



MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Prince George's County Planning Department

# OPTIMIZING REGIONAL LAND-USE BALANCE

THE ROLE OF THE **PURPLE LINE** IN  
PRINCE GEORGE'S COUNTY

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# REGIONAL LAND USE BALANCE

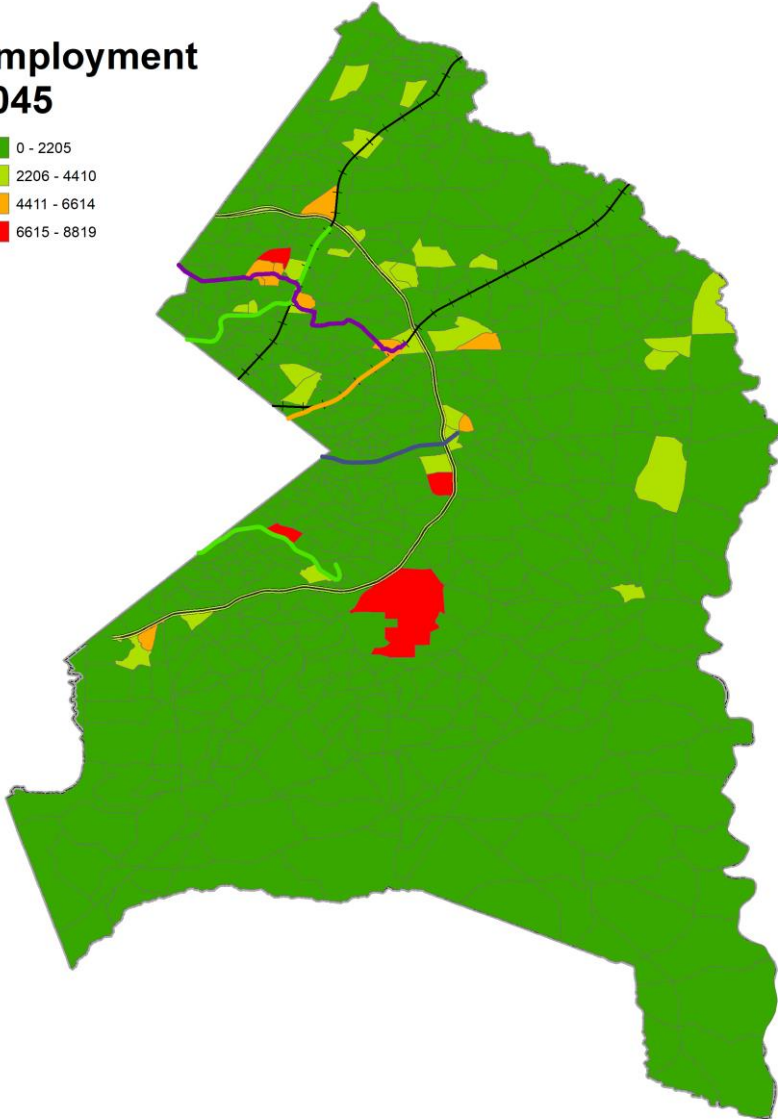


- More households are needed to provide regional workers to meet demand from future job growth.
- Location of future growth in households and jobs within a jurisdiction should be focused in Regional Activity Centers and/or in areas with high-capacity transit.
- Better balanced distribution of future growth in jobs and housing between the eastern and western portions of the region should be sought.
- Add 130,000 households to region and 60,000 jobs (above Round 9.0) to Prince George's County

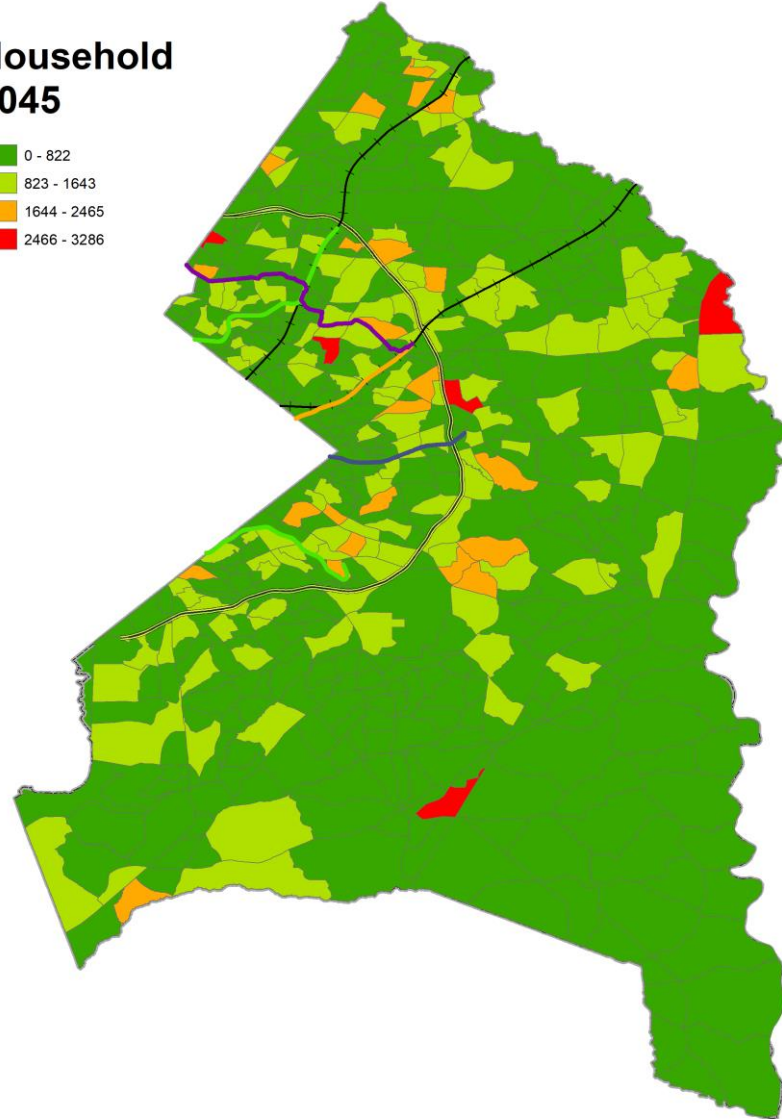
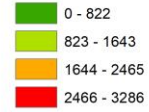


# ROUND 9.0 FORECAST

## Employment 2045



## Household 2045



### LEGEND

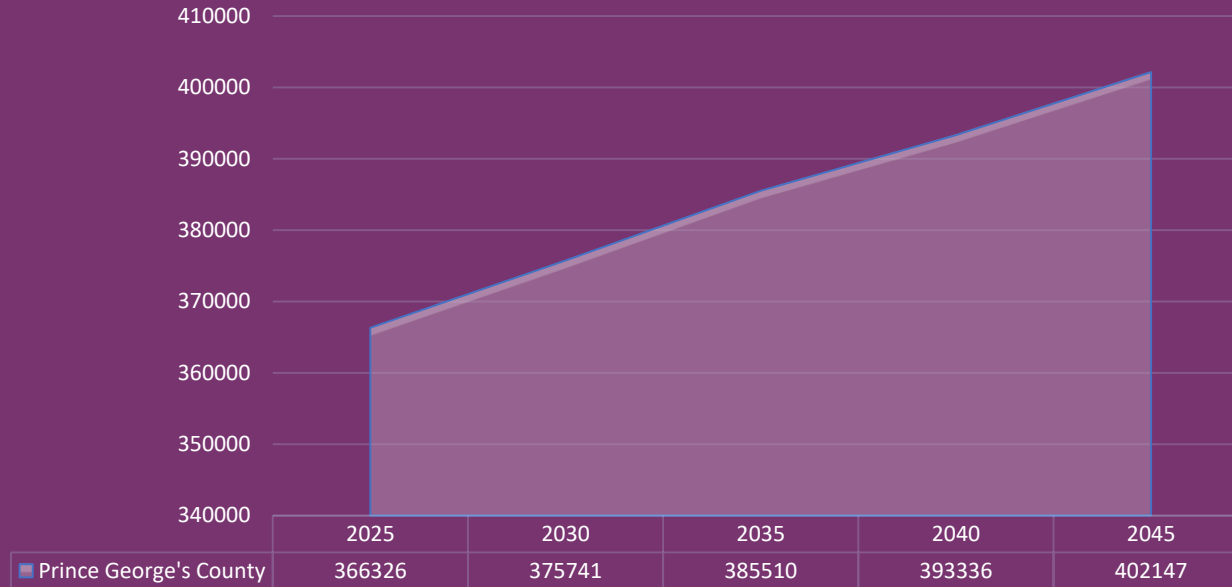
- Purple Line
- Metrorail Blue Line
- Metrorail Green Line
- Metrorail Orange Line
- MTA Commuter Rail
- Capital Beltway
- County Boundary



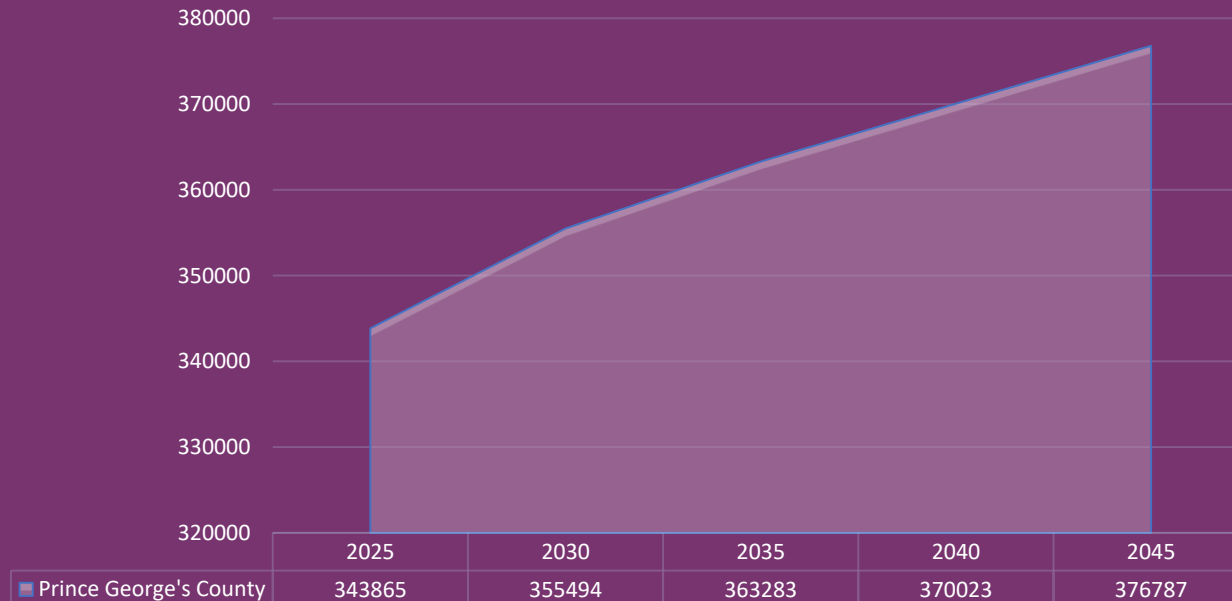
# ROUND 9.0 FORECAST

estimate of the timing  
and location of population,  
household, dwelling unit, and  
employment growth  
through the year 2045

## EMPLOYMENT ROUND 9.0 FORECAST

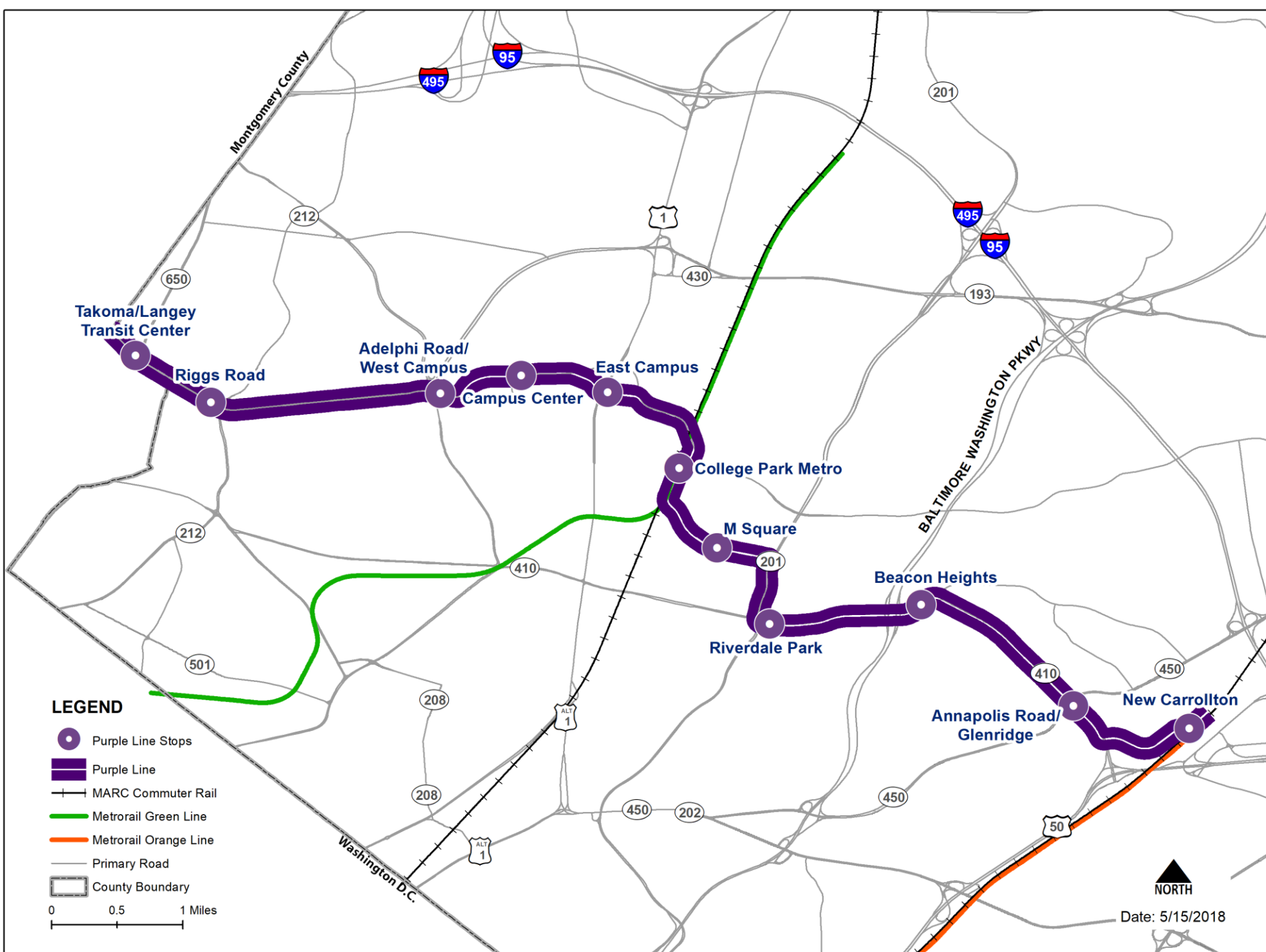


## HOUSEHOLD ROUND 9.0 FORECAST





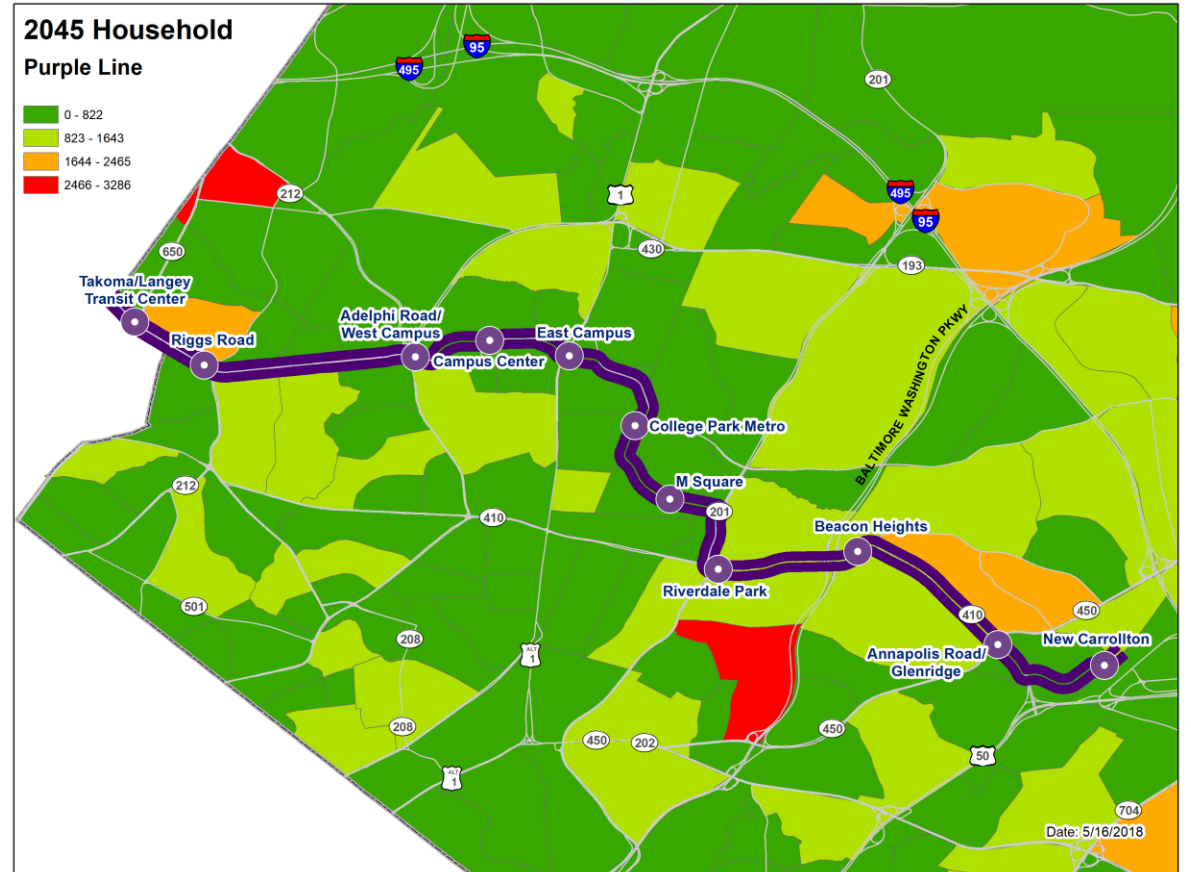
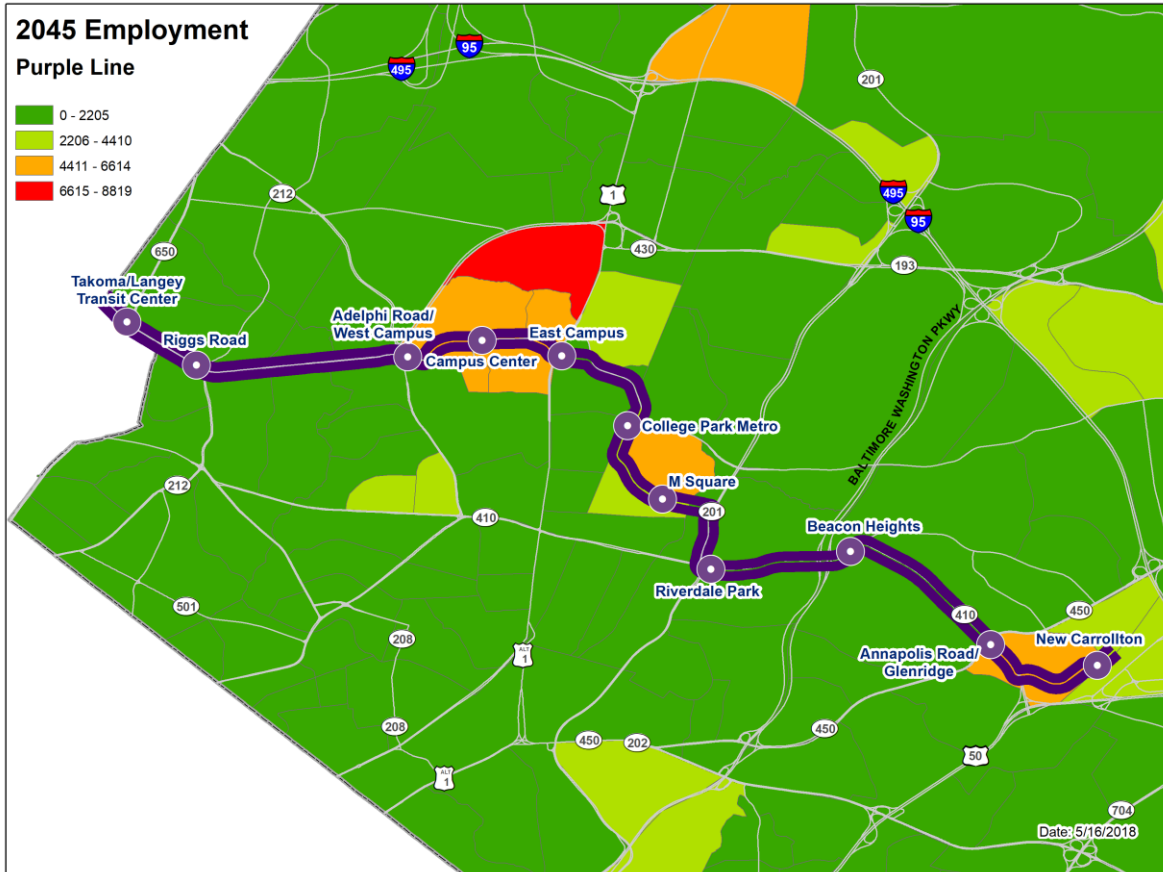
# PURPLE LINE ROUTE AND STATIONS





ROUND 9.0 FORECAST

# PURPLE LINE STATION AREAS





## Prince George's County Growth Policy Map

### Growth Boundary:

The growth boundary is important because it designates the areas that are eligible to receive public water and sewer service and impacts where we grow and develop. Rural and Agriculture Areas are not eligible for public water and sewer service.



### REGIONAL TRANSIT DISTRICTS

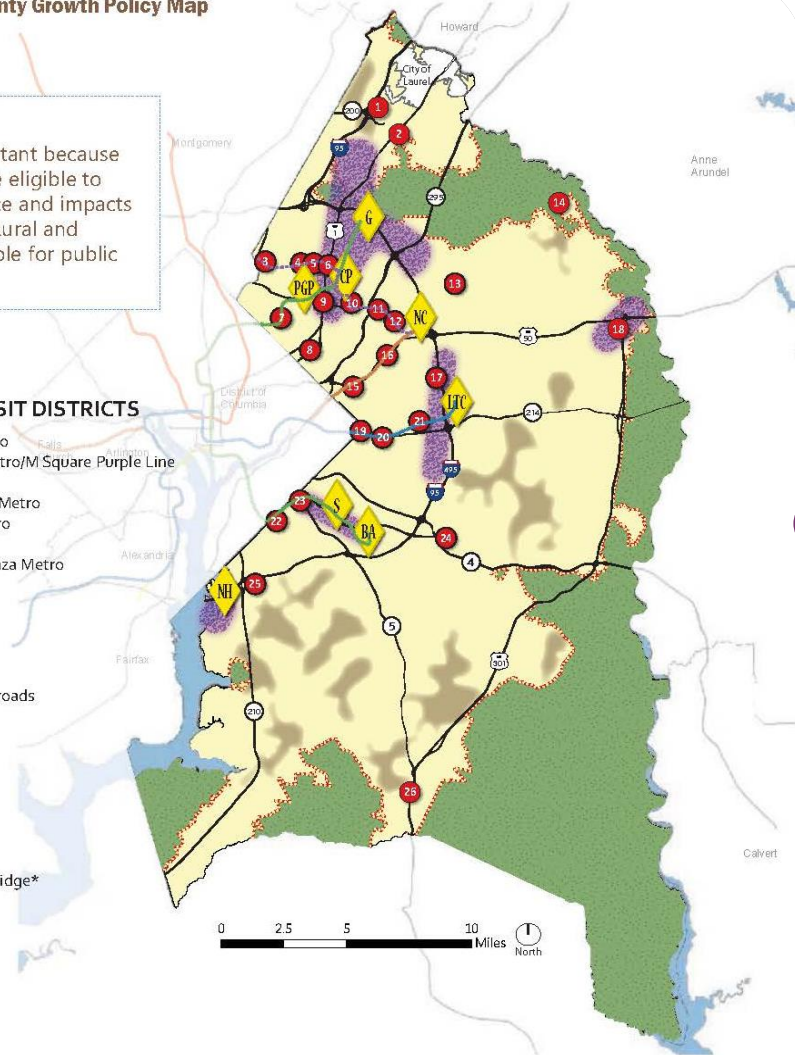
BA - Branch Avenue Metro  
CP - College Park/UM Metro/M Square Purple Line  
G - Greenbelt Metro  
LTC - Largo Town Center Metro  
NC - New Carrollton Metro  
NH - National Harbor  
PGP - Prince George's Plaza Metro  
S - Suitland Metro



### LOCAL CENTERS

1. Konterra
2. Muirkirk MARC
3. Takoma/Langley Crossroads
4. UMD West\*
5. UMD Center\*
6. UMD East \*
7. West Hyattsville
8. Port Towns
9. Riverdale MARC
10. Riverdale Park\*
11. Beacon Heights\*
12. Annapolis Road/Glenridge\*
13. Seabrook MARC
14. Bowie MARC
15. Landover Metro
16. Cheverly Metro
17. Landover Gateway
18. Bowie
19. Capitol Heights
20. Addison Road
21. Morgan Boulevard
22. Southern Avenue Metro
23. Naylor Road Metro
24. Westphalia
25. Oxon Hill
26. Brandywine

\*Future Purple Line Centers



### Legend

- |                         |                                     |                              |
|-------------------------|-------------------------------------|------------------------------|
| Employment Areas        | Future Water and Sewer Service Area | Rural and Agricultural Areas |
| Established Communities | Growth Boundary                     | Metrorail                    |
|                         | Proposed Purple Line Light Rail     |                              |

# PLAN PRINCE GEORGE'S 2035

## Center-focused development

- 75% of residential growth
- 70% of new jobs

## Hierarchy of Centers

- Regional Transit Districts
- Local Transit Centers
- Neighborhood Centers
- Campus Centers
- Town Centers

# PLAN 2035: REGIONAL TRANSIT DISTRICTS

└ New Carrollton (First Round Downtown)

└ College Park/UM Metro/River Road



40+ DU/Acre

3+ F.A.R

50% of new dwelling units

50% of new jobs



# PLAN 2035: LOCAL TRANSIT CENTERS


Takoma/Langley Crossroads



- 15-30 DU/Acre
- 1.5 - 3 F.A.R
- 15% of new dwelling units
- 15% of new jobs



# PLAN 2035: NEIGHBORHOOD CENTERS


 Glenridge

 Beacon Heights

 Riverdale Park



 10 – 15 DU/Acre

 0.5 – 2 F.A.R.

# PLAN 2035: CAMPUS CENTERS

East Campus

Campus Center

Adelphi Road/West Campus

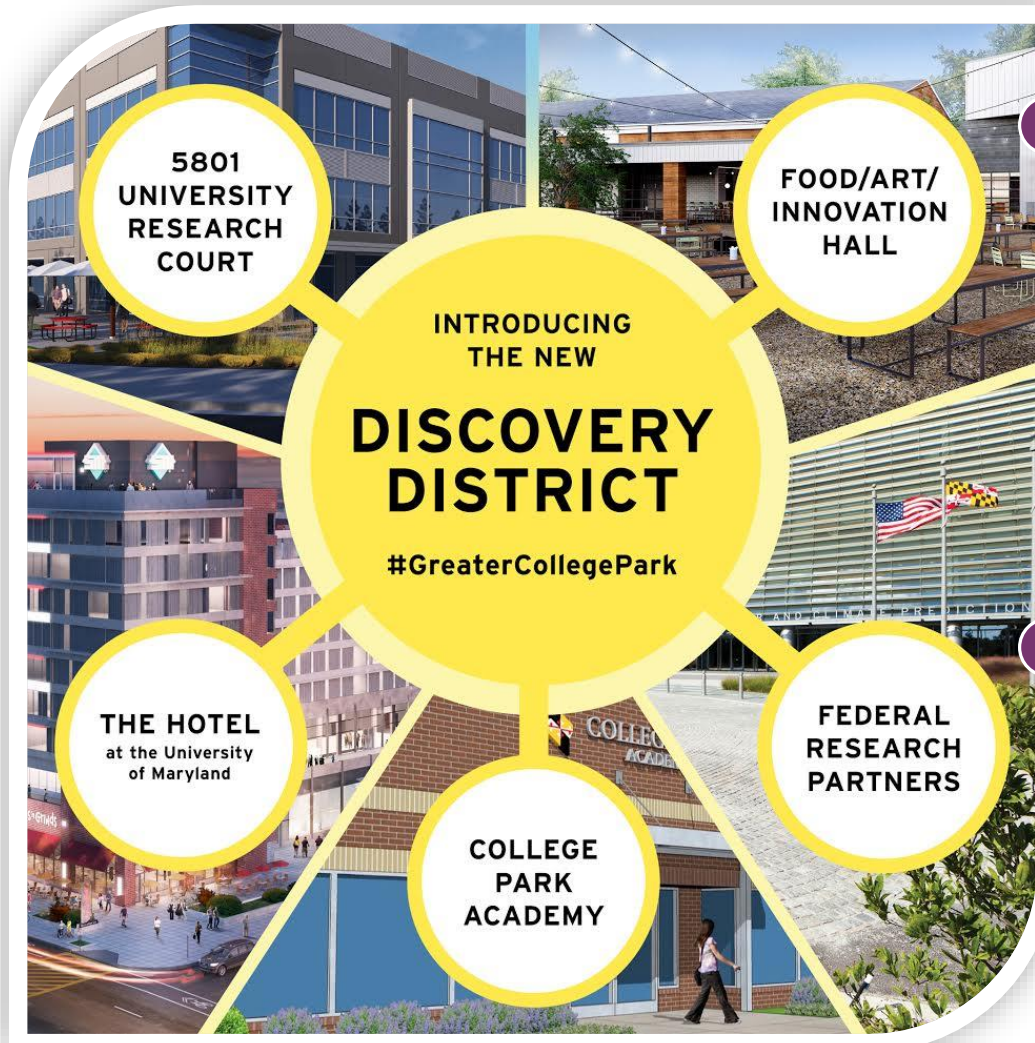


10 – 15  
DU/Acre

0.5 – 3 F.A.R.

# PLAN 2035: INNOVATION CORRIDOR

River Road/Discovery District College Park Metro East Campus Campus Center Adelphi Road/West Campus



Highest concentrations of economic activity in the four targeted industry clusters:

- Healthcare and life sciences;
- Business services;
- Information, communication, and electronics (ICE); and
- Federal government

Greatest potential to catalyze future job growth, research, and innovation in the near- to mid-term.





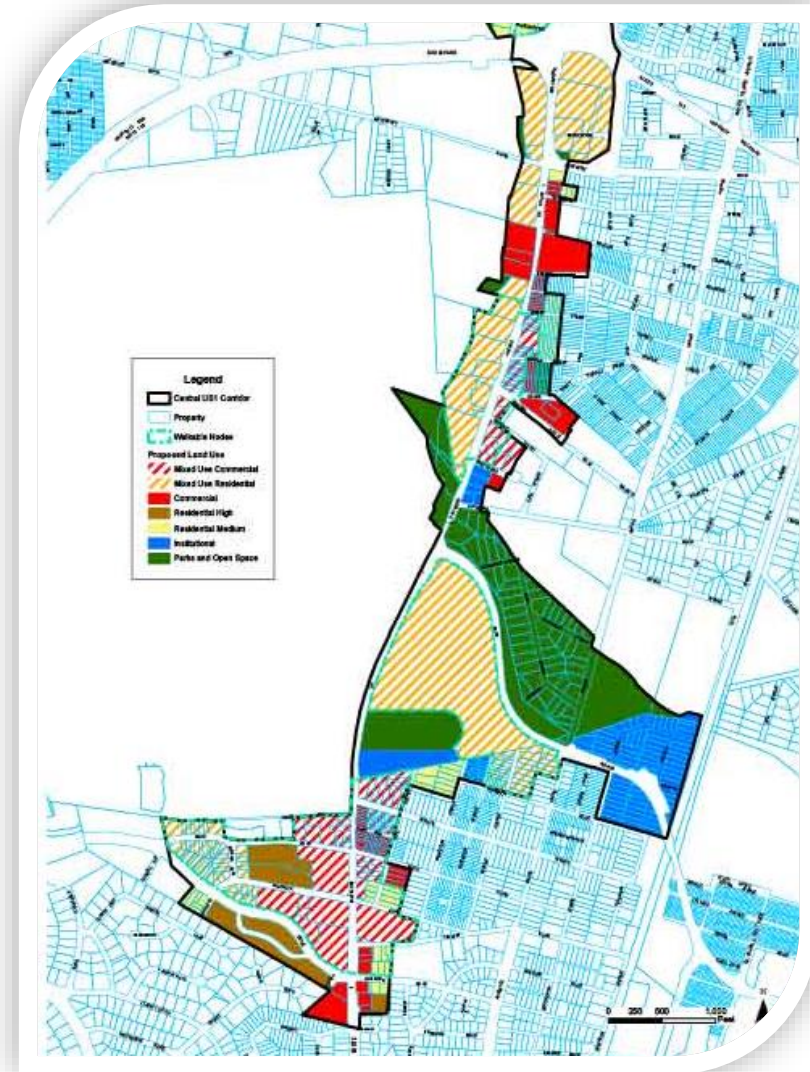
# 2010 CENTRAL US 1 CORRIDOR SECTOR PLAN

East Campus Station ●

Create a transit hub for easy transfer between US 1 Corridor and Purple Line ●

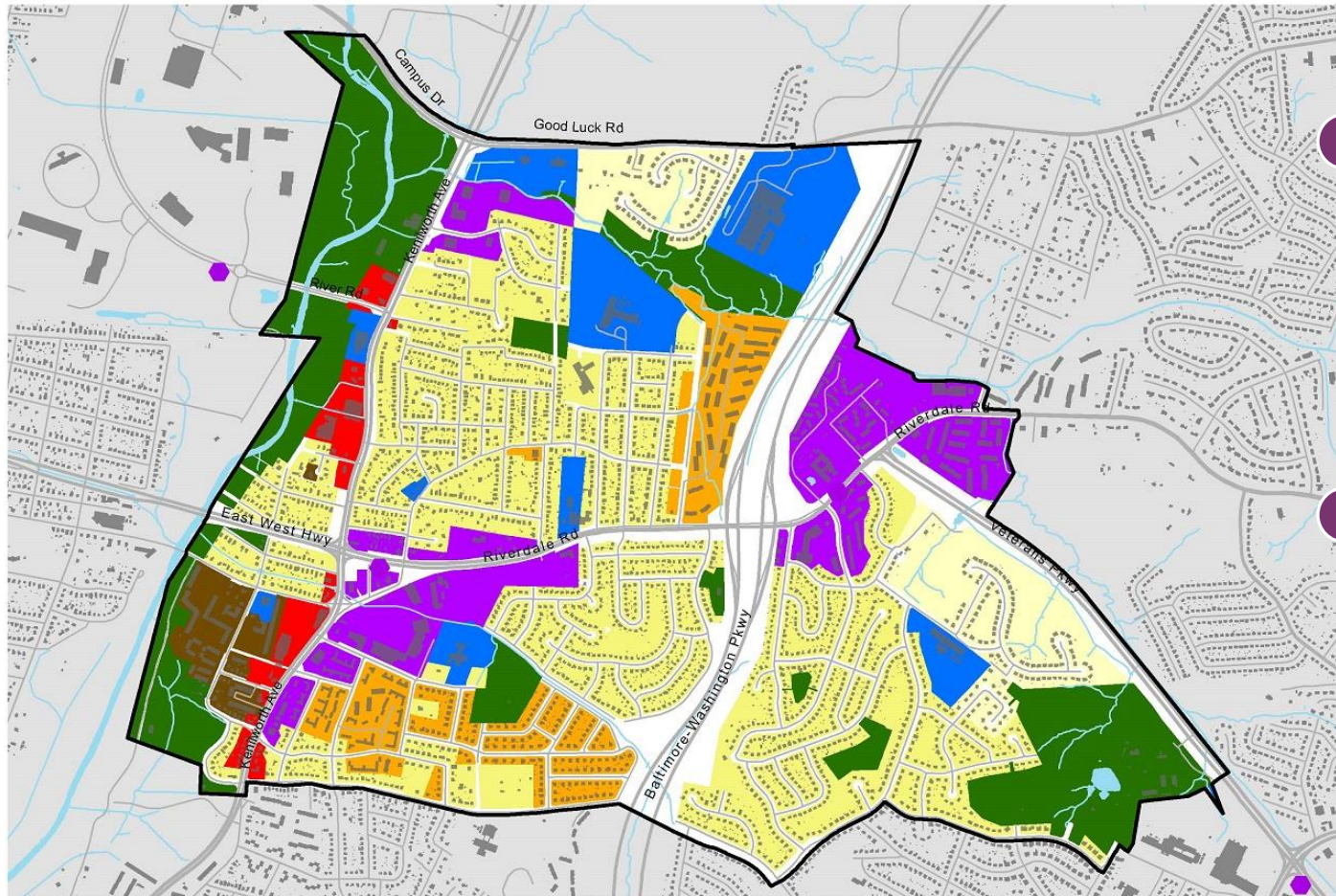
Require walkable urban streetscapes and design through overlay zone ●

Create public open spaces ●





# 2017 EAST RIVERDALE- BEACON HEIGHTS SECTOR PLAN



## LEGEND

- East Riverdale - Beacon Heights Sector Plan Boundary
- Buildings
- Known Water Bodies

- Proposed Purple Line Station (MTA)
- Primary Road
- Secondary Road

### Future Land Use (Percentage of Sector Plan Area)

Commercial	(1.80%)	Residential Low	(6.38%)
Institutional	(7.07%)	Residential Medium	(26.35%)
Mixed Use	(9.32%)	Residential Medium-High	(5.89%)
Parks and Open Space	(16.31%)	Residential High	(1.80%)



## Riverdale Park

- Vertical mixed-use south of station
- Preserve existing retail and workforce housing

## Beacon Heights

- Vertical mixed-use north of station
- Preserve existing workforce housing on edge





# 2010 CENTRAL ANNAPOLIS ROAD

## SECTOR PLAN



### ● Glenridge Transit Village

- Neighborhood-oriented
- 250,000 SF of new Class B Office
- Retain community-oriented businesses (up to 50,000 SF new retail)
- 400 – 500 new DU



# 2010 NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN



- "Regional Downtown"
- 2.6 million SF of office
- 100,000 SF of retail
- 3,000 new DU
- Medium-density mixed-use south of station (Garden City)

# OTHER STUDIES

## 2003 Bi-County Transitway-Planning Study: International Corridor

- TLTC
- Riggs Road

## 2013 Purple Line Study

- Beacon Heights
- Riverdale Park
- River Road
- East Campus
- West Campus

- Development concepts
- Short- and long-term redevelopment strategies
- Open space and infrastructure recommendations
- Zoning templates to guide future rezoning recommendations
- Implementation recommendations
- Urban design guidelines

# IMPLEMENTING THE VISION



Prince George's

# Zoning Rewrite

Creating a 21st Century Zoning Ordinance

The Maryland-National Capital Park and Planning Commission



Center-based  
Zones



Focusing growth  
at Centers

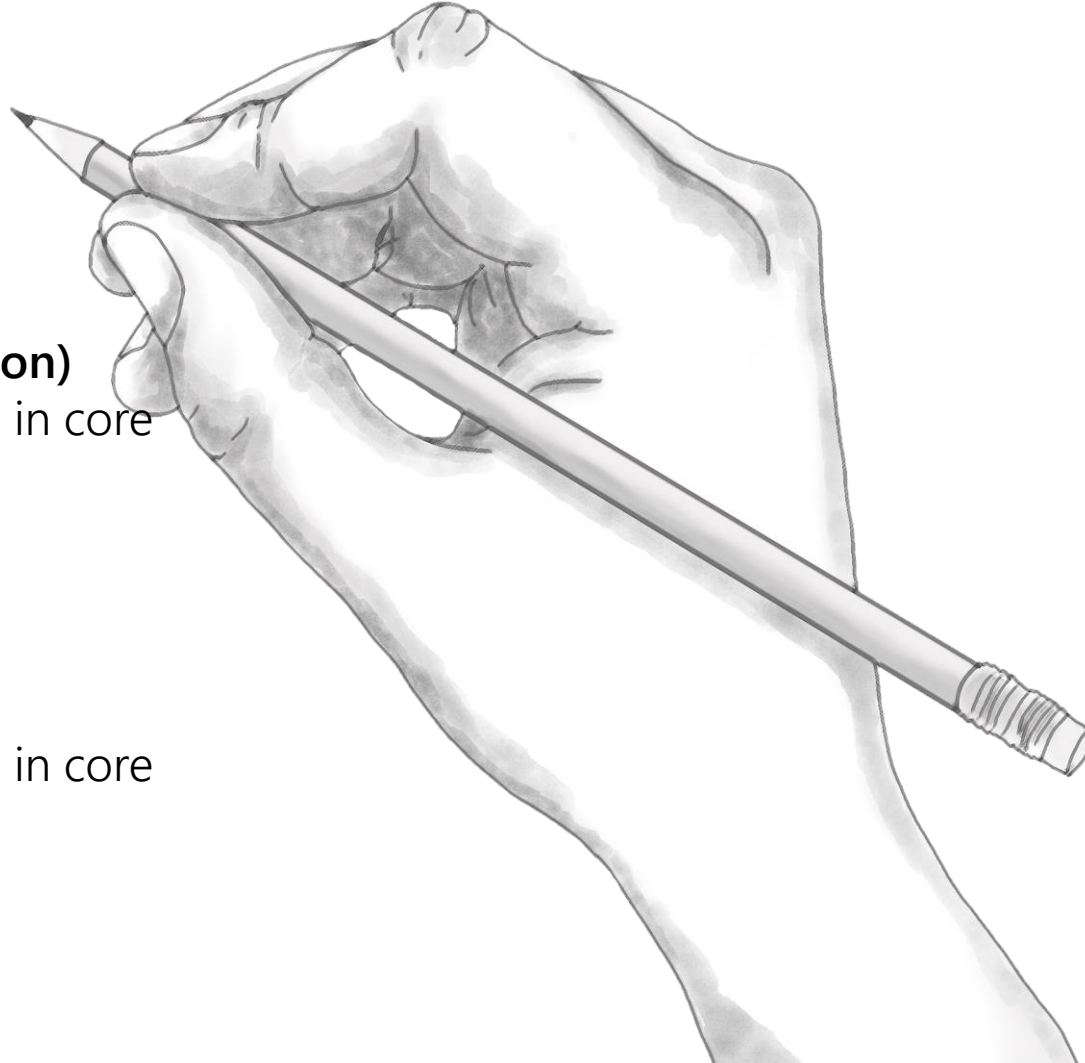


Allowing for  
transit-supportive, but  
context-sensitive densities



Facilitating a  
mix of uses

# IMPLEMENTING THE VISION: ZONING ORDINANCE REWRITE



## ● RTO-H (New Carrollton)

- 30 – 120 DU/acre in core
- 1.5 – 5 F.A.R.

## ● RTO-L (River Road)

- 30 – 100 DU/acre in core
- 1 – 4 F.A.R.

## ● LTO (Takoma-Langley Crossroads)

- 20 – 60 DU/acre in core
- 0.5 – 3.0 F.A.R.

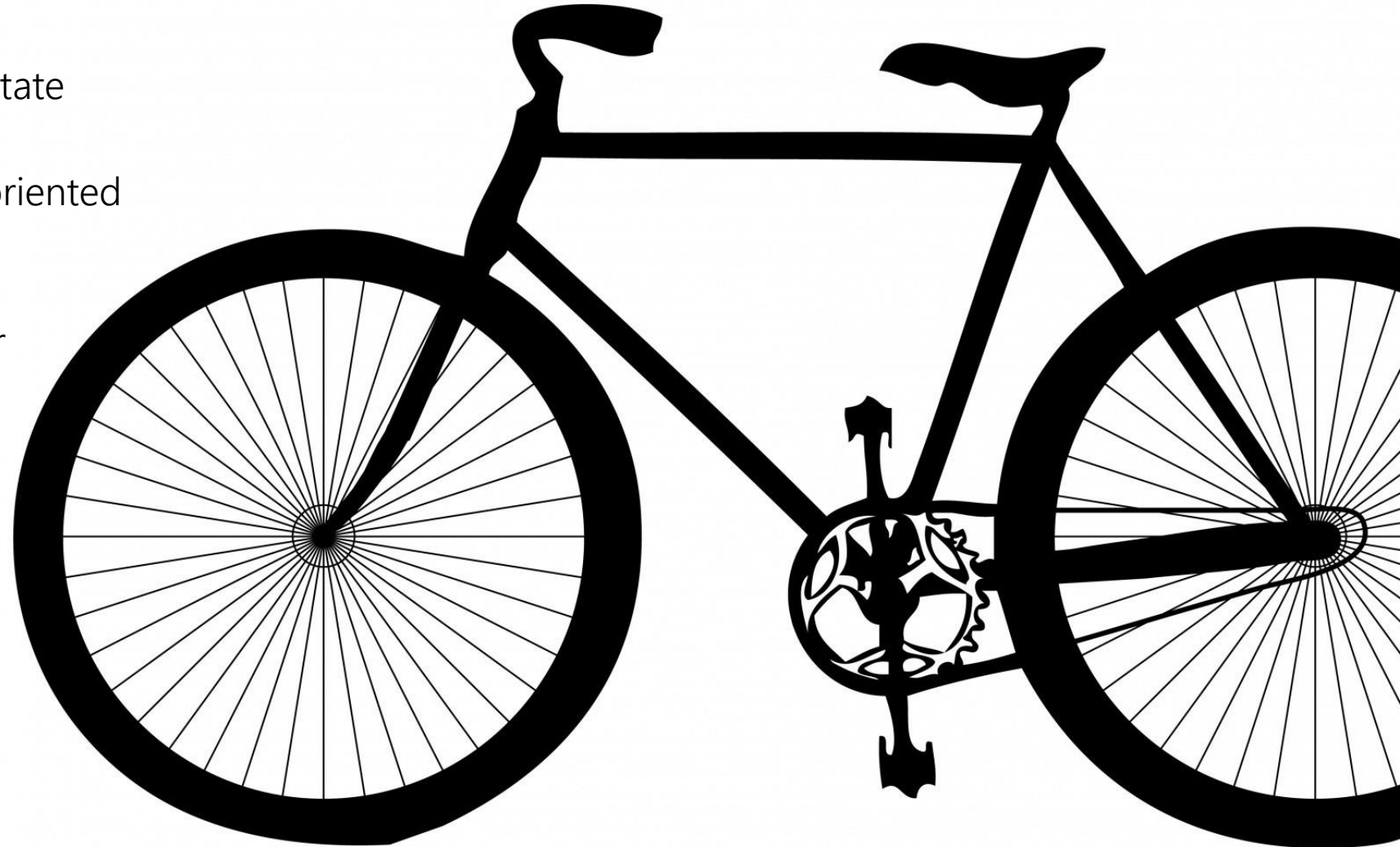
## ● NAC (Riverdale Park, Beacon Heights, Glenridge)

- 10 – 30 DU/acre
- 0.25 – 2 F.A.R.



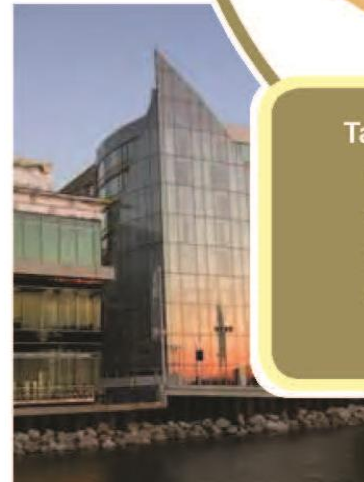
# IMPLEMENTING THE VISION: BICYCLE/PEDESTRIAN ACCESS

- New street standards to facilitate multimodal access.
- Retrofitting suburban, auto-oriented streets with walkable, urban environments.
- Updating Countywide Master Plan of Transportation with new sidewalk/trail connections.
- Complete and Green Streets Retrofits (Campus Drive)
- Bikeshare

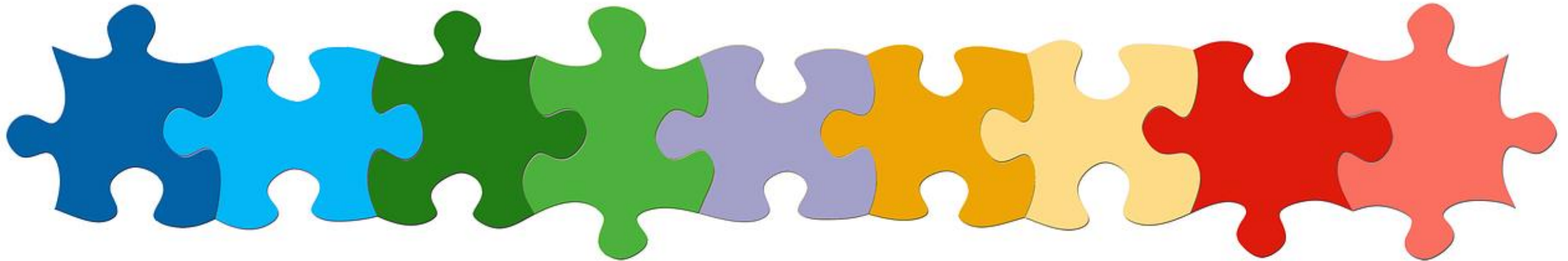




# IMPLEMENTING THE VISION: ECONOMIC DEVELOPMENT STRATEGIC PLAN



# NEXT STEPS



Continued partnership  
with UMD



Continued efforts to  
attract public tenants and  
major employers



Creating great  
communities will  
attract more jobs  
(bigger picture)



# TAKEAWAYS



Connecting existing jobs/housing (Bethesda/Silver Spring) with emerging centers.



New approaches to planning and regulation allow for more nimbleness and flexibility in responding to market demand.



Adding significant residential stock at Purple Line stations maximizes investment and reduces traffic.



Preserving transit-accessible affordable housing key to supporting economic growth.



While Purple Line will support Initiative 8, much greater opportunity exists at Metro stations for job growth.



# QUESTIONS?

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