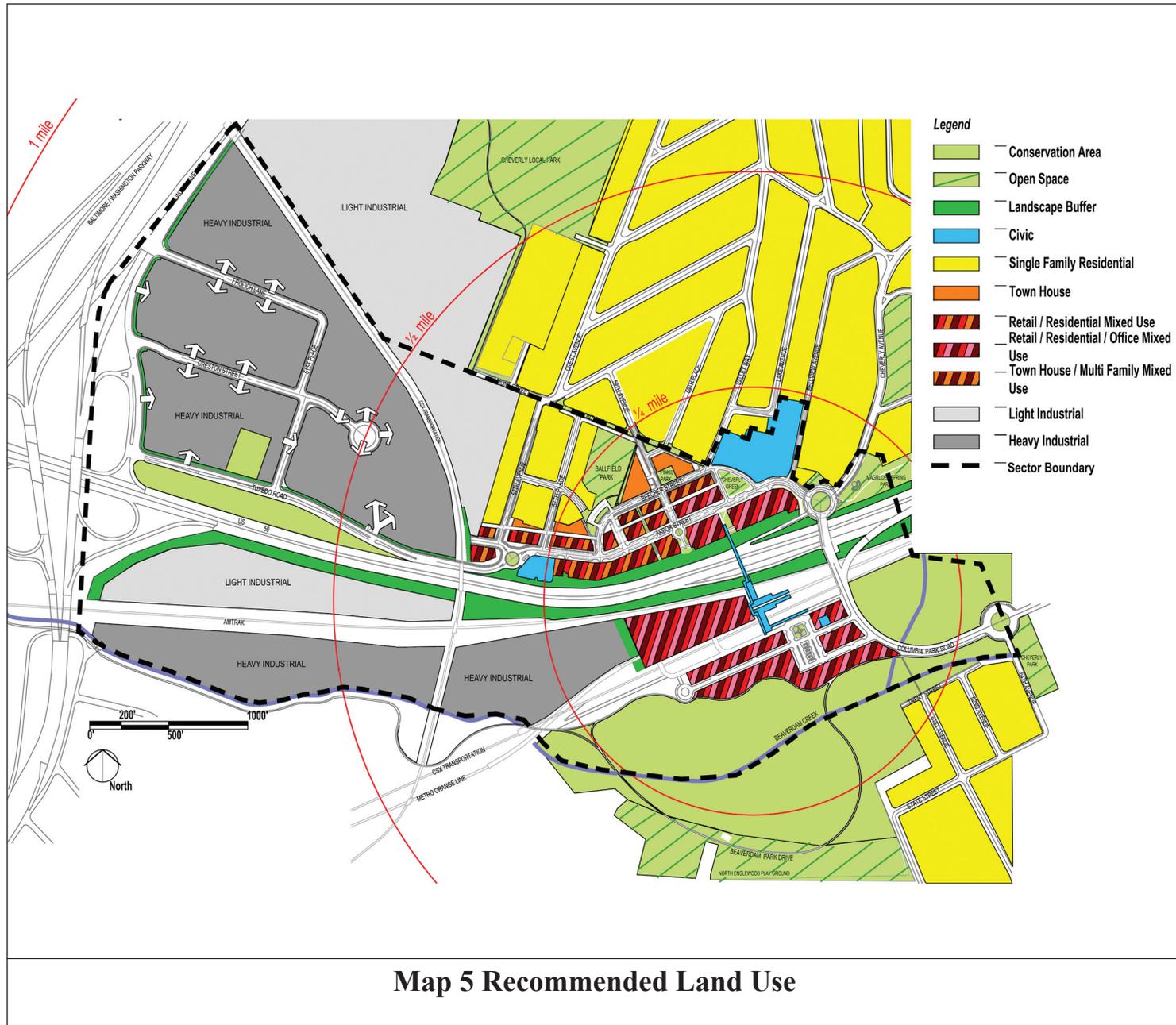
Figure 2 Illustrative Development Plan

Table 4: Development Intensity Targets in Metro Community Centers		
Land Use	Core Area (¼ mile radius)	Edge (beyond ¼ mile)
Residential Density		
Minimum Dwelling Units per Acre (DU/Ac)	15	4
Maximum DU/Ac	30	20
Nonresidential Intensity		
Minimum Floor Area Ratio (FAR)	0.25	0.15
Maximum (FAR)	1.0	0.30
Employment Density		
Employees per Acre (Emp/Ac)	25	NA

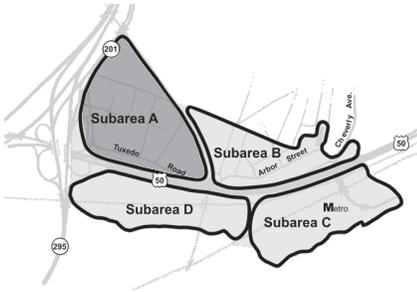
Land Use and Zoning Recommendations

Land use recommendations are based on the physical characteristics of each subarea and are intended to achieve the overall land use goal of the plan (Map 5: Proposed Land Use Plan). The plan

establishes appropriate development intensity and uses for each subarea to meet the General Plan's applicable intensity target for the Cheverly Metro Community Center as shown on Table 4.



Map 5 Recommended Land Use



Subarea A

Goals

- To improve the industrial employment character and appearance of this gateway to Prince George's County.
- To eliminate noxious uses that negatively impact the environment and other land uses.

Background

The subarea has employment uses that are typically found in older industrial areas and has developed in a piecemeal manner. The subarea is in the I-2 (Heavy Industrial) Zone. The lot sizes range from 10,000 to 120,000 square feet. Many of the lots south of Frolich Lane have 90 to 100 percent lot coverage. Land assemblage in this area has been occurring gradually and holds the opportunity for facilitating future redevelopment.

The development pattern is served by roadways with widths ranging from 24 to 64 feet. The roads are inadequate for the prevalent heavy truck traffic and do not provide sufficient space for truck or car parking, passing or turnaround. In addition, many of the existing streets are in poor condition and the entire street network is chaotic with several dead-end streets, as well as private streets with no turnaround provided. There are large, visible outdoor storage facilities in the industrial area that contribute to its unsightliness and the sense of chaos, particularly along Tuxedo Road.



The industrial character and streetscape.



Large industrial site fronting Tuxedo Road.

Neighboring communities are concerned about the range and types of uses permitted in the existing heavy industrial zone. The uses are incompatible with either the regional gateway location to the county or its proximity to stable residential communities and the Town of Cheverly.

Issues

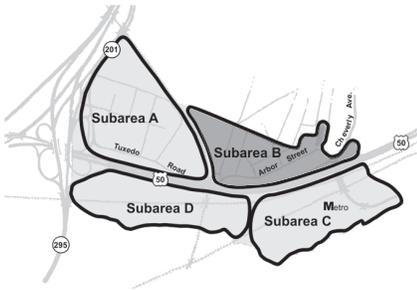
1. Redevelopment of the area as an industrial park with consistent design elements that complement and improve its appearance.
2. Control of noxious uses in this area while supporting appropriate land uses.

Objectives

1. Maintain industrial and development pattern but improve the subarea's appearance.
2. Soften the edges of the industrial area along Tuxedo Road and Kenilworth Avenue by providing streetscape improvements to restrict access points and provide pedestrian and landscape amenities.
3. Make internal circulation improvements and restore environmentally sensitive areas.
4. Consolidate the area east of 51st Place for comprehensive redevelopment with improved internal circulation and controlled access to Tuxedo Road.

Land Use and Zoning Recommendations

1. Retain the current industrial land use designation and implement the proposed Development District Overlay Zone (DDOZ) to prohibit noxious land uses that are otherwise permitted in the underlying zone.
2. Assemble small lots into sizeable parcels to facilitate redevelopment.



Subarea B

Goal

- To establish a framework for high-quality, mixed-use development that will be attractive to retailers, residents, and office-related businesses seeking to benefit from proximity to Metro.

The entire subarea is within a one-quarter to one-third mile radius from the Cheverly Metro Station. This is the “core” area, where the General Plan encourages a mix of uses and TOD concepts, with moderate to high densities and intensities.

Background

This subarea is defined by its spine of service-commercial development along both sides of Arbor Street between the CSX Railroad Line and Cheverly Avenue. The Arbor Street frontage is in the C-M (Commercial Miscellaneous) Zone, with the exception of a convenience store near Cheverly Avenue that is in the C-S-C (Commercial Shopping Center) Zone. Small lots in a grid pattern are arranged at right angles to Arbor Street. Lot sizes vary from 2,500 to 6,500 square feet. In many cases, lots are approximately 90 to 100 percent covered by buildings and parking. Both lot size and depth are less than adequate for many viable types of commercial uses.

Single-family detached residences extend north from the rear of commercial uses with frontage on Arbor Street. In addition, there are currently several nonconforming uses in the C-M Zone, including residential structures and bus storage yards. There is a need to reconsider existing land uses and zoning in order to allow for a greater mix of appropriate uses in the area and establish a successful TOD Community Center. Public space (streetscape) improvements can be a catalyst to encourage private sector redevelopment.



Service commercial development along Arbor Street.



Storefront and limited parking along Arbor Street.

Issues

1. Assembling and consolidating numerous small lots to facilitate redevelopment.
2. Transforming the area from existing commercial miscellaneous uses into a mixed-use center that emphasizes community-oriented uses, such as retail, office, residential, entertainment, and other public uses
3. Defining appropriate land uses that will help establish a main street character for the area.
4. Deciding how and where to provide open space for use by the potential residents, patrons and new businesses.

Objectives

1. Make incremental land use changes as market factors change, buildings are rehabilitated, public infrastructure is improved, properties are assembled, and adjacent subareas are developed (particularly in the vicinity of the Metro station). Existing uses are expected to continue until redevelopment occurs.
2. Redevelop retail, office, residential and limited community-oriented service businesses within

a one-third mile radius of the Metro station. These uses produce a main street development character along Arbor Street where buildings are located close to the street. Uses along Arbor Street are vertically and horizontally mixed with ground-floor retail shops that encourage window-shopping, storefront interaction, and pedestrian movement throughout the area.

3. Develop new medium- to high-density residential infill and construct the proposed pedestrian bridge over US 50 to encourage a continuous flow of pedestrian traffic that would help keep the area and its businesses vibrant. Arbor Street's isolation from the Metro station is ended with the construction of a new pedestrian and market sector link needed between the two areas. Attached residential uses are appropriate between the higher intensity redevelopment along Arbor Street and the single-family residential neighborhoods in the Town of Cheverly.

Land Use and Zoning Recommendations

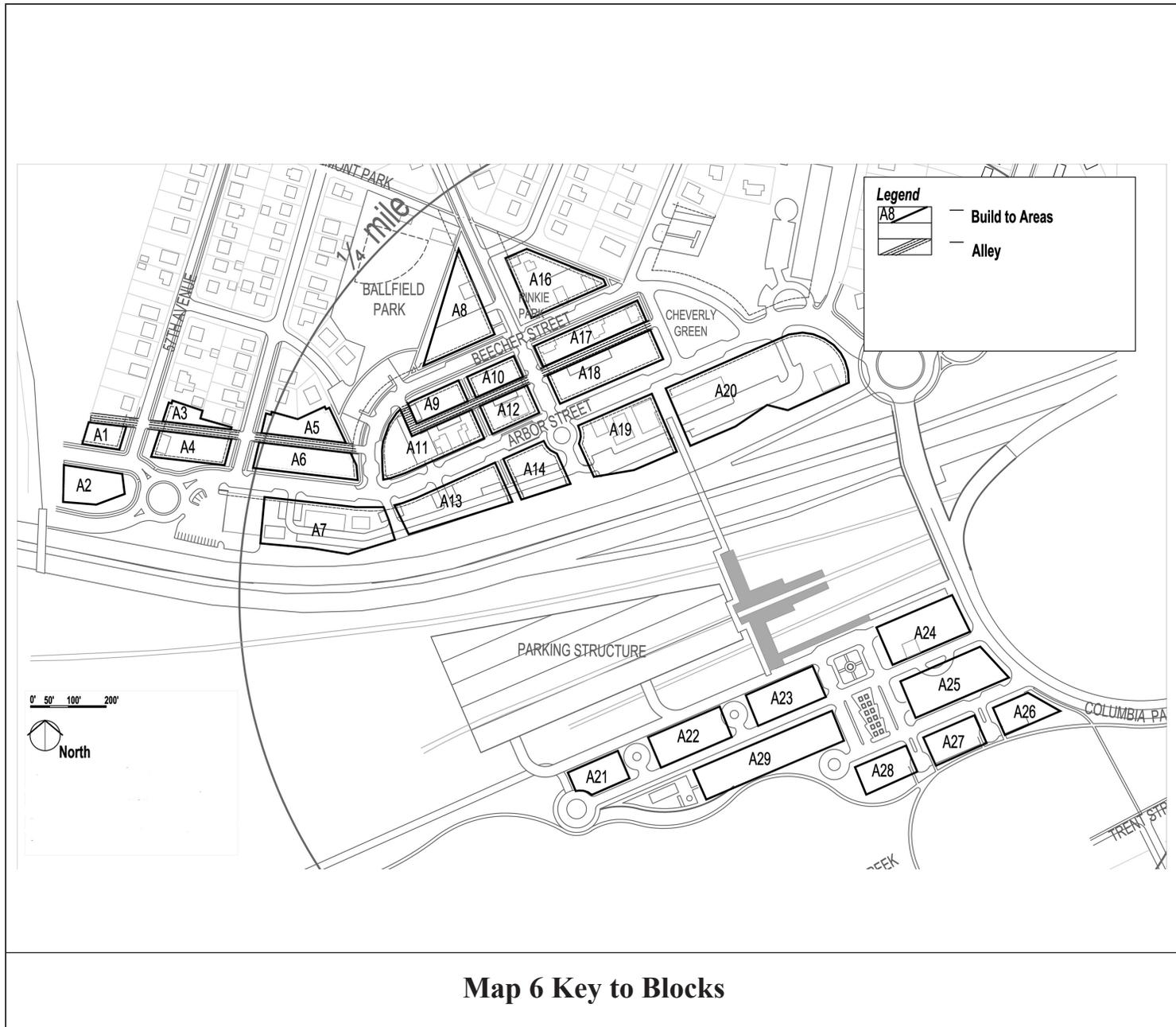
1. Assemble small lots to provide substantial developable land and enhance the implementation of the vision for the area.
2. Redevelop the area as a mixed-use Center core in keeping with General Plan policies and its goal to "renew/redevelop commercial strips." The main street subarea's long-term development potential, based on the proposed land use buildout analysis, amounts to 56 percent residential use, 20 percent retail, and 24 percent office use; all within the General Plan's recommended land use mix range for Community Centers. The development density and intensity for this subarea yields 30 dwellings per acre and a .83 floor area ratio (FAR) for nonresidential development (Table 5: Summary Analysis—Land Use and Parking and Map 6: Key to Blocks).

Table 5 Summary Analysis—Land Use and Parking

Block	Build to area (square feet)	Street Type	Lot Coverage	Buildable footprint	Floors (average)	Gross square feet	Retail gross square feet	Office square feet	Residential square feet	Residential units	Total parking required	Parking with 25% reduction
1	6,100	LOCAL	50%	3,050	2.5	7,625	NA	NA	7,625	4	8	6
2	13,500	LOCAL	50%	6,750	2.5	16,875	NA	NA	16,875	8	17	13
3	5,700	LOCAL	50%	2,850	2.5	7,125	NA	NA	7,125	4	7	5
4	13,700	LOCAL	50%	6,850	2.5	17,125	NA	NA	17,125	9	17	13
5	12,700	LOCAL	50%	6,350	2.5	15,875	NA	NA	15,875	8	16	12
6	18,200	MAIN	50%	9,100	3.5	31,850	6,350	6,825	6,825	7	62	46
7	39,700	MAIN	50%	19,850	3.5	69,475	9,100	14,888	14,888	15	116	87
8	25,100	LOCAL	50%	12,550	3.5	43,925	NA	NA	43,925	22	45	33
9	8,800	LOCAL	50%	4,400	2.5	11,000	NA	NA	11,000	6	11	9
10	8,100	LOCAL	50%	4,050	2.5	10,125	NA	NA	10,125	5	10	8
11	26,600	MAIN	50%	13,300	3.5	46,550	13,300	9,975	9,975	10	106	80
12	10,900	MAIN	50%	5,450	3.5	19,075	5,450	4,088	4,088	4	44	33
13	27,800	MAIN	50%	13,900	3.5	48,650	13,900	10,425	10,425	10	111	84
14	16,400	MAIN	50%	8,200	3.5	28,700	8,200	6,150	6,150	6	66	50
15	1,500	LOCAL	50%	750	2.5	1,875	NA	NA	1,875	1	2	2
16	25,100	LOCAL	50%	12,550	2.5	31,375	NA	NA	31,375	16	32	24
17	17,900	LOCAL	50%	8,950	2.5	22,375	NA	NA	22,375	11	23	18
18	24,700	MAIN	50%	12,350	3.5	43,225	12,350	9,263	9,263	9	99	75
19	36,200	MAIN	50%	18,100	3.5	63,350	18,100	13,575	13,575	14	145	109
20	75,400	MAIN	50%	37,700	3.5	131,950	37,700	28,275	28,275	28	302	227
21	10,800	METRO-1	70%	7,560	5	37,800	7,560	15,120	15,120	15	111	84
22	17,900	METRO-1	70%	12,530	5	62,650	12,530	25,060	25,060	25	184	138
23	17,100	METRO-1	70%	11,970	5	59,850	11,970	23,940	23,940	24	175	132
24	23,700	METRO-1	70%	16,590	5	82,950	16,590	33,180	33,180	33	243	183
25	26,200	METRO-1	70%	13,100	5	65,500	13,100	26,200	26,200	26	192	144
26	10,200	METRO-2	50%	5,100	2.5	12,750	NA	NA	12,750	13	26	20
27	12,000	METRO-2	50%	6,000	2.5	15,000	NA	NA	15,000	15	31	23
28	11,300	METRO-2	50%	5,650	2.5	14,125	NA	NA	14,125	14	29	22
29	33,900	METRO-2	50%	16,950	2.5	42,375	NA	NA	42,375	42	86	65
TOTALS	577,200			302,500		1,061,125	186,200	226,964	496,514	404	2316	1,745

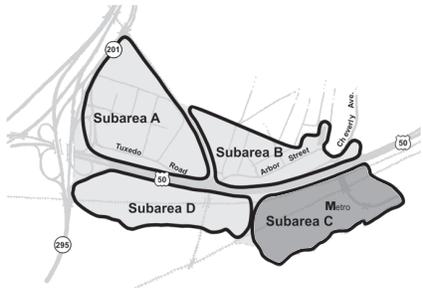
LAND USE MIX 0.47 PERCENT
 RESIDENTIAL 0.18 PERCENT
 OFFICE 0.21 PERCENT

RESIDENTIAL DENSITY 30 DU/ACRE
 NONRESIDENTIAL DENSITY 1 FAR



Map 6 Key to Blocks

3. Encourage redevelopment along Arbor Street, extending from the CSX Railroad tracks to approximately 57th Place, to allow a flexible mixture of residential, retail and office use for these small properties. Parcels between 57th Place and 59th Avenue are proposed for redevelopment as small commercial uses at street level with residential above. The block between Arbor Street and Beecher Street would have townhouse (and possibly smaller scale multifamily) development. Existing single-family residential areas north of Beecher Street, shown in the land use plan (Map 5: Recommended Land Use Plan) for attached residential use, are retained in the R-55 (One-Family Detached) Zone at this time. As redevelopment pressure proceeds in this area, it would be appropriate to consider rezoning to implement the recommended land use.
4. Provide active recreational space to the northwest at a location shown on (Map 5: Recommended Land Use Plan) as “ballfield park.” Public acquisition of this or other sites will be required for implementation.
5. Retain the existing fire station at its current location. If it were to relocate eventually, this site would be appropriate for medium-density residential development and, possibly, small retail uses. From 59th Avenue to Cheverly Avenue, a mixture of land uses is proposed, including retail at street level with either office or residential above, civic uses and open spaces.
6. Implement the long-range redevelopment of this area using a Development District Overlay Zone (DDOZ) in order to remove noxious uses and to require future development conformance with design criteria. Change C-M (Commercial Miscellaneous) and C-S-C (Commercial Shopping Center) Zones to the Mixed-Use Infill (M-U-I) Zone to allow retail, office and residential infill development. The M-U-I Zone provides market flexibility by allowing residential commercial use in appropriate locations as shown in the land use plan (Map 5: Recommended Land Use Plan)
7. Recognize existing service commercial uses as grandfathered uses within the M-U-I Zone in the DDOZ’s Applicability Section and Table of Permitted Uses. However, any new service commercial use not in existence at the time of plan adoption would be prohibited.
8. Permit future rezoning to the M-U-I Zone upon individual property owner application as part of a detailed site plan under DDOZ provisions. This is only applicable in the event that existing zoning remains on some properties.
9. Retain the I-1 (Light Industrial) Zone for the Tuxedo Industrial Park area, located west of residences fronting 57th Avenue.



Subarea C

Goals

- To capitalize on investments in transportation and other infrastructure
- To establish a framework for more intense, mixed-use development with high-quality housing, office and retail development at the Metro station
- To provide an opportunity for intensive vertical mixed-use development that creates a “signature skyline”
- To balance compact and intensive development with environmental protection and restoration of the green corridor where it is currently degraded

Background

This subarea includes the Cheverly Metro Station and the immediate vicinity south of US 50, the triangle of wooded land extending past the Metro property between Beaverdam Creek and the rail tracks (west). The Metro station area is the station itself and its related surface parking lot. Woodland and floodplain border the station area on the south and west. A sliver of land exists between the CSX Railroad tracks and the Amtrak tracks (adjacent to US 50), with access at-grade over the CSX tracks. The area containing and immediately surrounding the Metro station is zoned for single-family detached dwellings in the R-55 Zone.



Cheverly Metro Station.

Parking spaces are inadequate for Metro users. With a Metro station and the General Plan’s Community Center recommendation, it is clear that the R-55 Zone is no longer appropriate for the uses on this site.

Issues

1. Determining how to support TOD policies and intensity envisioned in the General Plan at this location given all the developmental barriers and constraints.
2. Identifying appropriate uses and mix that will complement and provide economic incentives for Subarea B.

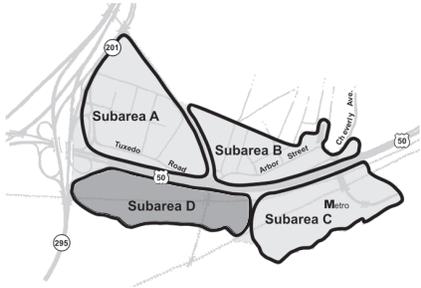
3. Recognizing the lack of developable space and replacing existing parking spaces.
4. Creating a focal point through land uses and architecture that visually promote the entire area.
5. Integrating development plans with the preservation of environmentally sensitive features and the ongoing environmental conservation and restoration efforts, especially within the designated green corridor.

Objectives

1. Maximize TOD development potential at and near the Metro station and preserve surrounding environmentally sensitive land.
2. Provide adequate parking at the Metro station to accommodate short- and long-range parking needs by locating parking structures off-site and allowing continuous availability of parking during station site development. A parking structure with aerial pedestrian bridges to the station would provide direct linkage to Arbor Street and help establish a main street character to this area.

Land Use and Zoning Recommendations

1. Rezone for mixed-use redevelopment (residential, office and retail) with a nearby pedestrian accessible structured parking. The subarea's long-term development potential, equates to approximately 52 percent residential use, 15 percent retail, and 33 percent office use in the main street character area; all are within the recommended land use mix range for General Plan Community Centers. The development intensity for this subarea yields 30 dwellings per acre and a 1.13 floor area ratio for nonresidential development (See Table 5 and Map 6: Key to Blocks).
2. Change the R-55 (One-Family Detached) Zone to M-X-T Zone (Mixed Use-Transportation Oriented) providing maximum development flexibility in achieving mixed-use potential at the site. Project design is controlled through detailed site plan review. The urban design concept element describes the land use character and relationships for this Metro station area.



Subarea D

Goal

- To maintain employment opportunities while protecting sensitive environmental features.

Background

The subarea is located south of US 50 and is bounded by MD 201 (Kenilworth Avenue) to the west, Metrorail tracks (east), and Beaverdam Creek (south). Approximately 85 percent of the area is within the wooded floodplain of the environmentally sensitive Beaverdam Creek stream valley. The remainder to be restored and protected is occupied by a metal and vehicle recycling facility. This area is also in both the 1987 and 1999 Anacostia River Watershed Restoration Agreements. Interim watershed restoration goals for 1999-2000 call for the removal of all toxins and pollutions within the watershed.

Development consists entirely of a large, stand-alone, metal and vehicle recycling facility in the Heavy Industrial (I-2) Zone. This use extends along the north bank of Beaverdam Creek. This facility and the nature of its operation have been the topic of considerable controversy because it is located within the 100-year floodplain. This facility has been the subject of complaints from surrounding communities regarding fire, vibration, explosions, noise impacts, and environmental hazards. The remainder of the area is in the Light Industrial (I-1) Zone.

Communities in close proximity to the area would like this to be a Conservation Area because of its importance to the health of Beaverdam Creek, the Anacostia River, and the Chesapeake Bay. The prudent course of action is to ultimately acquire the recycling business for public use and change the land use and zoning to open space.

Land Use Recommendations

1. Retain the existing industrial land use and zoning.
2. Should the properties in Subarea D become available for sale at a future date, the county should consider acquiring the properties, and changing the land use to open space and the zoning to O-S (Open Space) to help restore the health of Beaverdam Creek, the Anacostia River and the Chesapeake Bay.

