

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.

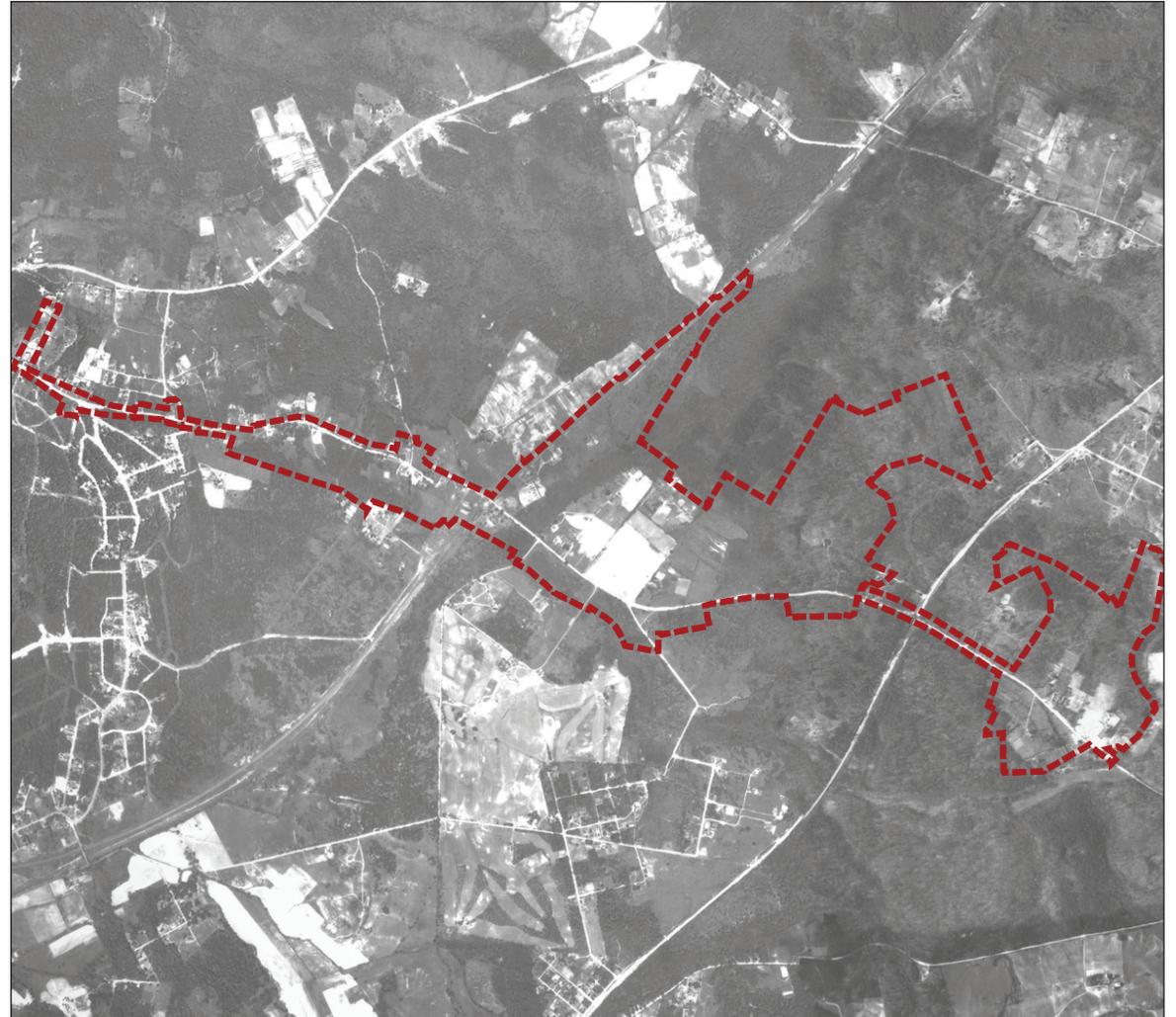
DEVELOPMENT PATTERNS

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.

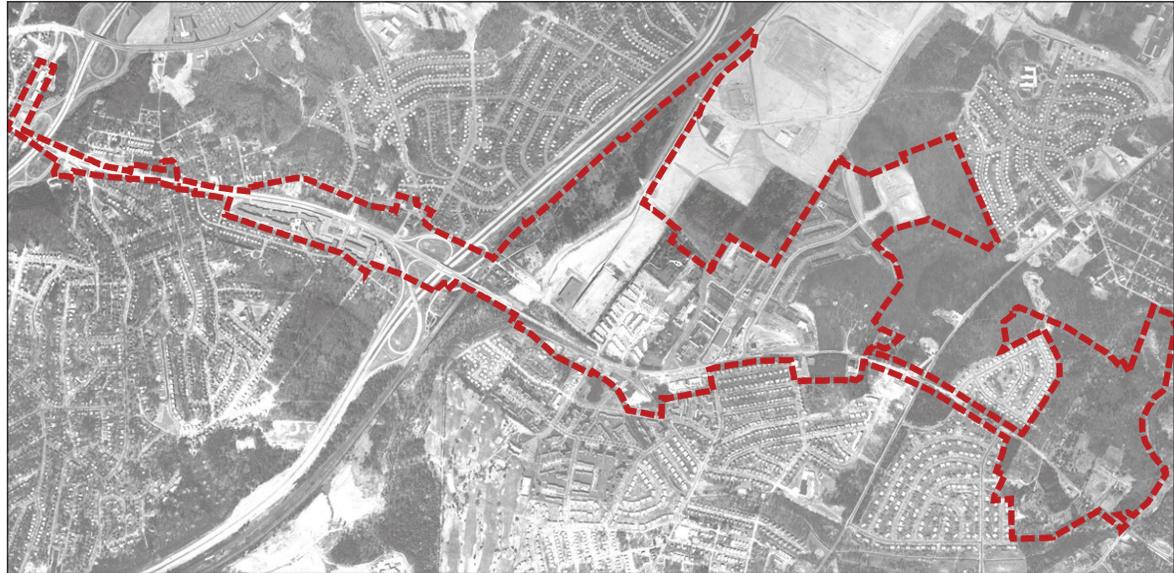
Industrial and commercial areas were also beginning to emerge. The southern end of the Ardwick Industrial Park was near completion, and the north portion was beginning to be developed. The Landover Park, Kent Village, Stadium Station, and Dodge Plaza Shopping Centers were either under construction or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

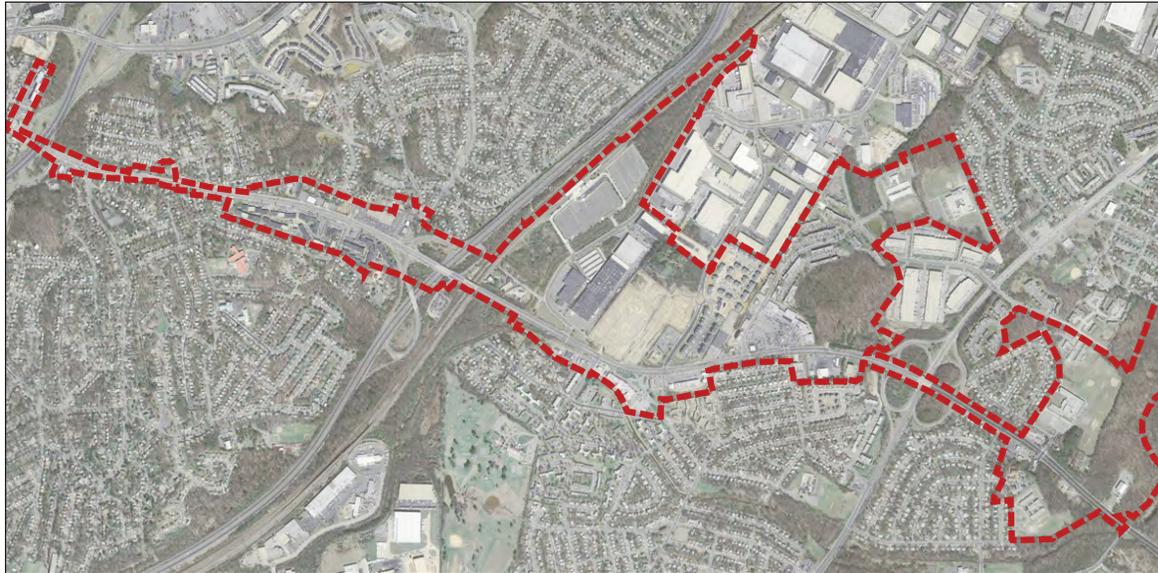
Map 2.2: 1965 Aerial



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

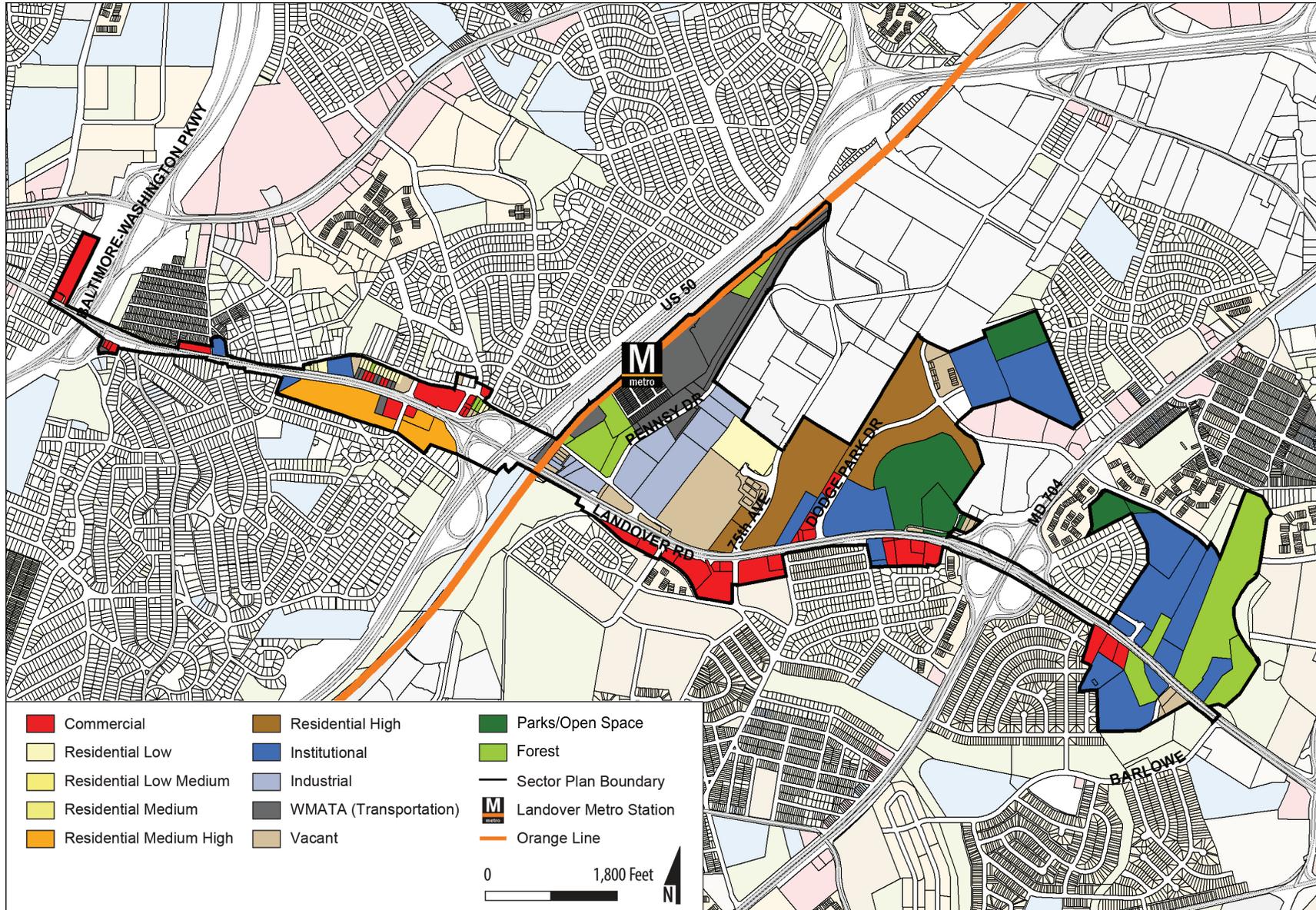


TABLE 1: LAND USE BY ACREAGE

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.

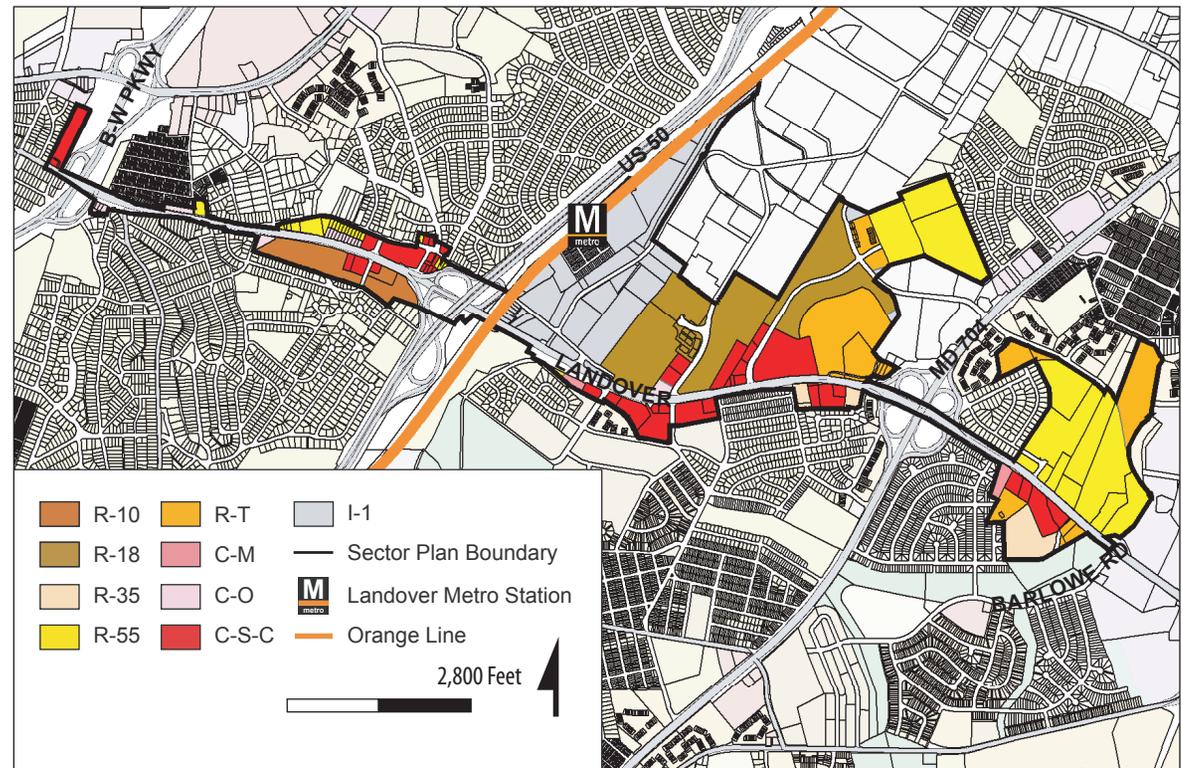
EXISTING ZONING

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.

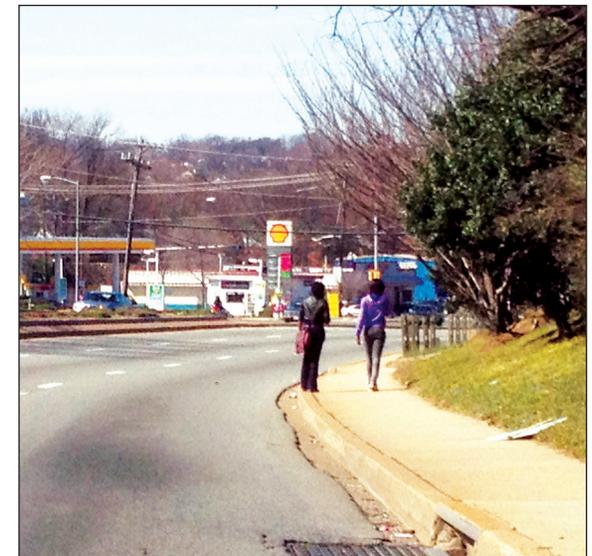
VEHICULAR CRASH DATA

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.

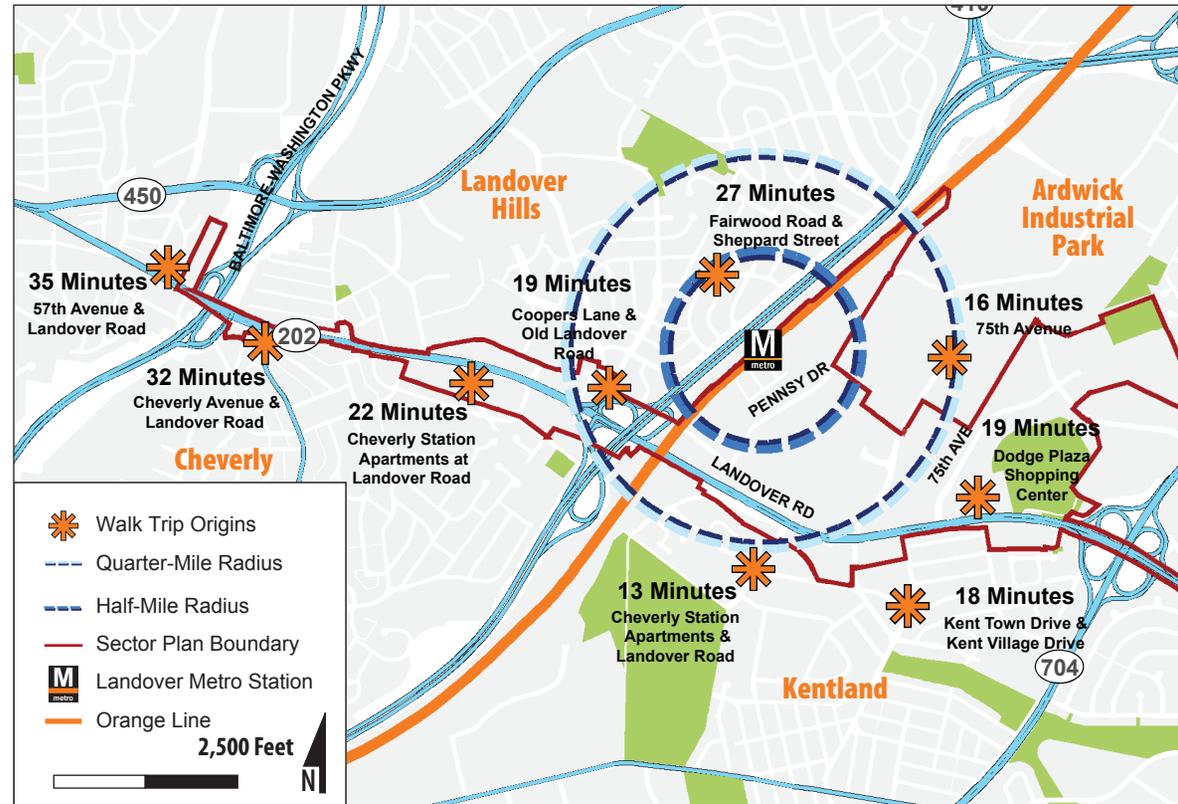
PEDESTRIAN NETWORK

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.

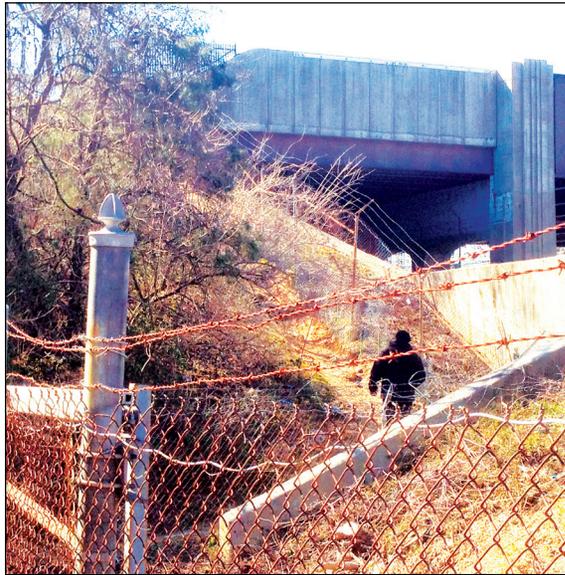
METRO STATION WALKSHED ANALYSIS

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.

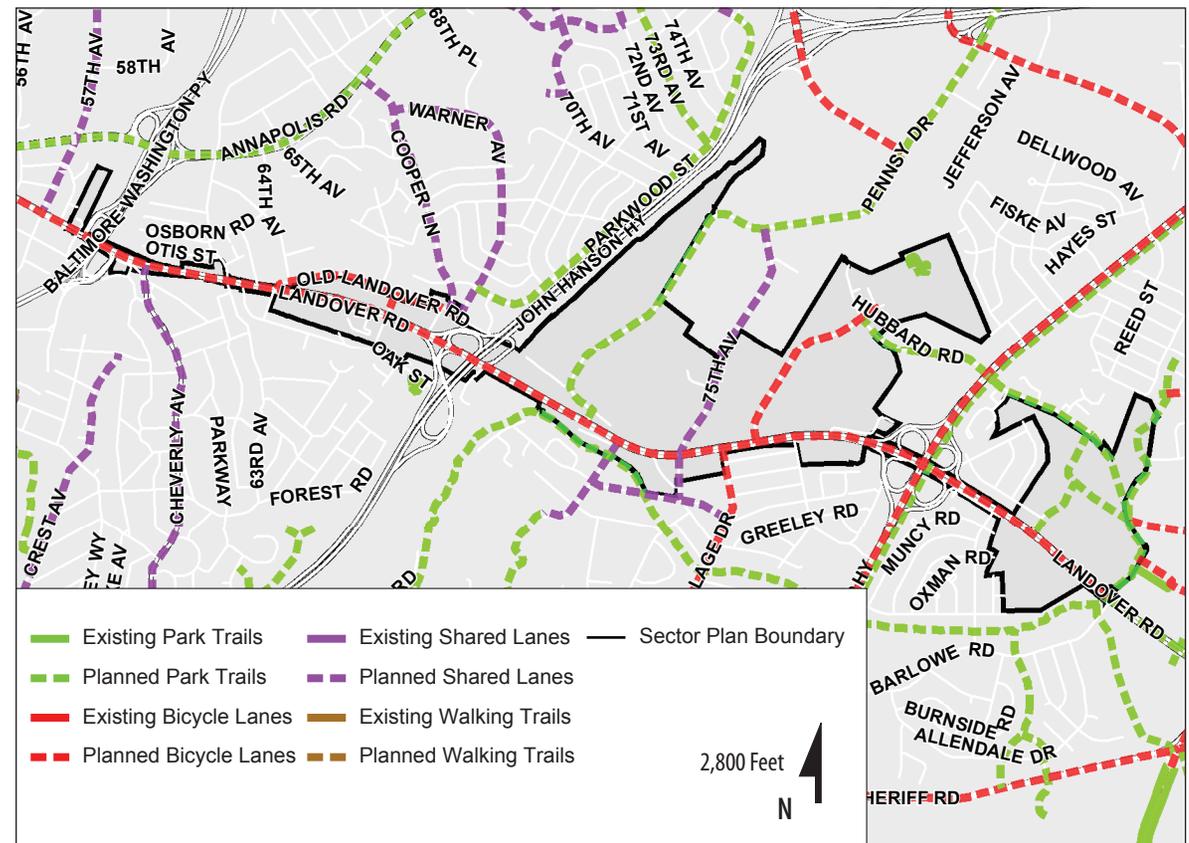


Path Traveled by Pedestrians to the Metro Station

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.

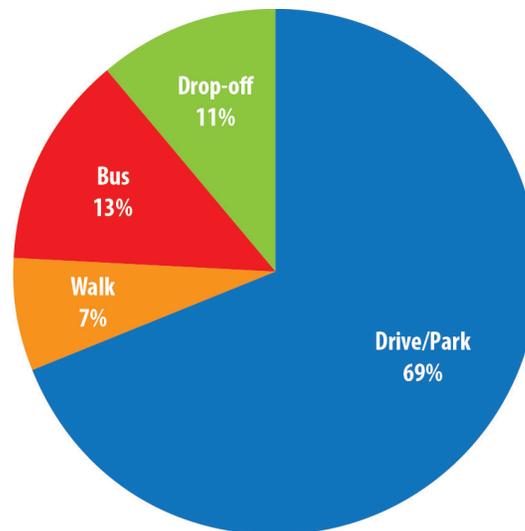


Figure 1: Arrivals at Landover Metro Station by Mode

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.

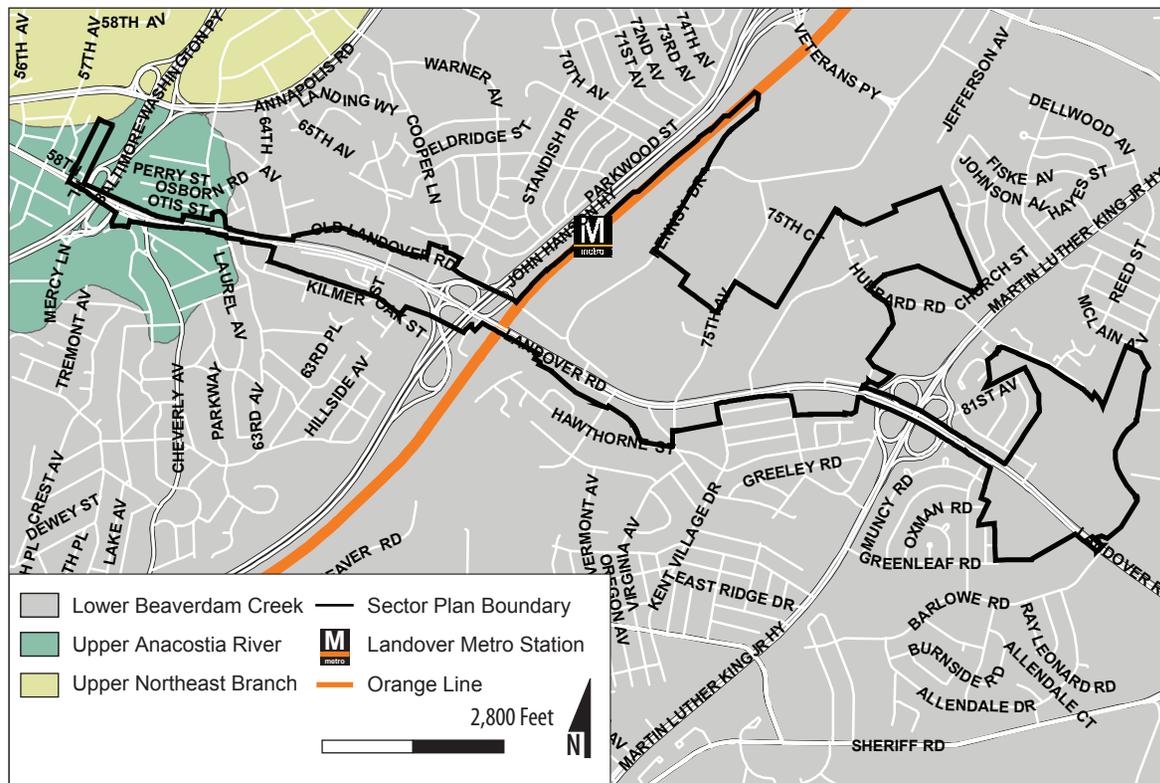
According to a water quality monitoring study completed between 1999 and 2003 as part of a project funded by M-NCPPC and the Department of the Environment (DoE), water quality in the Lower Beaverdam Creek and the Upper Anacostia watersheds is rated very poor. Most of the land within the sector plan area 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



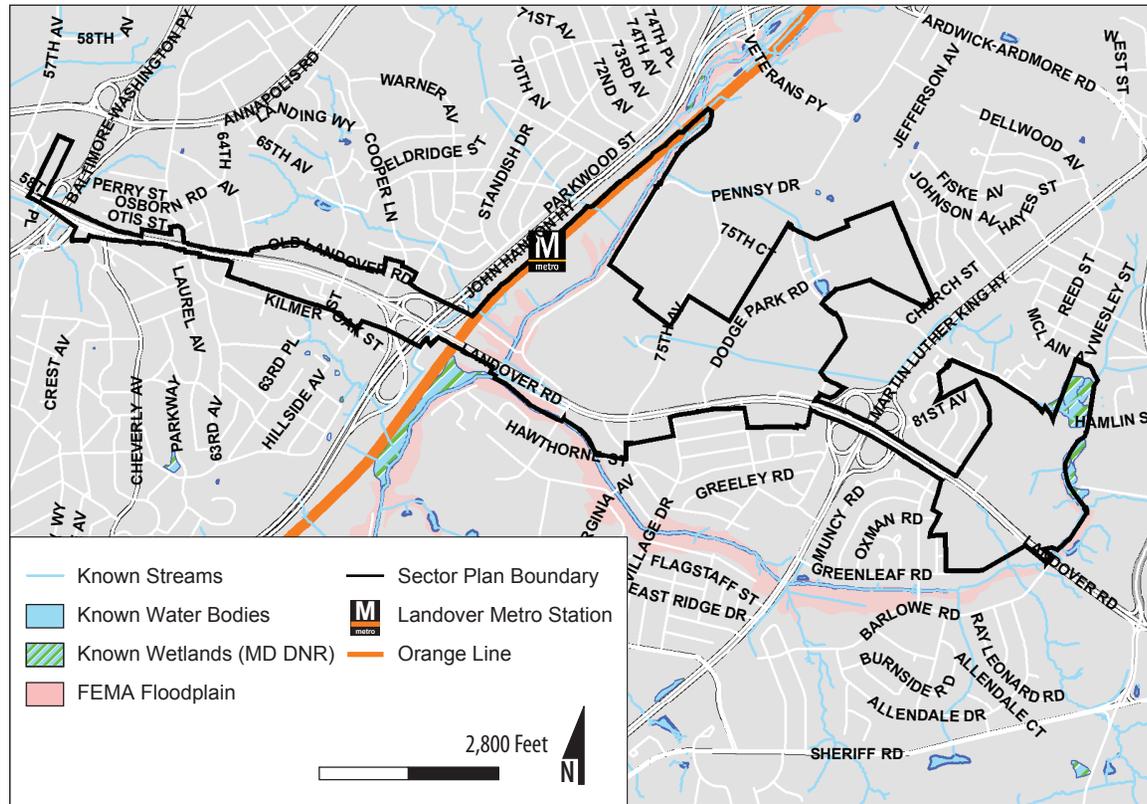
Without the benefit of site features to manage stormwater runoff and mimic pre-development conditions, rainwater falling within the sector plan area does not infiltrate

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

LANDOVER METRO AREA AND MD 202 CORRIDOR

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

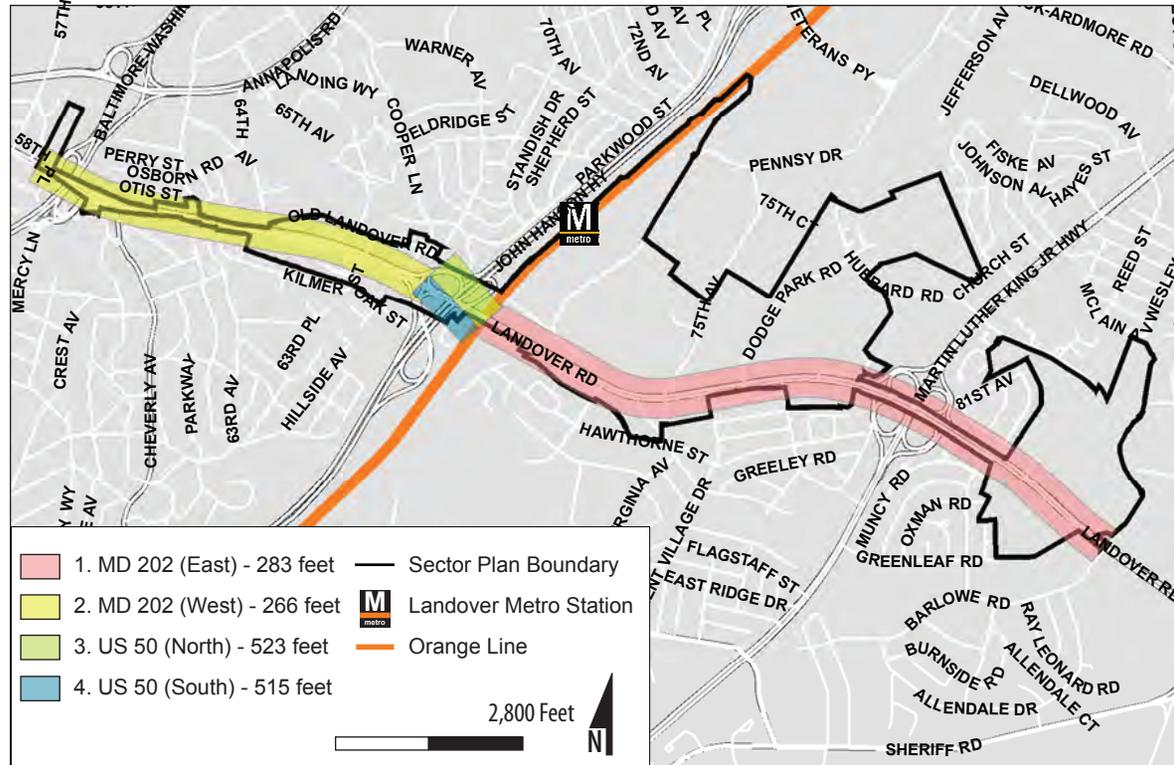
Air quality is more of a regional issue than a localized one. The Washington metropolitan area does not currently meet the current federal standards for ground-level ozone. Ozone-causing pollutants can be wind-borne hundreds of miles from their original source before forming ozone. Consequently, Prince 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

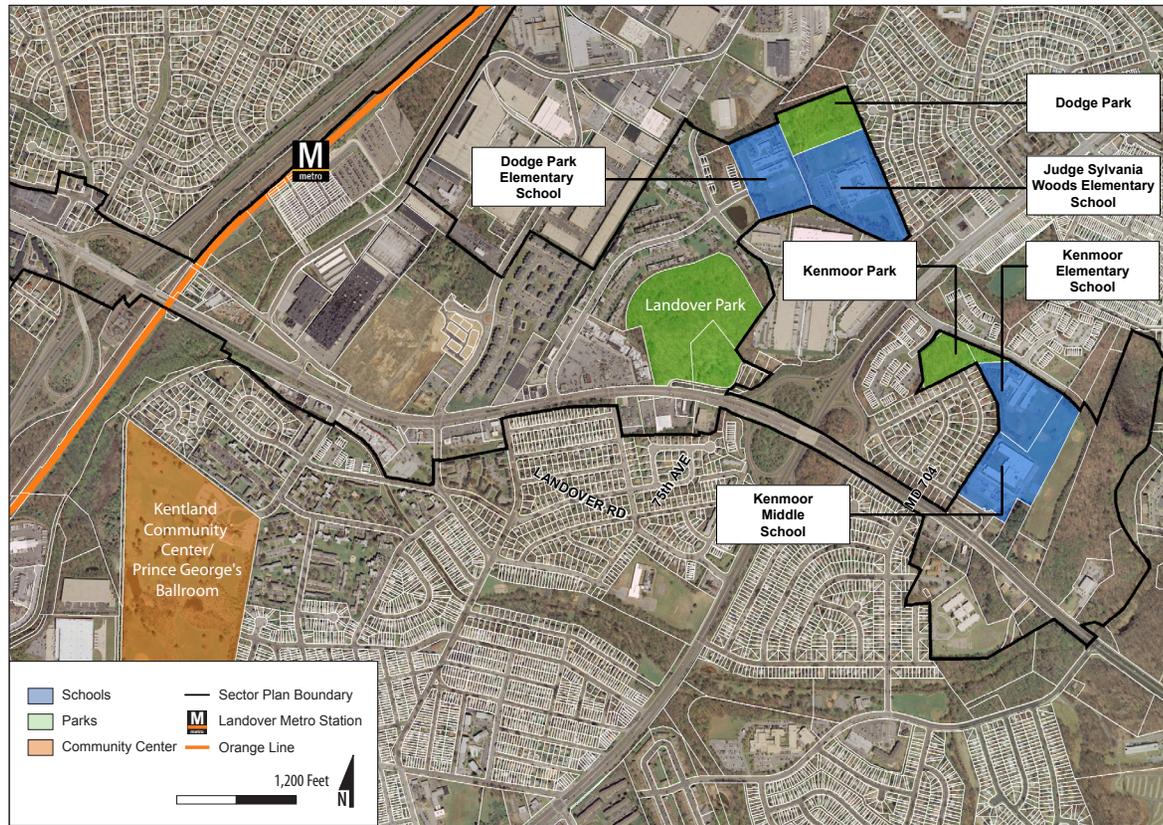
The Kentland Community Center/Prince George's Ballroom is located immediately south of the sector plan area on the site of the former Beaver Dam Country Club. The building was constructed in 1923 and is surrounded by a number of active recreational facilities, including a three-hole golf course and driving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



BACKGROUND

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

