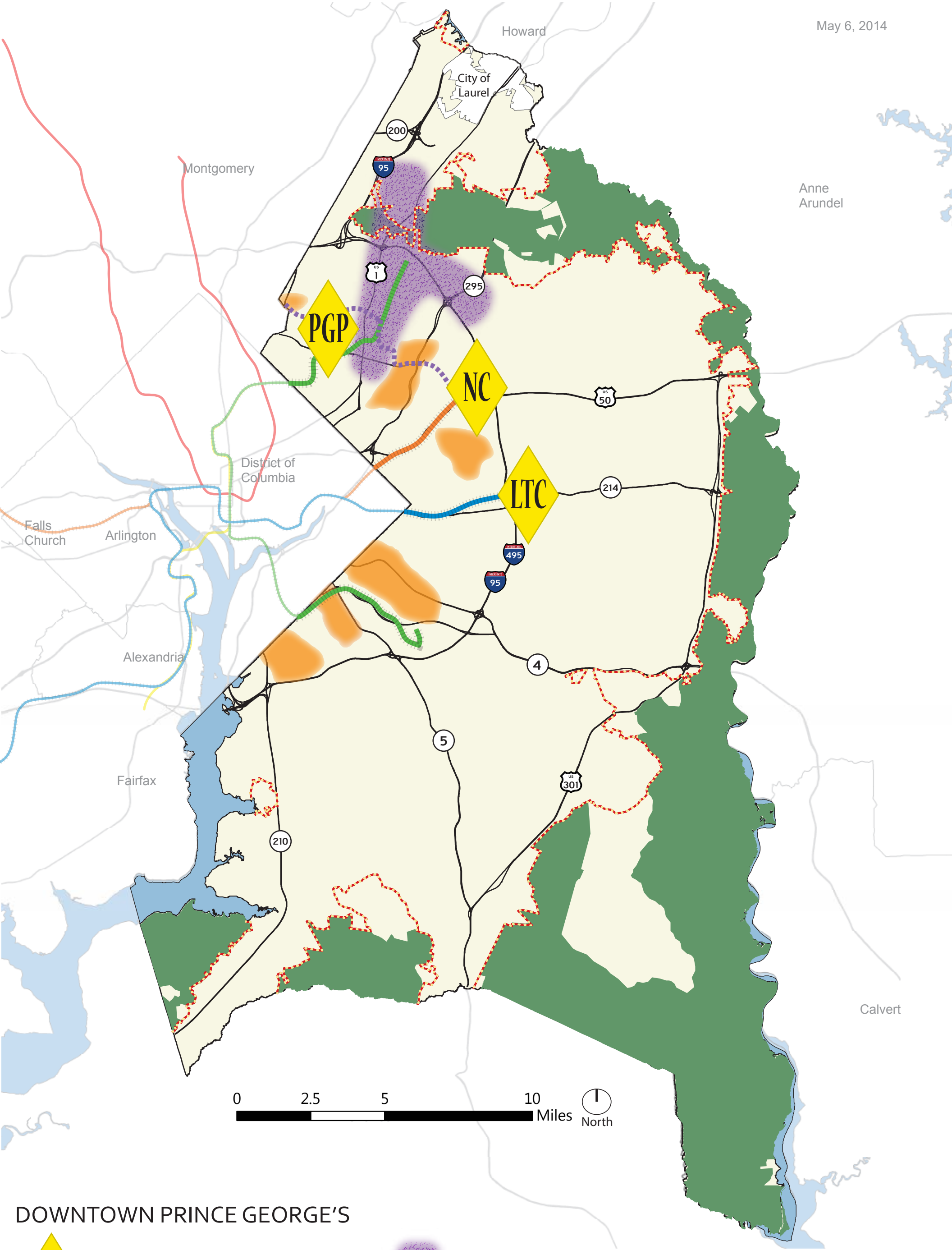
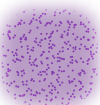
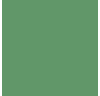




DOWNTOWN PRINCE GEORGE'S

-  **Prince George's Plaza**
-  **New Carrollton**
-  **Largo Town Center**

-  Innovation Corridor
-  Neighborhood Reinvestment Areas
-  Priority Preservation Areas

-  Growth Boundary
-  Metrorail
-  Proposed Purple Line Light Rail

Plan 2035 Center Classification System

REGIONAL TRANSIT DISTRICTS (REGIONAL)



- Branch Avenue Metro
- College Park/UM Metro/M Square Purple Line
- Greenbelt Metro
- Largo Town Center Metro
- National Harbor
- New Carrollton Metro
- Prince George’s Plaza Metro
- Suitland Metro

Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center’s predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.

The recommended jobs-to-household ratio ranges from three jobs to one household (3:1) to six jobs to one household (6:1) for more mixed-use centers and six jobs to one household or greater (> 6:1) for larger employment centers. In employment centers, housing and retail uses are secondary, but essential to creating competitive and vibrant environments attractive to employers and employees.

New Housing Mix: Predominantly high-rise and mid-rise apartments and condos, townhouses

Average Net Housing Density for New Development: 40+ Dwelling Units/Acre

FAR for New Commercial Development: 3+

Transportation Characteristics: Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities—commuter rail (Amtrak and MARC service), fixed guideway (light rail and bus rapid transit🚊), and interstate highways and arterials.

LOCAL TRANSIT CENTERS (LOCAL)



- Addison Road Metro
- Capitol Heights Metro
- Cheverly Metro
- Landover Metro

- Takoma/Langley Crossroads
- Morgan Boulevard Metro
- Naylor Road Metro
- West Hyattsville Metro

Smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses.

New Housing Mix: Mid-rise and low-rise apartments and condos, and townhouses

Average Net Housing Density for New Development: 15-30 Dwelling Units/Acre

FAR for New Commercial Development: 1.5-3

Transportation Characteristics: Metrorail or light rail with potential for localized parking and local transit connections with all types of bus service.

NEIGHBORHOOD CENTERS (LOCAL)



- Annapolis Road/ Glenridge*
- Beacon Heights*
- Muirkirk MARC (new designation)
- Oxon Hill
- Port Towns

- Riverdale MARC
- Riverdale Park*
- Seabrook MARC
- Southern Avenue Metro

**Future Purple Line centers*

Primarily residential areas that are often lower in density. These areas generally have fewer transit option and offer neighborhood-serving retail and office uses.

New Housing Mix: Mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family

Average Net Housing Density for New Development: 10-15 Dwelling Units/Acre

FAR for New Commercial Development: 0.5-2

Transportation Characteristics: Typically light rail, commuter rail, or local bus hub with limited or no parking.

CAMPUS CENTERS (LOCAL)



- Bowie MARC
- UMD East*
- UMD Center*

- UMD West*
- *Future Purple Line centers*

Transit accessible low- to medium-density, mixed-use development oriented toward supporting university research, as well as community housing and retail needs, and student housing needs at Bowie MARC.

New Housing Mix: Mid-rise and low-rise apartments and condos, townhouses, and small-lot single-family

Average Net Housing Density for New Development: 10-15 Dwelling Units/Acre

FAR for New Commercial Development: 0.5-3

Transportation Characteristics: Light or commuter rail, arterial roadways, and local/express bus service.

TOWN CENTERS (LOCAL)



- Bowie
- Brandywine
- Konterra
- Landover Gateway
- Westphalia

A range of auto-accessible centers that anchor larger areas of suburban subdivisions. Overall the centers are less dense and intense than other center types and may be larger than a half mile in size due to their auto orientation. The centers typically have a walkable “core” or town center. Often the mix of uses is horizontal across the centers rather than vertical within individual buildings. While master plans may call for future heavy or light rail extensions or bus rapid transit, no transit alternatives have been approved for construction.

Town Centers, such as Brandywine, Konterra, and Westphalia, are currently under construction and have received significant public and private investment for infrastructure improvements. These centers are envisioned to develop per the guidelines of Plan 2035 to help fulfill countywide goals.

New Housing Mix: Low-rise apartments and condos, townhomes, and small, single-family lots.

Average Net Housing Density for New Development: 10-60 Dwelling Units/Acre

FAR for New Commercial Development: 1-2.5

Transportation Characteristics: Largely automobile-oriented with access from arterial highways. Limited bus service along with on-demand bus service.