



Landover Metro Area and MD 202 Corridor

Approved Sector Plan and Sectional Map Amendment

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



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FOREWORD

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the *Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment*. This sector plan provides a new vision for the Landover Metro area and the MD 202 Corridor between Barlowe Road and the Baltimore-Washington Parkway that will transform Landover from an auto-oriented community to one that is a vibrant pedestrian- and bicyclist-friendly community where people wish to live, work, and play.

The MD 202 Corridor through Landover currently encourages drive-through traffic rather than promoting a sense of community or providing for the needs of the surrounding neighborhoods. In order to make a difference to the area, the connections, the public spaces, and the land uses within the sector plan area need to be modified and improved. This plan provides for short-, mid-, and long-term improvements that will make the corridor safer and easier to use for pedestrians, bicyclists, and motorists; promote better connectivity to, and visibility and ridership at, the Landover Metro Station; and promote upgraded development and long-term redevelopment that will provide vibrant places for gathering, shopping, and working. It makes specific recommendations for corridorwide improvements to the transportation and environmental network, as well as for physical enhancements and land use changes to three focus areas: Metro, Dodge Park, and South Landover Road.

Policy guidance for this plan came from the 2002 *Approved Prince George's County General Plan*, the 2014 *Plan Prince George's 2035 Approved General Plan*, the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)*, and county functional master plans including the 2005 *Countywide Green Infrastructure Functional Master Plan*, 2008 *Approved Public Safety Facilities Master Plan*, 2009 *Countywide Master Plan of Transportation*, and 2010 *Water Resources Master Plan*.

The 2002 General Plan designates the Landover Metro station as a regional center in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium-to-high-density neighborhoods. Regional centers are ideal locations for regionally marketed commercial and retail hubs, office and employment areas, some higher educational facilities, and possibly sports and recreation complexes primarily serving Prince George's County. High-density residential development may be an option at these centers if the needed public facilities and services, particularly schools and transit, can be provided.

The Prince George's 2035 Plan updates the 2002 Adopted and Approved General Plan and will change the regional center designation for the Landover Metro area to a local transit center. These centers are smaller in scale, mixed use, and are primarily residential areas that are well connected by transit. They are also well connected to a street grid and offer local-serving retail and limited office uses.

Beginning in December 2011, staff conducted numerous stakeholder briefings and interviews with residents, businesses and property owners, management companies, and government officials and agencies to begin to pinpoint issues and concerns that needed to be addressed in preparation of the sector plan. A series of community workshops were held to present, discuss, and refine short-, mid-, and long-term concepts for the sector plan. Based on the community engagement process, the Landover Metro Area/MD 202 Corridor Approved Sector

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Plan establishes a vision for the area and contains recommendations for land use, the transportation network, and environmental features that will improve conditions in the area and will set the stage for long-term redevelopment. The Approved Sectional Map Amendment includes zoning changes to facilitate the implementation of portions of the sector plan vision and land use concepts. The plan recognizes that most recommended land use changes are long-term in nature and will require new zoning tools that should be developed as part of the ongoing Zoning Ordinance rewrite project.

The Planning Board appreciates the contributions and involvement of the community and stakeholders in this innovative planning effort. We look forward to continued collaboration to implement the plan's recommendations and achieve the vision for the three focus areas and the MD 202 Corridor. Thank you for your consideration and review of this very important plan.

Sincerely,

A handwritten signature in cursive script that reads "Elizabeth M. Hewlett".

Elizabeth M. Hewlett
Chairman
Prince George's County Planning Board

CHAPTER 1: INTRODUCTION

PLAN PURPOSE

WHY THIS PLAN?

The MD 202 Corridor is a major transportation route that links the county seat in Upper Marlboro to Washington D.C. It is a heavily traveled road that provides easy connections to I-495 (Capital Beltway), US 50 (John Hanson Highway), and MD 295 (Baltimore-Washington Parkway). An increasing number of commuters and residents use this road to access major facilities and businesses such as the Prince George's County Hospital in Cheverly, the Landover Metro Station, Woodmore Town Centre, and FedEx Field. This number is expected to grow as a new medical regional center is built in Largo and the former Landover Mall area is redeveloped.

The corridor also serves as the front door to many older historic communities, including Cheverly, Landover, Kentland, and Palmer Park. Over the years the corridor suffered from deterioration and a lack of significant new investment even while new residential development occurred in the communities alongside it. Sector plans have been completed over the last few years for portions of the corridor abutting this area that include land use and infrastructure changes as well

as improvements to stimulate and guide new investment in revitalizing development along the corridor.

The sector plan area has been narrowly defined to encompass properties along Landover Road between Barlowe Road and the Baltimore-Washington Parkway, comprising primarily older commercial areas and the Landover Metro Station area. This area along the corridor is where changes and improvements should be focused to enhance and strengthen the corridor. Recently, new development and investment has occurred in this portion of the corridor as evidenced by the renovation of the former Giant shopping center that now houses an Aldi and CVS with a new Walgreens next door. This plan is intended to identify needed changes that build on this momentum and help stimulate other public and private improvements that will greatly enhance the area, making it safer, attractive, and more inviting for the people who live and work along the corridor. The plan concentrates on short-term recommendations that can result in more immediate improvements although mid- and long-term concepts are presented as well.

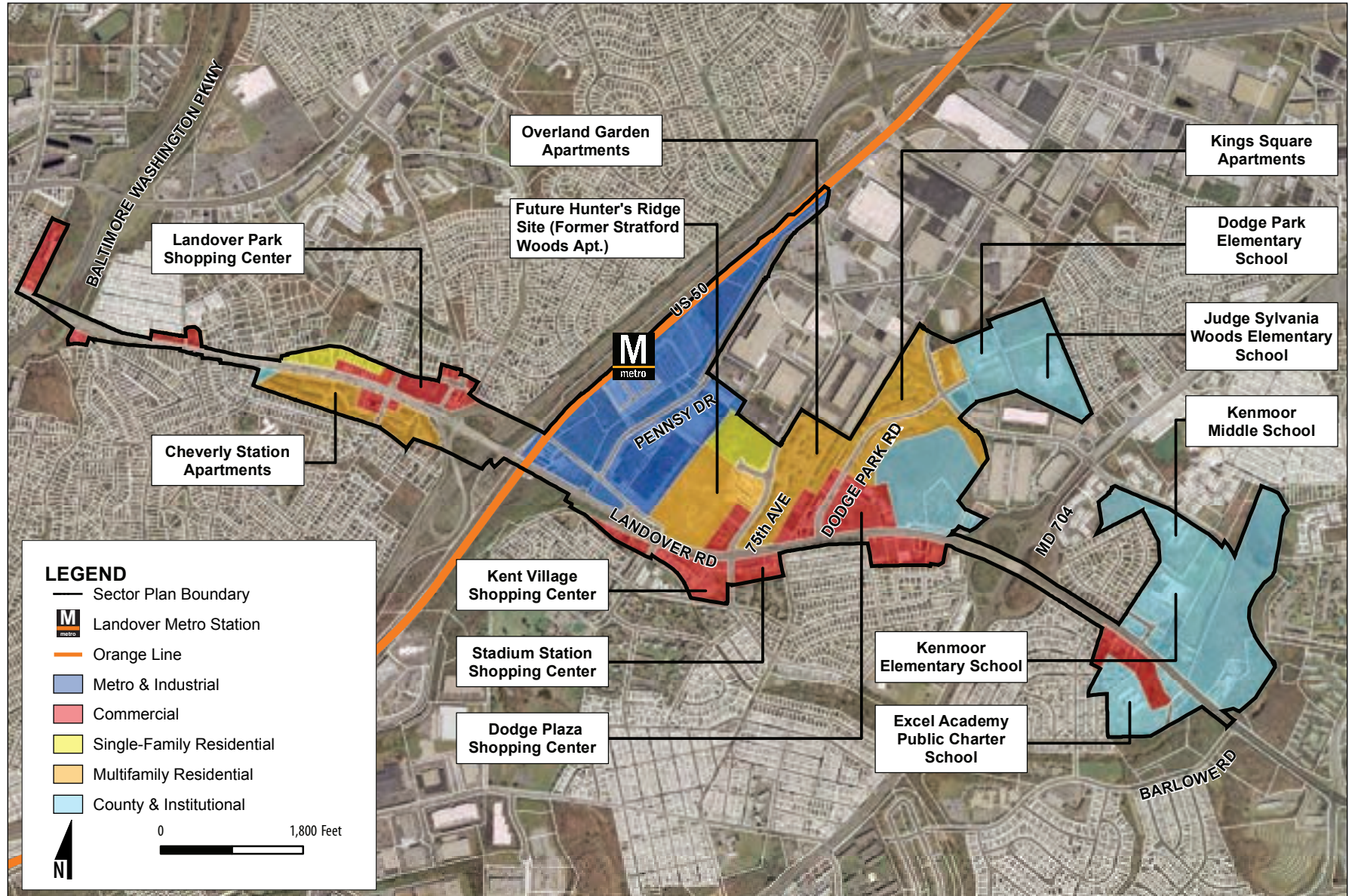
SECTOR PLAN BOUNDARY

The sector plan area contains approximately 528.5 acres (see Map 1.1, on page 2). The boundary includes the MD 202 Corridor right-of-way from slightly west of the Baltimore-Washington Parkway to Barlowe Road and a number of the commercial, multifamily, institutional, and industrial properties immediately adjacent to the corridor between these two intersections. The area is divided into sections by MD 295, John Hanson Highway, and MD 704. The Metrorail Orange Line bisects the area and runs in a northeast-southwest direction almost parallel to US 50. The core area of the sector plan, which will be discussed later in Chapter 3, is centered around three distinct focus areas located on either side of MD 202 between US 50 and MD 704. The three focus areas are Metro Focus Area, Dodge Park Focus Area, and South Landover Road Focus Area.

RELATIONSHIPS TO OTHER COUNTY INITIATIVES AND PLANS

There are a number of plans and initiatives at the local and state levels that provide a framework for the sector plan. The documents described in this section formed the context for the plan area.

Map 1.1: Sector Plan Boundary



TRANSFORMING NEIGHBORHOODS INITIATIVE (TNI)

In 2012, Prince George's County introduced its Transforming Neighborhoods Initiative (TNI) to achieve the county executive's vision of a thriving economy, great schools, safe neighborhoods, and high quality healthcare by targeting cross-governmental resources to six high-need neighborhoods. As a result, the county has directed multi-agency resources to address the priority problems facing these communities that are largely related to education, housing, health, and safety. The Kentland/Palmer Park TNI area (Map 1.2, on page 4) includes portions of the sector plan area, and a multi-agency workgroup has been created and is currently implementing an action plan to effectively address these issues. Efforts are focused on social programs to engage the youth and other residents. County agencies have also directed resources to code enforcement of nuisance properties and provided increased public safety. More recent efforts concentrate on commercial revitalization along the MD 202 Corridor, and the Dodge Plaza Shopping Center has been selected as the pilot project. This plan includes implementation recommendations to enhance and upgrade this older shopping center, which occupies a prominent location on the corridor and serves as an informal gathering place for much of the community.

COUNTYWIDE PLANS**2014 Plan Prince George's 2035 Approved General Plan**

The county has updated its general plan to develop a new blueprint for long-term growth in Prince George's County. The Plan Prince George's 2035 revises the regional center designation for the Landover Metro area to a local and suburban center with an urban transit neighborhood classification. This classification characterizes neighborhoods that are smaller-scale, primarily residential, mixed-use centers that are well connected by transit. These areas are recommended to have a connected street grid and offer local-serving retail and limited office uses. The sector plan builds on this recommendation, recognizing that the center is not located in a primarily residential area but rather an employment area with nearby residential housing. Improving the connectivity of the Metro station to the residential areas and the employment area is a major issue that this plan addresses.

2005 Approved Countywide Green Infrastructure Plan

The Green Infrastructure Plan provides a comprehensive vision for conserving the significant environmental ecosystems in Prince George's County. The plan includes a map of interconnected sensitive habitats of countywide significance, along with implementation recommendations to help make the vision a reality. The sector

plan builds upon the recommendations regarding the protection and preservation of environmental resources and identifies specific opportunities to enhance the community with environmentally sensitive features.

2008 Approved Public Safety Facilities Master Plan

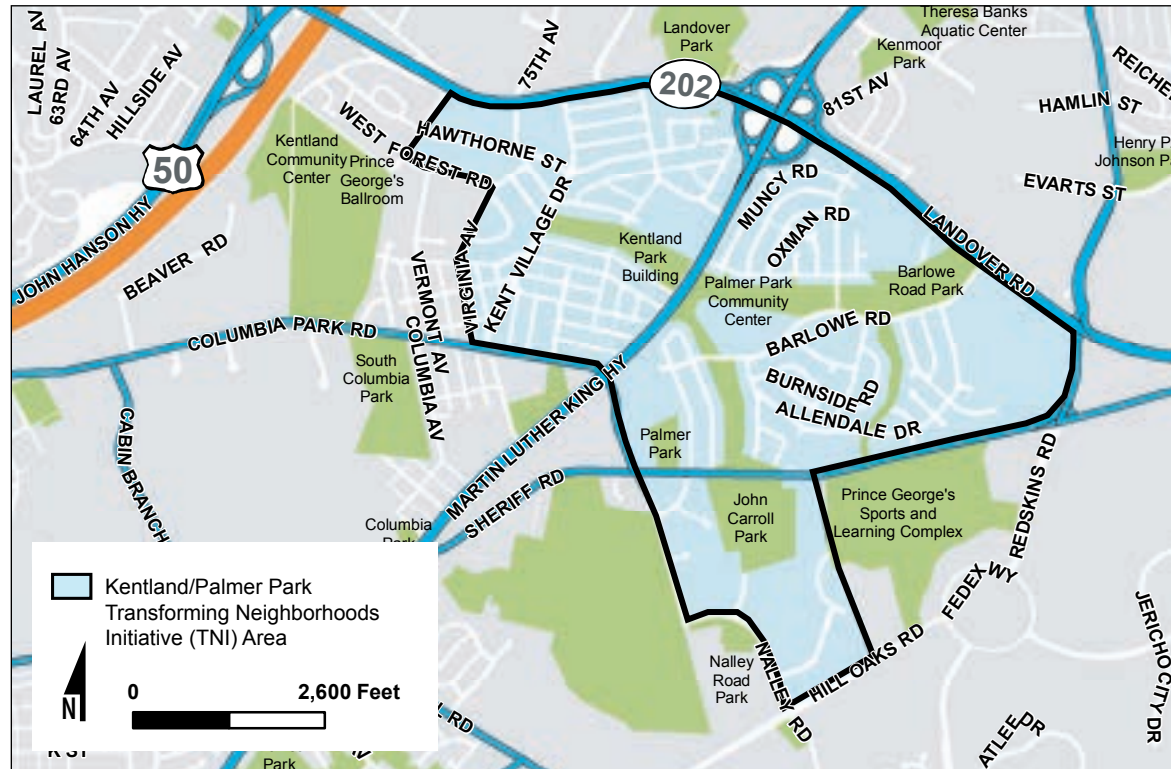
This master plan contains recommendations for the Maryland-National Capital Park Police, the Prince George's County Correctional Center, the Police Department, the Fire/Emergency Medical Services Department, the Office of Emergency Management, and the Office of the Sheriff. The plan addresses the need for new facilities, renovation of existing facilities, staffing levels, and crime prevention strategies such as crime prevention through environmental design. The plan recommends that the Kentland/EMS Station #33 located on MD 202 be retained. Long-term, the plan recommends that the station be renovated or replaced at this location.

2009 Approved Countywide Master Plan of Transportation

The Master Plan of Transportation (MPOT) is the functional master plan that addresses the strategic transportation issues for all modes in Prince George's County. The master plan updated the 1982 MPOT and incorporates the transportation recommendations included in subsequent

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Map 1.2: Kentland/Palmer Park Transforming Neighborhoods Initiative Area



approved master and sector plans. The MPOT designated MD 202 as an arterial roadway with continuous sidewalks and on-road bicycle facilities. This sector plan seeks to implement this recommendation.

2010 Approved Water Resources Functional Master Plan

The purpose of the Water Resources Plan is to evaluate growth and anticipated future development as well as to consider any impacts

to and demands on water resources, drinking water, wastewater, and stormwater. The Water Resources Plan provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the county. This sector plan implements the Water Resource Plan's policies and strategies for improvements to the stormwater management systems in the area.

SECTOR PLANS AND MASTER PLANS

2009 Approved Port Towns Sector Plan and Sectional Map Amendment

The Port Towns Sector Plan, which provides recommendations for the MD 202 Corridor just north of the plan area, envisions green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's diversity, strategic location, and industrial base, as well as historic, recreational, and environmental resources. Specifically, the sector plan discusses an interconnected network of streets that incorporates crosswalks, lighting, bike lanes, and other design features in order to promote a safe pedestrian environment. This sector plan builds upon these ideas and provides guidance on transportation improvements that need to be made at critical intersections along segments of the MD 202 Corridor located in the plan area.

2009 Approved Landover Gateway Sector Plan and Sectional Map Amendment

The Landover Gateway Sector Plan, which includes the MD 202 Corridor to the south, envisions a vibrant 24-hour activity center with a dense urban form and a mix of uses located on and around the site of the former Landover Mall. The core area is envisioned as a complex of signature office towers offering both private and public uses and a mixed-use "main street." The outer

neighborhoods radiating from the core will contain a range of moderate- to high-density residential neighborhoods complementary to the mixed-use development. Significant new development was proposed in the Landover Gateway Sector Plan that will increase traffic along the corridor and create new potential demand for goods and services. The *Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment* anticipates this potential growth and continues the Landover Gateway Sector Plan's recommendations for bike trails, improved lighting, and special pedestrian crosswalks at signalized intersections along the MD 202 Corridor.

1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity

The Bladensburg-New Carrollton Master Plan, which covers a small portion of the Landover Metro Area/MD 202 Corridor Approved Sector Plan area west of US 50, contains proposals to preserve and enhance established residential areas and protect them from encroachment by incompatible uses. The master plan also contains proposals to better integrate shopping centers with the surrounding community and to repurpose selected declining shopping centers for limited industrial uses. The master plan did not contain specific recommendations for the

MD 202 Corridor, so this sector plan focuses on the corridor.

2010 Approved Subregion 4 Master Plan and Sectional Map Amendment

The Subregion 4 Master Plan covers a very large area (approximately 29 square miles) of the central portion of the county inside the Capital Beltway. In the master plan, we include strategies to improve the quality of life within the county's established communities, promote mixed-use development along transportation corridors at targeted centers and nodes, push for better mobility for multiple modes of transportation, encourage local economic development, and put forth strategies to protect environmentally sensitive areas. The master plan also contains general guidance for development at the Landover Metro area through a conceptual regulating plan. The regulating plan is a form-based code that establishes street types and how buildings interact with the public space. Additionally, the planning department, through this master plan establishes future land uses for the station and the surrounding area. This sector plan evaluates the future land uses in the master plan in greater detail and provides alternatives to some land use recommendations in the master plan.

STATE POLICY

1992 Economic Growth, Resource Protection, and Planning Act

The Maryland General Assembly enacted legislation to encourage economic growth, limit sprawl, and protect the state's natural resources. The act establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions. The 1992 Maryland Planning Act was updated with the passage of the Smart and Sustainable Growth Act of 2009, which is detailed on page 6.

The Smart Growth and Neighborhood Conservation Act of 1997

This act builds on the foundation of the eight visions adopted in the 1992 Economic Growth Resource Protection and Planning Act as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

The Maryland smart growth program has three goals:

1. To save valuable remaining natural resources.
2. To support existing communities and neighborhoods.

3. To save taxpayers millions in unnecessary costs for building infrastructure to support sprawl.

A significant aspect of the initiative is the smart growth areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, industrial, and planned growth areas designated by counties receive priority funding over other projects. These smart growth areas are called priority funding areas (PFA). The entirety of the sector plan area is designated a PFA by the county and the state. The sector plan includes recommendations, including specific implementation actions, that meet all three goals of the state's smart growth program.

Stormwater Management Act of 2007

This legislation was enacted by the Maryland General Assembly in 2007. It mandates environmentally sensitive site design that will capture stormwater on-site and allow it to soak into the ground to the greatest practical extent. The act requires on-site stormwater management systems to mimic natural ecosystems. It also recommends the use of "microscale" technologies such as green roofs, permeable pavements, bioswales, and rain gardens to drain areas of less than an acre. The Maryland Department of the Environment (MDE) is charged under the

act with developing appropriate rules and regulations to implement the act's provisions. MDE has developed a model stormwater management ordinance that can be replicated by local jurisdictions seeking to require new development in their areas to employ green stormwater management practices.

The Smart and Sustainable Growth Act of 2009

The Smart and Sustainable Growth Act of 2009 clarifies the link between local comprehensive plans and local land use ordinances. The bill reinforces the importance of planning for sustainable growth and development in all local jurisdictions within the state. The 8 plan visions stated in the Maryland's 1992 Planning Act are replaced with an updated and expanded list of 12 visions:

1. A high quality of life is achieved through universal stewardship of the land, water, and air, resulting in sustainable communities and protection of the environment.
2. Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. Growth is concentrated in existing population and business centers, growth

areas adjacent to these centers, or strategically selected new centers.

4. Design that is compact, mixed-use, walkable, and consistent with existing community character located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources as well as preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. A transportation system that is well-maintained, multimodal, and facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.

9. Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

Together, the 12 visions provide guiding principles that describe how and where growth can best occur without compromising the state's natural and cultural resources. The act acknowledges that the comprehensive plans prepared by counties and municipalities form the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

PUBLIC OUTREACH

A critical component of any successful planning effort is an open, inclusive, public participation process that allows stakeholders an opportunity to express their views and opinions. Through various engagement strategies, management companies, community residents, civic associations, property and business owners, and government agencies and officials helped identify key issues and concerns and provided feedback on the plan recommendations. Below is a summary of the engagement methods employed during the planning process.

STAKEHOLDER INTERVIEWS

Beginning in December 2011, prior to the initiation of the sector plan, the project team conducted a series of meetings with individual stakeholder groups in order to solicit their thoughts regarding existing conditions around the Landover Metro area, Dodge Plaza Shopping Center, and along the MD 202 Corridor. These interviews were instrumental in informing the community about the project and helping to pinpoint issues and concerns that needed to be addressed in the preparation of the sector plan.

COMMUNITY ENGAGEMENT WORKSHOPS

In conjunction with the stakeholder interviews, a series of community workshops were held over the course of 10 months in order to reach additional residents, receive their input on existing conditions, and help them play a role in crafting a vision for the future of the plan area.

Prior to the plan's initiation, the first workshop was held on March 8, 2012. During this workshop, residents participated in small group discussions on five specific topics in order to share their views on the area. The categories were economic development, transportation connectivity, housing choices, public spaces and sustainability, and public facilities. The dialogue from the workshop helped start the engagement with the community.

After the sector plan was formally initiated, two more workshops and a final public meeting were held between October 2012 and January 2013 to continue engagement with the community. The second workshop focused on potential development opportunities and transportation improvements that could be employed along MD 202. Electronic voting was used at a

third workshop to receive immediate feedback and gauge community support for ideas being developed by the project team. A final public meeting was held to present, discuss, and refine short-, mid-, and long-term concepts for the sector plan. Briefings were also held with officials from the Town of Cheverly and members of the town's Planning Board.



Community Feedback on the Pedestrian Environment

CHAPTER 2: BACKGROUND

The sector plan's existing development patterns, land uses, zoning, transportation systems, environmental features, and public facilities define the Landover Metro Area and MD 202 Corridor. The project team analyzed these factors and features in order to develop recommendations for the future of the area.

DEVELOPMENT PATTERNS

Over a 70-year period, Landover has changed from a rural area to an urbanized community (see Maps 2.1 through 2.4, on this page and the following pages). The following aerial photographs give a point-in-time snapshot of important periods in the evolution of the development pattern.

1938: RURAL RESIDENTIAL

The Landover area consisted of expansive wooded areas and large farmland properties. Present day transportation routes, including MD 202 (Landover Road), MD 704 (Martin Luther King, Jr Highway), the MD 295 (Baltimore-Washington Parkway), and US 50 (John Hanson Highway), were nonexistent or had a rural road character. Communities containing single-family residential were beginning to form along the western portion of the sector plan area.

Map 2.1: 1938 Aerial



1965: A TIME OF SIGNIFICANT GROWTH

Between 1938 and 1965 with the introduction of the Baltimore-Washington Parkway, John Hanson Highway, and their respective interchanges, the Landover area experienced significant development. Larger land parcels were subdivided into single-family neighborhoods, and a number of apartment complexes were built. The Cheverly Station, King Square, Stratford Woods, and Crescent Square Apartments were either built or nearly completed during this time.

Industrial and commercial areas were also beginning to emerge. The southern end of the Ardwick Industrial Park was near completion, and the north portion was beginning to be developed. The Landover Park, Kent Village, Stadium Station, and Dodge Plaza Shopping Centers were either under construction or completed.

Finally, site work was begun for the Dodge Park Elementary School.

1980: ADDITIONAL TRANSIT CHANGES AND THE INTRODUCTION OF THE METRORAIL

MD 704 was expanded to a divided highway around 1970, and the Landover Metro Station, which is primarily a commuter station with parking for 1,800 cars, opened on November 20, 1978.

Map 2.2: 1965 Aerial



Map 2.3: 1980 Aerial



Map 2.4: 2006 Aerial



By 1980, the residential development surrounding the sector plan area and the shopping center, containing the Auto Zone, gas station, and laundromat were completed. Additionally, three public schools—the Kenmoor Middle, Kenmoor Elementary, and the former Matthew Henson Elementary School (now the Excel Academy Public Charter School)—were completed.

2006: THE BEGINNING OF REDEVELOPMENT

Between 1980 and 2006, the Stratford Woods and Crescent Square Apartments were demolished, and the Crescent Square Apartment complex was replaced with the

Overland Park Apartments. Finally, the Judge Sylvania Woods Elementary School was built along the northern portion of the plan area.

EXISTING LAND USE

As evident in the series of aerial photographs, the current MD 202 Corridor is auto-oriented with three major roadways/highways (the Baltimore-Washington Parkway, US 50, and MD 704) that divide the sector plan area and Landover Road. The sector plan area is defined by separated land uses. The Metro station, which should be an important

transportation asset for the community, is located over a quarter mile from the corridor, hidden by major industrial land uses and disconnected from nearby residential communities by US 50 and MD 202. The average daily weekday ridership is among the lowest for the entire Metrorail system at approximately 2,336 riders in 2012, according to historical ridership data maintained by the Washington Metropolitan Area Transit Authority (WMATA). Most of this ridership is one way with very little reverse commuting to the surrounding employment area. In comparison, the New Carrollton Metro Station, which is one stop north on the Orange Line, has an average of 9,242 weekday boardings.

There is limited residential development located within a half-mile radius of the Metro



The Dodge Plaza Shopping Center

Map 2.5: Existing Land Use

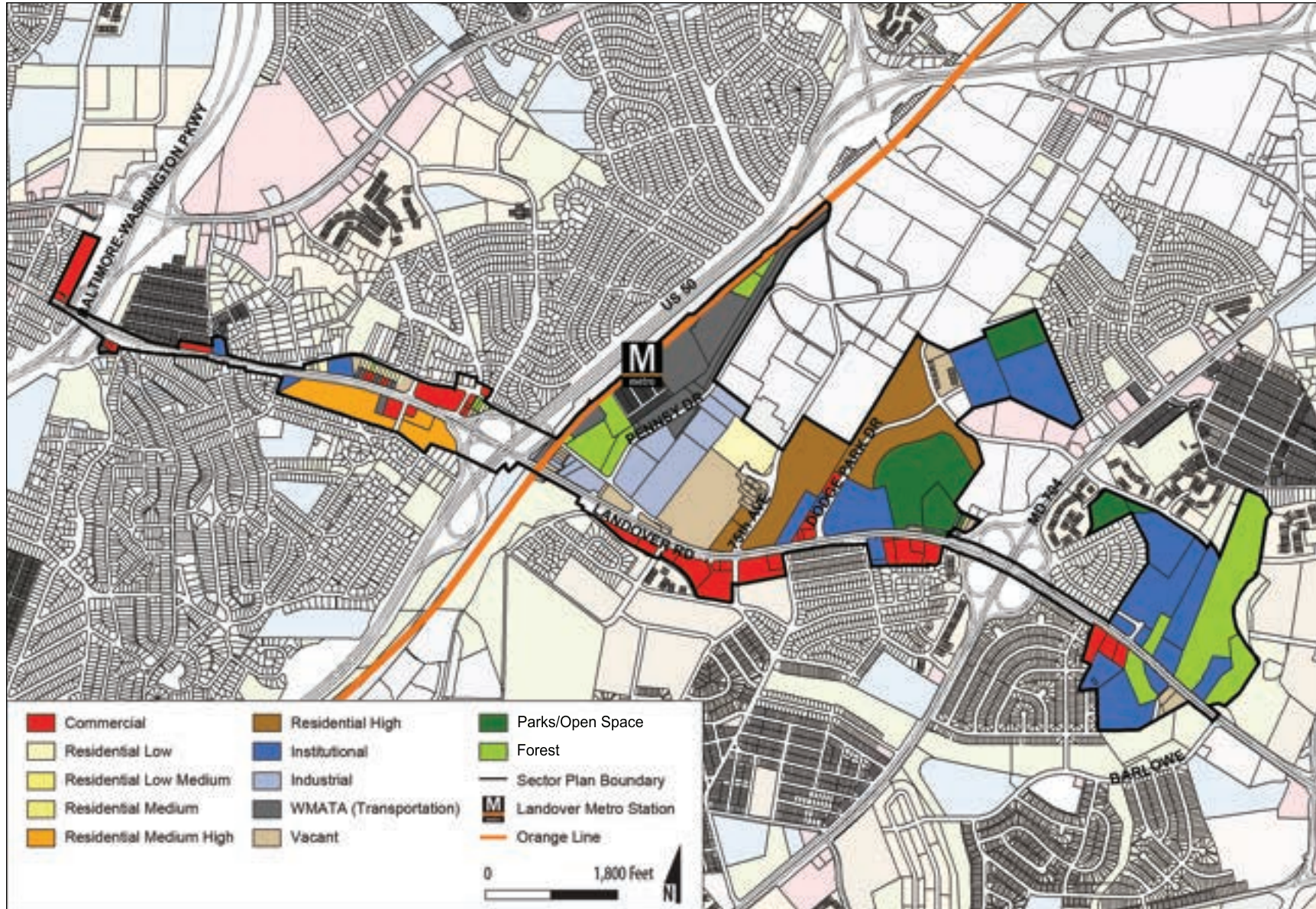


TABLE 1: LAND USE BY ACREAGE

Land Use Type	Acreage	Percentage
Rights-of-Way	144.8	27
Parks/Open Space	40.4	8
Forest	88	17
Institutional	97.6	19
Residential	86.2	15
Commercial	40.3	8
Industrial	30.7	6

station entrance. The 24.53-acre, residentially zoned undeveloped area (formerly the Stratford Woods Apartment site) remains vacant. A concentration of dated commercial land uses in strip shopping centers are located immediately on the north or south sides of Landover Road between US 50 and MD 704. Smaller commercial pockets containing some retail and medical office uses are also interspersed along portions of the corridor outside of this commercial core area.

Institutional uses, including Dodge Park and Kenmoor Elementary Schools, Excel Academy Public Charter School, Kenmoor Middle School, several churches, and the Kentland Volunteer Fire Department are located primarily along the eastern portion of the sector plan area.

Map 2.5, on page 12, and Table 1, on page 13, show the location, amount, and types of uses that exist within the area.

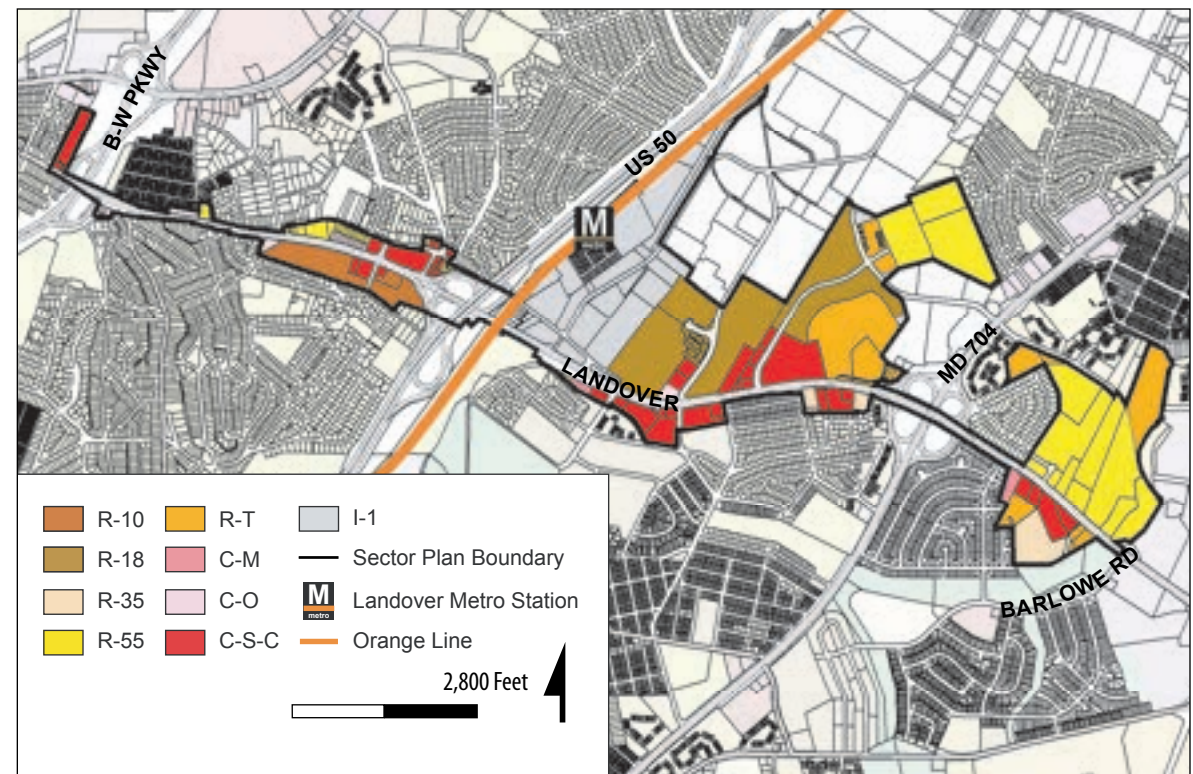
EXISTING ZONING

The existing zoning generally reflects the current land use patterns. The Landover Metro station area and portions of the Ardwick Industrial Park along Pennsy Drive, directly across from the entrance to the

Metro station parking area, are zoned I-1 (Light Industrial).

There are five residential zones in the sector plan area: R-55, R-T, R-10, R-35, and R-18. The residential areas, which include the three apartment complexes and the undeveloped former Stratford Woods Apartment site, are zoned either R-10 (Multifamily High Density Residential) or R-18 (Multifamily Medium Density). The M-NCPPC-owned property

Map 2.6: Existing Zoning



along Landover Road, the Dodge Villas at the terminus of Dodge Park Drive, and some properties in the eastern portions of the sector plan area are zoned R-T (Townhouse). R-55 (One-Family Detached Residential) is interspersed along the eastern, northern, and western edges of the sector plan area. R-35 (One-Family Semidetached and Two-Family Detached) is located at the eastern portion of the corridor.

Shopping centers within the sector plan area are zoned C-S-C (Commercial Shopping Center). Smaller pockets of C-O (Commercial Office) that contain lower-scale medical offices are located along the western portion of the corridor. Map 2.6, on page 13, shows the relationships of the various zones.

MARKET AREA ANALYSIS

Given the focus of this sector plan, its boundaries were drawn to encompass a narrowly defined area that has a small population. This portion of the corridor, however, serves a much larger community that includes the 20784 and 20785 zip code areas. There are approximately 52,088 residents in these two zip codes and 171,718 residents within a 10-minute drive of the intersection of Landover Road and US 50. Additionally, there are more than 80,000

TABLE 2: 2013 DEMOGRAPHIC PROFILE ESTIMATE

	Sector Plan Boundary	Prince George's County
Total	4,366	880,223
Race (%)		
White	8.15	17.44
Black	79.80	64.91
Native American	0.53	0.52
Asian	0.44	4.11
Pacific Islander	0.11	0.07
Some Other Race	8.29	9.63
Two or More Races	2.68	3.33
Population of Hispanic Origin	14.48	16.98
Age		
Median Age	29.4	35.8
Income		
Median Household Income	\$56,211	\$72,058
Education Attainment Age 25+ (%)		
Less than 9th Grade	5.77	7.04
Some High School (no diploma)	8.15	7.16
High School Graduate (or GED)	39.38	28.24
Some College (no degree)	23.27	22.66
Associate Degree	2.31	5.94
Bachelor's Degree	12.49	16.91
Master's Degree	6.68	9.01
Professional School Degree	1.55	1.64
Doctorate Degree	0.44	1.40

SOURCE: NIELSEN SOLUTION CENTER

TABLE 3: NUMBER OF MULTIFAMILY UNITS AND RENTAL RATES AS OF OCTOBER 2012

Apartment Complex	One Bedroom		Two Bedrooms		Three Bedrooms		Total Number of Units
	Number of Units	Rent	Number of Units	Rent	Number of Units	Rent	
Cheverly Station	208	\$817	296	\$935	49	\$1,106	553
Kings Square	70	\$698	460	\$789	70	\$1,056	600
Overland Gardens	-	-	193	\$1,229	216	\$1,452	409
Number of Units by Bedroom and Average Rent	278	\$758	949	\$984	335	\$1,205	1,562

SOURCE: REAL PROPERTY RESEARCH PRINCE GEORGE'S COUNTY GROUP

vehicle trips daily along the portion of Landover Road within the sector plan.

There are a number of challenges, however, to attracting customers to businesses in the sector plan area, one of which is the lack of a distinct identity. Asked to describe the sector plan area, residents and visitors cited the MD 202 road as the most recognizable characteristic of the area followed by the shopping centers that line Landover Road. As with most of the MD 202 Corridor, the area lacks an attractive and safe streetscape and is designed to get traffic through rather than attract residents and commuters to stop and utilize the businesses along the road.

A market study completed for this sector plan looked at the demand for commercial and industrial uses. It demonstrated that

there is very limited supply and demand for commercial office space in the sector plan area. The only commercial building in the sector plan area appears to be partially tenanted. The local industrial real estate market is relatively healthy with high occupancy and rents comparable to other areas in the metropolitan region. Retail real estate within the sector plan area is approximately 97 percent occupied. However, a retail gap analysis suggests that the retail products offered in the shopping centers within the sector plan area do not generally fulfill the needs of local residents. Four retail categories have been identified as potential opportunities for retail growth. They are health and personal care, clothing and accessories, general merchandise, and full service restaurants.

TRANSPORTATION

ROADWAY CHARACTERISTICS

MD 202 (Landover Road) is a state-owned and maintained roadway. According to the 2009 *Approved Countywide Master Plan of Transportation*, Landover Road is designated as an arterial, which is a highway for through and local traffic, either divided or undivided, having controlled access to abutting properties.

The portion of Landover Road west of the Baltimore-Washington Parkway is also designated as a Star Spangled Banner National Historic Trail and Star Spangled Banner Scenic Byway by the National Park Service because of the significance the route played in the events that occurred during the War of 1812. The Star Spangled Banner Scenic Byway is a state-designated driving route that follows the historic paths traveled by the British within Maryland during the 1813 and 1814 Chesapeake campaigns.

The portion of Landover Road within the sector plan area is intersected by three interchanges for the Baltimore-Washington Parkway, US 50, and MD 704. Additionally, there are 12 signalized intersections and 3 unsignalized intersections along this three-mile stretch of the corridor. The right-of-way is generally 120 feet with three travel lanes

in each direction. However, from US 50 to Kilmer Street, the number of travel lanes reduces to two lanes in each direction. Beyond Kilmer Street, the roadway returns to three lanes in each direction up to 57th Avenue. Each travel lane is generally 12 feet wide. The corridor also has a center median that has been modified to accommodate pocket turn lanes at some intersections.

Five-foot-wide, concrete sidewalks are present along both sides of the MD 202 Corridor between 57th Avenue and Brightseat Road. Sidewalks are also present along county-maintained roadways within the sector plan area. In general, all of the sidewalks within the sector plan area are located directly adjacent to the roadway with little or no buffer from the road. There are no major gaps in the sidewalk network along Landover Road except where the sidewalk transitions from the north side to the south side of Landover Road west of Neighbor Lane due to the terrain and mature trees.

Landover Road has a posted speed limit of 40 miles per hour (mph) east of MD 704. The remaining stretch of Landover Road has a posted speed of 35 mph. However, in part due to the multiple travel lanes, the three interchanges, and signalized intersections spaced greater than 400 feet apart, vehicular speeds are generally at least 10 mph above

TABLE 4: ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Intersecting Roadways	AADT
Brightseat Road	39,631
MD 704	44,331
Kent Town Place	45,761
US 50	43,130
Cheverly Avenue	38,791
MD 295	30,161

SOURCE: MARYLAND STATE HIGHWAY ADMINISTRATION INFORMATION SERVICES DIVISION, 2011

the posted speed, which can make it very dangerous and uncomfortable for pedestrians.

MOTOR VEHICLE VOLUMES

As noted above, Landover Road is a heavily traveled road with speeding traffic. The annual average daily traffic volumes along Landover Road vary between 30,161 to 45,761 vehicles per day (vpd) between Brightseat Road and MD 295 on Landover Road. The highest traffic volume on the corridor occurs at Kent Town Place with an annual average daily traffic volume of 45,761 vpd. According to the Planning Board-approved transportation review guidelines, a six-lane arterial can carry a maximum of 80,770 vehicles per day. The difference in actual daily traffic volumes for Landover Road versus the maximum daily traffic volumes for an arterial suggests that some modifications to the street section for Landover Road will help to decrease the speed

of traffic along the roadway. The number of annual average daily traffic per intersecting roadways is listed in Table 4, on this page.

LEVEL OF SERVICE

Level of Service (LOS) is an assessment of how well a road operates from a traveler’s perspective. The Highway Capacity Manual classifies LOS from Level Service A to F. LOS A represents optimal conditions where there is a free flow of vehicles, excess green light time, very low delay, and turns are made easily. LOS F represents saturated or failing conditions where there are long signal traffic cycle lengths and high levels of delay. Within the Beltway, Prince George’s County has adopted a LOS standard of “E” as an acceptable level.

The volume to capacity (v/c) ratio is the ratio of the current flow rate to capacity and is used to assess the sufficiency of a roadway facility such as an intersection. A v/c ratio of 1.0 indicates that the facility is operating at capacity, and a ratio greater than 1.0 indicates that the facility is failing as the number of vehicles exceeds the roadway capacity.

All of the 14 signalized intersections on Landover Road operate at LOS C or better with the exception of the access ramp to the Baltimore-Washington Parkway northbound lane. This particular intersection is the only

TABLE 5: LANDOVER ROAD SIGNALIZED INTERSECTIONS CAPACITY ANALYSIS

Landover Road at:	AM Peak			PM Peak		
	LOS	Delay	V/C	LOS	Delay	V/C
57th Avenue	C	23.80	0.89	B	11.00	0.59
Baltimore-Washington Parkway SB Ramp	B	17.90	0.76	B	13.50	0.63
Baltimore-Washington Parkway NB Ramp/Hospital Drive	B	16.30	0.70	D	36.70	0.83
Cheverly Avenue	A	4.50	0.65	B	11.80	0.74
62nd Place/Neighbor Lane	B	12.10	0.77	B	16.40	0.73
Kilmer Street	C	22.20	0.84	C	25.70	0.90
US 50 SB Ramp	A	7.00	0.70	A	6.50	0.65
Old Landover Road/Pennsy Drive	B	15.00	0.80	C	20.90	0.68
Pinebrook Avenue	A	8.70	0.77	B	15.60	0.77
Kent Town Place/75th Avenue	B	16.30	0.85	C	21.00	0.86
Dodge Park Road	A	7.30	0.71	A	9.00	0.58
Fire House Road	C	28.70	.074	B	12.70	0.73
Kenmoor Drive	A	5.60	1.02	A	9.70	0.62
Barlowe Road	A	6.40	0.57	B	10.10	0.64

SOURCE: MARYLAND STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC AND SAFETY TRAFFIC ENGINEERING DESIGN DIVISION, 2011

one approaching a deteriorating LOS. During PM peak hours, the intersection operates at a LOS D and a delay time of approximately 36.70 seconds. Table 5, on this page, indicates the LOS, delay time, and v/c for each of the signalized intersections that cross Landover Road within the sector plan.

VEHICULAR CRASH DATA

Vehicular crash data were obtained from the Maryland State Highway Administration’s (SHA) Office of Traffic and Safety for the three-mile portion of Landover Road between Brightseat Road and 57th Avenue. Between January 2009 and December 2011, the data revealed that there were 386 police-reported accidents along that portion of Landover Road. The area near the intersection of the

Baltimore-Washington Parkway and Landover Road had the highest number of crashes at 37, followed by the intersection of US 50 and Landover Road at 30 crashes. The intersection of Fire House Road and Landover Road, across from the entrance to the Dodge Plaza Shopping Center, also had a high number of vehicular accidents at 28 crashes.

Other street intersections with Landover Road that had a significant number of crashes were as follows:

- Kent Town Place and 75th Avenue had 26 crashes.
- Kilmer Street had 24 crashes.



Existing Sidewalk Conditions along Landover Road

- Cheverly Avenue had 19 crashes.
- Kenmoor Drive had 16 crashes.

All other intersections had nine or fewer crashes during this two-year period.

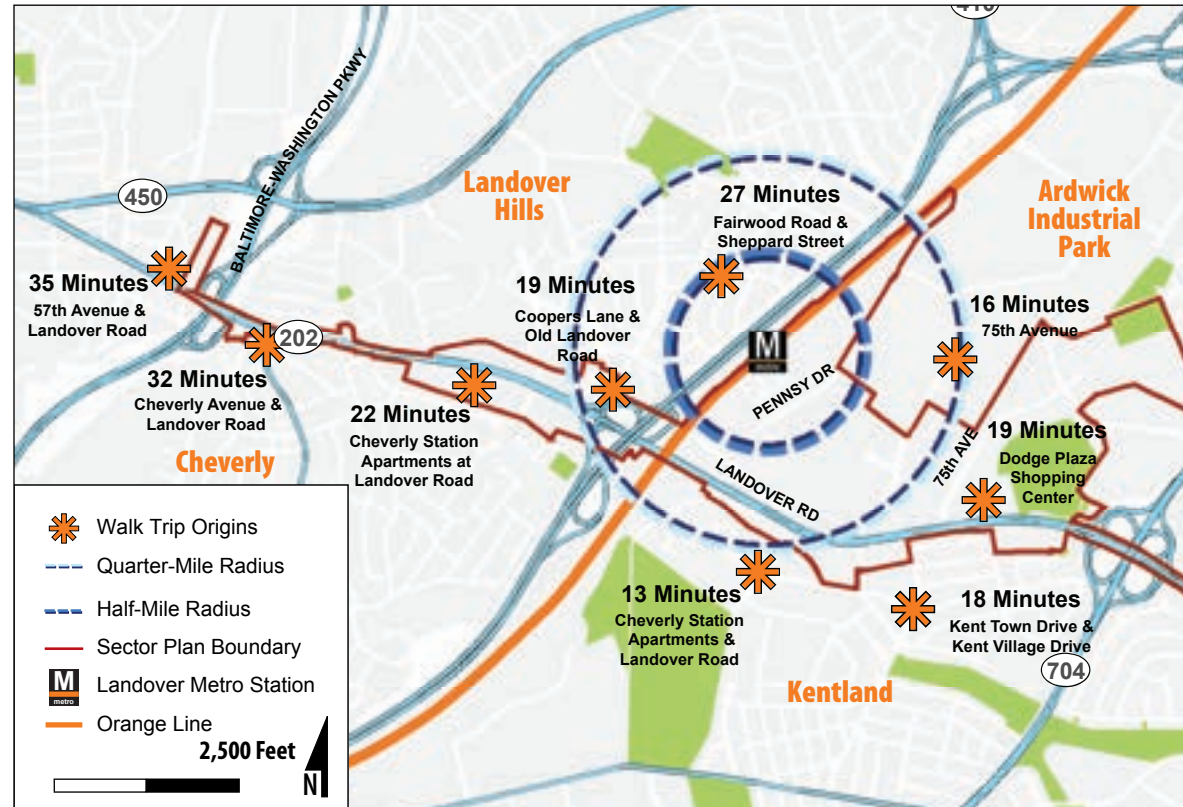
PEDESTRIAN NETWORK

PEDESTRIAN SAFETY

One of the main purposes of this sector plan is to find ways to improve pedestrian safety in the sector plan area. Prior to the initiation of the sector plan, there were 11 crashes involving pedestrians between January 2009 and December 2011. Two of the crashes resulted in pedestrian fatalities.

As evident during numerous field visits, there is a great deal of pedestrian activity along Landover Road within the sector plan area. Pedestrians have been observed walking great distances to reach the shopping centers, transit stops, or the Landover Metro Station. This unsafe situation and the overall poor quality of the sidewalk network, with its missing connections and little shade and other amenities, discourages people from walking to the station even in the few places where sidewalks and paths are present. Controlled intersections with accessible median refuges for pedestrians to cross are interspersed along the corridor. Between these intersections, however, there are long stretches

Map 2.7: Actual Walking Distance to the Landover Metro Station from Key Locations



of roadway with six lanes and no accessible refuge and fast moving traffic. Additionally, the timing at the controlled intersections is sometimes an issue as the traffic controls do not always allow pedestrians enough time to cross Landover Road safely. In many cases, “Walk” signals change to “Don’t Walk” before pedestrians have the opportunity to reach the median refuges.

METRO STATION WALKSHED ANALYSIS

A 5- to 10-minute walk, which is generally considered a one-quarter mile to one-half mile radius, is the distance most pedestrians will typically walk to get to some form of public transportation. Some pedestrians may be willing to travel even greater distances (up to one mile) if the route is safe, direct, and visually interesting.

The Landover Metro Station is located within one-half mile of portions of the Town of Landover Hills and the Ardwick Industrial Park. Additionally, the Town of

Metro Station from various locations within or immediately adjacent to the sector plan area. Despite short distances, Map 2.7, on page 18, shows that it took over 20 minutes to travel from key locations. There were a number of reasons for the extended travel time, including signalization issues, barriers (i.e., US 50), and lack of roadway

and sidewalk connectivity between the Metro station and the surrounding area. During multiple site visits, a number of pedestrians were observed taking short cuts to the Metro station along undesirable and unsafe informal paths near the CSX railway and underpasses.

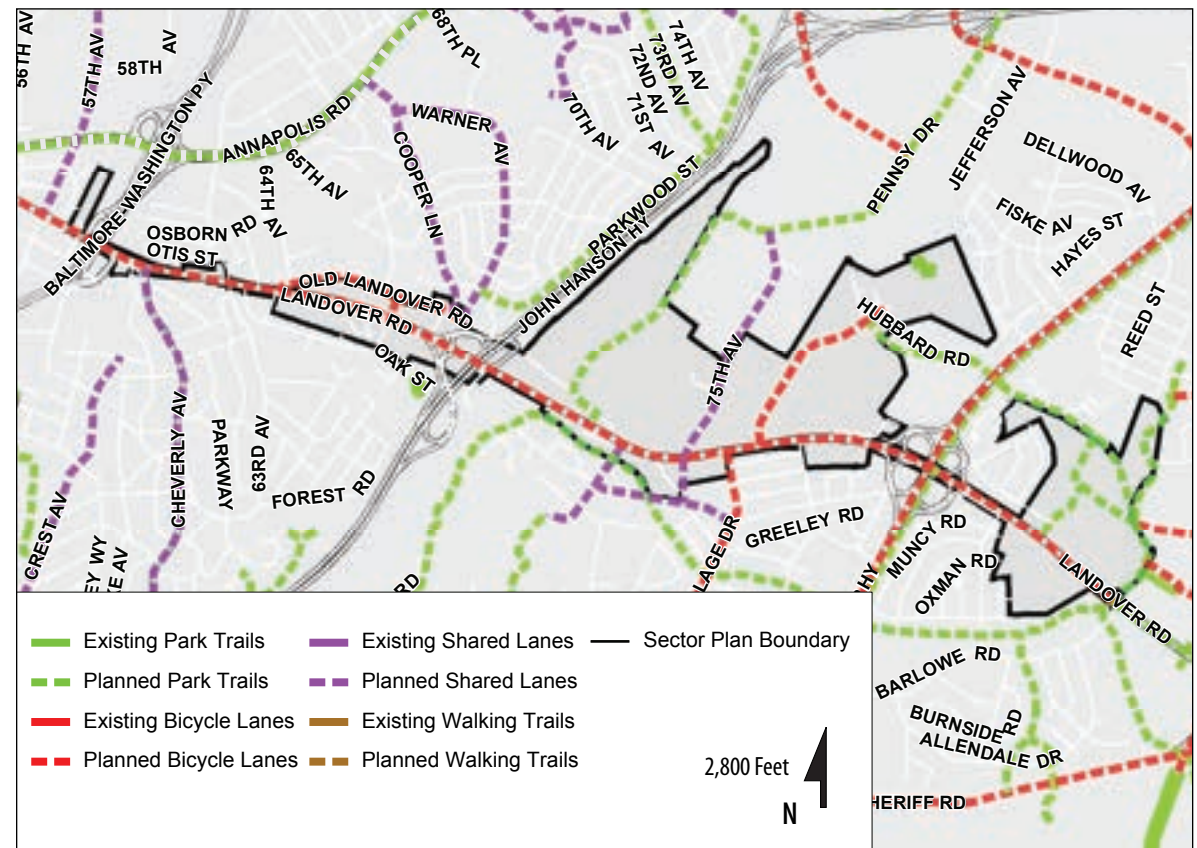


Path Traveled by Pedestrians to the Metro Station

Cheverly and the neighborhood of Kentland are located just outside of the one-half mile radius. From viewing a map of the area, one would expect that pedestrians could walk approximately a half mile to the Metro station in approximately 10 to 15 minutes.

An analysis was conducted to determine the actual time needed to walk to the Landover

Map 2.8: Bike Paths and Trails



BIKE LANES, BIKEWAYS, AND TRAILS

Map 2.8, on page 19, shows the location of all of the existing and proposed bike lanes/trails within and in the immediate vicinity of the sector plan area. As evidenced by this map, there are limited existing bike lanes/trail connectivity to the Landover Metro Station and communities within the vicinity of the sector plan area. Many bike lanes/trails are planned, and no specific timetable has been set for their construction. There are no existing dedicated bike lanes along Landover Road or any intersecting streets in the sector plan area. In addition, no constant outside shoulders are available for bicycling along the corridor, because it is a closed roadway section with curbs on both sides. As of September 2012, “Bikes May Use Full Lane” signs have been installed along Landover Road within the sector plan area. Over time, SHA is replacing some of the “Share the Road” signs with the “Bikes May Use Full Lane” signs in order to help alleviate potential conflicts between bicyclists and motorists.

In terms of trails, Dodge Park has is only existing hard surface trail in the sector plan area, which. Outside of the sector plan area, there are existing trails and bikeways that connect regionally. Bikeways include the Northeast and Northwest Branch Trails and the Anacostia River Trails system, which are near the Town of

Cheverly and approximately three miles west of the Landover Metro Station.

North of the sector plan area, park trails are planned on MD 450 (Annapolis Road) between the Anacostia River Trail and the Washington, Baltimore, and Annapolis (WB&A) Trail systems. In the future, the WB&A Trail will connect directly to the Anacostia River Trail system, extend to the District of Columbia, and connect with Anne Arundel County. Many bikeways are also planned in the future for the sector plan area along major highways, arterial roads, major collector roads, and to the Metro stations and large-scale developments.

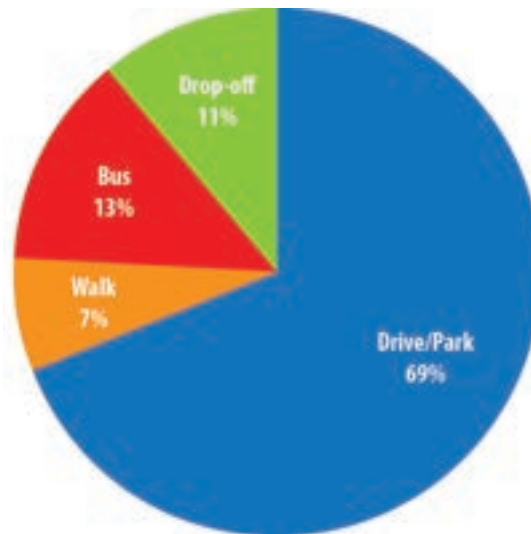


Figure 1: Arrivals at Landover Metro Station by Mode

PUBLIC TRANSPORTATION

METRORAIL

The Landover Metro Station is isolated and not well connected to the community. Although there is significant residential development in the area, including directly across US 50 from the station platform, access to the station is indirect and can be difficult. Residents must take a circuitous path, resulting in a walking trip in excess of 25 minutes on an uninviting and sometimes dangerous route. Crossing MD 202 can be difficult, and crossing the entrance and exit ramps to US 50 can also be very dangerous for pedestrians. In addition, even though this Metro station is located within an employment area, the industrial area has only approximately 1,920 jobs within one-half mile of the station (this ranks as one of the lowest in the Metro system).

Figure 1 illustrates that 69 percent of station riders drive and park to access the station with another 11 percent dropped off by other drivers. Thirteen percent of Metrorail riders transfer from another bus while only seven percent walk or bike to the station.

The station has 1,980 vehicular parking spaces that average approximately 76 percent occupancy on a typical weekday. Additionally, the station has 26 bicycle racks and 8 bike

TABLE 6: BUS RIDERSHIP BY ROUTE

Route	AM Peak			PM Peak		
	Monthly Ridership	Average Daily Ridership	Service Days	Monthly Ridership	Average Daily Ridership	Service Days
WMATA Metrobus						
A11/12	12,898	561	23	16,891	734	23
F8	6,772	339	20	10,048	502	20
F12	3,799	165	23	3,870	168	23
F13	6,858	298	23	5,989	260	23

SOURCE: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

lockers. However, as noted previously, there are no existing dedicated bikeways leading to the station.

A little under 2,500 passengers board at the Landover Metro Station each day. This is down 36 percent from the station’s peak utilization in 1991 when the station averaged 3,834 boardings. In fact, the Landover Metro Station currently has one of the lowest use rates of all the stations in the Metro system. It should be noted that Landover is one station stop away from the New Carrollton Metro Station, which averages 9,242 boardings and provides Amtrak and MARC service to the Greater Metropolitan Region and has planned local connections with local light-rail service via the Purple Line.

Bus Service

Based on information gathered during stakeholder interviews, it was determined that public transportation, specifically bus service, is critical to the Landover area. Many residents in the multifamily developments along Landover Road and the surrounding neighborhoods depend on buses as their primary form of transportation (see Table 6, on this page). As a result, the area is served by numerous bus routes with broad service by both WMATA and Prince George’s County.

Six bus routes run through the sector plan area. Three routes are operated by WMATA and two by Prince George’s County’s TheBus. Only three bus routes reach the Landover Metro Station: Metrobus Route F12, Route A12, and TheBus Route 27. These routes

operate 12 buses per peak hour. Both WMATA and the county provide service to the MD 202 Corridor and the adjacent neighborhoods. The heaviest bus service is found along MD 202, MD 704, Pennsy Drive, Cheverly Avenue, and Hospital Drive. The Metrobus routes in the sector plan area are the A11/12, F8, F12, and F13.

The A11/12 bus route is the primary Metrobus route that serves the entire length of the MD 202 Corridor within the sector plan area with the exception of the portion of Landover Road between Pinebrook Avenue and Fire House Road. The F8 bus route services Hospital Drive and the western portions of Landover Road. The F12 bus route, known as the Ardwick Industrial Park Shuttle, generally runs in a north-south direction and connects with all three of the Orange Line Metro Stations (Cheverly, Landover, and New Carrollton). The F13 bus route runs within the western portions of the sector plan area along Hospital Drive and Landover/Old Landover Road. Depending on the route, each line runs at 20- to 30-minute intervals during the work week and 40-minute intervals or greater on the weekend.

TheBus, which is the county’s bus transit service, has two lines routed in the sector plan area. Route 18 services destinations

TABLE 7: FOREST CANOPY COMPARISON: 1938 AND 2009

Watershed	Canopy Coverage in 1938 (Acres)	Percentage of Canopy Coverage (1938)	Canopy Coverage in 2009 (Acres)	Percentage of Canopy Coverage (2009)	Percentage of Change in Canopy Coverage
All Watersheds in the Sector Plan Area	213	40	158	30	-10

west of the Metro station such as Prince George’s Hospital and Columbia Park Road to MD 704. Route 27 services the Landover Metro Station and surrounding local neighborhoods east of the Metro station. The two bus routes run on 30 to 35 minute intervals on weekdays.

There are 44 bus stops that service Metrobus routes in the sector plan area. Shelters, however, are provided at very few bus stops. Few bus stops have concrete landing pads where riders can stand and an accessible lift can be deployed. There are some exceptions, however, including stops located west of Pinebrook Avenue. No other amenities, such as shelters, benches, real-time information, or trash cans, are provided at Metrobus or TheBus stops along the MD 202 Corridor. The lack of these amenities has a significant negative impact for much of this community that depends heavily on bus transportation. Bus shelters, benches, and trash cans are essential elements for the safety and comfort

of bus riders and for creating a positive image and identity for the community.

ENVIRONMENTAL RESOURCES

The sector plan area contains many environmental assets, including some main tributaries to the Anacostia River such as Lower Beaverdam Creek. As previously noted, the 1938 aerial photograph of the sector plan area shows land uses that included a mix of densely forested areas and patches of agricultural lands. Although most of the forests and farms have since been replaced with residential, commercial, and industrial uses the sector plan area still contains more than 150 acres of woodland, comprising approximately 30 percent of the land area.

FORESTS

Forests are of particular significance, because they contribute to improved water quality and decreased stormwater runoff. Table 7, on this page, shows that while the sector plan

area has become more urbanized since 1938 there are some significant forested areas still present, including some wooded floodplains of the Lower Beaverdam Creek that are both publicly and privately owned.

WATERSHEDS AND WATER QUALITY

The term “watershed” is used to define the land area that drains to a common body of water such as a stream, lake, estuary, wetland, or even the ocean. The sector plan area lies primarily within two watersheds: the Lower Beaverdam Creek and the Upper Anacostia River. Table 8, on page 23, shows data for the two watersheds and Map 2.9, on page 23, shows the locations of each watershed. Watersheds, wetlands, and floodplains provide essential wildlife habitat, stormwater quality and quantity control, and other much needed ecological services such as clean air and lower overall temperatures during hot periods.

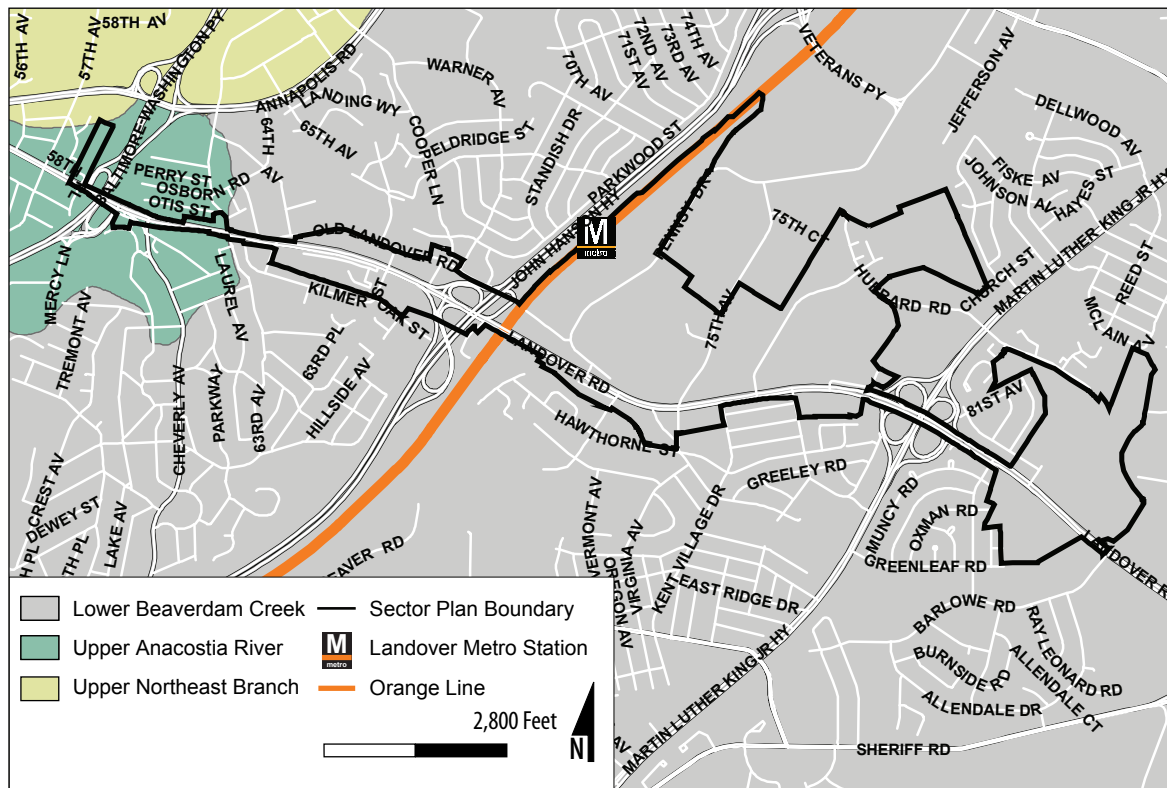
According to a water quality monitoring study completed between 1999 and 2003 as part of a project funded by M-NCPPC and the Department of the Environment (DoE), water quality in the Lower Beaverdam Creek and the Upper Anacostia watersheds is rated very poor. Most of the land within the sector plan area was developed prior to the adoption of today’s requirements regarding woodland conservation, stormwater control as well as stream, wetland, and floodplain

TABLE 8: WATERSHED STATISTICS

Watershed	Total Watershed Acres	Percentage of the County	Watershed Area within the Sector Plan (Acres)	Percentage of Sector Plan Area	Water Quality Rating
Lower Beaverdam Creek	9,755	3.1	513	97.1	Very Poor
Upper Anacostia River	1,871	0.6	15	2.9	Very Poor
Upper Northeast Branch	4,503	1.4	0.05	0.009	Poor
Total	16,129	5.1	528	100	

protections that address stormwater runoff. Stream buffers were removed, some wetlands and floodplains were filled in order to create additional dry land for development, and some streams that previously existed were removed or channelized. This has been accompanied with the development of large areas of impervious surfaces, including roads, parking lots, rooftops, and sidewalks.

Map 2.9: Watersheds



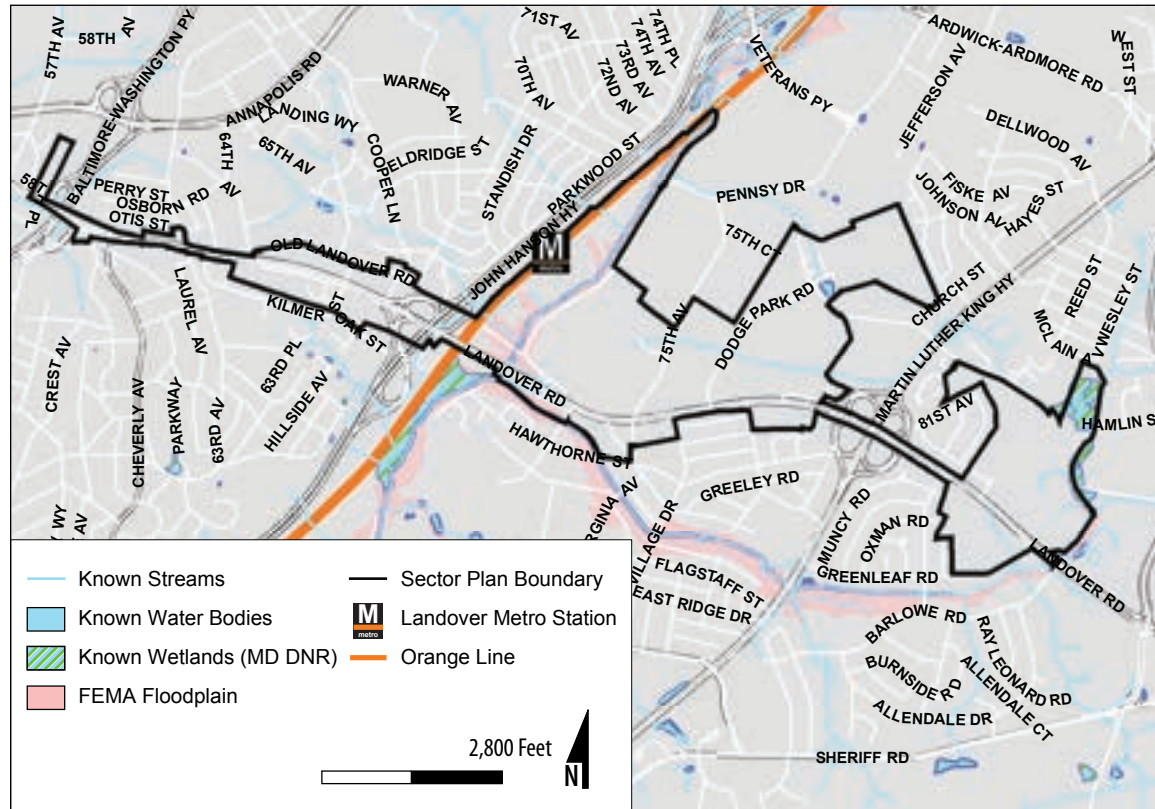
Without the benefit of site features to manage stormwater runoff and mimic pre-development conditions, rainwater falling within the sector plan area does not infiltrate

TABLE 9: KNOWN WETLANDS AND WATERWAYS

Watershed	Known Streams* (Linear Feet)	Known Wetlands* (Acres)	FEMA Floodplain (Acres)
All Watersheds in the Sector Plan Area	22,053	8.0	33

* Information in this table is provided by the Maryland Department of Natural Resources and has not been field verified. Data should be considered conceptual and for planning purposes only. Information regarding regulated environmental features must be verified through the Natural Resource inventory review and approval process.

Map 2.10: Location of Floodplain and Known Water Bodies, Wetlands, and Streams



the ground. Consequently, a significant amount of untreated rainwater flows into the receiving streams and wetlands resulting in structural degradation such as failing slopes, deep ravines, and severe erosion of the remaining streams, wetlands, and floodplains.

WATERWAYS, WETLANDS, AND FLOODPLAINS

Table 9, on page 23, shows that there are nearly 8 acres of known wetlands, 33 acres of

a Federal Emergency Management Agency (FEMA)-mapped 100-year floodplain, and over four miles of known streams within the three watersheds in the sector plan area. Some of these streams may currently be piped (or otherwise hidden streams), so they may not be evident to the community. Map 2.10, on page 24, shows the location and extent of the known waterbodies, wetlands, streams, and floodplain within the sector plan area.

COUNTYWIDE GREEN INFRASTRUCTURE

The Countywide Green Infrastructure Plan identified the interconnected network of waterways, wetlands, woodlands, wildlife habitats, and other natural areas of countywide significance and proposed conservation mechanisms to preserve, protect, and enhance these elements. The plan identified elements of the green infrastructure, including regulated areas, evaluation areas, and network gap areas.

Regulated areas contain environmentally sensitive features, such as streams, wetlands, buffers, the 100-year floodplain, and steep slopes currently regulated (i.e., protected) during the land development process. Evaluation areas contain environmentally sensitive features such as interior forests, colonial waterbird nesting sites, and unique habitats not currently regulated (i.e., not protected) during the development review process. Network gaps include areas that are critical to the connection of the regulated and evaluation areas and are targeted for restoration to support the overall functioning and connectivity of the green infrastructure network.

Approximately 263 acres of land in the sector plan area are within the designated network (see Map 2.11, on page 25). The regulated areas shown as part of the network

are conceptual in nature and include known streams and wetlands with their associated buffers, regulated slopes, and the 100-year floodplain. Maintaining the longevity of this natural infrastructure requires minimal intrusions from air pollution, noise pollution, and light pollution.

AIR POLLUTION

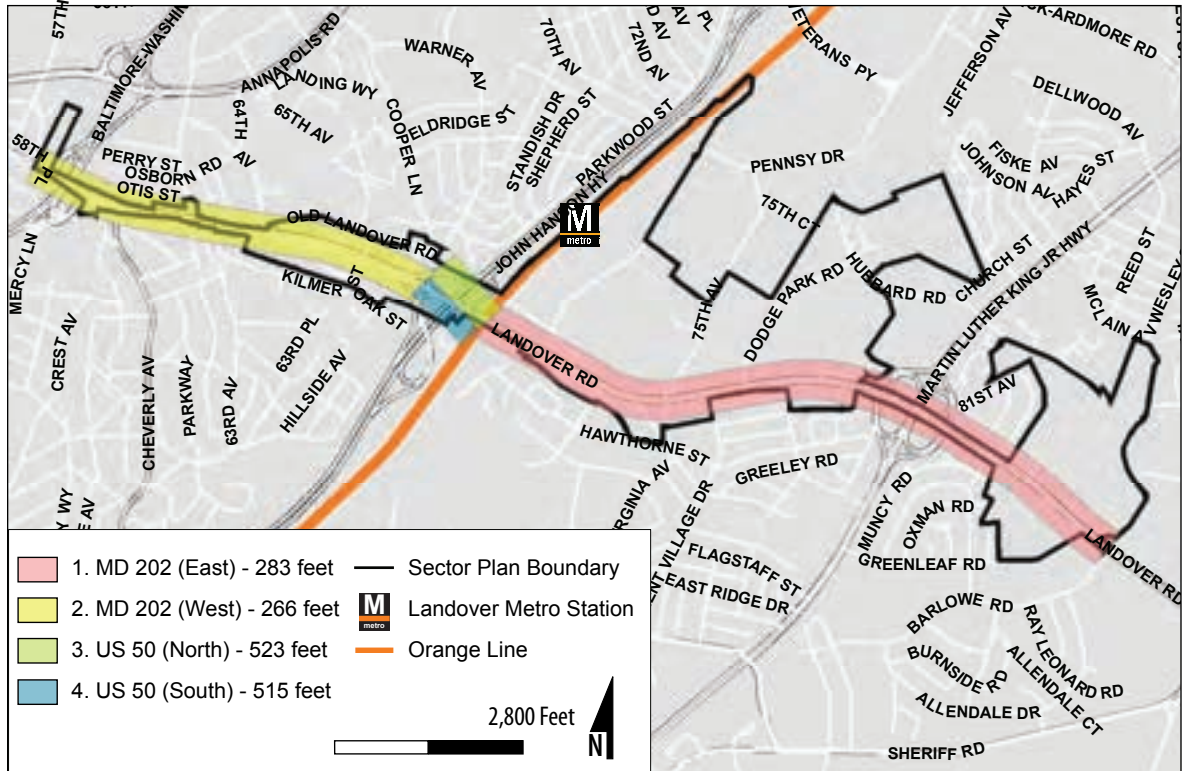
Air quality is more of a regional issue than a localized one. The Washington metropolitan area does not currently meet the current federal standards for ground-level ozone. Ozone-causing pollutants can be wind-borne hundreds of miles from their original source before forming ozone. Consequently, Prince George’s County needs to be a part of the ongoing regional efforts to reduce emissions. While air quality is regulated at the federal and not the local level, this sector plan works to improve air quality by considering locations for the planting and preserving of trees as well as increased open spaces to reduce heat islands, concentrating land uses, and promoting a multimodal transportation system that will result in less reliance on automobile trips, promoting green buildings and environmentally sensitive site design, and creating better connectivity, including new street connections, to minimize traffic congestion and vehicle emissions.

NOISE POLLUTION

Noise is often defined as unwanted sound from constructed or natural sources and is usually the most obvious and common problem for people who live and work near a noise source such as the busy roads and rail lines in this sector plan area. Excessive noise significantly affects the quality of life of any community. Noise levels are measured

in decibels and reported as average decibels over a 24 hour period (dBA Ldn) with a 10-decibel (dBA) penalty for negative impacts. A noise level of zero decibels is the threshold of human hearing and is barely audible even under extremely quiet listening conditions. Normal speech has a level of about 60 dBA. A noise level of 65 dBA Ldn is the accepted maximum level for outdoor

Map 2.12: 65 dBA Noise Contours



activity areas in residential areas. Sustained noise levels above 65 dBA have been shown to cause eardrum damage and hearing loss.

In urban areas, transportation system infrastructure such as elevated Metrorail and busy roads are the most obvious sources of noise. Roadways classified as arterial or higher produce enough noise to result in unsafe levels (e.g., noise levels above the state standard of 65 dBA Ldn) for outdoor activity areas. Measures must be taken to ensure that noise levels in outdoor activity areas are reduced to 65 dBA Ldn or less, and interior noise levels are reduced to 45 dBA Ldn or less when uses such as residential homes, hotels, schools, or day care centers are planned within the 65 dBA Ldn noise contour (i.e., a line drawn on a map that represents all areas affected by noise levels at or above 65 dBA Ldn). Map 2.12, on page 26, shows the areas along major roadways in the sector plan area where traffic noise levels are at or above 65 dBA.

PUBLIC FACILITIES

PARKS

Public parks and open spaces provide recreation, relaxation, and socialization opportunities which contribute to the quality of life, personal health and well-being, and livability of the community. The sector plan

area contains three M-NCPPC-owned parks clustered along the eastern portion of the project boundary. These parks are Dodge Park, Landover Park, and Kenmoor Park. Only one of these parks is developed and used, but all have steep natural slopes that limit active park use.

Dodge Park is 13.60 acres in size and is developed with a basketball full court and a small parking lot (see Map 2.13, on page 28). The park, which is adjacent to the Dodge Park Elementary School, is 90 percent wooded with steep topography. The park is used by students from the school for some outdoor activities.

Landover Park, at 27.29 acres, is the largest park in the sector plan area. It is located immediately east of the Dodge Plaza Shopping Center and King Square Apartments and is undeveloped. The burned ruins of the former Dodge family home remain on the site. The park is 100 percent wooded with steep topography particularly at the edges of the property.

Kenmoor Park is an undeveloped parcel consisting of 5.04 acres located adjacent to the Kenmoor Elementary School. The site is 90 percent wooded. Steep slopes are evident on the western and eastern sides of the property.

RECREATIONAL FACILITIES SERVING THE SECTOR PLAN AREA

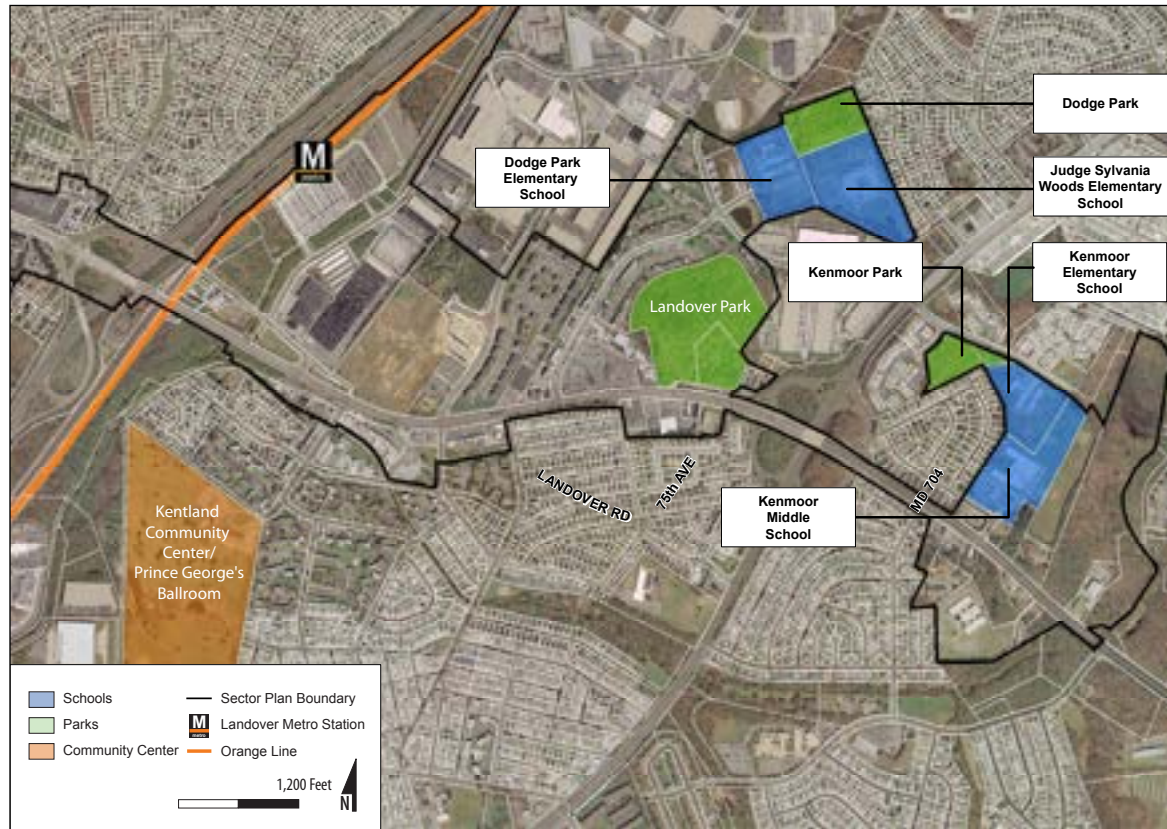
The Kentland Community Center/Prince George's Ballroom is located immediately south of the sector plan area on the site of the former Beaver Dam Country Club. The building was constructed in 1923 and is surrounded by a number of active recreational facilities, including a three-hole golf course and driving range, tennis and basketball courts, and ball fields.

A new 32,000 square foot community center will replace the existing community center and will be a stand-alone building located west of the Prince George's Ballroom. It will include an 8,600 square foot collegiate-size gymnasium with bleacher seating, a 2,500 square foot fitness center, teen room, performance room, computer lab, media room, meeting/classroom space, small kitchen, and activity room.

The new community center will be more inviting and spacious than the existing center and will be one of the largest in the county. The center will incorporate green technology for energy conservation. All the rooms will have access to natural light. Construction is anticipated to start in 2014, and the new community center will open in 2016.

During the plan process, it was noted that there is a high demand for active indoor

Map 2.13: Public Facilities



recreation space in this area. Large vacant industrial buildings can often provide an area that can easily be adapted for this type of use. The industrial buildings around the Landover Metro Station have been identified as a possible location for such a use.

SCHOOLS

In May 2008, a facilities assessment was completed for all of the county public schools

by Parsons 3D/International built prior to 1993. The assessment analyzed the internal and external physical conditions of each school. Parsons identified which schools required improvements based on age and the cost of renovation versus the replacement of the facility. Schools were given a rating of either good, fair, or poor.

Of the four public schools within the sector plan area, three were built prior to 1993. They are Dodge Park Elementary (1965), Kenmoor Elementary (1966), and Kenmoor Middle Schools (1973). All three schools were rated in fair condition.

Each school also has a state-rated capacity. Due to the transient nature of the sector plan area, the enrollment capacity of the schools fluctuates from year to year. Table 10, on page 28, shows the 2011 Enrollment and Capacity Statistics. With the exception of the Kenmoor Middle School, the three other schools operated slightly under capacity. The Kenmoor Middle School operated slightly over capacity at 101%.

TABLE 10: 2011 SCHOOL ENROLLMENT AND CAPACITY

School	Enrollment	State-Rated Capacity	Percent of Capacity
Dodge Park Elementary	522	560	93
Judge Sylvania Woods Elementary	611	719	85
Kenmoor Elementary	409	406	101
Kenmoor Middle	676	773	87

SOURCE: PRINCE GEORGE'S COUNTY PUBLIC SCHOOLS

FIRE AND EMERGENCY MEDICAL FACILITIES

The Kentland Fire/EMS Station Company 33, which is located at the southeast corner of the intersection of Firehouse Lane and Landover Road, was built in 1959. It has both career and volunteer personnel. The 2008 *Approved Public Safety Facilities Master Plan* recommends that the station be renovated or replaced to accommodate updated equipment, increase bay size for fire apparatus, and provide male and female bunkrooms. The project is listed as long-term in the master plan and recommended for funding after 2021, but as part of the Prince George's County FY 2015–2020 Proposed Capital Improvement Program, project design will begin in FY 2016 and construction in FY 2017.

CHALLENGES AND OPPORTUNITIES

As evidenced by the background information, Landover has developed as an auto-oriented community experienced primarily as an area to drive through rather than as a place that serves the everyday needs of the surrounding neighborhoods. There is little “sense of place” to the community. In order to make a difference in the area, the connections, the public spaces, and the land uses within the sector plan area need to be modified and improved. During numerous one-on-one interviews and community meetings,

stakeholders were able to identify the unique challenges and opportunities facing the Landover area that need to be addressed in order to achieve a realistic vision for the future.

CHALLENGES

Many stakeholders expressed that the roadway is currently the most recognizable feature within the sector plan area. The area is currently dominated by through traffic and not very walkable. Excessive speeds, narrow sidewalk widths, and low levels of lighting along the MD 202 Corridor make for an unsafe environment for pedestrians. Additionally, the Metro station is hidden from the corridor, and unsafe paths have been created by pedestrians to access the station.

The older commercial shopping centers along the corridor, which were originally built in the mid-1960s as suburban, vehicular-oriented retail strips, are facing stiff competition from newer, larger, nearby retail centers such as the Woodmore Towne Centre and the proposed transit-oriented development at the Largo Town Center Metro Station. The challenges to the area can be summarized as follows:

Connections

- Conflicts between pedestrians and vehicles along MD 202.

- Lack of pedestrian connections from the corridor to the surrounding neighborhoods.
- Limited access to the Landover Metro Station.
- Lack of safe bicycle routes.

Public Spaces and Land Use

- Lack of identity.
- Lack of community gathering and open spaces.
- Scattered commercial and limited residential development along the corridor.
- Need for better retail alternatives.
- Need to improve the visual appearance of the area's existing commercial structures.
- High amounts of impervious surfaces and limited green areas.



Speeding Vehicular Traffic along MD 202

OPPORTUNITIES

Landover is a hidden jewel with untapped potential. The heart of the community is strategically located within the Beltway less than four miles from the District of Columbia. Significant public infrastructure is available to the area and is an asset that should be built upon and improved. The Landover Metro Station is the closest station to the MD 202 Corridor and is one transit stop from the New Carrollton Metro Station, which is a major regional hub with connecting services to Amtrak and MARC. A new regional medical center will be located farther south and near the MD 202 Corridor in Largo. Additionally, the Ardwick Industrial Park is an asset to the county that has a significant number of businesses.

Improved commercial/residential areas, streetscapes, and open spaces will help to attract residents and employees back to the area, provide spin-off opportunities from the new regional medical center development, and improve the environment.

Connections

- Great access to the larger region via the existing roadways and the Landover Metro Station.

Public Spaces and Land Use

- Potential for commercial revitalization through the county's Transforming Neighborhoods Initiative.
- Large parcels of land on the north side of Landover Road between US 50 and

MD 704 that have development and/or redevelopment potential.

- Proximity to the Ardwick Industrial Park, which has significant employment.



Vibrant Pedestrian Streetscape

- Proximity to stable residential neighborhoods west of US 50 and south of Landover Road.



Landscaped Parking Lot with Stormwater Management

CHAPTER 3: REVITALIZATION PLAN

This sector plan is primarily focused on short-term recommendations that will improve conditions in the area and set the stage for long-term redevelopment. These recommendations are intended to physically enhance the corridor and make it safer. They are also intended to enhance the quality of life for current residents and property owners and improve the experience for commuters, employees, shoppers, and business owners. At the same time, the recommendations are intended to stimulate new residential and commercial investment and increase Metro ridership over the mid- and long-term.

The revitalization plan detailed in this chapter is largely concentrated around three distinct focus areas (see Map 3.1, on page 34) located on either side of MD 202 between US 50 and MD 704. Each of these focus areas plays an integral role in improving the sector plan area. Physical improvements and land use changes are recommended for each of the focus areas centered around the Landover Metro Station, the Dodge Plaza Shopping Center, and the existing commercial properties on the south side of Landover Road. In addition to these focus areas, recommendations are also included for the transportation and environmental infrastructure network within the sector plan area.

The Metro Focus Area contains the underutilized Landover Metro Station. The industrial uses are found to the south and east of the station, many of which are not complementary to transit usage such as the storage facility located directly across Pennsy Drive. There are sensitive environmental areas surrounding the station that may limit development. This station also has limited visibility and very poor indirect vehicular and pedestrian access to MD 202. All of these critical issues need to be addressed to increase transit usage as well as attract more compatible development to the focus area.

The Dodge Park Focus Area contains an older, aging shopping center surrounded by a sea of under-utilized parking. The shopping center is not pedestrian-friendly. While the shopping center is nearly completely leased, residents believe the center lacks any public space amenities and does not provide the offerings to serve their everyday needs. Many residents expressed that they bypass Dodge Plaza and go out of their way to shop at the Woodmore Towne Centre farther down MD 202. The focus for Dodge Park is on commercial revitalization that will enhance the shopping experience to make it more attractive to potential users.

The South Landover Road Focus Area contains smaller strip shopping centers. These shopping centers have some of the same issues as Dodge Plaza. The underutilized parking lots are the predominant feature, and the shopping centers are even less visible than Dodge Plaza from MD 202, in part, because of topography changes and their size. Additionally, although these commercial properties abut the Kentland neighborhood to the immediate south, they do not integrate well with the Kentland neighborhood. In order to be more cohesive with the surrounding community, a new mix of uses that serve as an appropriate transition between Kentland and MD 202 needs to be explored.



Storefront and Signage at Dodge Plaza

LANDOVER METRO AREA AND MD 202 CORRIDOR

Within each focus area, a vision is provided to guide development and investment in the area. Short-, mid-, and long-term recommendations are presented for each focus area, the transportation network, and environmental features. These recommendations are to ensure a more unified development pattern and infrastructure that better serves the needs of the community, improves water quality, and protects environmentally sensitive areas through careful design. Short-term recommendations are envisioned within a 5-year time frame, mid-term recommendations within a 6 to 10-year time frame, and long-term over a 10-year time frame.

The revitalization plan also describes future land uses for each focus area. These future land use recommendations establish policies for development and redevelopment. Zoning implements the land use policies by classifying land by districts to regulate how the land is used (i.e., height, bulk, and setbacks etc.). The planners, in this plan, recognize that most land use changes that are recommended are more long term in nature and will require new zoning categories that are not available at this time. The county is currently undertaking a comprehensive zoning update that will most likely change the current zoning categories in the county. It is

Map 3.1: Components of the Revitalization Plan



recommended in this plan that the zoning ordinance be updated, that land uses and zoning should be reanalyzed and updated in the area to meet the revitalization plan visions and strategies for the focus areas.

- Sector Plan Boundary
- Landover Metro Station
- Orange Line
- Metro Focus Area
- Dodge Park Focus Area
- South Landover Road Focus Area
- ↔ Transportation Network

METRO FOCUS AREA VISION

The Metro Focus Area vision is a vibrant, walkable, transit-oriented center anchored by a green industrial district and mixed-use development primarily for research and technology office uses. The area is well-connected to the region by mass transit and the Beltway, MD 295 (Baltimore-Washington Parkway), and US 50. Wayfinding and gateway signage announce the area's new identity to passing traffic and pedestrians and ensures greater visibility and awareness of the Metro station. A marketplace and indoor recreation facility serve as new destinations in the district. A new internal street network, enhanced pedestrian and

bicycle connections, and a stream corridor greenway link the Metro Focus Area to surrounding communities. The historic Beall's Pleasure, which is listed on the National Register of Historic Places, is a fine example of a federal-style plantation house. It provides an important link to the past and is preserved.

The green industrial district, which forms the core of the Metro Focus Area, builds on the industrial legacy of the area by creating a unique district that supports green jobs and welcomes pedestrians/visitors from around the region. A connected grid of walkable/bicycle-friendly streets, pedestrian paths, and bridges provides linkages from the Metro station to adjacent development and

surrounding neighborhoods. Buildings in the area provide space for a variety of light industrial uses, ranging from artisan studios and light manufacturing to food preparation and similar uses. Retail spaces are located



Existing Pennsy Drive Leading to Metro Station



Future Pennsy Drive with On-Street, Dedicated Bicycle Lane

LANDOVER METRO AREA AND MD 202 CORRIDOR

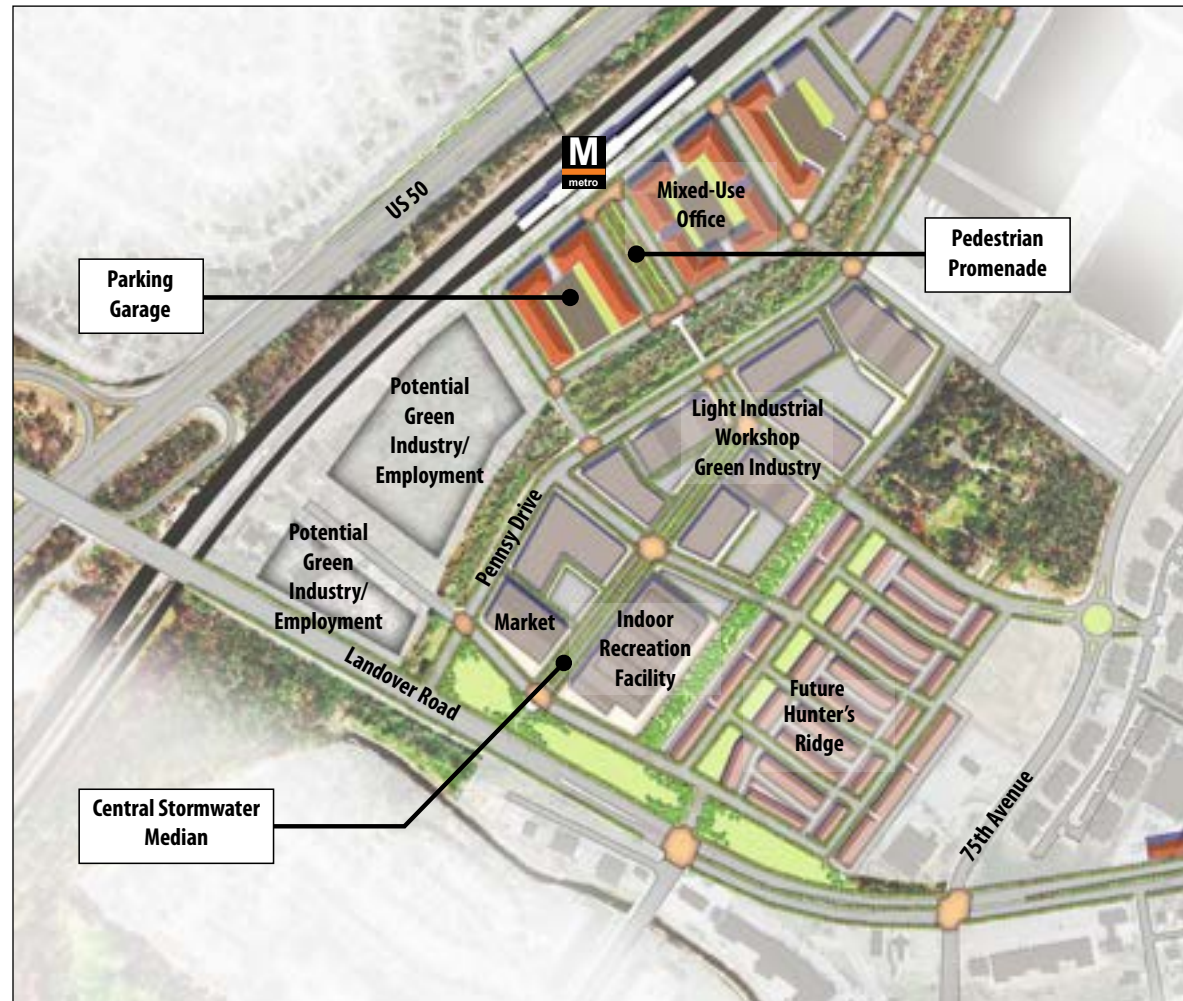
along the street, and the associated production, warehouse, and loading space are at the rear or second level of the buildings.

At the Metro station, mixed-use development maximizes the site's transportation connections to the region and creates a major regional employment center. Ground-floor retail uses, serving commuters and local employees, line the pedestrian promenade leading to the Metro station.

The new marketplace and indoor recreational "sportsplex" are a gateway complex along MD 202 that serves as the center of activity for the focus area and draws visitors from the surrounding community and region. The large open-layout, marketplace structure contains numerous fresh food and craft vendor stalls. In the warm weather, customers take advantage of the open space along MD 202. The sportsplex, which includes indoor recreational activities such as soccer fields and batting cages, serves as a practice/game facility for the community, area teams, and schools.

New development fosters sustainable stormwater management practices protecting the Anacostia River. The green space along MD 202 provides public open space that captures and filters stormwater from the adjacent developed area. Additionally, a

Map 3.2: Illustrative Concept for the Long-Term for the Metro Area



central stormwater median, at the heart of the green industrial district, conveys runoff to the stormwater management facilities along Landover Road. Trees and other landscaping help to green the area, reduce the heat island effect, and provide appropriate buffers that

visually separate the Metro area from the adjacent historic property and residential uses. Green industries/employment sites have environmentally sensitive areas that are preserved and enhanced.

SHORT-TERM VISION AND RECOMMENDATIONS

New uses and improved signage increase the visibility and accessibility of the Metro station and establish the focus area as a destination for the community and the region.



Indoor Multipurpose Sportsplex



Example of an Outdoor Public Market

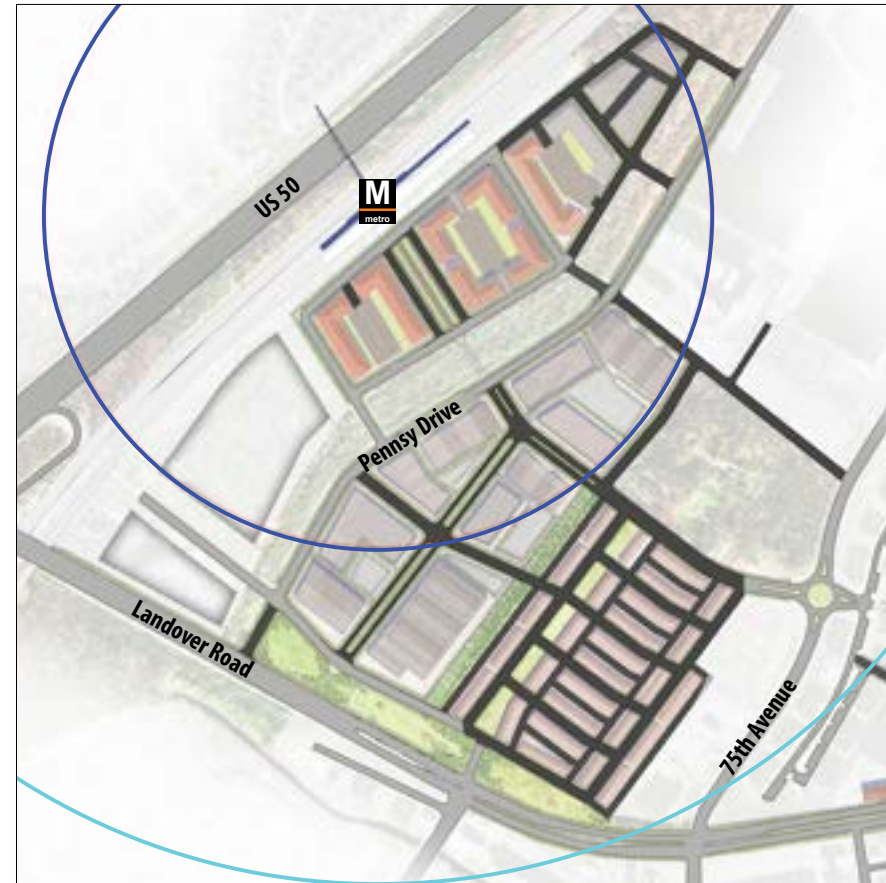
- **Explore reuse** of the existing industrial structures for a possible public or private indoor sportsplex facility hosting recreational activities.
- **Explore the establishment** of an outdoor market space at the industrial facility near the intersection of Old Landover Road and Pennsy Drive that may also include an enclosed structure to enable the market to function in inclement weather.
- **Explore opportunities to formalize informal pedestrian connections** to the Metro station.
- **Utilize the green space fronting Landover Road as a gateway open space.**
- **Install gateway and wayfinding signage** in the open space to increase visibility of the area from MD 202 and highlight the area's emerging new identity and proximity to the Landover Metro Station.
- **Work with the property owner to preserve Beall's Pleasure**, and ensure that the property has adequate access.
- **Work with the owner of the former Stafford Woods Apartment site** to ensure that future development facilitates improve east-west circulation and pedestrian accessibility to the Metro station. Include appropriate connections to the development.
- **Enhance multimodal access to the station** by restriping Pennsy Drive in order to add a bike lane running in each direction.









Seek Improvements to Existing Informal Paths to Metro

- **Create a walkable street network** that enables multiple routes to and from the Metro Focus Area. Ensure that all new connections, either vehicular or pedestrian connections, across Pennsy Drive be constructed as bridges to allow the natural stream bed and vegetation to remain intact. Enhance key intersections with safe pedestrian crossings.
- **Conduct an environmental study** of the floodplain and wetland constraints on properties in the southwestern portion of the Metro Focus Area to determine the feasibility of expanding green industry uses to the parcels immediately northwest of the intersection of Pennsy Drive and MD 202. When these parcels are built upon, the 100-year floodplain that is present must be considered, and where required, the impacts should be mitigated within the Lower Beaverdam Creek Watershed.
- **Protect existing woodlands and natural areas**, and restore connectivity where possible.
- **Protect and restore the stream corridor greenway** between Pennsy Drive and the Metro station.

Map 3.3: Conceptual Street Network in the Metro Focus Area



-  Landover Metro Station
-  Orange Line
-  New Streets
-  Existing Streets
-  1/4-Mile Radius (5 Minute Walk)
-  1/2-Mile Radius (10 Minute Walk)

MID-TERM VISION AND RECOMMENDATIONS

Mid-term actions continue to set the stage for future development. The construction of the extension of Pennsy Drive onto MD 202 provides more direct access to the Metro station and the public market. Due to the success of the temporary public market, a formal public market is relocated in its own building. Additional green spaces in the Metro Focus Area serve the public market activities and provide stormwater management functions and passive open spaces.

- **Adapt and reuse** the existing industrial structure at Pennsy Drive and Old Landover Road as a marketplace.
- **Begin targeted redevelopment to replace existing uses along the east side of Pennsy Drive** in order to create an improved front door to the Metro station and better serve the community.
- **Extend Pennsy Drive** to establish a more direct connection between MD 202, the Metro station, and the relocated public market.
- **Utilize undeveloped parcels** along MD 202 for open space and stormwater management amenities.
- **Rezone properties on either side of Pennsy Drive** to the appropriate zoning classification in order to allow for a mix of uses.



Granville Island Market Precedent



Pennsy Drive Extended to Landover Road



Adaptive Reuse of Industrial Building for Union Market

LONG-TERM VISION AND RECOMMENDATIONS

With real estate market support, the Metro Focus Area has become a regional employment center and destination. The pedestrian-friendly street grid is complete with new pedestrian sidewalks and bridges connecting the Metro to the surrounding area. New development includes a green industrial district and mixed-use office and research development adjacent to the Metro station along with the potential to develop new, permanent facilities for the market place and indoor recreation/sportsplex facility.

- **Promote and facilitate new green industrial uses east of Pennsy Drive** that connect to the street grid, engage the street with ground-floor retail spaces, and locate production, storage, and loading spaces to the rear or on the floor(s) above.
- **Develop the existing WMATA Metro station property** for mixed-use office and research uses with limited ground floor retail along a Metro access promenade that serves local employees and Metro riders. Interior parking structures, wrapped by buildings, provide parking for the adjacent uses.
- **Develop the property at the northeast corner of Pennsy Drive and Old Landover Road** for a marketplace that provides space for a broad array of vendors and services the needs of the community and Metro riders.
- **Construct a new pedestrian bridge** over Lower Beaverdam Creek to provide a more direct and engaging access to the Metro station from the Future Hunter’s Ridge (former Stratford Woods Apartment site) development.



Industrial Building with Green Roof



Concept for Pedestrian Bridge from Metro to Green Industrial Area



Capital Crescent Trail/Bike Path

- **Construct and enhance a restored greenway** along the Lower Beaverdam Creek stream corridor. Establish the greenway as a shared-use path parallel to Pennsy Drive that provides access to the Metro station.
- **Complete pedestrian access paths** through the green space adjacent to Landover Road.
- **Work to establish pedestrian connections** within the Metro Focus Area in order to improve access to the Metro station.
- **Construct a pedestrian bridge** across US 50 to link the Metro Focus Area with the Landover Hills community in order to increase Metro ridership.
- **Plant green buffers** to visually and physically buffer residential uses and historic resources from industrial uses.
- **Provide a range of parking options** in the Metro Focus Area, including structured parking (possibly wrapped by buildings), shared parking, on-street parking throughout the area, and surface parking behind buildings.
- **Utilize the abandoned railroad tracks** along the western edge of Pennsy Drive for a bicycle/pedestrian trail that connects to the larger trail network.



Walkway through an Environmentally Sensitive Area



Example of an Industrial Area

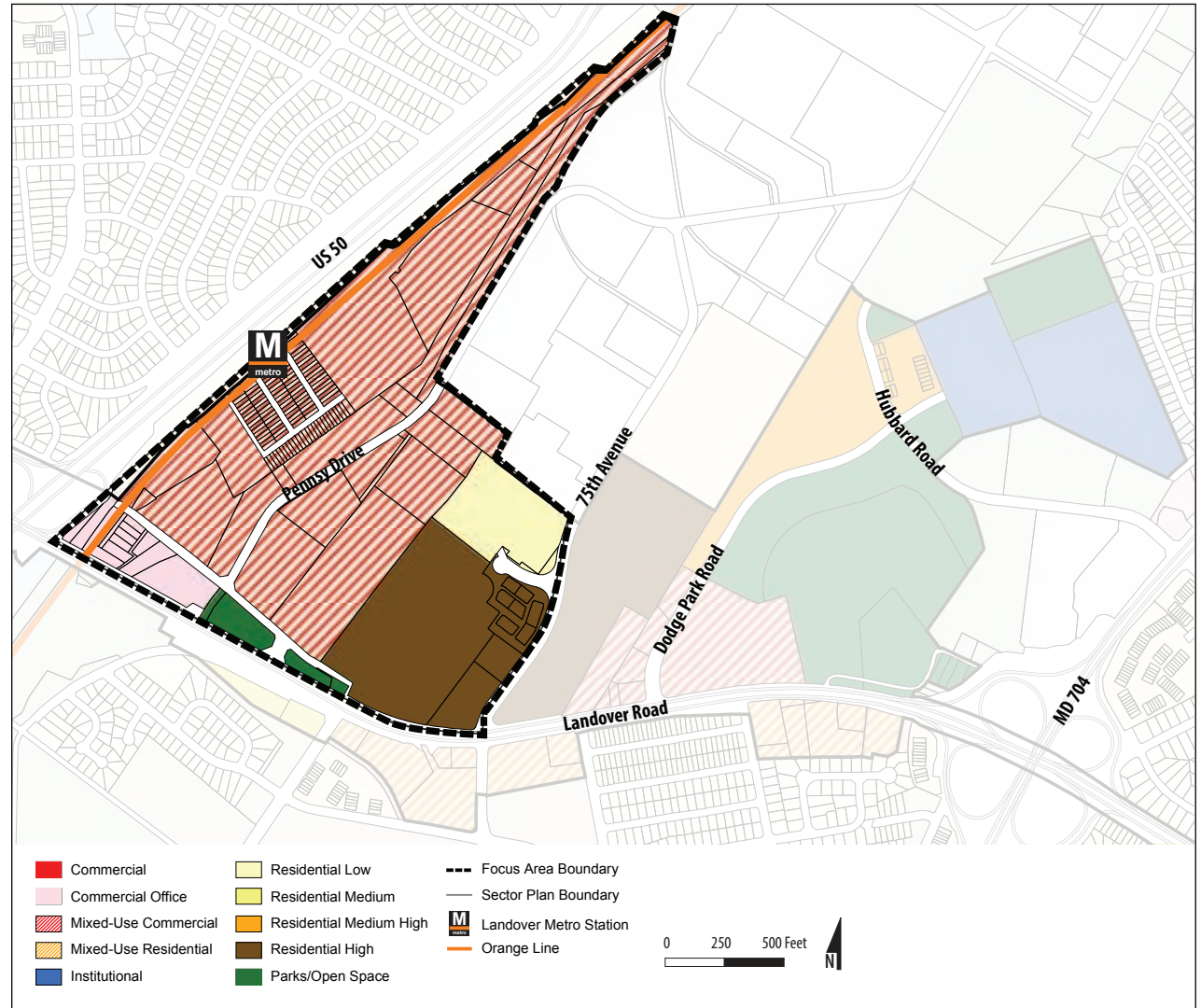
LAND USES

The Metro station is a highly underutilized transportation asset within Landover. The station is located over one-quarter mile from the MD 202 Corridor and is hidden from the neighboring communities by US 50 and portions of the Ardwick Industrial Park.

In order to better incorporate the Metro Focus Area into the surrounding area, new land uses are proposed. The land uses immediately around the Metro station are currently industrial, transportation, and open space. The land west of Pennsy Drive is also industrial with bare ground.

The Metro site and the portion of the Ardwick Industrial Park within the sector plan area are envisioned as mixed-use areas that are sensitive to the environmental features in the focus area. These mixed-use areas may support future employment in the long-term while allowing the current industrial uses to remain in the near-term. The former Stratford Woods Apartment site is designated high-density residential in order to promote more residential in the area. The increase in development with employment and residences within the area will help to increase ridership at the Metro station.

Map 3.4: Proposed Future Land Uses for the Metro Focus Area



DODGE PARK FOCUS AREA VISION

Dodge Plaza Shopping Center is a walkable, mixed-use destination that serves as the focal point for the surrounding community and regional shoppers. The shopping center, with its well-landscaped public spaces and streetscapes, offers a variety of shopping, housing, and office options for shoppers and local residents. Buildings are oriented toward MD 202, Dodge Park Road, and a new street bisecting the site.

Environmentally-sensitive features within the focus area have been implemented that improve the water quality of the existing streams in the surrounding areas. The revitalized shopping center has tree-lined

retail streets with spacious sidewalks. A civic green site located along the southern end of the new street serves as a regional gathering space. A smaller, more intimate green, located at the northern end of the street, serves as a neighborhood gathering space. Multistory

buildings with residential units above retail stores frame the neighborhood green and new street. One- to two-story buildings with office/flex use above retail frame the civic green. Single-story retail uses extend along MD 202 and Dodge Park Road.



Existing Dodge Plaza Parking Lot along Landover Road



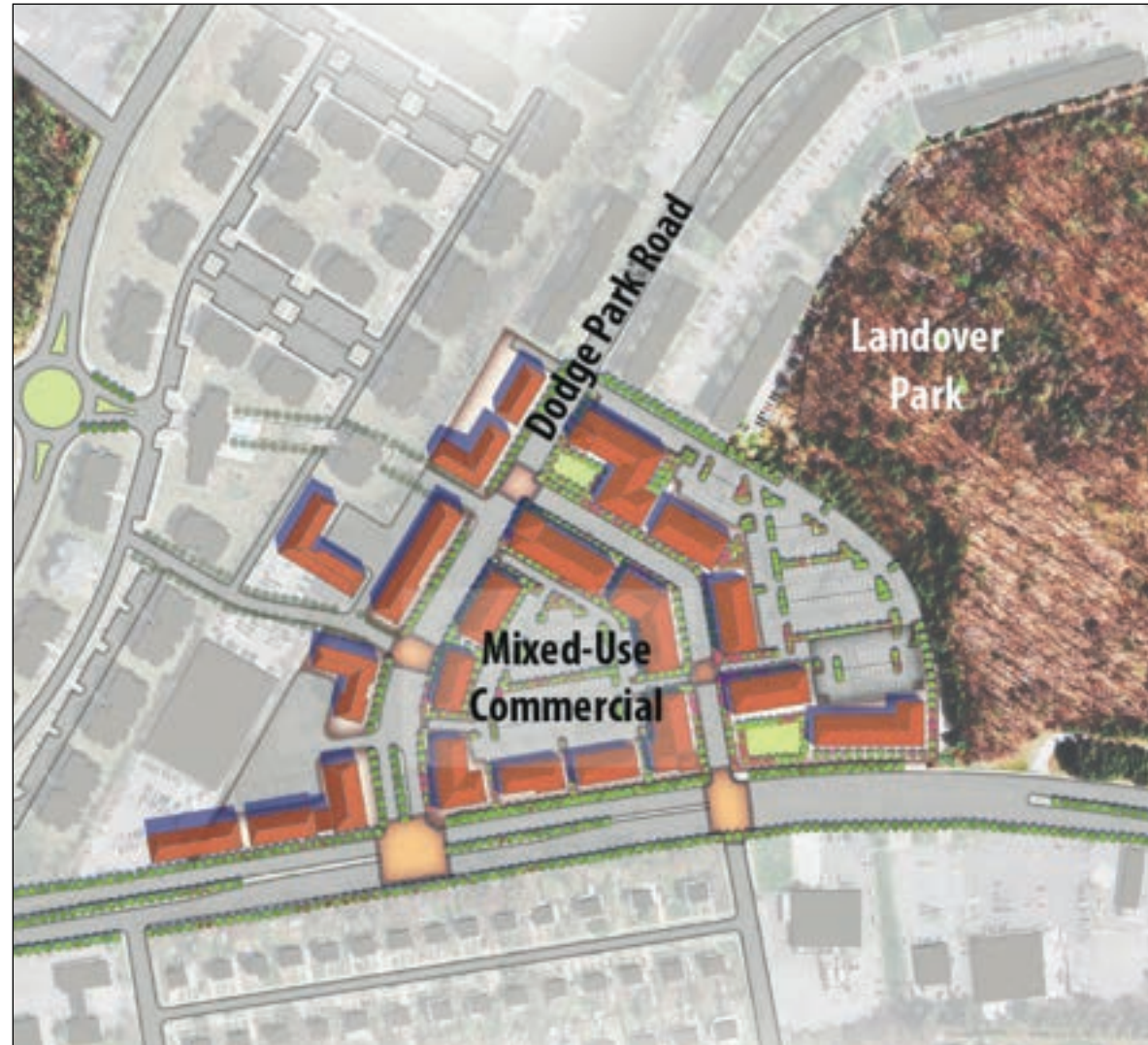
Concept for the Civic Green at Dodge Plaza along Landover Road

LANDOVER METRO AREA AND MD 202 CORRIDOR

The surface parking lots, which are concealed behind the buildings of the center, are highly landscaped and increase the tree canopy in the area as well as incorporate “green design” features such as bioretention swales and landscaped islands.

Landover Park, which is a M-NCPPC-owned park immediately east of Dodge Plaza, contains new amenities and connections to MD 202 and the shopping center. The park contains the ruins of the historic Dodge family home and has unprogrammed lawn area for passive and active recreation. Small game courts are interspersed through the site as are covered shelters. A walking trail and loop road connect the various elements of the park.

Map 3.5: Illustrative Long-Term Concept for the Dodge Park Area



SHORT-TERM VISION AND RECOMMENDATIONS

The shopping center is physically improved and better integrated into the community. Well-lit landscaped sidewalks, leading from Landover Road to the shopping center, improve pedestrian access and safety and begin to establish a framework for the future street network. The façades and signage of the shopping center are renovated to help improve visibility and enhance the appeal of the center. A new landscaped plaza in front of the shopping center serves as an active community gathering space. The existing parking lot is improved with the addition of trees, landscaping, and bioretention swales that green the vast impervious surfaces.

Collectively, these improvements enhance the shopping center's appeal to potential customers, as well as to prospective tenants, and provide the types of amenities and services desired by area residents. The improvements also begin to address county regulatory requirements to retrofit existing development to meet new stormwater management standards.

- **Improve pedestrian crossings** along MD 202 and Dodge Park Road.
- **Convert the portion of the surface parking immediately adjacent to the shopping center** into a landscaped community plaza. Include critical design elements such as landscaping, special paving, pedestrian-scaled lighting, and outdoor furniture.
- **Install new signage to enhance the image and name recognition** of the shopping center and improve its visibility from surrounding roadways. Signage improvements should occur at all driveways and through banners installed on lampposts throughout the shopping center.
- **Establish a drive aisle off of Dodge Park Road** adjacent to the proposed community plaza that serves as a portion of the new retail street in the long-term concept for the site.
- **Improve access to the shopping center** by constructing defined drive aisles, sidewalks, and enhanced crosswalks connecting from MD 202 to the shopping center.
- **Retrofit the shopping center parking lot** by installing trees, landscaping, and stormwater management facilities throughout the parking lot and along its edges.
- **Install new parking lot lighting** that may have sustainable features, such as solar panels and wind turbines, and provide lights at even levels throughout the shopping center.
- **Encourage the installment of bicycle racks** at accessible locations on site to serve community residents and transit riders.



Proposed Gathering Space and Crosswalks Adjacent to Shops



Concept for Entry Signage Feature

Map 3.6: Concept for Short-Term Enhancements to the Dodge Plaza Shopping Center



MID-TERM VISION AND RECOMMENDATION

Mid-term actions advance the first phase of redevelopment at the shopping center site. During this initial phase of redevelopment, single-story retail buildings are constructed along MD 202 and Dodge Park Road, enabling the shopping center to evolve into a modern retail destination by adding new tenants and retail draws without modifications to the original shopping center building footprint. Another priority during this phase of redevelopment is the construction of the final portion of the new retail street, which functions as the key organizing element of the future mixed-use center.

- **Construct the remaining portion of the new retail street** that will serve as the primary entrance to the shopping center off of MD 202.
- **Develop the portion of the shopping center site west of the new retail street** with single-story, sidewalk-lining retail development.
- **Provide retail entrances opening directly onto MD 202, Dodge Park Road, and the new retail street** as well as potential secondary entrances facing the surface parking lot.
- **Construct pedestrian walkways between storefronts** to connect the parking lot to the street sidewalks.
- **Explore the feasibility of utilizing the Landover Park** adjacent to the shopping center as a maintenance yard and a passive park. If not feasible, explore locating the maintenance yard in an existing industrial site in the area that could possibly be colocated with the proposed new indoor recreational facility if feasible.
- **Rezone the shopping center** to the appropriate zoning classification in order to allow for a mix of uses.



Storefronts Adjacent to Baltimore Avenue in Hyattsville



Concept for Storefronts Adjacent to Landover Road

LONG-TERM VISION AND RECOMMENDATIONS

The remainder of the shopping center site is redeveloped. Mixed-use development continues along the new retail street and Dodge Park Road with the tallest buildings located near the intersection of the new retail street and Dodge Park Road. A new civic green, framed by ground-floor retail and office/flex space above, defines the portion of the site immediately adjacent to MD 202. Additionally, the neighborhood public space is completed at the intersection of the new street and Dodge Park Road. Parking is accommodated in surface parking lots located behind the buildings, with the potential to build a structured parking deck if required and market-feasible.

It is envisioned that the sequencing of development over the long-term is determined by market and development opportunities.



Existing Entrance to the Center from Dodge Park Road

- **Develop a civic green space at the intersection of the new retail street and MD 202** that will serve as an important identifying landmark for the revitalized Dodge Plaza and accommodate a range of passive recreational uses.
- **Frame the civic green space** with up to two-story, mixed-use buildings containing ground floor retail with office/flex space above and/or a potential specialty grocery store.
- **Develop a neighborhood green space** framed by up to four-story, residential mixed-use buildings at the intersection of the new retail street and Dodge Park Road.
- **Construct mixed-use buildings along the remainder of the central retail street** with ground-floor retail uses and office or residential uses above. Entrances and windows open directly onto the spacious, tree-lined sidewalk.
- **Provide on-street parking spaces along both sides of the new retail street** as well as along Dodge Park Road.



Concept for a Neighborhood Green Space Adjacent to Dodge Park Road



Birkdale Village Green in North Carolina



Ground Floor Retail with Supporting Residential Above

- **Locate parking in the interior** of the two blocks created by the new street.
- **Provide primary access to parking from the new retail street** and secondary access off of Dodge Park Road.
- **Construct a parking deck in the eastern portion of the site** if it is determined to be market feasible.
- **Continue to add to the system of pedestrian walkways**, leading from the parking area to the surrounding streets of the development.
- **Incorporate secondary access routes that permit loading and deliveries** from MD 202 as well as secondary access to parking.
- **Develop the west side of Dodge Park Road for street-fronting residential areas as well as retail and/or commercial uses** that mirror the eastern side of the street and establish Dodge Park Road as a gateway street to the existing residential area.
- **Add amenities to the Dodge Park Focus Area**, such as small urban parks and green spaces within the new urbanized, privately-owned development, that provide passive and active recreational opportunities.

Map 3.7: Concept for Long-Term Enhancements to the Dodge Plaza Shopping Center

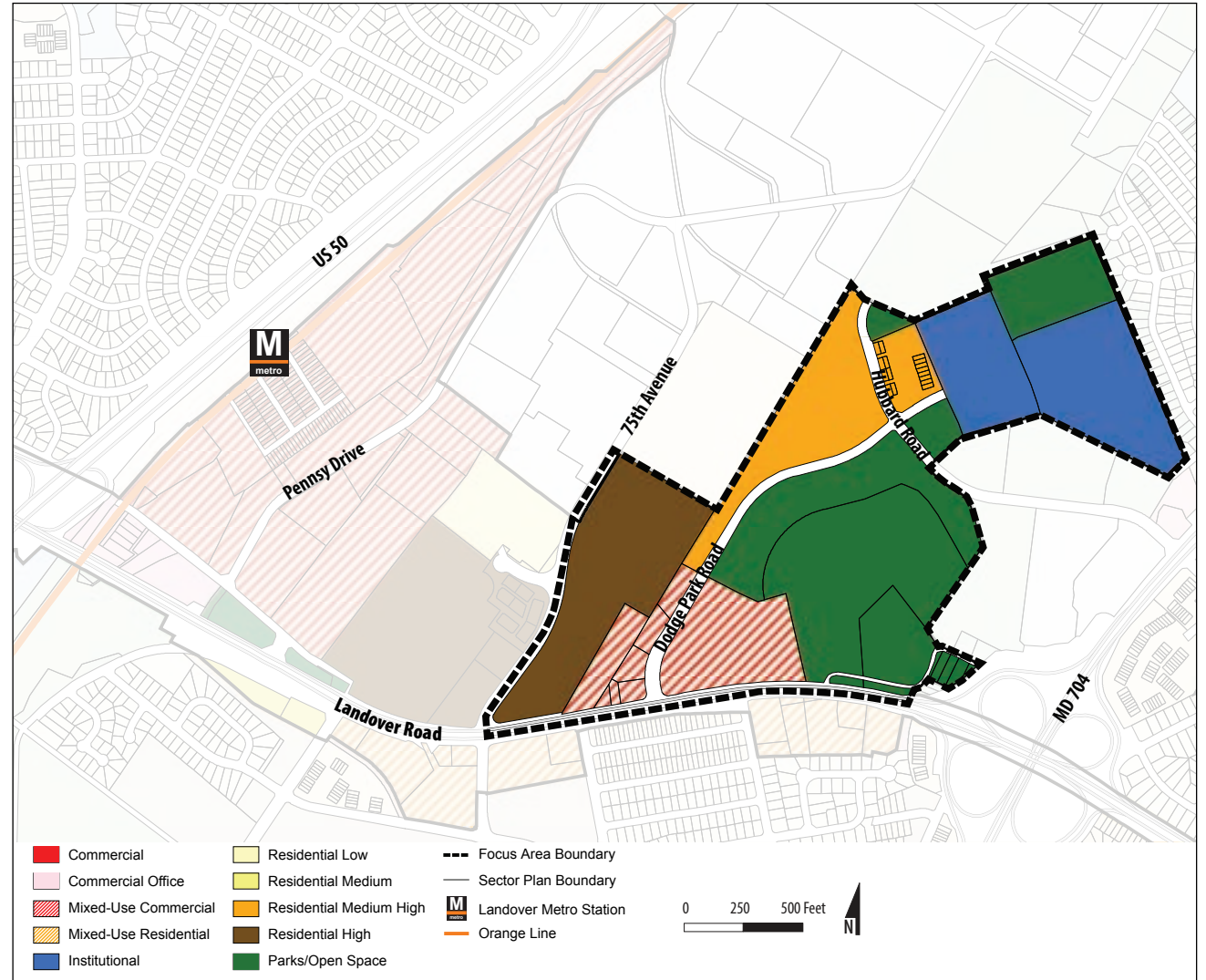


LAND USES

The shopping center area is currently designated for commercial and institutional land uses. Institutional designation is generally for uses that are public in nature. Commercial designation is for retail and business areas.

In the long-term, the Dodge Plaza Shopping Center is envisioned as a mixed-use area. The commercial designation will be the dominant land use, but the mixed-use designation allows for other types of uses such as residential, employment, and institutional. These secondary uses, located directly at the shopping center, can allow for more market demand through increased mixed-residential housing in the area, provide built-in support for commercial uses, and create a sustainable development pattern for the area in the future.

Map 3.8: Proposed Future Land Uses for the Dodge Park Focus Area



LANDOVER METRO AREA AND MD 202 CORRIDOR

SOUTH LANDOVER ROAD FOCUS AREA VISION

The south side of Landover Road is a thriving residential community with condominiums, apartments, and townhomes. The streetscape improvements have made the area pedestrian-friendly, and now Landover Road is no longer seen as a barrier to the community.

SHORT-TERM VISION AND RECOMMENDATIONS

Residents are able to safely cross MD 202. Consequently, more people have better access to the new state-of-the-art Kentland Community Center.

- **Improve the streetscape on the south side of Landover Road** between Kent Village Drive and Firehouse Road. Employ improvements such as landscaping, bus shelter, new fencing, and other amenities.
- **Improve north-south pedestrian crossings** along MD 202 (Landover Road).
- **Retrofit the three strip shopping centers**—Kent Village, Stadium Station, and center with Auto Zone—with environmentally sensitive design features in order to meet the county’s new stormwater management requirements.
- **Construct the new community center** at the existing Kentland Community Center site near the sector plan area to serve the residents within and help promote an active community.



Future State-of-the-Art Kentland Community Center



Conceptual Streetscape Improvements on the South Side of Landover Road

- **Incorporate environmentally sensitive design features** such as low-impact design bioretention at the Kentland Community Center.
- **Provide better connections** to the community center, including new signage adjacent to Landover Road.

MID-TERM VISION AND RECOMMENDATIONS

Residential redevelopment has occurred at the side parking lot of the Kent Village Shopping Center and at the properties immediately west of Pinebrook Avenue between Landover Road and the Lower Beaverdam Creek.

- **Begin to create mixed-use residential housing by constructing residential units on the underutilized surface parking lot** of the Kent Village Shopping Center.
- **Rezone the shopping center** to the appropriate zoning classification in order to allow for a mix of uses.



Residential Development Adjacent to Retail—Hyattsville

LONG-TERM VISION AND RECOMMENDATIONS

The remaining shopping centers in the focus area have been redeveloped with mixed-use residential that brings additional people to the area and helps to better support the redeveloped retail uses within the greater Landover community.

Complete redevelopment of the remaining portions of the existing shopping centers, on the south side of Landover Road, with mixed-use residential housing.



Retail in Hyattsville

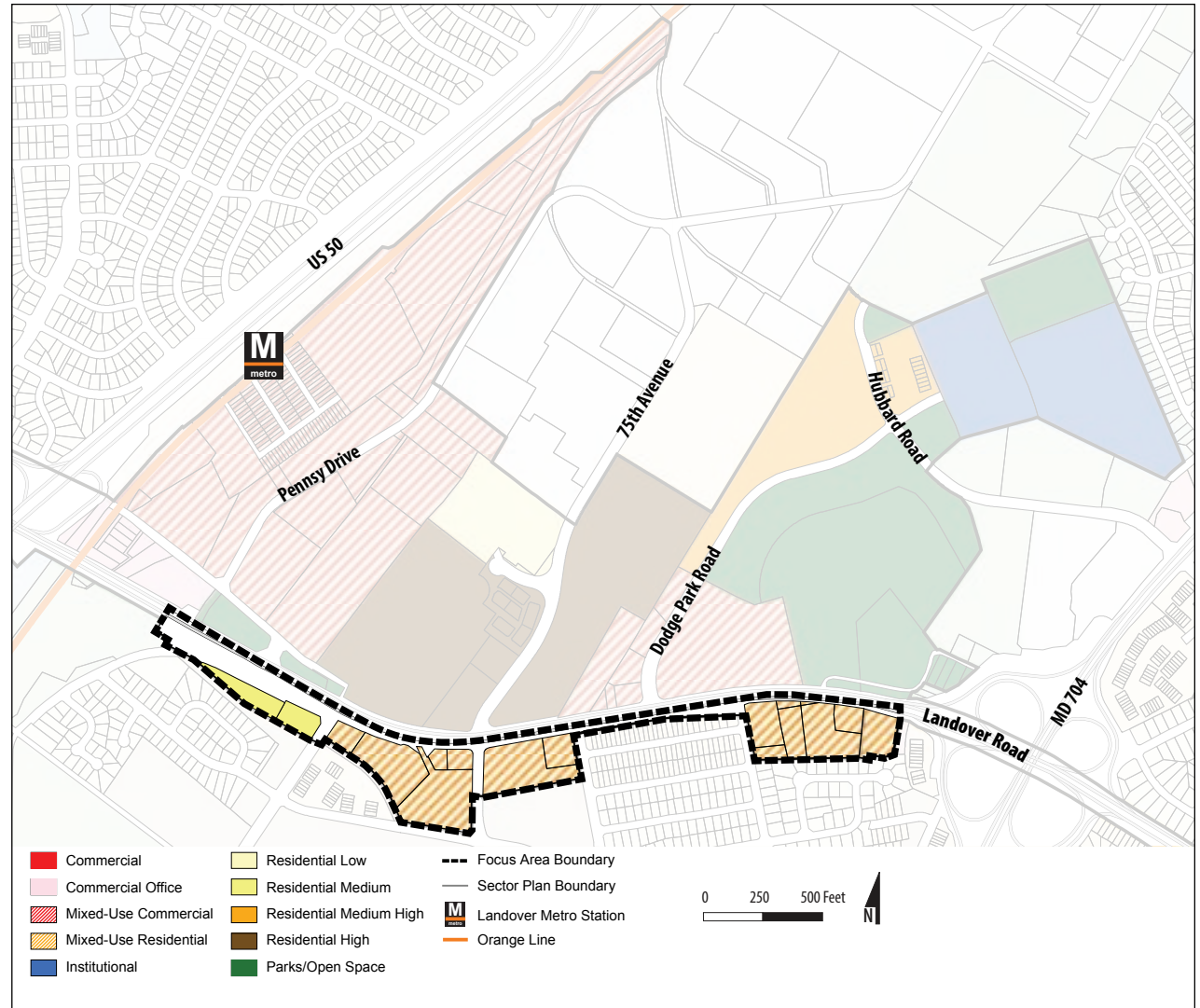
LAND USES

The area between US 50 and MD 704 on the south side of Landover Road contains smaller shopping centers and retail areas. Some of the commercial uses, such as the Kent Village Shopping Center and the retail uses west of Pinebrook Avenue are hidden from Landover Road by topography and trees. All of the shopping centers contain a significant amount of underutilized surface parking lots.

The South Landover Road Focus Area currently contains commercial land uses. The uses range from an auto body shop and gas station to fast food establishments and small local-serving businesses. In support of the long-term vision of the sector plan, the land use in the South Landover Focus Area should be changed to better support the long-term visions for the entire Landover area as a whole.

In the long term, the South Landover Road Focus Area is envisioned as a mixed-residential area. The residential designation will be the dominant land use, but the mixed-use designation allows for other types of uses such as small-scale, neighborhood-serving commercial uses. The additional residential in this focus area supports the larger commercial component in the Dodge Park Focus Area.

Map 3.9: Proposed Future Land Uses for the South Landover Road Focus Area



TRANSPORTATION NETWORK VISION

Landover Road and the secondary streets of the sector plan area are complete streets with a multitude of travel options accessible to residents, workers, and visitors of all ages and abilities. The area is developed with a finely grained, interconnected street network and trail system to facilitate direct access and travel throughout the area. The street and transportation network supports the local land uses and economic position of the area as well as provides a role in the regional system.

LANDOVER ROAD STREET SECTION

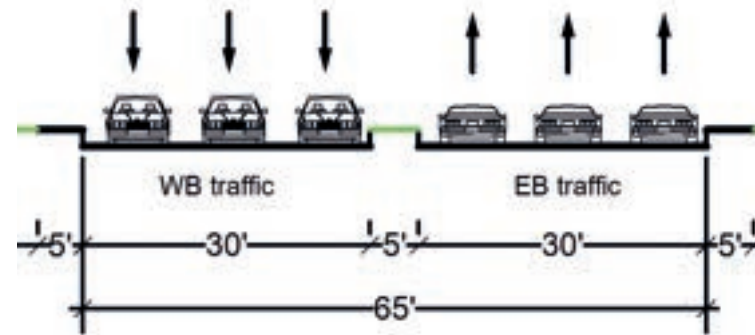
Landover Road is presently a six-lane, divided arterial with a fairly continuous five-foot median that widens at intersections to provide a protected left turn. Portions of the median, greater than 10 feet in width, are highly landscaped. Pedestrians use a five-foot sidewalk immediately adjacent to the curb. The street lacks any curbside trees, and bus stops are sparse facilities typically identified by a signpost and the lack of any seating or litter cans.

The roadway is designed for vehicles. However, pedestrians and bicyclists do not enjoy the same quality of travel. Pedestrians are pressed up against traffic, and cyclists share the lane with traffic. The combination of vehicular traffic in excess of 45 miles per

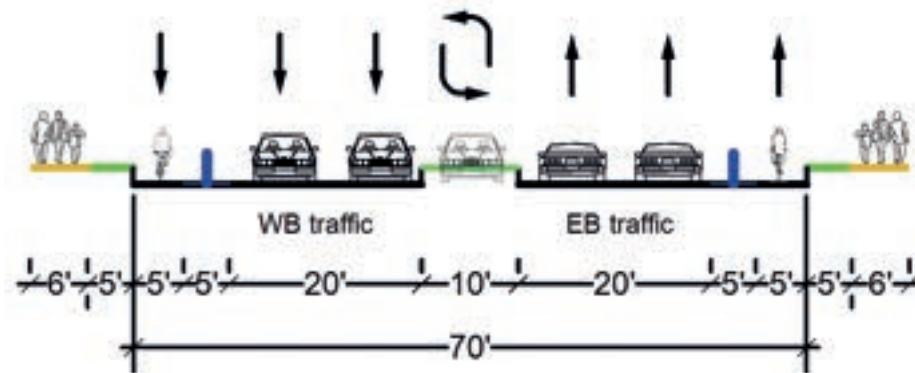
hour and poor lighting as well as topography-limited sight lines and stopping distances creates an uninviting experience for pedestrians and cyclists.

SHORT-TERM VISION AND RECOMMENDATIONS

Landover Road is improved at key intersections and provides safe bicycle accommodation, improves pedestrian connections, and offers better transit facilities.



Typical Landover Road Street Section (Existing)



Typical Landover Road Street Section (Proposed)



Bike Lane Markings in Conflict Zone

- **Work with SHA on the crossing time at signalized intersections along MD 202** to ensure that pedestrians have a reasonable time to cross.
- **Restripe the existing curb lane to create a buffered bike lane** on either side of Landover Road.
- **Paint conflict zones**, such as driveways, bus stops, and intersections, with a designated color (green is the standard color in this region) in order to alert both cyclists and motorists. Demarcate merge areas between right turning vehicles and buffered bike lanes with pavement markings at intersections.



Bike Markings at Intersection with Right Turn Lane

CONNECTIONS TO METRO

Pedestrians have established an informal connection from the US 50 bridge crossing to the Metro following the rail alignment down a steep embankment. The route should be formalized despite its challenging terrain and remote location. The route should also be in compliance with the Americans with Disabilities Act.

- **Obtain an access agreement** to allow for a pedestrian-sized break along the guard rail at the top of the embankment at MD 202 and US 50.
- **Construct a series of stairs with adequate lighting adjacent to the US 50 right-of-way** leading to the Metro station area.
- **Study establishing a safe, direct connection through the wooded parcel** owned by WMATA, from the embankment to the Metro station roughly parallel to the rail tracks.
- **Enhance overhead lighting** along the whole length of the MD 202 span over US 50 as well as along Old Landover Road from the tracks to Pennsy Drive that will improve pedestrian safety. Provide police call boxes and/or video monitoring.
- **Improve the visibility of the Metro station through a robust wayfinding signage program**, primarily from MD 202 (Landover Road) to Pennsy Drive and the Metro station. Signs should be located at least 300 feet from the Pennsy Drive and Landover Road intersection to provide drivers with sufficient advance notice to process the information, make a decision, and navigate to the proper lane.
- **Pursue real-time signage information** such as the Metro line service, availability of park and ride spaces, parking fees and current base transit fare (peak or off peak), and next train information at the Metro station.

INTERSECTION IMPROVEMENTS

US 50 at Westbound Landover Road

Pedestrians walking between the Metro station and communities to the west of US 50 generally travel on the north side of the street given the absence of alternative crosswalks from Pennsy Drive/Old Landover Road and Kilmer Street.

However, along this stretch, pedestrians must navigate four access or egress ramps, three of which are uncontrolled. Traffic entering or exiting Landover Road is often accelerating or decelerating to or from highway speeds. In compliance with the Americans with Disabilities Act, accessible, high-visibility crosswalks at angles that increase the sight lines of the pedestrian are provided across all access points; however, these fail to provide a high degree of comfort or visibility to the pedestrian.

- **Construct raised crosswalks** with retroreflective markings.
- **Reconstruct the interchange** as a new urban diamond with associated improvements.
- **Consider in-bed pedestrian actuated lighting to increase visibility**, especially at night, for the high-speed ramp coming from southbound US 50 to westbound MD 202. Raised crosswalks should also be considered as an interim solution. While this solution should be acceptable at the stop-controlled eastbound ramp, SHA does not currently have guidance on the application of raised crosswalks across free-flow ramps.

Map 3.10: Proposed Improvements to US 50 at Westbound Landover Road



Old Landover Road at Pennsy Drive (Metro Station)

At present, the intersection lacks pedestrian crosswalks across all approaches and has a turn radius that, while accommodating buses and freight vehicles, promote overly rapid turns by passenger vehicles.

- **Extend Pennsy Drive to Landover Road** to provide direct access to the Metro station. The recommendation should be studied prior to the construction of the roadway to minimize overall project costs given possible grading concerns and potential impacts on existing structures and to provide adequate spacing between intersections.
- **Tighten turning radii, and provide crosswalks across all approaches.** Turn radii may be addressed through simple paint treatments or mountable curbs to provide the smallest possible radii for typical autos while ensuring the safe and smooth access by larger freight and transit vehicles.
- **Add bicycle facilities** to Pennsy Drive from Landover Road as recommended in the county’s draft bicycle network plan.

Map 3.11: Proposed Extension of Pennsy Drive onto Landover Road



Landover Road at Future Hunter’s Ridge Development Site

The future Hunter’s Ridge development (former Stratford Woods Apartment site) will increase activity at one existing intersection and introduce a new intersection onto the corridor. Driveways/access points already exist at both locations. Streets are appropriately narrow given the residential nature of the development project, and turn radii are reasonably tight.

- **Provide crosswalks at all approaches to both intersections.** Crosswalks should be designed to cross over the existing median with median islands and extend beyond the crosswalk to provide additional pedestrian protection.
- **Close the two driveways** to the existing property closest to the southeast corner of the intersection of Landover Road and Pinebrook Avenue. Access to the property is adequately provided by the remaining driveway that connects in both directions.

Map 3.12: Proposed Improvements to Landover Road at the Former Stratford Woods Apartment Site

- New Curb (and/or Landscape Area)
- New Crosswalk
- New Stop Line
- Direction of Traffic



75th Avenue and Landover Road

75th Street at Landover Road is a significant connector, and truck traffic is not uncommon on this street. However, the wide radius at the northwest corner that accommodates truck-turning movements also results in passenger vehicles taking the corner at a high rate of speed. The narrowness of the sidewalk at this corner combined with the higher-density residential housing and the presence of the bus stop results in pedestrians often being quite close to these vehicles. Additionally, crosswalks at Landover Road are quite long as they are placed parallel to 75th Street rather than perpendicular to Landover Road.

- **Paint a tighter curb radius** at the northwest corner to visually tighten the turn and slow passenger vehicles while accommodating larger vehicles.
- **Realign crosswalks** to provide the shortest possible crossing distance.
- **Extend medians beyond crosswalks** to provide better pedestrian protection and refuge.
- **Consider closing a driveway at each corner property** on the south side of Landover Road at the intersection of Landover Road and Kent Town Place since multiple access points to these properties already exist, and the driveways are close to the intersection and in potential conflict with the realigned crosswalk.

Map 3.13: Proposed Improvements to the Intersection of 75th Avenue and Landover Road

- New Curb (and/or Landscape Area)
- New Crosswalk
- New Stop Line
- Direction of Traffic



Dodge Park Road and Landover Road

The intersection of Dodge Park Road and Landover Road has a high degree of pedestrian activity. However, the intersection currently has crosswalks on just three legs.

- **Add a crosswalk** to the final leg of the intersection.
- **Explore closure of three driveways:** two along Landover Road and one on Dodge Park Road.

Map 3.14: Proposed Improvements to the Intersection of Dodge Park Road and Landover Road

- New Curb (and/or Landscape Area)
- ▤ New Crosswalk
- New Stop Line
- Direction of Traffic



Firehouse Road and Landover Road

The intersection of Firehouse Road and Landover Road experiences high levels of pedestrian travel and crossings. In general, the intersection is reasonably well designed with crosswalks on all four approaches and appropriately scaled curb radii.

- **Extend the raised medians** on Landover Road beyond the crosswalk to provide modest protection between the intersection and crossing pedestrians.
- **Install high-visibility paint** over the existing patterned crosswalks.
- **Assess street lighting levels** at the intersection to determine if they should be increased for greater visibility of pedestrians.

Map 3.15: Proposed Improvements to the Intersection of Firehouse Road and Landover Road

- New Curb (and/or Landscape Area)
- New Crosswalk
- New Stop Line
- Direction of Traffic

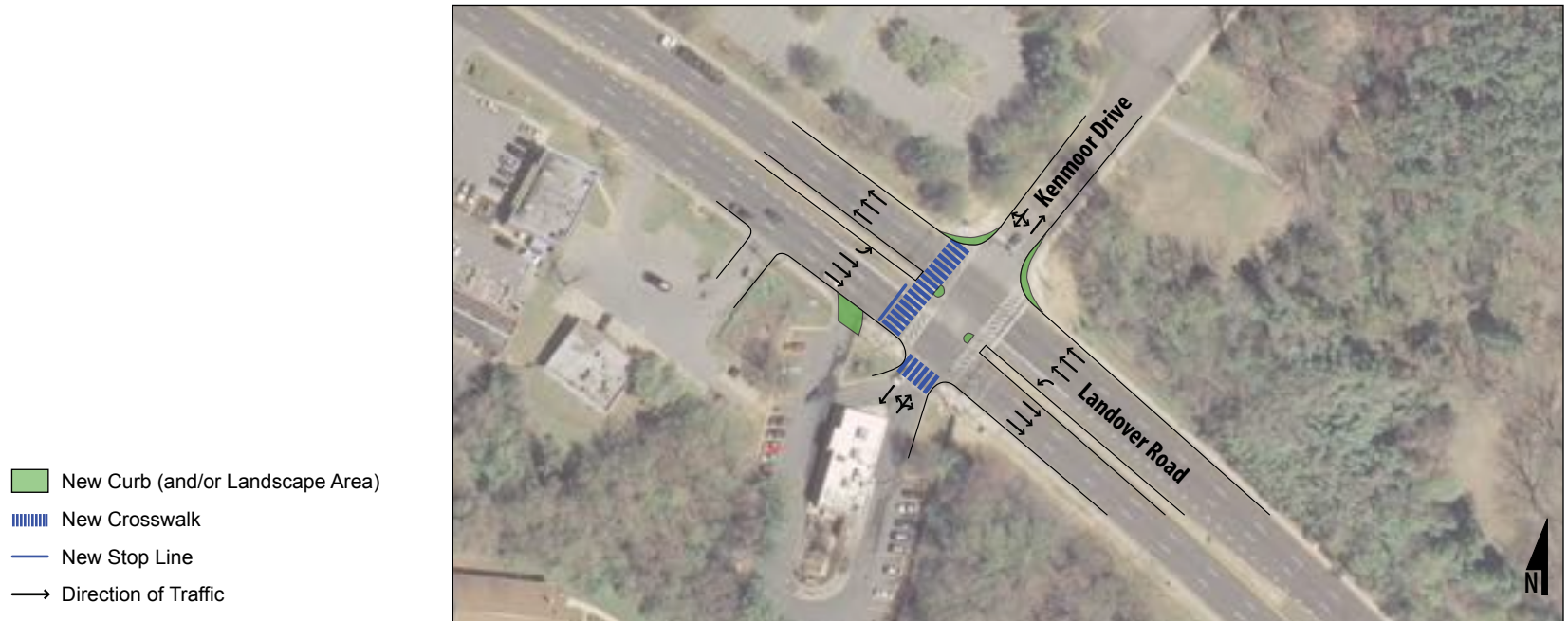


Kenmoor Drive and Landover Road

The intersection of Landover Road and Kenmoor Drive has a significant number of school-age children traveling through this intersection from the nearby schools immediately adjacent to the intersection, as well as bus riders.

- **Tighten the curb radius to slow vehicle traffic** while allowing the access and egress of school buses.
- **Restore the crosswalk** (which was removed at some point) along the western leg of the intersection to provide safe access between Kenmoor Drive and the Wendy’s Restaurant on the opposite side.

Map 3.16: Proposed Improvements to the Intersection of Kenmoor Drive and Landover Road



BUS STOP IMPROVEMENTS

The amenities at the bus stops in the sector plan area are fairly sparse. Few bus stops have concrete landing pads for riders to stand under and an accessible lift to deploy except for the stops located west of Pinebrook Avenue. There are no other amenities provided at bus stops such as shelters, benches, real-time information, or trash cans.

Bus stop improvements should focus, at a minimum, on providing a concrete pad for passengers waiting and loading/unloading at the majority of stops. Pads should be a minimum of 10 feet wide and 30 feet long to enable boarding and exiting from all doors and deployment and unloading of wheelchair lifts. On a larger scale, bus stop improvements could focus on a unique design for the shelters that may help to provide a brand for the community. Sidewalk connections should be phased throughout the sector plan area.

Priority locations for stop enhancements include bus stops located at:

- Eastbound Landover Road at Pinebrook Avenue.
- Eastbound and westbound Landover Road stops at 75th Avenue.
- Eastbound and westbound Landover Road stops at Firehouse Road.
- Westbound stop on the 7700 block of Landover Road.
- Eastbound and westbound Landover Road stops at Matthew Henson Avenue.
- Eastbound and westbound Landover Road stops at Kenmoor Drive given the proximity to the various schools.



Covered Bus Shelter in Downtown Philadelphia

ACCESS MANAGEMENT PLAN

The number and configuration of multiple driveways along Landover Road introduce points of conflict between pedestrians and vehicles.

- **New developments should limit access to no more than one dual direction access point** on each abutting street. If parcels have significantly long frontages on Landover Road (in excess of 100 feet) a second driveway can be considered.
- **Close excessive or redundant driveways**, especially those in close proximity to intersections (less than 35 feet from the corner). Properties should be encouraged to consolidate access points to improve the overall corridor’s function, character, and safety.

LONG-TERM VISION AND RECOMMENDATIONS

The interchanges along Landover Road present significant challenges to a well-connected, walkable community and the opportunity to fully take advantage of the transit asset. Long-term improvements include local connections across US 50 and modifications to both the US 50/Landover Road interchange and the Martin Luther King, Jr/Landover Road interchange.

East-West Connection to Metro

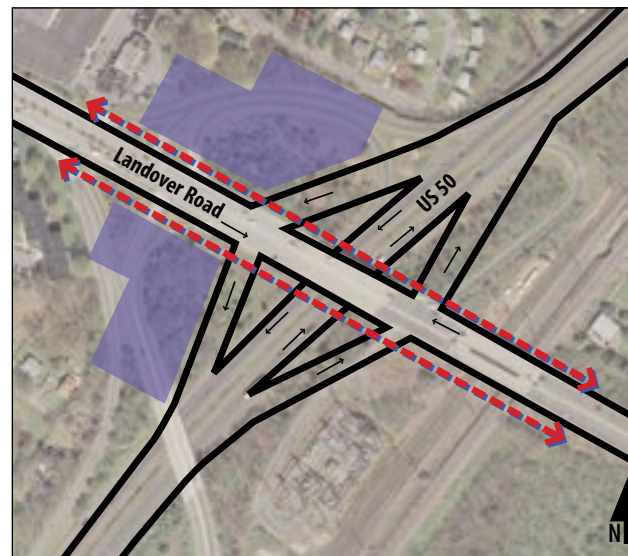
A pedestrian/bicycle connection, and potentially local traffic, should be pursued between the Metro station and the existing neighborhoods east of US 50. Any connection must span the width of US 50 and the CSX and WMATA rail tracks and will require solutions to a multitude of engineering challenges.

US Route 50 Interchange Modification

The interchange is confusing for drivers unfamiliar with the area and consumes substantial land resources. Sidewalks are present on both sides of US 50, and marked crosswalks are in place at each ramp. However, the ramps force pedestrians and cyclists to contend with fast-moving traffic traveling to and from the ramps.

The design of the interchange is constrained by the presence of the railroad tracks and the electrical substation between the CSX tracks and US 50. At present, the interchange has an unconventional design to avoid conflicts with the railroad and major electrical utilities. As a result, the interchange includes a large “S” curve, an additional interstate bridge, several access points, and merges onto and off of MD 202.

Map 3.17: Conceptual Tight Urban Diamond Configuration at US 50 Interchange



- Potential Development Site
- Roadway Configuration
- Pedestrian & Bicycle Travel Path

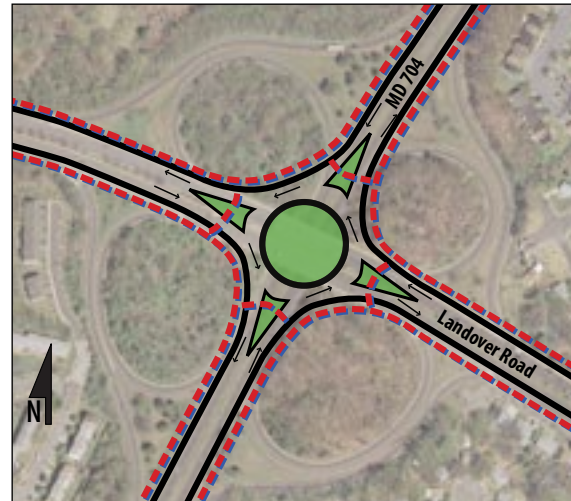
- **Create a tight urban diamond interchange** in place of the existing interchange, which is appropriate in urban and suburban areas according to the Federal Highway Administration.
- **Develop additional land gained due to reconfiguration of interchange.** Proceeds from property disposition and ongoing value recapture could, in part, offset a portion of the cost of reconfiguration.
- **Create high visibility pedestrian crossings** with retroreflective paint and provided at an angle to shorten crossing distance and improve sight lines for both driver and pedestrian.
- **Place bicycle lanes and facilities in the interchange area behind the curb via a shared multiuse trail** along the sidewalk alignment. If bicycle facilities remain in the roadway, paint the areas to indicate to bicyclists and drivers that they are in a shared-use conflict zone.

MD 704 (Martin Luther King, Jr Highway) Interchange Modification

The interchange is designed as a cloverleaf. The ramp configurations allow vehicles to move from one arterial to the other at high speeds. Due to this configuration, pedestrians are exposed to potentially fast-moving vehicles even at the crosswalks. The highway nature of the interchange discourages all but the most experienced cyclists from using this segment of the corridor.

Ironically, the number of existing vehicles using this exchange is relatively low and does not require the level of capacity provided by a cloverleaf interchange. A more urban intersection provides a place-making opportunity by significantly adding to available land and creates a better walking and biking environment to reconnect important nodes on the corridor. The two alternative roundabouts are recommended that would provide improved safety benefits for all users and still allow a significant flow of vehicular traffic. The most feasible alternative should be considered to provide improved connectivity.

Map 3.18A: Concept A—Conceptual Roundabout at the Intersection of MD 704 and Landover Road



— Roadway Configuration
 ↔ Pedestrian & Bicycle Travel Path

- **Concept A: Bring Martin Luther King, Jr Highway up to grade** and lower Landover Road slightly to create the at-grade roundabout or **Concept B**, which is the installation of an aesthetic compact roundabout interchange along MD 202 preserving the north-south MD 704 and east-west MD 202 movements and maintain the current grade separated interchange.

Map 3.18B: Concept B—Illustrative Conceptual of Roundabout at the Intersection of MD 704 and Landover Road



- **Provide pedestrian crossings with a sizable divider island**, separating directional traffic and providing a refuge for pedestrians.
- **Provide bicycle paths in the in-roadway cycle track or bicycle lane** and traverse the intersection together with vehicles. (High visibility paint of the bicycle lanes and conflict zones are recommended throughout the roundabout.)
- **Provide signalized and protected pedestrian crossings** so that pedestrians no longer cross more than two lanes of traffic at a time.

ENVIRONMENTAL FEATURES VISION

The environmental resources within and immediately surrounding the sector plan area have been protected and enhanced.

Improvements in water quality have been achieved by increasing the tree canopy coverage, restoring lost stream buffers, and carefully designing new development to protect environmentally sensitive areas.

SHORT-TERM VISION AND RECOMMENDATIONS

The parking lots of the existing commercial strip shopping centers have been retrofitted to comply with the new county requirements for stormwater management. With these new requirements, the tree canopy coverage has also expanded.

- **Expand forest canopy coverage** by ensuring that development projects meet their woodland conservation requirements either on-site or within the sector plan area's watersheds to the extent possible.
- **Ensure that new and redevelopment proposals meet and, with incentives, exceed the minimum tree canopy coverage requirements** in the county code, so that the proposals contribute to an overall increase in the tree canopy throughout the community.
- **Promote the use of environmentally sensitive (green) development techniques** in redevelopment and new development projects.



Parking Lot with Extensive Tree Canopy



Parking Lot with Landscaped Island for Stormwater

LONG-TERM VISION AND RECOMMENDATIONS

Sustainable design features have been incorporated into existing and new development. These features have helped to ensure that the area conserves significant environmental ecosystems and promotes energy efficiency.

- **Incorporate sustainable stormwater management practices** in all new development in order to protect the adjacent stream corridor. Include stormwater management at the median in the center of the industrial uses and in the green space along MD 202.
- **Mitigate noise impacts created by transportation uses** on existing and future residential communities by designing with a goal of minimizing noise impacts through building placement and/or construction materials.
- **Provide incentives to incorporate sustainable design features** such as solar lighting and green roofs into new development and retrofit projects.



Parking Lot Lighting with Solar Panel and Wind Turbine



Building with Green Roof



Streetscape with Sustainable Design Features

CHAPTER 4: IMPLEMENTATION

A critical component to implementation of the Landover Metro Area/MD 202 Corridor Approved Sector Plan's recommendations is identifying key stakeholders and/or agencies that should be responsible for implementing actions discussed in the previous chapter and placing priorities on those actions to allow for phasing given the limited resources available. In some cases, actions will require public/private partnerships. This chapter summarizes the actions that are necessary to implement the plan's recommendations and overall visions.

The sector plan lays out a blueprint for change in key focus areas over the next 10+ years with an emphasis on short-term improvements. It targets changes that build on the area's assets such as its strategic location within the region, its strong public infrastructure network that includes the Landover Metro Station, the large parcels of undeveloped or underdeveloped land near the Metro station, and the major employers and stable residential neighborhoods that surround the corridor. The three focus areas, the Metro, Dodge Park, and South Landover Road have been identified because change at these locations is essential to the economic future of the corridor. Additionally, corridorwide transportation and

environmental improvements are needed to support the focus area improvements and are critical to creating the sustainable communities envisioned for the corridor.

It is expected that some changes can take place in the short-term where redevelopment and site enhancements are already being considered or planned or where strong market forces can help drive change. Changes in other focus areas and elsewhere along the MD 202 Corridor will be slower, take more community and public sector support, and require innovative approaches.

This sector plan was drafted prior to the release of the 2014 *Plan Prince George's 2035 Approved General Plan* for the county. It should be noted that the Landover Metro Area/MD 202 Corridor Approved Sector Plan has been developed largely around short-term improvements. In it are recommendations for only a few zoning changes and instead focuses on enhancing and improving development and connectivity along the corridor. Long-term land use changes are recommended, particularly for the Metro Focus Area, but it will rely on new zoning categories that are expected to be developed as part of a new zoning ordinance. The action plan recognizes that a sectional map

amendment should be undertaken to determine appropriate zoning categories for the Metro Focus Area to implement Plan Prince George's 2035's density and intensity recommendations for the center.

The changes proposed in this plan necessitate both public and private actions, and the success of the plan's recommendations will require collaboration between the community, county and state governments, business and property owners, nonprofit organizations, and other key stakeholders to focus consistent efforts on implementation. Some efforts will utilize existing tools and programs, such as public funding for key infrastructure improvements, but others will require new tools or programs to be successful such as updating the zoning ordinance to promote appropriate land uses and utilizing new incentives to promote redevelopment.

IMPLEMENTATION ACTION STEPS

Recommendations in the sector plan call for land use changes and transportation and environmental actions necessary to enhance the quality of life for residents in the community. They are intended to change the character of the area by creating a greatly improved transportation network that promotes walking, biking, and increased

Metro ridership; upgraded shopping centers; an expanded variety of housing choices; and new transit-supporting uses at the Metro station. The recommendations are intended to create a “sense of place” that is safe and inviting for those that live and work along the corridor.

Action steps are presented for the focus areas and for the entire corridor. It should be noted that these action steps include studies and programmatic requirements that are necessary to implement many of the identified transportation and environmental recommendations. The actions have been phased according to importance and

identified as short-, mid-, or long-term for implementation. Short-term recommendations are defined as 1–5 years, mid-term recommendations are 6–10 years, and long-term recommendations are 10 years and beyond.

TABLE 11: FOCUS AREA IMPLEMENTATION ACTIONS

Recommendation	Focus Area (Location)	Time Frame	Lead Agency/Party
Implement pilot program to revitalize older shopping centers by improving façades and signage, enhancing landscaping, and adding new signage. Retrofit with environmentally sensitive design (ESD) features to improve stormwater management.	Dodge Park Focus Area (Dodge Plaza)	Short-Term	DoE, RDA, EDC, County Executive’s Office, M-NCPPC, Property Owner
Work to establish an indoor sport facility and/or marketplace that promotes a new identity for the area and increases the visibility of the Metro station.	Metro Focus Area (Old Landover Road)	Short-Term	EDC, M-NCPPC, Property Owner
Work with property owners of the future Hunter’s Ridge development (former Stratford Woods Apartment site) to help facilitate quality residential development that provides improved east-west circulation and a strong pedestrian connection to the Metro station.	Metro Focus Area (Old Landover Road)	Short-Term	M-NCPPC, DPW&T, Property Owner(s)
Work with property owners to preserve the historic site and to ensure adequate connections to the future Hunter’s Ridge development (former Stratford Woods Apartment site) and Beall’s Pleasure from MD 202.	Metro Focus Area (Beall’s Pleasure along Old Landover Road)	Short-Term	SHA, DPW&T, M-NCPPC, Property Owner(s)
Apply for sustainable communities designation with the state.	Corridorwide	Short-Term	M-NCPPC, Adjacent Municipalities
Explore possible programs to promote retrofitting older shopping centers with ESD features to improve watershed quality.	South Landover Road Focus Area (Kent Village Shopping Center, Stadium Station Shopping Center, and shopping center with Auto Zone)	Short-Term Mid-Term	DoE, RDA, EDC, County Executive’s Office, M-NCPPC, Property Owner(s)
Identify gaps in the types of goods and services available along the corridor. Provide assistance, as needed, to attract potential businesses to commercial properties along the corridor.	Metro, Dodge Park, and South Landover Road Focus Areas (Dodge Plaza Shopping Center, Kent Village Shopping Center, Stadium Station Shopping Center, shopping center with Auto Zone, Landover Park Shopping Center, and Other Smaller Commercial Areas along corridor)	Short-Term Mid-Term	EDC, RDA, County Executive’s Office, Property Owner(s)

TABLE 11: FOCUS AREA IMPLEMENTATION ACTIONS			
Recommendation	Focus Area (Location)	Time Frame	Lead Agency/Party
Develop programs to incentivize development and redevelopment in the sector plan area.	Corridorwide	Short-Term Mid-Term	EDC, RDA, County Executive's Office, M-NCPPC
Develop a brand for the area that will promote an enhanced community identity and create a long-term action plan to implement the brand.	Corridorwide	Short-Term Mid-Term	EDC, Property and Business Owner(s), Residents
Work with property owners to upgrade their façades and signage to promote enhanced identity for the corridor.	Corridorwide	Short-Term Mid-Term	RDA, EDC, County Executive's Office, M-NCPPC, Property Owner(s)
Develop new flexible, mixed-use zoning categories that will promote redevelopment of older shopping centers.	Corridorwide	Short-Term Mid-Term	M-NCPPC, RDA, EDC
Explore creating a streamlined permit process that can promote development and redevelopment projects that implement plan recommendations.	Corridorwide	Short-Term Mid-Term	DPIE, DoE, RDA, EDC, County Executive's Office
Rezone properties along the corridor to the appropriate zoning classifications in order to allow for a mix of uses and to implement Plan Prince George's 2035 land use and density recommendations for this center.	Corridorwide	Mid-Term	M-NCPPC

TABLE 12: TRANSPORTATION AND ENVIRONMENTAL IMPLEMENTATION ACTIONS			
Recommendation	Type (Location)	Time Frame	Responsible Parties
Enhance overhead lighting along MD 202 to lessen conflicts between pedestrians, bicyclist, and vehicles.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T
Enhance pedestrian connections to the Landover Metro Station.	Transportation (From Landover Road immediately west of US 50 to Landover Metro Station)	Short-Term	WMATA, SHA, DPW&T, M-NCPPC, County and State Elected Officials
Clean up and maintain excess SHA right-of-way to create an attractive streetscape on the south side of Landover Road. Incorporate improvements such as landscaping, bus shelter, fencing, and other amenities.	Transportation (South side of Landover Road between Kent Village Drive and Firehouse Road)	Short-Term	WMATA, SHA, DPW&T, County Elected Officials, County Executive's Office

IMPLEMENTATION

TABLE 12: TRANSPORTATION AND ENVIRONMENTAL IMPLEMENTATION ACTIONS

Recommendation	Type (Location)	Time Frame	Responsible Parties
Enhance bus stop amenities at key locations along the corridor.	Transportation (Eastbound Landover Road at Pinebrook Avenue, Eastbound and Westbound Landover Road at 75th Avenue, Eastbound and Westbound Landover Road at Firehouse Road, Westbound 7700 Block of Landover Road, Eastbound and Westbound Landover Road at Matthew Henson Avenue, and Eastbound and Westbound Landover Road at Kenmoor Drive)	Short-Term	WMATA, SHA, DPW&T
Work with SHA, DPTW&T, and bicycle advocacy organizations to identify limits and evaluate the type of bikeway design appropriate for MD 202 (Landover Road) and to evaluate planned trails within the sector plan area for connections to existing trails, Metro stations, large-scale development, and other amenities such as the Sports and Learning Complex.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T, M-NCPPC
Reevaluate the timing sequences at signalized intersections to allow pedestrians adequate time to cross the roadway. Determine if existing Walk/Don't Walk signals should be replaced by pedestrian countdown signals, which are considered easier for pedestrians to understand.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T
Develop a comprehensive corridor study of the necessary intersection improvements along the MD 202 Corridor between Barlowe Road and the MD 295 (Baltimore-Washington Parkway) (include in an Access Management Study). Use the information from this sector plan for the more detailed study.	Transportation (US 50 at Westbound Landover Road, Old Landover Road at Pennsy Drive, Landover Road at the future Hunter's Ridge Development Site (former Stratford Woods Apartment site), 75th Avenue and Landover Road, Dodge Park Road and Landover Road, Firehouse Road and Landover Road, and Kenmoor Drive and Landover Road)	Short-Term	SHA, DPW&T, M-NCPPC
Pursue system preservation funding for transportation intersection improvements.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T, M-NCPPC, County and State Elected Officials
Obtain access permit from state to extend Pennsy Drive. Reevaluate the timing sequences of signalized intersections to allow pedestrians adequate time to cross the roadway. Determine if existing "Walk/Don't Walk" signals should be replaced by pedestrian countdown signals, which are considered easier for pedestrians to understand.	Transportation (From intersection of Pennsy Drive and Old Landover Road to Landover Road)	Short-Term	SHA, DPW&T

IMPLEMENTATION

TABLE 12: TRANSPORTATION AND ENVIRONMENTAL IMPLEMENTATION ACTIONS

Recommendation	Type (Location)	Time Frame	Responsible Parties
Investigate implementing retrofit projects, including the nearby community center, that will improve the health and quality of the watershed, including low-impact design (LID) bioretention, LID storm filters, LID tree box filters, and underground pipe storage.	Environmental (Kentland Community Center, 2929 and 3129 Pennsy Drive, and the Landover Metro Station in the Metro Focus Area)	Short-Term Mid-Term	DoE, WMATA, M-NCPPC, Property Owner(s)
Develop incentives to incorporate sustainable design features such as solar panels, ESD retrofits, and permeable pavers.	Environmental (Corridorwide)	Short-Term	EDC, DoE, DPIE, M-NCPPC
Require development projects to meet their woodland conservation requirement either on-site or within the sector plan area’s watersheds to expand tree and forest canopy.	Environmental (Corridorwide)	Short-Term	DoE, DPIE, M-NCPPC
Evaluate improvements to the US 50 and MD 704 Interchanges intersecting Landover Road.	Transportation (US 50 and Landover Road and MD 704 and Landover Road)	Long-Term	SHA, DPW&T, M-NCPPC
Construct a pedestrian bridge	Transportation (From the Landover Hills community over US 50 to the Landover Metro Station)	Long-Term	SHA, WMATA

The Maryland-National Capital Park and Planning Commission (M-NCPPC)
 Department of the Environment (DoE)
 State Highway Administration (SHA)
 Department of Public Works and Transportation (DPW&T)
 Washington Metropolitan Area Transit Authority (WMATA)
 Department of Permits, Inspections and Enforcement (DPIE)
 Redevelopment Authority (RDA)
 Economic Development Corporation (EDC)

CHAPTER 5: SECTIONAL MAP AMENDMENT

The approved sectional map amendment (SMA) seeks to implement the land use policies reflected in the future plan by rezoning properties to the appropriate district to achieve the recommended pattern of development. The existing Zoning Ordinance, however, lacks a corresponding zoning district classification for the mixed-use, land use classifications recommended in this sector plan. The plan recommends the creation and application of mixed-use zones to realize the visions for each focus area. The application of new mixed-use zoning districts will have to occur in a separate SMA process. The SMA in this plan rezones properties to districts that already exist in the Zoning Ordinance. The SMA approved concurrently with this sector plan amends the official zoning map of Prince George's County.

The District Council initiated the SMA in 2012 through Council Resolution CR-24-2012 concurrent with the sector plan. The procedure followed is in accordance with Council Bill CB-39-2005, which allows the District Council to approve the sector plan and SMA simultaneously.

The last comprehensive rezoning for the sector plan area occurred through adoption of

the SMA recommendations in the 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

COMPREHENSIVE REZONING IMPLEMENTATION POLICIES

The following are comprehensive rezoning policies pertinent to the rezonings in this SMA established by the Prince George's County Planning Board and District Council for preparation of the SMA.

PUBLIC LAND POLICY

The established public land policy states that all public land should be placed in the most restrictive or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones and provide for appropriate and future uses.

A distinction is made where a large parcel of land has been set aside specifically for public open space. In this case the R-O-S (Reserved Open Space) Zone or O-S (Open Space) Zone is applied, depending on the size of the property. Although federal and state

government property is not subject to the requirements of the Zoning Ordinance, the comprehensive rezoning process categories apply to all land, including government. The R-O-S Zone is generally applied to federal and state properties unless specific uses of the property or intended character of the property or area should warrant another zoning category. This policy is in compliance with Section 27-113 of the Prince George's County Zoning Ordinance, which states that any land conveyed in fee simple by the United States of America or the State of Maryland shall immediately be placed in the R-O-S Zone until a map amendment for the land has been approved by the District Council.

ZONING IN PUBLIC RIGHTS-OF-WAY

Policies governing the zoning of public streets, railroads, and alley rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. Where zone boundaries are indicated as approximately following street, railroad, or alley lines, the center lines of these streets, railroads, or alley rights-of-way shall be considered the boundaries. This approved SMA has been prepared in accordance with this section.

LIMITATIONS ON THE USE OF ZONES

Zoning classifications used in this SMA are limited only by the range of zones within the ordinance available at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance). Reclassification of an existing zone to a less intense zone, also known as downzoning, is prohibited where:

(g)(1) “The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;” or

(g)(2) “Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting

the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment.”

In order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

“The area of the ‘property,’ as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved.”

NONCONFORMING USES

This SMA rezones several properties to a lower zoning classification in accordance with Section 27-223 (g)(1) of the Zoning Ordinance. In the case where a nonconforming use will be created, the Zoning Ordinance allows nonconforming uses to be continued, repaired, or maintained in accordance with Section 27-240 to Section 27-246 of the Zoning Ordinance. A nonconforming use may continue if a use and

occupancy permit is issued in accordance with the certification requirements of Section 27-244 and is not illegal. The following excerpts from the Zoning Ordinance pertain to nonconforming uses:

Sec. 27-107.01. Definitions

“(CB-104-1995)

“(166) Nonconforming Use:

“(A) The ‘Use’ of any ‘Building,’ ‘Structure,’ or land which is not in conformance with a requirement of the Zone in which it is located (as it specifically applies to the ‘Use’), provided that:

“(i) The requirement was adopted after the ‘Use’ was lawfully established; or

“(ii) The ‘Use’ was established after the requirement was adopted and the District Council has validated a building, use and occupancy, or sign permit issued for it in error.

“(B) The term shall include any ‘Building,’ ‘Structure,’ or land used in connection with a ‘Nonconforming Use,’ regardless of whether the ‘Building,’ ‘Structure,’ or land conforms to the physical requirements of the Zone in which it is located.”

“(CB-49-1988) “(45) Certified Nonconforming Use: A ‘Nonconforming Use’

for which a use and occupancy permit identifying the ‘Use’ as nonconforming has been issued.”

Sec. 27-241. Continuation (Nonconforming Uses)

“(a) Any nonconforming building, structure, or use may be continued, repaired, or maintained. It may not be altered, enlarged or extended except in accordance with this Division.

“(b) In order for a nonconforming use to continue, a use and occupancy permit must be issued identifying the use as nonconforming, and the use must be certified in accordance with Section 27-244. In addition, a nonconforming surface mining operation located within a Chesapeake Bay Critical Area Overlay Zone may only continue if it meets the criteria set forth in Section 27-410(e).

“(c) Continuous, day-to-day operation of a certified nonconforming use is required to maintain its nonconforming status. Discontinuance of day-to-day operation for a period of one hundred eighty (180) or more consecutive calendar days shall constitute abandonment of the use. No certified nonconforming use may be reestablished unless either:

“(1) The case involves reconstruction, restoration, or reestablishment in accordance with Section 27-243; or

“(2) The Planning Board determines (upon written request) that the conditions of nonoperation were beyond the control of the person who was in control of the property during the period of nonoperation. The Planning Board’s determination shall be based on satisfactory evidence presented by the person making the request.

CONDITIONAL ZONING

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance, which can be attached to individual zoning map amendments via “Conditional Zoning,” cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) enhance coordinated, harmonious, and systematic development of the regional district. When approved by the District Council, and accepted by the zoning applicant, “conditions” become part of the county zoning map requirements applicable to a specific property and are as binding as any provision of the County Zoning

Ordinance (see Conditional Zoning Procedures, Section 27-157(b)). In theory, zoning actions taken as part of the comprehensive rezoning SMA process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined via “conditional” zoning cases that have been approved prior to the initiation of a sectional map amendment. As such, it is appropriate that, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with “conditions” and showing the zoning application number on the newly adopted zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

COMPREHENSIVE REZONING CHANGES

To implement the Landover Metro Area/MD 202 Corridor Approved Sector Plan’s vision and land use recommendations contained in

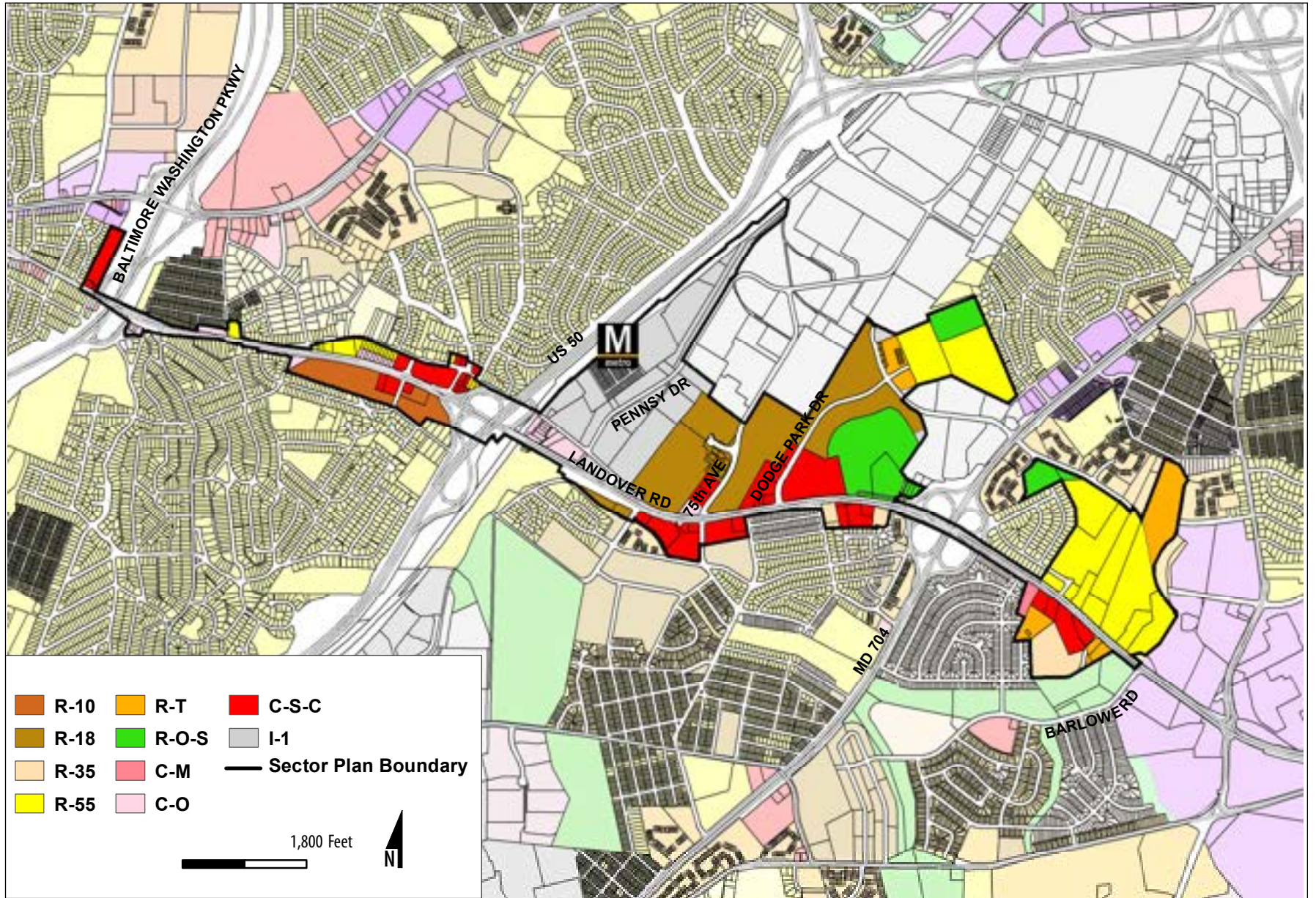
the preceding chapters, key parcels of land that fit within current zoning district classifications of the existing Zoning Ordinance must be rezoned to bring it into conformance with the sector plan. There are five recommended zoning changes within the sector plan area. Zoning changes are recommended for strategic properties fronting Landover Road that are within one-half mile of the Metro station to start to improve the look and function of the transit center. These include industrially zoned properties located on the southwest corner of the intersection of Old Landover Road and Pennsy Drive in front of the Metro station that are recommended to be rezoned for office development. On the south side of Landover Road, where there is a preponderance of older commercial strip development, a group of commercially and residentially zoned properties located on the southwest corner of the intersection of Pinebrook Drive and MD 202 (Landover Road) is recommended for medium-density residential development. In addition, properties owned by M-NCPPC are recommended for rezoning to an appropriate zone for park use. The zoning changes map (see Map 5.1, on page 80) identifies the location of overall approved zoning changes in the Landover Metro Area/ MD 202 Corridor Approved Sector Plan area. Additionally, Table 13, on this page, represents the changes in the zoning by

TABLE 13: Acreage Of Existing And Approved Zoned Land In The Sector Plan

Zone	Land Area in Acreage		
	Existing	Proposed	Net Change
C-S-C (Commercial Shopping Center)	59.08	58.13	-0.95
C-O (Commercial Office)	5.39	13.06	+7.65
C-M (Commercial Miscellaneous)	2.94	1.95	-0.99
R-55 (One-Family Detached Residential)	135.57	101.72	-33.85
R-35 (One-Family Semidetached and Two-Family Detached Residential)	12.66	12.66	0.00
R-T (Townhouse)	58.04	24.01	-34.03
R-18 (Multifamily Medium-Density Residential)	81.23	83.55	+2.32
R-10 (Multifamily High-Density Residential)	17.03	17.03	0.00
I-1 (Light Industrial)	102.67	95.02	-7.65
R-O-S (Reserved Open Space)	0.00	67.49	+67.49
Subtotal	474.62	474.62	
Right-of-Way	53.85	53.85	0.00
Total	528.47	528.47	

classification and indicates the acreage each zoning change comprises. The specific changes to existing zoning are shown and described on the individual maps and accompanying tables. The maps are included for illustrative purposes only.

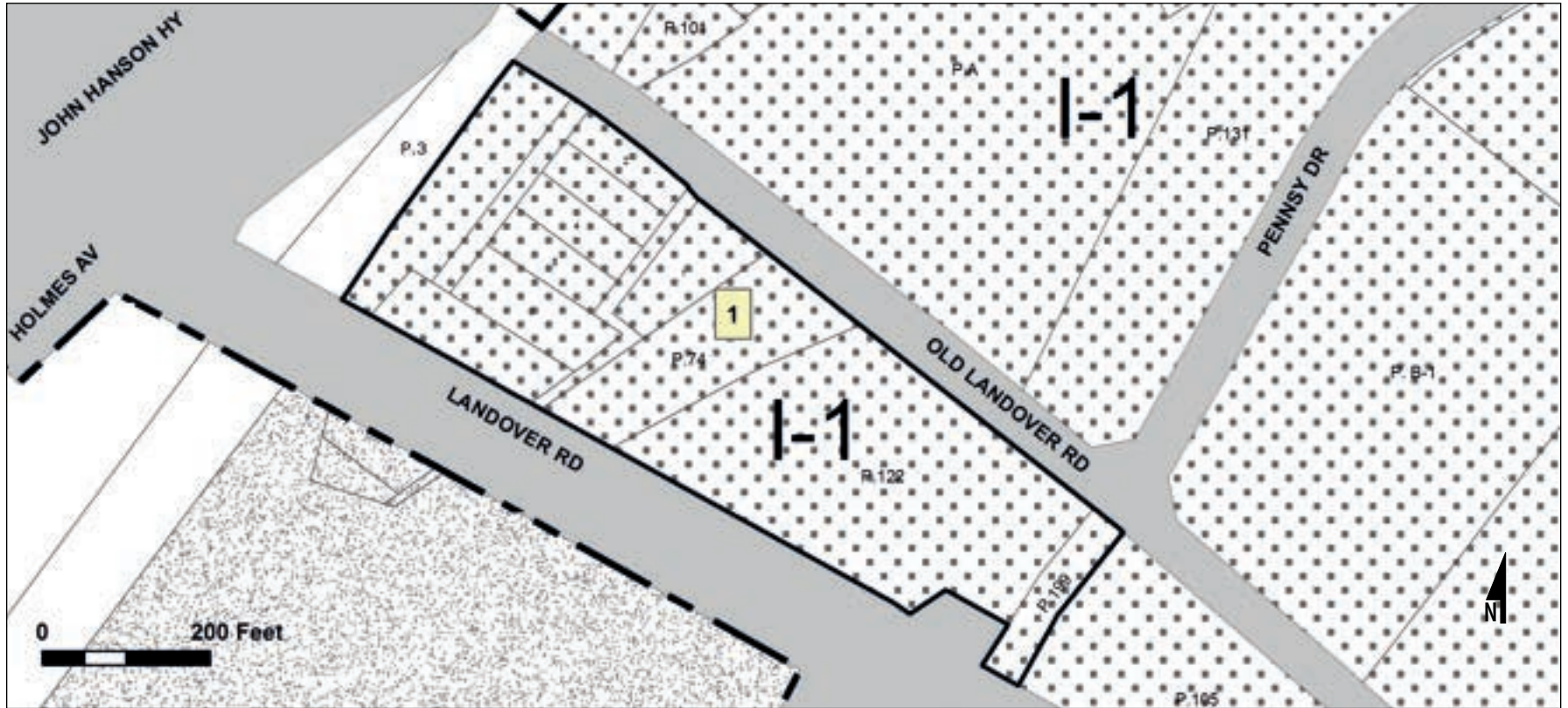
Map 5.0: Approved Zoning Map



Map 5.1: Approved SMA Zoning Changes



Map 5.2: SMA Change Number 1 (I-1 to C-0)



Change Number	Zoning Change	Area of Change (in Acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
1	I-1 to C-0	5.9	SMA		204NE06

Use and Location: Vacant property and Metrorail tracks. Immediately east of US 50 between Old Landover Road and Landover Road.

Discussion: The purpose of the rezoning is to promote more transit-oriented office employment uses with greater density along Landover Road in close proximity to the Metro station that will serve as an attractive gateway leading to the Metro station.

Use	Address	Tax Map and Grid	Legal Description	Tax Account
Vacant Property	Country Club Road	059C1	Duckett and Ford Subdivision, 25' street	1536911

LANDOVER METRO AREA AND MD 202 CORRIDOR

Use	Address	Tax Map and Grid	Legal Description	Tax Account
Vacant Property	Old Landover Road	059C1	Lot 7	Unknown
Metro rail tracks	Old Landover Road	059C1	Unknown	Unknown
Brick structure and Vacant property	Old Landover Road	059C1	Lots 2–6	1562859
Vacant Property	Country Club Road	059C1	Duckett and Ford Subdivision, 15' alley	1536903
Parking lot	6907 Old Landover Road	059C1	Lot 1	1541135
Industrial Building	6911 Old Landover Road	059C1	Parcel 74	1463959
Brick structure, Recycle and Hauling yard, Lower Beaverdam Creek	6913 Old Landover Road	059D1	Parcel 122	144017
Vacant Property	Landover Road	059D1	Parcel 199	1542463

Map 5.3: SMA Change Number 2 (R-55, C-M, C-S-C to R-18)



Change Number	Zoning Change	Area of Change (in Acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
2	R-55, C-M, C-S-C to R-18	2.23	SMA		204NE06

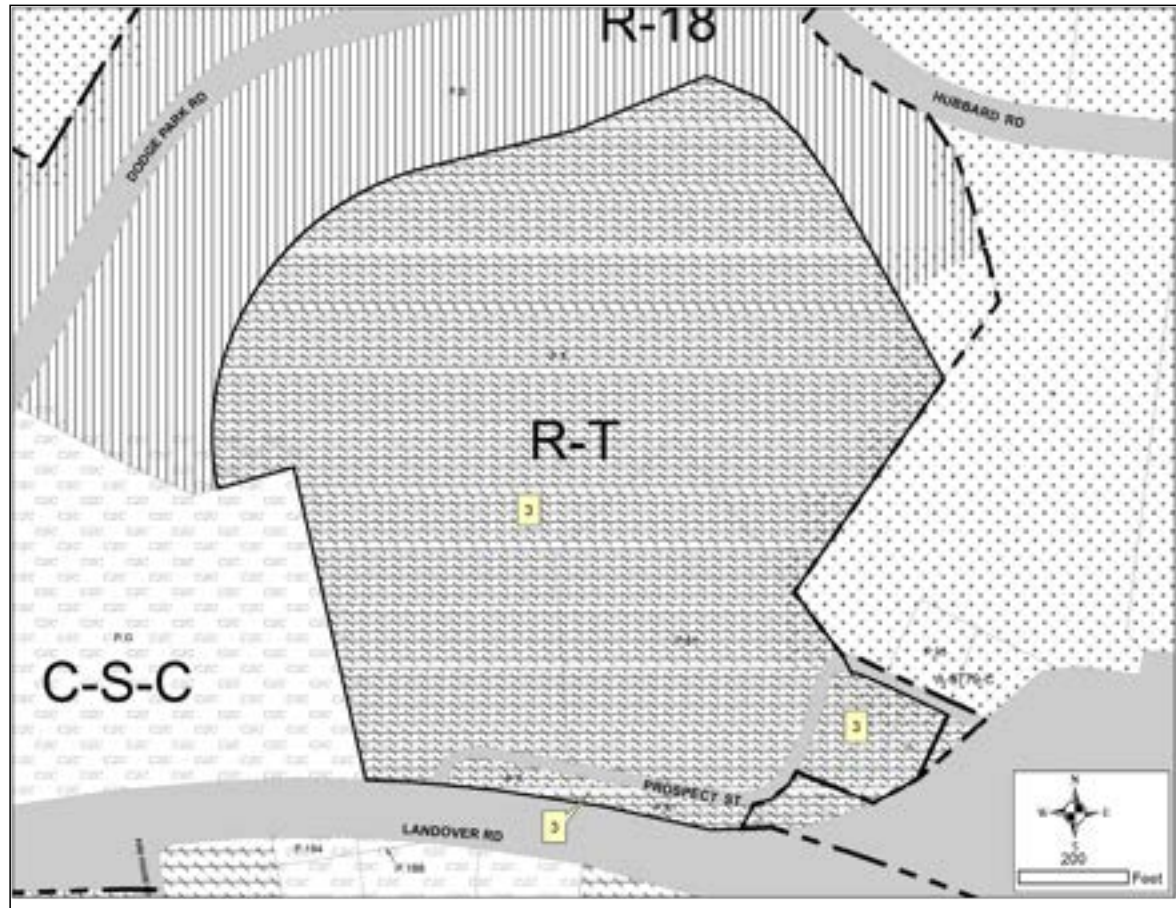
Use and Location: Vacant property, towing and recovery service at 7229 Landover Road, auto service shop at 7233 Landover Road, eating and drinking establishment at 7241 Landover Road, and wireless retail shop at 7249 Landover Road.

Discussion: Rezoning of these properties from R-55, C-M, and C-S-C to R-18 allows for medium-density residential development, which will promote development that is more transit supporting and provide stronger support for area retail uses and has the potential to be more environmentally-friendly to the adjacent Lower Beaverdam Creek and more consistent with the character of the adjacent Kentland neighborhood and community center.

LANDOVER METRO AREA AND MD 202 CORRIDOR

Use	Address	Tax Map and Grid	Legal Description	Tax Account
Vacant Property	7227 Landover Road	059D1	West part of Parcel B	1473826
Corey's Towing and Recovery	7229 Landover Road	059D1	Center Part of Parcel B	1473842
Kentland Auto Service	7233 Old Landover Road	059D1	Part of West part of Parcel A and East part of Parcel B	1473834
Jimmy's Crab House	7241 Old Landover Road	059D1	East part of Parcel A	1417526
All in Wireless	7249 Country Club Road	059D1	Center part of Parcel A	1417534

Map 5.4: SMA Change Number 3 (R-T to R-O-S)



Change Number	Zoning Change	Area of Change (in Acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
3	R-T to R-O-S	29.4	SMA		204NE07

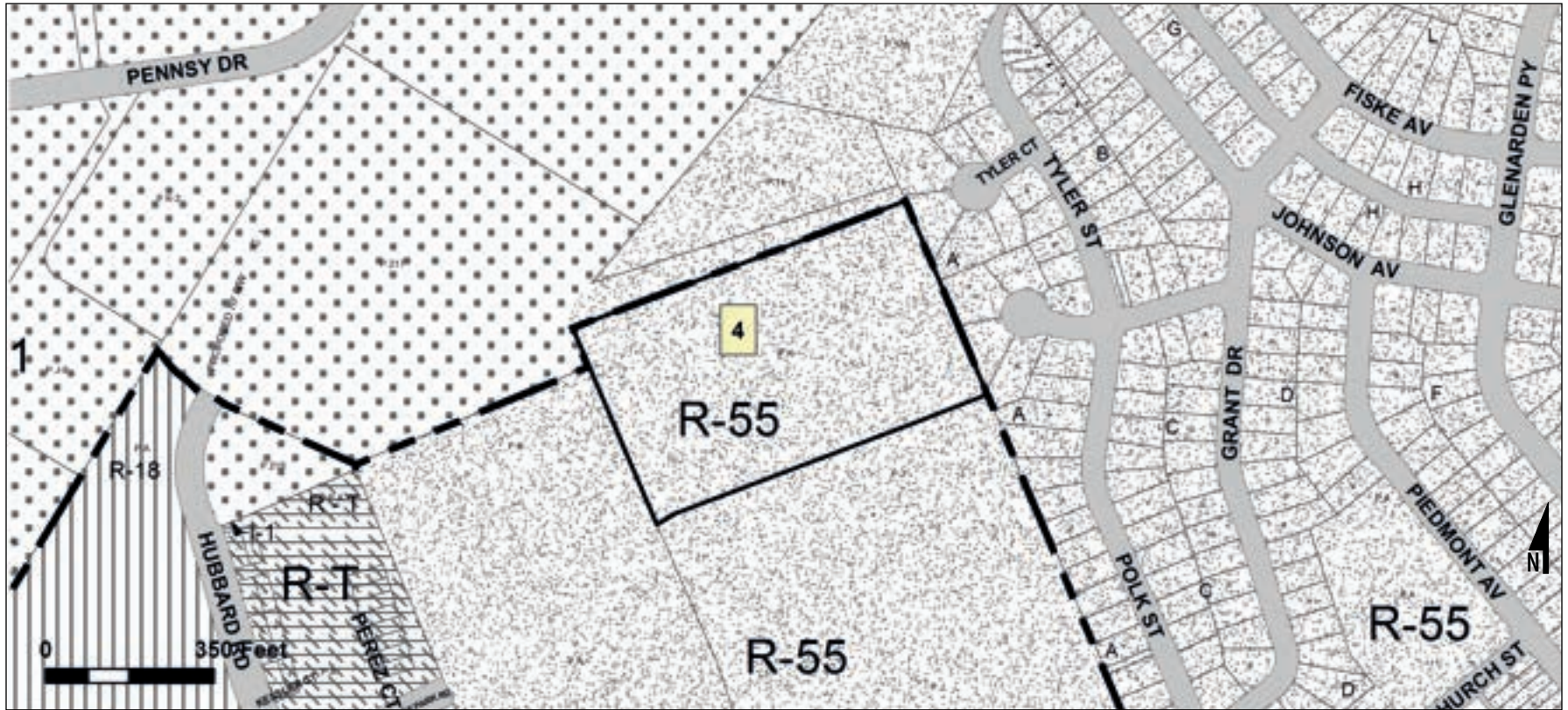
Use and Location: Wooded parkland at 7666 and 7780 Landover Road.

Discussion: The property is owned by The Maryland-National Capital Park and Planning Commission and is rezoned to the R-O-S (Reserved Open Space) Zone to implement public land policies.

LANDOVER METRO AREA AND MD 202 CORRIDOR

Use	Address	Tax Map and Grid	Legal Description	Tax Account
Vacant Property	7666 Landover Road	059F1	Parcel 007	1378751
Vacant Property	7780 Landover Road	059F1	Parcel 081	1444561
Vacant Property	7707 Old Landover Road	059F1	Lots 17 and 18	1422716
Vacant Property	7709 Old Landover Road	059F1	Lots 19 and 20	1448810

Map 5.5: SMA Change Number 4 (R-55 to R-0-S)



Change Number	Zoning Change	Area of Change (in Acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
4	R-55 to R-0-S	7.41	SMA		204NE07

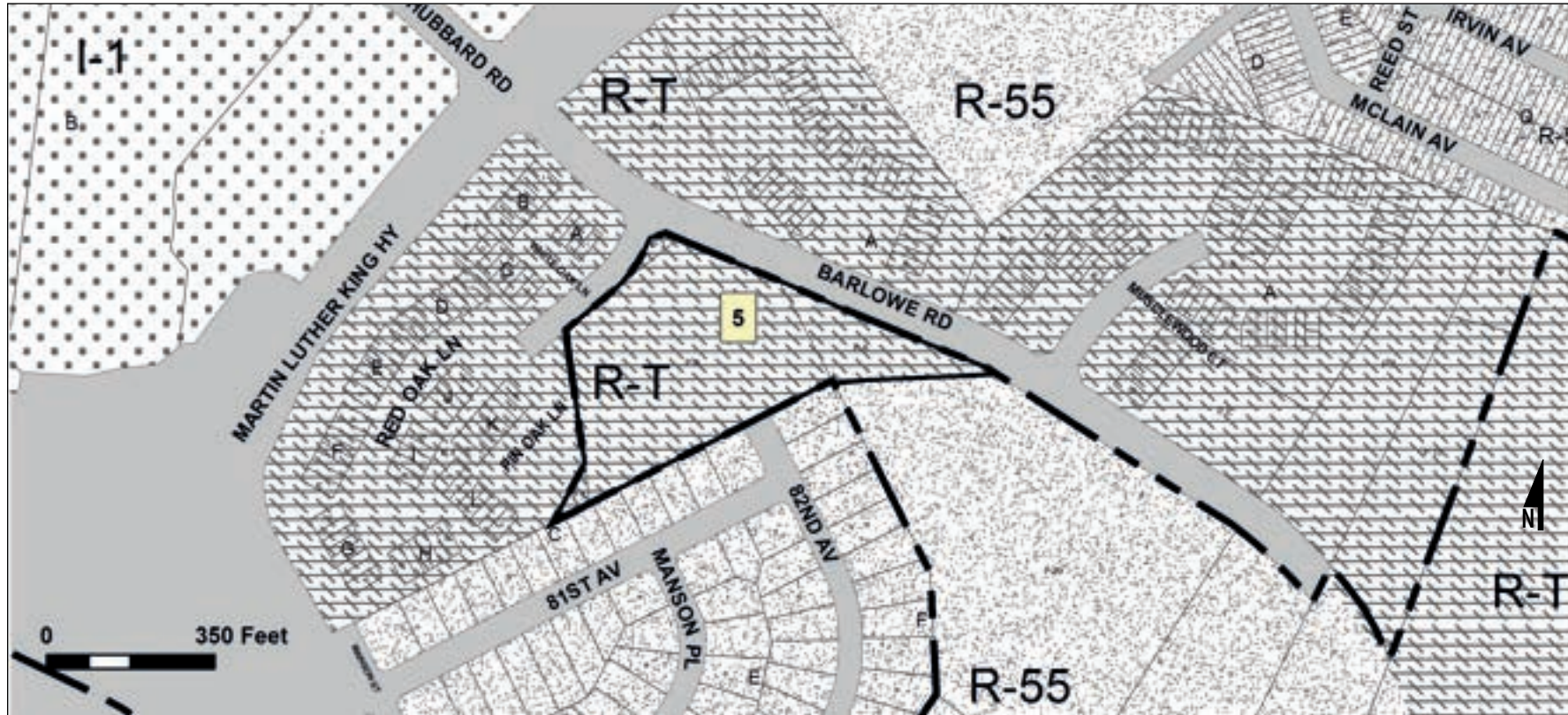
Use and Location: Wooded parkland with sports courts adjacent to the Dodge Park and Judge Sylvania W. Woods Elementary Schools.

Discussion: The property is owned by The Maryland-National Capital Park and Planning Commission and is rezoned to the R-0-S (Reserved Open Space) Zone to implement public land policies.

Use	Address	Tax Map and Grid	Legal Description	Tax Account
Vacant Property	Dodge Park Road	051F4	Parcel K	1491562

SMA

Map 5.6: SMA Change Number 5 (R-T to R-O-S)



Change Number	Zoning Change	Area of Change (in Acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
5	R-T to R-O-S	5.15	SMA		204NE07

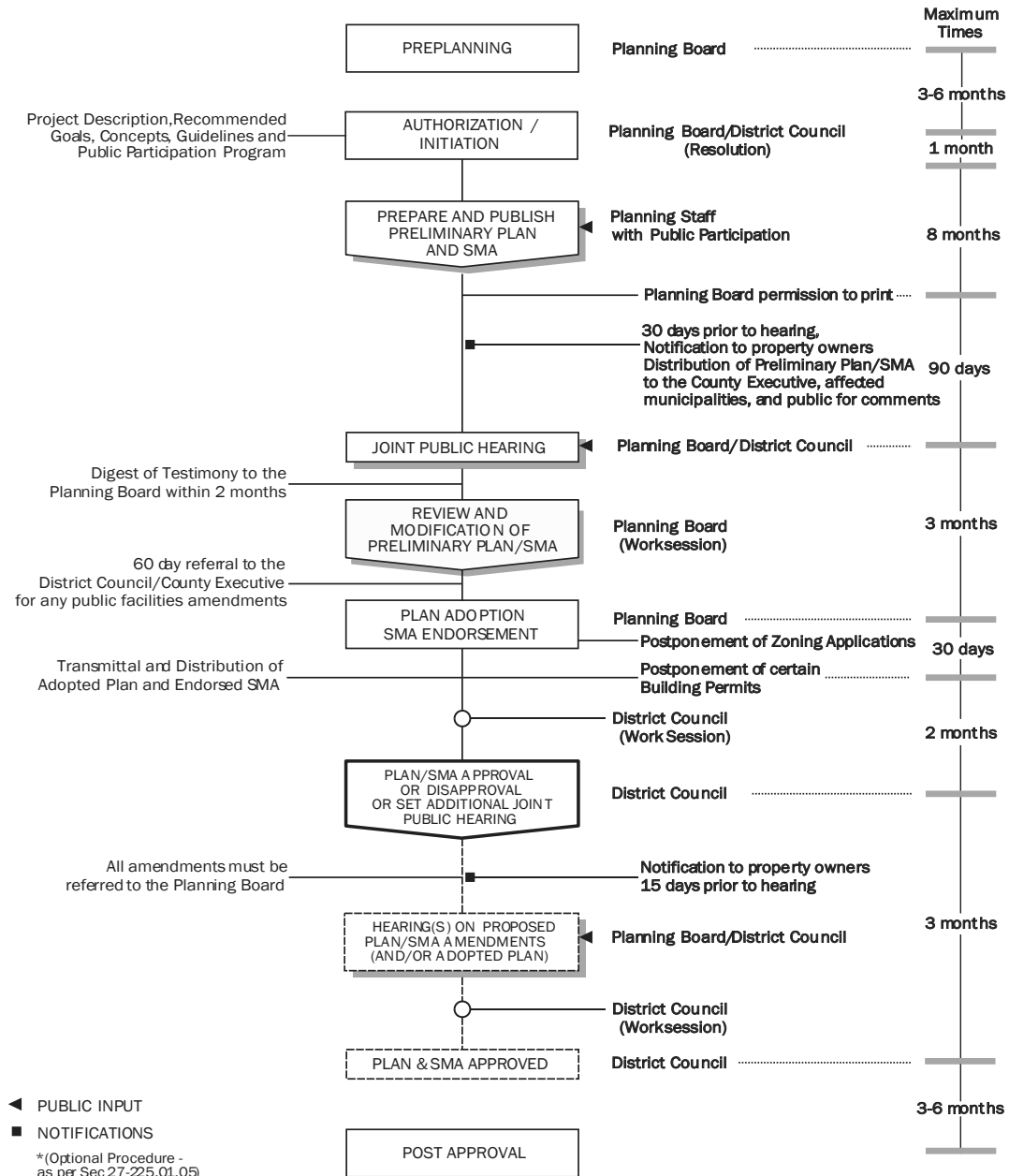
Use and Location: Wooded parkland at the southeast corner of the intersection of Oak Knoll Drive and Barlowe Road.

Discussion: The property is owned by The Maryland-National Capital Park and Planning Commission and is rezoned to the R-O-S (Reserved Open Space) Zone to implement public land policies.

Use	Address	Tax Map and Grid	Legal Description	Tax Account
Vacant Property	Barlowe Road	060A1	Part of Parcel A	1463090
Vacant Property	82 nd Avenue	060A1	Parcel A	1491802
Vacant Property	Pin Oak Lane	060A1	Parcel 5	1545151

APPENDIX A: PROCEDURAL SEQUENCE CHART

PROCEDURAL SEQUENCE CHART
For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans, and Sectional Map Amendments*



ACKNOWLEDGMENTS

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Prince George's County Economic Development Corporation

Citizens, business and property owners, elected officials and county agencies


*Former Employee

**Former Chief

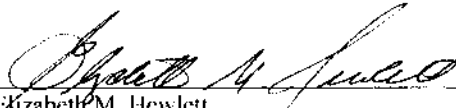
CERTIFICATE OF ADOPTION AND APPROVAL.

The *Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment*, builds upon and updates the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* and portions of the 1994 *Approved Bladensburg, -New Carrollton, and Vicinity Master Plan and Sectional Map Amendment*, the 2002 *General Plan* and other approved master and sector plans which affect the plan area including, the 2005 *Countywide Green Infrastructure Functional Master Plan*, 2008 *Approved Public Safety Facilities Master Plan*, 2009 *Countywide Master Plan of Transportation*, and 2010 *Water Resources Master Plan*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted this sector plan and sectional map amendment by Resolution No. 14-29 on April 10, 2014, after a duly advertised joint public hearing held on February 18, 2014 in conjunction with the Prince George's County Council, sitting as the District Council. The Prince George's County Council, sitting as the District Council, approved this sector plan and sectional map amendment by Resolution Nos. CR-39-2014 and CR-40-2014 on May 13, 2014.


THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION



 Casey Anderson
 Vice-Chairman



 Elizabeth M. Hewlett
 Chairman



 Joseph Zimmerman
 Secretary-Treasurer



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

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