

# Chapter

# 5

## Living Areas and Industrial Centers

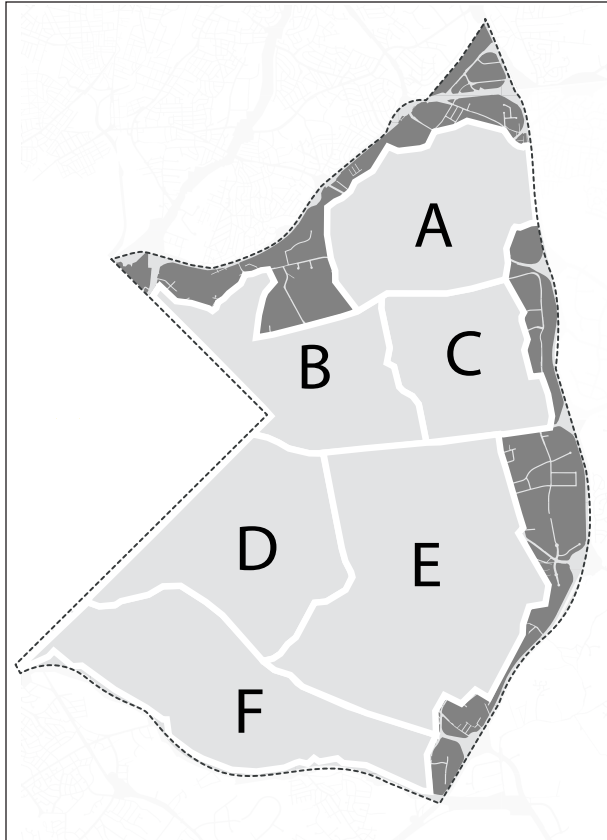
### Introduction

#### Living Areas

Subregion 4 has approximately 29 square miles of land area in the central portion of Prince George's County. For planning purposes, the subregion was organized into six living areas (see Map 5.1). Living areas are primarily residential with various types of housing. Other uses within living areas include public and quasi-public facilities, parks and open space, and commercial development. These uses (e.g., fire station, library, park, local shopping center, etc.) serve local public facility and convenience needs within the residential areas.

The living areas include approximately 132,000 residents in 47,500 households. The six living areas in Subregion 4 were grouped into three zones to help organize the public input process and to acknowledge the distinct character areas within the subregion.





Map 5-1  
Subregion 4 Living Areas

A significant number of Subregion 4 residents rely on municipalities to play an important role in providing essential services. There are six municipalities located within Subregion 4: Glenarden, Cheverly, Fairmount Heights, Capitol Heights, Seat Pleasant, and District Heights. In both plan making and the regulatory process, the municipalities play a critical role in the implementation of planning and zoning policies. Close cooperation and coordination between the municipalities and the county's planning department in implementation efforts are critical for measurable success. For this reason, officials, staff, and residents from each of the municipalities were invited to participate in the public planning process.

### Industrial Centers

The Subregion 4 industrial centers are currently stable despite the recent economic and fiscal fluctuations. Unlike the commercial

and residential markets, industrial property owners have not seen a sharp decline in demand. Vacancy rates in the subregion remain stable, ranging from five to 15 percent depending on the location. In addition, rental rates steadily increased in Subregion 4 by ten to 25 percent from the first quarter of 2007 through the third quarter of 2008.

The existing industrial developments in Subregion 4 along US 50 and I-495 will likely continue to thrive into the future. However, it will be important to develop transition and integration strategies for the industrial areas at or near the General Plan centers. This is relevant at the Cheverly, Landover, and New Carrollton Metro centers where industrial uses could potentially come in conflict with transit-oriented developments.

## Living Areas A and C (Zone 1)

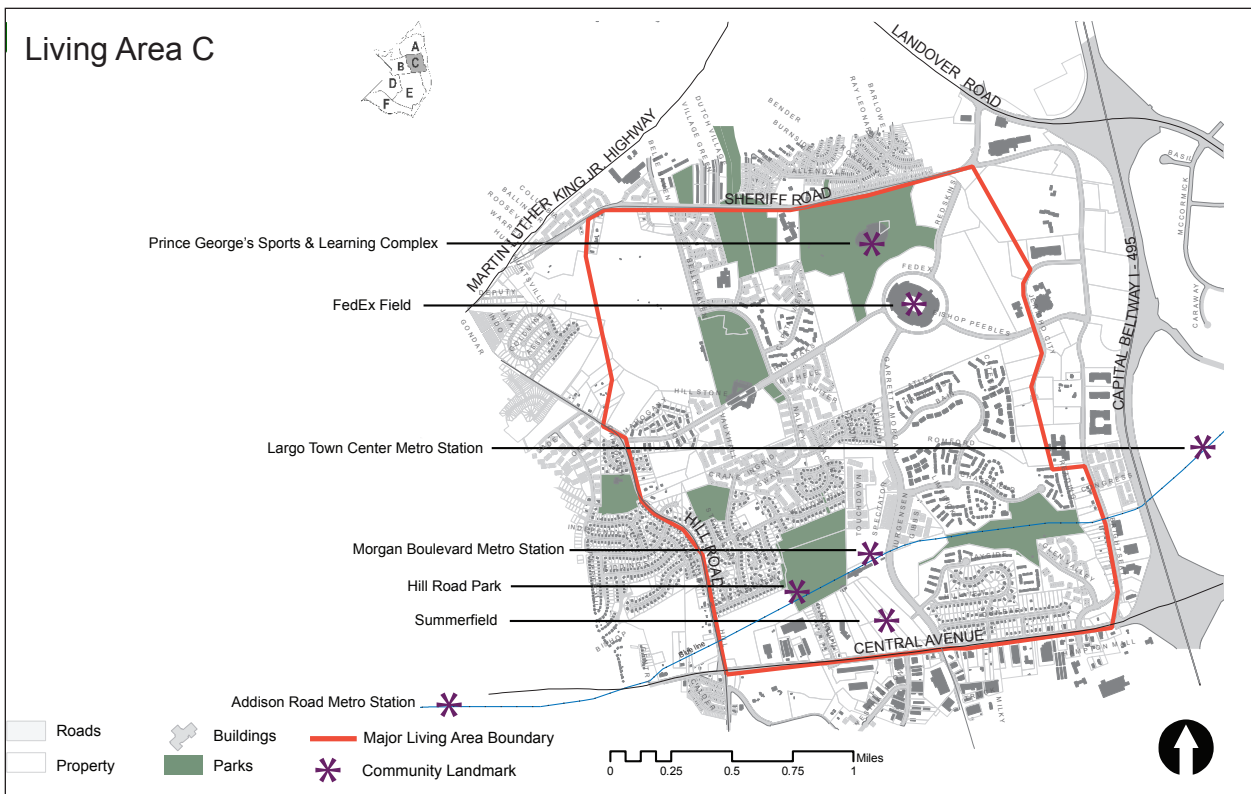
### Existing Conditions

Living Area A is generally defined as the northeastern portion of Subregion 4 delineated by the Ardwick–Ardmore Industrial area and US 50 to the north, I-495 to the east, Sheriff Road to the south and the Kentland Community Center Park and South Columbia Community Park to the east. Over half of the City of Glenarden's incorporated limits are included in Living Area A. Three of the General Plan centers (New Carrollton Metro Center, Landover Metro Center, and Landover Gateway) border with Living Area A, which has approximately 3.4 square miles of land area.

Living Area C is immediately to the south of Living Area A and is bordered from Sheriff Road to the north, Central Avenue to the south, the Jericho Campus and Brightseat Road to the east, and Hill Road and the National Harmony Cemetery to the west. The Washington Redskins FedEx Field and the Morgan Boulevard Metro center are included within Living Area A and attract activity in the area. Living Area C has roughly 2.5 square miles of land area.



Map 5-2: Living Area A



Map 5-3: Living Area C

For the purpose of the Subregion 4 Master Plan, Living Areas A and C along with the adjoining industrial areas that extend all the way to I-95/I-495 to the east and US 50 to the north are combined and encompass Zone 1.

## Demographic Indicators

### **Population**

Since 2000, it is estimated that Zone 1 has grown at the fastest rate (1.4 percent) of all three zones. Much of its growth (425 residents) has occurred in Living Area C, where the population has grown by 3.5 percent. This is contrasted with the 0.4 percent increase (92 residents) in Living Area A. Living Area C also has the smallest population (12,671) of any living area.

This zone is projected to continue its overall increase in population over the next five years at an annual pace three times greater than the previous eight years. The potential for a population increase is also more likely to occur here as Zone 1 has the lowest population density of any zone at 4,188 residents per square mile. Much of the growth is to occur in Living Area C (7.7 percent) as increased activity is expected near the Morgan Boulevard Metro Station and FedEx Field.

Zone 1 has also the youngest population in comparison to the rest of the subregion. It has the largest percentage of school-aged residents (37 percent) and the smallest percentage of residents over 44 (26.2 percent) among the three zones. In particular, the percentage of the population over 65 in Living Area C (4.1 percent) is the lowest among all six living areas and its population under 5 is the highest (12.2 percent). In the other part of Zone 1, Living Area A has the largest percentage of 5- to 19-year olds (27.5 percent). These statistics reveal that many new families and/or single parents are located here and that retail and service outlets will need to cater to this younger population. Current projections show that over the next five years, this distribution among age groups will not drastically change. Zone 1 will still

have the highest percentage of school-aged residents and lowest percentage of residents at the peak of their careers and/or in retirement.

Of the six living areas, only Living Area C has a much different racial composition than in Subregion 4. The black population in this area is eight percent lower (84.5 percent) than in the subregion, while the percentage of the white population is three times higher (9.3 percent). In addition, the percentages of the other identified races and Hispanic origin population in Living Area C, while still modest, are approximately twice as high as recorded in the subregion.

### **Households**

Almost 70 percent of the household growth in Zone 1 has occurred in Living Area C (163 households). Although this area has the smallest number of households (4,186), its growth rate since 2000 is the greatest at 4.1 percent. On the other hand, Living Area A has seen only modest growth, adding 72 households. As for projections, Living Area C, despite its size, is expected to add the most new households (325) by 2013. This 1.6 percent annual growth rate is more than three times greater than any other living area.

### **Municipalities**

#### *City of Glenarden*

Glenarden residents enjoy quiet neighborhoods populated by long-time residents and the community is the location of two large affordable housing developments. A significant number of residents have resided in the city for 20 years or longer. Many of these residents are considered to be aging in place. Although this has enabled the city to remain fairly stable for a long period of time, it may also mean that over the next 10 to 20 years the city will experience transition among its older households and within what is now stable neighborhoods. The impact that the Glenarden Apartments is having on the area is also a major concern. The apartment complex

consists primarily of lower-income households, and it is generally felt that the complex contributes to drug use and crime in the area.

The city has a total area of 1.3 square miles. As of the 2000 census, there were 6,318 people, 2,078 households, and 1,664 families residing in the city. The population density was 4,829 people per square mile. There were 2,167 housing units at an average density of 1,656 per square mile. The racial makeup of the city was 0.85 percent white, 95.77 percent African-American, 0.36 percent Native American, 0.65 percent Asian, 0.03 percent Pacific Islander, 0.36 percent from other races, and 1.96 percent from two or more races. Hispanic and/or Latino of any race were 0.76 percent of the population.

Of the 2,078 households, 41.5 percent had children under the age of 18 living with them, 37.9 percent were married couples living together, 36.7 percent had a female householder with no husband present, and 19.9 percent were nonfamilies. Individuals made up 17.7 percent of all households, and 5.0 percent had someone living alone who was 65 years of age or older. The average household size was 3.04 and the average family size was 3.39 persons.

In the City of Glenarden, the population was spread out with 35.6 percent under the age of 18, 7.8 percent from the ages of 18 to 24, 27.0 percent from 25 to 44, 20.0 percent from 45 to 64, and 9.6 percent who were 65 years of age or older. The median age was 31 years. For every 100 females there were 79.9 males. For every 100 females age 18 and over, there were 68.7 males.

The median income for a household in the city was \$44,583, and the median income for a family was \$45,932. Males had a median income of \$37,961 versus \$32,953 for females. The per capita income for the city was \$18,578. About 15.9 percent of families and 15.6 percent of the total population were below the poverty line. Of those percentages, 25.0 percent were under the age 18 and 7.5 percent were 65 years old or over.

### **Area History**

Glenarden is significant as an early-twentieth century suburban community established as a result of the development of the Washington, Baltimore, and Annapolis Electric Railway in 1908. In February 1910, William R. Smith of Washington, D.C., purchased 78 acres of land on the Washington, Baltimore, and Annapolis line (WB&A) between Lincoln and Ardwick Station. Later that year, Smith purchased an additional 76.3-acre parcel of land along the WB&A line from the estate of Ann H. Bowie. In 1911, the larger parcel was platted as Glenarden Heights; in 1913, the smaller parcel was platted as Glenarden. A third parcel, across the railroad line from Glenarden, was platted as Ardwick Park in 1921, but not recorded; later, Ardwick Park was resubdivided and named Glenarden Woods. Glenarden Woods was annexed by Glenarden in the 1950s; however, the Ardwick Park area had been referred to as Glenarden from its earliest days.

Smith's Glenarden Development Company marketed the community of Glenarden to African-Americans. This strategy was likely due to the earlier development of two other African-American communities along the electric railway line, Lincoln and Fairmount Heights.

By 1920, all but four of the 25 households in Glenarden were headed by African-Americans. In 1922, a two-room school was constructed with the assistance of the Julius Rosenwald Fund in the Ardwick Park section. That year, St. Joseph's Catholic Church was built on a five-acre site in the same area.

By the end of the 1940s, there were 51 dwellings in the district, with 25 in Glenarden, 20 in Glenarden Heights, and six in Ardwick Park. The lack of amenities, such as public utilities and paved roads, likely hindered development of this suburban enclave.

In 1939, through the efforts of the Glenarden Civic Association, the Town of Glenarden was incorporated by an act of the Maryland General Assembly. Glenarden became the

third African-American municipality in Prince George's County, after North Brentwood in 1925 and Fairmount Heights in 1935.

When the town's fortunes were rising, the Washington, Baltimore, and Annapolis Electric Railway Company was on the decline, and WB&A ceased passenger service in 1935. Access to Washington, D.C., and other employment centers was facilitated a decade later when the Washington, Marlboro, and Annapolis Motor Lines, Inc., began offering bus service between Glenarden and Seat Pleasant. By 1950, the WB&A right-of-way had been converted into MD 704, the George Palmer Highway. That year, the population of Glenarden and Glenarden Heights totaled 491. The Palmer highway was renamed the Martin Luther King, Jr. Highway in 1986.

W. H. Swann, who had served as president of the Glenarden Civic Association, became the town's first mayor in 1939. Improvements undertaken during his two-year term included the introduction of home heating and electricity, the surfacing of roads, and the establishment of a police force and a fire department. In 1943, the town hall was constructed and in 1950, a post office. In 1957, the original two-room schoolhouse was replaced with a modern facility, the Glenarden Woods Elementary School.

Raymond Smith opened a barbershop on George Palmer Highway in the early 1950s. Smith recalled that a number of businesses owned by African-Americans were located on the block to serve the community of Glenarden, including his barbershop, two restaurants, a dry cleaner, and a gas station. Area businessmen supported activities for the youth of the community. Smith himself supported boys' and girls' softball teams, a track team, and, with a number of other businessmen, a sandlot baseball team. The team, named the Glenarden Braves, competed against teams from Brandywine, Pomonkey, and other areas. In 1954, a recreation center was erected at Church Street and Piedmont Avenue. Members of the

Glenarden Men's Club provided the center's playground equipment.

In the 1950s and 1960s, the population of Glenarden grew after the annexation of Glenarden Woods, Glenarden Apartments, and Tyrol Estates. In 1961, the population totaled 1,336.

By the 1960s, however, Glenarden's older housing stock was deteriorating. With the assistance of federal funds, the Glenarden Housing Authority constructed a 90-unit public housing project in 1963. The next year, the construction of I-495, the Capital Beltway, caused the removal of all houses on Sixth Street and on the east side of Fifth Street. The semicircular streets around the Glenarden railway stop were removed circa 1965 for construction of a municipal center that replaced the first town hall. St. Joseph Catholic Church moved from its original location in Ardwick Park in 1967.

The community underwent a further transformation in the mid-1970s, when the town received a HUD Community Development Block Grant. As many as 600 households were scheduled for relocation in the 1960s and 1970s, and much of the older housing was replaced with public housing. Municipal projects completed in 1978 with the assistance of HUD funds included an expansion of the municipal center and the construction of a local branch of the county library system; both projects were designed by a Glenarden resident, architect Anthony Johns.

In the final decades of the twentieth century, the population and area of Glenarden continued to grow with the assistance of further annexations. The Washington Commerce Center and Carrollton Station subdivision were annexed in 1983. In 1985, Glenarden annexed the 245-acre Royale Gardens tract on its eastern boundary. In summer 2008, construction got under way on a \$500 million mixed-use development on the Royale Gardens site.

Glenarden's development can be traced in a series of historic maps. The 1914 topographic map shows the route of the Washington, Baltimore, and Annapolis Electric Railway, but the new subdivision is not named. A map in the Prince George's County Atlas published in 1940 shows the railroad line and a number of dwellings concentrated along Glenarden Parkway in Glenarden and Lincoln Avenue in Glenarden Heights, and a few in Ardwick Park near St. Joseph's and on Piedmont Avenue. The 1950 highway map shows the incorporated town of Glenarden (with gravel-surfaced roads) bordered on the west by the George Palmer Highway, now located in the earlier railroad right-of-way. A 1964 Glenarden map shows the streets within the town boundaries 50 years after the community was originally platted.

#### **Community Character in Glenarden**

A windshield survey of Glenarden was conducted in June 2008. The suburban setting of the primarily residential community is largely unchanged from the previous survey, conducted in 1999.

Glenarden is surrounded by a wooded area, providing a strong boundary for the community. House lots also feature many tall, mature trees. The community is divided into three sections by two major north/south roads: MD 704, Martin Luther King, Jr. Highway on the west, and I-495 on the east (the western most border of Subregion 4). A secondary north/south thoroughfare, Brightseat Road, lies between the two. The main west/east thoroughfare is Glenarden Parkway.

The street pattern is composed of a grid system east of the Martin Luther King, Jr. Highway section and curvilinear layout in the west. There are a number of culs-de-sac, primarily in the western section. The major streets have sidewalks and curbs. Most houses in Glenarden have modest setbacks and driveways.

Few buildings from the first decade of development are extant. The earliest buildings are dwellings dating from the 1920s and are

either in the Colonial Revival or bungalow style. Other residential building forms in the community include "minimal traditional," Cape Cod, ranch, and split-level.

The houses display a variety of cladding materials including brick, concrete block, and aluminum and vinyl siding, with some façades containing a mix of two materials. The houses east of Brightseat Road are larger than those on the west. Many of the smaller houses have been expanded with additions. A majority of the houses in the City of Glenarden were constructed after the mid-1960s.

Glenarden Woods Elementary School is located in the northwestern section of the community, as is the Martin Luther King, Jr., Community Center. The James R. Cousins, Jr., Municipal Center and U.S. Post Office are located on the east side of Martin Luther King, Jr. Highway in the center section of town. Nearby, set in a park, is the Glenarden Community Center.

The Glenarden Branch of the Prince George's County Memorial Library is located on the east side of Brightseat Road at Glenarden Parkway, also in the center section. St. Joseph Catholic Church is located just east of the community on Saint Joseph's Drive in Largo. The few commercial buildings in the community are located on Martin Luther King, Jr., Highway.

Today, the City of Glenarden lacks the physical continuity of the original twentieth-century subdivisions and a consistent sense of community. This is largely due to the incursion of two major north/south thoroughfares, the demolition of older housing stock in the 1960s and 1970s, expansion through annexation of adjacent subdivisions, and alterations to the original plan caused by modern construction projects.

Glenarden does retain a strong physical boundary, with the borders marked by woods and few through streets spanning the city limits. A greater sense of community exists in the western section of the city, known as

Glenarden Woods. In this area, no major roads cut through the site and the higher terrain screens the Martin Luther King, Jr. Highway from the residential neighborhoods.

## **Major Land Uses in Living Areas A & C**

### ***Residential Land Use***

The area provides a variety of housing styles that range from single-family detached in the City of Glenarden and Kent Village community, townhomes along Garrett A. Morgan Boulevard and off of Sheriff Road, and multifamily housing adjacent to Kentland Community Park as well as close to FedEx Field. The residential development of the area occurred mainly in the 1960s but older housing stock is evident in the area that dates back to the 1940s and 1950s and exists in areas such as the single-family residential neighborhoods north of Martin Luther King, Jr. Highway and east of Landover Road in the Kent Village Community. The town-home development along Garrett A. Morgan Boulevard presents an example of the newest housing style in the area. The Summerfield Military Housing Community is located just south of the FedEx Field area and the redevelopment of the site is one of the major initiatives discussed in this plan.

### ***Retail/Commercial Land Use***

Limited retail and commercial opportunities that service the neighborhood can be found mainly along Martin Luther King, Jr. Highway and Landover Road. The array of available services in the area includes a grocery store, car service-related stores, liquor stores, cleaners, hair salons and barber shops, convenience stores, and carry-out restaurants. The character of retail and commercial uses in this zone is mainly suburban and sporadic. They occur in different locations along the two main vehicular corridors and are not characterized by any common visual, design, or signage elements that would create the opportunity of a hub and a stronger base.

Additionally, religious institutions are evident in previously commercial buildings. The partially empty Landover Crossing Shopping Center is visible when entering Subregion 4 from the east and Sears still remains open at the otherwise vacant and demolished site of Landover Mall.

Stronger commercial and mixed-use opportunities are planned in the future and will occur within or in close proximity to Zone 1 including the Morgan Boulevard and New Carrollton Metro centers, the Landover Gateway, and the Landover Mall just east of I-95. Although these developments will accommodate a different style and scale of commercial and retail opportunities, there is a need to establish greater development and maintenance standards for the neighborhood commercial uses to remain viable.

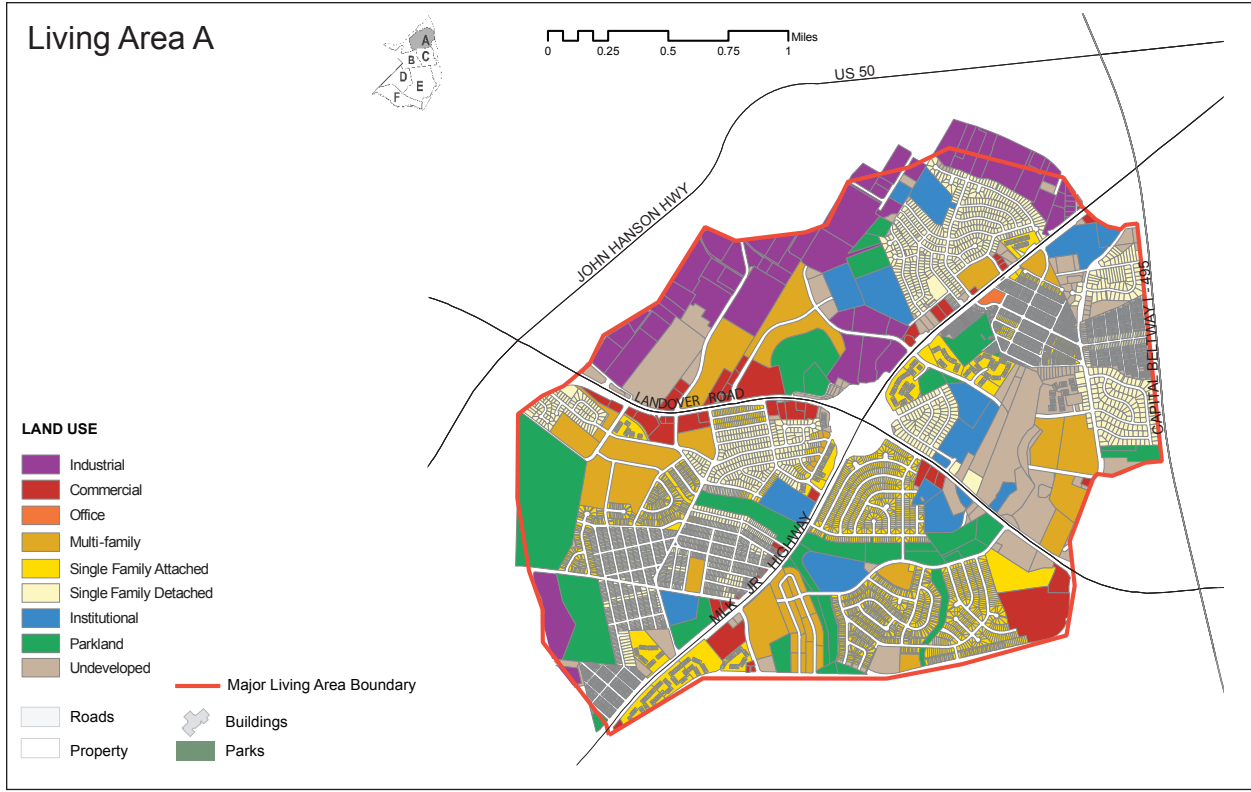
### ***Office, Flex, Industrial Land Use***

Extensive and viable employment industrial uses surround Zone 1 to the north and east. The accessibility and proximity of the area to the highway system provides an ideal location for office, flex and industrial uses to occur. One-story distribution, light industrial, and office park developments are evident along Ardwick-Ardmore Road, Pennsy Drive, and in isolated places along Brightseat Road.

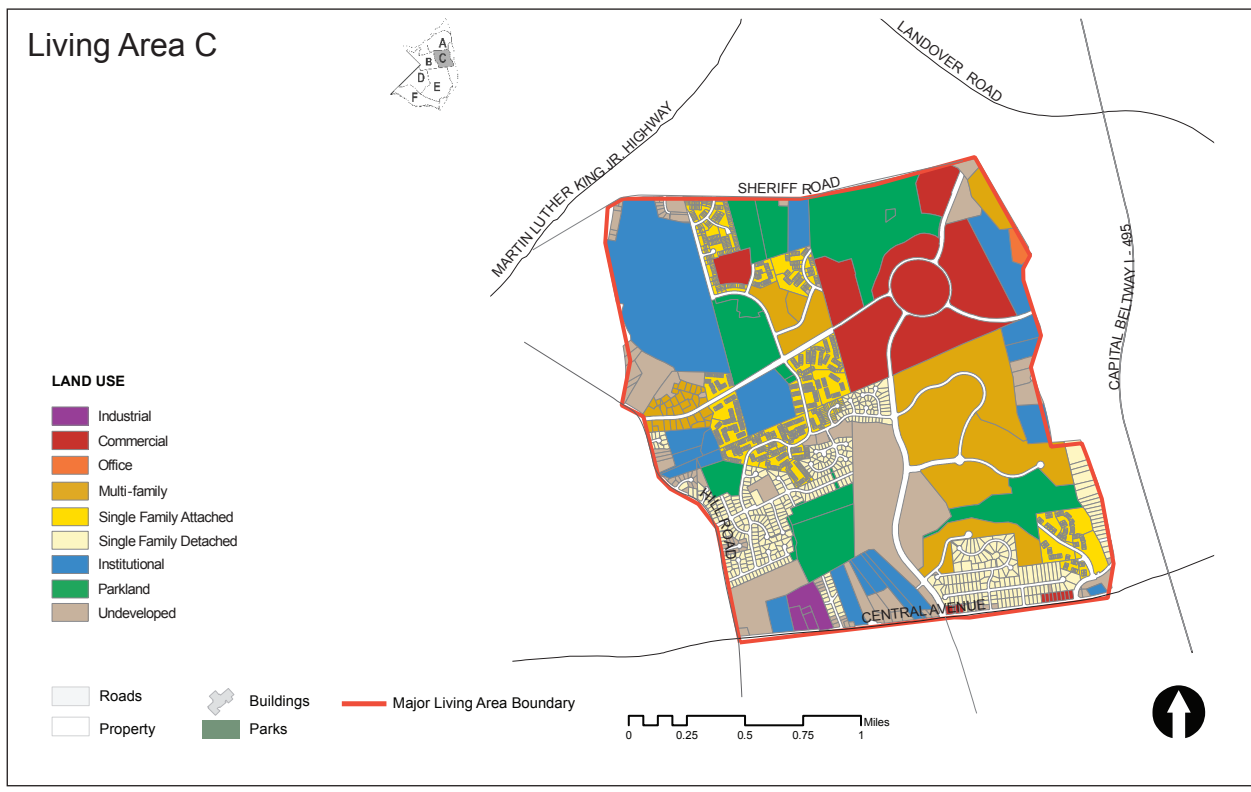
### **Public Facilities**

This area is home to Kentland Fire Station, Glenarden Library, and Landover Police Station. Nine elementary schools (Columbia Park, Cora L. Rice, Dodge Park, Glenarden Woods, John Carroll, Judge Sylvania Woods, Kenmoor, Matthew Henson and William Paca), two middle schools (G. James Gholson and Kenmoor), and the Bonnie F. John's Educational Media Center are also located here.

This area also has a number of park and recreation facilities. Four community centers, eight community parks, and six neighborhood parks serve Living Areas A and C.



Map 5-4:  
Land Use Living Area A



Map 5-5:  
Land Use Living Area C

## Natural Environment

The Beaverdam Creek, a primary corridor of the subregion's green infrastructure network, runs through this area. Primary corridors include the main stems of major waterways in the region, and each receives most of the runoff from surrounding land uses. Connecting these corridors is critical to the long-term viability and preservation of the green infrastructure network and will also serve to preserve the region's water quality.

Conservation and preservation of these corridors, particularly the headwater areas, will help to improve water quality downstream.

There are a number of places in this area where flooding is a problem; these are typically areas that were developed before the enactment of stormwater management regulations. As a result of these problems, intense retrofitting and innovative methods are needed in Subregion 4, including stream bank stabilization, reduced amount of impervious area, increased plantings in stream bank buffer areas, and coordinated efforts to improve water quality.

## Circulation

There are sidewalks on both sides along most major roadways in Zone 1 (Living Areas A and C), such as Brightseat Road, Landover Road, Martin Luther King, Jr. Highway, Ardwick-Ardmore Road and Dodge Park Road. However, there are short sections within some of these roadways where there are no sidewalks available on only one side. Roadways around FedEx Field have good sidewalk coverage, with clearly marked pedestrian crossings leading from parking areas to the stadium. Additional streets, such as 75th Avenue, Pennsy Drive, Kent Village Drive, and Columbia Park Avenue, have sidewalks on both sides. The streets around the New Carrollton Metro station also have sidewalks.

## Strengths and Opportunities

### *Economic Development*

- The close proximity of Subregion 4 to various employment, entertainment, historic, and recreational amenities provides an ideal environment for economic growth. The industrial and office centers along the northern and eastern edges of Living Areas A and C provide for substantial areas of employment.
- FedEx Field brings thousands of visitors to the area for various entertainment activities. If the stadium remains operational, more activity may be captured through increased complementary development catering to visitors. If the contract is not renewed and the stadium is demolished, the large site possesses substantial redevelopment opportunity.
- There is a perception that the area is underserved by retail establishments (e.g., restaurants, pharmacies, etc.), indicating commercial development opportunities exist along the major corridors and in existing neighborhood centers in Subregion 4. Martin Luther King, Jr. Highway has the potential to accommodate new commercial development.
- Creating high-quality residential development on vacant and infill parcels will provide greater incentive for new retailers to locate in Subregion 4. Compared with neighboring communities in the Washington, D.C., metropolitan area, residential property values in Subregion 4 are more affordable.
- There is significant commuter traffic traversing the area that increases the retail demand on the major corridors.

### *Land Use and Urban Design*

- This area has the potential to be very strong economically given that it has three designated mixed-use growth centers and one of the strongest municipalities (City of Glenarden), once Woodmore Town

Center is developed and fully leased. The New Carrollton Metro, the Landover Metro, and the Landover Gateway Center create a three center catalyst area.

The Morgan Boulevard Metro area, as well as the FedEx Field area, provide additional opportunities for redevelopment at the southern portion of Zone 1. Any development and redevelopment efforts will require considerable public improvements, funding, and implementation.

- Glenarden is a community in transition from an aging population to younger families, which could spark a need for more open space park amenities, recreation facilities, new housing, and school expansions. Additionally, Glenarden has a number of sites available and could be considered for redevelopment with new land uses (e.g., the Martin Luther King, Jr. Community Center site could be used for residential infill).
- Living Area C is still emerging from its agricultural roots to its status as the newest mixed-use entertainment, living area. It has the potential to be shaped as a unique living environment within Subregion 4.
- The Summerfield Military Housing located in Living Area C should be considered for redevelopment in the broader context of both the Morgan Boulevard Metro Center and the potential future reuse of the FedEx Field parking lots.
- The FedEx Field site presents an opportunity for a sports-oriented, mixed-use village surrounding the stadium.
- With the endorsement, funding, and implementation of an extension of the light rail transit Purple Line, an opportunity exists to plan and develop in order to optimize the area in the future.

### ***Housing and Neighborhoods***

- Positive qualities that were cited included affordable housing, quiet atmosphere of established neighborhood areas, stability of long-term residents, and new housing

opportunities as represented through developments on Garrett A. Morgan Boulevard (Camden Summerfield and Victory Promenade).

- The close proximity to the Morgan Boulevard Metro Station and Landover Gateway Center, which are important catalyst sites to build on and attract neighborhood reinvestment.
- The City of Glenarden has a relatively stable housing stock with vacant land suitable for new residential development opportunities. Although the existing housing stock is aging, the neighborhoods are well maintained and attractive places to live for long-time residents and first-time homebuyers.

### ***Environmental Resources***

- The three categories of the green infrastructure plan (regulated areas, evaluation areas, and network gaps) provide a framework to preserve and enhance environmental quality.
- The evaluation areas and network gaps can serve as the basis for a stream valley greenway and trail system.

### ***Parks and Public Facilities***

- Older parks can be renovated and upgraded to accommodate changing recreation demands in established neighborhoods.
- Subregion 4 has 15 undeveloped parks that can be improved with amenities, providing a green space for local residents.
- Subregion 4 has a considerable share of the county's excess public school capacity. Zone 1 has 32 percent available capacity at the nine elementary schools and 19 percent available capacity at its two middle schools.

### ***Historic Resources***

- The historic community of Glenarden is significant as an early twentieth-century suburban community that was

established as a result of development of the Washington, Baltimore and Annapolis Electric Railway in 1908.

- The Webb-Brown House is a historic site.
- Two documented properties exist in Living Areas A and C: The Glenarden Rosenwald School and National Harmony Memorial Park.
- Two properties in Living Areas A and C are designated on the National Register: Beall's Pleasure and Ridgely Church and Cemetery.

### ***Transportation***

- There is an opportunity to extend the proposed Purple Line light rail to service Landover Gateway and other proposed redevelopment areas.
- Transit-oriented development at the General Plan centers can reduce the number of vehicle trips in the area and provide opportunities to expand and connect the pedestrian and bicycle network.
- The three Metro stations in Living Areas A and C provide easy transit access to residents.
- The roadway system in Living Areas A and C facilitates connection to I-95/495 and US 50.

## **Issues and Challenges**

### ***Economic Development:***

- The number and condition of businesses are viewed as undesirable by local residents. There is also a lack of variety and presence in retail and service businesses offering necessary/staple goods. Any economic growth or development in Subregion 4 needs to correspond with the changing demographics.
- Businesses operating on industrial parcels/sites negatively impact nearby surrounding areas with traffic and noise, resulting in decreased potential for new development.

- Established or planned retail and employment centers in neighboring areas directly compete with the potential for new development to occur in Subregion 4.
- The largely vacant Summerfield Military Housing site—and its unknown future use—have a negative impact on new investment in the area.

### ***Land Use and Urban Design***

- The lack of transition in land use between the residential and industrial areas impacts both quality of life and industrial function.
- The Martin Luther King, Jr. Community Center and Park is in disrepair and not currently in use. This is just one example of the smaller (one room) community centers and recreation facilities that need to be expanded, renovated, or improved in the subregion.
- There are a number of very large rental apartment complexes dating back to the mid-1960s and 1970s that dominate the land use in Glenarden, Living Area A, and the larger subregion. Although diversity of housing options is desired, the different housing types offered are not currently integrated. Apartment complexes stand gated and disconnected from the rest of the living areas, which creates a negative perception of the area.
- Residents have stated that FedEx Field has a negative impact on adjacent communities, bringing in too many people from outside of the community without improved access or beautified environs to mitigate the impacts.

### ***Housing and Neighborhoods***

- One of the primary challenges cited in the stakeholders' workshop was the encroachment of the industrial area and other nonconforming uses into established residential Living Area A.
- Living Area C includes the Morgan Boulevard Metro station and new higher-density housing located adjacent to the

station. Existing residents of the older neighborhoods nearby are concerned by the way in which new development relates to the existing residential areas.

- The uncertainty of the Summerfield Military Housing development in Living Area C is a critical residential factor within this living area. Residents do not want vacant homes re-occupied as another concentration of lower-income households. Most stakeholders want the site to be mixed-income housing with a strong management component.
- Living Area C lacks a defining residential neighborhood character that existed prior to the development of FedEx Field. During the public engagement process, residents expressed their hope and desire for this plan to serve as a tool to reestablish neighborhood character and achieve more mixed-income developments.

### ***Environmental Resources***

- Land uses and development have been established in floodplains, high water tables, wet soils, and steep slope areas, with consequential occurrence of flooding, drainage problems, and the deterioration of buildings and properties.
- The problems of floodplain construction, poor drainage patterns, and stream valleys that produce runoff and flooding, particularly in the Beaver Dam Creek and Cabin Branch areas and also in Deanwood Park, require specific and immediate attention.
- The conservation of natural ecological features, such as steep slopes, stream valleys, and wooded topography, is of primary importance, particularly in the Hill Road community.
- Buffer strips are needed between incompatible land uses in living areas.
- The noise levels generated by the railroad and highways are having a negative impact on adjacent residential areas.

- High levels of nighttime lighting are having a negative impact on adjacent residential areas.
- Many of the existing buildings and homes are not energy-efficient.

### ***Parks and Public Facilities***

- The area lacks adequate parks and open space to serve the present and forecasted population.

### ***Historic Resources***

- There are no historic resource issues identified in this zone.

### ***Transportation***

- Heavy commuter traffic on major thoroughfares cuts through the communities of Subregion 4. The volume of traffic creates congestion during rush hour on Martin Luther King, Jr. Highway, Landover Road, and Central Avenue.
- There is an insufficient number of roadways that travel north/south through the communities.
- The sidewalk network is incomplete. Many roadways either have no sidewalks or the existing sidewalks are too narrow.
- Traffic from events at FedEx Field impedes local traffic from moving through the neighborhoods and residents from accessing their homes.

### ***Recommendations***

#### ***Land Use and Community Design***

- Preserve and expand industrial land use wherever possible along the northern and eastern perimeter of the subregion.
  - ◇ Action Sites: Ardwick-Ardmore industrial area
- Reassign remnant residential land use parcels adjacent to employment parcels if the residential land is blighted, vacant, or underutilized.
  - ◇ Action Sites: Ardwick-Ardmore industrial area

- Reassign isolated commercial parcels that are no longer economically viable as neighborhood-serving commercial clusters.
  - ◇ Action Sites: Martin Luther King, Jr. Highway commercial uses between Hubbard Road and Dellwood Avenue, Kent Village Shopping Center
- Encourage Central Avenue and Marlboro Pike commercial corridor node/cluster development.
  - ◇ Action Sites: Hill Road Regional Center
- Direct office development to the centers.
  - ◇ Action Sites: New Carrollton Metro, Metro East Office Park, and Landover Metro sites
- Focus high-density condominium and apartment living to the centers.
  - ◇ Action Sites: Morgan Boulevard, Landover Gateway, Landover Metro
- Direct commercial/retail development to the centers.
  - ◇ Action Sites: Morgan Boulevard, Landover Gateway, Landover Metro
- Relocate industrial properties from the centers.
  - ◇ Action Sites: Landover Metro area between Landover Road and Pennsy Drive, Morgan Boulevard Metro, south side of Central Avenue
- Site new schools and colocate recreation facilities in underserved areas.
  - ◇ Action Sites: New school facility on Columbia Park Road at Kentland Park, potential for additional urban school models as part of centers, nodes, or new opportunity sites (possibly Summerfield site).
- Reestablish the green infrastructure network by redeveloping key sites along greenway corridors.
  - ◇ Action Sites: FedEx Field site redevelopment, Summerfield development, Kings Court Apartments, Landover Metro, Beaverdam Creek
- Expand or build new schools and community centers along the greenway corridors at key roadway crossings.
- Steer churches/religious institutions to residential or institutional land use/zoning areas, rather than commercial or industrial sites to keep from losing additional tax base.
  - ◇ Action Sites: 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
- Preserve and conserve existing older neighborhoods.
  - ◇ Action Sites: Glenarden neighborhoods, Kentland neighborhood, Palmer Park neighborhood, Columbia Park neighborhood
- Develop single-family houses and townhouses only in the living areas; apartment/condo living should be relegated to growth centers and corridors.
  - ◇ Action Sites: King, Court Apartments redevelopment, Portions of FedEx Field site, Glenarden sites near Martin Luther King, Jr. Highway
- Preserve and strengthen commercial uses in growth centers, shopping nodes, and main street areas.
- Develop mixed-use development within one-half mile of growth centers.
- Redevelop the MD 202 Landover Road interchange cloverleaf.
  - ◇ Action Sites: Potential for gateway office buildings and residential infill with new urban diamond interchange concept
- Establish the northeast area of Subregion 4 as the urban heart of Prince George's County by focusing on growth centers and commercial destinations inside and outside the Capital Beltway.
  - ◇ Action Sites: Woodmore Town Center, Landover Gateway Center, Largo Town

Center, FedEx Field site, and Morgan Boulevard Metro Center.

- Limit mixed-use overlay zones surrounding the growth centers.
  - ◇ Action Sites: Central Avenue frontage east of Morgan Boulevard, Martin Luther King, Jr. corridor overlays at Glenarden, Sheriff Road crossing, and Seat Pleasant
- Create distinct overlay zones for commercial, industrial, and residential guidelines.
  - ◇ Action Sites: Martin Luther King, Jr. corridor, Ardwick-Ardmore Road, and Pennsy Drive corridor
- Reassign land use for high-density residential areas that are slipping to Section 8 government-funded subsidized housing.
  - ◇ Action Sites: Glenarden Apartments, Maple Ridge Apartments, Kings Court Apartments
- Reassign commercial corridor areas that have outlived their lifespan and designate to residential use.
  - ◇ Action Sites: Martin Luther King, Jr. Highway at Glenarden, Landover Crossing Shopping Center, industrial and commercial edge along north side of Walker Mill Park expansion
- Develop a hierarchy of urban road and streetscape standards for the area.
  - ◇ Action Sites: Boulevards, primary address streets, secondary transition streets, tertiary residential streets and service streets/alleys
- Develop prescribed industrial park development standards and public realm guidelines.
  - ◇ Action Sites: Ardwick Industrial Park, Brightseat Road industrial corridor
- Develop urban park, plaza, and open space standards applicable within the centers, corridor nodes, and neighborhood commercial centers.

## ***Housing and Neighborhood Revitalization***

### **Policy 1**

Establish mixed-income developments and create new opportunities for single-family, detached housing near new or proposed retail and mixed-use development sites.

### **Strategies**

- The county should assemble land and package key parcels with development covenants.
- Develop guidelines for use of HOME and Community Development Block Grant funding by municipalities that reinforce conformance policy.

### **Policy 2**

Establish a regulatory framework of land use and zoning restrictions for reuse of Summerfield site that reinforces mixed-use/ mixed-income development; set aside percent of units for lower income households.

### **Strategies**

- Provide schematic site analysis as a template for developers to follow.
- Use low-income housing tax credits to ensure that 20 percent of the units are set aside for lower-income households.

## ***Environment***

### **Policy**

Protect, preserve, and enhance the area's green infrastructure by addressing localized problem areas.

### **Strategy**

- Address flood-prone areas and areas with recurring drainage issues through retrofitting, stream bank stabilization, reducing the amount of impervious area, increasing plantings in stream bank buffer areas, and coordinating efforts across agencies to improve water quality. The areas in Zone 1 requiring evaluation include Beaverdam Creek in its entirety and the Cattail Branch Tributary.

## **Public Facilities**

### **Policy**

Ensure that public facilities are adequate to serve the local population.

### **Strategies**

- Build a library to support population growth in Zone 1 if a library is not built in Landover.
- Consider creating small libraries within community centers to serve areas not in close proximity to libraries.
- Review the school site at Kenmoor for potential colocation with another school or for redesign of the grounds as public parkland.

## **Historic Preservation**

### **Policy**

Preserve local historic sites and resources.

### **Strategies**

- Evaluate whether portions of Glenarden merit designation as a local historic or conservation district or listing in the National Register of Historic Places.
- Support the neighborhood efforts to develop community-enhancing techniques, such as interpretive signage, when historic district designation is not an option.
- Encourage historic property owners to pursue financial support through mechanisms such as the Prince George's County Historic Property Grant Program.

## **Transportation**

For roads and transit recommendations, see Chapter 8, Transportation Systems.

### **Policy 1**

Develop bicycle-friendly roadways to improve connectivity throughout Zone 1.

### **Strategies: Short-Term**

- Central Avenue: Implement bike lanes from Southern Avenue to Capital Beltway.
- Landover Road: Implement bike lanes from John Hanson Highway to Capital Beltway.

- Ardwick-Ardmore Road: Implement bike lanes from John Hanson Highway to Capital Beltway.

### **Strategies: Mid-Term**

- Sheriff Road: Install bike lanes from Eastern Avenue to Redskins Road.
- Columbia Park Road: Install bike lanes from Martin Luther King, Jr. Highway to John Hanson Highway.
- Belle Haven Drive: Install bike lanes from Sheriff Road to Martin Luther King, Jr. Highway.
- Belle Haven Drive/Nalley Road: Install bike lanes from Sheriff Road to Lottsford Drive.
- Brightseat Road: Install bike lanes from Ardwick-Ardmore Road to Sheriff Road.
- Brightseat Road: Install bike lanes from Central Avenue to Redskins Road.
- Pennsy Drive/Old Landover Road: Install a sidepath or wide sidewalk to accommodate pedestrian and bicycle traffic from Corporate Drive just north of John Hanson Highway to Landover Road.
- Dodge Park Road: Install bike lanes from Landover Road to beyond Hubbard Street.
- Kent Village Drive: Install bike lanes from Columbia Park Road to Landover Road.
- Veterans Parkway: Install bike lanes from Pennsy Drive to John Hanson Highway.
- Hill Oaks Road: Install bike lanes from Hill Road to beyond Hill Stream Drive.

### **Strategies: Long-Term**

- Garrett A. Morgan Boulevard: Implement bike lanes from FedEx Way to Central Avenue.
- Redskins Road: Implement bike lanes from FedEx Way to Sheriff Road.
- Bishop Peebles Drive/Arena Drive: Implement bike lanes/sidepath from FedEx Way to Capital Beltway.
- Evarts Street: Implement bike lanes from Brightseat Road to Capital Beltway.

including a section of proposed extension of Evarts Street to connect to Campus Way.

- Martin Luther King, Jr. Highway: Implement bike lanes or sidepath from Eastern Avenue to Capital Beltway.

## **Policy 2**

Improve pedestrian connectivity throughout Zone 1 by installing sidewalks and pedestrian amenities.

### **Strategies: Short-Term**

- Martin Luther King, Jr. Highway: Install sidewalks on both sides of the roadway near intersection with Landover Road.
- Central Avenue: Install sidewalks from Brightseat Road to Capital Beltway.
- Ardwick-Ardmore Road: Install sidewalks from Martin Luther King, Jr. Highway to Capital Beltway.
- Morgan Boulevard Metro Station: Install wide sidewalks and pedestrian amenities on Central Avenue from Brightseat Road to Hill Road to improve pedestrian access.
- Hubbard Road: Install sidewalks from Martin Luther King, Jr. Highway to beyond Dodge Park Road. Install continuous sidewalks on both sides of the roadway to improve pedestrian access to schools.
- Barlowe Road: Install sidewalks from Martin Luther King, Jr. Highway to dead-end beyond Smoketree Lane. This recommendation continues sidewalks on both sides of the roadway to improve pedestrian access to schools.
- Belle Haven Drive at Sheriff Road: Install pedestrian amenities including crosswalks, countdown signals, and Americans with Disabilities Act (ADA)-compliant ramps at the intersection.
- Landover Road at 75th Avenue/Kent Town Place: Install pedestrian amenities including crosswalks, countdown signals, and ADA-compliant ramps at the intersection.
- Landover Road at Kent Village Drive: Install pedestrian amenities including crosswalks,

countdown signals, and ADA-compliant ramps at the intersection.

- Landover Road at Martin Luther King, Jr. Highway: Install pedestrian amenities including crosswalks and ADA-compliant ramps at the intersection.
- Central Avenue at Garrett Morgan/Ritchie Road: Install pedestrian amenities including crosswalks, countdown signals, and ADA-compliant ramps at the intersection.
- John Hanson Highway at Landover Road: Install pedestrian amenities including crosswalks and ADA-compliant ramps at the intersection.

### **Strategies: Mid-Term**

- Sheriff Road: Install sidewalks from Martin Luther King, Jr. Highway to Belle Haven Drive.
- Columbia Park Drive: Install sidewalks from County Club Road to Kent Village Drive.
- Brightseat Road: Install continuous sidewalks on both sides of the roadway from Ardwick-Ardmore Road to Evarts Street.
- Brightseat Road: Install continuous sidewalks on both sides of the roadway from Redskins Road to Central Avenue.
- Dodge Park Road: Install sidewalks on a small segment of the road to east Hubbard Road.
- Belle Haven Drive: Install sidewalks from Martin Luther King, Jr. Highway to Sheriff Road.
- Belle Haven Drive: Install sidewalks from Sheriff Road to Nalley Road.
- Veterans Parkway: Install sidewalks from Pennsy Drive to John Hanson Highway.
- Hill Oaks Road: Install sidewalks from Hill Road to east of Hill Stream Drive.
- Garden City Drive: Install sidewalks from Pennsy Drive to Professional Place.

### **Strategies: Long-Term**

- Evarts Street: Install sidewalks from Brightseat Road to Capital Beltway

including a section of proposed extension of Evarts Street to connect to Campus Way.

- Garrett A. Morgan Boulevard: Install sidewalks from FedEx Way to Central Avenue.
- Jonquil Avenue between Central Avenue and Hill Road Park: Implement bike lanes and make sidewalk improvements to improve connections between Central Avenue and Hill Road Park.
- Johnson Avenue: Install sidewalks from Martin Luther King, Jr. Highway to Hayes Street.
- Polk Street: Install sidewalks from Martin Luther King, Jr. Highway to Church Street.
- McLain Avenue: Install sidewalks from Glenarden Parkway to Johnson Avenue including extension of McLain Avenue past Leslie Avenue.
- Reed Street: Install sidewalks from Martin Luther King, Jr. Highway to Glenreed Court.

### **Policy 3**

Provide new trails and improve trail connectivity throughout

### **Strategy: Short-Term**

- There are no short term trails recommendations.

### **Strategies: Mid-Term**

- Cattail Branch Stream Valley Trail: Implement a multiuse trail within a park corridor along Cattail Branch.
- Neighborhood Trail Connection: Implement a multiuse trail from Evarts Street to Cattail Branch and Kenmoor Elementary School.
- Stream Valley Trail along tributary of Cattail Branch: Implement a multiuse trail within a park corridor from Sheriff Road to Cattail Branch.
- H. P. Johnson Park Connector Trails: Implement a trail connection through the neighborhood park connecting surrounding communities.
- Woodmore Town Center to Landover Mall Site: Construct a pedestrian bridge.

- Beaverdam Creek Stream Valley Trail: Implement a trail corridor as well as on-road improvements along Pennsy Drive to provide nonmotorized access to Cheverly and Landover Metro stations. This trail would provide access from Subregion 4 to the Anacostia Tributary Trails Network. This planned trail along the entire length of Beaverdam Creek within Subregion 4 will be a substantial addition to the existing Anacostia Tributary Trails Network and will provide needed urban green space within an industrial corridor.

### **Strategy: Long-Term**

- There are no long term trails recommendations.

## **Living Areas B and D (Zone 2)**

### **Existing Conditions**

Living Area B has approximately three square miles of land area and is located west of Living Area A and east of the Washington, D.C., boundary. It includes the incorporated City of Seat Pleasant and the incorporated Town of Fairmount Heights. The main travel corridors are Martin Luther King, Jr. Highway, Central Avenue, which borders Living Area B to the south, and Sheriff Road, which borders the living area to the north. Cheverly Metro center to the north and Capitol Heights and Addison Road–Seat Pleasant Metro centers along Central Avenue border the area to the south.

Living Area D has approximately 3.7 square miles of land area. It includes the town of Capitol Heights and borders Washington, D.C., to the east, Addison Road to the west, Pennsylvania Avenue to the south, and Central Avenue to the north. It encompasses the incorporated Town of Capitol Heights and the Walker Mill Business Park. Marlboro Pike, Pennsylvania Avenue and Central Avenue constitute the main travel corridors in the area. The prospect of development of the Capitol Heights and Addison Road Metro centers

along Central Avenue to the north could influence the future of the area.

For the purpose of the Subregion 4 Master Plan, Living Areas B and D, along with the adjoining industrial areas that extend all the way to US 50 to the north, are combined as Zone 2.

### ***Municipalities***

The municipalities of Fairmount Heights, Seat Pleasant, and Capitol Heights are located close to the Prince George's County/District of Columbia border. The proximity to the District of Columbia makes these municipalities convenient to families who want to be close to the entertainment, shopping, and cultural attractions in Washington, D.C., without the high cost of housing and other urban issues that often comes with living in larger cities. Unfortunately, Seat Pleasant, Fairmount Heights, and Capitol Heights have not grown in a way that reinforces the suburban nature and charm that once characterized these communities. Both Fairmount Heights and Capitol Heights offer important cultural and historic landmarks that could serve as development catalysts for the revitalization of these communities. In an effort to capitalize on their unique heritages, both communities should consider strategies that use architectural design standards to reinforce important cultural and heritage features.

### ***Seat Pleasant***

Seat Pleasant was established as a late nineteenth-century streetcar suburb adjoining the eastern corner of Washington, D.C. The community is located south of Martin Luther King, Jr., Highway and Seat Pleasant Drive and is bisected by Addison Road.

In 1873, approximately 800 acres on both sides of the Prince George's County Central Turnpike (now Central Avenue) were platted as Seat Pleasant. The early plat, reflecting the rural nature of the area, shows several houses, farms, outbuildings, cabins, and a store.

Large-scale development did not begin in Seat Pleasant until rail and streetcar lines were

extended from Washington, D.C. Although Washington, D.C., developed a streetcar line in the 1860s, it was not until the 1890s that service was extended to communities in Prince George's County.

Seat Pleasant was located at the convergence of two railroad lines and the streetcar line, which made it a convenient location for commuters. In 1898, the East Washington Railroad, also known as the Chesapeake Beach Railway, was extended from the Washington, D.C., line at Chesapeake Junction (the name by which Seat Pleasant was originally known) through Prince George's County to Chesapeake Beach in Calvert County. Residents of Washington, D.C., could travel to Seat Pleasant by streetcar and transfer at the station to a train that traveled to Chesapeake Beach.

Just a few years later, in 1901, the Washington, Baltimore, and Annapolis Electric Line (WB&A) was established. By 1908, train service ran from Washington, D.C., through Seat Pleasant and terminated in Annapolis. Seat Pleasant was one of the first communities in Subregion 4 to develop along these important transportation lines.

Taking advantage of the prime location near the rail lines, two new subdivisions were platted. In 1906, lots 14 and 15 of Seat Pleasant were resubdivided and platted as Oakmont. That same year, Lots 12 and 13 were resubdivided and platted as Seat Pleasant Heights. Both subdivisions featured small, narrow lots, typically 25 feet by 150 feet, similar to those found in Washington, D.C.

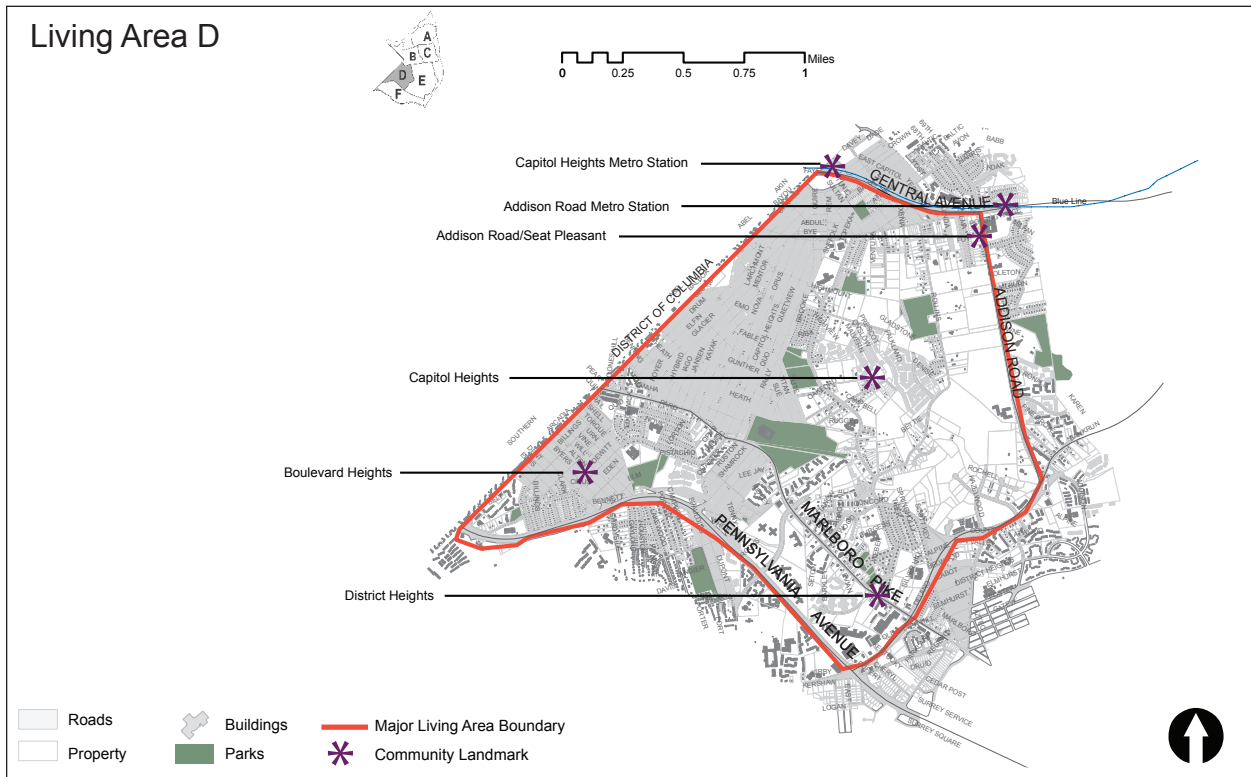
The station for both the Chesapeake Beach Railroad and the WB&A was located just northwest of Oakmont, making the two subdivisions ideally located for commuters. That same year, community members gathered to choose a new name for Chesapeake Junction. Several names were discussed. The community finally agreed on "Seat Pleasant" and requested that a post office be established. The community was named for the nineteenth-century estate of the

## Living Area B



Map 5-6:  
Living Area B

## Living Area D



Map 5-7:  
Living Area D

Williams family that was destroyed by fire in the mid-nineteenth century.

In 1908, a second line of the WB&A was constructed with a stop at Seat Pleasant. For approximately 20 years, the rail line and streetcar lines enabled growth and development in the town. In an effort to improve services for residents, the Town of Seat Pleasant was incorporated in 1931. In 1935, the WB&A ceased operations as the popularity and accessibility of the automobile increased. The WB&A tracks were dismantled and the right-of-way was paved to serve as a road.

Beginning in the mid-twentieth century, Seat Pleasant continued to grow, and many areas underwent redevelopment. In the 1950s, many buildings, particularly along Martin Luther King, Jr., Highway and Seat Pleasant Drive, were demolished to make way for new commercial buildings and housing. The opening of the Capitol Heights and Seat Pleasant Metrorail stations in the 1980s again spurred redevelopment and resulted in the construction of large commercial developments near the stations.

#### **Community Character in Seat Pleasant**

The survey area consists of approximately 326 primary resources. Seat Pleasant contains a variety of buildings constructed from the 1890s through the present. The largest period of development dates from the 1890s through the 1940s.

Buildings in Seat Pleasant reflect a variety of popular architectural styles including Queen Anne, Italianate, Colonial Revival, Craftsman, and several examples of the Modern movement. Many structures are vernacular interpretations of popular styles. Common building forms in Seat Pleasant include Foursquare, bungalow, Cape Cod, ranch houses, “minimal traditional” houses, and split-levels.

An unusual building form in Seat Pleasant is the detached row house. These wood-frame houses are typically two stories in height with

a full-width porch and have either a flat or shed roof. Most display modest decorative elements in the Queen Anne or Italianate styles.

Also common in Seat Pleasant are a number of two-story, front-gabled dwellings with a full-width porch. The community is predominately residential and composed of single-family dwellings, although a few religious buildings are scattered throughout the neighborhood.

Nonhistoric commercial development is located along Martin Luther King, Jr. Highway, Seat Pleasant Drive, and in limited areas along the boundaries of the neighborhood. The topography of Seat Pleasant is hilly and most houses are set on a flat or gently sloping lot. Mature trees are located throughout the community. Houses typically have an even setback along a streetscape, although lots are of varying sizes.

#### ***Fairmount Heights***

The Town of Fairmount Heights is an early-twentieth century African-American suburb located just outside the easternmost corner of Washington, D.C. The community is roughly bounded by Sheriff Road, Balsamtree Drive, 62nd Place, and Eastern Avenue.

In the late-nineteenth century, the area that would become Fairmount Heights was the site of several small farms. These farms were purchased and consolidated by land speculators in the first decades of the twentieth century.

Fairmount Heights contains six subdivisions platted between 1900 and 1923 by different developers. The first was platted as Fairmount Heights in 1900 by Robinson White and Allen Clark, two white attorneys and developers from Washington, D.C. The initial platting contained approximately 50 acres, divided into lots typically measuring 25 by 125 feet.

Robinson White and Allen Clark encouraged African-Americans to settle in the area and the subdivision became one of the first planned

communities for black families in the Washington metropolitan area. White and Clark sold the lots at affordable prices making home ownership attainable for many black families.

The earliest dwellings were of wood-frame construction of modest size although several substantial houses were also built. Early on, the neighborhood was home to several prominent African-Americans including William Sidney Pittman, a noted architect and son-in-law of Booker T. Washington. Pittman took an active interest in the development of his own neighborhood. He formed the Fairmount Heights Improvement Company, whose purpose was to construct a social center for the community. Pittman had Charity Hall constructed, which was used for social events, as a church, and as the community's first school.

In 1908, the Washington, Baltimore, and Annapolis Electric Railway opened, providing easy access for commuters into Washington, D.C. Residents of Fairmount Heights used the neighboring Gregory Station, located in Seat Pleasant. Because of the early success of Fairmount Heights and new transportation options available nearby, several new subdivisions were platted adjacent to the developing community. Waterford, a small subdivision adjacent to the northeast corner of Fairmount Heights, was platted by J.D. O'Meara in 1907. Mount Wiessner was platted by the Wiessner family in 1909 and featured lots approximately 50 by 125 feet. In 1910, Elizabeth Haines platted North Fairmount Heights on approximately 15 acres of land. The Silence family platted West Fairmount Heights (also known as Bryn Mawr) in 1911 around the family farmstead.

Other African-Americans, encouraged by the development in Fairmount Heights, soon settled in the area. In addition to the Pittmans, James F. Armstrong (the first supervisor of Colored Schools in Prince George's County), Henry Pinckney (White House steward to President Theodore Roosevelt), and Doswell

Brooks (supervisor of Colored Schools beginning in 1922 and the first African-American appointed to the Board of Education) all constructed houses in the neighborhood.

Fairmount Heights was also home to a growing professional community and many residents worked as clerks or messengers for the federal government. The increased growth in the community created a pressing need for a dedicated school, which resulted in the construction of the Fairmount Heights Elementary School. Designed by William Sidney Pittman, the school opened in 1912. In 1920, developer Robinson White constructed 19 bungalows on 62nd Avenue in the original Fairmount Heights subdivision. Because of the large number of families moving to Fairmount Heights, the original school proved too small and a new school opened in 1934.

In 1922, approximately 35 acres of farmland located east of Fairmount Heights were purchased by the Weeks Realty Company and platted as Sylvan Vista. The development marked the sixth and final subdivision making up the present-day Town of Fairmount Heights. Sylvan Vista had deep, narrow lots, generally measuring 25 by 125 feet, similar to the original subdivision of Fairmount Heights. The neighborhood was designed around a market circle with radiating streets. Although the lots were of similar size, the dwellings were generally smaller and more modest than the houses built in the earlier subdivisions.

After several unsuccessful attempts to incorporate in the 1920s, the Town of Fairmount Heights was officially incorporated in 1935 with a mayor-council form of government. The town included all six subdivisions platted between 1900 and 1923. By the end of the 1930s, the new town consisted of a brick schoolhouse, four churches, a fire department, print shop, and several restaurants and stores. The community continued to grow in the mid-twentieth century and was largely developed by the 1980s. Today, the community remains a predominately African-American suburb.

### **Community Character in Fairmount Heights**

The Fairmount Heights survey area, bounded on the west by Washington, D.C., on the north by Sheriff Road, on the east by Balsam Tree Drive, and on the south by 62nd Place, consists of approximately 514 primary historic resources.

The community contains a wide variety of buildings constructed between 1901 and the present, although the majority of buildings date from 1901 to 1975. There are a number of twentieth-century styles represented in Fairmount Heights, including Queen Anne, Craftsman, Colonial Revival, and a number of examples of the Modern movement and other popular styles. Many of the dwellings are vernacular interpretations, while others appear to be mail-order kit houses by Sears, Roebuck and others.

Three buildings in the community were designed by the noted African-American architect, William Sidney Pittman, a resident of Fairmount Heights. These buildings include the Pittman residence at 505 Eastern Avenue, Charity Hall at 715 61st Avenue, and the Fairmount Heights Elementary School at 737 61st Avenue. Common building forms include American Foursquares, bungalows, shotgun houses, ranch houses, split-foyers, and a number of L-shaped and T-shaped plans. Many buildings have irregular massing due to modern additions.

A common building type in Fairmount Heights is the modest, minimally ornamented two-story, front-gabled, wood-frame dwelling constructed in the early twentieth century. Most houses in Fairmount Heights are of wood-frame construction and are clad with a variety of modern replacement materials, although a few houses do retain their original materials.

The topography of the neighborhood is hilly and houses have uniform setbacks. Because of the twentieth-century resubdivisions of property, lots are often irregularly sized. The community is predominately residential and contains single dwellings, twin dwellings, and

multiple-family dwellings including apartment buildings. Fairmount Heights contains several religious, social, and educational buildings. Commercial buildings are typically located around the perimeter of the community.

### ***Capitol Heights***

Capitol Heights was established in the early-twentieth century as a residential suburb in western Prince George's County, adjacent to the southeastern boundary of Washington, D.C. In 1904, the subdivision was platted in three sections by Otway B. Zantzinger, a Baltimore-based businessman. The area that became Capitol Heights was originally a large parcel of woodland. Zantzinger's subdivision included approximately 4,000 lots, the majority of which were divided into long, narrow, rectangular parcels, approximately 20 feet wide and 100 feet deep.

Zantzinger advertised the new subdivision as "High and healthy. Finest spring water, Plenty of shade. Only one car fare to any part of the city. East Capitol St., Central Ave., 55th St., and 61st St., run through the property [sic]." Lots were priced between \$20 and \$60 and were offered for sale with one dollar down and one dollar a month. Later advertisements noted that the segregated subdivision was intended for whites only.

As part of his commitment to the success and growth of the neighborhood, at his own expense, Zantzinger constructed an elementary school for Capitol Heights residents. Opening in 1905, the school had more than 100 children in attendance in its first year. By 1907, Zantzinger had sold more than 3,500 lots and more than 1,000 residents had made Capitol Heights their home.

Although the subdivision was not directly located on railroad or streetcar lines, the adjacent neighborhoods of Maryland Park and Seat Pleasant were served by the rail lines. Residents of Capitol Heights lived within a mile of railroad and streetcar stops. Because of its relative convenience to public transportation and the affordability of the houses there,

Capitol Heights proved to be a popular new subdivision. Capitalizing on this popularity, in 1909, Zantzingler platted Greater Capitol Heights, a 400-acre tract on the southern edge of Capitol Heights that included an additional 4,500 lots. Like those in Capitol Heights, lots in Greater Capitol Heights were approximately 20 feet wide, 100 feet deep, and set on rectangular blocks.

A review of the 1910 census indicates that residents of Capitol Heights and Greater Capitol Heights were white, had small families, and had working-class jobs that included firemen, salesmen, electricians, plasterers, carpenters, post office workers, merchants, and printers. The growing community incorporated as the Town of Capitol Heights in 1910 in an effort to improve roads and public services for residents.

Advertisements for Greater Capitol Heights in 1911 boasted of 500 houses, 1,500 people, eight stores, four churches, and a public school. Other ads promoted the community as “cool and delightful. No Landlord. No Rent. No Building Restrictions. No Malaria. No Mosquitoes. No Sleepless Nights. Pure Water. High Elevation. Perfectly Healthy. Beautiful Shade.” The community was noted as being “Within the one-fare radius” but “nevertheless completely out of the city and an ideal site for the founding of homes by those who have long been forced to see their slender means being exhausted by city rentals.”

In 1925, Capitol Heights was finally served by a bus line that ferried residents between their neighborhood and Washington, D.C. The arrival of the bus line, along with increased ownership of automobiles, resulted in a change of demographics as more African-Americans began to move into the once-segregated Capitol Heights by the middle of the twentieth century.

By the 1950s, the historic commercial core of Capitol Heights was losing many businesses, largely because of the construction of a new Central Avenue that bypassed the town. By the 1970s, the once-bustling commercial

corridor along Old Central Avenue had begun to decline and buildings were abandoned.

In November 1980, WMATA opened the Capitol Heights Metro station at the northernmost tip of the original Capitol Heights subdivision. Located at the corner of East Capitol Street and Southern Avenue, SE, Metro provided an affordable, fast way for residents of Capitol Heights to travel into Washington, D.C.

Town officials hoped that Metro would bring new businesses, an increase in property values, and new tax revenue to the community. However, the new Metro station did not bring the anticipated changes to Capitol Heights and many of the businesses along Old Central Avenue were demolished in the 1980s.

Vacant lots and parking lots that replaced the older commercial buildings in Capitol Heights have no visual or physical relationship to the historic neighborhood.

Residential construction in Capitol Heights and Greater Capitol Heights was largely completed by the mid-1970s. The sense of a neighborhood remained despite the loss of the commercial core. Today, Capitol Heights has more than over 4,100 residents, of which 92 percent are African American.

### **Community Character in Capitol Heights**

A windshield survey of Capitol Heights and Greater Capitol Heights was conducted in February 2008. The survey area contained approximately 1,994 primary resources.

The community contains a wide variety of buildings constructed between 1904 and the present. The majority of buildings constructed in Capitol Heights and Greater Capitol Heights date from the 1910s through the 1970s. There are a number of popular twentieth century architectural styles represented in the community, including Craftsman, Colonial Revival, and examples of the Modern movement. Vernacular interpretations of the Queen Anne style are also present in the survey area. Common building forms present

include row houses, Foursquares, Bungalows, Cape Cods, ranch houses, and split-foyers.

The residential buildings are modest and display minimal ornamentation, typical of their use by middle- and working-class residents. The majority of houses are small one- or one-and-a-half-story designs. The topography of the neighborhood is hilly, with houses built on sloping lots often with partially exposed basements. Streets in both subdivisions adhere to a roughly rectilinear grid, which is traversed diagonally by other streets.

Buildings in the community are predominately residential, with limited commercial buildings located along Old Central Avenue, Central Avenue, and a few scattered throughout the community. Some residential buildings in the community have been adapted for commercial use.

## **Major Land Uses**

### ***Residential Land Use***

Zone 2 includes some of the oldest, well-established neighborhoods of Subregion 4. Fairmount Heights has a unique African-American heritage and many historic homes. The Towns of Capitol Heights, Seat Pleasant, and the southern portion of Cheverly are also included in this zone and are characterized predominantly by single-family homes. Townhouse developments are scattered throughout the area, mainly west of Walker Mill Business Park and off of Brooke Road, as well as in Pennsylvania Place. Apartments are found mainly between the Marlboro Pike and Pennsylvania Avenue area, as well as along Jefferson Heights Drive, but their design and configuration is not integrated with the adjacent areas.

### ***Retail/Commercial Land Use***

The Penn Station Shopping Center is the largest retail/commercial hub in Zone 2. Additional strip mall commercial development is scattered along Marlboro Pike as well as in the intersection of Walker Mill Road and Addison Road. Martin Luther King, Jr.

Highway currently provides some neighborhood-serving commercial establishments, auto services, liquor stores, and fast food restaurants but possesses a greater opportunity for commercial “main street” type of (re)development.

### ***Office, Flex, Industrial Land Use***

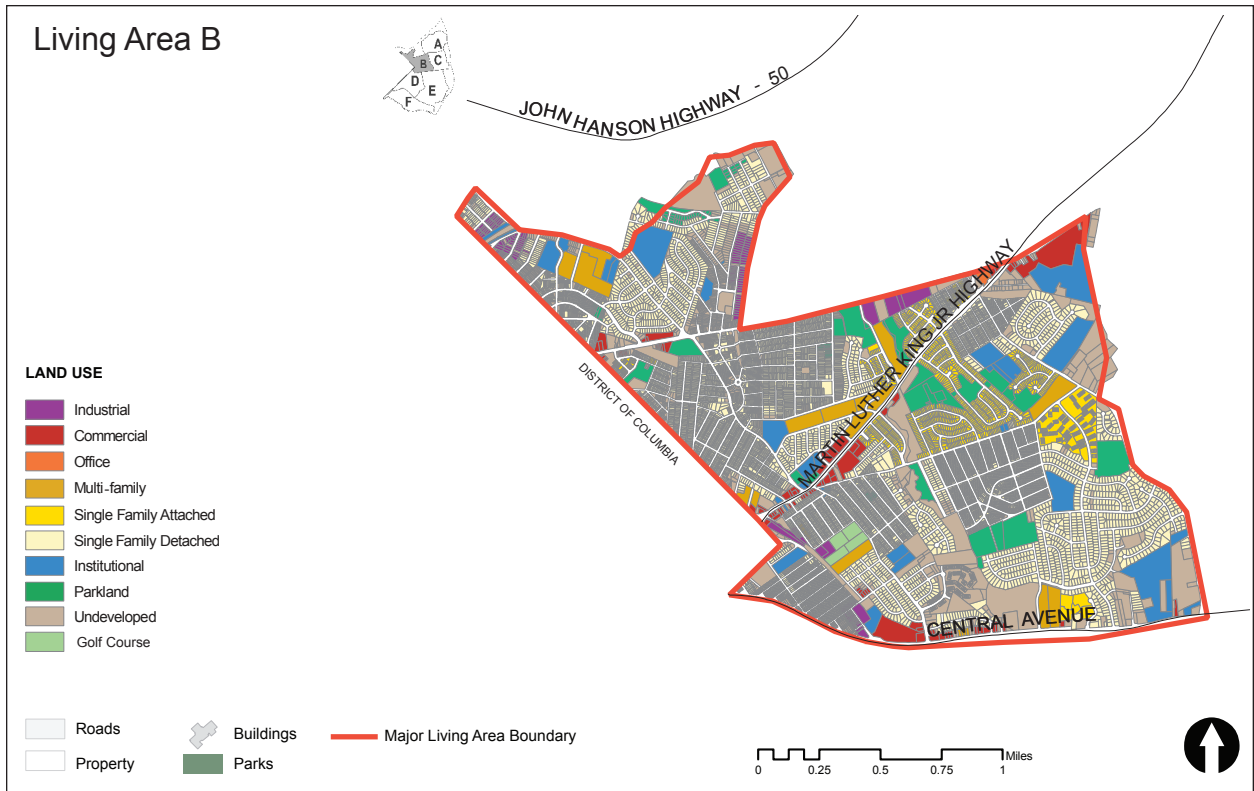
The Walker Mill Business Park area is the largest site providing opportunities for industrial and flex space in Zone 2. It occupies the eastern portion of Living Area D and falls within the boundary of Capitol Heights. Although the site is expansive and a roadway system is in place, very few parcels were developed and the majority of the site remains vacant. The area just north of Sheriff Road and immediately outside the boundary of Living Area B hosts industrial uses. Often during the planning process, concerns emerged addressing two issues of the development: proximity to the residential areas and noise and air quality implications. Additional analysis should take place to determine the ultimate development potential of this site.

## **Demographic Indicators**

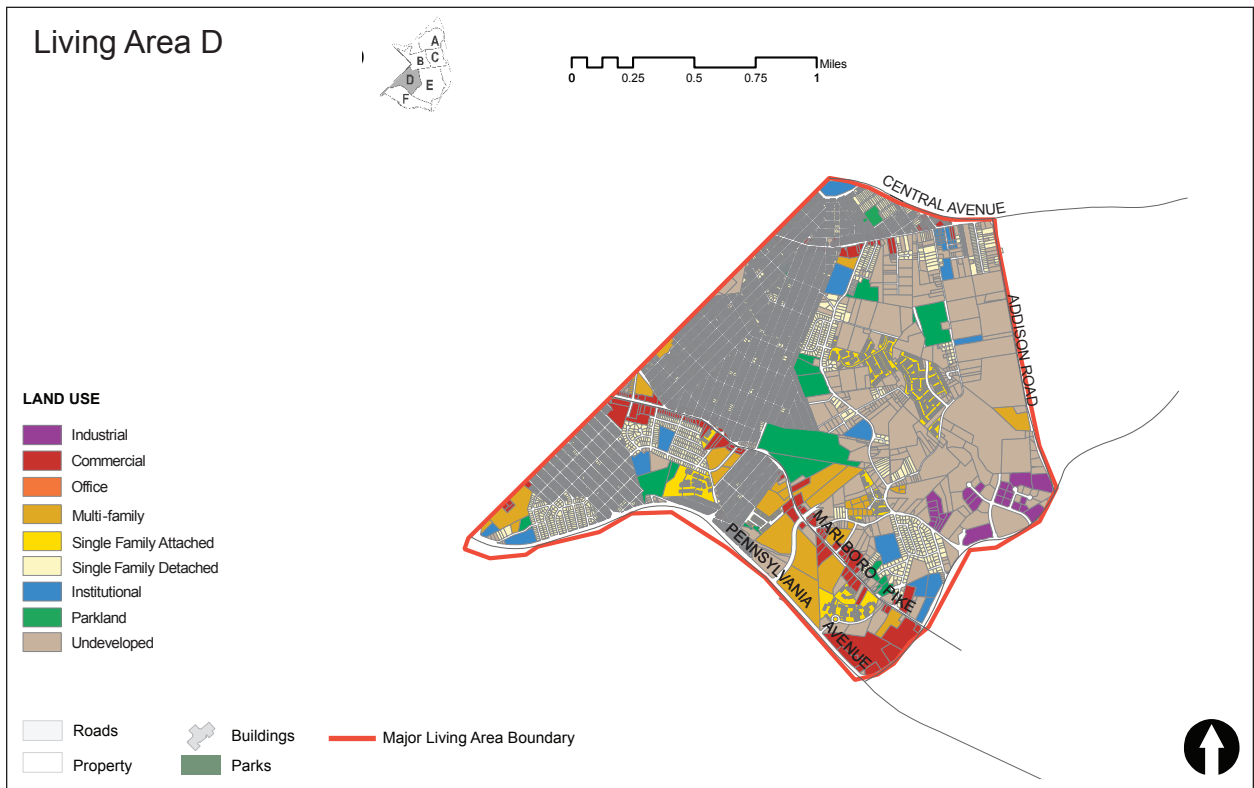
### ***Population***

The population in Zone 2 has only increased by an estimated 97 residents since 2000. This relatively stable population is likely due to the lack of developed land. Currently, the population density in Zone 2 is the highest among all zones at 5,530 residents per mile. Living Area B, comprised largely of Fairmount Heights and Seat Pleasant, experienced a slight decline in overall population (-0.6 percent) since 2000, while Living Area D, which mostly consists of Capitol Heights, has added just over 200 residents.

However, over the next five years, population is projected to increase by nearly 500 new residents. All of this growth is projected for Living Area D and it is likely that it will occur along Rollins Avenue where the largest tracts of open land exist.



Map 5-8:  
Land Use Living Area B



Map 5-9:  
Land Use Living Area D

In direct contrast to Zone 1, Zone 2 has the highest percentage of older residents and the lowest percentage of school-aged residents. The demand for health care facilities can be expected to remain high with such a concentration of older residents. One-quarter of the residents are between the ages of 45 and 64 and another 11.4 percent are 65 or older. This older population is projected to increase to nearly 40 percent of the total by 2013. Specifically, Living Area B currently has the highest percentage of residents 65 and older (14.1 percent) of any living area.

### **Households**

All of the household growth in Zone 2 has occurred in its southern half since 2000. This portion, defined as Living Area D, has added 104 households, while Living Area B has remained relatively stable experiencing a 0.3 percent decline. Approximately 200 households are projected to be added to the zone over the next five years with most of these again being formed in and around the Capitol Heights area.

Living Area B has the second lowest percentage of children in the subregion (2.87 percent), but more residents per household than the area average. One reason for this is that, after the areas in Zone 1, Living Areas B and E have the next highest percentages of family households. These include married couples without children and other relatives living within the household. Living Area D has average household sizes closely resembling the regional average. According to estimates used for this analysis, this area, along with Living Area F of Zone 3, has the highest rate of single-occupant households, exceeding 26 percent.

### **Public Facilities**

This area is home to Boulevard Heights, Capitol Heights, Chapel Oaks and District Heights Fire Stations. The Fairmont Heights Library is located in this area. Twelve elementary schools (Bradbury Heights, Capitol Heights, Carmody Hills, Concord, Doswell

Brooks, Francis Scott Key, Highland Park, John Eager Howard, Oakcrest, Robert R. Gray, Seat Pleasant, and William Hall), Fairmont Heights High School, and Lyndon Hill are also located here.

This area also has a number of park and recreation facilities. Four community centers, four community parks, and 17 neighborhood parks serve Living Areas B and D.

### **Natural Environment**

Cabin Branch, a primary corridor of the subregion's green infrastructure, runs through this area. Primary corridors include the main stems of major waterways in the region and each receives most of the runoff from surrounding land uses. Connecting these corridors is critical to the long-term viability and preservation of the green infrastructure network and also will serve to preserve the region's water quality. Conservation and preservation of these corridors, particularly the headwater areas, will help to improve water quality downstream.

There are a number of places in this area where flooding is a problem, typically in areas that were developed before the enactment of stormwater management regulations. As a result of these problems, intense retrofitting and innovative methods are needed in Subregion 4, including stream bank stabilization, reduced amounts of impervious area, increased plantings in stream bank buffer areas, and coordinated efforts to improve water quality.

### **Circulation**

Roadways such as Central Avenue and Martin Luther King, Jr. Highway, Sheriff Road, Brooks Drive and Belle Haven Drive have sidewalks on both sides.

Other major roadways in Zone 2, such as Hill Road, Addison Road, Capital Heights Boulevard, Cabin Branch Drive and Rollins Avenue have sidewalks on either one side of the street or do not have sidewalks along some sections. Additional streets, such as

Capital Heights Boulevard, Larchmont Avenue, Cabin Branch Drive, and Rollins Avenue, have sidewalks available but have sections with either no sidewalks or only sidewalks on one side of the street.

## **Strengths and Opportunities**

### ***Economic Development***

- Because the area is underserved by retail establishments (e.g., restaurants, pharmacies), commercial development opportunities exist along the major corridors and in existing neighborhood centers in Subregion 4.
- The large amount of land in and around the Walker Mill Business Park provides an opportunity to build new sustainable communities while developing an employment or retail center to meet local needs.
- Employment or residential spillover from the District of Columbia could occur in Living Areas B and D due to their close proximity to Washington, D.C.

### ***Land Use and Urban Design***

- Zone 2 has a relatively dense urban character, street grid, and tight neighborhood fabric that make it very walkable. These qualities should be extended to the Metro centers to better link current isolated areas. New areas of infill development on vacant and underutilized sites should complement the existing urban/neighborhood scale and character to reinforce the area's cohesiveness.
- There is a large number of existing, viable commercial centers and traditional urban "main street" corridors that could be strengthened by additional development and site/façade enhancements to better link the neighborhoods together and provide a more cohesive image.
- Given that there are six municipalities in the subregion, revitalization of their ratable/tax base properties is important to their sustainability and provision of municipal services (e.g., Capitol Heights, Fairmount

Heights and Seat Pleasant's commercial "main streets").

- The Capitol Heights area has open lands for development and underutilized land/buildings for potential infill within close proximity to the District of Columbia.
- Additionally, the City of Capitol Heights is developing a vision plan and a transit-oriented development plan to build upon this and previous plans.
- Actively recruiting more environmentally friendly industrial and commercial businesses in the areas immediately surrounding existing residences would help buffer them from the more intense uses.
- Saving and restoring historic communities with historic district designations (Fairmount Heights) is important to maintain the subregion's varied character districts and heritage.

### ***Housing and Neighborhood Conditions***

- Most workshop participants felt that a quiet atmosphere, a small town feeling with an abundance of single-family detached homes rather than high-density developments were assets of their community.
- Homes were characterized as affordable, and neighborhoods were characterized as both historic and suburban. Many of the participants wanted these characteristics reflected in new housing developments that would occur in, or immediately adjacent to, their neighborhoods.
- Stakeholders perceive Zone 3 neighborhoods as having a suburban feel and not as urbanized as neighborhoods in the District of Columbia.
- Living Area B includes the City of Fairmount Heights, which has strong African-American cultural roots. This historic city provides a cultural foundation for future development.
- Because of its close proximity to the District of Columbia, neighborhoods located in

Living Areas B and D could offer affordable housing alternatives for first-time home buyers interested in living in a culturally rich community.

### ***Environmental Resources***

- The Anacostia River is one of the 13 special conservation areas designated in the county.
- Planting trees in the public right-of-way, especially along public roads, is one opportunity to increase tree cover.

### ***Parks and Public Facilities***

- Subregion 4 has 15 undeveloped parks that can be improved with amenities. Older parks can be renovated and upgraded to accommodate changing recreation demands in established neighborhoods.
- This area is home to Boulevard Heights, Capitol Heights, Chapel Oaks Fire Station, and Fairmount Heights Library. The District Heights Fire Station will also be located in this area.
- Subregion 4 has a considerable share of the county's excess public school capacity. Zone 2 has 19 percent capacity available at the 12 elementary schools.

### ***Historic Resources***

Living Areas B and D have the following historic assets:

- Four historic communities: Seat Pleasant, Capitol Heights, Fairmount Heights, and Boulevard/Bradbury Heights.
- Historic Sites: Carmody House, Van Horn-Mitchell House, St. Margaret's Catholic Church, Highland Park School, Fairmount Heights School, and James F. Armstrong House.
- Historic Resources: Samuel Hargrove House, William Sidney and Portia Washington Pittman House, Mallery House, and Samuel Hargrove House.
- National Register sites: Addison Chapel.

- Eighteen additional documented properties within Fairmount Heights.

### ***Transportation***

- There is an opportunity to extend the light rail or bus rapid transit to connect the Metro stations and other redevelopment areas.
- Transit-oriented development at the General Plan centers can reduce the number of vehicle trips in the area and provide opportunities to expand and connect the pedestrian and bicycle network.
- The two Metro stations in Living Areas B and D provide easy transit access to residents.
- The roadway system in Living Areas B and D facilitate access to the District of Columbia.
- Prince George's County's TheBus provides transit access to areas in Living Areas B and D not serviced by Metro.
- There is direct connection to US 50 from Living Areas B and D.

### ***Issues and Challenges***

#### ***Economic Development***

- The number and condition of certain business types are viewed as undesirable by local residents. Residents also noted that there is a lack of variety and presence in retail and service businesses offering necessary/staple goods.
- Navigation is not as convenient for motorists coming from the Beltway to portions of Zone 2 as in other zones, particularly for commercial/industrial vehicles.
- Businesses operating on industrial parcels/sites negatively impact nearby surrounding areas with traffic and noise, resulting in decreased potential for new development.
- Some residents in the area are in foreclosure, which will result in a turnover of the population. This change will alter the

demands and needs placed on local retail and service outlets.

### ***Land Use and Urban Design***

- Industrial areas and residential areas were allowed to develop next to one another with little or no buffer, causing ongoing quality of life conflicts between areas.
- Additional industrial development and associated truck traffic threaten the quality of life for residents and retail businesses that share the same roadways and infrastructure.
- Enforcement of existing regulations, clean-up or mitigation of industrial noise, air, and water pollution must be addressed in future planning and zoning of the area.
- New site and building design standards for the industrial parks are needed to guide and achieve an updated, cohesive appearance that would better market the community.
- For existing “main street” businesses to continue to compete and prosper as neighborhood-serving areas, the perception, character, mix, and organization of small businesses must collectively change.
- The larger shopping centers in the area have lost their main anchor tenants and upscale retail, which was once present, to competing areas outside of the Beltway.
- The Metro stations in Landover and Cheverly are difficult to access from a pedestrian viewpoint because of either natural features or highly traveled roadway barriers.

### ***Housing and Neighborhood Conditions***

- Many of the comments made by residents and stakeholders concerned older neighborhoods, including demographic shifts and aging populations, inconsistencies in the enforcement of housing code violations, conversion of older single-family homes from homeownership to rental, and lack of transition buffering

between industrial uses and residential uses.

- There was a general concern among stakeholders from both Living Areas B and D that their communities are recipients of low-income families from the District of Columbia resulting from gentrification of District of Columbia neighborhoods resulting in a high concentration of low-income rental households.
- New developments within their living area lack the design and construction quality of developments in other parts of the county including sidewalks, quality of materials, and use of open space.
- Living Areas B and D consist of large concentrations of older homes, with many experiencing mounting deferred maintenance; residents are concerned about how to encourage housing reinvestment among an aging population.

### ***Environmental Resources***

The automobile recycling facility in the I-2 Zone is a topic of controversy because of its environmental impact on the creek and Anacostia watershed.

- There is periodic flooding and poor water quality along Cabin Branch.
- Steep slopes constrain development, and local soils are sometimes unsuitable for the construction of foundations.
- Environmental buffers needed to protect sensitive features that were damaged prior to enactment of environmental regulations.
- A salt dome and recycling facility are located within and directly adjacent to environmentally sensitive areas.
- Erosion and habitat problems exist along Cabin Branch.

### ***Parks and Public Facilities***

- Vocational and continuing adult education programs are lacking.

- There are inadequate resources for maintaining and improving public infrastructure.
- The area is experiencing a high demand for police services.
- The commercial establishments along Marlboro Pike and apartments in the area experienced a particularly high number of robberies and burglaries.
- The District III station in Seat Pleasant serving the area is old and inadequate. The building, built in 1953, suffers from major structural deficiencies.

### **Historic Resources**

- Old Town Seat Pleasant Historic Area is part of the larger developed areas and has lost its image as a distinct community. Some World War II period cottages were razed and many landmarks lost.
- The historic portion of the Lyndon Hill Elementary School in Capitol Heights should be better preserved.

### **Transportation**

- Conditions will have to improve with creative pedestrian and cyclist linkages that connect not only the Metro stations with the adjacent areas but also to key landmarks in the area.
- Heavy commuter traffic on major thoroughfares cuts through the communities of Subregion 4. The volume of traffic creates congestion during rush hour on the major corridors and in some neighborhoods.
- There is an insufficient number of roadways that travel north/south through the subregion.
- The sidewalk network is incomplete. Many roadways either have no sidewalks or the existing sidewalks are too narrow.
- Pedestrian safety is a major concern in Living Areas B and D, especially along Central Avenue.

## **Recommendations**

### **Land Use and Community Design**

- Preserve and expand industrial land use wherever possible along the northern and eastern perimeter of the Subregion.
  - ◇ Action Sites: I-295 frontage, I-295/US 50 and Metrorail triangle, Columbia Park Road, and Cabin Branch
- Reassign industrial land use parcels adjacent to single-family detached and attached residential areas if the industrial land use is disadvantageous, blighted, or underutilized.
  - ◇ Action Sites: Marblewood Avenue/Cedar Heights Industrial
- Reassign residential land use parcels adjacent to employment parcels if the residential is blighted, vacant, or underutilized.
  - ◇ Action Sites: I-295 frontage
- Encourage Central Avenue and Marlboro Pike commercial corridor node/cluster development.
  - ◇ Action Sites: Capitol Heights and Addison Road “main street” corridor
- Direct office development to the centers.
  - ◇ Action Sites: Capitol Heights and Addison Road–Seat Pleasant Metro centers
- Focus high-density condominium and apartment living to the centers.
  - ◇ Action Sites: Capitol Heights and Addison Road–Seat Pleasant Metro centers
- Direct commercial/retail development to the centers.
  - ◇ Action Sites: Capitol Heights and Addison Road–Seat Pleasant Metro centers
- Site new schools and colocate recreation facilities in underserved areas.
  - ◇ Action Sites: Fairmount Heights High School adaptive reuse potential

- Reestablish the green infrastructure network by redeveloping key sites along greenway corridors.
  - ◇ Action Sites: Cabin Branch greenway, Beaverdam Creek greenway, Walker Mill Business Park area greenway
- Expand or build new schools and community centers along the greenway corridors at key roadway crossings.
- Steer churches/religious institutions to residential or institutional land use/zoning areas, rather than commercial or industrial sites to keep from losing additional tax base.
  - ◇ Action Sites: Martin Luther King, Jr. Highway corridor storefront churches, Old Central Avenue storefront churches
- Establish additional open space/recreational resources at Walker Mill Business Park.
  - ◇ Action Sites: Active recreation park at Rochelle Avenue and Hazelwood Drive, landfill reclamation, capping and open space use with afforestation
- Preserve and conserve existing older neighborhoods.
  - ◇ Action Sites: Fairmount Heights, Cheverly Ward 4, Chapel Oaks, Seat Pleasant, Pepper Mill Village, Capitol Heights, Boulevard Heights
- Promote single-family and townhouse development only in the living areas.
  - ◇ Action Sites: Single-family TND development between Capitol Heights and Addison Road Metro, Addison Road medium-density residential, apartment complex redevelopment for medium-density residential in Seat Pleasant and Fairmount Heights
- Preserve and strengthen commercial development in growth centers, shopping nodes, and main street areas.
  - ◇ Action Sites: 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
- Develop mixed-use within one-half mile of centers.
  - ◇ Action Sites: Marblewood Avenue/Cedar Heights industrial area
- Limit mixed-use overlays surrounding the growth centers.
  - ◇ Action Sites: Martin Luther King, Jr. Highway corridor, Walker Mill/Addison Road mixed use, Marblewood Avenue/Cedar Heights industrial area
- Create distinct overlay zones for commercial, industrial, and residential guidelines.
- Remove or relocate land uses that cause truck traffic impacts in residential areas.
- Develop a hierarchy of urban road and streetscape standards for the area.
  - ◇ Action Sites: Martin Luther King, Jr. Highway corridor and Eastern Avenue
- Develop prescribed industrial park development standards and public realm guidelines.
  - ◇ Action Sites: Maryland 50 Industrial Park, Prince George’s Business Center, Old Giant Foods site, Sheriff Road and Columbia Park Road corridors
- Develop urban park, plaza, and open space standards applicable within the centers, corridor nodes, and neighborhood commercial centers.

## ***Housing and Neighborhoods***

### **Policy 1**

Establish enabling legislation to support a neighborhood conservation plan for Fairmount Heights. The neighborhood conservation plan will encourage housing and neighborhood revitalization through the preservation and protection of the unique architectural, historical, and cultural character of the area.

## **Strategies**

- The neighborhood conservation plan would establish guidelines for design, development patterns for new construction, and renovation of existing housing and require repair of code violations whenever re-occupancy of a home occurs through transfer of ownership or move-out/move-in of new renters.
- Establish a Subregion 4 nonprofit development corporation to build workforce housing and provide pre- and post-purchase counseling to first-time homebuyers.

## **Policy 2**

Establish architectural guidelines to reinforce a “main street” concept for redevelopment of Old Central Avenue.

## **Strategy**

- Provide technical assistance to building/business owners in preparing façade renovation drawings and establishing a business improvement district.

## **Environment**

### **Policy**

Protect, preserve, and enhance the area’s green infrastructure by addressing localized problem areas.

### **Strategies:**

- Ensure that the Anacostia River special conservation area and the critical ecological systems supporting it are protected by increasing the minimum regulated stream buffer width to 75 feet.
- Address flood-prone areas and areas with recurring drainage issues through retrofitting, stream bank stabilization, reducing the amount of impervious area, increasing plantings in stream bank buffer areas, and coordinating efforts across agencies to improve water quality. The areas in Zone 2 requiring evaluation include Beaverdam Creek, in its entirety, Lower Beaverdam Creek, and the lower Anacostia River tributary.

- Address drainage issues in developed areas near Cabin Branch and along Marlboro Pike.

## **Public Facilities**

### **Policy**

Ensure that public facilities are adequate to serve the local population.

### **Strategies**

- Build a library to support population growth in Zone 2 if a library is not built as a part of the Landover Gateway area or in Zone 1.
- Consider creating small libraries within community centers to serve areas not in close proximity to libraries.

## **Historic Preservation**

### **Policy**

Preserve, to the extent possible, local historic sites and resources.

### **Strategy**

- Evaluate whether portions of Fairmount Heights, Bradbury Heights, or Boulevard Heights merit designation as local historic or conservation districts or listing in the National Register of Historic Places.

## **Transportation**

For roads and transit recommendations see Chapter 8, Transportation Systems.

### **Policy 1**

Develop bicycle-friendly roadways to improve connectivity throughout Zone 2.

### **Strategies: Short-Term**

- Martin Luther King, Jr. Highway: Implement bike lanes/sidepath from Eastern Avenue to the Capital Beltway.
- Central Avenue: Implement bike lanes from Southern Avenue to the Capital Beltway.
- East Capital Street: Implement bike lanes from Southern Avenue to merge with Central Avenue near Zelma Avenue.
- Silver Hill Road: Implement bike lanes from the Suitland Parkway to Walker Mill Road.

- Walker Mill Road: Implement bike lanes and sidepath from Marlboro Pike to Silver Hill Road.
- Pennsylvania Avenue: Implement bike lanes from Southern Avenue to the Capital Beltway.
- Brooks Drive: Implement bike lanes from Silver Hill Road to Marlboro Pike.
- Capitol Heights Boulevard: Implement bike lanes from Davey Street to Central Avenue.
- Capitol Heights Boulevard: Implement bike lanes from Central Avenue to Marlboro Pike.
- Addison Road: Implement bike lanes from Walker Mill to Central Avenue.
- Addison Road: Implement bike lanes from Central Avenue to Martin Luther King, Jr. Highway.
- Addison Road: Implement bike lanes from Martin Luther King, Jr. Highway to Eastern Avenue.

#### **Strategies: Mid-Term**

- Sheriff Road: Implement bike lanes from Eastern Avenue to Redskins Road.
- Marlboro Pike: Implement bike lanes from Southern Avenue to the Capital Beltway.
- Shady Glen Drive: Implement bike lanes from Walker Mill Road to Central Avenue.
- Hill Road: Implement bike lanes from Central Avenue to Martin Luther King, Jr. Highway.
- Columbia Park Road: Implement bike lanes from Martin Luther King, Jr. Highway to John Hanson Highway.
- Larchmont Avenue: Implement bike lanes from Central Avenue to Marlboro Pike.
- Brooke Road/Suffolk Avenue: Implement bike lanes from Rollins Avenue to Central Avenue.
- Rollins Avenue: Implement bike lanes from Walker Mill Road to Central Avenue.
- Seat Pleasant Drive: Implement bike lanes from Addison Road/Martin Luther King, Jr. Highway intersection to Hill Road.

- Cabin Branch Drive: Implement bike lanes from Columbia Park Road to Sheriff Road.
- Pepper Mill Drive: Implement bike lanes from Central Avenue to Seat Pleasant Drive.

#### **Strategies: Long-Term**

- Marblewood Avenue: Implement bike lanes from Sheriff Road to Reed Street.
- 62nd Avenue: Implement bike lanes from Reed Street to Trent Street.
- 64th Avenue: Implement bike lanes from Columbia Park Road to State Street.
- Southern Avenue: Implement bike lanes from East Capitol Street to Eastern Avenue.
- Eastern Avenue: Implement bike lanes from Southern Avenue to 62nd Avenue.
- James Farmer Way: Implement bike lanes from 67th Place to Addison Road.
- Foote Street: Implement bike lanes from Martin Luther King, Jr. Highway to 62nd Avenue.
- 67th Street: Implement bike lanes from James Farmer Way to Eads Street.
- Rochelle Avenue: Install bike lanes from Walker Mill Road to dead-end past Hazelwood Drive.
- Hazelwood Avenue: Install bike lanes from Walker Mill Road back to Addison Road, including extension to connect to Addison Road.
- Rochelle Avenue: Implement bike lanes from Walker Mill Road to dead-end past Hazelwood Drive.

#### **Policy 2**

Improve pedestrian connectivity throughout Zone 2 by installing sidewalks.

#### **Strategies: Short-Term**

- Central Avenue: Install sidewalks from Southern Avenue to Balboa Avenue.
- Central Avenue: Install sidewalks from Ventura Avenue to East Capitol Street.
- Pennsylvania Avenue: Install sidewalks from Southern Avenue to Brooks Drive.

- Pennsylvania Avenue: Install sidewalks from Brooks Drive to Silver Hill Road.
- Capitol Heights Boulevard: Install continuous sidewalks from Davey Street to Marlboro Pike.
- Addison Road: Install continuous sidewalks from Walker Mill Road to Central Avenue.
- Farmingdale Avenue: Install sidewalks from Sheriff Road to Early Oaks Lane.
- Davey Street: Install new signals and crosswalks on Davey Street between Southern Avenue and East Capital Street to improve pedestrian access to the Metro station.
- Cheverly Metro Station: Install sidewalks and other amenities to improve pedestrian access at the station.
- Addison Road Metro Station: Install pedestrian amenities to improve safety at the Metro station area.
- Glacier Avenue: Install continuous sidewalks from Marlboro Pike to Nova Avenue.
- Nova Avenue: Install continuous sidewalks from Marlboro Pike to beyond Ellis Street to provide improved pedestrian access to schools.
- Central Avenue at Addison Road: Install pedestrian amenities including crosswalks, countdown signal, and ADA-compliant ramps at the intersection.
- Walker Mill Road at Addison Road: Install pedestrian amenities including crosswalks, countdown signal, and ADA-compliant ramps at the intersection.
- Capitol Heights Boulevard at MD 332: Install pedestrian amenities including crosswalks, countdown signal, and ADA-compliant ramps at the intersection.
- Marlboro Pike at Brooks Drive: Install pedestrian amenities including crosswalks, countdown signal, and ADA-compliant ramps at the intersection.
- Silver Hill Road at Marlboro Pike: Install pedestrian amenities including crosswalks,

countdown signal, and ADA-compliant ramps at the intersection.

#### **Strategies: Mid-Term**

- Walker Mill Road: Install sidewalks from Weber Drive to Silver Hill Road.
- Walker Mill Road: Install sidewalks on Walker Mill Road at intersection with Addison Road.
- Hill Road: Install continuous sidewalks from Central Avenue to Martin Luther King, Jr. Highway.
- Columbia Park Drive: Install sidewalks from Cheverly Metro Station entrance to Cheverly Avenue across John Hanson Highway.
- Larchmont Avenue: Install sidewalks from Emo Street to Doppler Street.
- Rollins Avenue: Install continuous sidewalks from Walker Mill Road to Central Avenue.
- Brooke Road/Suffolk Avenue: Install sidewalks from Rollins Avenue to Central Avenue.

#### **Strategies: Long-Term**

- Chesapeake Beach Railroad Trail: Establish trail in railroad right-of-way between MD 704/Cabin Branch Road to Shady Glen Drive with adjoining links.
- Eastern Trail: Establish on-road trail between Walker Mill Road and Seat Pleasant Drive with adjoining links.
- Cabin Branch: Proposed trail along Cabin Branch between Addison Road and Walker Mill Road.
- Cheverly Metro Area Pedestrian Bridge: Provide a pedestrian bridge connecting the Cheverly Metro Station to the Arbor Street mixed-use area to provide safe pedestrian access between a revitalized Arbor Street and the Cheverly Metro Station.
- Beaverdam Creek Stream Valley Trail: Establish a park trail corridor as well as on-road improvements along Pennsy Drive to provide nonmotorized access to Cheverly and the Landover Metro Station.

- Marlboro Pike: Provide streetscape improvements along Marlboro Pike at the following locations: Southern Avenue to Benning Road; Lee Jay Drive to Walker Mill Road; Penn Crossing Drive to Viceroy Avenue; Forest Run Drive to Boones Lane.
- Marlboro Pike: Install high visibility and contrasting sidewalk treatments at all intersections and curb cuts.
- MD 4 within the Capital Beltway: Complete a trail along the north side of Pennsylvania Avenue along the entire length of MD 4 within the Capital Beltway.
- MD 4 to the Oakland Neighborhood Park: Provide an M-NCPPC stream valley trail along Oxon Run within the study area. Extend the trail from MD 4 to the Oakland Neighborhood Park.
- Cabin Branch Drive: Install a sidepath from Sheriff Road to Columbia Park Road.

### **Policy 3**

Provide new trails and improve trail connectivity throughout.

### **Strategies: Short-Term**

- There are no short term trail recommendations.

### **Strategies: Mid-Term**

- Eastern Trail: Establish on-road trail between Walker Mill Road and Seat Pleasant Drive with adjoining links.
- Cabin Branch: Install proposed trail along Cabin Branch between Addison Road and Walker Mill Road.
- Cheverly Metro Area Pedestrian Bridge: Provide a pedestrian bridge connecting the Cheverly Metro Station to the Arbor Street mixed-use area to provide safe pedestrian access between a revitalized Arbor Street and the Cheverly Metro Station.
- Beaverdam Creek Stream Valley Trail: Establish a park trail corridor as well as on-road improvements along Pennsy Drive to provide nonmotorized access to Cheverly and Landover Metro Station.

### **Strategies: Long-Term**

- There are no long-term trail recommendations.

## **Living Areas E and F (Zone 3)**

### **Existing Conditions**

Living Area E is the largest living area, comprising approximately 6.5 square miles. It includes the city of District Heights as well as the 470 acres of Walker Mill Regional Park. Central Avenue to the north and Marlboro Pike and Central Avenue to the south are major east/west travel corridors. Addison Road and Ritchie Road are major north/south connectors; Walker Mill Road provides for a cut-through route that offers an additional connection to I-495. The development potential of Marlboro Pike, as shown in the Marlboro Pike Sector Plan and supported by the Subregion 4 Master Plan, as well as the future of the Morgan Boulevard Metro center (located in Living Area C), could influence the economic outlook of this area.

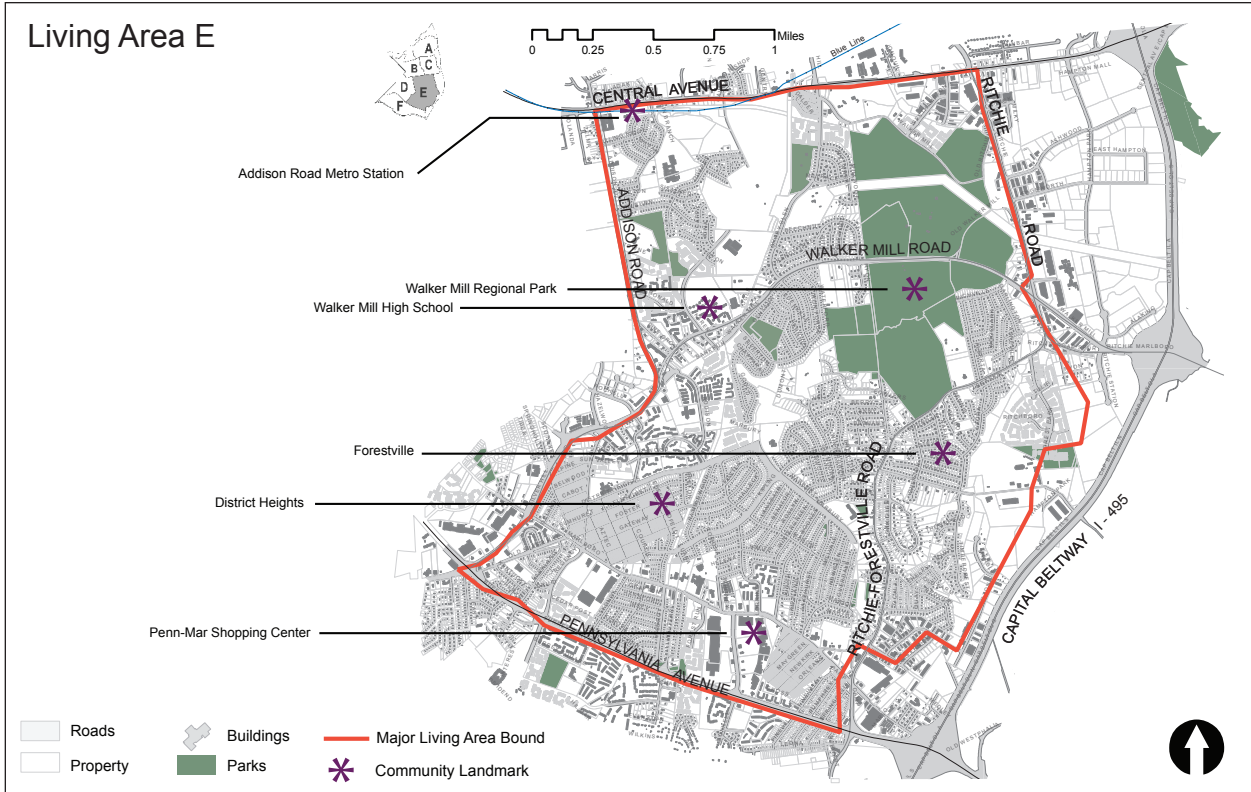
Living Area F is located on the southern end of Suitland Parkway and has approximately 4.5 square miles of land area. Bordered by Suitland Parkway to the south, Pennsylvania Avenue to the north, Washington, D.C., to the west, and I-495 to the east, Living Area F is the second largest living area of Subregion 4. The Suitland Federal Center and the associated Suitland Metro center create a federal employment base for the area. The proximity of Andrews Air Force Base within the area makes Suitland Parkway not only the southern edge to the subregion but also a gateway to Washington, D.C.

For the purpose of the Subregion 4 Master Plan effort, Living Areas E and F, along with the adjoining industrial areas that extend all the way to I-95/I-495 to the east, are combined and encompass Zone 3.

### **Municipalities**

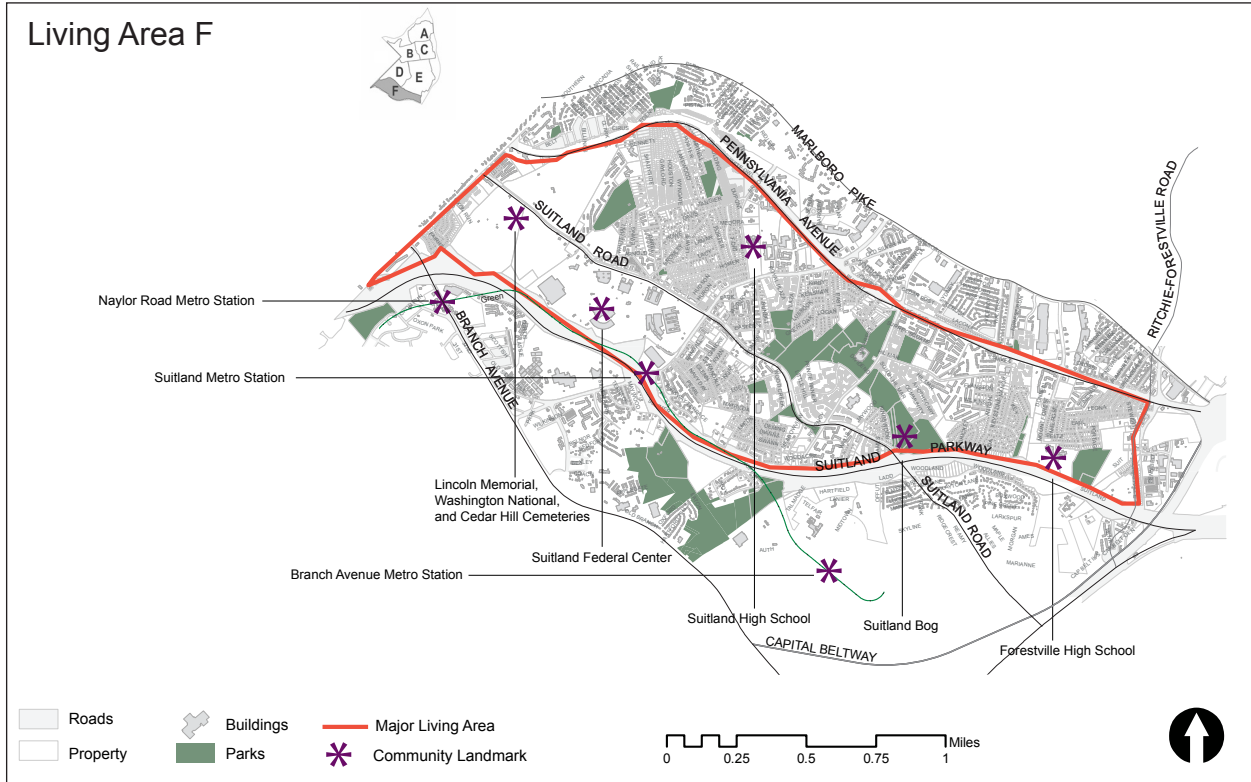
Like many of the Subregion 4 municipalities, District Heights is a desirable location because of its quiet neighborhoods and suburban characteristics. The city has a large number of long-time residents who are invested in the

# Living Area E



Map 5-10:  
Living Area E

# Living Area F



Map 5-11:  
Living Area F

community and have no desire to leave. These are important characteristics that are often overlooked because so much time and attention is focused on the environmental challenges caused by landfills, transfer stations, and industrial sites located in close proximity to this municipality. Environmental justice is an important and real issue in the lives of residents living in District Heights. These concerns must be addressed as a condition of implementing any redevelopment strategy designed to stabilize the municipality's declining condition. Addressing the immediate concerns of industrial encroachment and large multifamily developments located near established single-family residential areas represent short-range issues that will need immediate attention as implementation projects continue.

### *District Heights*

District Heights was established in the first quarter of the twentieth century as a commuter suburb approximately two miles east of Washington, D.C. In the late nineteenth century, the land that became District Heights was farmland owned by Major Leander P. Williams. Williams' farm was located along the Washington and Marlboro Turnpike, which was constructed in 1869 to facilitate easier transportation between the City of Washington and Prince George's County.

In 1925, the 505-acre Williams farm was purchased by the District Heights Company. The company was led by Washington, D.C., attorneys Joseph L. Tepper and David L. Blanken. Other members included Henry Oxenberg, Gilbert Leventhal, Simon Gordon, and Simon Gerber.

The company selected the Williams property in part because of its elevated location. Clean water and sewage disposal were provided by natural springs and two streams that ran through the area. Before the construction of houses, the District Heights Company laid out streets, curbs, sidewalks, water lines, electric lines, and fire plugs. The original streets of the development were covered with gravel.

By 1926, the District Heights Company had constructed approximately 25 houses, including five-room "California" bungalows and two-story, six-room American Foursquares. The new subdivision was described as a "community of homes for government employees" and a place that "answers the cry of the wage earner for a restricted community coming up to the high ideals of the average workingman and still at a price within his reach." *The Washington Post* reported that "the monthly payments on the houses are less than the rent for a three-room apartment in the city and it has been computed that the government employe can own his home there entirely within twelve years."

Initial homeowners in District Heights worked for the Postal Service, the Veterans' Bureau, the Treasury Department, and the War Department. Commercial development was limited to the edge of the community along Marlboro Pike. A service station and the Sanitary Grocery Store (later purchased by Safeway, Inc.) were constructed in 1926 to serve the growing neighborhood. Between 1926 and 1936, the District Heights Company continued to construct new houses and sell lots for the construction of individual houses. The company itself constructed approximately 40 houses prior to 1936.

Unlike suburban developments in northwestern Prince George's County, District Heights was not accessible by streetcar or public transportation. The District Heights Company provided bus service to local residents who were transported twice a day to 17th Street and Pennsylvania Avenue SE. Public bus service was finally extended to District Heights in 1947 by the Washington, Marlboro, and Annapolis Motor Lines (later taken over by WMATA as Metrobus routes).

The City of District Heights was incorporated in 1936 by the Maryland General Assembly. At the time, there were 250 residents. The following year, the District Heights Elementary School was constructed, providing the first school for neighborhood residents.

In 1938, the District Heights Company was succeeded by Thriftie Homes, Inc. In the 1940s, District Heights was improved by several different developers, including District Hills, Inc., and Prince George's Homes, Incorporated. All of the companies constructed modest, affordable, single-family houses with Federal Housing Administration (FHA) financing and were marketed to federal employees. Typical houses included Cape Cods and minimal traditional-influenced designs. These companies were subsequently replaced in 1946 when Manhattan subway builder Samuel R. Rosoff, also dubbed "Subway Sam," established Washington Estates, Inc., and purchased the remaining 300 acres of undeveloped land in District Heights.

Over the next 15 years, Washington Estates, Inc., added four sections to District Heights and operated as a merchant builder, constructing a large number of modest, modern houses. Rosoff and his son, Nathaniel B. Rosoff, streamlined construction, repeatedly using the same architectural designs throughout the community.

The Rosoffs planned a 1,200-house residential development with "a distinct variety in the exterior. No two homes of like exteriors are in the same area." Although the same architectural design was repeated on the same street, the exterior material treatment of the buildings varied, providing a diverse housing stock in District Heights.

The FHA-approved housing was marketed to returning veterans from World War II. The community was advertised as having "winding roads, wooded lots, and shaded streets, laid out in a manner to preserve the natural charm and beauty....Washington Estates homes are individual, expandable bungalows, each having different exterior design. There are two bedrooms and bath on the first floor and the attics are designed for the addition of two large bedrooms and bath (some already finished) with no change in structure or design." The first group of 80 houses sold in 1947 from \$12,250 and up.

As part of their development, the Rosoffs also constructed District Heights Apartments (now known as the Woodland Springs Apartments). These Colonial Revival-style garden apartments were built from 1949 through 1951. The 925-unit garden-apartment complex was located to the north of the single-family residential development constructed by Washington Estates, Inc.

As the Rosoffs continued to plat new sections of District Heights, the houses gradually grew larger, moving from one-and-a-half-story minimal traditional and Cape Cod-inspired designs and one-story ranch houses to two-story Modern movement split foyers and split levels. The last section of District Heights was platted in 1963, and by 1965, all lots in District Heights had been improved.

#### **Community Character in District Heights**

District Heights is a well-developed, planned residential commuter suburb, located southeast of Walker Mill Road, northeast of Marlboro Pike, and west of Ritchie Road.

Buildings in District Heights are primarily residential, with limited commercial development along Marlboro Pike. Public buildings include a fire station, municipal center, and several schools. Several churches are also located within the survey area. Buildings date from 1925 to circa 1965. There is little modern infill within the community.

Building forms represented include the bungalow, American Foursquare, Cape Cod, minimal traditional, ranch house, split foyer, and split-level houses. Styles identified in the survey area include Craftsman, Colonial Revival, various examples from the Modern movement, and limited examples of the Tudor Revival and Dutch Colonial Revival. Secondary resources in the community include sheds and garages.

The topography of District Heights is relatively flat with some rolling hills. Houses typically have a consistent setback, approximately 25 feet from the road. Houses constructed in the 1960s are sometimes set on the lots at an

angle to the street, creating undulating patterns in the streetscape. The earliest sections of District Heights, platted in 1925 and 1929, have a rectilinear pattern, while sections platted from the 1940s through the 1960s have curvilinear streets with long blocks, as recommended by the FHA.

## **Historic Neighborhoods**

### ***Boulevard Heights and Bradbury Heights***

Boulevard Heights and Bradbury Heights were established in the early-twentieth century as adjoining residential subdivisions in western Prince George's County, adjacent to the southeastern boundary of Washington, D.C. Located on the southeast side of Southern Avenue, the subdivisions were platted four years apart but developed simultaneously and now read as a single cohesive neighborhood.

In 1901, the widowed Laura E. Baker of Washington, D.C., purchased 35 acres of wooded land that was originally part of the Nonesuch tract. In 1905, during Baker's ownership, the residential subdivision of Boulevard Heights was platted, although the January 1906 plat does not state who filed the subdivision. Also in January 1906, Baker deeded the property to her unmarried daughter, Eliza B. Baker, also of Washington, D.C.

Boulevard Heights was a small subdivision located on a roughly triangular parcel. The land was divided into approximately 600 lots with a rectilinear plan creating 19 blocks. Individual lots were long and narrow, approximately 20 feet wide and 100 feet deep.

In May 1906, Boulevard Heights was advertised as "The finest opportunity ever offered the Washington public to own a home. No taxes. No interest. No landlord. No permits. No building restrictions. No liquor. No colored people. No malaria. No mosquitoes. No marches. Free mail delivery. Churches. Schools. Beautiful shade." The Boulevard Heights Company offered lots for sale at \$25, \$75, and \$100.<sup>84</sup> Soon after the posting of the first advertisement in *The Washington Post*, Eliza Baker sold the first lot in Boulevard

Heights. The subdivision was not advertised again and subsequently, the sale of lots waned and the pace of new construction was slow.

In 1909, Washington, D.C.-based real estate developer Robert F. Bradbury purchased 106 acres northeast of Boulevard Heights. Bradbury paid \$16,000 for the property, of which almost 18 acres were located in Washington, D.C., on the northwest side of Southern Avenue.<sup>86</sup> Responsible for developing large portions of southeast Washington, D.C., Bradbury platted Bradbury Heights in June 1909.<sup>87</sup> Like the adjoining Boulevard Heights to the southwest, Bradbury Heights continued the grid pattern and street naming system of Washington, D.C. The lots, approximately 1,500 in all, also were 20 feet wide and 100 feet deep.

Soon after the platting of Bradbury Heights, Eliza Baker resumed advertisements for Boulevard Heights. Sales were directed by real estate salesman Edward Daniels, who advertised that Boulevard Heights contained, "Beautiful villa sites containing from 3 to 5 acres. Up-to-date houses, with from 8 to 12 rooms." Lot sales in Boulevard Heights began to pick up in 1910 and continued with steady sales through 1914. The onset of World War I slowed sales in Boulevard Heights. The last recorded sale from Eliza Baker occurred in 1920.

In the 1920s, the bus transported residents of both subdivisions to jobs in Washington, D.C. In July 1922, Leslie L. Altman started the Bradbury Heights Bus Line, which was incorporated in 1926 as the Washington, Marlboro, and Annapolis (WM&A) Motor Lines. Two different bus lines served the community, and in 1928 residents were charged 16 cents to travel into Washington, D.C. The WM&A bus line delivered residents to Pennsylvania Avenue and 9th Street, NW.

Development slowly continued in the two subdivisions through the 1920s and 1930s. Several builders, including Joseph C. Zirkle, began purchasing lots and constructing

neighboring houses that were offered to prospective homeowners.

Unlike the first home buyers of Boulevard Heights and Bradbury Heights who purchased vacant land, prospective home buyers of this period bought completed dwellings, typically outfitted with modern conveniences. Many houses of this period directly reflected the influence of the FHA's guidelines for small houses and neighborhood planning, such as mass production, standardization, and prefabrication.

Thus, Boulevard Heights and Bradbury Heights, with their well-established domestic facilities and accessibility to various modes of public transportation, proved to be an excellent example of the integration of the suburban ideals of home ownership and community in a single real estate transaction.

In 1937, Henry W. Austin, president of the Bradbury Heights Citizens Association, noted that there were "250 homes in the Bradbury Heights area. This gives us a population of more than 1,000. Numerous new houses and apartments are going up." Largely due to the housing boom created by World War II from the mid-1940s through the mid-1950s, builders continued the tradition of constructing houses in both Boulevard Heights and Bradbury Heights that uniformly illustrate the widely accepted standards and fundamentals of FHA and the desires of potential homebuyers. The Sanborn Insurance Map of the community shows limited available lots for new construction by 1959. Sporadic infill continued through the 1970s until the two subdivisions were fully improved as an early- to mid-twentieth century residential neighborhood.

Today, the two subdivisions of Boulevard Heights and Bradbury Heights remain modest residential suburbs in Prince George's County, illustrating the housing forms and styles of the early- to mid-twentieth century.

### **Community Character in Boulevard Heights and Bradbury Heights**

The community contains a wide variety of buildings constructed between 1906 and the

present. The majority of buildings constructed in both Boulevard Heights and Bradbury Heights dates from 1915 through 1970. There is no discernible difference between the development plans of the two subdivisions, nor the buildings constructed in either location.

There are a number of popular twentieth-century architectural styles represented in the community, including Craftsman, Colonial Revival, and illustrations from the Modern movement. Common building forms present in both subdivisions include Foursquares, Bungalows, Cape Cods, ranch houses, minimal traditional houses, split-foyers, and split-levels.

The residential buildings are modest and display minimal ornamentation, typical of middle-class residences. The majority of pre-World War II era houses are small one- or one-and-a-half-story designs. Later construction is typically one-and-a-half-story or two-story houses.

The topography of the neighborhood is hilly and scattered with mature trees. Because of the terrain, many houses sit on sloping lots with exposed basements. Setbacks along the streets vary.

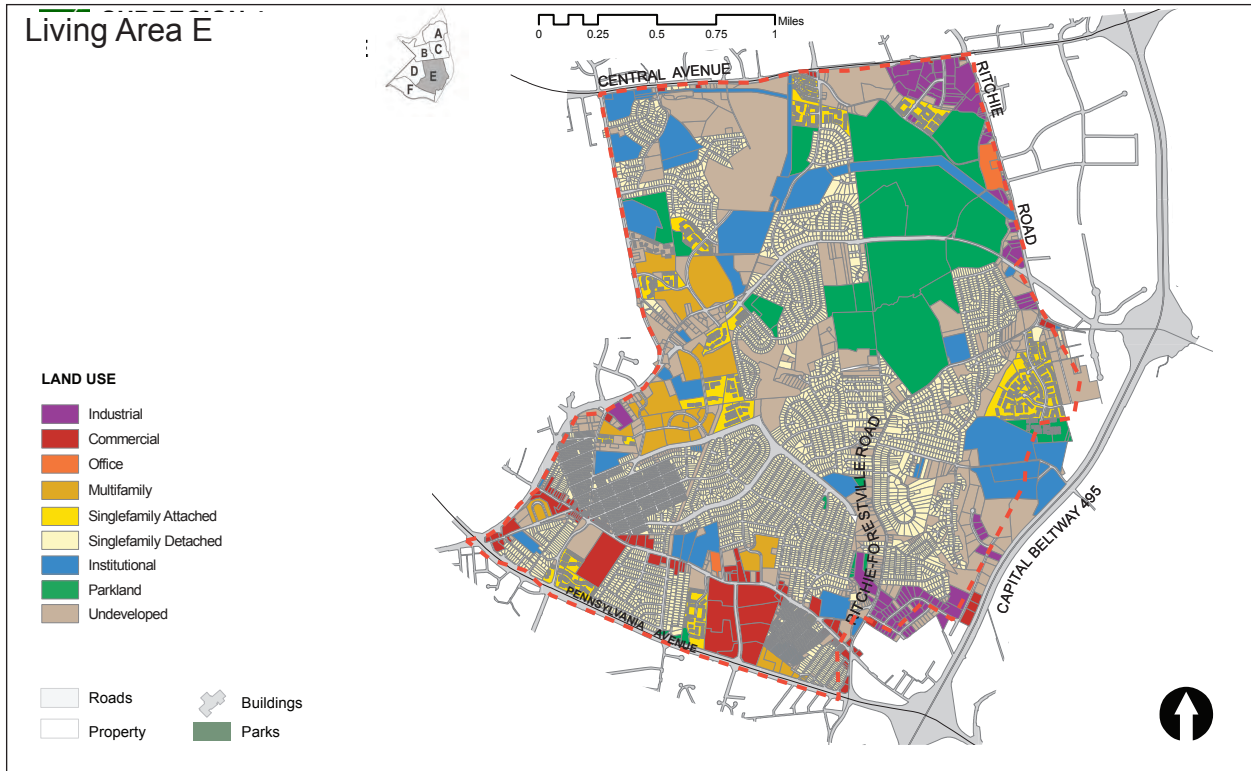
Many of the houses constructed in the mid-twentieth century have either detached garages or garages integrated into the basement level. Streets in both subdivisions adhere to a rectilinear grid.

Buildings in Boulevard Heights and Bradley Heights are predominately residential with limited commercial development located along Southern Avenue. Several residential houses on the main thoroughfares of Southern Avenue and Alton Street have been rehabilitated for commercial use.

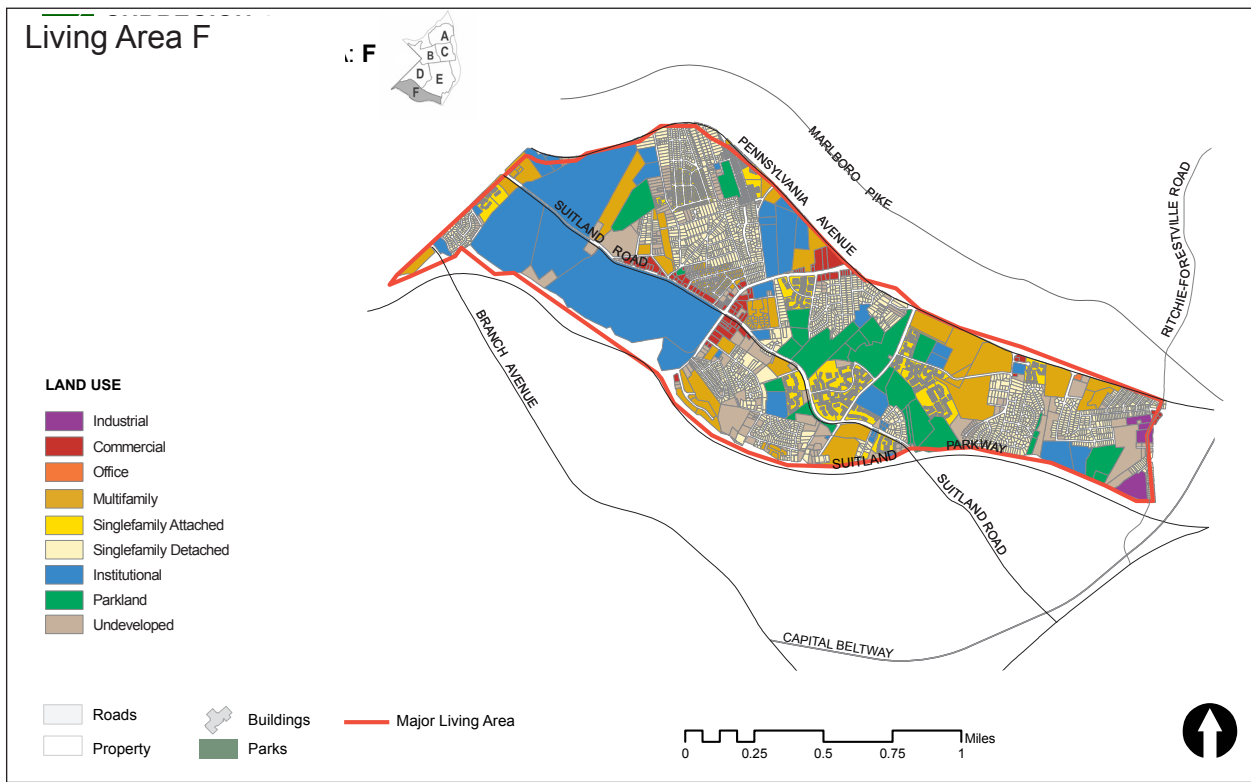
## **Major Land Uses**

### ***Residential Land Use***

Zone 3 provides for a wide variety of housing options that range from single-family detached houses to higher-density apartments. The majority of the apartments are concentrated in



Map 5-12:  
Land Use Living Area E



Map 5-13:  
Land Use Living Area F

the area south of Pennsylvania Avenue between Marlboro Pike and Pennsylvania Avenue and southeast of Walker Mill Business Park. A few townhome developments are scattered across Zone 3 and can be found off of Addison Road, adjacent to Walker Mill Middle School, and off of Ritchie Road, immediately north of Walker Mill Regional Park. Although the variety of housing options is desirable in any community, there is currently limited or no integration of the housing options. The townhome and multifamily apartments are secluded, many times gated and poorly connected with the rest of the street network.

### ***Retail/Commercial Land Use:***

The largest commercial and retail hub in the area is the Penn-Mar and Forestville Plaza Shopping Centers. Additional commercial strip development is evident along Marlboro Pike and at the intersection of Addison and Walker Mill Road and the Hampton Mall area. A few scattered small-scale commercial services and auto-oriented businesses can also be found along Central Avenue. Zone 3 is the largest of all the zones and it was made clear from the community's input and the planning team's observations that additional neighborhood commercial and retail services are needed in the area.

### ***Office, Flex, Industrial Land Use***

Business park office space and flex space is concentrated along I-495/I-95, off of Ritchie Road. Easy and convenient access to the highway system and Washington, D.C., provides an ideal setting for light industrial uses. The area is characterized by predominately clean uses such as the Hampton Industrial Park, Forestville Center, and Ritchie Industrial Park.

## **Demographic Indicators**

### ***Population***

Living Areas E and F have the largest populations with 28,439 and 30,343 residents, respectively. However, growth occurred in Living Area E (2.7 percent) since 2000 while Living Area F experienced the greatest decline

(-0.9 percent) in the subregion, losing nearly 300 residents. Along with the largest population, Zone 3 also encompasses 13.06 square miles, 45.7 percent of the land in Subregion 4, equating to a population density of 4,501 residents per square mile.

The population growth over the next five years is projected to level off in Zone 3. Increasing at an annual rate of 0.1 percent, fewer than 300 new residents are expected to enter the area. Current growth patterns are continuing as Living Area F will experience a modest decline (-0.1 percent), while Living Area E will add the majority of residents (306 people).

The age demographics in Zone 3 are in line with those of Subregion 4. However, Living Area E has a larger percentage of older residents than Living Area F. Only 5.8 percent of the population in Living Area F is 65 or older compared to 10.4 percent in Living Area E. In addition, Living Area F, consisting primarily of Suitland, has the largest pool and highest percentage of residents between 25 and 44 (30.3 percent) of any living area. Individuals in this segment of the population are typically viewed as being in the early stages of their careers and desirable candidates for employment.

### ***Households***

The two living areas in Zone 3 have seen household growth move in opposite directions. Living Area E, largely composed of the District Heights community, added 318 households for a 3.3 percent growth. Living Area F experienced a loss in households (110 households). Overall, the net growth in households for the largest of the three zones occurred at a slow pace (1.0 percent). Current projections show the net growth rate (0.7 percent) in this zone to remain largely unchanged and to be surpassed by increasing growth rates in Zones 1 (3.1 percent) and 2 (1.5 percent). However, minimal growth is expected for Living Area F (10 households), which is a shift from the recent losses incurred.

Although the average household size in Subregion 4 is lower than the rest of the county, in Zone 1 the average is three residents per household. Both Living Area A (2.98) and C (3.03) have the highest rates of children within their population, which supports their higher average household sizes.

Living Area E has the second lowest percentages of children in the subregion (2.82 percent) but has more residents per household than the area average. A possible reason for this is that, after the areas in Zone 1, Living Areas B and E have the next highest percentages of family households. These include married couples without children and other relatives living within the household.

Living Area F has average household sizes closely resembling the regional average. According to estimates used for this analysis, Living Area F, very much like Living Area D, has the highest rate of single-occupant households as both exceed 26 percent.

## Public Facilities

This area is home to Ritchie Fire Station and Spauldings Library. The Seat Pleasant Fire Station is also planned for this area. Eleven elementary schools (Berkshire, District Heights, Edgar Allan Poe, John Bayne, Longfields, North Forestville, Samuel P. Massie, Shadyside, Suitland, Thomas Claggett, and William Beanes), three middle schools (Andrew Jackson, Drew-Freeman, and Walker Mill), three high schools (Central, Forestville Military Academy, and Suitland), and three private schools are located here. This area also has a number of park and recreation facilities. Three community centers, five community parks, eight neighborhood parks, two regional parks, and the Suitland Bog serves Living Areas E and F.

## Natural Environment

The Southwest Branch, a primary corridor of the subregion's green infrastructure network, runs through this area. Primary corridors include the main stems of major waterways in

the region and each receives most of the runoff from surrounding land uses. Connecting these corridors is critical to the long-term viability and preservation of the green infrastructure network and will also serve to preserve the region's water quality. Conservation and preservation of these corridors, particularly the headwater areas, will help to improve water quality downstream.

The Green Infrastructure Plan identifies special conservation areas (SCAs) of countywide significance. Two of the 13 SCAs in Prince George's County are located in Subregion 4, one of which is located in Living Area F. The Suitland Bog is the only magnolia bog left in Prince George's County, and it is one of only 12 remaining bogs in the Washington, D.C., area. The site is owned by M-NCPPC and is known for its rare and threatened plant life and variety of carnivorous plants.

There are a number of places in this area where flooding is a problem, typically areas that were developed before the enactment of stormwater management regulations. As a result of flooding problems, intense retrofitting and innovative methods are needed, including stream bank stabilization, reducing the amount of impervious area, increasing plantings in stream bank buffer areas, and coordinating efforts to improve water quality.

## Circulation

The major east/west roadway through Zone 3, which includes Living Areas E and F, is Suitland Parkway. Suitland Parkway has no sidewalks along its entire length. The roadway is designed as a limited-access highway with signs prohibiting pedestrians from using the parkway. Another major roadway, Silver Hill Road, has sidewalks on both sides along its entire length, between Suitland Parkway and Walker Mill Road. Pennsylvania Avenue, another important east/west roadway, has no sidewalks or disconnected sidewalks at several locations. Walker Mill Road, Ritchie Road and Marlboro Pike all have sidewalks but have sections with no sidewalks or with sidewalks on only one side of the roadway.

Other streets, such as Branch Avenue and Regency Parkway, have sidewalks on one side, while Southern Avenue and Shady Glen Drive have no sidewalks in some sections.

## **Strengths and Opportunities**

### ***Economic Development***

- The area is currently experiencing substantial commercial growth between Marlboro Pike and Pennsylvania Avenue that will attract additional consumers and investment.
- The potential growth around the Suitland Metro station could stimulate investment throughout the zone.
- Nearby employment centers, such as the Suitland Federal Center, Andrews Air Force Base, and Westphalia Town Center, make this area very attractive to potential residents and retail/service businesses.

### ***Land Use and Urban Design***

- Living Areas E and F offer a unique cross-section of living environments from very urban to the west, suburban/quiet areas in the center sections, and an almost rural/country feeling in sections of the southeast.
- There is potential to set the positive tone of communities through gateway enhancements from the District of Columbia into Prince George's County. There is also the potential to set the tone entering Subregion 4 from Suitland Parkway through interchange/community gateway enhancements.
- Silver Hill Road is currently seeing the benefits of commercial corridor revitalization and new retail development north of Pennsylvania Avenue. This change could be the catalyst that drives revitalization at Silver Hill Road and Suitland Road area.
- Although there are eight General Plan centers in Subregion 4, citizens asked if additional opportunity areas should

be considered in the southern and southeastern portions of Subregion 4 to better serve the community.

### ***Housing and Neighborhood Conditions***

- The large number of federal employees in the Living Areas E and F represents a unique opportunity to develop new workforce housing communities that would be attractive to the large workforce.
- There are several active neighborhood associations within this living area. The active participation of the civic organization presents an opportunity to work with these groups, build their capacity, and develop partnerships to address the needs of lower income households.
- District Heights, which is located in Living Area E, offers affordably priced housing and neighborhoods with strong single-family characteristics. The municipality adjacent to the city limits is experiencing residential development that could serve as a catalyst for reinvestment.

### ***Environmental Resources***

- The Suitland Bog is one of the 13 special conservation areas designated by the county.
- The Southwest Branch, a primary corridor of the subregion's green infrastructure network, runs through this area. The green infrastructure plan maps connected sensitive habitats of countywide significance. Using this network as a guide, recommendations to preserve and strengthen the local green infrastructure network can be developed.

### ***Parks and Public Facilities***

- There are a number of park and recreation facilities: three community centers, five community parks, eight neighborhood parks, and two regional parks.

- This area is home to Ritchie Fire Station and Spauldings Library; the Seat Pleasant Fire Station is also planned for this area.
- Subregion 4 has a considerable share of the county's excess public school capacity. Zone 3 has 23 percent unused capacity at the 11 elementary schools.

### ***Historic Resources***

Zone 3 has the following historic assets: the historic community of District Heights; Suitland House (historic site); Epiphany Church and Cemetery, Forestville Church and Cemetery and Forestville School (all historic resources); Concord (National Register site); and Lincoln Memorial Cemetery (documented property).

### ***Transportation***

- Transit-oriented development at the General Plan centers can reduce the number of vehicle trips in the area and provide opportunities to expand and connect the pedestrian and bicycle network.

### ***Issues and Opportunities***

#### ***Economic Development:***

- Living Area F has the highest percentage of renters in the subregion. The low owner-occupied rate contributes to constant turnover in the population resulting in reduced stewardship of the area and changing priorities.
- The nearby developments occurring at Westphalia and the Branch Avenue Metro station will increase the direct competition for investment in Zone 3.

### ***Land Use and Urban Design***

- The southeastern portion of the Forestville–Ritchie Road area is severely limited in use and development by the Andrews Air Force Base flight zone building height and occupancy limitations.
- The suburban character and development density mindset for Zone 3 is not appropriate for this entire portion of the

subregion. There is a need to establish some new land use/development requirements that would guide more urbanized, pedestrian-friendly, mixed-use development into underutilized commercial sites.

- Some of the older rental apartment areas are isolated, gated barrier communities that attract loitering and territorial youth activity that is damaging to the surrounding businesses, parks, schools, and single-family/townhouse residential areas.

### ***Housing and Neighborhood Conditions***

- Residents and stakeholders acknowledged that additional code enforcement is needed but also recommended incentives to assist homeowners in making repairs.
- There was a significant growth of higher-density residential development within close proximity to existing neighborhoods that consist primarily of single-family detached homes. Residents of older, traditional neighborhoods feel their property values and way of life is adversely impacted by these developments.
- Although there are strong neighborhood associations actively involved in this living area, there is a need for capacity building assistance in order for them to be effective in assisting the county's neighborhood revitalization efforts.
- Currently there are no established architectural or housing design guidelines to ensure that new developments follow sound residential development principles.

### ***Environmental Resources***

- Excessive noise occurs along highways, at intersections, and beneath the Andrews Air Force Base flight path.
- Periodic air pollution exists.
- Stormdrains on Homer Avenue are in poor condition.

- The main stem of Henson Creek, which lies outside the planning area, experiences severe flooding problems.

### ***Parks and Public Facilities***

- Frequent electrical blackouts occur.
- There is a lack of police visibility, and long response times occur.
- There is a need to protect Henson Creek Stream Valley Park, the Temple Hills Community Park, and the Branch Avenue Neighborhood Park.

### ***Historic Resources***

- The location and setting of the area surrounding Ridgely School is incompatible with the goal of celebrating the school as a historic resource.
- The historic sites within the plan area are not demarcated.

### ***Transportation***

- Conditions will have to improve with creative pedestrian and cyclist linkages that connect not only the Metro stations with the adjacent areas but also to key landmarks in the area.
- Heavy commuter traffic on major thoroughfares cuts through the communities of Subregion 4. The volume of traffic creates congestion during rush hour on the major corridors and in some neighborhoods.
- Pedestrian safety is a major concern in Living Areas E and F, especially along Central and Pennsylvania Avenues.
- Traffic from events at FedEx Field impedes local traffic from moving through the neighborhoods and residents from accessing their homes.
- The sidewalk network is incomplete. Many roadways either have no sidewalks or the existing sidewalks are too narrow.

## **Recommendations**

### ***Land Use and Community Design***

Outlined below for easy reference is a summary of the key policy statements and pilot project action sites that were envisioned for Living Areas E and F.

- Preserve and increase industrial land use wherever possible along the eastern perimeter of the subregion.
  - ◇ Action Sites: Forestville Shopping Center area
- Preserve and expand industrial land use wherever possible along the northern and eastern perimeter of the subregion.
  - ◇ Action Sites: I-295 frontage
- Reassign isolated commercial parcels that are no longer economically viable as neighborhood-serving commercial clusters.
  - ◇ Action Sites: Walter Lane commercial 7-Eleven site
- Encourage Central Avenue and Marlboro Pike commercial corridor node/cluster development.
  - ◇ Action Sites: Morgan Boulevard/ Central Avenue frontage, Marlboro Pike at Eastern Avenue, Nova Avenue, Brooks Drive, Silver Hill/Old Silver Hill Road, Great Eastern Plaza, Penn-Mar Shopping Center
- Direct office development to the centers.
  - ◇ Action Sites: Suitland Metro center along Silver Hill Road
- Focus high-density condominium and apartment living to the centers.
  - ◇ Action Sites: Suitland Metro center along Silver Hill Road
- Direct commercial/retail development to the centers.
  - ◇ Action Sites: Suitland Metro center along Silver Hill Road and Suitland Road
- Reestablish the green infrastructure network by redeveloping key sites along greenway corridors.

- ◇ Action Sites: Apartment complexes between Cricket Ridge and Suitland Community Center and School
- Site an additional village center at Donnell Drive to serve the southeast corner of the subregion.
  - ◇ Action Sites: Mall and shopping center redevelopment for urban lifestyle center
- Preserve and conserve existing older neighborhoods.
  - ◇ Action Sites: Boulevard Heights, Suitland, District Heights, Forestville
- Develop single-family houses and townhouses only in the living areas; apartment/condo living should be relegated to the centers.
- Commercial business in growth centers, shopping nodes, and in main street areas to be preserved and strengthened.
  - ◇ Action Sites: Suitland and Silver Hill Roads, Forest Village Park Mall, Walker Mill Village Shopping Center and Marlboro Pike Corridor
- Develop mixed-uses within one-half mile of centers.
  - ◇ Action Sites: Suitland Manor Site, Morgan Boulevard, and Central Avenue
- Plan for additional police and fire uses in the south areas.
- Limit mixed-use overlay zones.
- Create distinct overlay zones for commercial, industrial, and residential guidelines.
- Reassign land use for high-density residential areas that are slipping to Section 8.
  - ◇ Action Sites: Larger, high-density apartment complexes surrounding Pennsylvania Avenue
- Reassign commercial corridor areas that have outlived their useful lifespan and designate to residential use.
  - ◇ Action Sites: Marlboro Pike between Foyer and Opus Avenue, Marlboro Pike

between Upland Avenue and Xavier Lane, and Suitland Road properties east of Silver Hill Road

- Remove or relocate the land uses that cause truck traffic impacts in the residential areas.
  - ◇ Action Sites: Walker Mill Business Park, Forestville–Ritchie Road area
- Develop a hierarchy of urban road and streetscape standards for the area.
- Develop prescribed industrial park development standards and public realm guidelines.
- Develop urban park, plaza, and open space standards applicable within the General Plan centers, corridor nodes, and neighborhood commercial centers.

## ***Housing and Neighborhood***

### **Policy 1**

Establish formal working relationships with human resource administrators to promote living closer to work in order to increase the number of federal employees that live within a three-mile radius of the federal employment centers in Living Areas E and F.

### **Strategy:**

- Work with local employers to design and establish a Workforce Home Benefit program for federal employees who want to live close to work.

### **Policy 2:**

Work with the City of District Heights to identify a suitable location for a “Model Block Homeowner Rehabilitation Program” that will increase the number of owner-occupied homes in District Heights with no outstanding code violations.

### **Strategy:**

- Work in cooperation with the City of District Heights to develop criteria for the selection of a Model Block site; work with a nonprofit development corporation to secure public funding and conventional line of credit to fund home repairs within designated Model Block site.

## **Environment**

### **Policy 1:**

Preserve environmental resources.

### **Strategies:**

- Ensure that the Suitland Bog Special Conservation Area and the critical ecological systems supporting it are protected by increasing the minimum regulated stream buffer width to 75 feet.
- Address flood-prone areas and areas with recurring drainage issues through retrofitting, stream bank stabilization, reducing the amount of impervious area, increasing plantings in stream bank buffer areas, and coordinating efforts across agencies to improve water quality. The areas in Zone 3 requiring evaluation include the Southwest Branch and its tributaries, Oxon Run tributary, and the Henson Creek tributary.
- Address drainage issues in developed areas near the Southwest and Ritchie Branches and north of Suitland Parkway.

## **Public Facilities**

### **Policy**

Ensure that public facilities are adequate to serve the local population.

### **Strategies:**

- Consider creating small libraries within existing community centers to better serve surrounding neighborhoods.
- Given the uncertainty regarding the consolidation of schools, two scenarios were developed, one assuming that consolidation moves forward and one that does not.

## **Historic Preservation**

### **Policy**

Preserve local historic sites and resources.

### **Strategies:**

- Support and facilitate the nomination of District Heights Apartments to the National Register of Historic Places.

- Protect Ridgely School's setting by securing the property fronting MD 214 and maintaining it as an open space buffer between the school and the highway.

## **Transportation**

For roads and transit recommendations, see Chapter 8, Transportation Systems.

### **Policy 1:**

Develop bicycle-friendly roadways to improve connectivity throughout Zone 3.

### **Strategies: Short-Term**

- Pennsylvania Avenue: Implement a sidepath for pedestrian and bicycle traffic from Southern Avenue to Capital Beltway
- Suitland Road: Implement bike lanes from Southern Avenue to Suitland Parkway
- Silver Hill Road: Implement bike lanes from Suitland Parkway to Walker Mill Road
- Walker Mill Road: Implement bike lanes and sidepath from Silver Hill Road to the Capital Beltway
- Brooks Drive: Implement bike lanes from Silver Hill Road to Marlboro Pike
- Regency Parkway: Implement bike lanes from the dead-end south of Suitland Road to Surrey Service Drive just south of Pennsylvania Avenue
- Regency Parkway: Implement bike lanes from Pennsylvania Avenue to Marlboro Pike
- District Heights: Implement bike lanes from Scott Key Drive to Marbury Drive
  - ◇ Ritchie/Forestville Road: Install bike lanes from Central Avenue to Pennsylvania Avenue

### **Strategies: Mid-Term**

- Sheriff Road: Implement bike lanes from Marlboro Pike: Implement bike lanes from Southern Avenue to Capital Beltway
- Ritchie Road/Forestville Road: Implement bike lanes from Central Avenue to Suitland Parkway

- Donnell Drive: Implement bike lanes from Beltz Drive to Marlboro Pike
- D'Arcy Road: Implement bike lanes from Ritchie Road to the Capital Beltway
- County Road: Implement bike lanes from Marlboro Pike to Walker Mill Road
  - ◇ Marbury Drive: Implement bike lanes from District Heights Parkway to Newglen Avenue

#### **Strategies: Long-Term**

- Marblewood Avenue: Implement bike lanes from Sheriff Road to Reed Street
- 62nd Avenue: Implement bike lanes from Reed Street to Trent Street
- 64th Avenue: Implement bike lanes from Columbia Park Road to State Street
- Southern Avenue: Implement bike lanes from East Capitol Street to Eastern Avenue
- Eastern Avenue: Implement bike lanes from Southern Avenue to 62nd Avenue
- James Farmer Way: Implement bike lanes from 67th Place to Addison Road
- Foote Street: Implement bike lanes from Martin Luther King, Jr. Highway to 62nd Avenue
- 67th Street: Implement bike lanes from James Farmer Way to Eads Street
- Rochelle Avenue: Install bike lanes from Walker Mill Road to dead-end past Hazelwood Drive
- Hazelwood Avenue: Install bike lanes from Walker Mill Road back to Addison Road including extension to connect to Addison Road
- Rochelle Avenue: Implement bike lanes from Walker Mill Road to dead-end past Hazelwood Drive

#### **Policy 2**

Improve pedestrian connectivity throughout Zone 3 by installing sidewalks.

#### **Strategies: Short-Term**

- Central Avenue: Install sidewalks from Southern Avenue to Balboa Avenue

- Central Avenue: Install sidewalks from Ventura Avenue to East Capitol Street
- Pennsylvania Avenue: Install sidewalks from Southern Avenue to Brooks Drive
- Pennsylvania Avenue: Install sidewalks from Brooks Drive to Silver Hill Road
- Capitol Heights Boulevard: Install continuous sidewalks from Davey Street to Marlboro Pike
- Addison Road: Install continuous sidewalks from Walker Mill Road to Central Avenue
- Addison Road Metro Station: Install pedestrian amenities to improve safety at the Metro station area
- Glacier Avenue: Install continuous sidewalks from Marlboro Pike to Nova Avenue
- Nova Avenue: Install continuous sidewalks from Marlboro Pike to beyond Ellis Street to provide improved pedestrian access to schools
- Central Avenue at Addison Road: Install pedestrian amenities including crosswalks, countdown signal, ADA-compliant ramps at the intersection
- Walker Mill Road at Addison Road: Install pedestrian amenities including crosswalks, countdown signal, ADA-compliant ramps at the intersection
- Capitol Heights Boulevard at MD 332: Install pedestrian amenities including crosswalks, countdown signal, ADA-compliant ramps at the intersection
- Marlboro Pike at Brooks Drive: Install pedestrian amenities including crosswalks, countdown signal, ADA-compliant ramps at the intersection
- Silver Hill Road at Marlboro Pike: Install pedestrian amenities including crosswalks, countdown signal, ADA-compliant ramps at the intersection.

#### **Strategies: Mid-Term**

- Marlboro Pike: Install sidewalks from Ritchie Road/Forestville Road to Capital Beltway

- Marlboro Pike: Install sidewalks from Silver Hill Road to Aztec Drive
- Walker Mill Road: Install sidewalks from Shady Glen Drive to Ritchie Road
- Shady Glen Drive: Install sidewalks from Central Avenue to Walker Mill Road
- Shady Glen Drive: Install sidewalks from the section of Shady Glen that loops to the south of Walker Mill Road from Walker Mill Road to Migliori Court
- Ritchie Road/Forestville Road: Install sidewalks from Walker Mill Road to Pennsylvania Avenue
- Ritchie Road/Forestville Road: Install sidewalks from Pennsylvania Avenue to Suitland Parkway
- Donnell Drive: Install sidewalks from Pennsylvania Avenue to Beltz Drive
- D’Arcy Road: Install sidewalks from Ritchie Road to Capital Beltway
- County Road: Install continuous sidewalks from Marlboro Pike to Walker Mill Road
- Marbury Drive: Install sidewalks from District Heights Parkway to Newglen Avenue

**Strategies: Long-Term**

- Marlboro Pike: Install high visibility and contrasting sidewalk treatments at all intersections and curb cuts
- Cabin Branch Drive: Install a sidepath from Sheriff Road to Columbia Park Road.

**Policy 3**

Provide new trails and improve trail connectivity throughout.

**Strategies: Short-Term**

- There are no short term trail recommendations.

**Strategies: Mid-Term**

- Eastern Trail: Establish on-road trail between Walker Mill Road and Seat Pleasant Drive with adjoining links

- Cabin Branch: Proposed trail along Cabin Branch between Addison Road and Walker Mill Road
- D’Arcy Road: Establish proposed trail alignment along Ritchie Branch from D’Arcy Road to join the previous trail on Southwest Branch near Walker Mill Road

**Strategies: Long-Term**

- Eastern Trail: Establish on-road trail between Walker Mill Road and Seat Pleasant Drive with adjoining links
- MD 4 within the Capital Beltway: Complete a trail along the north side of Pennsylvania Avenue along the entire length of MD 4 within the Capital Beltway
- MD 4 to the Oakland Neighborhood Park: Provide an M-NCPPC stream valley trail along Oxon Run within the study area. Extend the trail from MD 4 to the Oakland Neighborhood Park

**Industrial Centers**

**Industrial Uses**

Industrial uses in Subregion 4 generally include manufacturing and industrial parks, warehouses, and distribution centers as well as other employment such as office and service uses. These uses are largely located in the predefined employment centers but also exist in smaller areas throughout the subregion. To gain an initial understanding of the levels of industrial activity and how it is evolving, an ongoing study by the Urban Studies and Planning Program at the University of Maryland, headed by Professor Dr. Marie Howland and commissioned by the Prince George’s County Planning Department, was utilized. The report is entitled “Prince George’s County Industrial Land Use Study, Deliverable 5,” dated June 19, 2008. The following narrative describes the current condition of the nine industrial areas identified by Dr. Howland and her research team. Additional data and graphic references are available in the report.

### ***New Carrollton Metro***

The area surrounding the New Carrollton Metro station is categorized as a Type 3 (deindustrializing and transforming); it has already de-industrialized and transformed into a commercial/office district. Demand for office and retail is high, particularly in the Metro East Business Community, and the land is too valuable for industrial activity to survive. The vacancy rate is nine percent for the 19 buildings. Many of the buildings are under 30 years old and are one or two stories high. The area has another 674,000 square feet in proposed rentable building area, with these structures being mostly traditional office high-rises. Average time on market is 16.1 months.

### ***Ardmore Park***

Ardmore Park is bordered by US 50 on the north and west, Martin Luther King, Jr. Highway on the east, and Landover Road (MD 202) on the south and west. This area contains the Landover Metro Station. In addition to the Ardmore Industrial Park, this area contains Ardmore Industrial Center, Landover Distribution Center, Washington Commerce Center, and the Ardwick Ardmore Industrial Park. There are 111 properties total, with 94 being industrial or flex. Only ten of the 94 are owner-occupied. The industrial and flex buildings are primarily warehouses; the retail structures are general-freestanding. The vacancy rate of industrial property in this area is low. It was 20 percent in 1998 but is currently 10 percent, below the county average of 13.4 percent. The average rent runs \$6.01 per square foot, compared to \$6.16 for the county.

The time a rental unit sits on the market is seven months, compared to the county average of 13.5 months. Ardwick and Ardmore industrial areas are categorized as Type 5 areas (healthy industrial areas). All the major indicators for both industrial and flex and office/retail—vacancy rate, time on market, rental rate—are below the averages. Average building age is 31.7 years for Ardwick and 35.4

years for Ardmore Park, so the structures are relatively young. The buildings are in a good location, either along US 50 or near the Beltway. Vacancy for industrial building space reached a maximum of 25 percent in 1999 but has been lower ever since; in 2005 it was three percent. Office/retail vacancy has been below four percent for over ten years. Industrial and flex rent rates have been steady at around \$5.00 per square foot.

### ***Cabin Branch/US 50***

Cabin Branch/US 50 contains the Cheverly Metro station, and is just west of Ardmore Park. US 50 is on the north, Martin Luther King, Jr. Highway is on the south. The area also contains the Blake Industrial Park, the National Commerce Park, the Congressional Gateway Center, and the Cabin Branch Distribution Center. The area includes 63 properties, 56 of which are industrial and 7 are office/retail. The area is a Category 5 (healthy industrial area). There are some vacancies, with the industrial and flex rate at 15 percent, which is above the 13.4 percent county average. But most buildings have been fully leased for over ten years. The rental rate for industrial and flex is \$5.00 per square foot, more than a dollar less than the county average. Several move-ins were scheduled during the summer of 2008, which will lease over 200,000 square feet of the 504,000 currently available. The average time on market in the area for industrial and flex buildings is 19.6 months, well below the county average of 32.4 months.

The group of buildings along Marblewood Road could be classified as transitional. These may be developed into other uses if the market demanded. These buildings are older and smaller than the rest in the area and contain many car repair shops and smaller businesses, most of which have been fully leased for ten years.

Office/retail buildings are currently 68 percent vacant. This is due to two office buildings (the former Giant grocery headquarters) on Sheriff Road that are 100 percent vacant, and have

been since 2007. The remaining five office/retail buildings are 100 percent leased. Average time on market for office/retail in the area is 9.7 months, below the subregion average of 13.4 months. Furthermore, the section south and east of the Cheverly Metro station is currently vacant. It is zoned as industrial, but there is a residential section between it and the train station. Rezoning should be considered in order to maximize the use around the Metro station, since additional industrial development could be difficult there. Although this area is categorized as a Type 5 (healthy industrial area), it deserves further study because of its proximity to Metro.

### **Kenilworth/US 50**

Kenilworth/US 50 industrial area occupies the section south of US 50 and east of Eastern Avenue. Kenilworth Avenue/ I-295 runs through the center. The area is completely industrial, and there are only nine buildings, all of which are rental.

The area is a Type 4 (competitive land use succession). A healthy overall area with a good location, it borders Washington, D.C. Most of the buildings have been fully leased since 2002; only one has had any vacancy fluctuation over the past six years. The area has a higher than county average vacancy rate, but the reason is the high vacancy rate in one structure at 4800 Addison Road. This 340,000-square-foot building has been abandoned for ten years and is scheduled to be demolished. Were it not for this structure the rest of the indicators—vacancy, time on market, etc.—would be well below average. This parcel was rezoned in the first half of 2007 and was changed to a mixed land use. Once the vacant building is torn down, the area will be considered 100 percent healthy and vibrant. Because of rezoning to mixed use and the proximity to the Metro, this is a Type 4 (competitive land use succession), and it bears further study.

Attention should be paid to protect the existing industrial structures and sections since they remain viable entities. The area does have a

history of uses other than industrial and encroachment may occur. The property at 1761 Olive Street was formerly condominiums and was converted to a warehouse in 2006 (the building was originally constructed in 1955).

### **Landover Metro**

Landover Metro center runs along the Beltway (eastern border), with Landover Road on the north and Central Avenue on the south. The western edge is about one mile inside the Beltway. The area contains FedEx Field, along with Landover Centre 2, the 95 Office Park, the Landover Metro station, and Centre Point. Landover Center is categorized as Type 4 (competitive land use succession). The industrial areas are healthy, but there is some pressure from encroaching office and retail. The vacancy rate for industrial and flex is eight percent; for office/retail, the vacancy rate is currently 12 percent, and it has hovered around 10 percent for the past decade. Both are under the county and subregion averages of 13.4 percent and 14 percent respectively. The industrial and flex vacancy has not risen above 14 percent since 1998, and rents have increased about \$1 per square foot over the same time frame. Overall, rental rates are about average.

Time on the market for industrial space is 16.2 months and for office/retail it is 4.5 months, both below the average. There is, however, about 30,000 square feet of industrial space that has been on the market for over two years. This is also the only area in Subregion 4 where the flex buildings outnumber the industrial, so the area has a potential to be configured as needed. Zoning categories vary across the area, and the area deserves further study. Current industrial sites may need some protection against encroaching uses.

There is one vacant, cleared-off area south of the stadium. This is currently zoned as either commercial or residential planned community. Given that this site does not have good access to the Beltway and is surrounded by residential properties, the current nonindustrial

zoning choice may be more appropriate. Access would be along both Central Avenue and Garrett A. Morgan Boulevard.

### **Hampton Park/Steeplechase 95**

Hampton Park/Steeplechase is just south of Landover Metro center, with Central Avenue on the north. Walker Mill Road is the southern border; the Beltway is on the east. The area extends about one mile west inside the Beltway. In addition to Hampton Park and the Steeplechase 95 International Business Park, the area contains Kingdom Square, the Hampton Business Park, Ritchie Road Industrial Center, and Central Industrial Park. The area encompasses over 130 properties in all, more than 100 of which are industrial sites.

Hampton Park/Steeplechase 95 is classified as Type 5 (healthy industrial area). Both types of buildings—industrial/flex and office/retail—are in very good shape. Vacancy rates are under 10 percent and have been since 2005. Time on the market is below average at 26.7 months; the county average is 32.4. Roughly half of the vacant square footage for industrial space has been on the market for 12 months or less. Rent for industrial—most of which are warehouses—is \$7.02 per square foot, almost a dollar per square foot above the warehouse rent average for the county. The rental rates for industrial and flex have also increased over time, rising from \$4.50 per square foot in 1999 to the \$7.02 current rate.

Vacant land in the southeast corner of this area stands out. The land is zoned industrial and has a good location (the cloverleaf of the Beltway and Ritchie-Marlboro Road). Fourteen buildings have been proposed for this section—11 industrial and three office buildings. These will add a total of almost 1.2 million square feet in rentable building area. Part of this location is destined to become a foreign trade zone. Accordingly, the area should remain primarily industrial. Attention should be paid to protect the industrial sites, given the excellent location, vibrant health, and the possibility of competing uses.

### **Walker Mill Business Park/Capitol Heights**

The area is at the intersection of Walker Mill Road and Addison Road South. The four industrial properties, part of the Walker Mill Business Park, are either warehouses or truck terminals. There are two retail establishments in the area.

The existing industrial economy is healthy, classified as a Type 5 (healthy industrial area), with an average rent of \$9.15 per square foot. All buildings are fully leased and have been for the last year. Although there was a 40 percent vacancy rate in 2005, a year later the area's vacancy rate was only ten percent. Overall, the properties have mostly been stable and occupied for the past ten years. (Time on market data is not available.)

A review of previous land uses further suggests that this area remain industrial. There are six primary areas within this area that were formerly mined. Only half have road access. Some of these areas are elevated above the surrounding terrain, and there are several stormwater runoff spots. These areas may need brownfield remediation and road access added in order to be redeveloped.

### **Forestville/Penn Avenue Corridor**

The Forestville/Penn Avenue corridor is bordered by Walker Mill Road on the north, the Beltway on the east, and Pennsylvania Avenue on the south. The Forestville/Penn Avenue corridor extends west for about a mile inside the Beltway. Rent for industrial and flex space is \$7.71 per square foot, which is above the warehouse rate (\$6.16), but below the flex average (\$12.22). The rental rate has increased steadily over time, going from \$4.00 per square foot to the current rate of \$7.71. There is no evidence of encroachment from other uses. Rent for the 35 office/retail buildings is \$22.27 per square foot, which is below the subregion average of \$23.04. The office/retail vacancy rate is at 17 percent, above the county average of 14 percent for office/retail.

The average time on the market for industrial and flex space in the Forestville/Penn Avenue corridor is 6.9 months; over 100,000 square feet of the vacant space in this development was on the market for three months or less. For office/retail, the average time on the market is 15.3 months, which is slightly above the subregion average of 13.5 months. This area is categorized as another strong Type 5 (healthy industrial area).

### ***PennBelt***

PennBelt is the most southern industrial area within Subregion 4. It is a small area containing 33 properties. The area is bordered by Pennsylvania Avenue on the north, the Beltway on the east, and Suitland Parkway on the south. Similar to several other industrials areas in this subregion, PennBelt extends about a mile west inside the Beltway. There are 88 properties, with 53 industrial and flex buildings and 35 office or retail. Eight buildings are owner-occupied.

PennBelt is a strong Type 5 (healthy industrial area). The vacancy rate is at two percent for industrial and flex space. The high for this metric was 12 percent back in 2005 but has been below eight percent for most of the decade. Current rental rates average \$6.30 per square foot, but the average time on the market is 8.9 months for industrial and flex, well below the county average. Average building age is about 32 years. The location is very good for industrial uses with access to the Beltway, Suitland Parkway, and Pennsylvania Avenue.

### **Goals**

- Work toward reducing the perceived or real negative environmental impacts of industrial users, particularly in Zone 2.
- Develop the regulatory tools necessary to promote private investment in high-end, clean industrial and research uses.
- Implement zoning and land use guidelines that ensure neighboring uses complement, and not conflict, with the planned physical environment of each living and industrial area.

- Provide intermediate uses or buffers between existing and expanding residential and industrial areas.
- Designate and reallocate under-performing or blighted industrial land uses based on locational attributes and market conditions.
- Implement initiatives and provide incentives for commercial and industrial businesses to relocate within Prince George’s County.
- Establish a priority for industrial users to locate adjacent to major thoroughfares, improving the competitive advantage in Subregion 4.
- Establish dedicated truck routes within Subregion 4 while enhancing enforcement.

### **Implications**

Although it is likely that a prolonged slowdown of economic activity eventually will adversely impact the industrial market, the market data indicate that the portions of Prince George’s County nearest to the Beltway, including Subregion 4, are highly desirable to industrial users. As mentioned, Subregion 4 provides an industrial user excellent access to local, regional, and national markets. Given that the District of Columbia government has made consistent decisions to limit, and even eliminate, industrial uses from its borders, areas like Subregion 4 provide the next best location to those companies that serve Washington, D.C., clients. Furthermore, Prince George’s County and Subregion 4 provide a better value to industrial users, as lease rates are below regional competitive areas. It was reported that local lease rates were one-half of some Washington metropolitan competitors.

### ***Proposed Industrial Use Development Pattern***

#### **Policy 1**

Preserve and enhance existing industrial uses wherever possible along the northern and eastern perimeter of the subregion.

Sites where policy should be enacted:

- Ardwick-Ardmore industrial areas (Zone 1)
- I-295 frontage (Zone 2)
- I-295/US 50 and Metro rail triangle (Zone 2)
- Columbia Park Road and Cabin Branch area (Zone 2)
- Forestville Plaza site and surrounding Forestville Center industrial sites (Zone 3)
- Miscellaneous remnant sites along the Capital Beltway industrial areas along the south end of Forestville Road (Zone 3)

### **Policy 2**

Improve the relationship between viable industrial and nonindustrial areas by enhancing buffers.

Sites where policy should be enacted:

- Ardwick-Ardmore industrial areas (Zone 1)
- Washington Commerce Center (Zone 1)
- Spectrum 95 Corporate Center (Zone 1)
- Cabin Branch Industrial Center (Zone 2)
- US 50 industrial area (Zone 2)
- Marblewood industrial area (Zone 2)
- Forestville Center industrial areas (Zone 3)
- Hampton Park industrial areas (Zone 3)

### **Strategies**

- Modify existing buffer requirements and standards in the zoning ordinance and Landscape Manual to provide improved protection to neighboring nonresidential properties.
- Provide incentives to industrial property owners to improve existing buffers to adjacent nonindustrial uses.
- Ensure enforcement of existing regulations to ensure that adequate buffers exist between industrial and nonindustrial uses.

### **Policy 3**

Work with existing industrial users within the growth centers to find suitable relocation sites within Prince George's County.

Sites where policy should be enacted:

- Landover Metro area between Landover Road and Pennsy Drive (Zone 1)
- Morgan Boulevard Metro station, south side of Central Avenue (Zone 1)

### **Policy 4**

Rezone blighted, vacant, or underutilized properties adjacent to existing industrial areas to expand the local industrial base and reduce inconsistent development patterns.

Sites where policy should be enacted:

- Remnant nonindustrial parcels in the Ardwick-Ardmore Industrial Park (Zone 1)
- Isolated residential parcels along I-295 and US 50 frontage (Zone 2)
- Forestville Shopping Plaza on Marlboro Pike (Zone 3)

### **Policy 5**

Reassign industrial parcels adjacent to residential areas if industrial is impactful, blighted, or underutilized.

Sites where policy should be enacted:

- Marblewood Avenue/Cedar Heights industrial area (Zone 2)
- Walker Mill Business Park (Zone 2)

### **Policy 6**

Mitigate the impacts on residential areas of heavy truck traffic from offending industrial uses.

Sites where policy should be enacted:

- Ardwick-Ardmore industrial areas (Zone 1)
- Marblewood Avenue/Cedar Heights industrial area (Zone 2)
- Walker Mill Business Park and Forestville-Ritchie Road area (Zone 3)