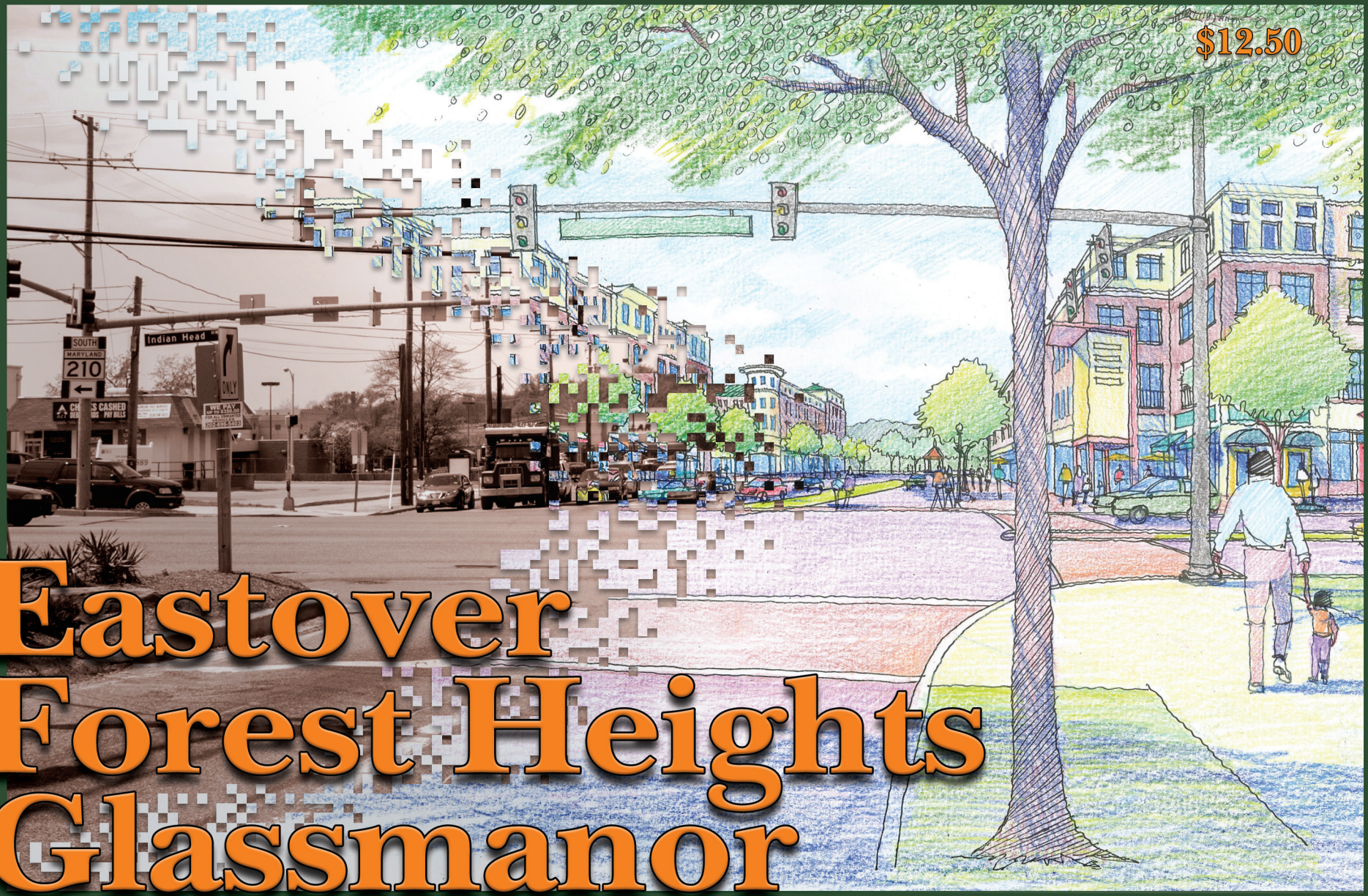


Eastover Forest Heights Glassmanor

Approved Sector Plan and Sectional Map Amendment
February 2014

Note: The Administrative Corrections, AC 2017-004 (Signed 2017-05-02) and AC 2026-003 (Signed 2026-10-01), modifies the contents of the 2014 *Approved Eastover-Forest Heights-Glassmanor Sector Plan and Sectional Map Amendment;* and must be used in conjunction with the approved plan/SMA document.

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org

Abstract

DATE:	February 2014
TITLE:	The Approved Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment (SMA)
AUTHOR:	The Maryland-National Capital Park and Planning Commission
SUBJECT:	Approved Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment for a portion of Planning Area 76A in Prince George's County
SOURCE OF COPIES:	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772
SERIES NUMBER:	2115132306
NUMBER OF PAGES:	178

This Sector Plan and SMA updates and amends portions of *The Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* (November 2000). The sector plan and SMA builds upon and implements the 2002 *Prince George's County Approved General Plan*, and all other approved functional master plans. Developed with the active participation of the community; including property owners, developers, residents, and elected officials, this document recommends goals, policies, strategies, and actions pertaining to land use, urban design, environmental infrastructure, transportation systems, housing, economic development, health and wellness, public facilities, parks and recreation, zoning, and implementation.

This plan builds upon recommendations in the 2002 *Prince George's County Approved General Plan* for centers and corridors in the Developed Tier and promotes sustainable development. The SMA proposes zoning changes to implement the land use recommendations of the sector plan. The sector plan contains policies, objectives, and recommendations to guide future growth and development along the MD 210/Indian Head Highway corridor and within the sector plan area. The SMA serves as a mechanism to help implement the sector plan recommendations and policies by amending the zoning map.

Note: The Administrative Corrections, AC 2017-004 (Signed 2017-05-02) and AC 2026-003 (Signed 2026-10-01), modifies the contents of the 2014 *Approved Eastover-Forest Heights-Glassmanor Sector Plan and Sectional Map Amendment;* and must be used in conjunction with the approved plan/SMA document.



Eastover Forest Heights Glassmanor

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The Maryland-National Capital Park and Planning Commission

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Françoise Carrier, Vice Chairman

Officers

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The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the 2002 Approved General Plan for Prince George's County for the physical development of the Maryland Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the Prince George's County Approved General Plan. The County Council, after holding a hearing on the plan and adoption by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public hearing testimony, or disapprove the plan and return it to the Planning Board for further consideration. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual budget, the water and sewer plan, and review of development proposals for conformance with plan policies and objectives.

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Table of Contents

Foreword xi

Chapter I: Introduction 1

- Plan Purpose 1
- Plan Goals 3

Chapter II: Planning Background and Process 5

- Plan Boundary 5
- Relationship to Approved Plans 6
- Public Participation Program 6

Chapter III: Understanding the Sector Plan Area 9

- Community Setting 9
- Existing Land Use 12
- Market Analysis and Demand 13
- Opportunities and Challenges 15

Chapter IV: Area Analysis and Redevelopment Objectives 17

- Redevelopment Goals 17
- Urban Design 19
- Connectivity and Street Infrastructure 20
- Environment 22
- Public Health, Safety, and Welfare 24
- Crime Prevention Through Environmental Design (CPTED) 26

Chapter V: Plan for Redevelopment and Revitalization 29

- Vision Statement 29
- Redevelopment Tools 29
- Public Realm Improvements 31
- Neighborhood Investment/Regulatory Actions 36
- Site-Specific Redevelopment 37
- Focus Area 1: Northern Gateway 38
- Focus Area 2: MD 210/Indian Head Highway Corridor 42
- Focus Area 3: Southern Gateway 48
- Focus Area 4: Glassmanor Neighborhood 52
- **Focus Area 5: Town of Forest Heights** 55
- Development Phasing Plan 57
- Redevelopment Summary Matrices 62

Chapter VI: Implementation 73

- Public Facilities 73
- Comprehensive Rezoning Policies 75
- Sectional Map Amendment 78

Appendices 85

- Appendix I – Background 85
- Appendix II – Market Analysis and Demand 95
- Appendix III – Public Facilities/Safety/Services 105
- Appendix IV – Community Health and Resources 111
- Appendix V – Transportation and Connectivity 119
- Appendix VI – Environmental Infrastructure 129
- Appendix VII – Implementation and Stewardship 149

Acknowledgements **Inside Back Cover**

Figures

1. Audrey Lane Pedestrian Bridge Rendering 26
2. MD 210/Indian Head Highway Existing Section 32
3. MD 210/Indian Head Highway Proposed Section 33

4. MD 210 Public Realm Illustration 34
5. Northern Gateway 3-D Rendering 39
6. Northern Gateway Proposed Plan 39
7. Northern Gateway Rendering 40
8. Thrift Store Future Land Use 41
9. MD 210/Indian Head Highway Corridor Illustration 43
10. MD 210/Indian Head Highway Corridor 3-D Rendering 43
11. Aubrey Lane and MD 210/Indian Head Highway Rendering 44
12. Eastover Shopping Center Future Land Use 45
13. Talbert Park Illustration 46
14. Assumption Clinic Future Land Use 46
15. Le Detroit Baptist Church Future Land Use 47
16. Vacant Lot Illustration 49
17. Livingston Road Office Building Illustration 49
18. Livingston Road Office Building Future Land Use 50
19. Livingston Road Office Building Rendering 51
20. Pedestrian Bridge Rendering 53
21. Pedestrian Bridge Illustration 53
22. Breighton Condominiums Future Land Use 54
23. Forest Heights Proposed Sidewalks Plan 56
24. Forest Heights Pedestrian Bridge Illustration 56

Maps

1. Regional Map 1
2. Sector Plan Boundary 2
3. Sector Map with Context 5
4. Historical Land Use 9
5. Existing Land Use 12
6. Primary Market Area 13
7. Generalized Land Use 19
8. Five-Minute Walking Distances in the Sector 21
9. Environmental Opportunities 22
10. Existing/Missing Sidewalks 24
11. MD 210 Corridor Existing Plan 31
12. Trails and Sidewalks 35
13. Redevelopment Focus Areas 37
14. Northern Gateway Existing Site Plan 38
15. MD 210/Indian Head Highway Corridor Existing Condition 42
16. Southern Gateway Existing Plan 48
17. Glassmanor Existing Plan 52
18. Forest Heights Neighborhood Existing Plan 55
19. Near-Term Development, Phase 1 57
20. Near-Term Development, Phase 2 58
21. Mid-Term Development, Phase 3 59
22. Long-Term Development, Phase 4 60
23. Eastover, Forest Heights, Glassmanor Sector Plan & SMA Existing Zoning 79
24. Proposed Zoning Change 1 80
25. Proposed Zoning Change 2 81
26. Proposed Zoning Change 3 82
27. Proposed Zoning Changes 83

Appendices

Maps

Appendix I

28. Regional Map 85
29. Sector Map with Context 86
30. Redevelopment Opportunity Focus Areas 87

Appendix II

31. Primary Market Area 95
32. Sector Map with Context 98
33. Retail and Office Submarket Boundaries 100
34. Retail Locations 101

Appendix III

35. Elementary School Service Areas 106

Appendix IV

36. Destination and Access Connectivity Diagram 111
37. Trails and Sidewalks 113
38. Park and Recreation Resources 115

Appendix V

39. MD 210 at Livingston Road 119
40. Existing Street and Service Road Configuration 120
41. Pedestrian and Fatality Crashes 121
42. Intersection Density 122
43. Proposed Street Configuration on MD 210 124

Appendix VI

44. Impervious Surfaces 129
45. Stream Retrofits - SCA 131
46. Hydrologic Features 132
47. Drainage Patterns 135
48. Green Infrastructure 144
49. Tree Canopy and Wetlands 145
50. Noise Contours 147

Appendix VII

51. Focus Areas 152
52. Enterprise Zone 156

Tables

1. Public Participation Program 8
2. Residential and Market Demand 14
3. Strengths, Weaknesses, and Opportunities 16
4. Thrift Store Redevelopment 41
5. Eastover Shopping Center Redevelopment 45
6. Talbert Townhomes Development 46
7. Le Detroit Proposed Plan 47
8. Livingston Road Office Building Redevelopment 50
9. Volunteer Fire Department Redevelopment 54
10. Site-Specific Phasing 62
11. Public Realm Improvements 63
12. Transportation Improvements 66
13. Community Investment/Partnerships/Regulatory Actions 67
14. Site-Specific Recommendations Implementation Detail 71

Appendices Tables

Appendix II

15. Demographics 96
16. Retail Demand by Store Type 101
17. Office Demand by Service Type 102

Appendix III

18. PGCPS Schools located within Eastover Sector Plan Area 106
19. Eastover Sector Plan Area 2012 School Enrollment and Capacity 107
20. School Facility Conditions: 2012 Parsons 3DI Study 107
21. Pupil Yield Rates - 2008 108

Appendix IV

22. Glassmanor Apartment Complexes 116

Appendix V

23. Intersection Operational Results - AM Peak 123

Appendix VI

24. Watersheds Countywide and Within the Plan Area 129
25. Impervious Surfaces and Water Quality 130
26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area 137
27. Plan Area Forest Canopy Coverage Trends - 1938 to 2009 145

Appendix VII

28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report 159

Foreword

The Prince George's County Planning Board is pleased to make available the Approved Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment (SMA). This community plan provides a vision for the transformation of the MD 210 Corridor from an auto-dominated roadway into a vibrant, transit-accessible, safe, and walkable main street between the Capital Beltway and the District of Columbia. This sector plan ascertains that public realm improvements coupled with residential revitalization strategies will appeal to young families, workforce residents, home owners, and the rental community looking for a stable neighborhood with open space resources and access to substantial employment opportunities. This plan advocates providing aging-in-place alternatives for the growing senior population as well as updated amenities for younger families. The plan recommends neighborhood scaled commercial improvements in the revitalized streetscapes close to the District of Columbia.

This sector plan analyzes the existing physical environment consisting of unique geology and topography; tidal riparian ecosystem and local hydrology; open space, parks, historic and current land use, and zoning; public and private land ownership; local and regional development patterns; and neighboring communities and resources. This sector plan supports the restoration and enhancement of the natural ecosystems in order to stabilize environmental conditions and support long-term sustainability. Environmental enhancement and demonstration projects are identified as part of an awareness and educational initiative that recommends partnerships with the School Board; educators and students; local, federal, and state parks; federal, state, District of Columbia, and county environmental agencies; and local environmental advocacy and action coalitions.

Policy guidance for this plan came from the 2002 *Prince George's County Approved General Plan*, land use and transportation studies conducted by the Prince George's County Planning Department, and all approved county functional master plans, including the 2005 *Approved Countywide Green Infrastructure Plan*, 2008 *Approved Public Safety Facilities Master Plan*, the 2009 *Countywide Master Plan of Transportation*, and the 2010 *Water Resources Functional Master Plan*. *The Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* (November 2000) (The Heights Plan) is the most recent master plan for the area; this plan identifies the MD 210 and Southern Avenue intersection as a significant gateway between Prince George's County and the District of Columbia.

MD 210/Indian Head Highway is identified in the 2002 General Plan as a significant transportation corridor in the sector plan area from Southern Avenue at the District of Columbia boundary to the Capital Beltway. This corridor has in fact become increasingly important with the planned build-out of National Harbor, a General Plan designated Metropolitan Center. Nearby Oxon Hill, a designated Regional Center, is also a focus area for redevelopment. National Harbor's plans include a major gaming facility, the Tanger Outlet Mall, and a Walmart. A fire station is also planned on MD 414/St. Barnabus Road. Additionally, the Department of Homeland Security building at the Saint Elizabeth's campus in the District of Columbia, and Southern Avenue upgrades proposed by the District of Columbia Department of Transportation (DDOT) to implement complete streets all contribute to regional influences in the sector plan area.

Community participation and input began with a bus tour of the area in October 2011 and included an open house on March 15, 2012 to identify constraints and opportunities in the various sectors of the plan area; a December 13, 2012 drop-in workshop to develop land use and design solutions for the area and present those draft concepts; and a development roundtable on January 3, 2013 to meet with property owners whose commercial properties front on major roadways in the area. Outreach culminated at the Glassmanor Elementary School on March 21, 2013 with a detailed land use and site design presentation addressing environmental, social, and economic revitalization

strategies. Additional community input was solicited through a series of agency, civic association, Community Development Corporation, and small stakeholder group meetings, as well as targeted workshops, and information gathering sessions.

The sector plan establishes the long term vision for the area and contains recommendations for land use and site design, environmental infrastructure, transportation network (including pedestrian and bicycle facilities, transit, and roadways), public facilities, parks and recreation, economic development and revitalization, housing, neighborhoods, and communities. Working collaboratively with other local, municipal, county, state, and federal initiatives including the Transforming Neighborhoods Initiative (TNI), this sector plan includes specific policy recommendations and implementation strategies to attract appropriately scaled growth that contributes to the livability, viability, and resilience of these communities. This plan aspires to stimulate redevelopment and build on opportunities and assets, including economic generators and catalysts that exist in the county and the region.

Chapter I: Introduction

This sector plan was formally initiated on May 15, 2012 by the District Council as the Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment to address planning and development concerns in the communities of Glassmanor and Forest Heights, commercial properties along MD 210/Indian Head Highway, and Eastover Shopping Center.

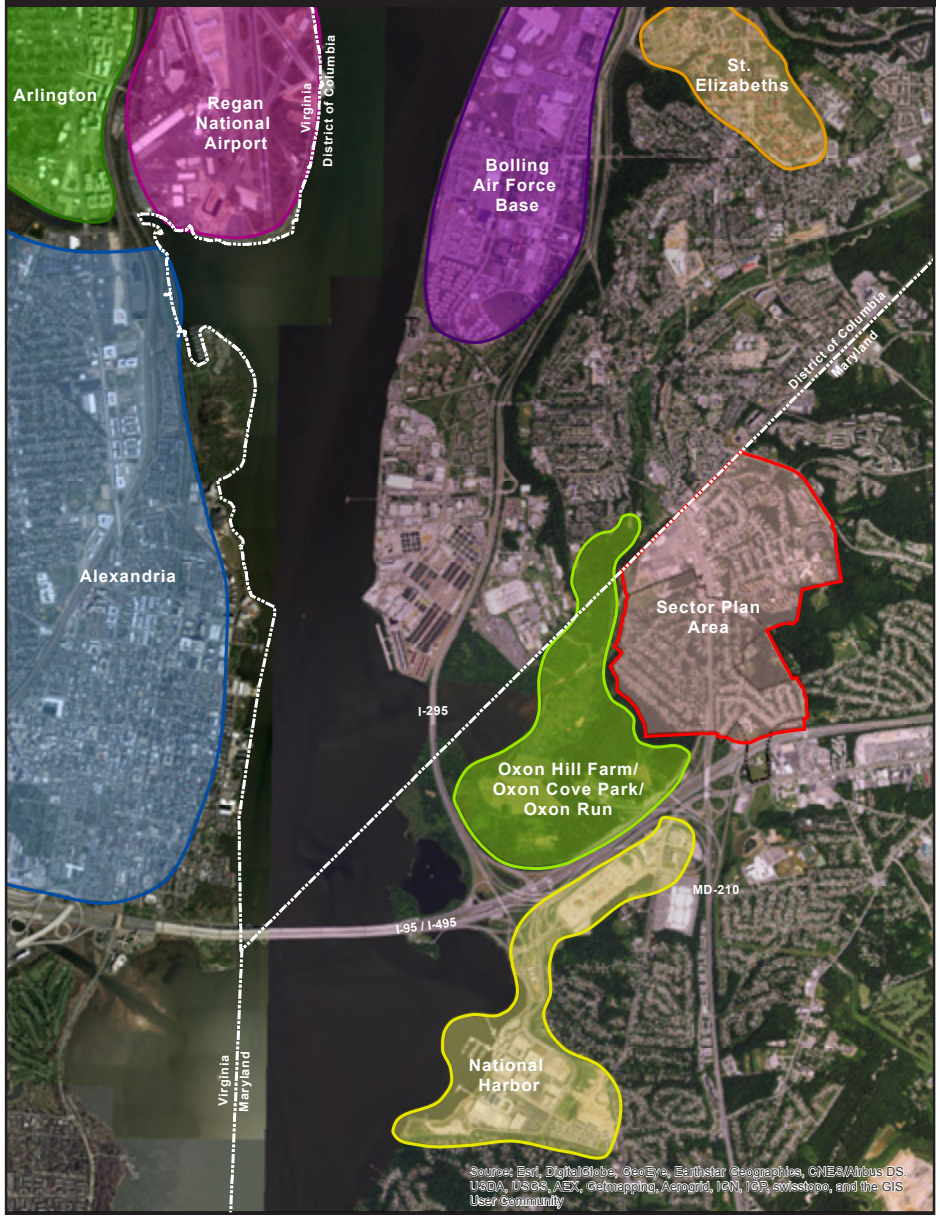
The sector plan contains policies, recommendations, and actions that will guide future growth and development in the sector plan area. The SMA will serve as a mechanism to help implement sector plan recommendations and policies by amending the zoning map. The sector plan and SMA will build upon and implement the 2002 *Prince George's County Approved General Plan*, approved functional master plans, and The Heights Plan. This sector plan amends The Heights Plan for a portion of Planning Area 76A.

This plan addresses the need for economic revitalization; sound environmental infrastructure; transportation and public transit options; pedestrian safety and connectivity; streetscape and public realm improvements; stormwater management, water quality, and flood control; safety and code enforcement; and improvements to community health, facilities, and resources.

PLAN PURPOSE

This sector plan develops a community supported vision, recommends the ideal mix of land use supported by adequate transportation facilities, proposes economic incentive and funding strategies, leverages regional development activities, and provides redevelopment/design guidance for the public realm. This sector plan develops short-, mid-, and long-term strategies for environmental sustainability, transportation improvements, public investments, and economic

Map 1: Regional Map



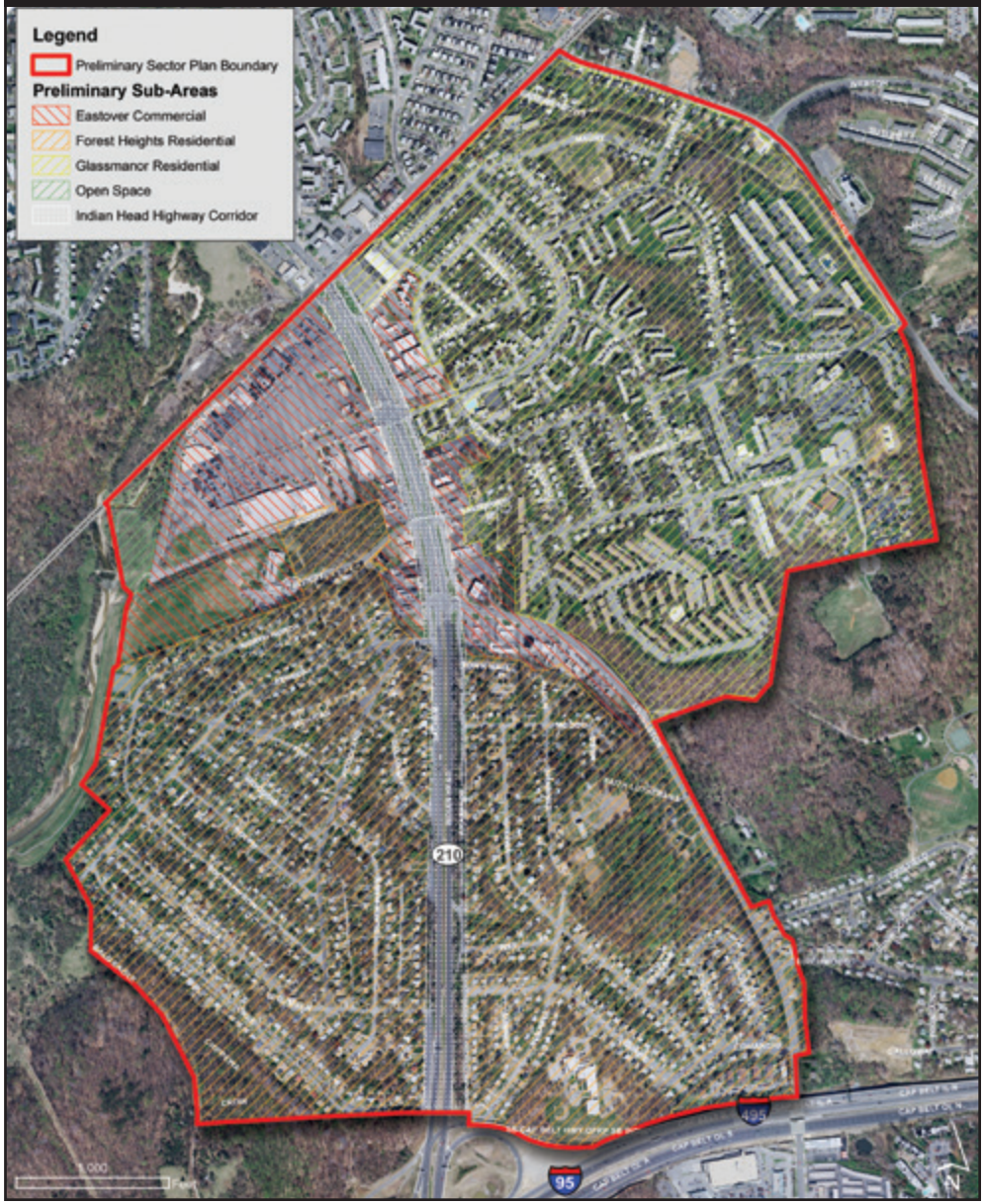
competiveness. The Eastover/Forest Heights/Glassmanor Sector Plan presents policies, recommendations, and strategies to help transform objectionable conditions in the sector plan area to create a desirable community in which to live and do business.

The sector plan focuses on challenges by developing physical design solutions for specific properties where change could and should occur. To facilitate this goal, the sector plan looks at corridor-wide issues by concentrating on four key focus areas:

- The Town of Forest Heights
- The Glassmanor Community
- The Eastover Shopping Center and Commercial Area
- The MD 210/Indian Head Highway Corridor

PLAN GOALS

Map 2: Sector Plan Boundary



The sector plan goals were established during the pre-planning process by staff, in conjunction with Councilman Obie Patterson and were included as part of the full initiation package.

- **Develop** a plan that establishes a path for growth and transformation of the sector plan area in response to changing demographics and development projects in the surrounding areas.
- **Collaborate** with the Maryland State Highway Administration (SHA) to address safety issues along MD 210/Indian Head Highway.
- **Create** safe and attractive streetscapes and a public realm that accommodates multiple transportation options.
- **Address** environmental concerns including: flooding, stream and water quality degradation, quality and quantity of open space, and urban tree canopy.
- **Revitalize** neighborhood retail to create diverse, vibrant, and safe shopping areas.
- **Establish** partnerships with businesses and community groups.



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Chapter II: Planning Background and Process

Balanced development supports a stable and resilient landscape that can address social and physical needs, facilitate appropriately scaled and economically sustainable projects, provide a complement of uses without compromising the resources necessary to support future generations, and afford the local residents long-term enjoyment of their neighborhoods and communities. This sector plan addresses the local street and sidewalk networks: cars, bicycles, and pedestrian movements; street corners; crosswalks; bridges; and channels in order to establish a safe and functional system for the orderly movement of people, traffic, water, and wildlife.

This sector plan also addresses development and market changes that are taking place locally and regionally by setting the stage for responsive and resilient community planning. The development of this sector plan included communication with multiple public agencies, community groups, and private property owners to identify partnerships that can spearhead various revitalization and redevelopment projects in the sector plan area.

PLAN BOUNDARY

The Eastover/Glassmanor/Forest Heights Sector Plan area lies in the southwestern portion of Prince George's County bordering the southeast section of the District of Columbia and is approximately three (3) miles north of National Harbor. The 618-acre planning area consists of a retail corridor (MD 210/Indian Head Highway) connecting the District of Columbia to the Capital Beltway and flanked by the residential neighborhoods of Glassmanor and Forest Heights. Proximity to the District of Columbia, Southern Avenue Metro Station, Oxon Hill Farm/Oxon Cove Park, National Harbor, Alexandria VA, and access to the Capital Beltway (I-95/I-495) and the Woodrow Wilson Bridge are crucial community assets and influence redevelopment potential.

Map 3: Sector Map with Context



RELATIONSHIP TO APPROVED PLANS

The 2002 *Prince George's County Approved General Plan* defines a development policy framework characterized by three geographic tiers - the Developed Tier, the Developing Tier, and the Rural Tier - and a number of centers and corridors in which development should be concentrated to take advantage of existing infrastructure and transportation facilities. Allowable uses and densities vary according to tier and center/corridor node designation.

The entire sector plan area lies within the Developed Tier. Developed Tier communities generally contain older neighborhoods and commercial areas developed at higher densities, often with widespread problems of disinvestment due to the new growth occurring predominantly in the Developing Tier. Developing Tier communities received new investment in the late twentieth century, with "greenfield" land being transformed into lower-density residential subdivisions and larger strip commercial centers.

The Approved Master Plan and Sectional Map Amendment for The Heights and Vicinity (Planning Area 76A) (November 2000) identified the area around the intersection at Southern Avenue and Indian Head Highway as a gateway with the following recommendations for sections of the proposed sector plan area:

- Provide goals, concepts, recommendations, and guidelines to guide public policy and investment in the Planning Area. These are presented for the 11 major elements of the plan: focus areas land use and gateways, transportation, residential neighborhoods, commercial areas, employment areas, urban design, public facilities, environmental resources, parks, trails, and historic preservation.
- Address and make recommendations for detailed land use and gateway elements for five focus areas in the Heights planning area to encourage development that is appropriate and projects a positive image.
- Implement the master plan during the ongoing planning and regulatory process.
- Focus significant planning efforts into the development of urban design guidelines for existing and future development in the designated gateway areas.
- Emphasize community involvement through the public participation process of the plan.
- Emphasize revitalization in areas where development has the greatest potential-adjacent to metro stations.
- Provide land use recommendations and rezoning proposals to provide a foundation for revitalization.

Because The Heights Plan was developed prior to approval of the current county General Plan this sector plan for Eastover, Forest Heights, and Glassmanor will update land use recommendations to be in conformance with the current approved 2002 General Plan.

PUBLIC PARTICIPATION PROGRAM

The Public Participation Program (PPP) for the Eastover/Forest Heights/Glassmanor Sector Plan was developed to maximize community involvement in the planning process, plan recommendations, and staffs' participation in ongoing community initiated meetings. Preparation of the sector plan has been guided by data, existing county policies, and community input. The strong community outreach program offered a number of benefits throughout the planning process including a better understanding of the opportunities and challenges facing the plan area, better-informed decision-making, plan advocacy by the affected community, and a greater likelihood of plan implementation. The project

team solicited feedback from a range of stakeholders: residents, business and property owners, community and institutional organizations, and government decision makers. The ultimate success of the plan will in part reflect the planning team's ability to effectively communicate information to stakeholders and foster community ownership of the plan. Tools for obtaining public input included:

- Outreach to political, community, and business leaders
- Interviews with key property owners, stakeholders, and agencies
- Communication with various community organizations, non-profits, faith-based groups, and the development community
- Collaboration with local planning efforts/agencies
- Hosting public events such as meetings, workshops, and presentations

Residents and stakeholders play a unique and vital role in the implementation of community plans. Engaging citizens in their own future sets the stage for the continued development of ideas, and the opportunity for broad ownership of the plan as portions are adopted and implemented. Key community stakeholders include not just public officials or business and community leaders. Representation by a diverse cross-section of citizens to support and engage in the study, planning, and design process provides the community a path toward appropriate and supported projects and programs. A summary of the Eastover/Forest Heights/Glassmanor Sector Plan public participation program is provided in Table 1.



Table 1: Public Participation Program				
Event	**DATE**	**Location**	**Participants**	**Purpose**
Bus Tour	Nov. 18, 2011	Sector Wide	M-NCPPC Staff Local Political Representatives Agency Representatives Stakeholders	Familiarize staff, stakeholders, and council with the sector plan area and issues to be addressed in the plan.
Kick-off Public Meeting	March 15, 2012	Forest Heights Town Hall	Residents M-NCPPC Staff Stakeholders Political Representatives	Develop Strengths, Weaknesses, Opportunities and Threats (SWOT). Introduce the public to the plan.
Plan Initiation	April 2012	County Administration Building (CAB)	M-NCPPC Staff Planning Board District Council	Introduce sector plan Goals, Concepts, Guidelines, and Public Participation Program (GCGPPP).
Photo Presentation	May 2012	Glassmanor Community Center	Glassmanor Students Relatives Glassmanor Residents	Engage the youth and families in Glassmanor by evaluating and visually documenting their community.
Mid-Plan Workshop and Presentation	December 13, 2012	Forest Heights Town Hall	Greater Sector Plan Area Residents Agency Representatives M-NCPPC Staff Consultant Team Local Political Representatives	Create a communitywide workshop with agency representation to field questions. Table workshops to address specific topic concerns.
Development Roundtable	January 3, 2013	Forest Heights Town Hall	Stakeholders Agency Representatives Commercial Property Owners Consultant Team	Discuss proposed changes to MD 210 and other economic factors/ conditions.
Final Public Meeting	March 21, 2013	Glassmanor Elementary School	Residents Political Representatives M-NCPPC Staff Consultant Team	Comment and review of final draft by the public.

Chapter III: Understanding the Sector Plan Area

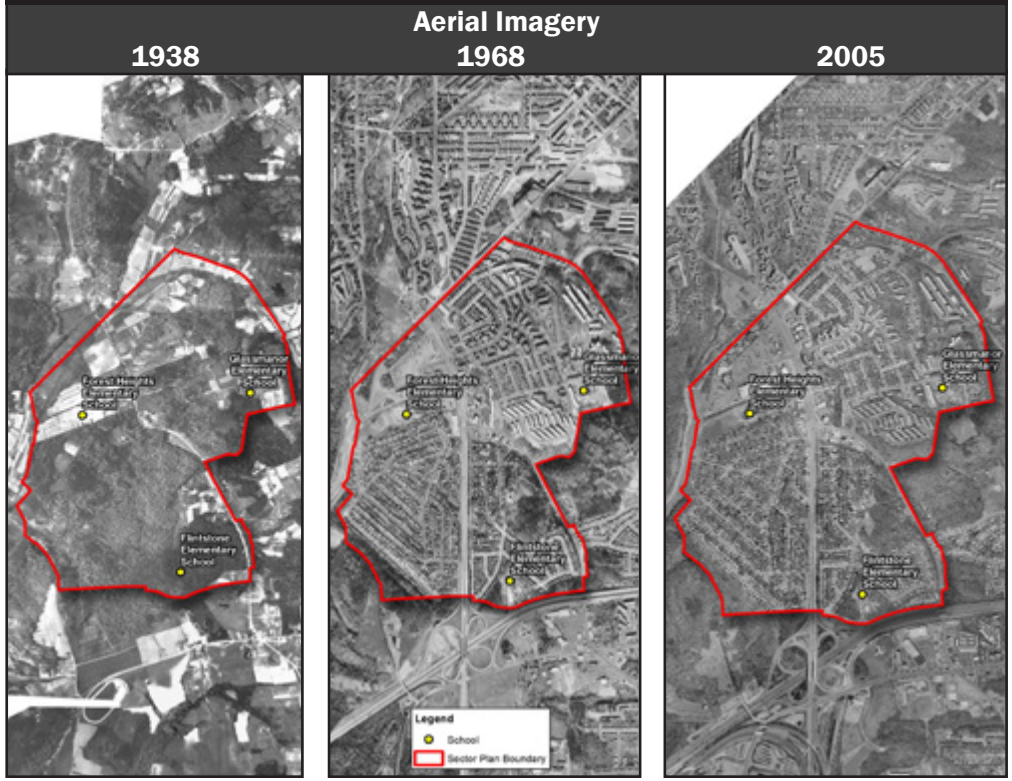
Historically, post-war development patterns around the District of Columbia spurred growth in communities like Forest Heights and Glassmanor in the second half of the nineteenth century. Crowded and socially degraded conditions in the District, coupled with a growing demand for housing in an environment that mixed nature with community, drove suburbanization. Advances in transportation, most notably the introduction of the electric streetcar in 1887 and the mass production of gasoline-powered automobiles after 1908, allowed a growing percentage of households to suburbanize. Forest Heights and Glassmanor became desirable locations at the edge of the District and development was rapid in the 1940's and '50's. The American ideal of suburban life in the park-like setting of self-contained subdivisions fueled the aspirations of rising middle- and lower-income families. These aspirations were increasingly met as advances in transportation opened fringe land for residential development and lowered the time and cost of commuting to work in the city. Even those having modest incomes could achieve the ideal in the form of small, detached houses on the narrow lots of strictly rectilinear plats in Forest Heights or the spacious grounds of garden apartments in Glassmanor.

COMMUNITY SETTING

The MD 210/Indian Head Highway connects Prince George's County with the greater metropolitan area. It provides connections to Washington D.C. on South Capitol Street and Southern Avenue, which is located adjacent to the plan area's western boundary. Also, MD 210 connects the plan area to National Harbor, approximately three miles south of the area. MD 210 links the plan area to the Capital Beltway (I-95/495) at the southern plan area boundary providing linkages to the greater Maryland and Virginia area and nearby suburbs. MD 210/Indian Head Highway forms the gateway into Prince George's County from the southeast District of Columbia Bellevue neighborhood. The Livingston Road and MD 210 intersection forms a gateway into and out of the Town of Forest Heights.

The plan area commercial and business activity is located at the core of the community along MD 210 and Livingston Road. Eastover Shopping Center is the retail anchor at the northwestern quadrant of the sector plan area. In addition to Eastover Shopping Center, 23 other retail properties, six office properties, two churches, and

Map 4: Historical Land Use



a self-storage facility line the MD 210/Indian Head Highway and Livingston Road corridor. Much retail activity concentrates on auto service uses, consistent with the current auto-oriented nature of the corridor. Most commercial buildings were built in the 1950s. Many of these are ideal candidates for this sector plan's proposed upgrades and/or redevelopment.

Town of Forest Heights is an incorporated municipality, with a 2011 population of 2,452 residents, that offers moderate priced housing for residents wishing to reside near the District of Columbia in a neighborhood convenient to public transit, major transportation routes, cultural and recreational resources, and employment opportunities. The Town has proactively pursued planning and redevelopment studies and projects based on a sustainability paradigm; most notably a zero run-off plan for the Town Hall which includes a green roof, bioretention areas, and permeable paving. The Town recently worked with the University of Maryland, Pennoni Associates Inc., and the Neighborhood Design Center to study and improve conditions in the community. Issues of stormwater management; water quality; physical alterations to streams and tributaries; energy consumption and renewable resources; roadway configuration, sidewalks, and pedestrian safety are some of the concerns that have been addressed through these studies. The current economic downturn and declining government revenue have stalled efforts to jump start the community's transformation.

Glassmanor is an unincorporated community and census designated place. As of the 2010 census it had a population of 17,295 residents. Only a portion of Glassmanor is included in the sector plan study area; coinciding with the Council District 8 boundary. The Glassmanor residential community is comprised of a variety of garden apartments and single family housing offering a mix of residential choices for the area. Glassmanor is accessible to a wide variety of employment opportunities in the District of Columbia and to the Southern Avenue Metro Station; one mile beyond the sector boundary, making this residential neighborhood desirable and valuable. The Glassmanor community is located on a southwest facing slope and offers excellent views into the District of Columbia and northern Virginia. The rental communities generally contain significant open space assets including playgrounds, woods and open areas for recreation. The Glassmanor Community Center, located adjacent to the Glassmanor Elementary School, is the physical and social hub of the community. The center actively outreaches to community residents of all ages to provide support services, recreational resources, and a community core that unites residents. Unfortunately, over the years, portions of the housing stock, particularly some of the rental communities have become







obsolete and rundown. Voucher renters have created a more transient community and social issues of crime, truancy, and foreclosures have become more immediate.

Eastover Shopping Center remains a stronghold commercial resource in the sector plan area, and recent upgrades to the Giant grocery have helped to stabilize this fresh food resource in the community. The County's District 4 Police Headquarters is located at the geographic center of the strip development and provides a secure physical and functional anchor. Upgrades to the headquarters are planned within the next year. Some of the remaining commercial structures within the strip are poorly maintained and have lost relevancy over time. Some businesses have been shuttered leading to unattractive, poorly-performing commercial development that fails to adequately support the community. The shopping center's commercial frontage at MD 210/Indian Head Highway consists of fast food and service establishments situated on pad sites. Although economically viable, the physical configuration does not support a dynamic streetscape and generally conflicts with pedestrian movement.

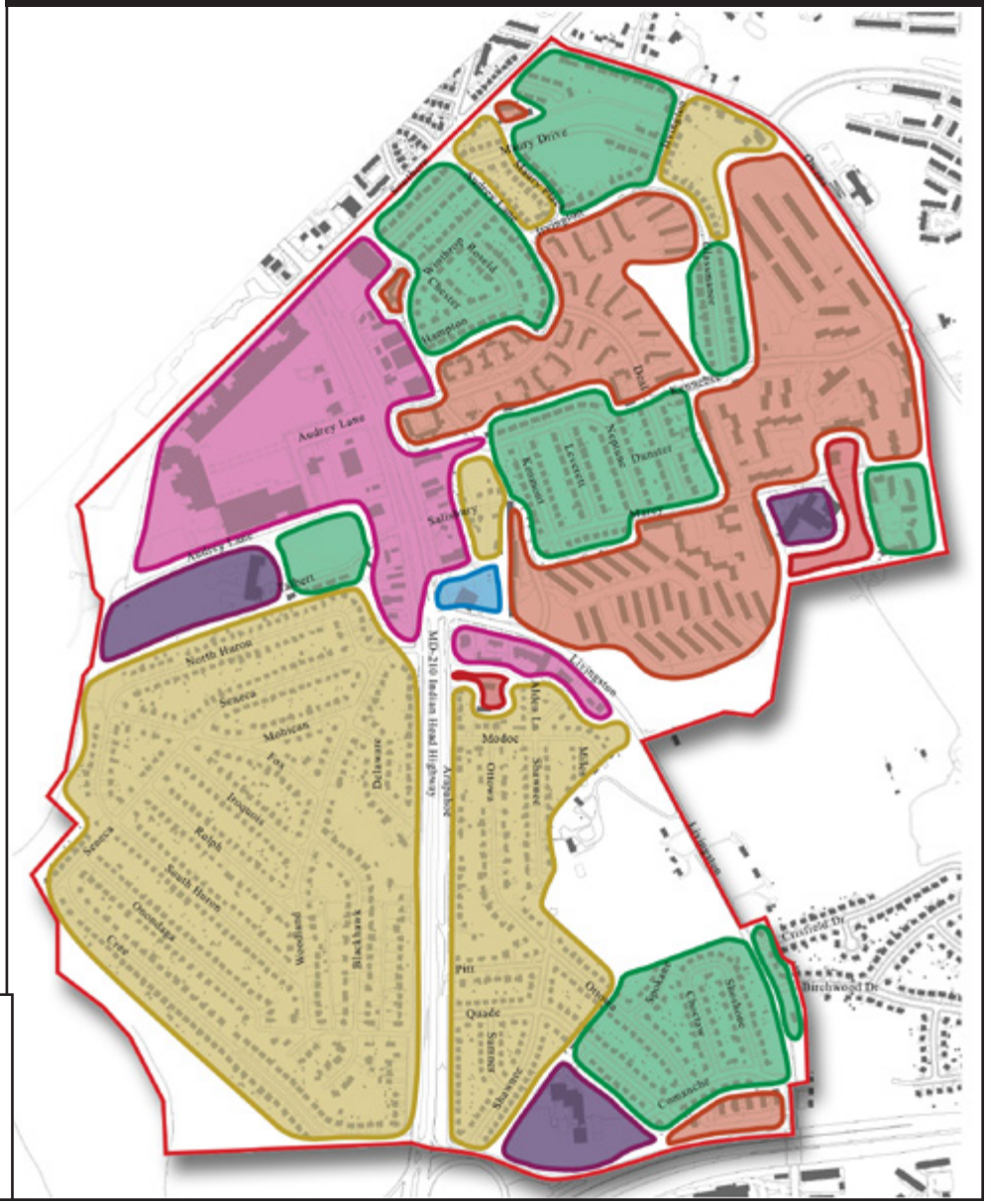
EXISTING LAND USE

Land use planning orders and regulates land use in an efficient and ethical way to support the needs of the community and safeguard natural resources. Land use planning often leads to changes in land use regulations, also known as zoning, but they are not one and the same. Zoning is the regulatory tool that implements land use plans. Zoning regulates the types of activities that can be accommodated on a given piece of land, the amount of space devoted to those activities and the ways that buildings and other establishments may be placed and shaped.

Although a diversity of land uses exist in the sector plan area, each is separate from the others, and does not ultimately create a cohesive place. This plan aims to create a framework to improve connections and accessibility between uses. Walkability and engagement with the public realm and the natural environment are key components to this end. Co-location of public amenities like trails, parks, plazas, and transit stops are recommended to improve walkability and to improve the visual appeal of the sector plan area. Currently, the sector plan area contains the following mixture of land uses:

- Retail
- Office
- Civic
- Educational
- Residential

Map 5: Existing Land Use



MARKET ANALYSIS AND DEMAND

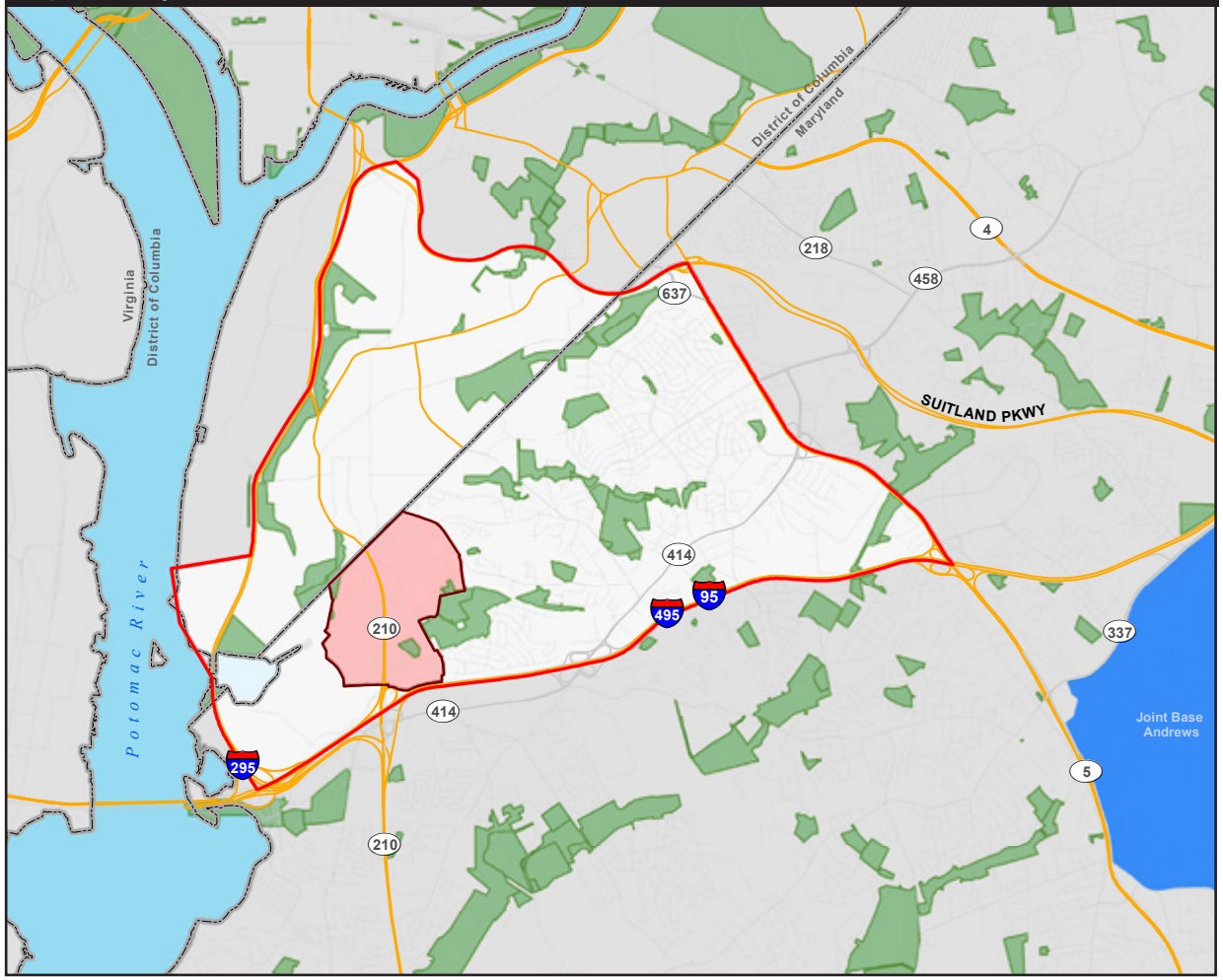
The Eastover sector plan area includes the Town of Forest Heights and the unincorporated areas known as Glassmanor and Eastover. The study area is bounded to the south by the Capital Beltway, to the west at the District of Columbia Line/Southern Avenue, and includes properties along Livingston Road to the Northeast. These analyses provide baseline market and demand information for residential, retail, and commercial development to ensure the redevelopment scenarios recommended for the sector plan area are based upon practical market realities, establish realistic development expectations, and help ensure recommendations emanating from the plan are implementable.

Market demand is a method of understanding growth potential for a community in the future. This analysis factors in regional, state, and local changes to determine development possibilities. These numbers are typically indicated by new built products, such as residential units and square footage of commercial space. For the purposes of the market analysis, Near Term is defined as five years in the future and Long Term is twenty years.

A Primary Market Area (PMA) was established to study demand for additional commercial, office, and residential in the plan area. The PMA includes areas of both Prince George's County and southeastern Washington, D.C. to better reflect the way residents move through neighborhoods rather than utilize traditional jurisdictional boundaries or mile radii. Within the PMA there are approximately 35,000 households and a population of 88,000.

Analysis indicates a modest demand within the sector plan area for both residential and retail uses; however the likely revenue from potential development may not be sufficient to support significant new development. This will be explored further in the

Map 6: Primary Market Area



development of financially feasible redevelopment scenarios for the sector plan area. Demand is anticipated for approximately 145 rental units; with the vast majority of that demand for units affordable to households earning at or below 60% of area median income (AMI). There does not appear to be a substantial pipeline of competing residential product within the PMA that would substantially impact this demand. In addition, limited demand for for-sale housing, priced between $114,000–$318,000 is likely as attached townhomes or condominiums. There is one town home product currently in the development pipeline that would satisfy at least some of the anticipated demand for for-sale residential development within the PMA.

Additionally, there is approximately 90,000 square feet of pent-up retail demand within the PMA. This demand is driven by grocery/convenience, pharmacy and clothing. Several planned projects, most notably the two planned Walmarts, and accompanying retail space, at both Potomac Business Park and Skyland Shopping Center would impact the demand for these store types. Some additional demand may be absorbed by the Tanger Outlets planned on Oxon Hill Road. Limited opportunities for hardware, restaurant (full service and fast casual) exist. Finally, approximately 8,700 square feet of community servicing office demand is supportable within the PMA. It is anticipated that this demand could be met by existing office/retail inventory. The preliminary supportable development and achievable lease/sales rates based on market demand are shown in Table 2.

For the detailed market analyses prepared for this sector plan see Appendix II: Market Analysis and Demand.

Table 2: Residential and Market Demand

Residential Avg - $1.50/sq. ft.	2013	2014	2015	2016	2017	5-Year Total
For-Rent Residential (Units)	145	146	148	150	151	740
Below 60% AMI	131	133	134	136	137	672
60% - 120% AMI	13	13	14	14	14	68
For-Sale Residential (Units)	52	52	53	54	54	265
Home Prices up to $114,000	9	9	10	10	10	48
Home Prices between $114,000 - $212,000	20	20	20	20	20	100
Home Prices between $212,000 - $318,000	13	14	14	14	14	69
Home Prices above $318,000	10	10	10	10	10	49
Commercial $/sq. ft. NNN	sq. ft. $22-28					sq. ft. $20-24
Retail - reflects current pent up demand	90,000			Community Oriented Office - reflects current pent up demand		8,720
Major Store Types				Major Professional Services		
Clothing Stores	14,000			Medical Offices		1,920
Grocery/Convenience	40,000			Nonprofit/Associations		2,140
Furniture/Home Furnishings	5,000			Bank		1,880
Full Service/Fast Casual Restaurant	5,500					
Health/Personal (Pharmacy)	10,000					
Hardware/Building/Garden Supply	5,000					
Additional Supportable Demand by 2017	11,253					1,520

OPPORTUNITIES AND CHALLENGES

The sector plan area, including the communities of Forest Heights and Glassmanor, represents a predominately residential enclave located on the southernmost eastern county border with the District of Columbia. The area offers rental and home ownership opportunities, neighborhood serving commercial, including Eastover Shopping Center and MD 210, a crucial transportation corridor that forms a gateway between Prince George's County and the District of Columbia. The plan area has challenges including the need for social and safety services, safe traffic options, new construction housing choices, and upgrades to existing housing. County government, community organizations, and residents are currently working together to address these issues to improve the community's existing assets and mitigate its challenges:

- Councilman Obie Patterson, located in District 8, adjacent to the District of Columbia/Ward 8.
- The plan area is located within the 2002 General Plan designated Developed Tier.
- Expanding nearby development at National Harbor and in the District of Columbia.
- Eastover Shopping Center is the current neighborhood retail center.
  - This 260,092 square-foot community shopping center has a traffic count of 31,061 vehicles per day on MD 210/Indian Head Highway.
  - Major tenants include a newly renovated Giant Foods, CVS, Anna's Linens, Rainbow, Radio Shack, Simply Fashions, GameStop, DOTS, and many more.
  - This center is centrally located with excellent accessibility to the primary artery serving the Oxon Hill trade area. Oxon Hill has over 363,599 people and an average household income of $92,530 within a five-mile radius of the shopping center; retail spending is thriving in this area.
  - Other retail exists along MD 210 and at the intersection with Livingston Road.
- Several religious institutions are major property owners in the plan area:
  - Abundant Life Ministries
  - Le Detroit Baptist Church
  - St Mark AME Church
  - Shachah World Ministries



Table 3: Strengths, Weaknesses, and Opportunities					
	Land Uses and Physical Conditions	Access and Infrastructure	Environment and Culture	Market Context and Demographic Trends	Stakeholders and Human Capital
Strengths	Ideally situated Eastover Shopping Center retail; houses the District IV county police; serves some local commercial needs	Accessible location adjacent to DC, I-95/495, Southern Avenue Metro, Woodrow Wilson Bridge	Two neighborhood serving playgrounds, one community center, three elementary school, numerous streams and parkland adjacent to Oxon Cove Park	Strong growth in regional markets; located in the county Developed Tier; an Empowerment Zone; a Revitalization Tax Credit District; a Transforming Neighborhoods Initiative (TNI)	Residents are engaged and invested; community has strong faith-base; non-profit organizations are supportive; county initiatives
Weaknesses	Unsafe pedestrian conditions, outdated commercial and office assets, deferred maintenance and foreclosed residential properties, degraded natural environment	Weak pedestrian connectivity; outdated suburban road system; incomplete sidewalks; poor gateway image	Poor/no SWM facilities; unhealthy urban forest; unattractive public spaces; poor water quality and biodiversity; high imperviousness	Commercial, office and, residential properties in decline; outdated facilities; not competitive in the regional market	Unemployment is high; health care is scarce; foreclosure is high; educational facilities and performance is poor; competitive job training is lacking
Opportunities	Desirable focal points for redevelopment and demonstration projects along the MD 210 corridor	Increased pedestrian and vehicular safety; reduced and/or eliminated service roads and increased streetscape amenities promote walkability	Remediate issues in and around Winkle Doodle/ Oxon Run and Southern Avenue with collaboratives and working groups in Washington D.C.; reduce TMDLs in the Oxon Run; with DER support; create linear urban parks with support from the Department of Parks and Recreation (DPR)	Nearby regional activities at National Harbor and in Washington D.C. can spark need for supportive resources nearby; area adjacency and accessibility to quality employment	TNI, Forest Heights, and the Community Development Corporation (CDC) can secure funding to continue studies and develop plans for implementation; county supported initiatives in and around Metro stations
Threats	Declined physical assets, outdated residential and commercial resources, low county funding for overdue upgrades to infrastructure	Weak street grid and accessibility to possible redevelopment sites; lack of urban fabric to support increased density	Existing brownfields sites, flooding from streams and stormwater; declining stormwater management facilities; increased environmental stressors	Nearby markets may develop ahead of the area and offer more amenities, better educational opportunities, safer neighborhoods, and diversity of shopping and housing impede developer interest	Lack of financial and government support for community efforts; low employment and continuing foreclosures; poorly prepared and trained workforce

Chapter IV: Area Analysis and Redevelopment Objectives

Increasingly, desirability and appeal of neighborhoods is tied to the quality of the natural environment including parks, trails, trees, and open space. Physical conditions of a community reflect and guide the way residents and visitors use, perceive, and treat their neighborhoods. Improving the public space can positively impact peoples' emotions, behaviors, and the way they experience and enjoy space. Communities are walkable, livable, and desirable if the physical environment is attractive and ecologically sound. Older neighborhoods undergoing transformation in the 21st century must re-examine how much the re-establishment of a healthy and aesthetic landscape contributes to and influences private investment. Good urban design, appealing and functional landscapes, and attractive and accessible transportation resources blend together to create environments where people want to live and visit. This plan strives to make Eastover, Forest Heights, and Glassmanor places where people comfortably live, recreate, shop, and work. By analyzing the existing physical environment and providing strategies to restore, remediate, and enhance areas of poor quality and function, this plan will support the overall sustainability and revitalization of the sector plan area.

Improving the physical environment will also encourage and support private investment in the community and increase real estate values. Restructuring MD 210 as an urban boulevard can create safer pedestrian crossings and support regular traffic patterns. Improved gateway treatments will welcome travelers and residents to the area and provide a sense of community and identity. Public realm improvements can be achieved in spaces created by large building setbacks along existing service roads.

REDEVELOPMENT GOALS

Based on county, agency, business, and resident feedback, objectives for the plan were organized into the following five goals to give structure to the plan and provide accountability when re-evaluating the effectiveness of various recommendations. These goals are as follows:

- **Beautification:** A healthy and attractive environment is essential to a sustainable community. An attractive physical environment develops community pride and identity and is critical to support long-term commitment by stakeholders and residents to create positive change. Investors can easily assess the potential of a community by analyzing the level of pride and respect the residents take in their neighborhoods.
- **Walkability, Access, and Safety:** A functional and sustainable community has a sense of order that supports fire, police, and other emergency services; and a connected network of sidewalks, streets, and trails to facilitate access to transit, adjacent communities, work and education resources, and health and human services for residents and visitors.
- **Environment and Water Management:** Improved natural systems and reductions in energy consumption improve property value and livability. Low Impact Design (LID) stormwater management, green building practices, street tree plantings in neighborhoods and along commercial streets, and state of the art eco-engineering methods provide protection, restoration, and maintenance of a healthy environmental infrastructure.
- **Property Value Creation and Economic Development:** MD 210 is the commercial core of the sector plan area and contains a concentration of shops, restaurants, offices, and some faith-based and health services. In order to enhance the vitality and redevelopment capacity of this area, this plan recommends developing the density needed to support high quality businesses and mixed use sites that can create active street edges focusing on retail and commercial activity.

- **Recreation, Public Spaces, and Services:** A well-rounded community offers a full range of open space and recreational opportunities: regional, local, and neighborhood parks; plazas, greens, and squares; nature, walking, and bike trails; community gardens, orchards, and urban farms; meadows, woods, and stream valleys; playing fields and courts. City parks and open space improve our physical and psychological health, strengthen our communities, and make our cities and neighborhoods more attractive places to live, work and recreate.



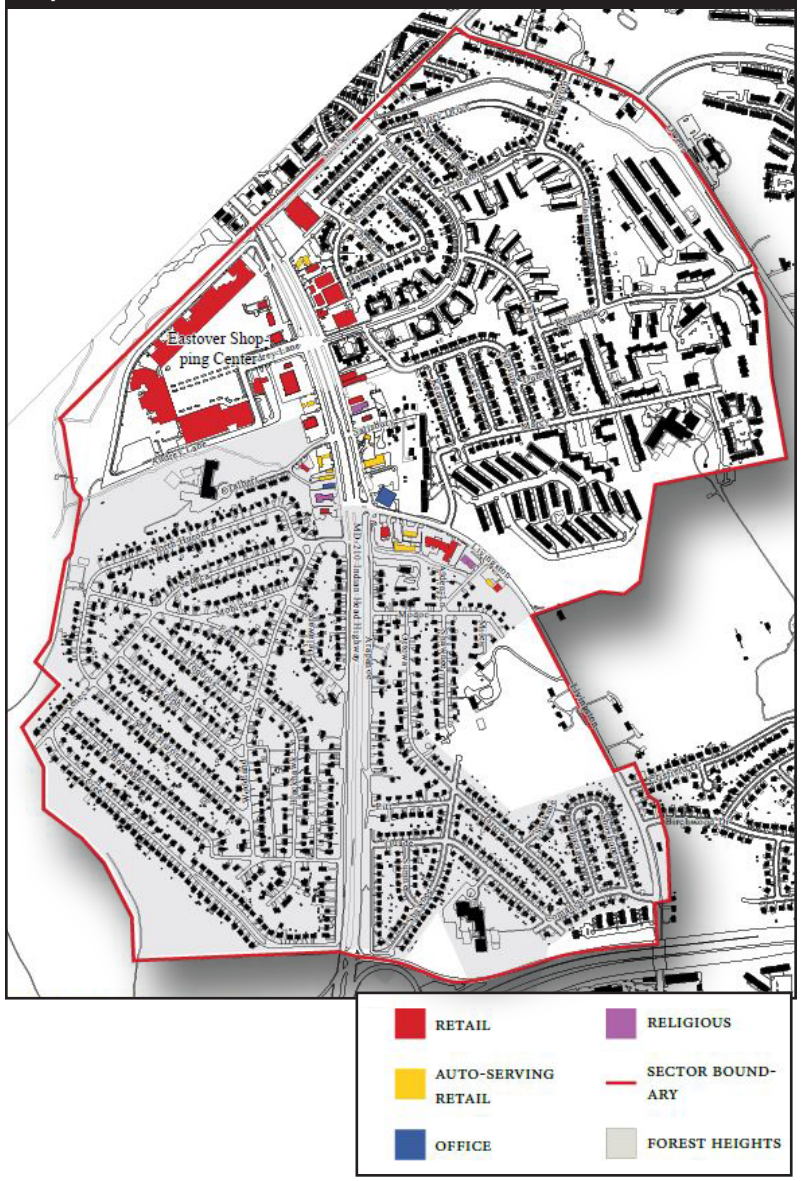
URBAN DESIGN

Urban Design is the structured environment created by buildings and open space. Currently the sector plan area landscape is dominated by wide roads, large parking lots, and low buildings set back from the street. These large open spaces can be transformed; the underutilized service roads along MD 210 can become a linear park along the corridor. The overabundance of surface parking lining commercial streets can be filled with new development to help change the corridor's character. Large building setbacks on commercial streets can be redeveloped as walkable, mixed-use areas. By removing guardrails and adding lighted crossings, the roadway can become safer for pedestrians and vehicles. An increased number of intersections along MD 210 can encourage walking and slow automobile movements. Shorter traffic signal cycle lengths can improve walkability for residents. These changes will create a more vibrant sector plan area.

Recommendations

- Ensure new development supports functional common space within the public realm that provides for safety, enjoyment, and sociability.
- Offer zoning incentives for private developers to provide public space improvements.
- Concentrate efforts to improve the character and overall safety of streets and public spaces.
- Streetscape renovations should include details for street trees and other landscape improvements, low impact stormwater management facilities, street lighting, benches, trash receptacles, as well as gateway features, way finding signage, and other appropriate public use elements.
- Building design should address the street, provide density necessary for accessibility, and contribute to the esthetic and fiscal enhancement of the community.
- Redevelopment and new construction should be sustainable with "green building" features to reduce carbon footprints, manage stormwater, and reduce heat island effects.

Map 7: Generalized Land Use



CONNECTIVITY AND STREET INFRASTRUCTURE

The sector plan area is impacted by the dominance of MD 210 between the District of Columbia and the I-495 Capital Beltway with limited entrances to Forest Heights, Glassmanor, and the commercial areas. Well-functioning transportation systems rely on a connected network of streets and blocks. These networks serve multiple benefits including:

- Efficient distribution of traffic with less reliance on single roadways and intersections to carry the bulk of an area's traffic
- Travel alternatives in the event of a street closure, emergency, or other interruption of a given route
- Facilitation of walking and bicycling by offering a variety of paths between a community's origins and destinations

The last of these is especially important for the Glassmanor and Forest Heights communities, as many households are without access to a private vehicle. This suggests that direct walkable paths to destinations are critical needs for residents to reach shopping, schools, transit, and services.

Providing a connected network also means ensuring those connections are safe and reasonably convenient for all users. In the sector plan area, the greatest challenge to safe connectivity is crossing MD 210. The road's intersections are difficult and potentially unsafe to cross due to its width, the speed of vehicles traveling on it, and the complexity of traffic movements. Addressing this issue is a critical part of improving overall safety in the plan area.

Connectivity is a means of engaging a place. Improvements to the design of the roadway and public realm can greatly increase the safety of pedestrians and motorists. Connectivity also increases access to land uses, destinations, and adds value through the greater potential for economic activity. This is a key dynamic in the sector plan area, as the current design impedes easy access from residential areas east of MD 210 to the commercial uses on its west side.

A high demand exists for pedestrian infrastructure in the sector plan area. The community has a large percentage of transit riders and many trips to and from bus stops require riders to cross MD 210. Redesign of frontage roads and reduction of the long intersection spacing on the MD 210 corridor will help alleviate pedestrian and vehicle conflicts, and support safe movement and accessibility.

The MD 210 corridor today serves a dual function as thoroughfare, designed to move large volumes of traffic, and as a commercial "main street." Currently, a portion of MD 210 has been designed with auxiliary service roads that provide primary driveway access to select, mostly commercial properties. The service roads are parallel to the mainline highway and also intersect with MD 210 cross streets. Eastover Shopping Center and most properties still maintain access to MD 210. These service roads are underutilized and direct access to MD 210 is more efficient and direct for most properties. Added street intersections would offer new opportunities for pedestrians to cross the thoroughfare and provide cross street access to some MD 210 businesses. The phased removal of service roads currently flanking MD 210 will allow generous areas for walking, gathering, and biking, bringing more street–level activity into well-designed public spaces increasing vitality and safety.

For additional details on analysis and recommendations for the street network see Appendix V: Transportation and Connectivity.

Official policies that encourage or require street accommodations are known as complete streets policies. The County was the first in the region to adopt a complete streets policy (2009). This policy seeks to affect urban planning and street engineering. Complete streets (sometimes referred to as "livable streets") are streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.

Sustainable "smart growth" and "complete streets" form the basis for many of the transportation recommendations contained in

the Eastover/Forest Heights/Glassmanor Sector Plan. By coordinating transportation recommendations with land use decisions, the following goals should be implemented whenever possible:

- Include pedestrian infrastructure such as sidewalks, crosswalks, including pedestrian/bicycle refuge islands and raised crosswalks or speed tables, accessible pedestrian signals, to include audible cues for people with low vision and push buttons reachable by wheelchair users, and sidewalk curb extensions.
- Incorporate traffic calming measures to lower driving speeds and define the edges of vehicle travel lane, incorporating road diets, center medians, shorter curb corner radii, and eliminating free-flow right-turn lanes, street trees, planter strips, and ground cover.
- Include transit accommodations, bus pullouts/special bus lanes, or other mass transit alternatives such as light rail.
- Offer safe, accessible, and efficient transit service to destinations that provide employment, services, or access to goods.
- Evaluate transit service routes, schedules, facilities, and efficiency routinely to ensure the service is consistent with changing trends and needs.
- Provide bicycle accommodations, such as dedicated bicycle lanes, cycle tracks, side paths, or wide street shoulders.
- Develop a comprehensive and accessible trail network designed to meet the recreational needs of all trail groups, including equestrians, mountain bikers, pedestrians, and bicyclists.
- Incorporate appropriate pedestrian- and transit-oriented features, to the extent practical and feasible, in all new development within the plan area.
- Provide sidewalks, paths, and trails to connect schools, parks, recreation areas, commercial areas, and employment centers.
- Identify sidewalk retrofit opportunities in neighborhoods in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Map 8: Five-Minute Walking Distances in the Sector



ENVIRONMENT

The sector plan area also consists of three gently sloped hills that provide spectacular views of Virginia and the District of Columbia to the west and north. The residential areas of Forest Heights and Glassmanor have many mature trees and include parks, playfields, and natural areas.

The sector plan's hills are separated by streams flowing from east to west. These streams empty into Oxon Run and flow to the Potomac River within one mile. The streams are in various conditions; some are naturalized, some are channelized, and others are buried in storm pipes. The major naturalized stream segments are along Livingston Road and Owens Road. Oxon Run is naturalized as it runs behind Eastover Shopping Center and Oxon Run Drive.

MD 210 follows a natural topographical divide between east and west Forest Heights, but the drainage flow is completely contained in storm pipes beneath the roadway. In many cases, the current methods for managing water in the sector plan area are outdated, particularly in the ways the public realm, buildings, and roads relate to the local ecology. This sector plan proposes strategies to restore, remediate, and enhance opportune areas by improving the landscape, augmenting the urban design, and utilizing green infrastructure to strengthen the connection between the built environment and the natural environment. This includes coordination with plans by the District of Columbia for the Winkle Doodle Branch Bridge along Southern Avenue to have better channelization and containment within a culvert from MD 210/Indian Head Highway upstream to Owens Road.

Map 9: Environmental Opportunities



For additional detailed environmental analysis and specific project recommendations please refer to Appendix VI: Environmental Infrastructure.

Recommendations

- Reduce flooding and personal property damage due to flooding (Forest Heights, Rolph Road, and North Heron Drive).
- Restore ecological function and environmental diversity in streamways, woodlands, and other natural areas.
- Maintain open space linkages, reduce gap distances between natural areas, and provide traversable pathways for plant and animal migration.
- Reduce and remove impervious cover and increase urban tree canopy.
- Incorporate Low Impact Development (LID) stormwater management to restore water quality and ecological function.
- Encourage property owners to plant trees and other vegetation.
- Incorporate “green building” techniques in new and redevelopment construction.
- Reduce pollutants such as trash, nitrogen, and phosphorous in streams and the watershed.

Measures of Success

- Properties prone to flooding have been identified and fortified against storm related damages.
- Cooling of summertime ambient temperatures from reduced heat island effect have decreased summertime energy bills.
- Increases in biological diversity of plant and animal species are noticeable.
- Water quality in streams and the Oxon Run is improved including reductions in nitrogen and phosphorous as identified in the county Watershed Implementation Plans (WIP) for Oxon Run.
- Tree canopy percentages are increased within the community and the greater Oxon Run watershed.
- Park space is accessible with links between neighborhoods, schools, commercial areas, other open spaces, and important community resources.







PUBLIC HEALTH, SAFETY, AND WELFARE

Sustainability is defined as promoting the social, economic, and environmental health of communities by balancing the needs of people, planet, and profit – for current and future generations. Prince George's County has actively developed programs and established incentives to help achieve this goal. Greenhouse gas reduction, LEED-certified buildings, water quality improvement, countywide and urban tree canopy increases, and safe routes to schools are all examples of county supported goals that promote sustainability. Through a team-oriented, multi-disciplinary planning approach, this sector plan strives to attain holistic balance of physical, economic, and social strategies necessary to revitalize the community.

A comprehensive approach to neighborhood transformation requires local leaders, residents, stakeholders, County government, schools, police, business owners, nonprofits, and private developers to come together to create and implement a plan that transforms distressed neighborhood conditions and addresses the challenges in the community. Comprehensive community revitalization goals include:

Housing: Replace distressed housing with high-quality, mixed-income housing that is well-managed and responsive to a diversity of needs.

People: Improve educational outcomes, training and employment opportunities, social cohesion, and community resilience. Develop partnerships, working groups, and advocacy organizations.

Map 10: Existing/Missing Sidewalks



Neighborhood: Create the conditions necessary for public and private reinvestment in the neighborhoods to provide for safety, health and social services, community infrastructure including: transportation, environment, information, connectivity and access, good schools, recreational open space resources, retail and commercial activity, integration of arts, history, and culture that are critical components of vital communities.

To achieve these revitalization goals, communities must develop detailed neighborhood revitalization strategies. This sector plan lays the groundwork and should become the guiding document for the revitalization of the public realm, development of partnerships, identification of resources, as well as presentation of site specific private development opportunities. To successfully implement the sector plan, stakeholders will need to work with public and private agencies, organizations (both faith-based and philanthropic), elected officials, and individuals to gather and leverage the resources needed to provide for the financial sustainability of the plan. These efforts should continue to build community support for, and involvement in, additional studies and designs that are needed to realize development of detailed neighborhood strategies. Implementation grants are available to support Eastover, Forest Heights, and Glassmanor which have undergone a comprehensive local planning process and are ready to implement a sector plan. A sustainable strategy for redevelopment includes the following area-wide measures:

Recommendations

- Evaluate and inspect existing housing for structural safety, building and health code violations, and illegal occupancy or activities.
- Identify, stabilize, and mitigate brownfield sites within the sector plan area; automotive, dry cleaning, and health facilities are often culpable land uses that can lead to brownfield conditions.
- Support urban gardening programs and initiatives for the community both as food sources and as skills training for youth.
- Provide safe street crossings especially along routes to schools and access to transit stops.
- Maintain parks and playgrounds as safe recreational resources accessible to all community residents regardless of age, skill level, and/or handicap.
- Ensure health, social, and educational services are adequate and appropriate for residents, particularly in light of concentrations of health risks, underserved seniors, and low-performing student populations in lower income communities.
- Continue programs and educational outreach that protect and improve environmental conditions in the community including trash pick-ups, tree plantings, home improvement programs, and energy efficiency seminars.
- Connect trails and sidewalks throughout the plan area to provide non-motorized alternatives and improve safe access between destinations.
- Maintain safe and comfortable environments for residents that are well lit, policed, and protected.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The idea of using the physical environment as protection against criminal behavior is not a new concept. But the problem of creating a defensive environment approached from both the physical and psychological aspects is a newer theory. This blend of disciplines is the essence of the Crime Prevention through Environmental Design (CPTED) concept.

Natural Surveillance: "see and be seen" is the overall goal of CEPTD. Studies have shown that a person is less likely to commit a crime if they think someone will see them do it. Lighting and landscape play an important role in supporting natural surveillance to implement CPTED.

Natural Access Control: CPTED incorporates walkways, fences, lighting, signage, and landscape to clearly guide people and vehicles to and from the established entrances. The goal of this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime.

Territorial Reinforcement: utilizes physical designs such as pavement treatments, landscaping, and signage that enable residents of an area to develop a sense of proprietorship of their community. Public areas are clearly distinguished from private ones. Potential trespassers are aware of this distinction and will avoid private areas.

Maintenance: CPTED and the "Broken Window Theory" suggests that deferred maintenance or nuisance, if allowed to exist, will lead to more decline in an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity. A CPTED-based maintenance plan helps preserve property values and make communities safer places.

Figure 1: Audrey Lane Pedestrian Bridge Rendering



Objectives

- Reduce violent crime and the fear of violent crime (stabilize the neighborhood).
- Eliminate street drug sales, prostitution, and other incidents of disorder that destroy the quality of life in the targeted area.
- Increase the feeling of safety among residents and decrease the feeling of fear.
- Return open spaces to neighborhood residents.
- Establish strong and lasting community partnerships that include information sharing and significant networking.
- Connect individual officers to the neighborhood (remove the barrier of the patrol car). Residents will know who their neighborhood officers are by name and face.
- Increase the visibility and credibility of the police within the neighborhood.
- Utilize both local and regional resources to ensure public safety effectiveness.

Measures of Success

- Strong and lasting community relationships and partnerships are developed.
- Visible community participation in policing and crime prevention activities (community meetings, neighborhood walks, neighborhood events).
- Decrease in visible signs of disorder (prostitution, drug dealing, loitering, etc.).
- Decrease in actual criminal activity (statistical data).
- Decrease in calls for service (911 data).
- Increase in feeling of safety/decrease in fear of crime (survey residents).
- Decrease in the number of nuisance properties (foreclosures, bank repossessions, and code violations).

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Chapter V: Plan for Redevelopment and Revitalization

VISION STATEMENT

The Eastover/Forest Heights/Glassmanor community has an active commercial core located along the restructured MD 210/Indian Head Highway corridor that is integrated with a vibrant mix of residential, office, and civic development. Rehabilitated and infill residential development offer a diverse mix of market rate and workforce housing that conveniently links to transit stops, schools, and shopping by an efficient and safe network of pedestrian-friendly streets and paths. The area's unique location as a gateway to and from the District of Columbia provides access to employment, entertainment, and cultural resources and a revitalized and rehabilitated Oxon Run links the community to the National Park's Oxon Hill Farm and Oxon Cove Park.

REDEVELOPMENT TOOLS

The opportunities and constraints of the planning area, as well as the goals of the community residents and stakeholders, led to the formation of improvement strategies that incorporate three redevelopment tools: public realm improvements, neighborhood-wide investment/regulatory actions, and site-specific redevelopment.

Redevelopment Concept Strategies



Public Realm Improvements Public realm improvements include roadway restructuring or re-alignment, streetscaping (such as sidewalks, trees and shrubbery, lighting, and benches) and pedestrian and vehicular access improvements. These improvements are designed to (a) signal government commitment to the area, (b) catalyze future private sector investment in nearby properties by increasing land value and enhancing customer access, and (c) establish improved pedestrian circulation in the area to spur additional activity near opportunity sites. Redevelopment strategies for the public realm will require the cooperation of various public agencies to address overlapping programs that help achieve implementation.

Neighborhood Investment/Regulatory Actions Another type of redevelopment tool is regulatory actions or programs aimed at neighborhood-wide or corridor-wide improvement. Existing economic development initiatives are integrated into the sector plan so public

resources can be efficiently utilized to achieve shared goals. This plan incorporates the efforts of the Glassmanor/Oxon Hill Transforming Neighborhoods Initiative (TNI), which addresses area safety, youth services, neighborhood beautification, economic development, and re-use of abandoned property. This plan also supports the Forest Heights/Oxon Hill Community Development Corporation, including their mission to create a business alliance that can coordinate and support the needs of local businesses. The plan also recognizes additional local, County, and state projects, partners, and resources that can assist with redevelopment efforts.

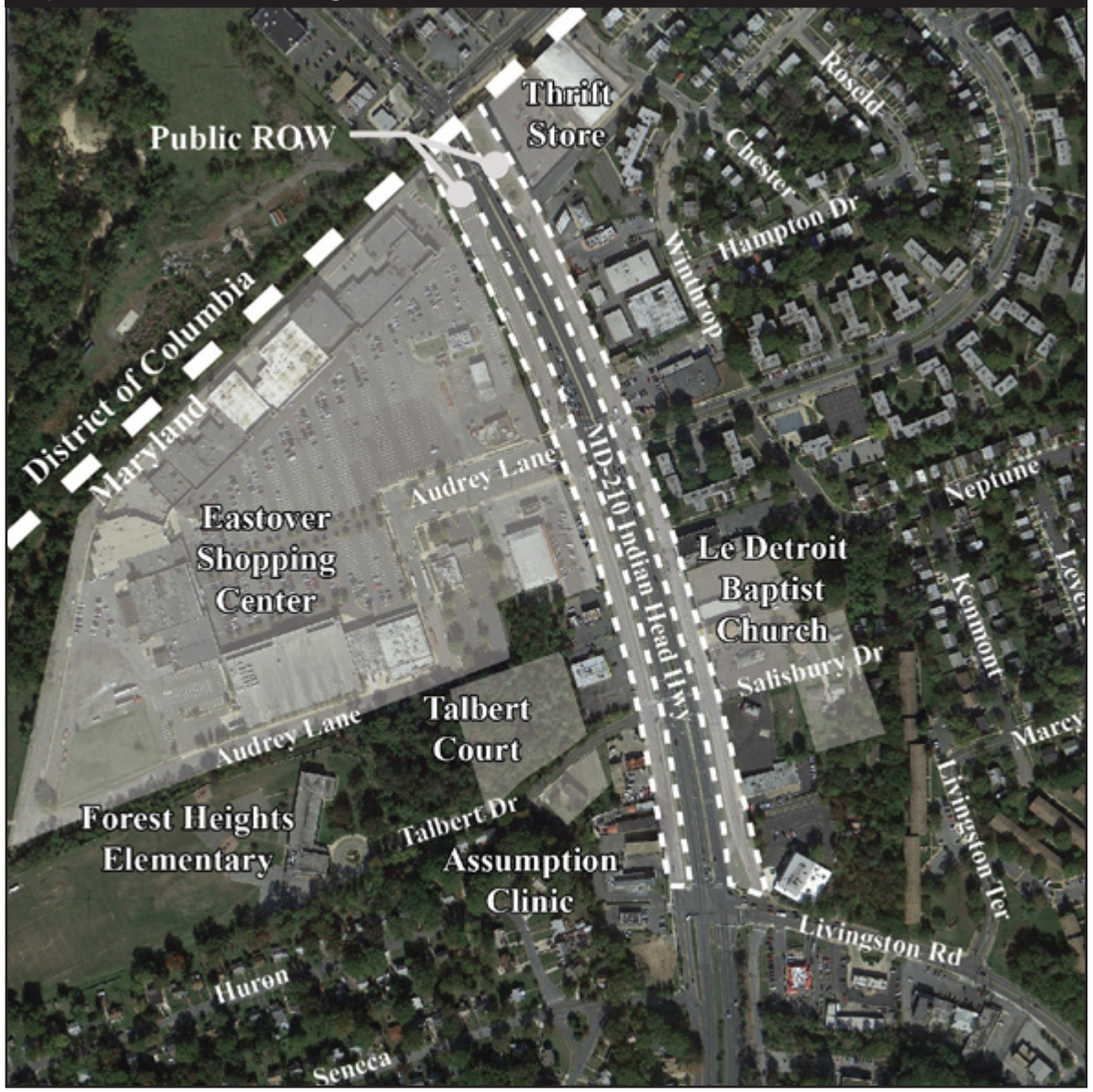
Site-Specific Redevelopment There are certain sites that have potential to catalyze additional investment within the sector plan area. Characteristics that make a site important may be its location; aesthetics; size and opportunity for redevelopment; relationship to other sites; ability to draw people; safety and accessibility; or having a strong, positive or negative, effect on the property value of other nearby sites. Seven such sites have been identified, and this plan identifies strategies aimed at maximizing the economic development potential of each. Strategic site-specific investment could spark future redevelopment activity on adjacent sites and improve the current perception of the area.



PUBLIC REALM IMPROVEMENTS

A core principal of this redevelopment strategy is addressing the most visible portion of the sector plan area: MD 210 and the streetscape infrastructure. Improving this public realm will have the greatest impact on the quality of life of residents, marketability of sites for redevelopment, and restoration of the degraded environmental conditions. Currently, the main roadway and service road infrastructure creates physical barriers between residents and destinations in the study area. This vision converts the wide Right-of-way; currently developed as service roads, into a linear park with stormwater management facilities, wide traversable sidewalks, street trees, benches, lighting, signage, and other associated streetscape elements. The plan recommends the addition of four intersections on MD 210, and that the current bus stops be located at the newly created crosswalks, eliminating unsafe mid-block stops. This public realm transformation is intended to make the area more functional for residents, promote economic growth for the current area businesses, and create desirable locations for the development of new businesses. The concept transforms the MD 210 corridor from a suburban thoroughfare to an urban boulevard. The development of additional intersections will slow traffic, create safer pedestrian crossings, and make businesses more visible and accessible.

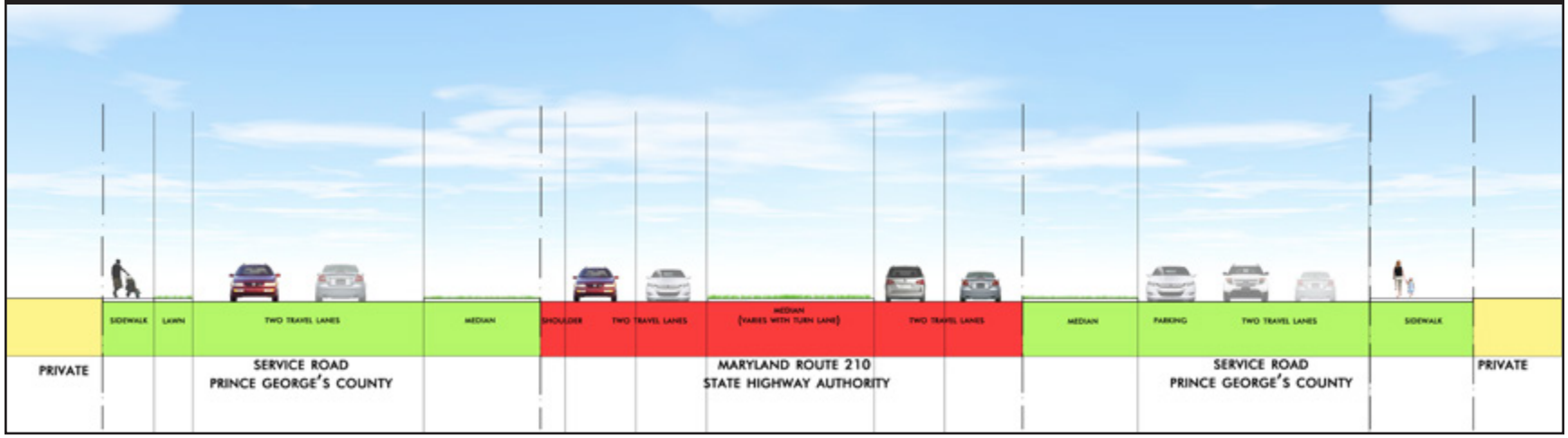
Map 11: MD 210 Corridor Existing Plan



Roadway: Existing Conditions

MD 210 has two moving lanes and turning lanes in both directions with service roads on each side. The service roads are separated from the central highway by a median and each includes two more moving lanes. The east side service road also includes a parking lane, while the west side includes a sidewalk. The service roads are underutilized and create a safety hazard at points of entry and exit as drivers maneuver from the main travel lanes to access the service drives. The service roads and their accompanying medians are 70 feet in width. When added to the 70-foot width of the arterial travel lanes, the entire right of way of MD 210 is 140 feet, which is too long of a distance for pedestrians to comfortably and safely cross.

Figure 2: MD 210/Indian Head Highway Existing Section

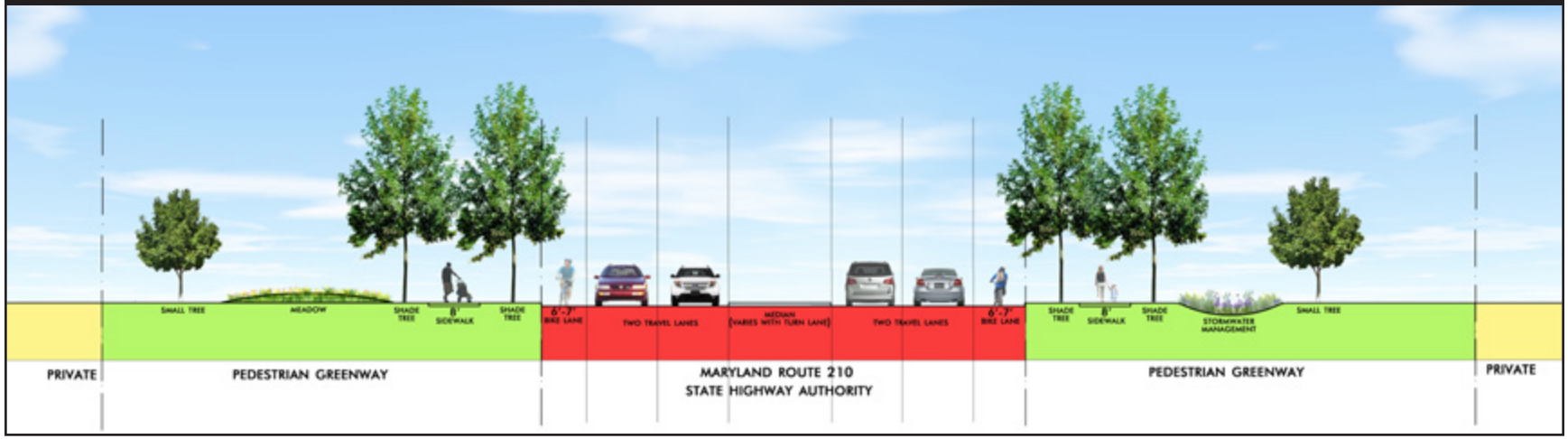


Right of Way	**140 feet, including service roads**
Design Speed	**50 mph**
Number of Intersections	**4**
Defining characteristics	**Between I-495 and Livingston Road, the road is primarily a 4-lane divided highway separated by a grassy median. From Livingston Road to Southern Avenue, the grassy median disappears and the road widens to add 1 travel lane each direction and 1–2 turn lanes. A guardrail separates the northbound and southbound lanes between Livingston Road and Audrey Lane, with a small break for pedestrians at Talbert Drive. MD 210/Indian Head Highway is lined by service roads that vary from 1–2 travel lanes on either side.**
Public Realm Amenities	**Sidewalks**

Roadway: Improvements

The proposed roadway maintains four travel lanes, two in each direction and necessary turn lanes within the existing right of way, and eliminates the service roads. In their place is a generous greenway, complete with trees, sidewalks, bicycle paths, and bioswales. These public realm improvements will increase pedestrian and bicycle safety, decrease vehicular accidents caused by unclear movements, and improve water quality. In order to be able to eliminate the service roads, additional driveways and intersections are required so commercial or residential properties will not lose access to MD 210. This transformation will take place over the long-term, and each phase of roadway improvements will need to ensure continuous access to all properties at all times.

Figure 3: MD 210/Indian Head Highway Proposed Section



Right of Way	**70 feet**
Design Speed	**25 mph**
Number of Intersections	**8**
Defining characteristics	**Urban Boulevard in character, with bike lanes, framed by a linear park and sidewalks from Livingston Road to Southern Avenue. Through the sector plan area, the road is 4 travel lanes with a landscape median and multiple opportunities for pedestrian and bike crossings.**
Public Realm Amenities	**Bike Lanes, street trees, ADA compliant sidewalks, bioswales, enjoyable greenspace**

Environment: Improvements

Recommended improvements to the sector plan area's natural environment are targeted to improve air and water quality, and reduce heat island effect and energy consumption.

Air quality will be improved through a new comprehensive network of pedestrian and bicycle paths, which will reduce dependence on automobiles. Improved bus access and shelters will strengthen and help support transit ridership. The increased tree canopy proposed along the MD 210 corridor and elsewhere in the plan area will reduce carbon dioxide, remove particulate matter, and absorb stormwater.

Improvements to water quality will be supported with the improvements to the Winkle Doodle Branch Channel along Southern Avenue as proposed by the District of Columbia's Department of Transportation (DDOT). DDOT proposes a naturalized channel approximately two feet deep to carry any base-flow and the first several inches of stormwater which will provide infiltration and groundwater recharge. Prince George's County will maintain and replace the channel within the County along Owen's Road. Below the Winkle Doodle Bridge, the stream is naturalized and recommended to have increased riparian buffer and floodplain to help restore function and transition the stormwater from the Winkle Doodle Channel into a natural system. A public park is recommended at the intersection of MD 210 and Livingston Road with rain gardens, additional tree canopy, and increased green space.

A county-owned woodland and tributary site of nearly two acres adjacent to the Forest Heights Elementary School should be improved as a forested wetland with a boardwalk trail so residents can connect downstream to the mainstem of Oxon Run and upstream to a proposed Community Activity Center and trailhead at MD 210 (Footnote). The improvements along the MD 210 corridor reduce pavement and provide bioswales and street trees that will improve water quality in the entire sector plan area.

Long-term redevelopment plans will include additional bioretention facilities in current parking lots, on public properties, along road right-of-ways, stream daylighting and channel removal where possible, and additional street trees and stream riparian buffers.

Figure 4: MD 210 Public Realm Illustration



Trails: Improvements

A critical component of a community improvement plan includes a comprehensive network of pedestrian and bicycle paths to provide alternative connectivity as well as recreational activity choices. This plan makes recommendations to add sidewalks and trails where they are missing or incomplete. Sidewalks should follow public streets and be within public rights of way when possible to maintain ease of access for all residents. Trails are proposed to follow streams and connect recreational land uses. The intention is to build upon existing pathways and to complete the network of trails. There is currently a regional trail system along Oxon Run west of and behind Eastover Shopping Center. This system is part of a National Park Service trail that leads south to the historic Oxon Hill Farm. This system requires a bridge replacement at the tributary below Forest Heights Elementary School that was washed out several years ago.

The District of Columbia is also constructing *complete streets* trails and bikeways to connect to and through the city. MD 210 connects to the proposed Capital Street Trail as well as proposed improved *complete streets* along Southern Avenue.

The development of a trail is proposed in this plan for the tributary beside Forest Heights Elementary School that is a critical link between Oxon Run and Livingston Avenue and would serve to provide a complete walkway from east and west Forest Heights to Oxon Run. Other trails create connections between parks, Glassmanor Community Center/Park, Forest Heights Neighborhood Park, Oxon Run, and new parks and trails.

Map 12: Trails and Sidewalks



NEIGHBORHOOD INVESTMENT/REGULATORY ACTIONS

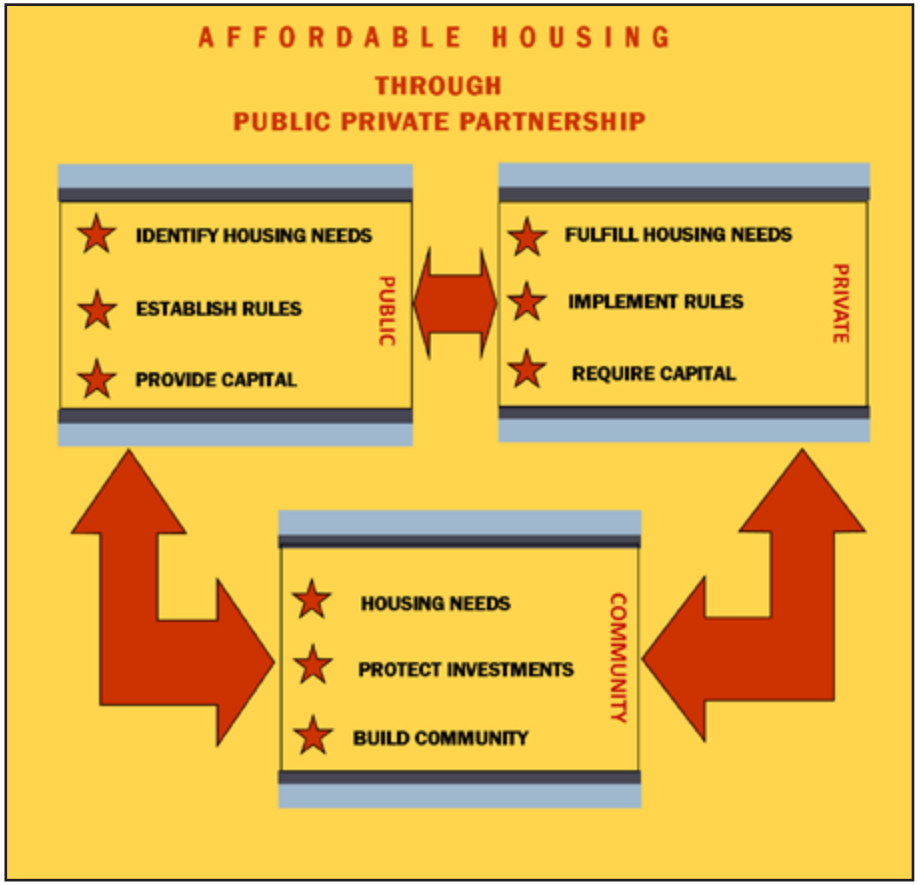
Action toward achieving the vision developed in this plan requires a coordinated effort by members of the community, Prince George's County government, local non-profits, religious institutions, schools and community centers, the Town of Forest Heights, M-NCPPC and other persons and agencies concerned about the future of Eastover, Forest Heights, and Glassmanor. Partnerships between interests that have a shared concern for improvements should be continually identified and fostered in order to achieve progressive change. Planning work during the development of this plan included meeting with various community organizations to develop a collaborative communication platform for plan implementation.

This plan integrates the efforts of the Glassmanor/Oxon Hill Transforming Neighborhoods Initiative (TNI), which addresses area safety, youth services, neighborhood beautification, economic development, and abandoned property usage. This plan also supports the Forest Heights/Oxon Hill Community Development Corporation's efforts, including their mission to create a business alliance that can coordinate needs of local businesses. The plan also recognizes additional local, county, and state resources that can assist with redevelopment efforts and small business assistance.

A variety of Maryland State resources, Prince George's County resources, and local community resources can be leveraged to support the objectives of this sector plan. Resources range from assistance for small business owners to economic development funding for the greater sector plan area. It is recommended that M-NCPPC, local stakeholder organizations, and individual businesses familiarize themselves with these resources to understand what may be available to support their economic development objectives.

Public/private partnerships, tax incentives, sustainable community designation, smart growth, and other incentives exist to help the communities and businesses in the plan area achieve a renewed vision and redevelop consistent with the recommendations in this plan.

The county's regulatory processes for zoning and development often require studies and evaluations to prove the proposed development can be absorbed without onerous impacts to the existing social services and physical infrastructure. This sector plan provides a determination of public facility and transportation adequacy based on long-term build-out of this plan.



Public/Private Partnerships

SITE-SPECIFIC REDEVELOPMENT

Early analysis found that organizing redevelopment in five geographic zones is the best way to approach a strategic vision. These redevelopment opportunity "focus areas" each have different physical conditions and roles within the sector plan area.

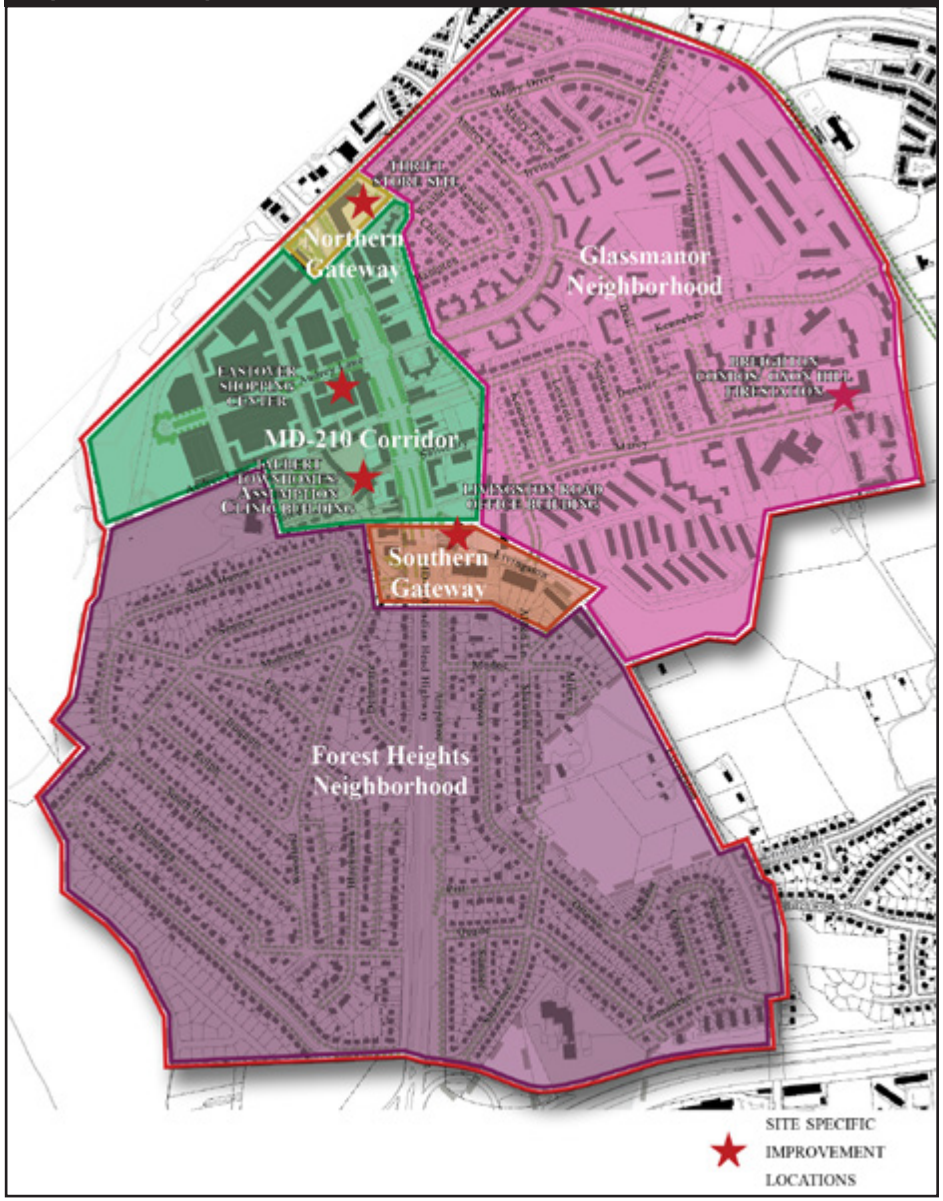
Northern Gateway (the entryway into the sector plan area between Washington D.C. and Maryland). This area has the most pedestrian traffic. It is directly adjacent to the Eastover Shopping Center, which has the greatest concentration of retail activity. Opportunity exists to leverage the Winkle Doodle Bridge, the Thrift Store site, and the District of Columbia's investment in the public realm at the intersection of Southern Avenue and MD 210/Indian Head Highway.

MD 210/Indian Head Highway Corridor (the bulk of commercial activity in the sector plan area). This area has the greatest need for redevelopment and public realm improvement to promote pedestrian safety, enhance area aesthetics, and support business growth. A Long Term opportunity is to create density and an urban core on the Eastover Shopping Center parking lot.

Southern Gateway (the entryway to the MD 210/Indian Head Highway Corridor from the south, located at the intersection of MD 210 and Livingston Road). The Livingston Road Office Building and the Livingston Road/MD 210 intersection create an opportunity to catalyze corridor redevelopment through public realm interventions.

Glassmanor Neighborhood (predominantly attached and multi-family residential neighborhood). Strategic sites present opportunities to promote new development, update existing apartment buildings, and guide planned neighborhood improvements. Public realm investments at certain locations within the residential areas can improve aesthetics and public safety.

Map 13: Redevelopment Focus Areas



Town of Forest Heights: Independent municipality and attached and single-family residential neighborhood. This stable community has the opportunity to improve sidewalk infrastructure and overall connectivity.

Seven sites have been identified for redevelopment in the sector plan. Strategies have been enumerated to maximize the economic development potential of each. Visually appealing and financially successful projects on these sites will increase the land values of nearby properties and promote additional private sector investment along MD 210 and in the plan area. These site-specific redevelopment recommendations are designed to leverage public realm improvements and create additional value.

Focus Area 1: Northern Gateway

Existing Conditions The Northern Gateway is located at the intersection of South Capitol Street and MD 210. This is the sector plan area's major entryway between the District of Columbia and Prince George's County. Neighborhood character changes from an urban environment in Washington D.C. to an open, suburban one at the Prince George's County border. The Southern Avenue bus stop, located just across the border in Washington D.C., brings a large amount of pedestrian traffic to the area. Despite the heavy foot traffic, the area could be more pedestrian-friendly through reduced traffic speeds and increased public realm infrastructure. The Northern Gateway is marked by:

- The Winkle Doodle Bridge, spanning the Winkle Doodle Branch channel/stream and connecting South Capitol Street SE to MD 210/Indian Head Highway: The District of Columbia is planning the redevelopment of the bridge and the infrastructure of the Winkle Doodle Branch to address flooding issues and create a stronger public realm along Southern Avenue.
- The 2.3 acre Indian Head Highway Thrift Store site: This includes 95 parking spaces at the front of the property and the 36,000 square-foot thrift store located at the back of the site.

Map 14: Northern Gateway Existing Site Plan

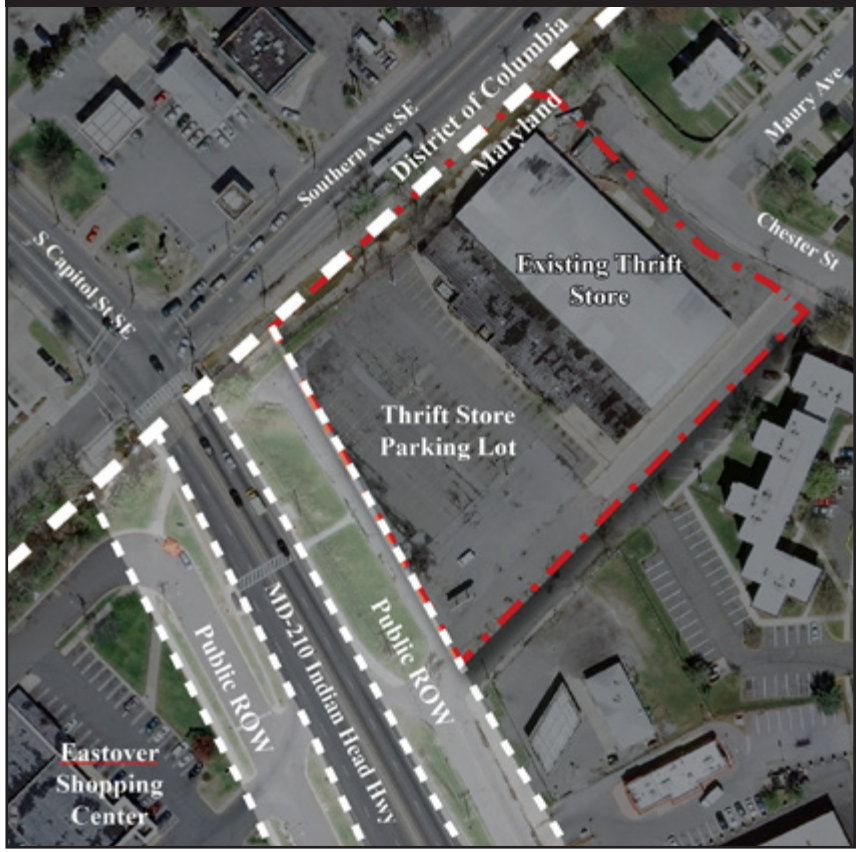
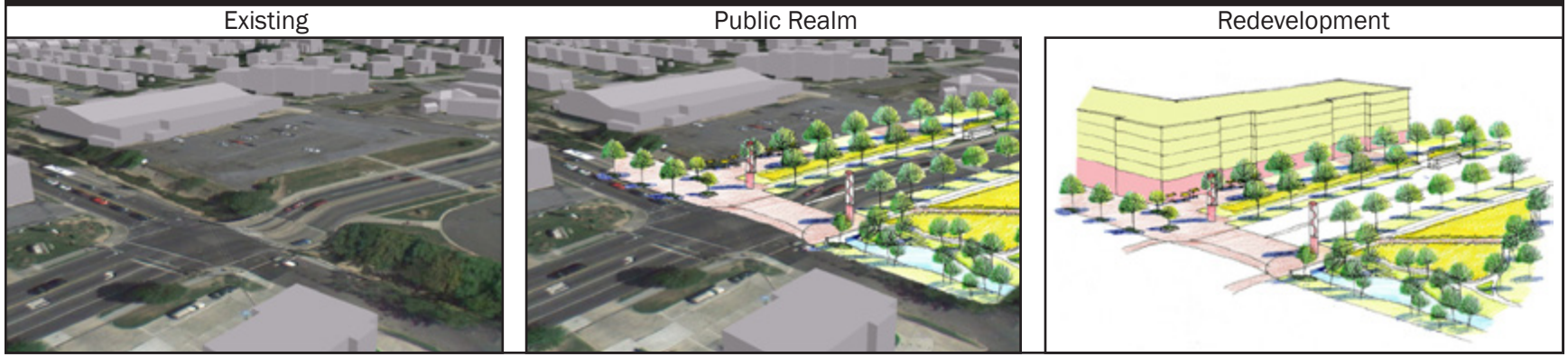




Figure 5: Northern Gateway 3-D Rendering



- The northeast corner of the Eastover Shopping Center: consists of an access road, parking spaces, and side/rear of a CVS pharmacy.
- The paved and under-utilized public realm/service roads dividing MD 210/Indian Head Highway from the private property on either side.

Redevelopment Opportunity The opportunity exists to anchor the MD 210 commercial corridor both visually and economically. This change would ensure safe pedestrian access to the Eastover Shopping Center from the District and promote future development south along the corridor.

Public Realm Improvements

The northern gateway is primarily the intersection of MD 210/Indian Head Highway and Southern Avenue. Improvements to the public realm at this location are envisioned to stimulate the redevelopment of the Thrift Store site into a mixed-use, retail, and residential facility. These improvements include streetscape features such as street trees, sidewalks, bioswales, bus shelters, and also include some unique features to create an appropriate gateway to Prince George's County. These features include a pair of pylons on each side of the road that serve as entry markers and mast lights. These mast lights are envisioned to be powered by helical wind turbines, to demonstrate the county's commitment to sustainable practices. A plaza is also proposed on the east side for retail amenities such as cafes

Figure 6: Northern Gateway Proposed Plan



or markets. This plaza would extend to and be coordinated with the District of Columbia's initiative to place the Winkle Doodle Branch in a box-culvert and provide an urban plaza atop the culvert. Another special feature of this area includes the preservation of the existing Banneker stone, one of the original survey markers used to delineate the boundaries of the District in the eighteenth century.

On the west side of MD 210 the plan recommends widening the natural stream channel on the south bank to allow flood waters to dissipate during storm events. This enhancement improves physical and visual access to the stream.

Recommendations:

- Improve water management at DC/MD border.
- Create public plaza at northwest corner of Thrift Store site.
- Introduce gateway markers.
- Move bus stop to "new" intersection at Future Street.

Figure 7: Northern Gateway Rendering



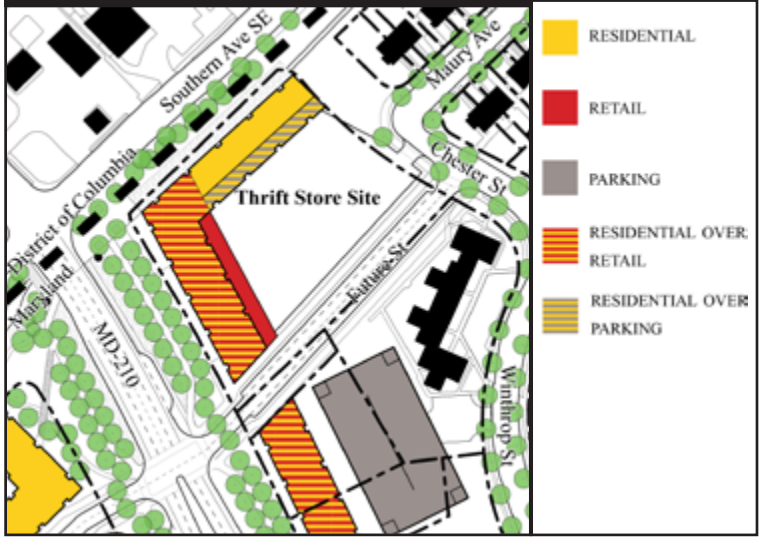
Thrift Store Redevelopment

An opportunity exists to significantly enhance the physical conditions, property value, and utility through development. The redevelopment concept transforms the Thrift Store site to a mixed-use 5-story building with multifamily apartments and ground-floor retail and an expanded pedestrian-oriented sidewalk and plaza. The Thrift Store site's proximity to bus stops, pedestrian traffic, and the District of Columbia creates an opportunity for the site to serve as a gateway building to MD 210 and Prince George's County.

Table 4: Thrift Store Redevelopment

Who	**Thrift Store ownership**
What	**Redevelopment of the Thrift Store site to a multifamily residential development with ground-floor retail abutting a new public open space at the northwest corner of the site.**
Where	**4800 Indian Head Highway, Oxon Hill, MD**
Why	**Opportunity to develop new housing; create a walkable environment; utilize available public space in a meaningful, pedestrian-oriented way; and create a visual and economic anchor that can help spur additional investment south down MD 210/Indian Head Highway.**
How	**There are multiple potential development methods: sale of site by owner; public-private partnership/development; involvement of Prince George's County Redevelopment Authority and other public and private investors.**
When	**This is a Near Term opportunity (development process to start in 0-5 years)**

Figure 8: Thrift Store Future Land Use



Focus Area 2: MD 210/Indian Head Highway Corridor

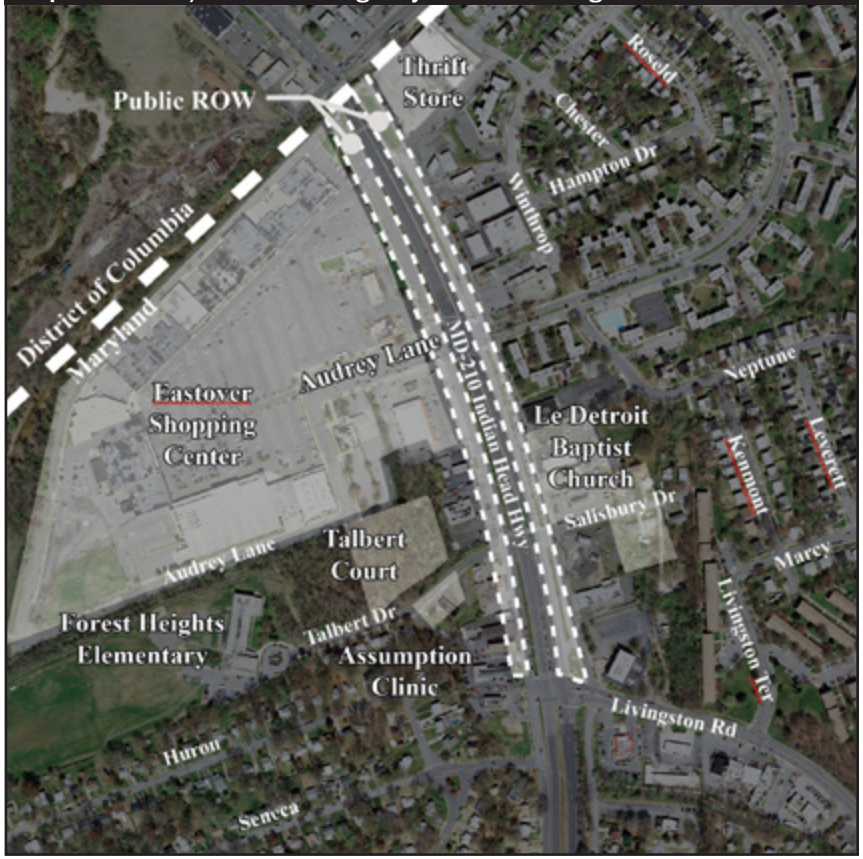
Existing Conditions The MD 210/Indian Head Highway is a connecting highway between the Capital Beltway and the District of Columbia. For most of this distance, MD 210/Indian Head Highway has a small center median or guardrail and service roads on both sides of the main road.

The Eastover Shopping Center, comprising approximately 270,000 square feet at the interior edges of the 77-acre property, is situated along the western portion of MD 210/Indian Head Highway between the Winkle Doodle Bridge and Talbert Drive. Anchored by a Giant grocery store and CVS pharmacy, Eastover Shopping Center is a major retail destination for the surrounding area. While it boasts high occupancy rates, the over-abundance of parking spaces creates a sparse, suburban environment. The eastern side of the street consists of fifteen older, low-density retail properties; an apartment community; a storage facility; and the Le Detroit Baptist Church. The retail space along MD 210 predominantly consists of auto service businesses and other establishments that target transient customers rather than neighborhood residents.

The half-mile stretch of road between Livingston Road and the northern end of MD 210/Indian Head Highway contains only two intersections with crosswalks and traffic lights.

Redevelopment Opportunity The creation of additional cross streets, intersections, and crosswalks will (a) slow traffic, (b) allow pedestrians to walk safely and comfortably cross the road, and (c) provide additional customers and better access to existing and future retail, to renovate the current infrastructure into an urban boulevard. The plan proposes the service roads as a place for a new linear urban park, extending from the Northern Gateway.

Map 15: MD 210/Indian Head Highway Corridor Existing Condition







Public Realm Improvements

The MD 210 corridor is envisioned as an urban boulevard with the existing service roads removed and replaced by sidewalks, bicycle paths, trees, and bioswales. This transformation will accommodate vehicles, bicyclists, and pedestrians with new street intersections, shorter crosswalk distances, and increased bus stop amenities to accommodate an expanded bus or BRT service. The plan recommends the counties, the Department of Public Works and Transportation (DPW&T), and Maryland Department of Transportation (MDOT) coordinate with the District of Columbia's Department of Transportation (DDOT) to evaluate the provision of fixed guideway along MD 210 with connections to National Harbor. This will result in a safer and more comfortable environment for pedestrians, without compromising vehicular access to any shops or residential buildings.

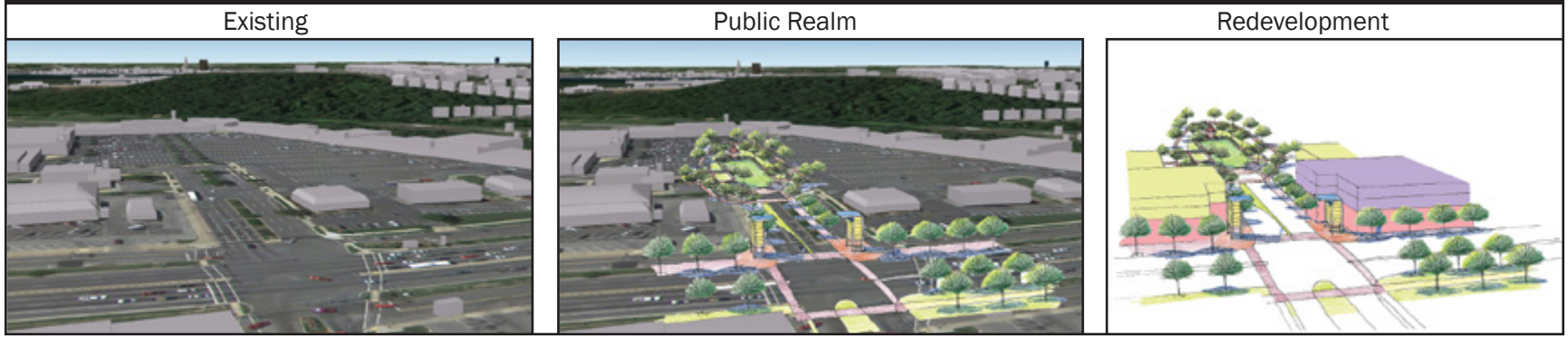
Improvements are proposed for the intersection of MD 210 and Audrey Lane, the main entry to Eastover Shopping Center. The plan narrows the Audrey Lane entry to the shopping center from eight lanes to four, and an additional left turning lane. In this manner, the crosswalk distance is reduced by 30 feet. This improvement will create developable land along Audrey Lane and MD 210. Mixed-use residential buildings with ground-floor retail are planned to frame the reduced roadway.

Additionally, a natural park and trail walk is imagined in front of Forest Heights Elementary School. This park helps connect the Oxon Run trail and the new Trailhead Park at the Southern Gateway.

Figure 9: MD 210/Indian Head Highway Corridor Illustration



Figure 10: MD 210/Indian Head Highway Corridor 3-D Rendering



Eastover Shopping Center Redevelopment

The sector plan depicts a phased redevelopment of the under-utilized Eastover Shopping Center's parking lot into a mixed-use neighborhood center. This development will be followed by the restructuring of MD 210 to continue improving area aesthetics, increasing accessibility and visibility, enhancing pedestrian safety and walkability, and establishing Eastover Shopping Center as a commercial destination. Within the long term, the site can support:

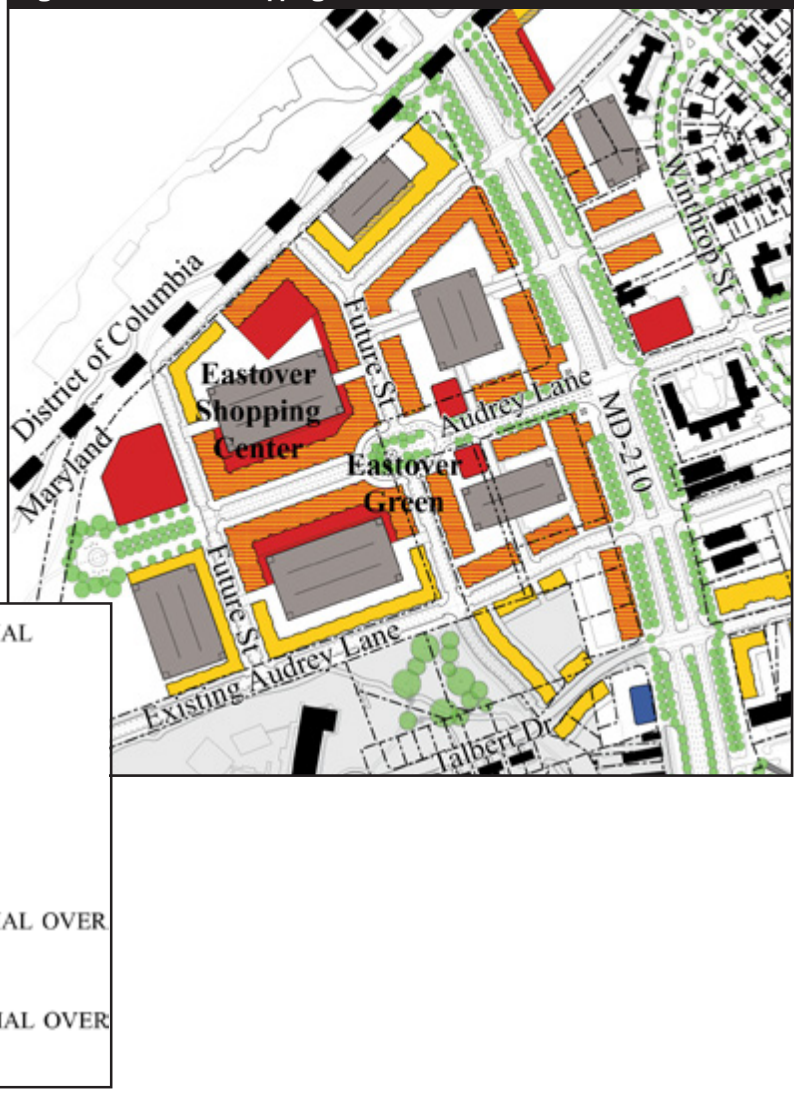
- 505 multifamily apartments
- 73,000 square feet of redeveloped retail space
- 732 parking spaces

Figure 11: Aubrey Lane and MD 210/Indian Head Highway Rendering



Table 5: Eastover Shopping Center Redevelopment	
Who	Eastover Plaza Improvements LLC, DLC Management
What	Additional retail development located closer to the street on underutilized parking lots, eventual mixed-use construction with multifamily units and ground-floor retail.
Where	Eastover Shopping Center, Oxon Hill, MD
Why	Develop a more walkable environment; densify and enhance aesthetic quality of urban design; and create significant additional land value and development opportunity.
How	Development structures may include public-private partnership development; involvement of Prince George's County Redevelopment Authority and other public and private investors.
When	Mid Term (5-15 years) and Long Term (15+ years) opportunities.

Figure 12: Eastover Shopping Center Future Land Use



Talbert Townhomes Development

This sector plan recommends the demolition of the Assumption Clinic building to eliminate an abandoned building and increase surrounding land values. Doing so will promote the development of the previously-proposed Talbert Court Townhome Development north of Talbert Drive and could include the Assumption Clinic site redeveloped with new townhomes to balance residential development on both sides of Talbert Drive. This proposal also recommends constructing a new road connecting Talbert Drive to Eastover Shopping Center to the north, and re-adjusting development parcels to create the Talbert Drive Park. Development of the following could begin within the next five years:

- 29 townhome units
- 50 multifamily units
- 5,000 square feet of retail space
- 60 parking spaces
- New park at Forest Heights Elementary School and Talbert Drive

Figure 13: Talbert Park Illustration



Table 6: Talbert Townhomes Development	
Who	**Public-Private partnership between Assumption Clinic owner; Prince George's County; and private developers**
What	**Redevelopment of the Assumption Clinic building site; creation of new residential and retail space; and creation of additional street grid by connecting Talbert Drive to the Eastover Shopping Center.**
Where	**100 Block of Talbert Drive, Forest Heights, MD**
Why	**Razing of an abandoned building; value creation; help connect a residential neighborhood to a retail amenity.**
How	**This redevelopment could possibly include public funds for the acquisition and demolition of the Assumption Clinic building; a land swap could entail offering the demolished Assumption Clinic site to the owner of the parcels north of Talbert Drive in exchange for a County easement to build new street infrastructure and Talbert Park.**
When	**Near Term opportunity (0–5 years) to begin the planning process.**

Figure 14: Assumption Clinic Future Land Use



Le Detroit Baptist Church Housing Development

Le Detroit Baptist Church owns retail parcels adjacent to the church and has expressed interest in developing housing on these sites. The development will create more building density along MD 210/Indian Head Highway, and generate additional foot traffic. A preliminary development program calls for:

- 59 multifamily housing units (affordable or market-rate)
- 40 parking spaces

Table 7: Le Detroit Proposed Plan

Who	**Le Detroit Baptist Church**
What	**Development of a 59-unit apartment community on church-owned commercial property**
Where	**Adjacent properties to the south of the church (5306 Indian Head Highway, Oxon Hill, MD)**
Why	**There is need for additional housing in the community; this development can provide additional activity along this stretch of MD 210; new development can better achieve the desired urban design. The existing retail space is a Papa John's restaurant that is set back approximately 100 feet from the lot line.**
How	**Le Detroit Baptist Church may decide to partner with a developer or development consultant; if the project is affordable it will likely include Low Income Housing Tax Credits and potential involvement of Prince George's County Redevelopment Authority. This development could also include needed social services such as health care facilities.**
When	**Long Term opportunity (15–20 years before start of development process)**

Figure 15: Le Detroit Baptist Church Future Land Use



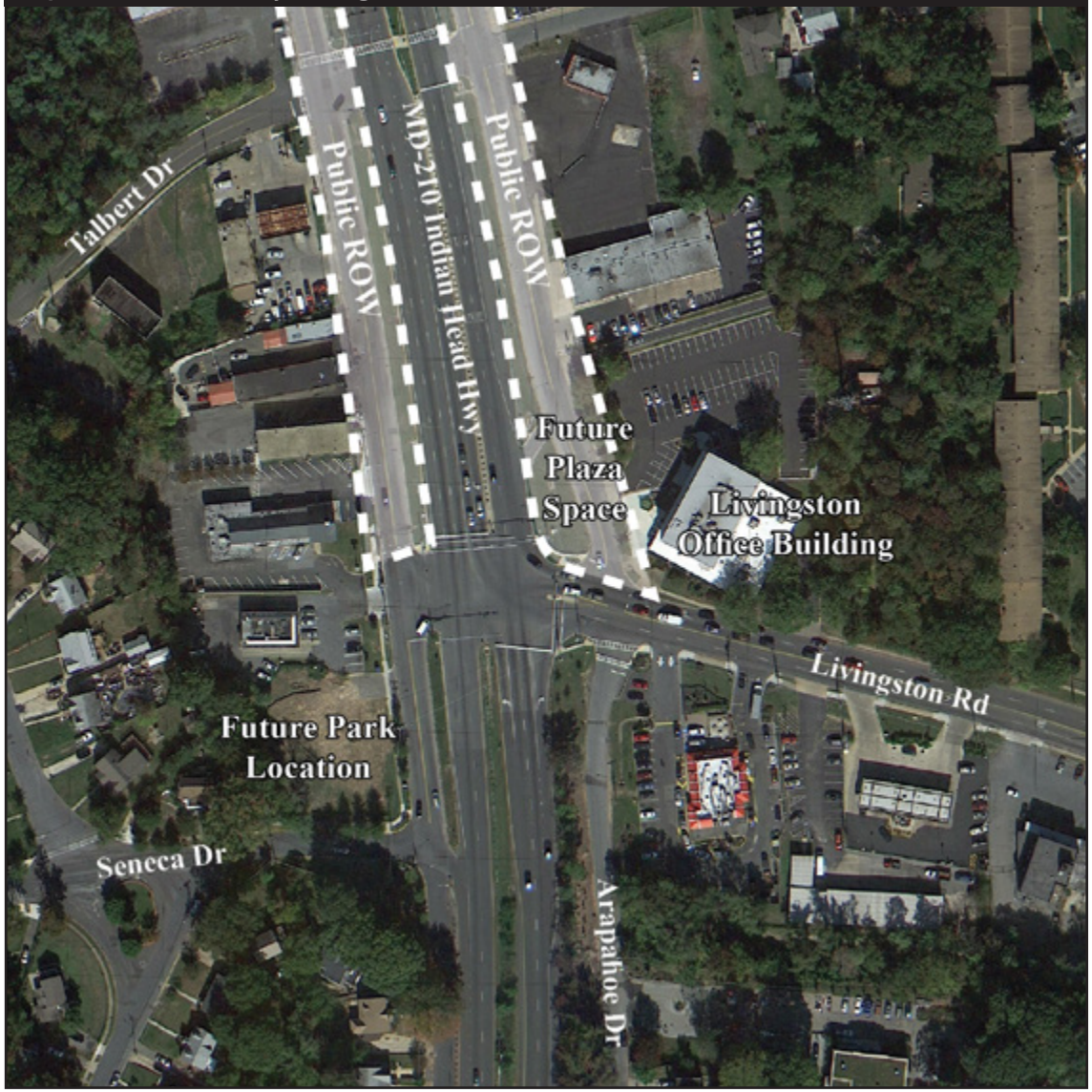
Focus Area 3: Southern Gateway

Existing Conditions The third Focus Area is the space immediately surrounding the intersection of Livingston Road and MD 210. This intersection is the entryway to the MD 210 retail corridor to the south from both Livingston Road and the Capital Beltway. This intersection is also the transition gateway into and out of the Town of Forest Heights. The three-story office building currently located at the northeast corner is particularly noticeable because it rises above the other, one-story land uses that surround the building. Currently this building is 66% vacant. Management is looking for office tenants to fill the remaining space.

Fifteen properties constitute the Southern Gateway Focus Area: seven retail properties, six office properties, the Carlyle at Harbor Pointe (510-unit apartment building), and the Abundant Life Ministries church. Similar to other focus areas, the commercial buildings were predominantly built in the 1950s and are set back from the street.

Infrastructure challenges complicate this intersection because MD 210 is recessed through south Forest Heights and the service roads begin on the east side of MD 210 as the road moves north. The long, angled crosswalks at the Livingston Road intersection make it difficult for pedestrians to cross the street and vehicles to turn. Additionally, the Town of Forest Heights Town Hall and administrative offices are near this intersection, making it difficult to walk to these civic areas.

Map 16: Southern Gateway Existing Plan



Redevelopment Opportunity Moderate redevelopment potential exists in this focus area including creating tenant assistance to revitalize the Livingston Road Office Building. The Forest Heights/Oxon Hill Community Development Corporation recently obtained office space in the building and other service-oriented tenants are currently beginning to occupy the office space. It is envisioned that this highly visible building will continue to gain tenants that provide community-based services.

Public Realm Improvements

The intersection of MD 210/Indian Head Highway and Livingston Road encompasses the Southern Gateway. The northeast corner is an especially wide service road area with a two-story office building. The proposed public realm improvements in this location call for removal of the service road, replacing it with an urban park and plaza. In order to vacate the service road in this location, a new driveway from MD 210 would need to be added to access the existing parking lot of the office building. The open space is intended as a multi-purpose civic green, conducive to festivals, performances, and farmers' markets. Some of the office tenants would be public or civic agencies, which will give this location a civic center quality, both in architecture and landscape.

This location is critical in the sector plan area, as it is the first intersection on MD 210/Indian Head Highway when approached from the Capital Beltway. It is the transition area between the Town of Forest Heights and the commercial area along MD 210.

A small vacant lot is located diagonally across from the Livingston Office Building to the southeast. A small pocket park is proposed for this site, with rain gardens and a trail head that would connect to Forest Heights Elementary School along the restored and improved stream and as a crucial link in the sector plan area pedestrian network. The plan recommends this site as a possible location for a community center for Forest Heights. The Town currently has no street presence on MD 210 and this location at the axial end of Livingston Road would provide visibility and connect the neighborhood to the center with the proposed trail.

Figure 16: Vacant Lot Illustration



Figure 17: Livingston Road Office Building Illustration



Livingston Road Office Building Redevelopment

The Plan recommends that the Forest Heights/Oxon Hill Community Development Corporation provide marketing support and tenant assistance for the Livingston Road Office Building, leveraging resources discussed in the Regulatory Action section of the sector plan. The area around this building can become an amenity for both tenants and the Forest Heights/Glassmanor community.

Table 8: Livingston Road Office Building Redevelopment

Who	**Support by the Forest Heights/Oxon Hill Community Development Corporation; potential public-private partnership between Livingston office building owner and Prince George's County.**
What	**Aid in securing tenants**
Where	**Adjacent properties to the south of the church (5306 Indian Head Hwy, Oxon Hill, MD) 5410 Indian Head Hwy, Oxon Hill, MD**
Why	**The Livingston Road office building is currently 66 percent vacant**
How	**County and Forest Heights/Oxon Hill CDC marketing support and rent subsidization.**
When	**Near Term opportunity (0–5 years)**

Figure 18: Livingston Road Office Building Future Land Use

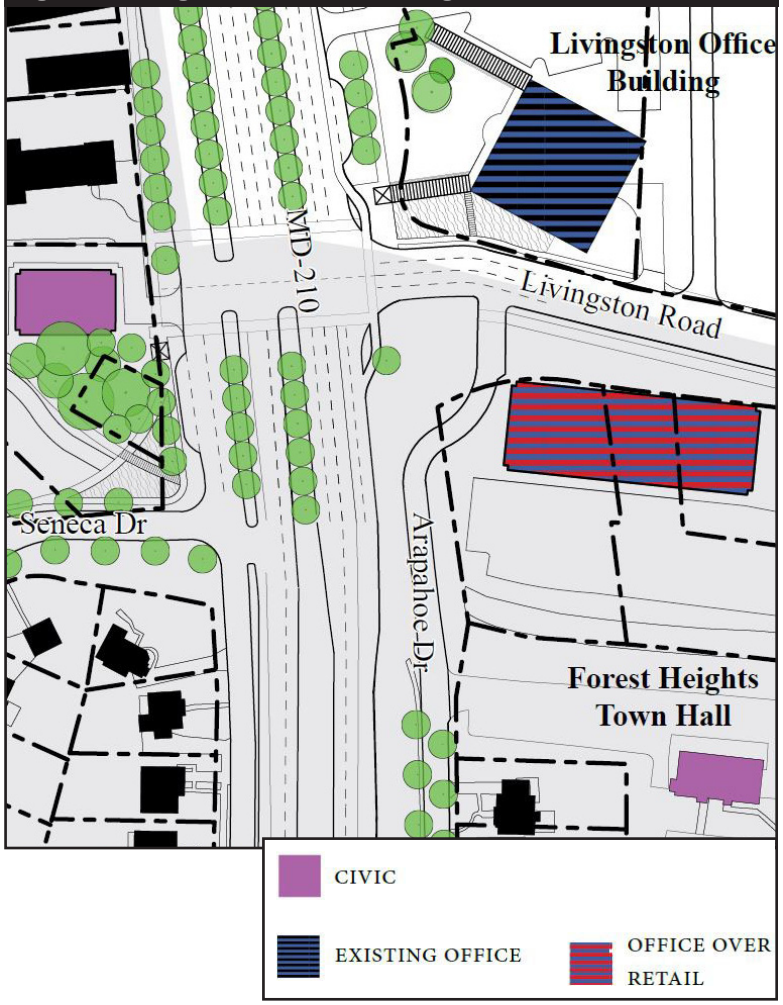
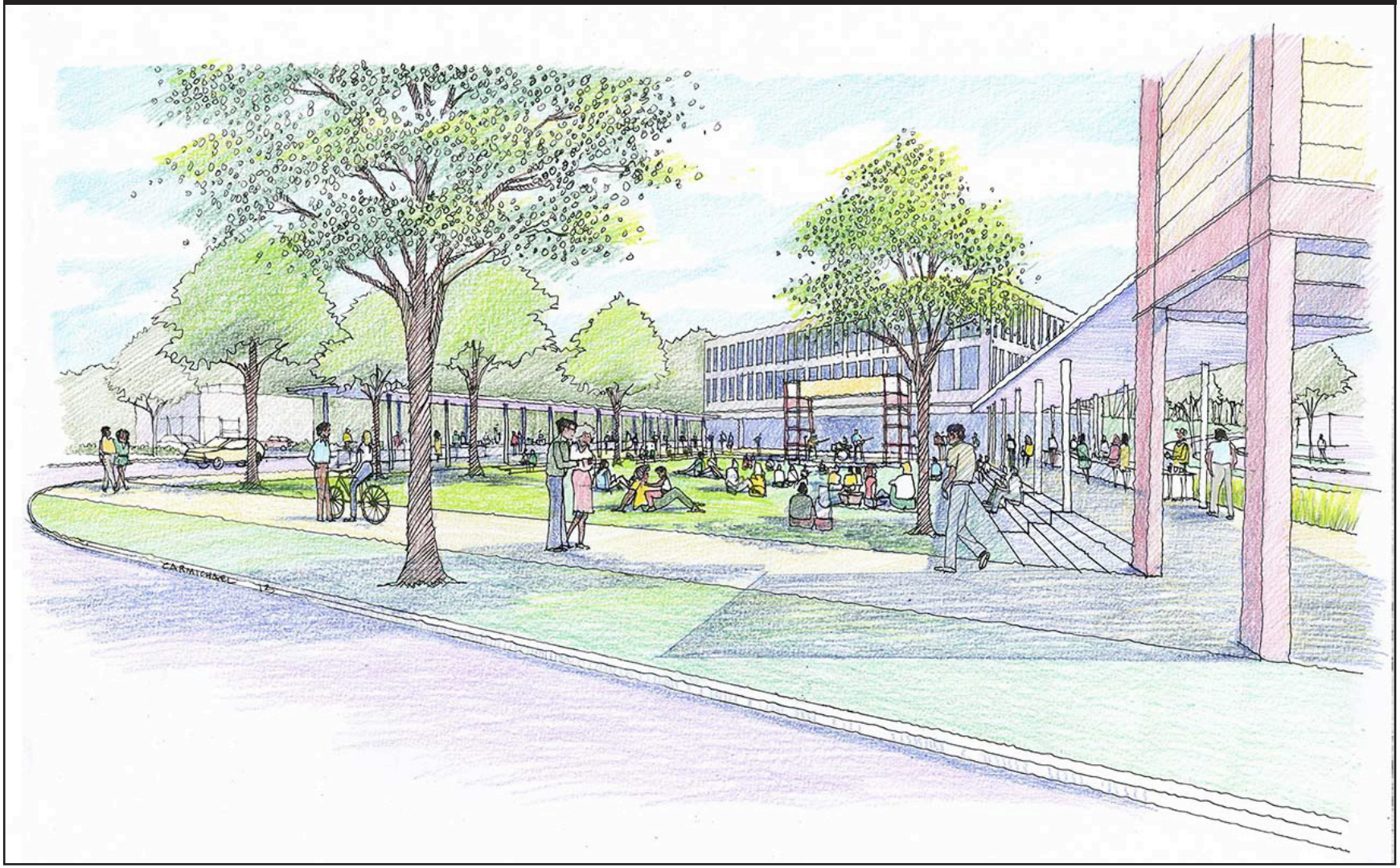


Figure 19: Livingston Road Office Building Rendering



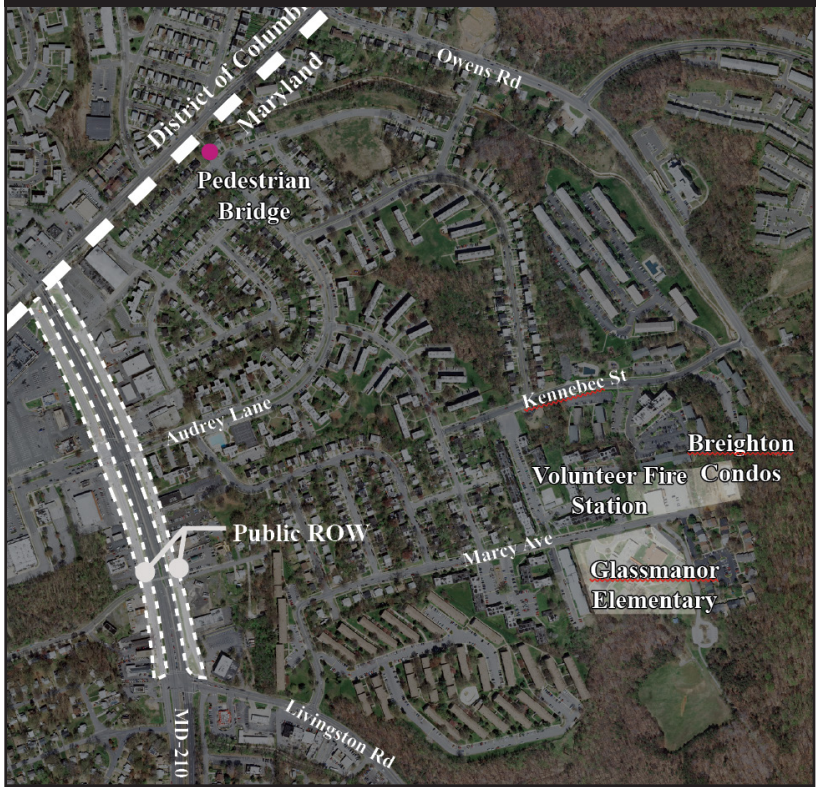
Focus Area 4: Glassmanor Neighborhood

Existing Conditions Glassmanor is the residential neighborhood on the northeastern portion of the sector plan area with a wide range of home types including multifamily, duplex, and single-family homes. Recent development and approved development in the sector include the Milano Apartments on Kennebec Street with a recently completed restoration, and a Ryan Homes 63-unit townhome community on Maury Ave.

The Glassmanor Elementary School and Community Center anchor the neighborhood and are both important assets and the social core of the community. The Oxon Hill Fire Department Company 42 on Marcy Ave is expected to move away from its current location once the Barnabas Road Station is complete within ten years. The fire station is currently next to a site that has been cleared in anticipation of a condominium development.

Redevelopment Opportunity The anticipated relocation of the Oxon Hill Volunteer Fire Company will create an opportunity for the redevelopment of both that site and the adjacent Breighton Condominium site.

Map 17: Glassmanor Existing Plan









Public Realm Improvements

To further facilitate pedestrian and cyclist mobility between Glassmanor and the District of Columbia, an improved pedestrian bridge is proposed in the Glassmanor neighborhood. The existing pedestrian bridge is deteriorating and does not meet ADA standards for barrier-free access. The proposal replaces the existing bridge with one that is wider at eight feet, and barrier free. The new bridge will cross the Winkle Doodle branch at the same location as the current bridge and will connect to the new *complete streets* that the District of Columbia is creating along Southern Avenue. Additional lighting and landscape plantings are proposed to create a safe welcoming gateway.

Figure 20: Pedestrian Bridge Rendering



Figure 21: Pedestrian Bridge Illustration



Breighton Condominiums Site Development

Glassmanor's community priorities have made it clear that developing new affordable housing should be included in the sector plan. The location within the neighborhood that has the potential is the Breighton Condominium site and the adjacent Oxon Hill Fire Department building and parking lot. Combining these two parcels would allow for a mid-sized residential community. The location of Glassmanor Elementary School and Community Center across the street from these sites adds further value. A housing development spanning both parcels could reasonably include 117 apartments (affordable and/or market-rate) and 102 parking spaces. This development could be phased such that the first building is constructed on the vacant Breighton Condominium site and the second on the Oxon Hill Volunteer Fire Station site could be redeveloped after the station relocates. It is projected that the Breighton Condominium site would be able to support:

- 54 apartments
- 51 parking spaces

Volunteer Fire Department Redevelopment

The Oxon Hill Fire Department is expected to vacate the site within the next five to ten years. Combining this parcel with the adjacent Breighton Condominiums would allow for a mid-sized residential community and increase the practicality of a housing development.

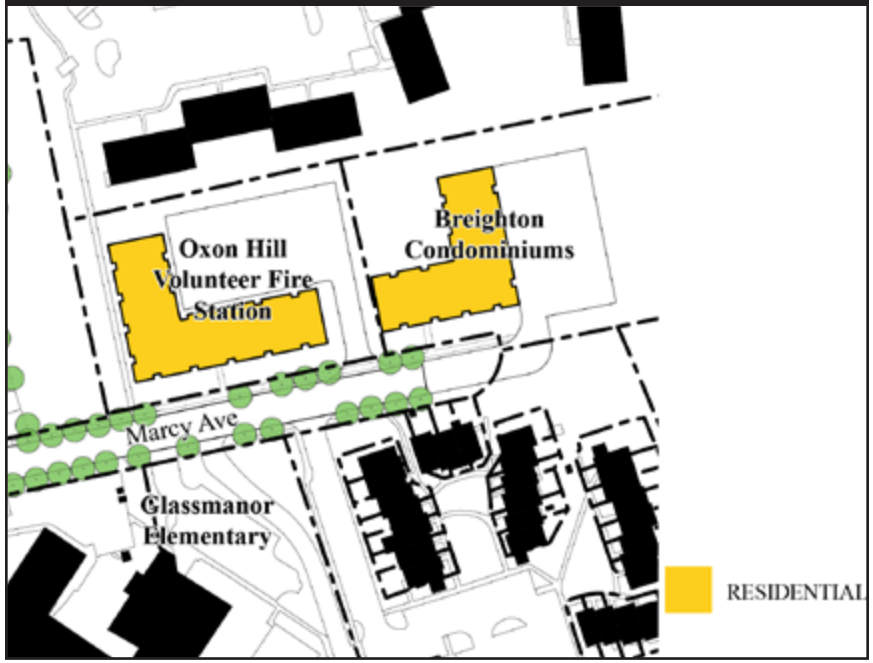
It is projected that the Oxon Hill Volunteer Fire Station site would be able to support:

- 63 apartments
- 51 parking spaces

Table 9: Volunteer Fire Department Redevelopment

Who	**Public-Private partnership between Oxon Hill Volunteer Fire Department; Prince George's County; and Breighton Condominiums site ownership**
What	**Housing Development**
Where	**1100 block of Marcy Avenue, Oxon Hill, MD**
Why	**Capitalize on future unused public property; capitalize on private development investment; respond to need for additional housing.**
How	**Land donated and/or fire station demolished by Prince George's County in exchange for some county control over the design/development process; use of additional county funds to make the project financially feasible**
When	**Breighton Condominiums: Near Term opportunity (0-5 years); Oxon Hill Volunteer Fire Department: Mid Term opportunity (5–15 years)**

Figure 22: Breighton Condominiums Future Land Use



Focus Area 5: Town of Forest Heights

Existing Conditions The Town of Forest Heights Area straddles both sides of MD 210 in the southern portion of the study area. This section of MD 210 is a significant divider between the two residential areas of Forest Heights because the road lacks sidewalks and is grade-separated from neighborhood streets with only one crossing at Livingston Road.

This community is almost entirely residential, composed of duplexes and single-family homes. Two elementary schools serve the community; the Flintstone and Forest Heights Elementary Schools. Many streets of the Forest Heights neighborhoods do not have sidewalks or effective storm water management, which affects residents' ability to walk to neighborhood amenities.

Redevelopment Concept Sidewalk continuity and neighborhood connectivity are a focus for the Forest Heights neighborhoods. Livingston Road has been identified as an unsafe pedestrian environment and sidewalks are needed to allow safe movement along the roadway. A study to address the open stormwater culverts must be completed prior to the implementation of sidewalks along Livingston Road. The concept proposes completing sidewalks on each side of the streets of Forest Heights, and implementing a *complete streets* program. A pedestrian bridge over MD 210/Indian Head Highway is recommended to connect the east and west neighborhoods. Grants and financial assistance for safe walkways to school, and other national initiatives should be researched as possible funding mechanisms for these community connectivity improvements.

Map 18: Forest Heights Neighborhood Existing Plan



Public Realm Improvements

The public realm improvements planned for Forest Heights focus on improving connectivity across MD 210 and within the neighborhoods. A 2002 report focused on potential pedestrian improvements for the section of MD 210 located north of the interchange with I-495, reviewed safety issues related to bus stop locations, lack of pedestrian infrastructure such as sidewalks, and poor visibility during early morning or evening. The report identified a set of potential pedestrian related improvements, including a pedestrian bridge over MD 210, connecting east and west Forest Heights. Any new pedestrian and bicycle facilities, especially a bridge spanning MD 210 would have the potential to increase walking and bicycling in the area, increase connectivity between communities, and increase pedestrian and bicycle safety.

A proposed pedestrian bridge will span MD 210 between the Capital Beltway and Livingston Road. This bridge will connect the eastern half of Forest Heights with the western half, and provide a grade-separated crossing over busy MD 210. This bridge will require a significant structure to span the roadway and to provide adequate clearance for vehicles beneath. The eastern landing of the bridge would be at grade and include a path down to an existing bus stop. The western landing would be elevated above the service road and would require a ramp to provide access for persons with disabilities, as well as a set of steps. The bridge itself could be a gateway element into the sector plan area when approached from the south, and could feature signage or public art to signify that function. It is recommended that SHA install a pedestrian activated signal and crosswalk at this location until a bridge can be funded and built.

Figure 23: Forest Heights Proposed Sidewalks Plan



Figure 24: Forest Heights Pedestrian Bridge Illustration



Within the neighborhoods, sidewalks should be constructed on each street, using *complete streets* practices where space allows. Sidewalks should be ADA compliant and provide safe pedestrian access to all areas of Forest Heights. This effort should be coordinated with the Town of Forest Height's plans for *complete streets* implementation.

DEVELOPMENT PHASING PLAN

Each of the development recommendations in the five sector plan focus areas has carefully considered public and private financial investment, redevelopment prospects, and market demand. Attention is given to ensure that existing properties can remain in active use until they have reached their own redevelopment opportunities. Catalytic sites have been given priority in order to establish momentum and increase land value to neighboring properties. The phasing plans create a framework to allow the Eastover, Forest Heights, and Glassmanor sector plan areas to evolve into an urban center. While the vision extends past 20 years into less predictable conditions, it creates a promising street network and infrastructure that can support increased density. This long-term planning will be invaluable for the community's growth into the future.

Near-Term

This near term plan proposes to take advantage of the planned major infrastructure investments by the District of Columbia, at Southern Avenue and MD 210, and complements this development by creating a Southern Gateway at Livingston Road and MD 210.

Map 19: Near-Term Development, Phase 1



Incremental development of the public realm will begin with one intersection improvement and the transition of one block of frontage road to sidewalks, bioswales, street trees, sidewalks, and green space. The elimination of the service road will be phased to maintain access to all properties as necessary additional intersections are constructed. In some cases, reduction of the frontage road to a smaller access drive may be required to allow for the first phase of the public realm development. This will include:

- The Linear park at the Northern Gateway and redevelopment of the Thrift Store site.
- The MD 210/Indian Head Highway and Talbert Drive/Salisbury Drive intersection improvement.
- The Civic Plaza at the Livingston Road Office Building.
- The conversion of the service roads to a linear park between Livingston Road and Audrey Lane.
- The access road to properties on the eastern side of MD 210/Indian Head Highway that are inaccessible from Talbert Drive will remain.
- The Audrey Lane pedestrian bridge will be redeveloped to create a more engaging public space in accordance with CPTED and ADA standards.

Based on projected market demand, a modest amount of private investment can occur at the following locations:

- Northern Gateway: the existing Thrift Store Site redevelops with a modest mixed-use residential building.

Map 20: Near-Term Development, Phase 2



- Talbert Drive: Talbert Drive and Assumption Clinic site redevelops small retail and townhomes.
- Glassmanor: Patriots Landing townhomes.
- Glassmanor: Breighton housing.

Mid-Term

Successful implementation of the near term public investment will signal a shared mutual commitment to the long term value of the community's assets. Therefore, the Mid Term goals hold more opportunity for redevelopment investment.

- The additional intersections and removal of service roads along MD 210/Indian Head Highway expand the vision for the public realm. These public investments will encourage additional private development. These investments include:
  - » 3 new intersections between Talbert Drive/Salisbury Drive and Southern Avenue.
  - » Audrey Lane intersection improvement.
  - » Livingston Office plaza.
  - » The phased conversion of the service roads to a linear park from Audrey Lane to the Northern Gateway.
- Based on projected market demand, additional private investment can occur at the following locations:
  - » Eastover Shopping Center: portions of the site adjacent to Audrey Lane and MD 210/Indian Head

Map 21: Mid-Term Development, Phase 3



Highway, infilling the existing surface parking lot with low-scale mixed-use buildings.

» Audrey Lane: The Family Dollar site could be redeveloped with retail designed to directly engage the new linear park.

» Glassmanor: Oxon Hill Volunteer Fire Station site housing.

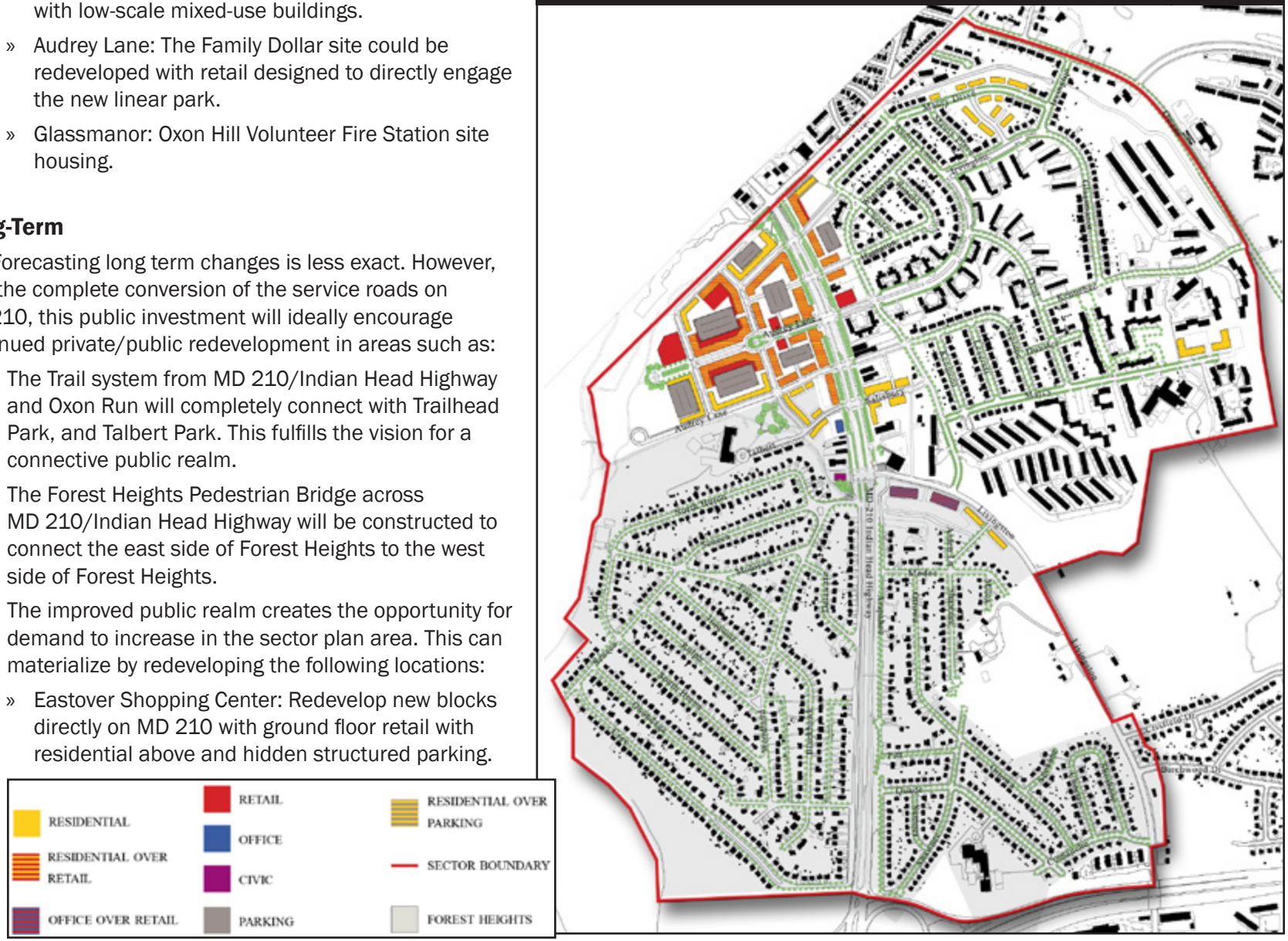
Long-Term

Forecasting long term changes is less exact. However, with the complete conversion of the service roads on MD 210, this public investment will ideally encourage continued private/public redevelopment in areas such as:

- The Trail system from MD 210/Indian Head Highway and Oxon Run will completely connect with Trailhead Park, and Talbert Park. This fulfills the vision for a connective public realm.
- The Forest Heights Pedestrian Bridge across MD 210/Indian Head Highway will be constructed to connect the east side of Forest Heights to the west side of Forest Heights.
- The improved public realm creates the opportunity for demand to increase in the sector plan area. This can materialize by redeveloping the following locations:

» Eastover Shopping Center: Redevelop new blocks directly on MD 210 with ground floor retail with residential above and hidden structured parking.

Map 22: Long-Term Development, Phase 4



- » Salisbury Drive: Redevelopment of Le Detroit Baptist Church property as a small, senior housing facility that shares parking with the church.
- » Vacant used car dealership: Redevelop as urban townhomes.
- » Talbert Drive: Redevelop the gas station at the corner of MD 210 into a more urban, walkable commercial use.
- » Livingston Road: Redevelop townhomes on Livingston Road and Shawnee, creating a transition from the commercial district to the residential areas of Forest Heights.

Aspirational

Beyond the long term, the vision for the sector plan area is the complete redevelopment of the existing strip commercial area into a walkable, mixed-use community. Private investment will eventually find value in the underdeveloped land in Eastover Shopping Center and along the MD 210 corridor. Densification and redevelopment will complete a main street and urban core for the sector plan area in the following locations:

- Eastover Shopping Center: Full redevelopment of the auto-centric shopping center into a mixed-use community with anchor retail, such as a grocery store, that is integrated into a walkable, low-scale urban development.
- MD 210/Indian Head Highway Corridor: Complete redevelopment of aged retail properties between Livingston Road and Southern Avenue. New development will be pedestrian-oriented, and visible from the street with parking hidden. The buildings will be low-scale mixed-use, with small office and retail.

REDEVELOPMENT SUMMARY MATRICES

As a way of building awareness of and promoting private sector participation, the sector plan team has compiled information on a variety of sites. The matrix below organizes development/redevelopment projects relative to location funding partners, implementation timeline, development program, and long-range development totals. The plan team met with business owners in the sector plan area on January 3, 2013, to discuss redevelopment concepts, calm fears associated with visionary planning processes and documents, garner support for the overall plan strategy, and address specific concerns or interest for site specific redevelopment concepts. Public facilities and transportation evaluations were conducted as part of the sector plan process relative to these aspirational totals.

Table 10: Site-Specific Phasing

Site Name	Location	Near-Term Development (0-5 years)	Mid-Term Development (5-15 years)	Long-Term Development (15+ years)	Aspirational Development	Total Site-Specific Development
Thrift Store Site	4800 Indian Head Highway, Oxon Hill, MD	129 Multifamily Units 20,380 sq ft Retail 129 Parking Spaces				129 Multifamily Units 20,380 sq ft Retail 129 Parking Spaces
Eastover Shopping Center	Eastover Shopping Center, Oxon Hill, MD		374 Multifamily Units 42,590 sq ft Retail	131 Multifamily Units 30,800 sq ft Retail 732 Parking Spaces	50 Townhomes 633 Multifamily Units 212,242 sq ft Retail 1,356 Parking Spaces	50 Townhomes 1,138 Multifamily Units 285,632 sq ft Retail 2,088 Parking Spaces
Talbert Townhomes	100 Block of Talbert Drive, Forest Heights, MD	29 Townhomes 50 Multifamily Units 5,000 sq ft Retail 60 Parking Spaces		18,120 Offices		29 Townhomes 50 Multifamily Units 5,000 sq ft Retail 18,120 Offices 60 Parking Spaces
Livingston Building	5410 Indian Head Hwy, Oxon Hill, MD	Tenant Assistance	Continued Support as Needed			No New Development
Le Detroit Baptist Church	Adjacent properties south of 5306 Indian Head Hwy, Oxon Hill, MD			59 Multifamily Units 40 Parking Spaces		59 Multifamily Units 40 Parking Spaces
Oxon Hill Volunteer Fire Station	1100 Marcy Avenue, Oxon Hill, MD		63 Apartments 51 Parking Spaces			63 Apartments 51 Parking Spaces
Breighton Condominiums	Property adjacent to 1100 Marcy Avenue	54 Apartments 51 Parking Spaces				54 Apartments 51 Parking Spaces

Table 11: Public Realm Improvements

Public Realm Improvement	Location	Entities Involved	Cost Estimate	Funding Sources	Implementation Strategy
Construct and Repair Sidewalk	Forest Heights Neighborhood	DPW&T, SHA, M-NCPPC, Forest Heights	$1,700,000	Safe Routes to School Tiger Grants TLC Grants	Build 4–6-foot wide sidewalks on both sides of each street in Forest Heights where there are none.
	MD 210 Corridor	DPW&T, SHA, M-NCPPC, Forest Heights	$324,000	Safe Routes to School Tiger Grants TLC Grants	Construct 10-foot wide sidewalks on both sides of the MD 210 corridor.
Construct Trail	Eastover Shopping Center	M-NCPPC, DPW&T, Town of Forest Heights	$70,000	Fish and Wildlife trail and stream restoration grants.	Complete an 8-foot wide natural trail connecting to the Oxon Run trail network and the Sector plan area new trails.
	Talbert Townhomes Area	M-NCPPC, DPW&T, Forest Heights	$170,000	Fish and Wildlife trail and stream restoration grants.	Construct 8-foot wide trail for portion of nature trail connecting to the Oxon Run trail network. Complete boardwalk trail through wetlands/new park area adjacent to Forest Heights Elementary School.
	MD 210 Corridor	M-NCPPC, DPW&T, Forest Heights	$95,000	Fish and Wildlife trail and stream restoration grants.	Construct 8-foot wide trail from Trailhead Park at MD 210 to Talbert Road.
	Livingston Road	M-NCPPC, DPW&T, Forest Heights	$95,000	Fish and Wildlife trail and stream restoration grants.	Construct 8–10-foot wide sidewalk along Livingston Road, connecting to MD 210.
Redevelop Park Space/ Plaza Space	Winkle Doodle Bridge/Entry from DC (MD 210: Northern Gateway)	M-NCPPC, DPW&T, Forest Heights	$1,500,000	Maryland Program Open Space	Create extensive public space at the Gateway from the District of Columbia to Prince George's County. This includes constructing plaza space, site furnishings such as lighting, signage, and street trees.

Table 11: Public Realm Improvements (continued)

Public Realm Improvement	Location	Entities Involved	Cost Estimate	Funding Sources	Implementation Strategy
	Audrey Lane/ Eastover Shopping Center Entrance	M-NCPPC, DPW&T, Forest Heights	$280,000	Maryland Program Open Space	Implement plaza space, site furnishings such as lighting, signage, street trees, and placemaking featuring solar light towers, and expanded bus stop.
	Trailhead/ Livingston Road (MD 210: Southern Gateway)	M-NCPPC, DPW&T, Forest Heights	$1,220,000	Maryland Program Open Space	Develop two gateway civic spaces at the intersection of Livingston Road and MD 210. On the west side, Trailhead Park and on the east, Civic Plaza. Includes site furnishings, lighting, signage, plantings and/or plaza.
Redevelop Winkle Doodle Bridge	MD 210: Northern Gateway	District of Columbia	N/A	N/A	Coordinate efforts of the District of Columbia, for the bridge and the channel. Integrate public space that connects the bridge to the Thrift Store Site.
Redevelop Water Drainage And Retention System Along MD-DC Border	Winkle Doodle Bridge/Entry from DC (MD 210: Northern Gateway)	District of Columbia	N/A	N/A	Cover portion of the culvert from the intersection of MD 210 to the eastern property line of the Thrift Store site. Create integrated public space at gateway and the Maryland State/Prince George's County line.
	Southern Avenue/ Prince George's County Line	District of Columbia	N/A	N/A	Improve culvert at the Prince George's County Line; improve edge condition and remove tall fence.
Design And Construct Placemaking Features/ Gateway Markers	Winkle Doodle Bridge/Entry from DC (MD 210 Northern Gateway)	M-NCPPC	$200,000	State and Local Sustainability grants	Install wind turbines on the east and west side of MD 210 at the gateway to Prince George's County.

Table 11: Public Realm Improvements (continued)

Public Realm Improvement	Location	Entities Involved	Cost Estimate	Funding Sources	Implementation Strategy
	Audrey Lane/ Eastover Shopping Center Entrance	M-NCPPC	$300,000	State and Local Sustainability Grants	Install wind turbines on the east and west side of MD 210 at the gateway to Prince George's County.
	Trailhead/ Livingston Road (MD 210 Southern Gateway)	M-NCPPC	$300,000	State and Local Sustainability Grants	Install solar light towers on east and west side of MD 210, intersection of Livingston Road.
Incorporate Sidewalk Furniture, Signage, And Plantings	MD 210 Corridor	DPW&T, SHA, M-NCPPC	$1,620,000	Safe Routes to School; US DOT Transportation Enhancement funds; US DOT Bus facilities program	Install furniture, signage, pedestrian lighting, bioswale plants, street trees, and improved bus shelters in new public space along the MD 210 between Livingston Road and Southern Avenue.
Build Pedestrian Bridge	Audrey Lane/ Southern Avenue	M-NCPPC, DPW&T, DDOT	$130,000	US DOT Transportation Enhancement funds	Replace existing pedestrian bridge with new 8-foot wide span connecting new public realm in the District of Columbia along Southern Avenue with Audrey Lane road; include landscaping and CPTED features.
	MD 210 Corridor South/Forest Heights	SHA, DPW&T	$1,000,000 - $1,250,000	Safe Routes to School	Construct bridge to span MD 210 connecting east and west Forest Heights for pedestrians and bicyclists.

Table 12: Transportation Improvements

Transportation Improvement	Location	Entities Involved	Cost Estimate	Funding Sources	Implementation Strategy
Remove Service Roads; Develop Pedestrian Space	MD 210 Corridor	-	-	-	Fund stormwater management via Program Open Space, etc.
Transform Existing into Intermediate Access Road	MD 210 Corridor	DPW&T, SHA, and M-NCPPC	$2.9–$3.6 million/mile	US DOT Transportation Enhancement funds; Major county green streets projects	Convert service road to smaller access road, where needed, to maintain access to properties and construct public realm.
Provide Intermediate Access Road To Final Linear Park Transformation	MD 210 Corridor	M-NCPPC, DPW&T, and SHA	$5.5–$6.8 million/mile	US DOT Transportation Enhancement funds; Major county green streets projects	Eliminate service roads, fully implement construction of linear park along MD 210/ Indian Head Highway between Livingston Road and Southern Avenue.
Create New Intersections, Crosswalks, Traffic Signals, And Corresponding Signage	MD 210 Corridor	SHA for MD 210, DPW&T for local streets	$650,000–$800,000 per intersection	Developers; US DOT Transportation Enhancement funds; Major county green streets projects; Safe Routes to School	Create new intersections on MD 210, including ADA crosswalks, traffic signals and signage. Identify as developer mitigation requirements to receive funds or required as part of mitigation.
Design And Construct New Cross Streets	Glassmanor; Forest Heights; MD 210 Corridor	DPW&T	$3.5–$4.0 million/mile	Developers; US DOT Transportation Enhancement funds; Major county green streets projects; Safe Routes to School	Create new local cross streets at the locations of new intersections on MD 210.
Regularize MD 210 To 4-Lanes; Create Median	MD 210 Corridor	SHA	$1.2-$1.5 million/mile	Community Safety and Enhancement Program (CSEP) Transportation Alternatives Recreational Trails Safe Routes to School SHA Sidewalk Retrofit SHA ADA Retrofit Pedestrian Access to Transit Maryland Bikeways Program[1]	Include MDOT Consolidated Transportation Plan in County's Annual Priority Letter. Transportation Alternatives; Recreational Trails; Safe Routes to School; ADA Retrofit; Pedestrian Access to Transit; Maryland Bikeways Program.[1]

[1] Sidewalk and other roadside amenities administered by SHA using Federal or State funding require the responsible jurisdiction to accept maintenance of the improved facilities.

Table 13: Community Investment/Partnerships/Regulatory Actions				
Recommendation	**Location**	**Partners**	**Purpose Statement**	**Action**
Redesign MD 210 as a model for better urban arterial standards	MD 210	SHA DPW&T M-NCPPC MDOT MD 210 Property Owners	In order to make the MD 210 corridor safer, reduce intersection spacing, slow speeds, and achieve the vision of the sector plan	Provide vision, zoning, land use decisions, right-of-way recommendations from M-NCPPC in Sector Plan Focus transportation process with SHA and stakeholders Provide leadership from DPW&T and SHA Transportation planning issues to discuss with SHA: Directness of route, Connectivity, and Safety Transit Service Frequency, stop locations, pedestrian, bicycle, disabled user safety Traffic type hierarchy, routing, safety/control, organization, congestion, speed Destinations within the community
Remain engaged with community groups, programs, and projects that can establish partnerships to implement the plan	Sector-wide	M-NCPPC County Agencies TNI CDC GCA	Community projects and programs are implemented through public/private collaboration and partnerships	Maintain county government representation on local and area planning teams/ working groups to ensure coordination on projects Distribute information on county and state programs to community organizers Share information about local programs, partners, and projects with public agencies to gain support Develop partnerships to implement the plan
Transforming Neighborhoods Initiative (TNI)	Glassmanor Oxon Hill	County Executive State Agencies County Agencies District Council CDC M-NCPPC	Support the County Executive-led initiative to reverse negative social and physical community concerns	Provide representation at meetings and events sponsored by TNI Develop and organize TNI planning events consistent with the sector plan vision and recommendations Provide support on other county agency initiated projects as needed Provide support for a Glassmanor Sustainable Communities Application
Forest Heights/ Oxon Hill Community Development Corporation (CDC)	Forest Heights Oxon Hill	M-NCPPC TNI CDC	Support the CDC's growth and development; and their efforts to implement the sector plan	Continue to provide representation at regular meetings Ensure the sector plan recommendations are consistent with the CDC's mission Provide technical, planning, and outreach support on projects that implement the plan vision Support formation of a business alliance and (b) promotion and coordination of small business assistance resources
Glassmanor Civic Association	Glassmanor	CDC TNI M-NCPPC County Agencies	Support the growth of the Civic Association to provide broad community support and representation	Ensure the sector plan recommendations are consistent with the Civic Association's mission Support Glassmanor representation on the CDC and TNI Encourage communication with and participation of community residents who are underrepresented or disengaged

Table 13: Community Investment/Partnerships/Regulatory Actions (continued)

Recommendation	Location	Partners	Purpose Statement	Action
Work in collaboration with public agencies at federal and state offices, and in the District of Columbia on projects and programs that impact the plan area	Sector-wide DC/ Ward 8 Oxon Hill	M-NCPPC County Agencies TNI	Community interests, and resources are regionally represented achieve high quality projects in both the county and The District of Columbia	Provide appropriate representation on District of Columbia (DC) planning, environmental, transportation, and economic development groups to address county interests on projects in DC Ward 8. Represent the county and local interests on projects to upgrade Southern Avenue, the Winkle Doodle Channel, and Bridges, and Oxon Run, and NPS and DDOT trail projects
Winkle Doodle	DC/ Ward 8 Glassmanor	DDOT DPW&T DDOE	Collaborate on existing conditions, active redevelopment projects, flood management, and on-going plans and studies in the county	Provide technical stormwater assistance to the District's working group for the Winkle Doodle channel stormwater management/flood control project
Southern Avenue	Glassmanor Oxon Hill	DDOT DPW&T WMATA	Build off of the Southern Avenue improvement project to implement Complete Street standards on MD 210	Provide transportation and transit review for proposed changes to Southern Avenue
Oxon Run	Forest Heights DC/ Ward 8 Oxon Cove	DDOE WSSC Forest Heights	Address complex environmental issues in the Winkle Doodle/Oxon Run	Transition the Winkle Doodle channel into a naturalized stream (Oxon Run) downstream of the MD 210 Bridge Reestablish ecological health in the stream Remove fish barriers and flood controls that are ecologically unsound Reduce TMDLs to achieve the WIP goals for Oxon Run
Beautification	Sector-wide Ward 8 Oxon Hill	Forest Heights DPW&T NDC Alice Ferguson Foundation TNI	Improve the gateway features, public space and streetscape	Support and distribute information on trash clean ups initiated by the Town of Forest Heights Set up list serves to distribute information on the county Clean up Green Up program Support local community groups that will assist in long term maintenance of public green space
Leverage federal, state, and county programs and resources to help implement the sector plan vision	Sector Oxon Hill	Federal State County Non-profit	Pursue financial support for public benefit projects in the plan area	Continue to work with the communities to refine needs and identify programs and financial resources Partner on grant applications to provide technical, community outreach, and planning support

Table 13: Community Investment/Partnerships/Regulatory Actions (continued)

Recommendation	Location	Partners	Purpose Statement	Action
Sustainability	Forest Heights	County M-NCPPC Forest Heights DHCD (state)	Support Forest Heights applications for Sustainable Community designation and public funding to implement projects and programs consistent with the plan	Provide letter of support for Sustainability Community designation application for Forest Heights Ensure the sector plan recommendations are consistent with the Town's sustainable communities plan Continue to work with the town to refine plan recommendations through additional planning and implementation efforts
Sustainable Communities	Glassmanor	County Executive DHCD (state) M-NCPPC	Position the entire sector plan area to apply for public funding support to implement projects and programs	Provide coordination and information assistance to develop an Glassmanor/Oxon Hill TNI application for Sustainable Community and community group Provide a letter of support from the County Executive's Office and other county agencies as needed
Environmental Restoration/ Education	Forest Heights Flintstone Glassmanor	NPS, School Board Alice Ferguson Foundation Forest Heights DNR M-NCPPC	Implement environmental improvement projects that engage and educate the community	Continue and expand the NPS Rivers and Trails Conservation Assistance Program at the Forest Heights Elementary School to include the Flintstone and Glassmanor Schools Establish partnerships to assist with needed educational programing and training in the sector plan area (Alice Ferguson Foundation) Apply for additional environmental restoration grants to improve environmental conditions
Trails		Oxon Hill/Forest NPS DDOT M-NCPPC	Make needed off-road connections within the sector plan area to provide connectivity and recreational opportunities	Connect the trail systems through the sector plan area into the District of Columbia and Oxon Cove Park Provide trail connections between the Town Hall and Oxon Run trail
Stormwater Management		Oxon Hill/Forest Heights CDC Forest Heights County State and Federal	Reduce runoff and flooding Comply with MS4 requirements Improve Environmental health	Work with Forest Heights to develop a community green streets master plan to reduce runoff, flooding, reduce, and energy needs, and improve aesthetics Support efforts to reduce nutrient loading into waterways per MS4 requirements Identify public and private locations for tree planting to increase overall canopy
Housing		DHCD CDC M-NCPPC HUD Religious Insts.	Stabilize and improve real estate value Facilitate "aging in place" Offer alternative housing for seniors	Continue and expand weatherization and home maintain assistance programs Pursue public/private partnerships to provide senior housing in the sector plan area

Table 13: Community Investment/Partnerships/Regulatory Actions (continued)				
Recommendation	**Location**	**Partners**	**Purpose Statement**	**Action**
The county financially, programmatically, and physically supports public benefit/public realm projects in the sector plan area		Prince George's County M-NCPPC	The implementation of the sector plan vision is supported by the community, the county, and political decision makers	Continue to advocate for change and plan implementation with county agencies and departments Continue to develop more detailed implementation plans for redevelopment of site specific projects Pursue county funding for projects that enhance safety, create economic stability, enhance housing opportunities
Forest Heights Pedestrian Bridge	Forest Heights	Forest Heights CDC SHA M-NCPPC	Connect the east and west neighborhoods of Forest Heights with a safe pedestrian access	Seek partners and funding though Sustainable Communities and grants for transportation projects Support the CDC's vision for connectivity in Forest Heights
Glassmanor Pedestrian Bridge	Glassmanor Ward 8	DPW&T TNI DDOT M-NCPPC	Create a safe, attractive, ADA compliant gateway between Glassmanor and the District at Southern Avenue	Include the Audrey Lane pedestrian bridge as a short-term transportation CIP item in the county Develop the bridge to coincide with the Districts redevelopment of Southern Avenue as a safe and attractive gateway into the Glassmanor community Develop a Neighborhood Friends group to maintain the landscape are around the bridge
Glassmanor Park/ School	Glassmanor	M-NCPPC School Board TNI	Leverage recreational and educational resources in Glassmanor to attain quality services to the most residents possible	Work with the Parks Department and Schools to identify needs and solutions for recreational and educational needs Develop an MOU for a Park School
Forest Heights Community Activity Center	Forest Heights	WSSC Henry's Soulfood Forest Heights	Provide Forest Heights with a community activity center that is accessible to residents and provides space for community programs	Support the Town's desire to provide residents with a center for cultural, educational, and recreational activities Connect the community center to natural areas, parks, schools, and the neighborhood Design and build the Center to be a high visibility demonstration project to highlight sustainable development practices
Forest Heights Trail Head	Forest Heights	WSSC St. Marks M-NCPPC	Utilize streams as trail ways to connect areas of interest in the community	Create trail linkages between the Town, the greater community, and the regional trail system connecting to the District and Oxon Cove Design the trailhead to be an iconic element for the Town
Health and Community Services	Livingston Plaza MD 210	CDC TNI Health Dept. Religious Insts.	Provide adequate health, recreational, and educational services in the community	Look for opportunities to integrate healthcare facilities with other development projects such as senior housing

Table 13: Community Investment/Partnerships/Regulatory Actions (continued)				
Recommendation	**Location**	**Partners**	**Purpose Statement**	**Action**
MD 210 Linear Parks (see public realm improvements for details)	MD 210	M-NCPPC DPW&T SHA	Manage stormwater runoff, increase urban tree canopy, and increase the vitality, aesthetic and safety of the corridor	Integrate ESD/LID projects into the ROW to help manage runoff and improve water quality in Oxon Run Create attractive public space to encourage high quality redevelopment Convert the overbuilt transportation MD 210 corridor into a walkable "main street" for the community

Table 14: Site-Specific Recommendations Implementation Detail					
Site Name	**Entities Involved**	**Entity Role**	**Estimated Cost**	**Source of Funds**	**Implementation Strategy Summary**
1. Thrift Store Site	Thrift Store Owner	Sell land or join as development partner	$22,274,329	Private capital; Prince George's County Economic Development Fund; HUD LIHTC funds; Prince George's County Sustainable Communities Grant	Create mixed-use Partnership between thrift store owner, outside developer(s), and Prince George's County.
	M-NCPPC	Oversee/help secure public resources			
	Additional Investor/ Developer(s)	Provide lead or partner site developer/owner/ mgr(s)			
2. Eastover Shopping Center	Prince George's County	Provide site developer/owner/mgr; redevelop land	$295,615,596	Private capital; transportation funds; county economic development funds; Sustainable Communities Grant	Forge partnership between the owners of Eastover Shopping Center and Prince George's County; the county will provide (a) additional land to Eastover Plaza Improvements LLC and (b) transportation infrastructure in exchange for oversight/approval of redevelopment concept.
	Eastover Plaza Improvements LLC; DLC Management	Provide (a) additional land to Eastover Plaza Improvements LLC and (b) transportation infrastructure in exchange for oversight/approval of redevelopment concept			
3. Talbert Townhomes	Private Developer	Provide site developer	$24,110,704	Private capital; land donation; county economic development funds; Sustainable Communities Grant	Develop townhome and multifamily residences on the blighted Assumption Clinics site and parcels on north side of Talbert Street. City and/or county will acquire Assumption Clinics site, demolish the existing structure, and donate the land to the master developer in exchange for approval of redevelopment concept.
	Assumption Clinics Property Owner	Donate land to Forest Heights or Prince George's County			
	Town of Forest Heights and Prince George's County	Demolish Assumption Clinics building and exchange property with private developer for oversight of redevelopment plan, trade for property for stream restoration, construct new road connection to Eastover Shopping Center			
	Prince George's County Department of Transportation; MDOT	Create street connecting Talbert to the Eastover Shopping Center and creation of Talbert Park			

Table 14: Site-Specific Recommendations Implementation Detail (continued)

Site Name	Entities Involved	Entity Role	Estimated Cost	Source of Funds	Implementation Strategy Summary
4. Livingston Office	Inclusions and Associates Realty	Work with Oxon Hill CDC to leverage resources to find appropriate office tenant(s)	No costs for tenant assistance: volunteer support and grants/loans. Costs related to on-site park creation are not included.	n/a	Support the owner of the Livingston Office Building from Oxon Hill CDC in finding and leveraging available resources to secure appropriate office tenant(s) to take over vacant space.
	Oxon Hill CDC	Provide assistance and communication regarding available resources			
	M-NCPPC	Follow-up with Oxon Hill CDC			
5. Le Detroit Baptist Church	Le Detroit Baptist Church	Own the property and potentially manage the community; oversee project development	$14,062,287	Private capital from Le Detroit Baptist Church and a development partner(s); potential for Low Income Housing Tax Credits; county economic development funds; Sustainable Communities Grant	Create senior and/or affordable housing development, spanning parcels of land owned by, and adjacent to, Le Detroit Baptist Church.
	Development Partner or Advisor	Manage the development process; provide capital			
6. Oxon Hill Volunteer Fire Station	Oxon Hill Volunteer Fire Department	Donate land to increase viability of development	$11,498,848	Land donated by fire department; potential use of county economic development funds; sustainable communities grant; potential tax credits; private capital	Develop housing; land donated by fire department in exchange for some county control over the design/development process; additional county funds to make the project financially feasible.
	M-NCPPC	Help plan and guide development concept			
	Breighton Condominiums	Provide lead developer			
7. Breighton Condominiums	Breighton Condominiums	Provide lead developer	$10,520,622	n/a	Develop housing.
Total Development			$378,082,386		

Chapter VI: Implementation

This sector plan establishes goals and objectives in anticipation of the residents' commitment to guide the growth and revitalization of the Eastover/Forest Heights/Glassmanor communities. The objectives outlined in this document are essentially calls for action. The creation and adoption of a sector plan is only the first step in the transformation of a community. This chapter summarizes information on the desired changes, actions, and partners needed to achieve the incremental wins to realize the plan's long-term vision.

The sector plan area is predominately an older, inner-ring suburban community. A number of structures need rehabilitation or demolition. Much of its commercial area needs to be revitalized and/or repurposed to serve changing demographic needs. The public realm is unsafe, unattractive, and does not function efficiently to serve the needs of this vital community. The ecological health of the various streams, wetlands, urban forests, and other natural areas is compromised and does not provide the needed open space and recreational amenities. The transportation network is unsafe, disconnected, and lacks the urban form to support increased densities and contemporary redevelopment.

Despite these shortcomings, the sector plan community has many desirable attributes. Isolated components, as well as conglomerate assets, form a solid framework for sustainable redevelopment. This plan strives to maximize the area strengths and makes redevelopment recommendations which take into account the area's resources including preservation of the existing residential neighborhoods, parks and open spaces, natural resources, and unique vistas. Community organizations, faith-based groups, political leaders, and individual community members form a solid structure of human capital to continue to refine the plan vision and apply it on the ground, in the community. County, state, and federal agencies have vested interests in the community and offer financial, technical, and planning support to transform the sector plan into an action plan. This plan makes stabilization, preservation, and revitalization recommendations. It identifies partners, and details actions necessary to both preserve and enhance the community.

PUBLIC FACILITIES

A complete framework of public facilities and services: parks and open spaces, schools, libraries, community centers, police and fire services, and health and emergency services is fundamental to the creation of a vibrant, safe, and resilient community. This plan proposes new public amenities and facilities, including new parks and open spaces, new roads and pedestrian bridges, street lighting, and other streetscape elements, an urban library, a park/school, a new community center, bicycle paths and trails, recreational facilities, and public use spaces. This plan recommends public facilities that support growth and contribute to a livable and walkable environment that makes the sector plan area a desirable place to live, work, and play for existing and future residents, employees, and visitors. This plan strives to integrate public facilities into mixed-use buildings when possible, recommend and support partnerships and cost sharing with religious and other non-profit organizations in the community, and address county financing responsibilities.

Recommendation

Use a phased approach to redevelop the Glassmanor Community Center and Glassmanor Elementary School as a Community Park School Center.

Strategies:

- Undertake a facilities master plan to redevelop the Glassmanor Community Center and Glassmanor Elementary School as a Community Park School Center. Consider the impact of the existing Oxon Hill Volunteer Fire Department (Company 42) site. Identify physical and programmatic recommendations for the redevelopment project. Consider co-locating a limited-services library center in the existing Glassmanor Community Center to meet the increasing demand for computer usage and Wi-Fi within the Sector Plan area and surrounding communities.
- Establish a multi-agency collaboration workgroup to plan for the redevelopment of the Glassmanor Community Center and Glassmanor Elementary School. This workgroup should include but not be limited to representatives from the following agencies/organizations: Prince George's County Department of Parks and Recreation, Prince George's County Public Schools, Prince George's County Memorial Library Services, Prince George's County Department of Public Works and Transportation, Transforming Neighborhoods Initiative (TNI), Glassmanor Civic Association, Oxon Hill Volunteer Fire Department (Company 42), Prince George's County Planning Department, Office of Central Services, and the Office of Management and Budget.
- In the short-term, renovate the existing community center taking into consideration the physical relationship of the school and the fire station. Create an attractive public space between the school and the community center that visibly links the two uses and promotes health and wellness.

For the full public facilities report refer to Appendix III: Public Facilities.



COMPREHENSIVE REZONING POLICIES

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 preferred future uses.

A distinction is made where large parcels of land are set aside specifically as public open space. In these cases the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) Zone is applied as the most appropriate zone. If the publicly owned property is more than five acres in size but less than 20 acres in size, it should be in the O-S Zone. If it is public land that is 20+ acres it should be in the R-O-S Zone. If it is less than five acres it should be put in the most restrictive or dominant adjacent zone.

Although federal and state government property is not subject to the requirements of the Zoning Ordinance, the comprehensive rezoning process is meant to apply a zoning category to all land, including government property. The R-O-S (Reserved Open Space) Zone is generally applied to federal and state properties, unless specific uses or the 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 by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

Zoning in Public Rights-of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This Sectional Map Amendment (SMA) has been prepared in accordance with this section.

Limitations on the Use of Zones

Zoning classifications in the SMA are limited only by the range of zones available within the Zoning Ordinance at the time of final action by the District Council (see Guide to Zoning). 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 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 zoning;" or

(g)(2) "Based on existing physical development at the time of adoption of the SMA, 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 rezoning to a less intense zone by virtue of existing physical development, the Zoning Ordinance Section 27-223(h) states 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."

Guidelines for Commercial Zoning

The comprehensive rezoning proposal will recommend the most appropriate of the "use oriented" commercial zones listed in the Prince George's County Zoning Ordinance. The choice of zone is determined by the commercial needs of the area, the master plan recommendations, and the type of use and status of the development on the property and surrounding area.

Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that 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) to 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 zoning map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance (see *Conditional Zoning Procedure*s, Section 27-157(b)).

The Sector Plan SMA

In theory, zoning actions taken as part of the comprehensive zoning/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 an SMA. 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 or changed in the SMA where the previous zoning category has been maintained or altered.

The sector plan area is being planned and re-zoned in advance of a significant market demand. This reality requires the planning department to approach rezoning recommendations judiciously and not apply onerous redevelopment standards through zoning changes

that could stall property upgrades in the near term. It is recommended that subsequent requests for re-zoning in the plan area be given a streamlined approval if the request is in keeping with the sector plan vision and serves to implement the plan.

The county's regulatory processes for zoning and development often require studies and evaluations to establish that the development can be absorbed without onerous impacts to the existing social services (schools, police, and fire) and physical infrastructure (roads). This sector plan has provided a determination of public facility and transportation adequacy based on long-term build-out of this plan (aspirational development). These studies should be made available to interested development and redevelopment parties as background for project approvals.

Comprehensive Rezoning Changes

To implement the Eastover/Forest Heights/Glassmanor plan's policies and land use recommendations contained in the sector plan, many parcels of land would be rezoned to bring the zoning into conformance with the long-term vision of the sector plan. Because this sector plan is aspirational in its vision and the land use recommendations of the plan run ahead of the market realities, it has been determined that the use of zoning to implement the plan vision should be tempered to ensure the plan SMA is not, in essence, hampering the phased redevelopment in the plan area. With this understanding, the Eastover/Forest Heights/Glassmanor SMA will propose zoning changes as identified and described in the table below. Specific changes to existing zoning are shown on the comprehensive and individual zoning maps below. The maps are included for illustrative purposes only.

SECTIONAL MAP AMENDMENT

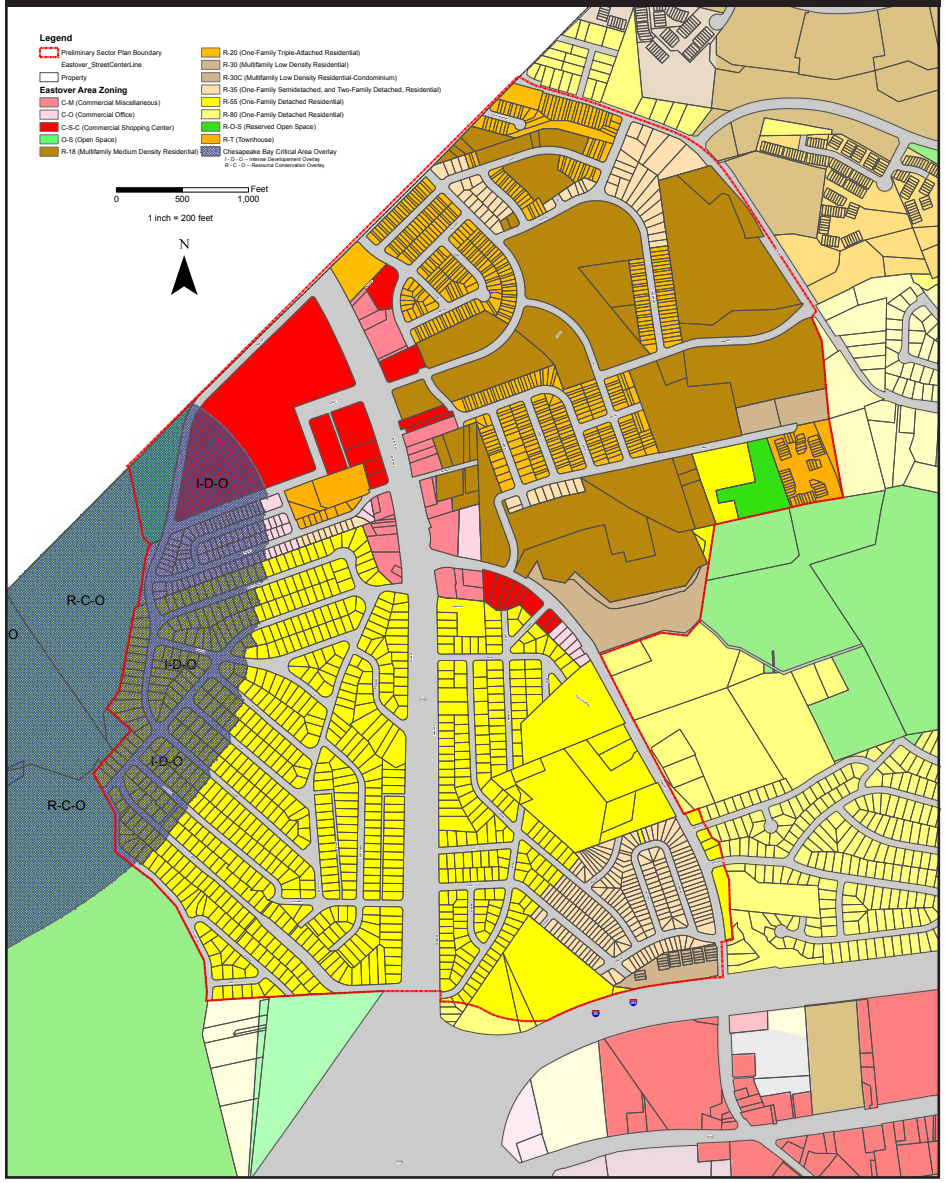
This section reviews land use and zoning policies and practices in Prince George's County, and presents the proposed zoning in the Sectional Map Amendment (SMA) to help implement the vision of this sector plan. It identifies all rezoning proposals and justifications, and it presents the existing and proposed zoning inventory for the sector plan area (see Map 23: Existing Zoning). The land use recommendations in the Approved Eastover/Forest Heights/Glassmanor Sector Plan and SMA (see Map 27: Proposed Zoning Changes) are reinforced by the rezoning proposal, also known as an SMA which helps bring the zoning of the area into conformance with the existing and/or proposed land use. Zoning changes attempt to ensure that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate development in the immediate and foreseeable future. This is critical for allowing and encouraging the type of development desired at these locations.

The District Council initiated the concurrent preparation of this sector plan and SMA on May 15, 2012 via CR-28-2012. The procedure followed is in accordance with Council Bill CB-39-2005, which amended the framework for the process, whereby the District Council approves the sector plan and SMA concurrently.

The approval of the zoning pattern proposed by the sector plan and implemented by this SMA will bring zoning into greater conformity with county land use goals and policies as they apply to the Eastover plan area, thereby enhancing the health, safety, and general welfare of the area residents.

Approval of the SMA will result in the revision of the official zoning map for a portion of Planning Area 76A. Future comprehensive examinations of the zoning within the master plan area will occur in accordance with the procedures established for SMAs. The last comprehensive rezoning for the Eastover/Forest Heights/Glassmanor plan area took place in 2000 as part of the *Approved Heights Master Plan and Sectional Map Amendment* for Planning Area 76A.

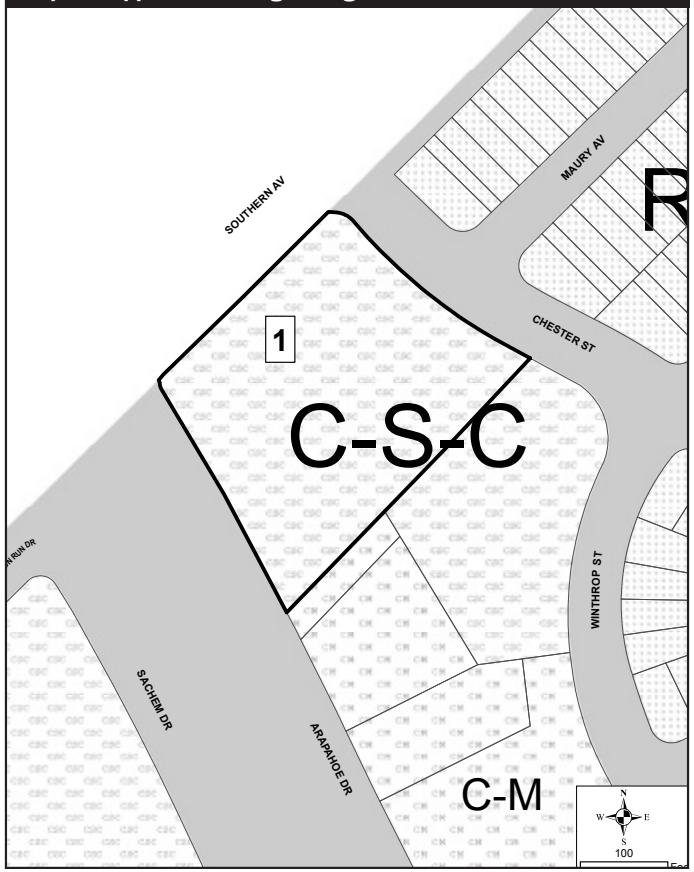
Map 23: Eastover, Forest Heights, Glassmanor Sector Plan & SMA Existing Zoning



EXISTING ZONING DESIGNATION	Acres	% of Total
Commercial	**59.980**	**12.34**
C-M (Commercial Miscellaneous)	12.020	2.47
C-O (Commercial Office)	11.490	2.36
C-S-C (Commercial Shopping Center)	36.470	7.50
Residential	**426.03**	**87.66**
O-S (Open Space)	5.020	1.03
R-18 (Multifamily Medium Density Residential)	113.220	23.30
R-20 (One-Family Triple-Attached Residential)	45.440	9.35
R-30 (Multifamily Low Density Residential)	3.400	0.70
R-30C (Multifamily Low Density Residential-Condominium)	12.680	2.61
R-35 (One-Family Semidetached, and Two-Family Detached, Residential)	32.580	6.70
R-55 (One-Family Detached Residential)	199.690	41.09
R-O-S (Reserved Open Space)	3.820	0.79
R-R (Rural Residential)	0.003	0.00
R-T (Townhouse)	10.180	2.09
Total	486.010	100.00

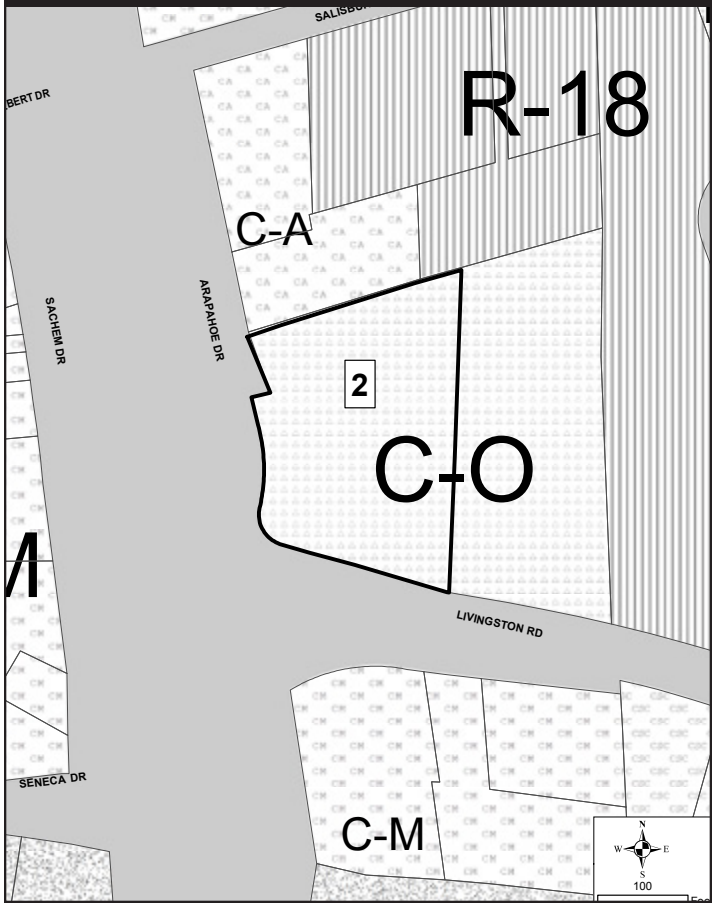
Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
1	R-T to C-S-C	1.24	SMA		207SE01
Discussion: This property's current land use is commercial and the sector plan, although envisioning long term mixed-use on this site, supports the current commercial use and supports interim updates and improvements to the property in the C-S-C zoning category. This SMA establishes the current land use in conformance with the appropriate zoning category.					
Use	**Address**	**Tax Map and Grid**	**Legal Description**		**Tax Account**
Indian Head Highway Thrift Store	5003 Winthrop Street	095F1	Part of Parcel F equals 1.24 acres, part of Dennison Tract		1375120

Map 24: Approved Zoning Change 1



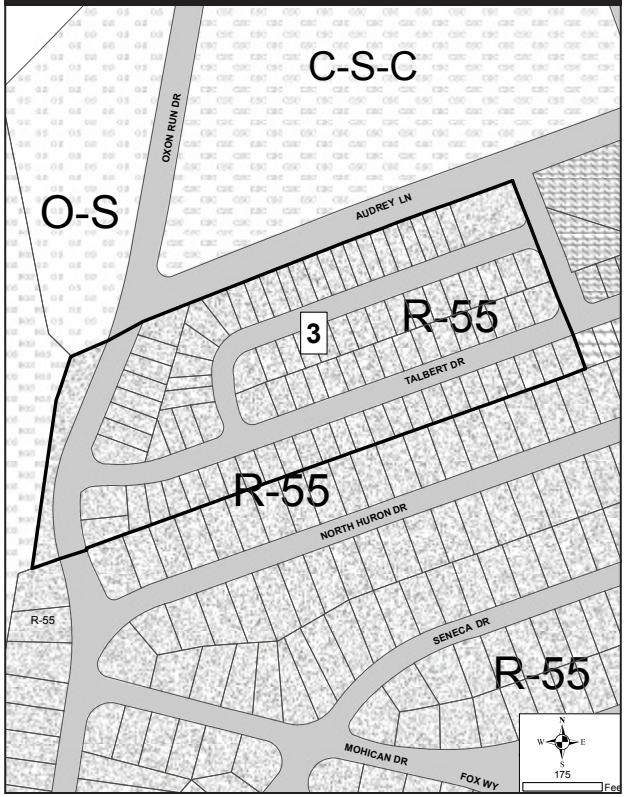
Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
2	C-M to C-O	1.45	SMA		207SE01
Discussion: This property's current land use is commercial office and the sector plan supports the long term commercial office use of this property. This SMA establishes the current land use in conformance with the appropriate zoning category.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Commercial Office Buildings	5410 Indian Head Highway	096A2	Parcel 10		1354836

Map 25: Approved Zoning Change 2

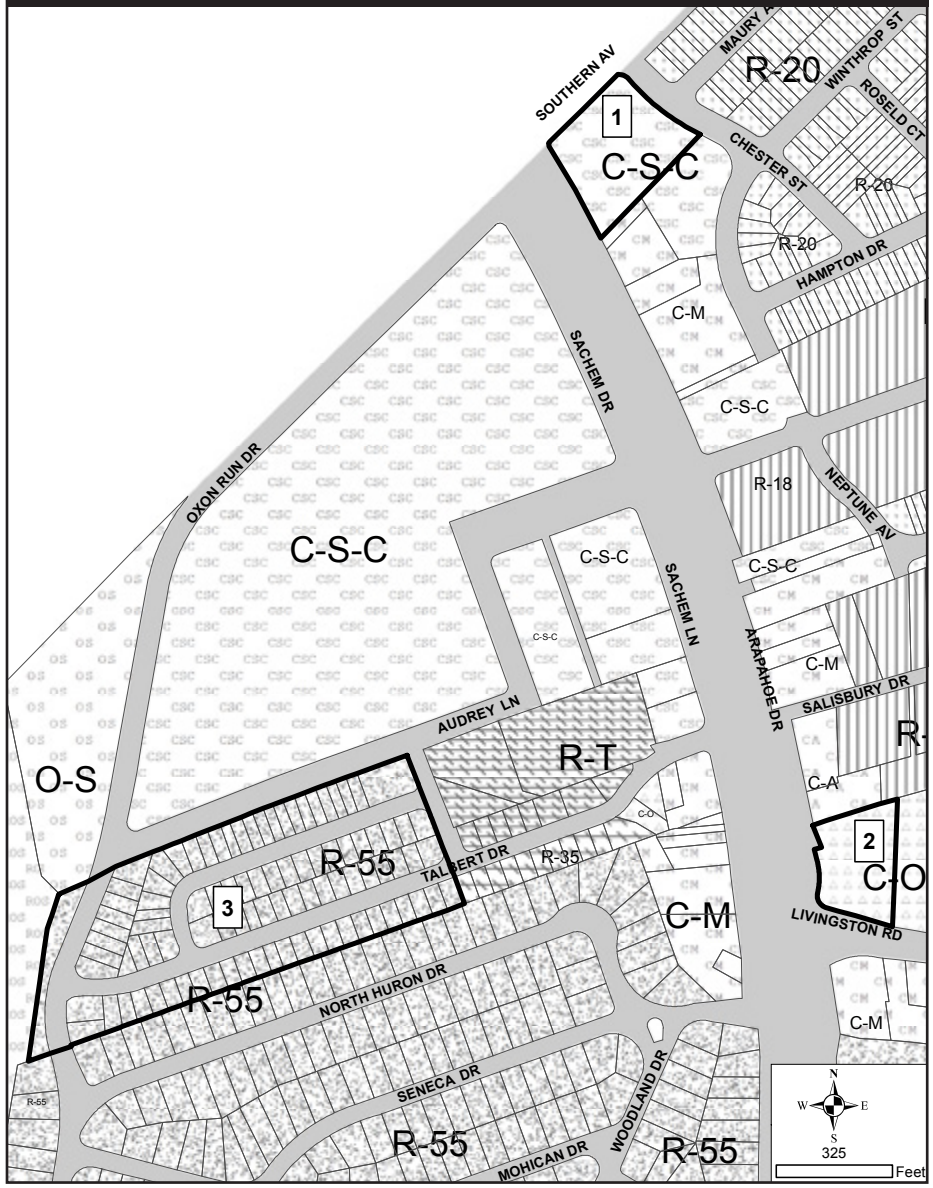


Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
3	C-O to R-55	7.83, 0.50, 0.37	SMA		207SE01
Discussion: The current land use of these properties is the Forest Heights Elementary School. The sector plan's SMA is being utilized on these properties to bring the school property zoning into conformance with the dominant adjacent zoning: R-55. The sector plan makes no recommendations for land use change on this property.					
Use	**Address**	**Tax Map and Grid**	**Legal Description**		**Tax Account**
Forest Heights Elementary	200 Talbert Drive	095F2	Block 200, Lots 1-26; Block 201, Lots 1-32; Block 202, Lots 1-34		1203538
Forest Heights Elementary	200 Talbert Drive	095F2	Block 202, Parcel 15		1203728
Vacant	Oxon Hill Drive	095F2	Unnamed Parcel between Oxon Run Drive and Oxon Run		1203520

Map 26: Proposed Zoning Change 3



Map 27: Proposed Zoning Changes



Proposed Zoning Map

APPROVED ZONING DESIGNATION	Acres	% of Total
Commercial	**25.510**	**5.25**
C-M (Commercial Miscellaneous)	10.570	2.17
C-O (Commercial Office)	4.240	0.87
C-S-C (Commercial Shopping Center)	10.700	2.20
Residential	**433.490**	**89.19**
O-S (Open Space)	5.020	1.03
R-18 (Multifamily Medium Density Residential)	113.220	23.30
R-20 (One-Family Triple-Attached Residential)	45.440	9.35
R-30 (Multifamily Low Density Residential)	3.400	0.70
R-30C (Multifamily Low Density Residential-Condominium)	12.680	2.61
R-35 (One-Family Semidetached, and Two-Family Detached, Residential)	32.580	6.70
R-55 (One-Family Detached Residential)	208.390	42.88
R-O-S (Reserved Open Space)	3.820	0.79
R-R (Rural Residential)	0.003	0.00
R-T (Townhouse)	8.940	1.84
Total	486.010	100.00

Guideline to Zoning Categories

R-55: One Family Detached Residential: Permits small lot residential subdivisions; promotes high density, single family detached dwellings.

C-S-C: Commercial Shopping Center: Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.

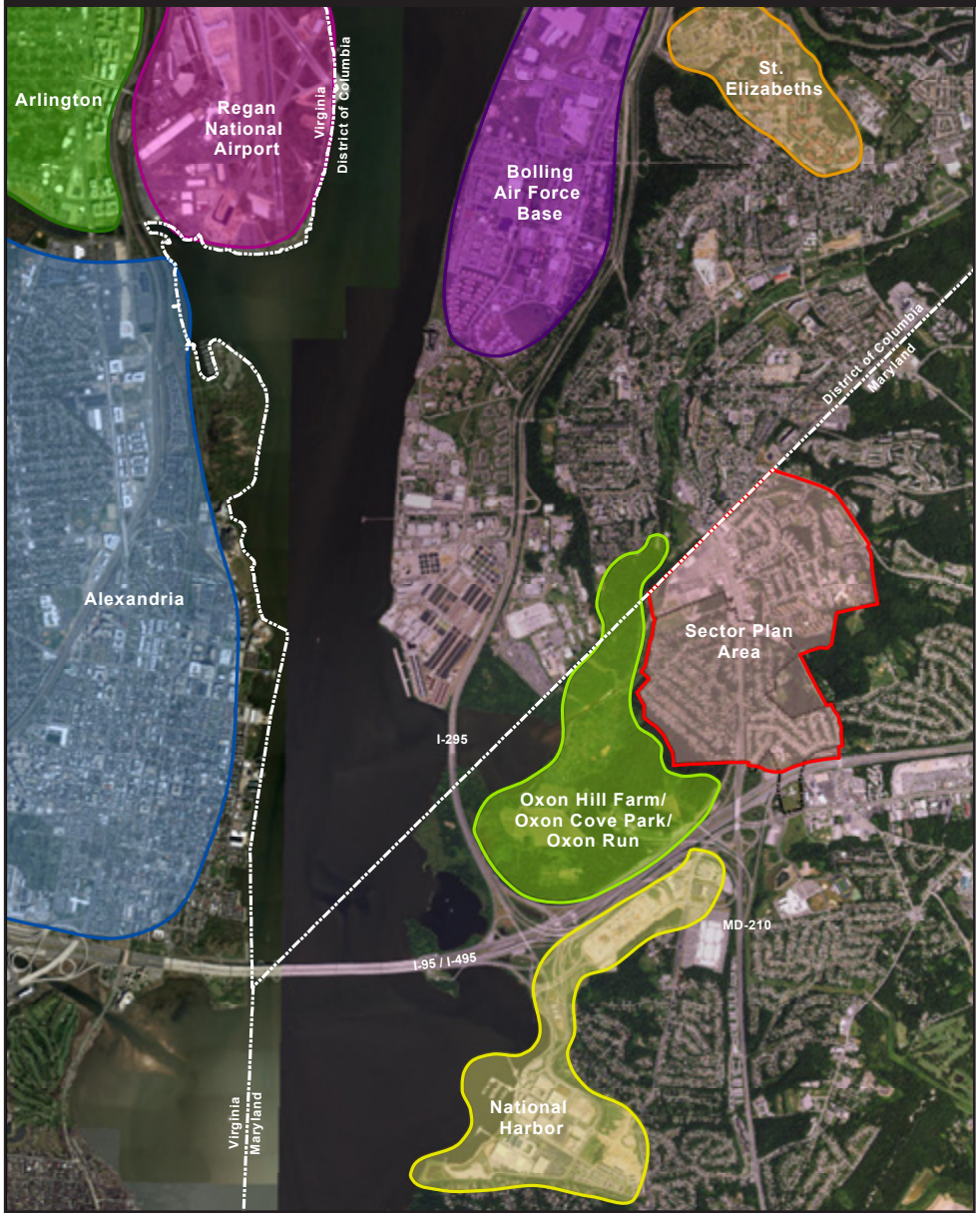
C-O: Commercial Office: Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.

For a complete listing of Prince George's County Zoning Categories please refer to our web site:

http://www.pgplanning.org/Resources/Zoning_Information/Guide_to_Zoning_Categories.htm

or visit the Information Services on the lower level of the County Administration Building, Upper Marlboro, MD 20772.

Map 28: Regional Map



APPENDIX I – BACKGROUND

This sector plan and concurrent sectional map amendment (SMA) were formally initiated on May 15, 2012, by the District Council as the Eastover/Forest Heights/ Glassmanor Sector Plan and Sectional Map Amendment to address planning and development concerns in the communities of Glassmanor and Forest Heights, the commercial properties along MD 210/Indian Head Highway, and the Eastover Shopping Center.

The sector plan contains policies, recommendations, and actions that will guide future growth and development in the sector plan area. The SMA will serve as a mechanism that helps to implement the sector plan recommendations and policies by amending the zoning map. The sector plan and SMA will build upon and implement the 2002 *Prince George's County Approved General Plan*, the 2005 *Countywide Green Infrastructure Functional Master Plan*, the 2009 *Master Plan of Transportation*, the 2010 *Approved Water Resources Functional Master Plan* and the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights & Vicinity Planning Area 76A*.

The plan addresses the need for economic revitalization; sound environmental infrastructure; transportation and public transit options; pedestrian safety and connectivity; streetscape and public realm improvements; stormwater management, water quality, and flood control; safety and code enforcement; and improvements to community health, facilities, and resources.

The Eastover/Glassmanor/Forest Heights Sector Plan area lies in the southwestern portion of Prince George's County, bordering the southeast section of the District of Columbia, and is approximately three miles north of National Harbor. The 618-acre planning area consists of

a retail corridor (MD 210/Indian Head Highway) connecting the District of Columbia to the Capital Beltway, flanked by residential neighborhoods. Proximity to the District of Columbia, Southern Avenue Metro Station, Oxon Hill Farm/Oxon Cove Park, National Harbor, Alexandria Virginia, access to the Capital Beltway (I-95/I-495), and the Woodrow Wilson Bridge are crucial community assets.

PLAN PURPOSE

This sector plan develops a community supported vision, recommends the ideal mix of land use supported by adequate transportation facilities, proposes economic incentive and funding strategies, leverages regional development activities, and provides redevelopment/design guidance for the public realm. This sector plan develops short- , mid-, and long-term strategies for environmental sustainability, transportation improvements, public investments, and economic competitiveness.

The Eastover/Forest Heights/Glassmanor Sector Plan presents policies, recommendations, and strategies to help transform objectionable conditions in the sector plan area to create a desirable community in which to live and do business. This plan area has experienced little development activity over recent years, which has consequently created various issues that now negatively impact the sector plan area. It is the purpose of this plan and SMA to recommend remediation strategies to specifically address:

- Commercial properties in decline due to new suburban and urban development elsewhere, archaic and outdated amenities, deferred maintenance, and unsafe access.
- Residential neighborhoods with aging housing stock on smaller lots that are less desirable in today's suburban market.
- Residential densities that do not support an increase in transit service or substantial commercial redevelopment.

Map 29: Sector Map with Context



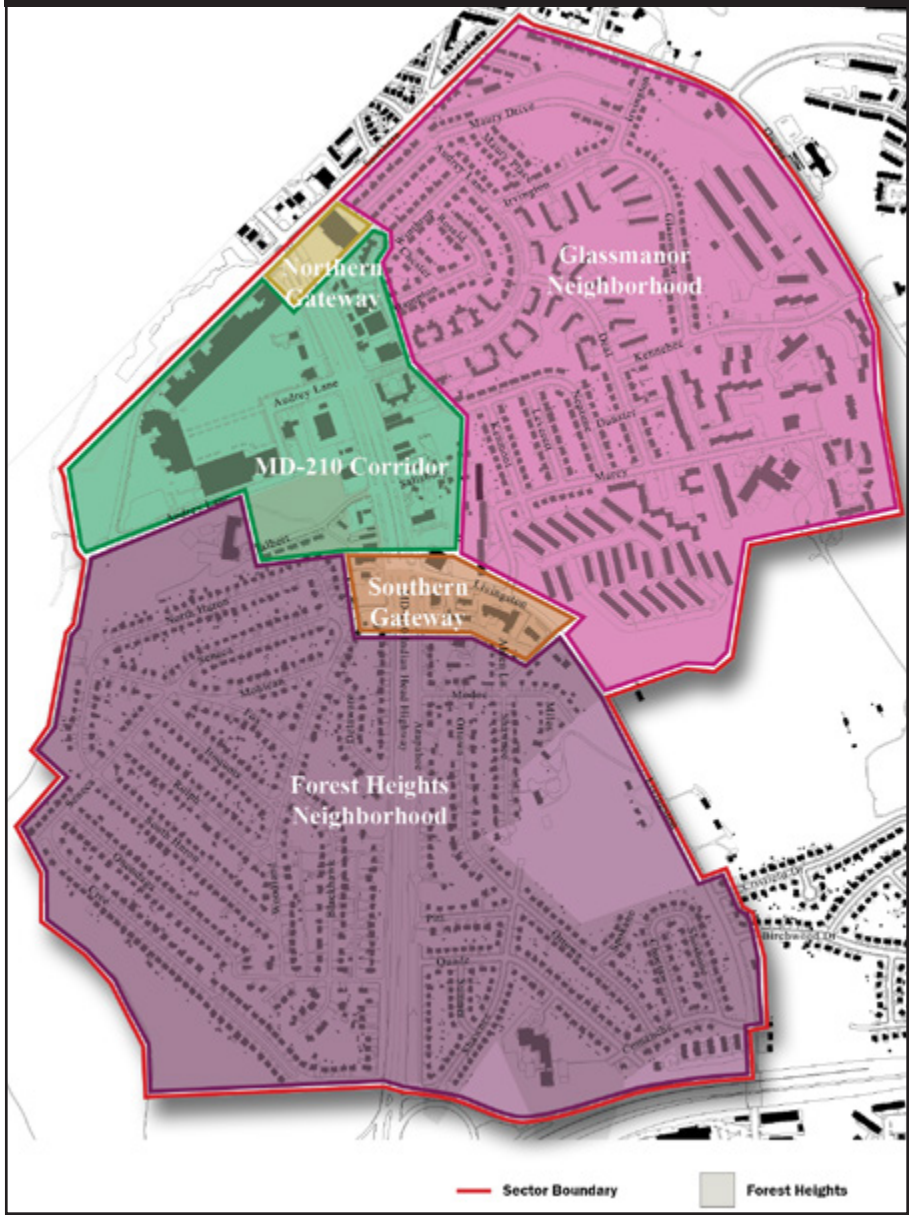
- Scattered older office properties with unleased space that is obsolete, outdated, and does not support current office tenants' needs.
- Increased traffic congestion due to a confusing road structure along MD 210, including service roads and cut-through traffic from the District of Columbia.
- Uncomfortable/unsafe pedestrian environments due to discontinuous or lack of sidewalks, conflicts with automobile traffic, poorly-maintained pedestrian facilities, and limited connections between residential and commercial areas.
- Poor environmental conditions including degraded natural areas along Oxon Run and its tributaries, flooding, and poor connections to and between parks and natural areas.

The sector plan will focus on addressing these challenges by developing physical design solutions for specific properties where change could and should occur. To facilitate this goal, the sector plan will look at corridor-wide issues by concentrating on four key focus areas:

- The Town of Forest Heights
- The Glassmanor Community
- The Eastover Shopping Center and Commercial Area
- The MD 210/Indian Head Highway Corridor

Goals and objectives are developed for the focus areas and the corridor as a whole. Strategies to implement the plan recommendations will be developed in keeping with the plan's vision. The sector plan will provide frameworks for performance evaluation to assist stakeholders and decision makers in monitoring and supporting plan implementation. Community stakeholders, local government, the development community, and local non-profits will continue to make adjustments and refinements to the plan in response to changing conditions over time.

Map 30: Redevelopment Opportunity Focus Areas



RELATIONSHIP TO COUNTY FUNCTIONAL PLANS

Relationship to the 2002 *Prince George's County Approved General Plan*

The *Prince George's County Approved General Plan* defines a development policy framework characterized by three geographic tiers—the Developed Tier, the Developing Tier, and the Rural Tier—and a number of centers and corridors in which development should be concentrated to take advantage of existing infrastructure and transportation facilities. Allowable uses and densities vary according to tier and center/corridor node designation.

Developed Tier

The proposed sector plan area lies within the Developed Tier. Developed Tier communities generally contain older neighborhoods and commercial areas developed at higher densities, often with widespread problems of disinvestment due to the proliferation of new growth occurring predominantly in the Developing Tier. Developing Tier communities received new investment in the late twentieth century, with "greenfield" land being transformed into lower-density residential subdivisions and larger strip commercial centers.

Relationship to the 2009 *Approved Countywide Master Plan of Transportation*

The functional master plan of transportation provides the framework for all plan and capital improvement program developments in Prince George's County. The county's approved policy is to "develop a comprehensive network of paved and natural surface trails, sidewalks, neighborhood trail connections, and on-road bicycle facilities for transportation and recreation use." Trails should be in compliance with the Americans with Disabilities Act and designed to accommodate hikers, bicyclists, and equestrians. Communities and roadways should be designed to accommodate pedestrians and bicycles, as well as automobiles. Sidewalk and trail connections should be provided to schools, parks, activity centers, and other public facilities.

Relationship to the 2010 *Water Resources Functional Master Plan*

The Water Resources Plan has been prepared in conformance with state requirements and guidelines as an amendment to the 2002 *Prince George's County Approved General Plan*. The Water Resources Plan is a policy document that was formally adopted by the Planning Board and approved by the County Council. This plan makes recommendations and establishes goals, policies, and strategies to assist the County, state, and federal agencies; communities; and citizens to make informed decisions about growth and development, land preservation, and environmental and water resource protection and providing infrastructure to support sound land use. The Water Resources Plan contends that in most urban developments, the largest source of water pollution is not point source or from a pipe, such as a wastewater treatment plant. Instead, the largest amount of pollution is attributed to surface water runoff known as nonpoint source pollution. Nonpoint source pollution is a direct result of land use, land cover, the extent of imperviousness, and the quality of stormwater management facilities within the watershed. The Water Resources Plan enumerates strategies to reduce nutrient loading in urban areas due to stormwater runoff.

RELATIONSHIP TO COUNTY MASTER PLANS

The 2000 *Master Plan and Sectional Map Amendment for Heights & Vicinity Planning Area 76A* identified the area around the intersection at Southern Avenue and Indian Head Highway as a gateway with recommendations for portions of the proposed sector plan area as follows:

- Provide goals, concepts, recommendations and guidelines to guide public policy and investment in the Planning Area. These are presented for the 11 major elements of the plan: focus areas land use and gateways, transportation, residential neighborhoods, commercial areas, employment areas, urban design, public facilities, environmental resources, parks, trails, and historic preservation.
- Address and make recommendations for detailed land use and gateway elements for five focus areas in the Heights planning area to encourage development that is appropriate and projects a positive image.
- Implement the master plan during the ongoing planning and regulatory process.
- Focus significant planning concentrations and the development of urban design guidelines for existing and future development in the designated gateway areas.
- Emphasize community involvement through the public participation process of the plan.
- Emphasize revitalization in areas where development has the greatest potential-adjacent to metro stations.
- Provide land use recommendations and rezoning proposals to provide a foundation for revitalization.

Because the Heights Master Plan was developed prior to the approval of the current county 2002 General Plan, this sector plan for Eastover, Forest Heights and Glassmanor will update the recommendations to be in conformance with the current 2002 General Plan Developed Tier growth strategies.

DEVELOPMENT PATTERN

Historically, post-war development patterns around the District of Columbia spurred growth in communities like Forest Heights and Glassmanor in the second half of the nineteenth century. Crowded and socially degraded conditions in the District, coupled with a growing demand for housing in an environment that mixed nature with community, drove suburbanization during this time. Advances in transportation, most notably the introduction of the electric streetcar in 1887 and the mass production of gasoline-powered automobiles after 1908, allowed a growing percentage of households to suburbanize. Forest Heights and Glassmanor became desirable locations at the edge of the District, and development was rapid in the 1940s and 1950s. The American ideal of suburban life in the park-like setting of self-contained subdivisions fueled the aspirations of rising middle- and lower-income families. These aspirations were increasingly met as advances in transportation opened fringe land for residential development and lowered the time and cost of commuting to work in the city. Even those having modest incomes could achieve the ideal in the form of small, detached houses on the narrow lots of strictly rectilinear plats in Forest Heights or the spacious grounds of garden apartment villages in Glassmanor.

The latter nineteenth and early twentieth centuries saw this suburbanizing pattern in Prince George's County push farther east away from the urban edge communities of Forest Heights and Glassmanor as the desire for larger lots and houses grew. This trend has been followed

by reinvestment in the District, which consequently fostered demographic changes in the rental community of Glassmanor. Washington, D.C., neighborhood revitalization grew as the desire for housing close to the urban core with modern upgrades slowed the transfer of single-family properties to younger families in the homeownership communities of Forest Heights and Glassmanor and pushed physically and financially displaced residents to pursue rental options in the garden apartments of Glassmanor at the edge of the city. During these demographic changes, inner ring suburbs began to experience disinvestment and degradation of their supporting infrastructure, environment, and commercial development. This occurs as outer ring development and revitalizing communities in the District have consumed local and regional resources and drawn young professionals and families away from the communities of Forest Heights and Glassmanor. The consequences have led to abandonment, physical decline, a population transience, and lack of investment by the county and the private development community. Homeowners increasingly have become statistically older, and younger residents have been priced out of more desirable communities with a better complement of community resources.

As redevelopment and revitalization trends continue to expand in the District, the inner ring suburbs, like Glassmanor and Forest Heights, will increasingly become popular residential communities for residents and workers who are looking to combat the rising cost of transportation and energy by remaining close to resources. The sector plan is designed to physically and culturally guide change and revitalization. The plan strives to help position the community to develop programs that will address social, recreational, cultural, and educational needs as well as support projects that organize land use in an orderly and sustainable fashion. The plan identifies changes in the sector that would help transform the area into a sustainable, safe, and resilient community.

COMMUNITY SETTING

The MD 210/Indian Head Highway connects Prince George's County with the greater metropolitan area. It provides connections to Washington, D.C., on South Capitol Street and Southern Avenue, which is located adjacent to the plan area's western boundary. MD 210 also connects the plan area to National Harbor, approximately three miles south of the area. MD 210 links the plan area to the Capital Beltway (I-95/495) at the southern plan area boundary providing linkages to the greater Maryland and Virginia area and nearby suburbs. MD 210/Indian Head Highway forms the gateway into Prince George's County from the southeast District of Columbia, Ward 8 Bellevue neighborhood. The Livingston Road and MD 210 intersection forms a gateway into and out of the Town of Forest Heights.

The plan area commercial and business activity is located at the core of the community along MD 210 and Livingston Road. Eastover Shopping Center is the retail anchor at the northwestern quadrant of the sector plan area. In addition to Eastover Shopping Center, 23 other retail properties, 6 office properties, 2 churches, and a self-storage space line the MD 210 and Livingston Road Corridor. Much retail activity concentrates on auto service uses, consistent with the current auto-oriented nature of the corridor. Most commercial buildings were built in the 1950s. Many of these are ideal candidates for the sector plan's proposed upgrades and/or redevelopment.

The Town of Forest Heights is an incorporated municipality with a 2011 population of 2,452 residents that offers moderate-priced housing for residents wishing to reside near the District of Columbia in a neighborhood convenient to public transit, major transportation routes, cultural and recreational resources, and employment opportunities. The town has proactively pursued planning and redevelopment studies and projects based on a sustainability paradigm: notably a zero run-off plan for the Town Hall, which includes a green roof, bioretention areas, and permeable paving. The town recently worked with the University of Maryland, Pennoni Associates Inc., and the

Neighborhood Design Center to study and improve various conditions in the community. Issues of stormwater management (water quality, and physical alterations to streams and tributaries), energy consumption, renewable resources, roadway configuration, sidewalks, and pedestrian safety are some of the concerns that have been addressed through these studies. The current economic downturn and declining government revenue have stalled efforts to jump-start the community's transformation.

Glassmanor is an unincorporated community and census designated place. As of the 2010 census it had a population of 17,295. Only a portion of Glassmanor is included in the sector plan study area, coinciding with the Council District 8 boundary. Glassmanor residential community is comprised of a variety of garden apartments and single-family housing, offering a good mix of residential choices for the area. Glassmanor is a location that is accessible to a wide variety of employment opportunities in the District of Columbia and has access to the Southern Avenue Metro Station, one mile beyond the sector boundary, making this residential neighborhood desirable and valuable. The Glassmanor community is located on a southwest facing slope and offers excellent views into the District of Columbia and northern Virginia. The rental communities generally contain significant open space assets including playgrounds, woods, and open areas for recreation. The Glassmanor Community Center, located adjacent to the Glassmanor Elementary School, is the physical and social hub of this community. The center actively outreaches to community residents of all ages to provide support services, recreational resources, and a community core that unites residents. Unfortunately, over the years, portions of the housing stock, particularly some of the rental communities, have become obsolete and rundown. Voucher renters have created a more transient community, and social issues of crime, truancy, and foreclosures have become more immediate.

Eastover Shopping Center remains a stronghold commercial resource in the sector plan area, and recent upgrades to the Giant grocery have helped to stabilize this fresh food resource in the community. The County District 4 Police Headquarters is located at the geographic center of the strip development and provides a secure physical and functional anchor. Upgrades to the headquarters are planned within the next year. Some of the remaining commercial structures within the strip are poorly maintained and have lost relevancy over time. Some businesses have been shuttered leading to unattractive, poorly-performing commercial development that fails to adequately support the community. The shopping center's commercial frontage at MD 210/Indian Head Highway consists of pad fast food and service establishments. Although economically viable, the physical configuration does not support a dynamic streetscape and generally conflicts with pedestrian movement.

OPPORTUNITIES AND CHALLENGES

The sector plan area, including the communities of Forest Heights and Glassmanor, represents a predominately residential enclave located on the southeastern county border with the District of Columbia. The area offers rental and home ownership opportunities; neighborhood-serving commercial; and MD 210, a crucial transportation corridor that forms a gateway between Prince George's County and the District of Columbia. The plan area has challenges including the need for social and safety services, safe transportation options, new construction housing choices, and upgrades to existing housing. County government, community organizations, and residents are working together to address these issues to improve the community's existing assets and mitigate its challenges. The following plan area facts were considered during the development of the sector plan:

- Councilman Obie Patterson, located in District 8, adjacent to the District of Columbia/Ward 8
- The plan area is located within the 2002 General Plan designated Developed Tier

- Expanding nearby development at National Harbor and in the District of Columbia
- Eastover Shopping Center is the current neighborhood retail center
  - This 260,092 square-foot community shopping center has a traffic count of 31,061 vehicles per day on MD 210/Indian Head Highway.
  - Major tenants include a newly renovated Giant Foods, CVS, Anna's Linens, Rainbow, Radio Shack, Simply Fashions, GameStop, DOTS, and many more.
  - This center is centrally located with excellent accessibility to the primary artery serving the Oxon Hill trade area. Oxon Hill has over 363,599 people and an average household income of $92,530 within a five-mile radius of the shopping center; retail spending is thriving in this area.
  - Other retail exists along MD 210 and at the intersection with Livingston Road.
- Several religious institutions are major property owners in the plan area:
  - Abundant Life Ministries
  - Le Detroit Baptist Church
  - St Mark AME Church
  - Shachah World Ministries

PUBLIC PARTICIPATION PROGRAM

The Public Participation Program for the Eastover/Forest Heights/Glassmanor Sector Plan was structured to maximize community involvement in the planning process, plan recommendations, and staff participation in ongoing community initiated meetings. Preparation of the sector plan has been guided by data, existing county policies, and community input. The strong community outreach program offered a number of benefits throughout the planning process, including a better understanding of the opportunities and challenges facing the plan area, better-informed decision making, plan advocacy by the affected community, and a greater likelihood of plan implementation. The project team solicited feedback from a range of stakeholders: residents, business and property owners, community and institutional organizations, and government decision makers. The ultimate success of the plan will in part reflect the planning team's ability to effectively communicate information to stakeholders and obtain buy-in. Outreach tools for obtaining public input included:

- Performing outreach to political, community, and business leaders
- Conducting key property owner, stakeholder, and agency interviews
- Communicating with various community organizations, non-profits, faith-based groups, and the development community
- Collaborating/communicating with other local planning efforts
- Hosting public events: meetings, workshops, and presentations

Residents and stakeholders play a unique and vital role in the implementation of community plans. Engaging the citizens in their own future sets the stage for the continued development of ideas and the opportunity for broad ownership of the plan as portions are adopted and implemented. Key community stakeholders are not just public officials or business and community leaders. Representation by a diverse local cross section to support and engage in the study, planning, and design process will provide the community a path toward appropriate and supported projects and programs.

REDEVELOPMENT ASSETS AND OPPORTUNITIES

The public kick-off meeting held at the Forest Heights Town Hall on March 15, 2012, was designed to establish baseline information to guide the plan's focus and emphasis. The planning team followed up by developing a comprehensive list of the area's assets and shortcomings based on the public meeting, research, and site reconnaissance. The development of an analysis of strengths, weaknesses, opportunities, and threats provides a structured planning method to establish realistic goals and objectives for the sector plan to endorse. These considerations have been re-applied to the development of this sector plan in order to make recommendations and develop strategies that best address community concerns while protecting community assets.

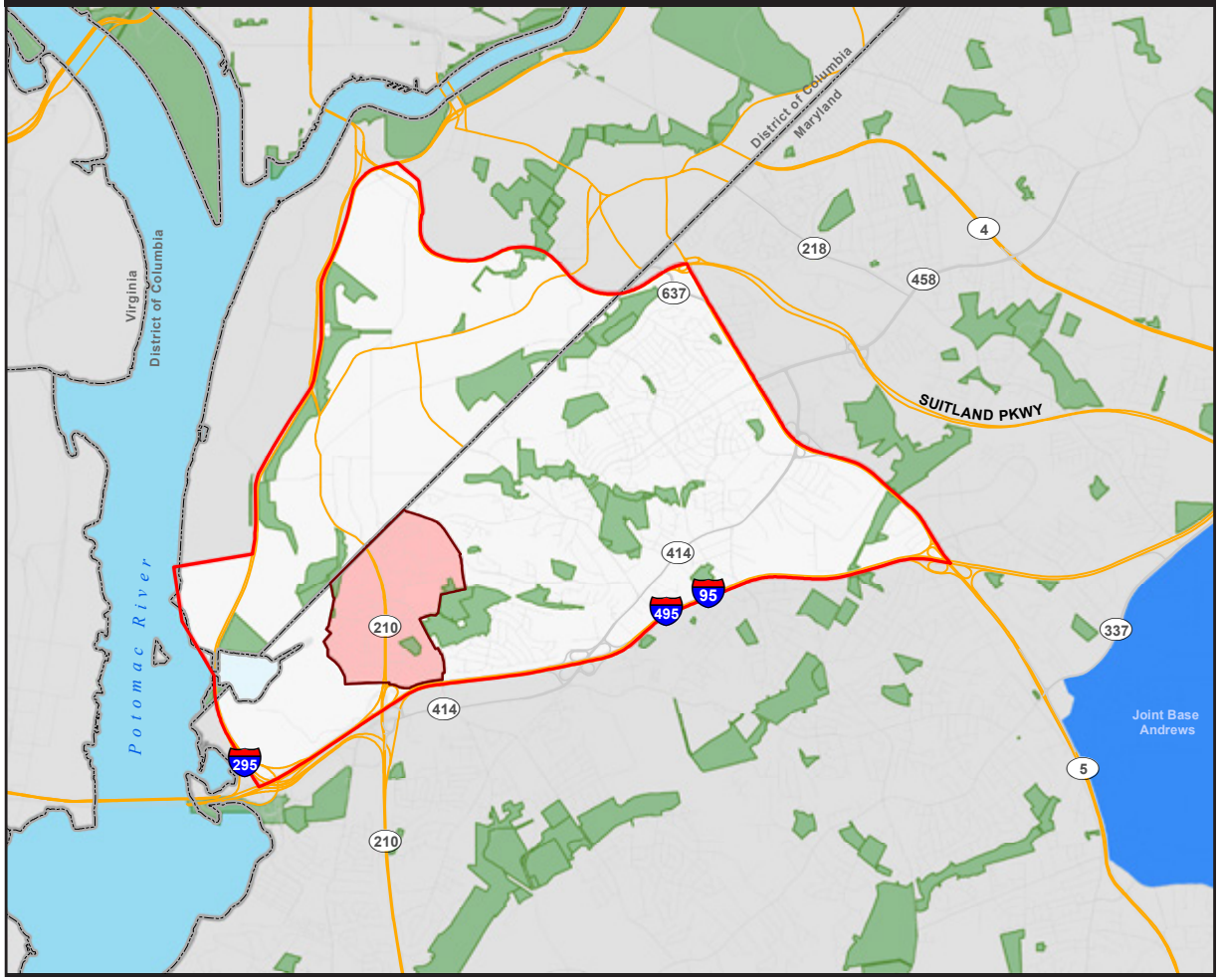
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APPENDIX II – MARKET ANALYSIS

The Eastover sector plan area includes the Town of Forest Heights and the unincorporated areas known as Glassmanor and Eastover. The study area is bounded to the south by the Capital Beltway, to the west at the District of Columbia Line/Southern Avenue, and includes properties along Livingston Road to the northeast. This analysis provides baseline market and demand information for residential, retail, and commercial development to ensure the redevelopment scenarios recommended for the project are based upon practical market realities, establishing realistic development expectations and helping to ensure recommendations emanating from the plan are implementable.

A Primary Market Area (PMA) was established to study demand for additional commercial, office, and residential in the plan area. The PMA includes areas of both Prince George's County and southeastern Washington, D.C. to better reflect the way residents move through neighborhoods rather than utilizing traditional jurisdictional boundaries or mile radii. Within the PMA there are approximately 35,000 households and a population of 88,000.

Map 31: Primary Market Area



DEMOGRAPHIC PROFILE

The demographic analysis is a key component of identifying current and future economic opportunities by land use within the sector plan area as well as providing insight into any challenges to efforts for redevelopment.

The PMA reflects the area likely to generate the majority of demand for new development. It is anticipated

that the households and population within the PMA will grow at a rate of 1.1 percent annually through 2017. Roughly 60 percent of the households are either one- or two-person households. These households represent a mix of young adults (below 34 years old) and older adults (55+). The younger households are the larger portion of this group; however, the senior population is growing at a much faster rate than any other age group. The median income within the PMA is just over $45,000, a third of the population earns below $25,000 annually.

In 2012, an estimated 11,465 households are comprised of one person, equating to 33 percent of all households in the PMA. An additional 9,334 households (27 percent of the PMA total) are two-person households. These smaller households present an opportunity for development of new residential product types oriented toward one– and two–person households that have more affordable rental rates. The average household size is anticipated to remain constant between 2012 and 2017.

Table 15: Demographics

Distribution of Population by Age

Population by Age	2012		2017			
	Number	Percent	Number	Percent	Growth	Percent Growth
Less than 25	33.139	38	33,175	36	36	0.1
25-34	12,768	15	13,183	14	415	3.3
35-44	11,489	13	12,507	13	1,018	8.9
45-54	11,725	13	11,637	13	-88	-0.8
55-64	9,959	11	10,912	12	953	9.6
65-74	5,816	7	7,408	8	1,592	27.4
75 and Older	3,074	3	3,903	4	829	27.0
Total PMA Population	87,970	100	92,725	100	4,755	5.4

Distribution of Households by Household Size

Household Trends	2012		Total	Percent of Total
	Family	Non-Family		
1-Person Households	N/A	11,465	11,465	33
2-Person Households	7,596	1,738	9,334	27
3-Person Households	5,795	193	5,988	17
4-Person Households	3,694	58	3,752	11
5-Person Households	3,915	45	3,960	11
Total	21,000	13,499	34,499	100

The majority of people living within the PMA are under the age of 34 years old (53 percent), which includes both young households and families with children. This group is anticipated to grow by approximately 3.5 percent over the next five years. Older residents, those 55 and above, represent just 10 percent of the overall population within the PMA. However, in the coming five years, they will have the largest growth of 27 percent. Components of both of these population groups, young adults and seniors, will impact the types of residential units needed to meet population growth. In general both groups will demand smaller units (studios/one bedrooms) and should be considered for new development opportunities.

The median household income in the residential PMA was $42,541 in 2012, reflecting an annual increase of 2.1 percent since 2000; however, one out of three households earn below $25,000. As anticipated, when examining the income by age of householder, it is clear that the youngest and oldest households earn substantially less than those households aged from 35–65 (prime working years). This income disparity (+/-$20,000) combined with the population trends noted above for the same age groups further indicates a potential need for a targeted residential product that can meet both the household type and income capacity of these residents.

RESIDENTIAL MARKET ANALYSIS

The Town of Forest Heights and the community of Glassmanor provide a diversity of housing types in a mature neighborhood. Forest Heights is predominantly a single-family-home community that straddles MD 210 (Indian Head Highway). Development in the area began in the 1930s but the majority of detached cottage-style brick homes were built in the 1940s, early 1950s, and some duplex structures built in the 1960s. Many employees from federal facilities, such as the adjacent Naval Research Center, were residents of Forest Heights. The median age for homeowners is between the ages of 45 and 60, which reflects an aging population.

The median home sales price for Forest Heights is $85,500 as compared to the county at $176,800. There are approximately 779 owner-occupied dwelling units and 89 renter-occupied units. The annual residence turnover is 11.87 percent with 56.57 percent of residences having maintained the same occupants for five or more years. It is estimated that 658 homeowners have an existing mortgage on their property with 76 second mortgages and 81 home equity loans on properties.

Glassmanor is primarily a multifamily unincorporated community with the majority of complexes being rental apartments with a small number of duplex, single-family housing. Most of the complexes are in fair condition; a few management companies have invested in improvements to their properties.

Approximately 34 percent of all households in the residential PMA are owners, and 66 percent are renters. Sixteen percent of households live in single-family detached homes, and 42 percent of renters live in small apartment complexes with five to nineteen units per building. The average annual turnover rate for renters is seven percent, not uncommon in urban settings but that combined with low ownership rates illustrate the transient nature of the residential marketplace.

The rental market is predominately Class B and C apartments. These buildings have not been funded through affordable housing programs; however, many are occupied by tenants utilizing rent assistance and have relatively affordable rents. Within the Washington, D.C., communities, many of the larger multifamily developments have been financed utilizing Low Income Housing Tax Credits or other local/federal assistance. Average rents range from $1.23–$1.80 per square foot within the submarket, which is experiencing healthy occupancy rates above 96 percent. Based upon current market conditions, estimates indicate that there is demand for 145 units annually, but the majority of the demand is at very affordable levels. Over 50 percent of the demand is for units affordable to households earning 30 percent of Area Median Income (AMI) or below; another 40 percent is for households earning between 30–60 percent of AMI.

The for-sale market is driven by resales. The 10-year average for annual home sales within the zip code is 252 homes per year; however, 2012 sales were sluggish and fell below the 10-year average. The average home sale price in the zip code is $173,000, and median price is $168,000. These prices are substantially below average and median prices within the county: $234,000 and $231,000, respectively. Our analysis indicates that the annual demand potential of for sale units is 50-55 units annually. Approximately half of this demand is for homes priced at or below $212,000; this may be suitable for some small-scale condominium/attached housing but would more likely be satisfied by the resale market. There is one pipeline project—Patriot's Landing—with 61 townhomes, which could potentially absorb approximately two years of anticipated demand.

Rental Housing

The rental submarket is generally characterized by older Class B and C apartments, although some buildings within the submarket have undergone substantial renovations. The submarket is dominated by one- and two-bedroom units, which make up roughly 39 percent and 42 percent of the inventory, respectively. Rents range from $1.23 per square foot for 3-bedroom units to $1.80 per square foot for studio units within the submarket. Rent growth has remained positive, last year rents increased by 3.2 percent, the five-year average is 2.4 percent which is slightly below the average for all of suburban Maryland, which is 2.8 percent. Finally, occupancy levels remain strong within the submarket. Year-to-date levels are at 96 percent. Although vacancy rates are slightly higher than suburban Maryland in general, the Forest Heights submarket performs on par with the balance of the Maryland suburbs.

Map 32: Sector Map with Context



Rental Housing Demand Analysis

A demand analysis was conducted to determine the annual demand for rental apartments within Eastover. The demand analysis utilized income range and rental rate affordability and correlated it to area median income for households within the PMA. The affordable rental rates associated with each income level are calculated based on the HUD standard of housing costs representing 30 percent of household income. The demand analysis for each income range begins with the number of households in that range in 2012. The demand by household size was determined to delineate demand from one-, two-, three-, and four- or more person households in each AMI bracket. The demand analysis accounts for two categories of renters: those currently renting who will remain renting in the future, and those who currently are homeowners but will transition to renting in their next move. Turnover rates for renters and owners, based on Claritas and U.S. Census data, are applied to each of these groups to reflect the number of households in the PMA that will be moving to a new rental unit each year. A capture rate for the Eastover area is then applied to determine the total demand by income range. The type, size, and configuration of new rental units can dictate the market segment

attracted to future development. Finally, the demand analysis accounts for households currently living outside of the PMA, which may include households moving from outside the region or moving from other parts of metropolitan Washington, D.C.

The demand analysis reflects an annual household demand for 145 rental units each year from 2012–2017 with the vast majority of demand (90 percent) coming from households earning at or below 60 percent of AMI. The projected household growth rates were utilized to determine the future rental demand over a five-year time frame. This analysis indicates that the annual demand potential for rental units will increase to 151 units annually by 2017. Given that 90 percent of demand is for rental housing at rents that are affordable to households earning up to 60 percent; and considering that a full 60 percent of that demand comes from very low income households (30 percent of AMI), the opportunity to utilize low income housing tax credits (LIHTC) and other affordable housing finance tools will increase the feasibility of development within the sector plan area.

For-Sale Housing Demand Analysis

The for-sale housing statistical demand analysis was conducted with a similar methodology to the for-rent analysis. The demand analysis was conducted by income range and affordable sale price for households within the defined PMA. The affordable home prices associated with each income level are calculated based on the industry standard of housing costs, representing 30 percent of household income, 10 percent down payments, and 6 percent mortgage interest rates, reflecting more conservative underwriting that has come into practice in the past three to four years. This demand analysis may reflect a modest opportunity to provide condominium units, townhome units, and smaller households in lower income ranges.

The demand analysis reflects an annual household demand for 52 for-sale units each year from 2012–2017. The projected household growth rates were utilized to determine the future for-sale demand over a five-year time frame. Approximately half of this demand is for homes priced at or below $212,000. This may be suitable for some small-scale condominium/attached housing but would likely be satisfied by the resale market. The balance of the demand at prices above $212,000—23 units—may be more suitable for new development. This analysis indicates that the annual demand potential of for-sale units may increase to 54 units annually after 2017.

RETAIL MARKET ANALYSIS

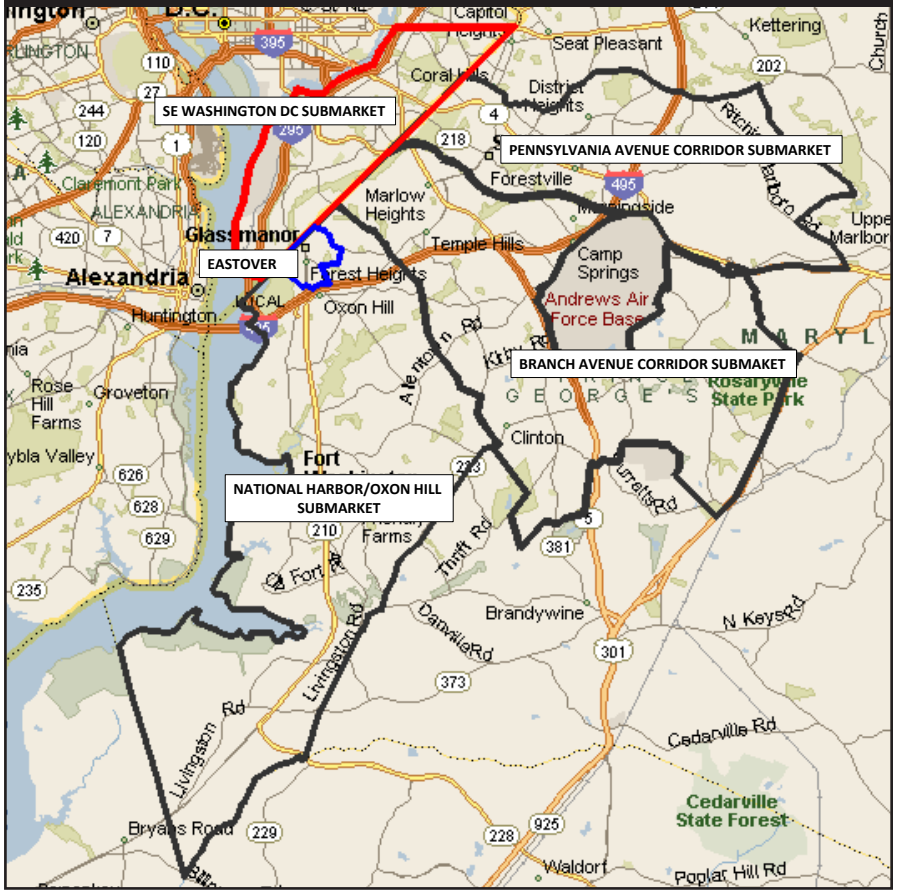
Retail trends indicate healthy occupancy rates but little if any rental growth, which inhibits new development. Within the Eastover sector plan area there are 386,000 square feet of retail, 70 percent of the total retail is within the Eastover Shopping Center/Plaza. Demand analysis determined that an additional 90,000 total square feet of retail can currently be supported in Eastover. Key services include grocery/convenience, clothing, hardware, and pharmacy. If pipeline projects—most importantly, Potomac Business Park (Walmart) and Skyland Shopping Center (Walmart-anchored)—are developed as planned, much of the existing demand will likely be met. New demand based upon anticipated population growth is 11,000 square feet in 2017; however, the distribution of demand across the store types does not support the development of any new stores.

Retail Supply Analysis

Analysis was conducted of the existing supply of retail centers within Eastover as well as surrounding submarkets, including greater Fort Washington/Oxon Hill, SE Washington, D.C. submarket, Pennsylvania Avenue, and Branch Avenue. Retail trends within the submarket indicated a healthy occupancy rate indicating a strong retail market although rents have been stable at about $20 square/foot over the past 10 years. The relatively limited rent growths within the submarket indicate a price sensitivity that may compromise the underwriting of substantial amounts of new development.

Within the Eastover sector plan area there are 386,000 square feet of retail. 70 percent of the total retail is within the Eastover Shopping Center/Plaza along Indian Head Highway. This shopping center is anchored by a Giant grocery store, CVS, and several other mid- and small-scale retailers as well as fast food restaurants. This center has approximately 14,700 of its total 269,621 square feet (less than 6 percent) vacant. The remainder of the retail within Eastover is located in small strip centers or stand-alone properties and interspersed among other commercial or residential land uses. There are several community centers just outside the beltway, including Oxon Hill Plaza, Oxon Hill Shopping Center, and Rivertowne Commons.

Map 33: Retail and Office Submarket Boundaries



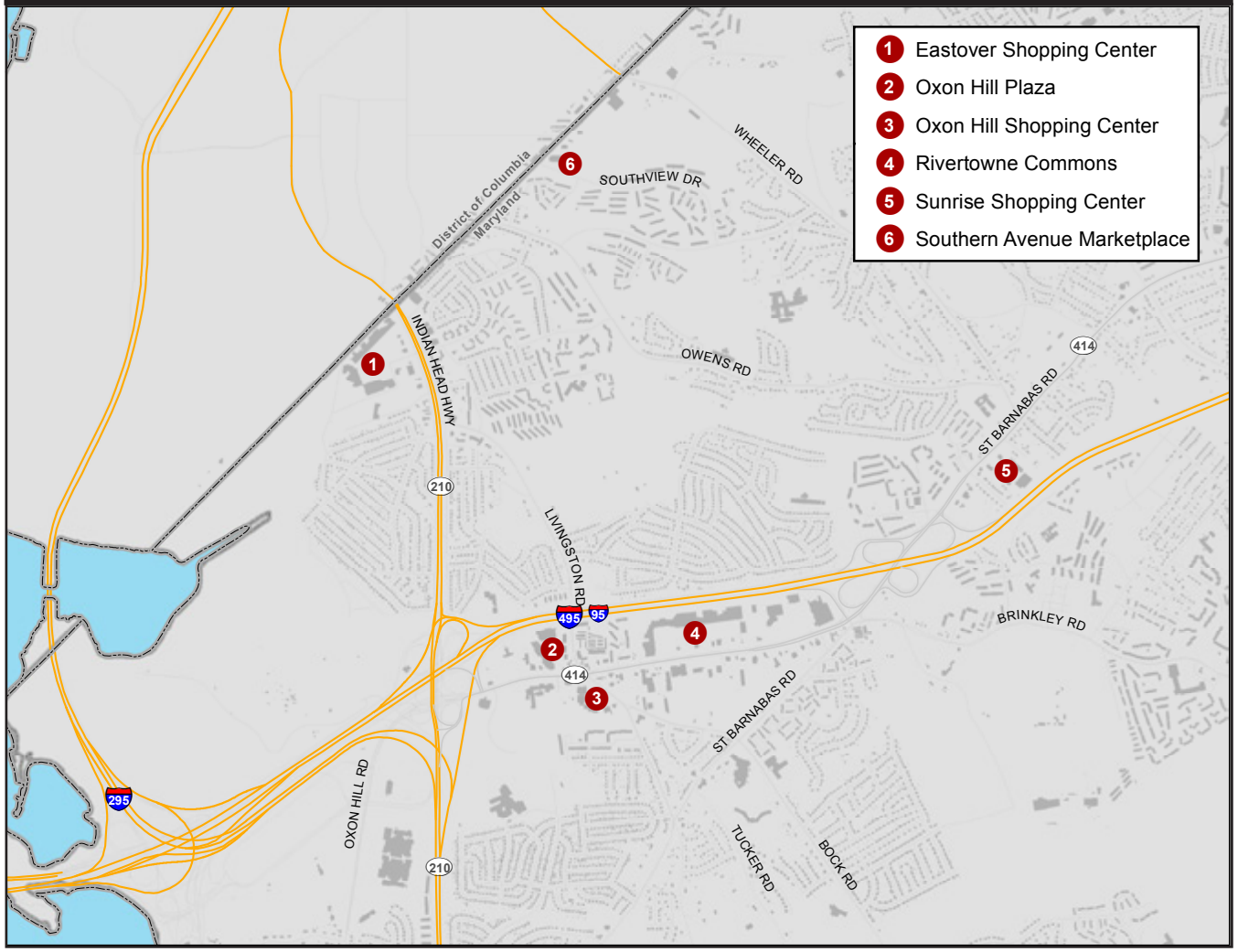
Retail Demand Analysis

A demand analysis was done to determine the current and future demand for retail space in Eastover by store-type category. The analysis is based on the number of households living in the commercial PMA and their household spending patterns. An analysis of the existing supply of retail space in the commercial PMA and residential household expenditures reveals that there is an existing undersupply of most types of retail stores. Key categories where there is a gap between the dollars spent and venues to spend money include: grocery, pharmacy, and clothing. Some of this gap is likely met at existing retail within the county, including the nearby retail centers mentioned above and other regional and online purchasing.

To determine the demand the annual average resident household is spending by store type within the PMA, the capture rate is applied to the total potential spending to derive the potential retail spending in Eastover. The capture rates are derived for each retail store type based on existing and planned competitive supply, household spending and commuting patterns, and the typical orientation of a store

type as either a destination or neighborhood-serving establishment. This spending potential is converted into square footage of retail space by applying the achievable sales per square foot to the potential spending for each store type. The demand analysis determined that the commercial PMA can support 90,000 total square feet of new retail development in Eastover for the store-type categories with excess demand. While this resident demand increases by 11,000 in 2017 based upon current projected growth in the PMA, the distribution of demand across the store types does not support the development of any new stores. In addition, there are several retail projects currently planned and proposed; notably the new Walmart coming to Potomac Business Park and Tanger Outlets will impact the overall opportunity for new retail development within Eastover.

Map 34: Retail Locations



While the Eastover community does not lend itself to substantial commercial development, there may be an opportunity to capture demand for community serving/service-oriented office space. It can be anticipated that approximately 9,000 square feet of such commercial space can be accommodated in current vacant space or by creating ground floor commercial opportunities in residential development and/or retail centers.

Table 16: Retail Demand by Store Type

		2012 Total			2017 Net New		
	Avg. Store Size	Estimated Demand (sq. ft.)	Total Stores Supported	Total Supportable sq. ft.	Estimated Demand (New sq. ft.)	Total Stores Supported	Net New Supportable sq. ft.
Furniture & Home Furnishing Stores	N/A	7,997	1	5,000	760	0	0
Electronics & Appliance Stores	N/A	5,672	1	2,500	2,154	0	0
Bldg Materials, Garden Eqpmt & Supply	5,000	6,012	1	5,000	465	0	0
Food & Beverage Stores	N/A	45,366	1	40,000	2,023	0	0
Health and Personal Care Stores	10,000	14,553	1	10,000	1,304	0	0
Clothing and Clothing Accessories	N/A	17,536	6	14,000	1,844	0	0
Sporting Goods, Hobby, Book, and Music	N/A	8,015	2	5,000	1,434	0	0
Miscellaneous Store Retailers	N/A	4,136	2	3,000	270	0	0
Food Services and Drink Places	N/A	7,810	3	5,500	342	0	0
General Merchandise	6,000	6,298	0	0	658	0	0
Totals		123,396	18	90,000	11,253	0	0

OFFICE MARKET ANALYSIS

There is minimal traditional office space within the Eastover market area, and the majority of any office-related activity in the submarket is confined to National Harbor. Overall lease rates are stable, in the low $20s per square foot, although the Eastover sector plan area rates are generally below $18 per square foot. We anticipate approximately 9,000 square feet of such commercial office space, some of which can occupy current vacant space or create ground floor commercial opportunities in residential development and/or retail centers.

Office Supply Analysis

Analysis of office trends within the greater Eastover submarket and neighboring submarkets are noted in the retail market section. The lack of employment growth or private-sector employers that occupy traditional office space has limited the growth of the local commercial office market. Many of the tenants within the local office supply are medical tenants or service-oriented neighborhood businesses. All of the office space within Eastover is Class B or C. Lease rates in the submarket experienced a decline from a high in 2006, mirroring in many ways the trends of the residential market noted above. Since 2009, rates have been relatively stable and have not increased. The office occupancy rates have struggled within the submarket and remain high, close to 20 percent. Rates at this level certainly challenge speculative office development.

The little office space within the sector plan area is small (mostly 3,000 square feet or below) and older, all are Class C. There are two larger office spaces, the first at 5410 Indian Head Highway is 19,000 square feet but is only 32 percent leased, and the second at 5533 Livingston Road is a faith-based community development corporation. Other spaces include medical, construction, and realty services. Finally, while the submarket average rents are roughly $24 per square foot, the sector plan area is $18 per square foot. Other office space is within retail developments or converted single family homes and small stand-alone buildings. While the Eastover community

Table 17: Office Demand by Service Type

Selected Industries	2012 Total Eastover Demand Potential	2017 Net New Eastover Demand Potential
Community Office PMA		
Commercial Banking and Credit Union	1,880	110
Insurance Agencies	130	0
Real Estate Agencies/Property Management	80	0
Law Services	150	10
Accounting Services	160	10
Architectural/Engineering Services	650	40
Computer Design Services	0	0
Management Consulting	0	0
Advertising and Media Agencies	0	0
Photographic Services	10	0
Veterinary Services	150	20
Business Support Services	0	0
Travel Agencies	20	0
Landscaping	550	0
Physicians	1,040	0
Dentists	530	570
Other Health Care	350	210
Child Day Care Services	530	30
Personal Care Services	350	20
Associations and Non-Profit Organizations	2,140	120
Total	8,720	1,520

does not appear to lend itself to substantial commercial development, there may be an opportunity to capture demand for community serving/service-oriented office space that can round out either retail space or ground floor space in a larger residential development.

Office Demand Analysis

A statistical demand analysis was conducted to determine the existing and future potential of new community-serving office demand in Eastover. The office demand is based on the ratio of employees to population for select industries that are more likely to be located in a community setting in Prince George's County, and these ratios are then applied to the population within the defined commercial PMA to determine the potential employment in the PMA by industry. This employment is then converted to square footage of office space based on assumptions of the average square feet occupied per employee.

In 2012 an estimate of over 367,000 square feet of community-oriented office space demand in the county, which totals over 1,468 employees. A capture rate is applied for each industry and type of office user to derive the demand for office space in Eastover. The capture rate is based on the existing competitive supply and competitive landscape of employment centers within the region; transportation and accessibility needs of various tenant types; and desired proximity to anchor institutions, resident populations, or other employers.

In 2012 there was a total estimated demand for approximately 8,790 square feet of office space within Eastover. The majority of this demand for office space is driven by banking institutions, medical offices, and nonprofits. The projected five-year demand based on employment and household growth trends shows that the Eastover area could support an additional 1,520 square feet of offices. Generally the market-based demand is insufficient to interest private investment in office development; however, there could be an opportunity to supplement retail or residential space with small office users.

APPENDIX III – PUBLIC FACILITIES/SAFETY/SERVICES

A complete framework of public facilities and services: parks and open spaces, schools, libraries, community centers, police and fire services, and health and emergency services is fundamental to the creation of a vibrant, safe, and resilient community. This plan proposes new public amenities and facilities, including new parks and open spaces, new roads and pedestrian bridges, street lighting and other streetscape elements, an urban library, a park/school, a new neighborhood center, bicycle paths and trails, recreational facilities, and public use spaces. This plan recommends public facilities that support growth and contribute to a livable and walkable environment that makes the sector plan area a desirable place to live, work, and play for existing and future residents, employees, and visitors. This plan strives to integrate public facilities into mixed-use buildings when possible, recommend and support partnerships and cost sharing with religious and other non-profit organizations in the community, and address county financing responsibilities.

FINANCING OF PUBLIC AND PRIVATE IMPROVEMENTS

It is the responsibility of the community planning process to identify future public improvements. The public improvements set forth in the Transportation and Connectivity, Environmental Infrastructure, Public Facilities/Safety/Services, Community Health and Resources, and Implementation and Stewardship Appendices of this document provide the long-term combined list of recommendations for the plan area.

The county's primary method of financing public improvements for a developed community such as Eastover, Forest Heights, and Glassmanor is through the Capital Improvements Program (CIP), which is a six-year program adopted annually by the County Council. This long-term financing program is the Public Facilities Financing Plan, which is a required section of the sector plan. A public facility financing plan for the Eastover/Forest Heights/Glassmanor community would provide for the rehabilitation and construction of the additional public facilities that will be needed as the community develops over the next 20 years and will identify the sources of financing for these facilities. This public facilities financing plan will reflect the public facilities recommended in this plan.

PUBLIC SAFETY

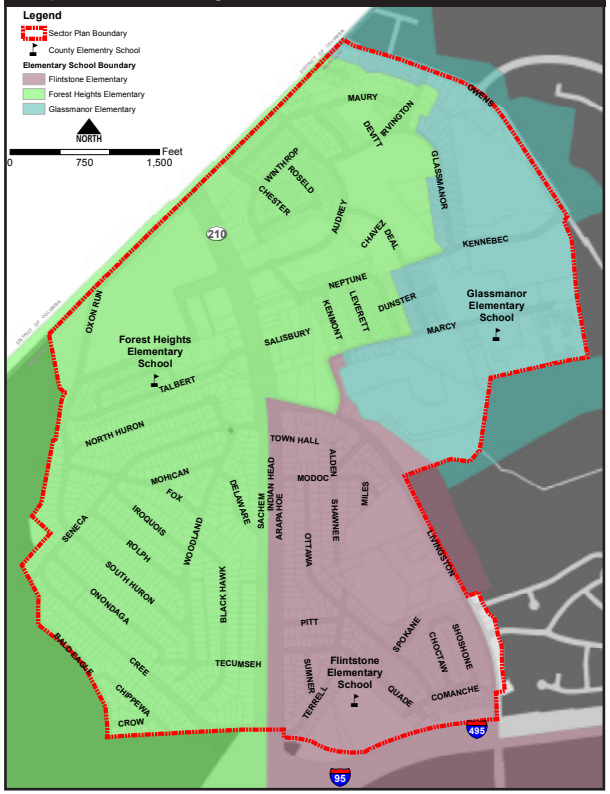
Fire and Rescue Facilities

Oxen Hill Volunteer Fire Department (Company 42), located on 1100 Marcy Avenue in the Glassmanor Community provides first due Fire/EMS service to the Eastover sector plan area. The construction of a new fire/EMS facility at Felker Avenue and Oxon Hill Road and a new fire/EMS facility at St. Barnabas Road and Virginia Lane will improve service to the sector plan area and vicinity. As provided in the FY 2014–2019 CIP; Oxon Hill, Company 21 is budgeted for construction in FY 2014. St. Barnabas is budgeted for construction beyond six years. According to a representative of the Prince George's County Fire Department, Company 42, is planned to relocate to the proposed site at St. Barnabas Road and Virginia Lane.

Police Facilities

County police services for the Eastover sector plan study area are provided by Prince George's County Police Department's District III-Palmer Park and District IV-Oxon Hill. The District III Station is housed in the 128,608 square-foot Police Services Complex, which

Map 35: Elementary School Service Areas



is located at 7600 Barlowe Road in Palmer Park, Maryland. The District IV-Oxon Hill Police Station is located in the Eastover Shopping Center at 5135 Indian Head Highway in Oxon Hill, Maryland.

There are no renovations of the District III or District IV stations budgeted in the current CIP.

LIBRARY FACILITIES

There are two public libraries of the Prince George's County Memorial Library System (PGCMLS) within two miles of the study area, Hillcrest Heights and Oxon Hill. The Hillcrest Heights Branch Library is located at 2398 Iverson Street in Temple Hills. It is approximately 10,000 square feet on three levels with a central atrium. Hillcrest Heights Branch Library opened in 1976. Oxon Hill Branch Library, the older of the two branch libraries, opened to the public in 1967. It is located at 6200 Oxon Hill Road in Oxon Hill and is approximately 47,000 square feet. Both Oxon Hill and Hillcrest Heights have been renovated since their construction. Additionally, both facilities make available for their users books, ebooks, foreign language materials, reference materials, as well as audio, compact discs, DVDs, and materials for the hearing and visually impaired. Desktop computers with internet access, as well as Wi-Fi capability, are also available for the general public.

There are no improvements of the Hillcrest Heights or Oxon Hill Branch Libraries budgeted in the current CIP.

Limited Services Library

In an effort to provide additional library service to the sector plan area where the construction of a new full-service library facility may not be feasible, the establishment of a limited services library is recommended to provide internet access computers, Wi-Fi, and limited library services. This can adequately operate in less space than a full-service library and be provided in an existing public facility or a public facility planned for construction. The limited library service is recommended to be incorporated into the Glassmanor Community Center/Park School.

PUBLIC SCHOOLS/COMMUNITY CENTERS

There are three public schools within the study area: Flintstone, Forest Heights, and Glassmanor Elementary School. However, there are six schools in the Prince George's County Public School system that serve residents of the study area. They are provided in Table 19.

Table 18: PGCPS Schools located within Eastover Sector Plan Area

Name	Address	City
Flintstone Elementary School	800 Commanche Drive	Oxon Hill
Forest Heights Elementary School	200 Talbert Drive	Oxon Hill
Glassmanor Elementary School	1011 Mary Avenue	Oxon Hill

School Facility Conditions

In May 2008, Parsons 3D/International in association with three subcontractors completed a facilities condition assessment of public schools within Prince George's County and updated this assessment in September 2012. The assessment includes an inventory of 184 county public school facilities constructed before 1992. The assessment explores the physical conditions of each school, both internal and external. It identifies which schools require improvements based upon age and the cost of renovation versus the replacement of the facility. The assessment measures schools based upon a facilities condition index (FCI) that is a measurement of "a facility's condition represented by the ratio of the cost to correct a school facility's deficiencies to the current replacement value of the facility." Schools with an FCI of 0-40 percent are considered to be in good condition, schools with an FCI of 40-75 percent are considered to be in fair condition, and schools with a FCI greater than 75 percent are considered to be in poor condition. School facilities constructed since 1993 were not evaluated in the assessment.

Table 19: Eastover Sector Plan Area 2012 School Enrollment and Capacity

School Name	Sept. 30, 2012 Enrollment	State-Rated Capacity	Percent of Capacity
Flintstone Elementary School	372	447	83
Forest Heights Elementary School	268	314	85
Glassmanor Elementary School	258	335	77
Oxon Hill Middle School	544	816	67
Oxon Hill High School	1,626	1,902	85
Potomac High School	900	2,104	43

Table 3 includes an FCI of the public schools that serve the Eastover sector plan area and surrounding communities and identifies the year in which each school was constructed. Five of the six schools identified were rated in fair condition. No schools in the study area were rated in poor condition. In the 2008 assessment, Oxon Hill High School was rated in fair condition. A new Oxon Hill High is currently under construction, and it will replace the existing Oxon Hill High School. Therefore a rating for the replacement school has not been provided in Table 3.

Capital Improvement Program

Funding for the construction of a modern, state-of-the-art educational facility to replace the existing Oxon Hill High School is budgeted for construction in the FY 2014–2019 CIP. Additionally, funding is budgeted in the CIP to construct additional classrooms and renovate existing classrooms at Potomac High School to accommodate classes with a smaller than 25:1 ratio. This effort is a part of the school system's secondary school reform initiative.

Table 4 shows the current pupil yield rates for each dwelling unit type based on 2008 enrollment numbers. Pupil yield rates are for single-family detached, single-family attached, multifamily garden-style, as well as multifamily with structured parking. The current elementary pupil yield for each dwelling unit type is significantly lower than the

Table 20: School Facility Conditions: 2012 Parsons 3DI Study

Elementary School	2012 3DI FCI	2012 3DI Physical Condition	Year School Constructed
Flintstone Elementary School	46.87	Fair	1956
Forest Heights Elementary School	55.18	Fair	1953
Glassmanor Elementary School	61.72	Fair	1960
Oxon Hill Middle School	57.35	Fair	1972
Oxon Hill High School	--	--	Currently Under Construction
Potomac High School	47.32	Fair	1965

previously used elementary rate. Prior to the 2008 update, the pupil yield rates for all housing types were 0.24, 0.06, and 0.12 for elementary, middle, and high schools, respectively.

Table 21: Pupil Yield Rates - 2008

Dwelling Unit Type	Elementary	Middle	High
Single-family Detached	0.16	0.13	0.14
Single-family Attached	0.14	0.11	0.10
Multi-family Garden-style	0.14	0.06	0.09
Multi-family with Structured Parking	0.04	0.04	0.03

The Eastover Sector Plan projects an increase of 108 townhomes and 1,530 multifamily garden-style dwelling units at buildout. Based on the pupil yield factors for single-family attached and multi-family garden-style, the dwelling unit growth is projected to yield an additional 229 elementary school seats, 104 middle school seats, and 149 high school seats at buildout. Considering the existing as well as projected excess school seats, the construction of a new elementary, middle, or high school will not be needed at buildout to address projected growth in the Eastover sector plan area.

Park School Proposal

Glassmanor Elementary School, which is located at 1011 Marcy Avenue in the Glassmanor Community, is also within a county-designated Transforming Neighborhoods Initiative area. Glassmanor Elementary is a neighborhood school, and the majority of its students walk to and from school daily. It is located within a one-story, 35,928 square-foot building on approximately 3.7 acres of land. Based on September 30, 2012 enrollment numbers, there are 258 students enrolled at Glassmanor Elementary and its state-rated capacity is 335 students. It is operating at 77 percent capacity. Since its construction in 1960, Glassmanor has undergone three additions: in 1965, 1969, and 1994. According to the 2012 Parsons Prince George's County Public Schools Updated Facility Condition Assessment Report, Glassmanor Elementary has an FCI of 61.72 percent, which means the school facility is in fair condition.

Adjacent to Glassmanor Elementary School is Glassmanor Community Center. Both facilities are integral to the surrounding residential community, which for a large part consists of multifamily residential properties. Glassmanor Community Center is funded for renovation in the FY 2013–2018 Capital Improvement Program (CIP). In an effort to revitalize the Glassmanor Community and improve both the community center and elementary school, it is recommended that Glassmanor Community Center and Glassmanor Elementary School be redeveloped as a Community Park School Center.

Recommendations

- Use a phased approach to redevelop the Glassmanor Community Center and Glassmanor Elementary School as a Community Park School.
- Ensure the Glassmanor, Forest Heights, and Eastover communities are adequately serviced by fire, police, and EMT services during and after the transition in Fire Stations.

Strategies:

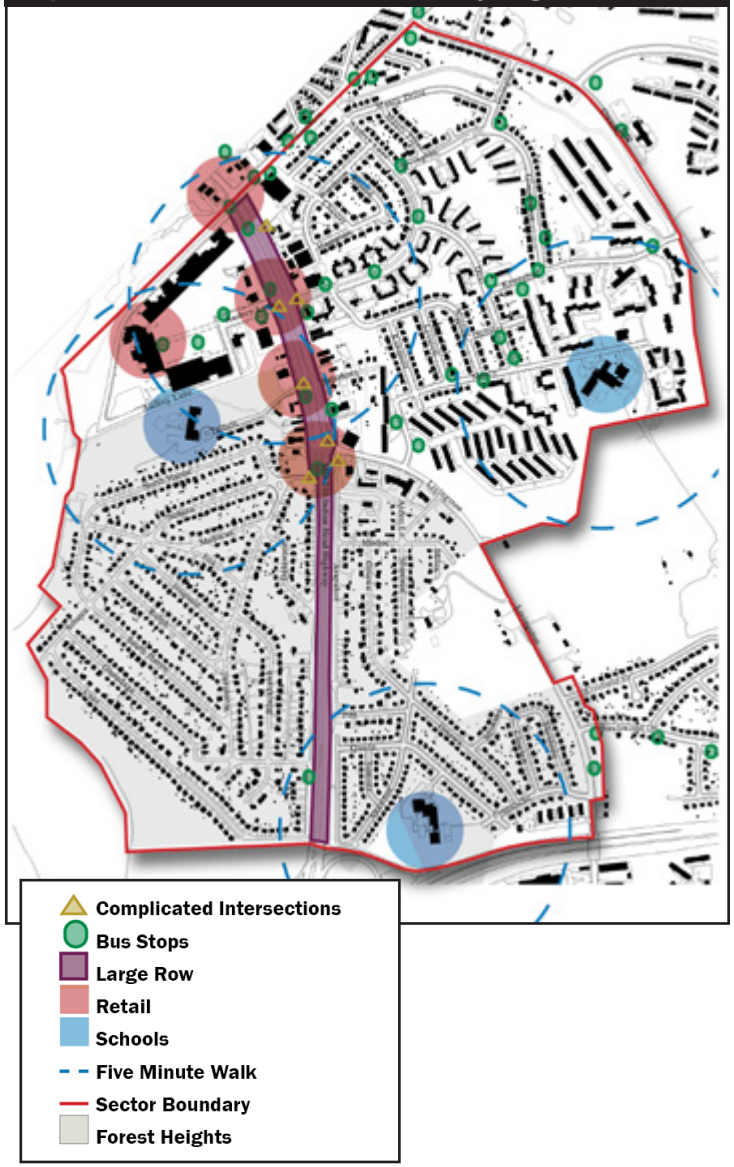
- Undertake a facilities master plan to redevelop the Glassmanor Community Center and Glassmanor Elementary School as a Community Park School Center. Consider the impact of the existing Oxon Hill Volunteer Fire Department (Company 42) site. Identify physical and programmatic recommendations to the redevelopment project. Consider collocating a limited-services library center in the existing Glassmanor Community Center to meet the increasing demand for computer/WIFI usage within the sector plan area and surrounding communities.
- Establish a multi-agency collaboration workgroup to plan for the redevelopment of the Glassmanor Community Center and Glassmanor Elementary School. This workgroup should include but not be limited to representatives from the following agencies/organizations: Prince George's County Department of Parks and Recreation, Prince George's County Public Schools, Prince George's County Department of Public Works and Transportation, Transforming Neighborhood's Initiative (TNI), Glassmanor Civic Association, Oxon Hill Volunteer Fire Department (Company 42), Prince George's County Planning Department, Office of Central Services, and the Office of Management and Budget.
- In the short-term, renovate the existing community center taking into consideration the physical relationship of the school and the fire station. Create an attractive public space between the school and the community center that visibly links the two uses and promotes health and wellness.

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APPENDIX IV - COMMUNITY HEALTH AND RESOURCES

Sustainability is defined as promoting the social, economic, and environmental health of communities by balancing the needs of people, planet, and profit—for current and future generations. Prince George's County has actively developed programs and established incentives to help achieve this goal. Greenhouse gas reduction, LEED-certified buildings, water quality improvement, countywide and urban tree canopy increases, and safe routes to schools are all examples of county supported goals that promote sustainability. The development of this sector plan has allowed the county and the residents of Glassmanor and Forest Heights to actively participate in planning, financing, regulating, designing, managing, and marketing sustainable development/ redevelopment in the plan area. Through a team-oriented, multidisciplinary planning approach, this sector plan strives to attain holistic balance of physical, economic, and social strategies necessary to revitalize the community.

Map 36: Destination and Access Connectivity Diagram



HEALTH, SAFETY, AND WELFARE

The county's responsibility to provide for the personal security and well-being of its citizens must consider these goals:

1. Traffic, bicycle, and pedestrian safety.
2. Opportunities for social interactions, neighborliness, fairness, and respect.
3. Opportunities for economic well-being, education, training, and employment opportunities.
4. Access to healthy food, local agricultural resources, and cultural staples.
5. Availability of, and accessibility to, active and passive recreation resources and entertainment venues.
6. Healthy local environmental conditions: cleanliness, noise, dust, air, and water quality.
7. Housing that is safe and affordable with a sufficient mix of types.
8. Protection of unique cultural, historic, and environmental resources.

Traffic and Pedestrian Safety

The sector plan strives to connect communities and residents to the resources they need and use: schools, social and health services, food markets, parks, churches, family, and friends. A well-connected transportation network should be safe and reasonably convenient for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Street networks must provide safe street crossings and address safe routes to school. In the sector plan area communities where public transit ridership is high and car ownership is low, it is important to ensure public transit—buses, trains, and metro—are easily accessible, have convenient schedules, and run on time.

Social Cohesion and Community Resilience

A stable neighborhood satisfies the residents' need for personal safety, fairness, and respect. Beyond that, people seek opportunities for social interaction and camaraderie with their neighbors. A strong community identity and social network can help build pride, cohesion, and resiliency. Resiliency is a community's capacity to tolerate difficulties, initiate an effective recovery plan, and return to a state of equilibrium that can be stronger than before. Cohesion and resiliency build capacity for change in communities. In order to facilitate positive change, communities need solid partnerships with clear agreements about what they hope to accomplish and the ability to convince current and future residents and/or stakeholders that their neighborhood is worth the investment. In order to establish civic wealth, a community must devise a path to build value, achieve goals, assign responsibility, create profit, define agendas, finance projects, and create good examples.

Economic Well-Being

Social equity implies fair and open access to livelihood, education, and resources. It indicates that all residents have access to participate in the political and cultural life of the community and opportunity to satisfy their fundamental needs. Providing for those needs requires earning living wages, the ability to vie for competitive incomes, and the availability of health insurance for workers and their dependent families. It is clear that in order to prepare citizens for meaningful employment we must understand the types of jobs that are and will be available as well as what training is necessary to meet the needs of individuals and communities. For true transformation in the plan area, we must continue to look for ways to provide for economic advancement and social progress. Income is one of the strongest and most consistent predictors of health and disease.

In order to achieve economic stability and growth, the plan area should support and maintain:

- Transportation and transit options to access employment and training
- Employment opportunities at living wages
- Opportunities for innovative/interactive technology and research
- Education for renewable energy and low-carbon economy
- Training in manufacturing, trade, and engineering
- Employment in production, distribution, and repair
- Access to health and social services

Healthy Food

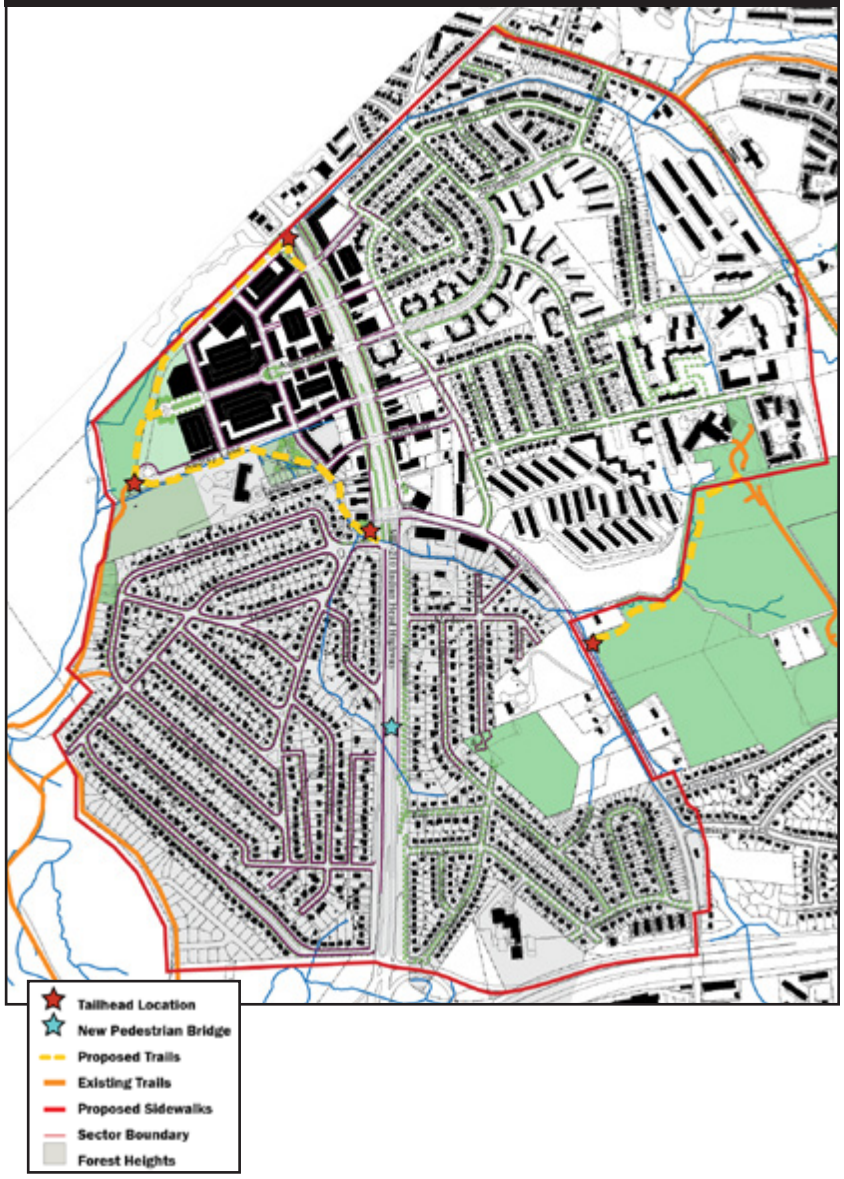
While individuals make choices about their eating and exercise habits, the environment in which they live influences their choices. Quality public health is defined as "the science and art of protecting and improving the health of communities through education, promotion of healthy lifestyles, and disease and injury prevention." Diet and lifestyle-related health problems such as diabetes, heart disease, cancer, obesity, and other chronic diseases have become increasingly prevalent in recent years. Children without access to healthy food; insufficient school and summer lunch programs; lack of local food sources such as community gardens, urban, and local agriculture; and the proliferation of drive-through fast food with high fat, sugar, and additives all contribute to these chronic health problems. The establishment of community food security dictates all community residents can maintain a safe, culturally acceptable, and nutritionally suitable diet.

Parks, Open Space, and Recreation

Many communities do not offer equal access to green space. There is often limited opportunity for residents to engage in competitive sports, passive recreation, community events and celebrations, or simple socializing. A well-rounded community offers a full range of open space and recreational opportunities: regional, local, and neighborhood parks; plazas, greens, and squares; nature, walking, and bike trails; community gardens, orchards, and urban farms; meadows, woods, stream valleys; playing fields, and courts. City parks and open spaces improve our physical and psychological health, strengthen our communities, and make our cities and neighborhoods more attractive places to live, work, and recreate.

The Maryland-National Capital Park and Planning Commission (M-NCPPC) owns and maintains approximately 124 acres of parkland and recreational facilities in the sector plan area, including the Glassmanor Community Center funded for expansion in the FY 2013–2018 CIP. These parks and facilities, although abundant in size, fall short of fulfilling the full

Map 37: Trails and Sidewalks



realm of resident needs. The M-NCPPC Department of Parks and Recreation (DPR) recently completed the Formula 2040 Functional Master Plan for Parks, Recreation, and Open Space which builds on the recommendations from the 2010 and Beyond needs assessment that defined a 30-year vision for the county's parks and recreation system. The purpose of Formula 2040 is to proactively plan for Prince George's County's programs, parks, trails, and open space needs for now and the future. Formula 2040 also provides policies to guide the rehabilitation and modernization of existing facilities. Parks and Recreation: 2010 and Beyond identified six themes in support of the vision:

1. Appropriate level of service for parks and facilities to meet diverse community needs.
2. Natural areas, trees, and waters that sustain and captivate.
3. Recreation and culture that inspire healthy lifestyles and a sense of community.
4. Safe and accessible places and programs for play, relaxation, and enjoyment.
5. Community engagement and collaborations that maximize resources.
6. A sustainable organization to provide quality services and facilities.

Formula 2040 divided the county into nine service areas. The Eastover/Forest Heights/Glassmanor Sector Plan area falls within Area 7, which is the southernmost area inside the Capital Beltway. Population is projected to stay relatively constant with less than a five percent increase by the year 2040. It was determined that every County resident should reside within a 15 minute drive of an indoor recreation community center facility. One strategy the DPR plans to implement involves developing larger multi-generational centers of 60,000–80,000 square feet to maximize usage, fill current and projected gaps in service, and eliminate duplication of facilities. The multi-generational centers will offer a variety of program opportunities to satisfy the needs and interests of an entire family. Formula 2040 recommends the conversion of Marlow Heights Community Center into a multi-generational center by adding 21,000 square feet of recreation space and 16,000 square feet of indoor aquatic recreation space to serve the residents in Area 7. The plan also recommends the addition of 24,203 square feet of outdoor aquatic space at Hillcrest Heights Community Center. Additionally, DPR recognizes that parks and open spaces are integral to the fabric and character of the community and remains committed to providing the residents with an array of recreation and leisure opportunities. The parks department will continue to refresh and modernize the parks and recreation physical infrastructure and programs.

Although commonly thought of as just squares, greens, plazas, or parks the urban open space (or public realm) is much more. It includes the complete street space—the public domain between the building facades, the travel lanes between the curbs, as well as the sidewalks. The sector plan has identified the public realm along MD 210 as an opportunity to transform this poorly functioning space into linear urban parks. These linear parks should connect people in the community to the resources they use in an environment that is pleasant, esthetic, and healthy.

People move through neighborhoods along paths and trails as well as on roads and sidewalks. The sector plan identifies opportunities for trail connections consistent with what exists and what is planned. Trails offer residents and visitors a chance to experience the community in a more naturalized space, and these trails can connect the community to regional resources that can expand the recreational opportunities available to the residents.

Environmental Conditions

We interact constantly with the world in which we live—this is where and how our individual biology happens. Support and protection of natural systems ensures the functions and services performed by healthy ecosystems will directly and indirectly benefit humans. Ecological services provide:

- Fresh air to breathe
- Clean water to drink
- Fertile soil in which to grow crops
- Controlled flood waters
- Curbed spread of diseases
- Healthy habitat for birds, fish, animals, and insects

The prevalence and severity of asthma has been connected to both indoor and outdoor pollutants as well as poor health care and treatment. Conditions contributing to poor quality air and pollution include:

- Substandard housing choices
- Unmitigated environmental hazards
- Inappropriate adjacent land uses
- Unenforced building codes
- Dangerous building and finishing materials

Clean water is critical to the health of all organisms. Over the past decades, our understanding of water-related human health issues has become increasingly comprehensive with the emergence of new water-related infectious diseases and the re-emergence of ones already known. Floods from stronger and more frequent storm events, crowded living conditions, and slow recovery plans in less affluent communities all contribute to an increase in water-borne illnesses in inequitable health conditions.

Map 38: Park and Recreation Resources



Park ID	Park/Recreation Area	Ownership	Developed or Undeveloped	Size (Acres)	Location	Amenities Available
Q49	Barnaby Run Estates Neighborhood Playground	M-NCPPC	Undeveloped	1.8	1300 Block of Brookside Drive Hillcrest Heights, MD 20745	
Q02	Bell Acres Neighborhood Park	M-NCPPC	Developed	6.09	Oxon Run Drive; North Huron Street Forest Heights, MD 20745	SB w/FC/SC Overlay, PA, 2TC, BB, PE, SB, Sitting Area
Q16	Birchwood City Community Recreation Center	M-NCPPC	Developed	77.83	1331 Fernwood Avenue Oxon Hill, MD 20745	RB, 2TCL, BB, SBL w/FBL/SCL Overlay, PE, PA, Asphalt Trail, PKG (21)
Q43	Glassmanor Community Center Park	M-NCPPC	Developed	31.44	1101 Marcy Avenue Oxon Hill, MD 20745	CC, TCL, SBL w/FBL/SCL Overlay, PE, PA, Asphalt Trail, PKG (64)
Q19	Forest Heights Neighborhood Park	M-NCPPC	Developed	8.51	5800 Terrell Avenue Forest Heights, MD 20745	PA, BB, PE, PKG (10)

Key to Amenities:

CS = Comfort Station
FB = Football Field
L = Lighted
CC = Community Center
SB = Softball
PA = Picnic Area
PKG = Parking Lot
(# of spaces + Accessible spaces)
SC = Soccer Field
TC = Tennis Court
PE = Play Equipment
BaB = Baseball Field
BB = Basketball Court
RB = Recreation Building

Brownfields can contain a variety of soil contaminants. Certain uses are restricted, and costly remediation is often necessary before redevelopment can take place. Contaminants found on brownfield sites can pollute soil, air, and water resources on– and off–site. This can pose environmental and public health threats. Safety is another issue as neglected sites are a breeding ground for illegal activities, such as dumping. Finally, brownfields are a drain on the local economy and take a serious toll on community morale, especially in low-income neighborhoods that suffer from a disproportionate number of brownfield sites.

Housing Mix, Affordability, and Condition

Older communities housing often needs upgrading to reduce unsafe environmental conditions, including lead pipes and paint, overtaxed electrical systems, mold, infestations, etc. Older, handicapped, and unemployed residents often need physical and financial assistance to weatherize and maintain their homes. Glassmanor and Forest Heights are both older communities with housing that is suffering from deferred maintenance, outdated systems and features, and high heating/cooling costs. They also lack the size and configuration marketable in today's economy. In order to reinvent these communities to take advantage of growing housing needs in the next decade, it is important to address issues of maintenance and curb appeal and offer a wider diversity of housing types to satisfy a broader range of buyers and renters.

It is important when planning for community revitalization to consider the full cost of living in different communities. Housing payments comprise only one dimension of the cost to residents. Other considerations include:

- Disparate access to healthy, affordable food
- Fewer quality resources and less connectivity
- Limited access to opportunities for physical activity, recreation, or interaction with nature
- Unhealthy outdoor and indoor air quality
- Hazardous chemicals and particles in the air, water, and soil

Protection of Unique Cultural, Historical, and Environmental Resources

Residential development in the plan area neighborhoods has taken a number of different forms. A small subdivision of single-family homes became the municipality of Forest Heights in 1949, while an adjacent area known as Glassmanor was developed with duplexes and three-family structures. The neighborhood around Glassmanor also became an important locale for apartment construction while the more open eastern area toward Wheeler Road

Table 22: Glassmanor Apartment Complexes

Complex	Date Built	Number of Structures	Number of Units
The Oaks at Park South - 5400 Livingston Road	1964	90	510 Garden
Harbor Terrace Condominiums - 1001 Marcy Avenue	1965	1	44 Garden
Colonial Village - 908 Marcy Avenue	1960	27	334 Garden
The Milano - 1119 Kennebec Street	1963	15	204 Garden
The Milano - 1119 Kennebec Street	1965	1	90 Mid-Rise
Fox Hills North - 1110 Kennebec Street	1964	22	308 Garden
Park Forest at Oxon Run - 625 Audrey Lane	1950	85	650 Garden
Park North - 5003 Winthrop Street	1950	1	30 Garden

has attracted single-family subdivision development. At the time when tracts of land were first claimed in the Eastover Neighborhood, there was no District of Columbia and the county border extended to the Potomac River. As acquisition of land extended upstream in the 1600s, one large tract was platted at the mouth of Oxon Run. Known as St. Elizabeth (or St. Elizabeths), the estate occupied a bold neck of land that overlooked the small and growing port of Alexandria, Virginia, on the western side of the Potomac River. The estate later became part of the extensive land holdings of Col. John Addison and was renamed Oxon Hill by one of his descendants. However, the name of St. Elizabeth has also persisted while most of the original estate that was later used as a farm for a nearby federal hospital in the District of Columbia. Today most of this tract belongs to the federal government and one 12-acre site is used as an educational and recreational resource for youngsters to observe farming methods of a past era.

Before the District of Columbia line was drawn in 1791, other land patents straddled the present border and another, known as Barnaby Manor, was located further eastward along Barnaby Run, a tributary of Oxon Run. The name of Barnaby is still used as the designation of several subdivisions in the neighborhood—Barnaby Village and Barnaby Manor Oaks.

Understanding a community's history and ensuring preservation of that information serves to create identity and cohesion in neighborhoods and communities. The Eastover plan area has been evolving over several decades, and recent times have seen a decline in the physical and social structure of the communities. Protection of the remaining resources, acknowledgement of the area's rich and vibrant history, and maintenance of unique and desirable cultural and environmental resources is critical to the long-term success of the area's revitalization.

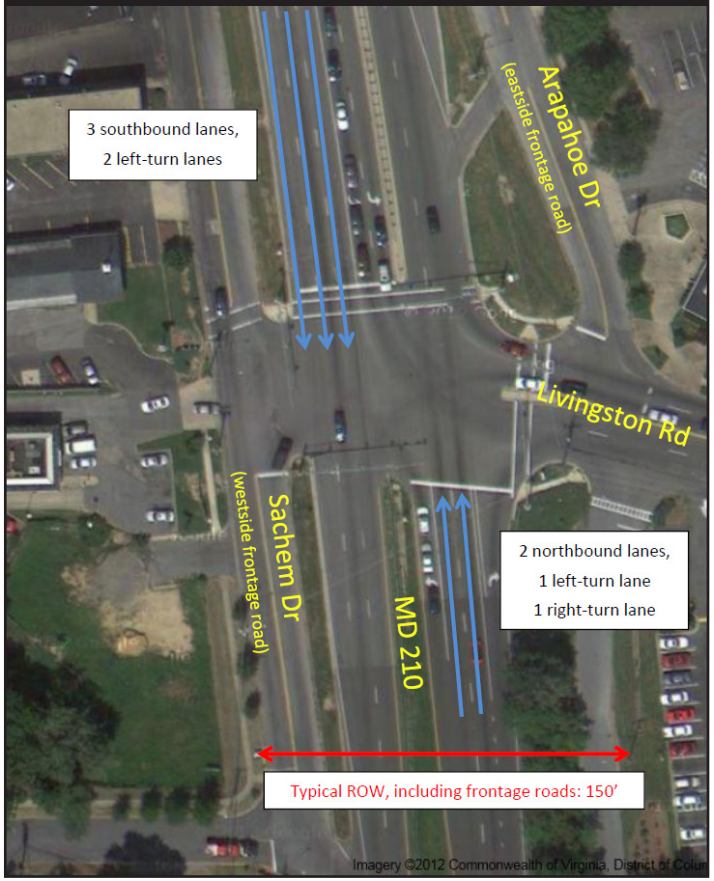
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APPENDIX V–TRANSPORTATION AND CONNECTIVITY

The plan vision seeks to unify the residential communities of Forest Heights and Glassmanor around an urban commercial/mixed-use core at MD 210. Land use defines the activity, the success of which relies on the quality of urban spaces and structures. The plan strives to achieve a quality urban environment through a connected street grid with walkable commercial and residential blocks and robust local services and resources.

The State Highway MD 210 corridor today serves a dual function commonly observed in suburban arterial highways—it is a thoroughfare designed to move large volumes of traffic but also a commercial "main street" providing access to private properties. To navigate this need to serve two purposes, a portion of the MD 210 Corridor has been designed with auxiliary service roads that provide primary driveway access to select properties. These service roads are parallel to the mainline highway and intersect with MD 210's cross streets. However, they are not the only means of access; the Eastover Shopping Center and certain smaller commercial properties to its south are served primarily by signalized intersections. These service roads are not highly utilized and do not replace the need for direct access from the MD 210 mainline. They occupy space that could be used for other purposes, especially for enhancing the public realm and for providing a safe facility for non-motorized travel. In addition, the long distance between street crossings along MD 210 impedes pedestrian access from one side of it to the other. Added street intersections would offer new opportunities to cross and may not require protection from additional traffic signals (which could impact traffic flow). Pedestrians may be able to cross when there are gaps in signals or when signals down the road are holding traffic and there is a window of opportunity to cross.

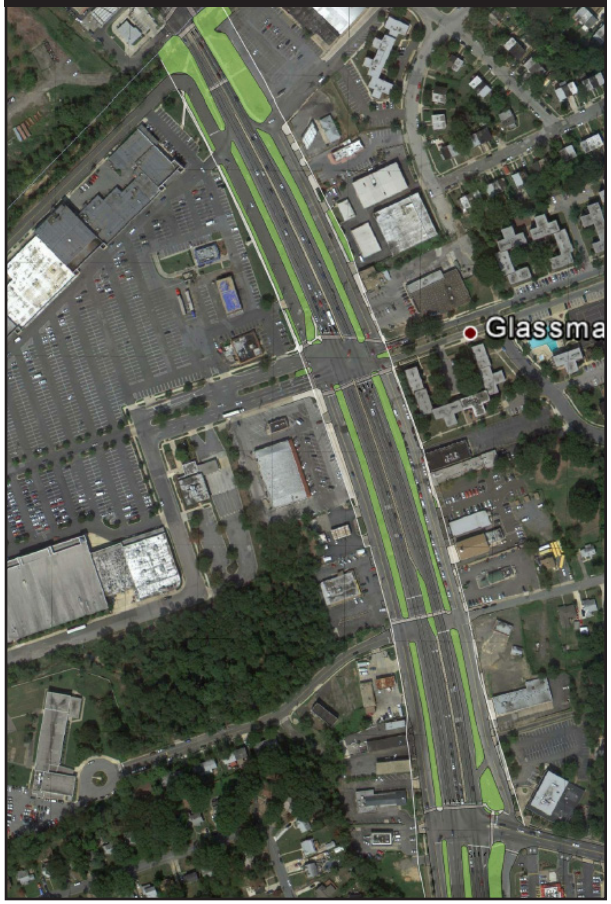
Map 39: MD 210 at Livingston Road



The phased removal of the service roads currently flanking MD 210 will allow generous areas for walking, gathering, and biking, bringing more street level activity into well-designed public spaces, increasing vitality and safety. Visions for remaking drivable suburbs into walkable neighborhoods usually depend on large plans, government infrastructure investments, developers with deep pockets, and significant financing—no easy task. This plan will take the first step by evaluating current conditions and providing strategic workable solutions.

BACKGROUND AND EXISTING CONDITIONS

Map 40: Existing Street and Surface Road Configuration



The Eastover/Forest Heights/Glassmanor Sector Plan area is located in southwestern Prince George's County, Maryland, just south of the District of Columbia border and north of I-495. MD 210 is a main street that connects the surrounding community to the District of Columbia, the Capital Beltway (I-95/I-495), and the community of Oxon Hill. It is approximately 1.25 miles along MD 210 from the I-95/I-495 interchange to the District of Columbia. MD 210 is owned and operated by Maryland's State Highway Administration, and the intersection of MD 210/Southern Avenue as well as the Winkle Doodle Branch Bridge is owned and operated by the District Department of Transportation (DDOT).

Between I-495 and Livingston Road, MD 210 is primarily a four-lane divided highway separated by a grassy median. The roadway is bordered by trees on either side, and there is a distinctive suburban feeling. North of Livingston Road, MD 210 enters into a more built-up environment and has three southbound lanes and two northbound lanes with dedicated left- and/or right-turn lanes at most intersections. At the south end of MD 210 near the interchange with I-495, the southbound, two-lane section widens out to three lanes. Northbound from the I-495 off ramp, MD 210 gradually tapers from three lanes wide to two lanes. During the morning peak hour, this creates congestion beginning at the two-lane section and extending back toward the off-ramp.

Just south of the District boundary, southbound South Capitol Street widens to three lanes from two lanes after the Winkle Doodle Bridge, which allows for improved traffic flow. MD 210 northbound after Livingston Road is two lanes, and this cross section matches the two northbound lanes of South Capitol Street in the District.

A distinctive feature of MD 210 is the presence of two-lane frontage roads on either side of the roadway. The frontage roads are under the jurisdiction of Prince George's County. Arapahoe Drive runs parallel to MD 210 on the east side and Sachem Drive runs parallel to MD 210 on the west side. Both frontage roads provide direct access to and from the commercial properties located on each side of MD 210. Access points to the frontage roads are located along MD 210 at irregular intervals. In addition, vehicles can access the frontage roads near the intersections of MD 210/Audrey Lane and MD 210/Livingston Road. The speed limit along MD 210 is 35 mph. Side streets in the area have speed limits that vary, but most streets are signed for either 25 mph or 30 mph.

The Eastover Shopping Center is the largest land use feature in the project area and is located at the southwest corner of MD 210 and Southern Avenue. The main access to the shopping center is from Audrey Lane though there is also a connection from southbound MD 210 just south of Southern Avenue. Between Southern Avenue and Livingston Road on either side of MD 210 there are commercial properties, some of which are vacant and boarded. East and west of MD 210 are primarily residential neighborhoods that contain a mix of housing types.

SAFETY ANALYSIS

Crash data for MD 210 was analyzed to understand safety concerns in the corridor. The safety evaluation will inform the planning process and provide a baseline condition for suggestions to improve transportation to increase safety in the project area. Prince George's County Government believes it is imperative that the state address the lack of safety features included on and along state-maintained roadways inclusive of, but not limited to, the installation of continuous street lighting, crosswalks, sidewalks, etc. This would decrease the high number of fatalities and pedestrian accidents occurring on state-maintained roadways included in the County's Transforming Neighborhoods Initiative (TNI) covering Glassmanor and Oxen Hill.

North of the MD 210/Livingston Road intersection, MD 210 traverses an area with residential neighborhoods primarily on the east side of the highway and a large commercial shopping center to the west. Given that more than 30 percent of residents in the area do not own vehicles and that walking distances between the two areas are relatively short, there is a high demand for pedestrian access and mobility in the study area.

The crash data review revealed that two fatalities occurred during the study period. In addition, there were 12 incidents where pedestrians were struck by vehicles. Map 41 shows a crash diagram that displays the location of the 2 fatalities and the 12 pedestrian crashes, as well as the bus stop and crosswalk locations on MD 210. The 2 fatalities and 12 pedestrian crashes constitute a serious safety concern. Particular issues are as follows:

- High traffic volumes and speeds on MD 210.
- Lack of pedestrian signal timing and signal heads.
- Long crossing distances (partially due to the frontage roads).
- Bus stops located a great distance from crosswalk locations.
- Confused driving and decision making because of unusual intersection geometry.
- Lack of safety at the mid-block crosswalk located south of the MD 210/Southern Avenue SE intersection.

In addition, Forest Heights Elementary School is located west of the MD 210/Salisbury Drive intersection on Talbert Drive. There is a pedestrian signal and school crossing sign at this crosswalk. Given the safety record of the rest of the study area, this area is a potential concern. Two fatalities occurred in 2010. The first fatality occurred at 2:00 a.m. when a vehicle traveling south on MD 210 rear-ended another vehicle near Talbert Drive. The other fatal crash occurred at 11:00 p.m. when a vehicle traveling north near the MD 210/ Livingston Road intersection collided with an embankment.

Map 41: Pedestrian and Fatality Crashes



The Capitol Street/Southern Avenue SE intersection was the scene of seven crashes where pedestrians were struck by vehicles. Four of these crashes occurred when a pedestrian was in the crosswalk. In addition:

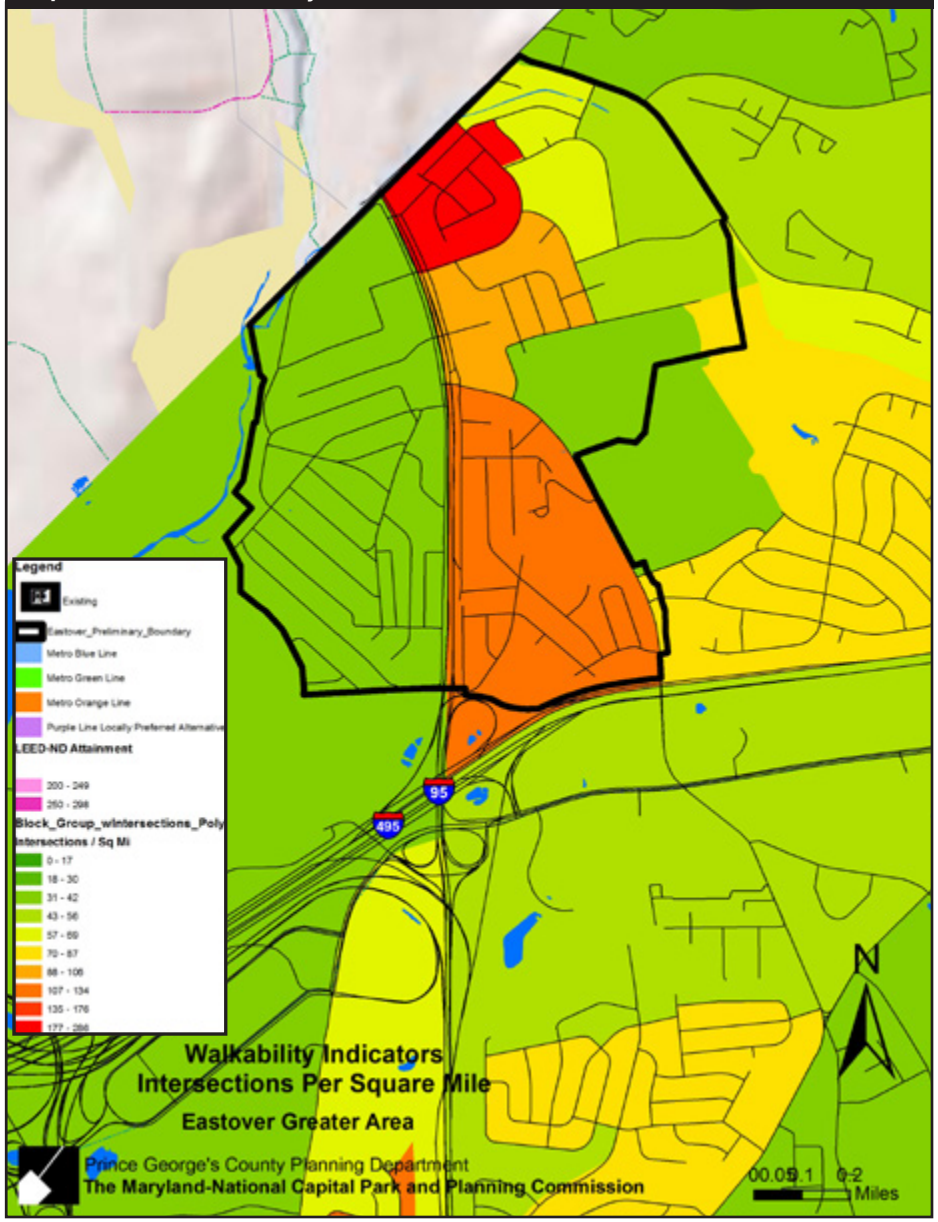
- Two pedestrians were struck while in the crosswalks at MD 210/Audrey Lane.
- One pedestrian was struck on MD 210 between Audrey Lane and Talbert Drive.
- One pedestrian was struck in the crosswalk at Talbert Drive.
- One bicyclist was struck in the crosswalk at Livingston Road by a vehicle turning right.

ROADS AND STREET NETWORK

The MD 210 Corridor today serves a dual function commonly observed in suburban arterial highways—it is a thoroughfare designed to move large volumes of traffic but also a commercial "main street" providing access to private properties. To navigate this need to serve two purposes, a portion of the MD 210 Corridor has been designed with auxiliary service roads that provide primary driveway access to select properties.

These service roads are parallel to the mainline highway and intersect with MD 210's cross streets. However, they are not the only means of access to the Eastover Shopping Center, and certain smaller commercial properties to its south are served primarily by signalized intersections. These service roads are not highly utilized and, in the cases noted above, do not replace the need for direct access from the MD 210 mainline. They occupy space that could be used for other purposes, especially for enhancing the public realm or for providing a safe facility for non-motorized travel.

Map 42: Intersection Density



The sector plan area contains typical mid- to late-twentieth century development styles and land development patterns that have resulted in strip commercial areas, poor pedestrian connectivity, unattractive streetscapes, and traffic congestion. The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights & Vicinity Planning Area 76A* articulated a vision for the study area that prioritizes creating mixed-use, transit-oriented development with improved connectivity between residential, recreational, and commercial areas. The 2000 Heights Master Plan sought to develop revitalization strategies and recommendations for circulation improvements with particular emphasis on the MD 210/Indian Head Highway Corridor that forms a "gateway" to the District of Columbia.

Intersections

The four intersections studied, as part of the analysis, play a different operational function as they relate to MD 210.

1. Southern Avenue, a gateway to Washington, D.C., operates differently than MD 210 in the sense of travel speeds and functional classification and is located at a key nexus for bus routes between Washington, D.C., and Prince George's County, which has a high number of pedestrians.
2. The Audrey Lane intersection provides important access to the Eastover Shopping Center and the residential areas in Glassmanor. This intersection also allows access to the frontage road and, therefore, operates as a connection to the commercial properties alongside MD 210.
3. Livingston Road is a T-intersection and connects MD 210 to residential neighborhoods to the east. Livingston Road also provides the project area with a connection to the Oxon Hill area south of I-495. Oxon Hill contains a large shopping center and other retail establishments as well as Oxon Hill High School, a golf course, and a number of residential neighborhoods.
4. The interchange with I-495 is a high-speed access point that provides a connection to Virginia via I-495 westbound. Access to I-495 eastbound is also available. Motorists can use MD 210 to connect to the Oxon Hill neighborhood south of I-495, the National Harbor area, and residential communities.

Owens Road is a secondary gateway into and out of the plan area from the District and is being considered for redevelopment by DDOT as a traffic circle, part of the Southern Avenue complete streets project. Livingston Terrace and Crisfield Road are both lighted intersections along Livingston Road that access the communities of Glassmanor and Birchwood City, respectively.

Intersection Operational Analysis

Table 23 displays the results of the traffic analysis for all four intersections studied. The results show that all of the study intersections currently operate at a level of service (LOS) C during the morning peak hour.

Table 23: Intersection Operational Results - AM Peak

Intersection	Per-vehicle Delay (seconds)	LOS	V/C
MD 210/Southern Avenue	34.8	C	0.89
MD 230/Audrey Lane	22.1	C	0.51
MD 210/Livingston Road	34.4	C	0.59
MD 210/I-495 Off Ramp	35.0	C	0.98

The following observations at MD 210/Southern Avenue (shown on Map 43) are noted from the operational data and observations from a site visit:

- The intersection operates close to capacity with a Vehicle/Crash (v/c) ratio of 0.89 during the a.m. peak hour.
- High pedestrian volumes contribute to the fact that the intersection functions close to capacity during the a.m. peak hour.
- The 95th percentile queue for the northbound through movement extends back to Audrey Lane and can prevent side street traffic from accessing MD 210 until the queue clears.
- The 95th percentile queue for the southbound left turn exceeds the available storage, and queued vehicles may block the intersection with Livingston Road SE.
- Both the westbound and southbound left-turning movements operate at LOS F during the a.m. peak hour.

Map 43: Proposed Street Configuration on MD 210



SERVICE/FRONTAGE ROADS

The frontage roads on MD 210 between the Washington, D.C. line at Southern Avenue and the Livingston Road intersection are candidates for removal based on the proposed redevelopment in the Eastover/ Forest Heights/Glassmanor Sector Plan. The right-of-way (ROW) is owned by Prince George's County and is proposed to be repurposed for environmental, economic development, and public uses. Highlights of potential benefits of removing the frontage roadways in support of the project's transportation goals for the study area follow.

Benefits

Forecasted year traffic results, including the impact of proposed housing, retail, and commercial redevelopment in addition to organic growth, do not show a need for more than a general four-lane cross section of MD 210 even at the "aspirational" level of redevelopment. The projected average daily traffic for the "aspirational" level of redevelopment is approximately 51,500 vehicles per day.

As the concepts reflect, eliminating the frontage roads would free up ROW for sidewalks, bicycles, and trail facilities. These amenities are more consistent with the community transportation needs given that 30 percent of households report not having access to a vehicle.

The frontage roads create unusual roadway geometry, confusion for drivers at intersections, and a higher degree of pedestrian exposure to traffic than necessary. Approximately 30 percent of the crashes that occurred on MD 210 between Southern Avenue and Livingston Road involved turning vehicles. There have been two fatalities and 50 injury crashes within the last three years, including 12 crashes involving pedestrians. Removal of the frontage roads would improve safety and comfort for users of all modes, which is especially crucial given the elderly age-in-place population, school crossings, and an active pedestrian and transit environment.

Safety and the pedestrian environment is also in need of additional ADA-compliant infrastructure, crosswalks, and changes in the road network as well as design that reinforces safer driver, pedestrian, and bicyclist behaviors such as reducing traffic speeds, shortening block spacing, and improving driver expectation. Map 43, shows the proposed street network and the public realm improvements to the streetscape.

A repurposed right-of-way could easily be used to accommodate improved corridor transit service by creating space for bus pull-outs, queue jumps, or bus-only lanes as well as complementary amenities such as bus shelters, street furniture, and bicycle parking. Future transit service (though not specifically proposed as part of the project) could include expanded local/express bus or, if demand warrants, bus rapid transit or streetcar/light rail.

In addition to improving the public realm for people, the removal of several acres of impervious pavement is consistent with the environmental goals of the county and recent state regulations enacted to manage and reduce stormwater runoff impacts. Associated street trees, landscaping, and other streetscaping elements will reinforce the area as a walkable place rather than a through highway.

PROPOSED DEVELOPMENT/REDEVELOPMENT TRANSPORTATION ANALYSIS

Traffic analysis was forecasted and assigned to the roadway network in consideration of the additional trips associated with the potential future redevelopment of the Eastover/Forest Heights/Glassmanor sector plan area. A traffic operations analysis was then conducted at four intersections along the MD 210 Corridor to determine the impacts of new development envisioned in the proposed update to the sector plan.

The traffic evaluation of the “aspirational development” scenario (see Appendix VII), according to the proposed plan update for a build-out year more than 20 years in the future, was conducted using a combination of:

- A manual four-step travel demand process
- Outputs from the Prince George’s County’s travel demand model
- 2010 *Highway Capacity Manual* analysis to determine intersection performance
- Results produced for the a.m. peak hour and daily time periods

The manual four-step travel demand process results included:

- The proposed redevelopment retail square footage would be expected to generate a similar number of trips as the existing retail square footage.
- The majority of new trips would be generated by the addition of 1,780 housing units and 92,500 square feet of office space.
- New trips were distributed across each redevelopment block and routed using existing traffic volume directional splits.
- Mode splits based on the 2009–2011 American Community Survey demographic data for the study area were used to calculate the number of new vehicle trips.
- Trips were assigned to the proposed roadway network that included new intersections and the removal of the existing frontage roads.

The redevelopment plan created approximately 6,000 new net daily trips. Future traffic analysis results for MD 210 show that:

- Background growth based on the outputs from the Prince George's County travel demand is approximately one percent per year.
- Travel demand on MD 210 would grow from 32,800 today to approximately 45,500 in a future build-out year.
- Future average daily traffic on MD 210, including the traffic generated by the aspirational redevelopment scenario, is forecast to be approximately 51,500 vehicles.
- A proposed four-lane divided arterial would have a maximum daily service flow of 53,850 vehicles.
- All of the study intersections would operate at LOS E or better in the redevelopment scenario.

Conclusions

Under the redevelopment scenario, all intersections would operate at LOS E or better. Intersections would operate very close to capacity; this mirrors results from the analysis of daily traffic volumes that would show MD 210 operating near the maximum daily service flow. Operations would improve at the MD 210/Southern Avenue intersection, primarily related to modifications to the signal timing. The MD 210/Audrey Lane and MD 210/Livingston Road intersections would have their operational results impacted under the redevelopment scenario, because these intersections would carry the majority of additional trips assigned to the network. Although LOS would decrease at these two intersections in the redevelopment scenario, their volume-to-capacity ratios would remain below 1.00.

The results show that even the aspirational development scenario, which would represent the worst-case condition for traffic and is highly dependent on a variety of economic factors, capital projects, and other neighborhood enhancements to achieve the vision, would not cause the study intersections to fail from a traffic operations perspective.

MD 210, even after forecasted background growth and the addition of new traffic from the aspirational plan, representing the full and complete build-out of the plan's vision, would feature adequate roadway capacity and continue to function as designed. The full transportation report is available through M-NCPPC Community Planning Division.

TRANSIT

The sector plan community uses transit: mostly buses to access work, school, shopping, and other day to day activities. More than 30 percent of households own only one vehicle or none whatsoever. A repurposed right-of-way could easily be used to accommodate improved corridor transit service by creating space for bus pull-outs, queue jumps, or bus-only lanes as well as complementary amenities such as bus shelters, street furniture, and bicycle parking. Future transit service (though not specifically proposed as part of the project) could include expanded local/express bus or, if demand warrants, bus rapid transit or streetcar/light rail.

TRANSPORTATION GOALS

Official policies that encourage or require street accommodations are known as complete street policies. The county was the first in the region to adopt a complete street policy in 2009. This policy seeks to affect urban planning and street engineering. Complete streets, sometimes called livable streets, are streets that are designed and operated to enable safe, attractive, and comfortable access as well as travel for all users, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.

Sustainable smart growth and complete streets form the basis for many of the transportation recommendations contained in the Eastover/Forest Heights/Glassmanor Sector Plan. By coordinating transportation recommendations with land use decisions, the following recommendations shall be implemented whenever possible.

TRANSPORTATION RECOMMENDATIONS

1. Include pedestrian infrastructure such as sidewalks; crosswalks, including pedestrian/bicycle refuge islands and raised crosswalks or speed tables; accessible pedestrian signals, including audible cues for people with low vision and push buttons reachable by wheelchair users; and sidewalk curb extensions.
2. Incorporate traffic calming measures to lower driving speeds and define the edges of vehicle travel lane, incorporating road diets, center medians, shorter curb corner radii to eliminate free-flow right-turn lanes, street trees, planter strips, and ground cover.
3. Include transit accommodations, bus pull-outs or special bus lanes, or other mass transit alternatives such as light rail.
4. Offer safe, accessible, and efficient transit service that provides regular service to destinations that provide employment, services, or access to goods.
5. Evaluate transit service routes, schedules, facilities, and efficiency routinely to ensure the service is consistent with changing trends and needs.
6. Provide bicycle accommodations such as dedicated bicycle lanes, cycle tracks, sidepaths, or wide-street shoulders.
7. Develop a comprehensive and accessible trail network designed to meet the recreational needs of all trail groups including equestrians, mountain bikers, pedestrians, and bicyclists.
8. Incorporate appropriate pedestrian- and transit-oriented features to the extent practical and feasible, in all new development within the plan area.

9. Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, transit stops, and employment centers.
10. Identify sidewalk retrofit opportunities within the plan area neighborhoods in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

APPENDIX VI – ENVIRONMENTAL INFRASTRUCTURE

Increasingly, the quality of a community's natural environment and public space has influence on the overall appeal and desirability of urban neighborhoods. The physical landscape ultimately influences how people traverse, utilize, and enjoy space. Communities are walkable, livable, and desirable if the physical environment is attractive and ecologically sound. Older neighborhoods undergoing transformation in the 21st century must re-examine how much a healthy and aesthetic landscape contributes and influences private investment. Good urban design, appealing and functional landscapes, and attractive and accessible transportation resources combine to create environments where people want to live and visit. This plan strives to make Eastover, Forest Heights, and Glassmanor places where people comfortably live, recreate, shop, and work. By analyzing the existing physical environment and providing strategies to restore, remediate, and enhance areas of poor quality and function, this plan will support the overall sustainability of the revitalization of the sector plan area.

Map 44: Impervious Surfaces



WATER QUALITY AND STORMWATER MANAGEMENT

The plan area is located almost entirely in the Oxon Run Watershed except for a very small area (less than two acres) west of Cree Street and Seneca Drive that is within the Upper Potomac River Watershed (see Table 24 and Green Infrastructure Map 48). Aerial photographs of the area in 1938 show land uses consisting mainly of a mix of forest and patches of agricultural lands. The plan area developed very rapidly as a suburban residential community in the 1940s and 1950s, prior to adopting environmental regulations regarding woodland conservation, stormwater management, stream, wetland, or floodplain protections. Commercial areas are concentrated mainly along Indian Head Highway (MD 210) between Livingston Road and the Winkle Doodle Bridge to the north.

During the plan area's development, many streams that previously existed were piped, channelized, or removed to create more developable area. Evidence of an historic (buried) drainage system surfaces as seeps and springs that affect streets, residential basements, and lawns

Table 24: Watersheds Countywide and Within the Plan Area

Watershed	Total Watershed Area Within the County (acres)	Percent County Land Area	Watershed Area Within the Plan Boundary (acres)	Number of Units
Oxon Run	6,512	2.04	615.0	99.51
Upper Potomac River Tidal	1,750	0.55	1.3	0.49
Total	8,262	2.59	616.3	100.00

especially in Forest Heights in the southwestern portions of the plan area. Most of the plan area's stormwater is carried untreated to Oxon Run via a system of more than 7,000 linear feet of drainage connectors and headwalls that have largely replaced the area's original stream system. Additional amounts of stormwater enter as surface runoff or overflows from storm drain inlets that are overtopped or bypassed, especially during large-volume rain events. The Forest Heights neighborhood is most affected by flooding from these rain events.

Larger volumes of stormwater, higher levels of imperviousness, and less natural stream channels overbank storage combine to produce intense flows in the Oxon Run stream and its tributaries during significant rains. The volume and velocity of these flows lead to increased erosion, loss of habitat and water quality, and stream destabilization. Many of these issues have been identified in a drainage assessment and inspection report prepared for the Town of Forest Heights in 2011 (Pennoni Associates, Inc. 2011).



Exposed pipe and bank undercutting on Winkle Doodle Branch at the MD 210 Bridge

Imperviousness is 40 percent in the plan area (Table 25), with the Eastover Shopping Center parking lot alone contributing about seven percent (17 acres) of that total. Impervious surfaces are mostly asphalt road or parking lots (50 percent), buildings (30 percent), and other surfaces such as patios and athletic courts that make up the remaining 20 percent. Multiple studies have shown degradation of receiving streams can result when imperviousness exceeds 10 percent in a watershed. The segment of Oxon Run stream west of Eastover Shopping Center, and a small unnamed tributary to Oxon Run stream adjacent to Forest Heights Elementary School, both show the effects of receiving large volumes of untreated stormwater i.e., severely eroded stream banks, failing slopes, incised channels, etc.

Pathogenic and toxic effects from urban stormwater runoff, trash and litter deposited by stormwater, and sedimentation from stream bank erosion are the main causes of poor water quality in the Oxon Run watershed (see Table 25). The Environmental Protection Agency (EPA) places streams this degraded on a national 303(d) List of Impaired Waters. Streams may be subject to total maximum daily load (TMDL) limits for the pollutants responsible for the poor water

Table 25: Impervious Surfaces and Water Quality

Watershed	Impervious Surfaces (acres)	Impervious Surfaces (percent)	Water Quality Rating (IBI score)	Watershed Rating (Habitat score)
Oxon Run	246	40	Very poor	Very poor
Upper Potomac River Tidal	0.04	0.01	Poor	Fair

quality. Watershed implementation plans (WIPs) are then created to improve water quality to meet these standards. Addressing the plan area's water quality issues will require an initial focus on volume controls and micromanagement of water quality.

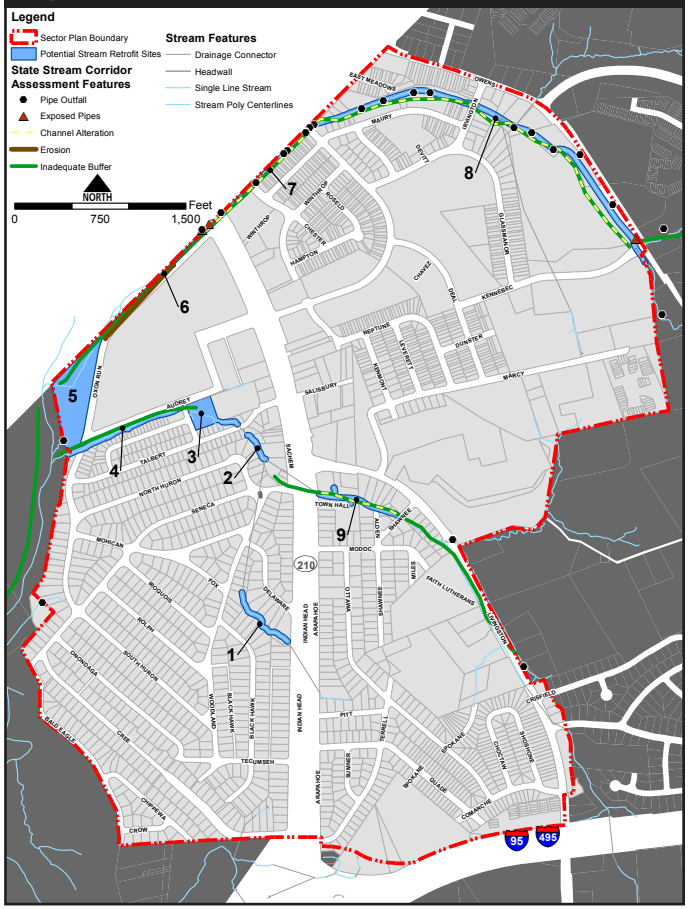
It is anticipated that a portion of the plan area will redevelop over the life of this sector plan. This development must incorporate stormwater management requirements current at the time of development. Stormwater management requirements have become standard practice since most of the county was developed and the State has recently required the county to upgrade these standards. The regulations, CB-15-2011 (the "SWM Ordinance") requiring environmental site design (ESD) to the Maximum Extent Practicable (MEP), will establish higher standards and innovative treatment methods. Prince George's County has adopted these requirements as part of the County Stormwater Manual.

Stream Corridor Assessment (SCA)

From the 1970s it became evident that the Chesapeake Bay's aquatic resources were in decline and pollution, especially excessive sediment and nutrient loading, was having a significant adverse effect on the Bay's wildlife and fisheries. The state's initial cleanup and restoration efforts focused on point sources of pollution and localized impacts in the coastal areas of the Chesapeake Bay. In an effort to more fully address Chesapeake Bay water quality issues as well as manage, protect, and restore Maryland's natural resources a decision was later made to include non-point sources of pollution, using a broad, holistic ecosystem-based approach. To facilitate that process the Maryland Department of Natural Resources (DNR) developed the Stream Corridor Assessment (SCA) survey.

The SCA provides a consistent method of assessing a stream's physical condition and evaluating the common environmental issues within the stream's corridors, thereby facilitating the prioritization of restoration efforts. It also provides information on potential wetlands creation/water quality retrofit sites, an assessment of general stream health including in-stream and riparian corridor habitat conditions, and a basis for identifying healthy stream sections that may be in need of environmental protection. In many counties the SCA is used as a tool that helps resource managers identify both the location of environmental problems and the restoration opportunities that may exist within the drainage network. Map 45 shows potential environmental problems identified in the planning area by the SCA and Table 26 identifies localized stormwater management and stream retrofit opportunities for the area. To date more than 2,000 miles of streams have been surveyed using SCA, and over $1,000,000 of restoration work has been targeted based on the surveys' results (DNR, 2001).

Map 45: Stream Retrofits - SCA



Pollution of Streams by Trash and Garbage

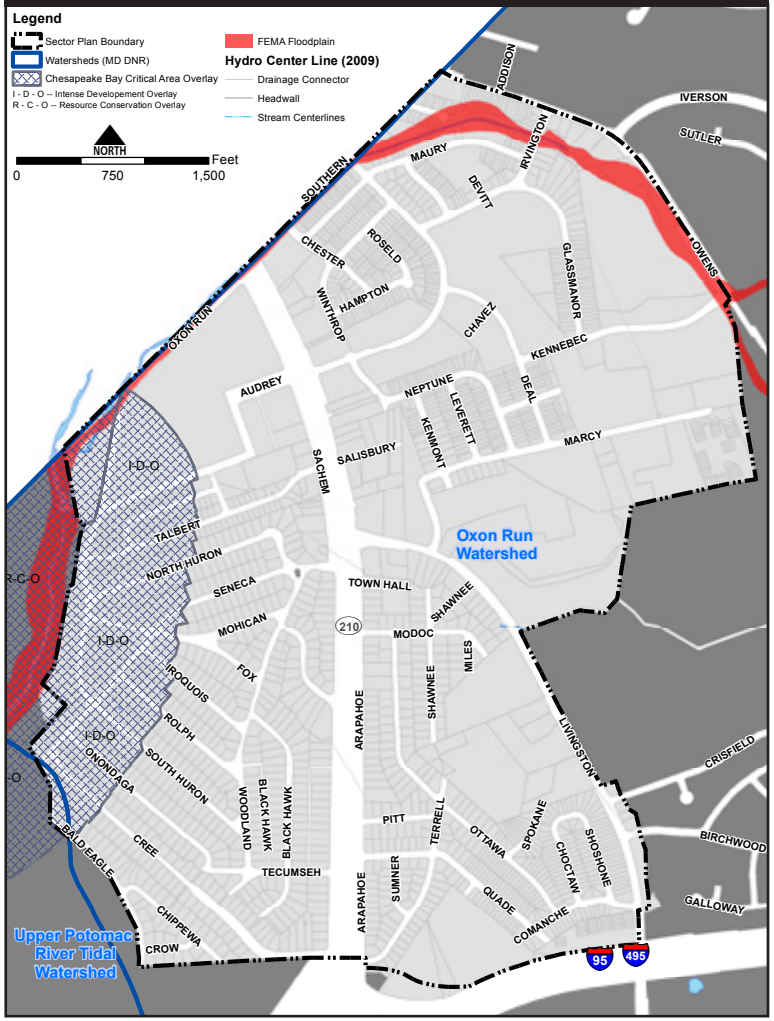
Many of the plan area's streams and drainage channels are impacted by the incorrect disposal of trash, litter, and garbage. Throughout the plan area litter on roadways, gutters, and sidewalks gets swept into the storm drain system when it rains. Area storm drains empty directly into receiving streams depositing the litter into these waterways. In that environment, debris affects water quality by adding chemicals to the water (especially discarded buckets that once held paints and solvents). Items found in dump sites on vacant properties are another source of water pollution. These can be anything from yard waste to items considered hazardous waste. Whenever it rains or snows the precipitation infiltrates through these dump sites, carrying the pollutants directly into ground water and into runoff.

Yard waste and other organic material such as dead plants tend to decay slowly when they enter streams. This process reduces the amount of oxygen and encourages the growth of bacteria that may be harmful to fish.

The term "Chesapeake Bay Drainage" is stenciled on many of the storm drain inlets, indicating that anything entering with stormwater could eventually reach the Chesapeake Bay. In this manner, much of the debris found in coastal waterways comes from land-based sources. A high percentage of the debris is made of plastic (bags, bottles, toys, cutlery, packing material, etc.). Plastic is widely used due to its light weight, strength, low cost, and easy availability. It is not biodegradable and may take hundreds of years to decompose. Studies have shown that nearly all the debris floating in the oceans is made of plastic. In the marine ecosystem, submerged debris such as plastic bags can cover sea grass beds and suffocate bottom dwelling species such as shrimp, crabs, and turtles. According to the National Oceanic and Atmospheric Administration (NOAA) this debris threatens over 225 different species of marine and coastal wildlife through entanglement, smothering, and indigestion (Longwood University).

The SCA has identified areas within the plan area with insufficient stream buffers, trash deposits, exposed pipes, and stream bank erosion that could be addressed through this master plan process. This plan has also identified opportunities for stormwater management, stream retrofit, and potential stream buffer planting to improve water quality.

Map 46: Hydrologic Features



HYDROLOGIC FEATURES

There are roughly 20,000 linear feet of known streams in the plan area. For the purposes of this study, all stream features found in the GIS layer have been added to the total calculation of linear feet of streams. Some of these stream centerlines may therefore represent piped, channelized or otherwise hidden streams. Approximately 60 acres of the western portion of the plan area are within the Chesapeake Bay Critical Area (CBCA) Overlay Zone. Properties within the CBCA are subject to strict land development and land use regulations. Land uses that improve stormwater quality by protecting streams, floodplains, wetlands, forests, and other sensitive natural features and habitats in the plan area, support the CBCA's ultimate goal of improving water quality in the Chesapeake Bay. There is less than one acre of wetlands, and only 15 acres of floodplain within the plan area. However, the plan area abuts the broader Oxon Run floodplain and wetland complex to the west. Stream conditions are generally poor and several streams include sections that the SCA has identified as stream impairment areas (stream bank erosion, exposed pipes and storm outfalls, debris and trash dumping, inadequate buffers, fish barriers, etc.). Untreated stormwater is piped directly into stream systems throughout the plan area.

Wetlands

Wetlands are a valuable part of the world's ecosystem that can form naturally (anywhere the groundwater table occurs at or near the land surface), or through animal (e.g. beaver) or human actions. There are several types of wetlands (marshes, bogs, fens, and swamps), all of which provide habitat for a wide variety of plant and animal species, buffer against flooding, and absorb excess nutrients. Wetlands can be tidal (occurring along the coastlines) or non-tidal (occurring along the boundaries of rivers, streams, lakes, and ponds).

Human activities such as farming, drainage, and filling for development are the predominate causes of wetland degradation or loss. According to the EPA the United States has lost more than half of its original wetlands, the highest rates of loss occurring from the 1950s to the 1970s. A small portion (about a half-acre) of the large wetlands complex in the lower Oxon Run extends into the plan area on M-NCPPC parkland west of the Eastover Shopping Area. These and other areas of wetlands must be protected to the maximum extent possible because they provide many valuable functions:

1. Economic Benefits and Commerce
    - » Wetlands provide a habitat that supports a significant amount of plant and animal species, some of which are economically important. Many species including the bald eagle, osprey, egret, striped bass, sea trout, as well as shellfish such as clams, oysters, and crabs depend on wetlands for their survival.
    - » Wetlands are a common basis for nature-based or ecological tourism (including ornithology, nature photography, etc.).
    - » Forested wetlands provide the same increased home, property, and open space values as do other types of tree cover.
    - » Wetlands hold significant economic value as fish habitat, and subsequent losses to the commercial and recreational fishing industries that result from the loss of wetlands are extensive.
    - » Wetlands provide a flood control function, this makes funds available which communities would otherwise spend to perform that function in the absence of wetlands.
    - » Wetlands are an important "living laboratory" for scientific study and research.

2. Shoreline Stabilization and Flood Protection
   - » Wetlands along the shoreline of lakes or the banks of streams and rivers protect the shoreline soils from the erosive forces of waves and currents by acting as a buffer zone that dissipates the water's energy and provides stability.
   - » The extensive root system of wetland plants binds the soils.
   - » Wetlands protect against floods by halting the momentum of floodwaters and helping to disperse the excess water. According to the EPA undisturbed wetlands can store up to 60 days of floodwater.
3. Water Quality and Streamflow Maintenance
   - » Wetlands slow down the momentum of surface runoff, reducing both the rate and intensity of soil erosion.
   - » Wetlands protect water quality by trapping sediments and toxic chemicals, and retaining excess nutrients and pollutants from stormwater runoff that would otherwise enter the water system.
   - » Wetlands replenish groundwater and aquifers by releasing precipitation and surface water into the ground.
   - » Wetlands located along streams, lakes, and reservoirs release stored water directly into these systems, helping to maintain regular water levels.

FEMA Floodplain

Floodplains are low, flat lands immediately adjacent to streams, rivers, lakes, or oceans that are subject to periodic flooding. The Federal Emergency Management Agency (FEMA) produces floodplain maps which define areas that are in or out of the 100-year (or "regulatory") floodplain to implement the National Flood Insurance Program. The 100-year floodplain represents such areas with a one percent or greater probability of flooding in any given year. Most streams with a catchment area of 50 acres or more have some area of floodplain associated with them. There are about 15 acres of FEMA-mapped floodplain within the plan area and a significantly larger area along the Oxon Run to the immediate west

Waterways and their attendant floodplains form a complex physical and biological system that provides natural flood and erosion control and supports a variety of natural resources. Floodplains also function as a natural filtering system that allows water to percolate back into the ground to replenish groundwater. The built-in benefits of floodplains are significantly reduced or lost completely when they are filled-in, restricted by flood control features such as walls or levees, or have become separated from the waterway.

Floodplains are generally considered as non-buildable portions of a land parcel; they must be preserved to the fullest extent possible. The County Floodplain Ordinance requires an equal volume of compensatory storage be provided where filling the floodplain is unavoidable.

Chesapeake Bay Critical Area

Approximately 62 acres of the planning area is within the Chesapeake Bay Critical Area (CBCA). The CBCA applies to any area within 1,000 feet of the High Mean Tide (HMT) of the Potomac, Anacostia, and/or Patuxent Rivers. Properties within that area are subject to strict laws

regarding development. The objective is to foster more sensitive, sustainable, and uniform development and redevelopment activity along shoreline areas of the Chesapeake Bay and its tributaries, with the ultimate goal of minimizing damage to the Bay's water quality and natural or established habitats for present and future generations. The overlay district is divided into three land development use zones: Intense Development Overlay (IDO), Limited Development Overlay (LDO), and Resource Conservation Overlay (RCO) that have varying degrees of review.

The floodplain area immediately west of the planning area is within the RCO zone, while the western portion of the planning area from the Eastover Shopping Center parking lot to just past Cree Drive is within the IDO zone of the CBCA. Development and redevelopment of Eastover Shopping Center must conform with the CBCA 10 percent stormwater rule for the IDO land development zone, i.e. stormwater management practices must seek to reduce stormwater pollutant loads by 10 percent below the load previously generated by the same site. Funding sources such as the Chesapeake Bay Trust, Alliance for the Chesapeake Bay, National Fish and Wildlife Foundation, and the Chesapeake Bay Program might be approached to fund projects within the CBCA.

Map 47: Drainage Patterns



STREAM RESTORATION

Stream restoration is often difficult to design and implement; numerous steps and calculations must be completed to mimic the properties of a stable, natural channel. The complexity of this process is increased for stream restorations in urban settings owed to numerous constraints such as reduced bankfull indicators, impaired reaches, compromised headwater wetlands, in-stream utilities, road and trail crossings, private property access restrictions, poor soils, and flashy flows. Sound stream restoration recommendations call for detailed geomorphic and biologic assessment of the stream's existing conditions, and proposed actions to stabilize and/or improve habitat conditions. This plan recommends the county pursue a Watershed Assessment,Restoration, and Management Plan in advance of any detailed stream restoration plans.

Winkle Doodle Branch

Rapid land use changes in the last 50 plus years have caused dramatic increases in both the frequency and amount of stormwater discharge to the Winkle Doodle Branch while at the same time decreasing the base flow. Severe channel degradation and flooding in the 1960's was countered by installing a concrete flume in the channel, further compounding the stream's ability to utilize natural management strategies and confining the water to an unwavering alignment in the landscape. The channelization begins as the stream is piped beneath Kennebec Street at Owens Road and continues until the channel discharges below the Winkle Doodle Branch Bridge at MD 210/Indian Head Highway. The re-naturalized stream then proceeds in a southerly direction until

it is joined in confluence by the main stem of Oxon Run, which travels out of the planning area into Oxon Cove Park and eventually to the Potomac River.

The sector plan recommends that land adjacent to streams and Oxon Run be increasingly naturalized to accommodate floodplain, wetland, and riparian buffers to help manage volumes and water quality over time. The utilization of streams in communities as connectors and trailways works to both restore the streams natural habitat and function, as well as providing a passageway for plants and animals to migrate through the landscape. The transition between the channel and the naturalized stream must be addressed as the bridge is redesigned and built to ensure that velocities from the channelized stream to not continue do undercut the bridge and contribute to erosion and down-cutting in the stream.

During the redevelopment of the Winkle Doodle Channel, Southern Avenue, and the MD 210 bridge it is recommended that Prince George's County maintain representation on the channel/stormwater team in Washington D.C., the Oxon Run Team headed by DDOT in DC, and the Oxon Cove Park staff to ensure that overlapping plans are collaborative and the Eastover plan area incorporates work done on adjacent land into plans for county communities.

Table 26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area (continued)

Map ID	Location	Issue	Recommendations	Lead Agency	Timeline	Estimated Cost
1	Western part of MD 210 between Delaware Drive and Black Hawk Drive	Stormwater from this area and from parcels along the northern portion of Sachem Lane flows to a small stream emerging at the rear of #5701 Sachem Drive from a 22-inch concrete pipe underneath MD 210. It flows overland a short distance (about 0.12-mile) before being piped again near 5614 Woodland Drive. The stream shows some undercutting and part of the headwall along Sachem Drive is collapsing.	Further evaluate this area to determine the amount of runoff entering the stream system and the best method for stabilization.	DER	1-5 yrs.	NA
			Explore opportunities and incentives to encourage owners of some of the properties fronting Delaware Drive, Woodland Drive and Black Hawk Drive, to create a SWM easement to allow facilities for stormwater treatment (rain gardens, bioretention) utilizing space currently available at the rear of some of the properties.	MDE		$100K/ Imp Acre
2	Western part of MD 210 from Talbert Drive to Seneca Drive	Stormwater from this area flows to Oxon Run via a small unnamed tributary that emerges at the rear of the St. Mark's AME Church. The system also receives untreated stormwater from parcels east of MD 210 and south of Delaware Drive via concrete pipes. This system is little more than a storm water conveyance at this point, with a high percentage of non-native invasive plants and a heavy trash load.	In future designs utilize space currently available at the rear of the properties from 5401 Indian Head Highway (Parcel B) to the St. Mark AME Church at 5431 Indian Head Highway (Parcel A) to provide for stormwater quality and quantity control.	Forest Heights	6-10 yrs.	$100K/ Imp Acre
			Enhance the open space network by developing the southern portion of the St. Marks. AME Church property for pedestrian and bikeway trail connections linking the Forest Heights Town Hall to the Oxon Run west of Forest Heights Shopping Center.	M-NCPPC (Parks) Forest Heights	1-5 yrs.	NA
			Develop a mini park and trailhead with seating for the public, off the northwest quadrant of Indian Head Highway and Seneca Drive.	Forest Heights	6-10 yrs.	$30,000-50,000 per acre of planting
			Develop a pedestrian-friendly at-grade crossing of Indian Head Highway at Seneca Drive to facilitate connections from the Town Hall to the trail head.	SHA	6-10 yrs.	NA

Table 26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area (continued)

Map ID	Location	Issue	Recommendations	Lead Agency	Timeline	Estimated Cost
3	Unnamed tributary that flows from a large concrete pipe at 54 Talbert Drive, west past Forest Heights ES	This stream receives untreated stormwater from the school via vacant County properties in the Talbert Drive right-of-way, and from properties north of Talbert Drive (see #2 above). The stream segment receiving this stormflow is severely degraded with a deeply incised bed and highly eroded banks containing a high percentage of non-native invasive plants.	Utilize space currently located on vacant County property (Parcels 49 and 51) adjacent to the stream and north of Talbert Drive (#s 1 through 9 Talbert Drive) to provide for quality and quantity controls for stormwater passing through the area.	DER	1-5 yrs.	$100K/ Imp Acre
			Investigate the possibility of utilizing vacant private property at 51 and 53 Talbert Drive for stream buffer expansion (using a potential land swap with the owners of the Assumption Clinics property at 54 Talbert Drive).	MDE	1-5 yrs.	NA
			Reconstruct and stabilize the stream to accommodate present and future stormwater runoff volumes.	DER	1-5 yrs.	$100K/ acre[1]
			Significantly increase tree canopy/riparian buffer along the stream edge.	DER	1-5 yrs.	$30,000-50,000 per acre of planting

Table 26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area (continued)

Map ID	Location	Issue	Recommendations	Lead Agency	Timeline	Estimated Cost
4	Unnamed tributary adjacent to Forest Heights ES.	The SCA had identified this portion of the stream as having inadequate stream buffer and there is a concrete flood wall within the regulated stream buffer width.	Development and redevelopment in the western portion of Eastover Shopping Center must conform with the CBCA 10 percent stormwater rule for the IDO land development zone i.e. stormwater management practices must seek to reduce stormwater pollutant loads by 10 percent below the load previously generated by the same site.	DER COE	6-10 yrs.	NA
			Encourage DER to implement its reforestation plan for the area (required per TCP#2-001-02 of 2002).	DER	1-5 yrs.	$30,000-50,000 per acre of planting
			Evaluate the flood wall adjacent to Forest Heights ES for later removal after the stream has been stabilized and flows reduced.	MDE	6-10 yrs.	NA
			Do additional evaluation of the area to determine the benefits of removing and afforesting that section of Audrey Lane within the stream buffer.	DER	1-5 yrs.	$30,000-50,000 per acre of planting
			Consider this area a priority for public investment and environmental education with the school and/or a coordinated fee system from the properties along MD 210 and the Eastover Shopping Center that will benefit.	Board of Education	1-5 yrs.	

Table 26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area (continued)

Map ID	Location	Issue	Recommendations	Lead Agency	Timeline	Estimated Cost
5	Oxon Run stream segment west of Eastover Shopping Center	This stream segment receives significant quantities of untreated stormwater from areas west of MD 210 and the entire shopping area that is causing severe stream bank erosion. Stormwater off the Shopping Center must be managed in order for redevelopment to occur.	Utilize space currently available on M-NCPPC (Park) property west of the shopping center for stormwater quality and quantity control.	Parks	1-5 yrs.	$100K/ Imp Acre
			Design this feature so that it doubles as an amenity and linear park for the community with shade trees and seating areas.	Parks	6-10 yrs.	Other
			Coordinate with the U.S. Corps of Engineers and MDE for the appropriate vegetative cover (forest or meadow habitat) for the floodplain and wetlands areas.	DER	1-5 yrs.	NA
			Development and redevelopment must conform with the CBCA 10 percent stormwater rule for the IDO land development zone i.e. stormwater management practices must seek to reduce stormwater pollutant loads by 10 percent below the load previously generated by the same site.	DER	6-10 yrs.	NA

Table 26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area (continued)

Map ID	Location	Issue	Recommendations	Lead Agency	Timeline	Estimated Cost
6	Winkle Doodle from bridge to Oxon Run	A significant portion of stormwater from the Eastover Shopping Center, MD 210, and parcels east of that roadway enters the Winkle Doodle tributary south of the MD 210 bridge via concrete pipes, resulting in severe stream bank erosion (also identified in the SCA).	Restore and stabilize the stream.	MDE	6-10 yrs.	$100K/ acre[2]
			Reduce the overall amount of imperviousness by removing the paved road adjacent to the stream and extending the stream buffer to its regulated width: including floodplain	DPWT	6-10 yrs.	$100K/ acre[3]
			Consider public funding for this reconstruction given the severe condition of the stream and adjoining slopes	Parks	6-10 yrs.	NA
			Use the re-created floodplain for pedestrian and bike trails	DER	6-10 yrs.	NA
		The stream segment receiving this stormflow is badly degraded with an incised bed, large gravel deposits, and collapsing banks.	Utilize some of the shopping area's parking space to create a bioretention area for quantity and quality control of the stormwater passing through the area. Design this feature so that it doubles as an urban park and amenity for the community with seating areas and shade trees.	SHA	1-5 yrs.	$100K/ Imp Acre
			Increase tree cover by 10 percent to improve air quality and assist in reducing the overall amount of stormwater leaving the site.	DER	1-5 yrs.	$30,000-50,000 per acre of planting
7	Winkle Doodle channel from Audrey Lane to the Winkle Doodle Bridge.		Utilize county ROW currently available at the northern terminus of Audrey Lane at Eastern Avenue to create a bioretention facility	DPWT	1-5 yrs.	$100K/ Imp Acre
			Install double fencing along channel to trap trash before it enters the stream	DPWT	1-5 yrs.	
			Partner with DC to develop a long term MOU to ensure the channel adequately manages stormwater, prevents flooding, is maintained to look and function as designed and allows for as much ecological restoration as possible	DDOT/ DDOE	1-5 yrs.	NA

Table 26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area (continued)

Map ID	Location	Issue	Recommendations	Lead Agency	Timeline	Estimated Cost
8	Winkle Doodle channel from Kennebec Street west to Audrey Lane.	This stream is channelized from Kennebec Street to the Winkle Doodle Bridge. It receives significant volumes of untreated stormwater from a very large drainage area that includes parcels on the northern and southern sides of Owens Road. There is inadequate stream buffer from Kennebec Street through to the Oxon Run floodplain.	Encourage redevelopment or new development of private properties that front the channelized stream to provide riparian buffers or bioretention for quality and quantity control of stormwater.	DER	6-10 yrs.	$30,000-50,000 per acre of planting
			Utilize space currently available on State of Maryland property (Parcel 170) on Owens Road to create a bioretention facility that provides for water quality and quantity controls for the stormwater entering the stream.	State of Maryland	1-5 yrs.	$30,000-50,000 per acre of planting
			Encourage redesign of the space currently available at the rear of the Fox Hills Apartments at 1110 Kennebec Street (Parcel A, PTA 255-07) to create a bioretention facility that provides for water quality and quantity controls for the stormwater entering the stream.	DER	6-10 yrs.	
			Consider using incentives to encourage the owners of 1011, 1015 and 1051 Owens Road and 911 Irvington Street to enhance the vegetative buffer along the channel by additional tree planting at the rear of their properties.	DER	6-10 yrs.	

Table 26. Stormwater Management, Stream Retrofit, and Potential Stream Buffer Planting Sites in the Sector Plan Area

Map ID	Location	Issue	Recommendations	Lead Agency	Timeline	Estimated Cost
9	Southeast quadrant of the intersection of Livingston Road and MD 210	Stormwater from parcels along Arapahoe Drive, north-bound MD 210, and the commercial strip between Shawnee Drive and MD 210 travels towards Oxon Run via concrete flume systems that flow untreated into an unnamed tributary near Livingston Road. The stream is channelized from Shawnee Drive west to MD 210 where it is piped to the rear of the St. Mark's AME Church (Part Parcel A, EQ)	Undertake a study to investigate the feasibility and benefits of re-constructing and stabilizing this stream from Shawnee Drive through to the Oxon Run floodplain. Aspects of the reconstruction could include:	DNR	6-10 yrs.	
			Utilizing space at the rear of the properties from 5501 Livingston Road (MacDonald's) to 5533 Livingston Road (Fort Washington Church of God) to create a bioretention area that provides for water quality and quantity controls for the stormwater passing through the commercial strip. Design this feature so that it doubles as a linear park and amenity with seating areas and shade trees along the stream.	DER	6-10 yrs.	
			Incorporating a forested ledge or bench into the buffer along the stream's northern bank between Shawnee Drive and MD 210 to accommodate spill-over during intense rain events.	DER	6-10 yrs.	
			Creating a bioretention area in the MD 210 right-of-way from Pitt Lane to Livingston Road, to provide quantity and quality control for the stormwater off Arapahoe Drive and north-bound MD 210.	SHA	6-10 yrs.	

(Endnotes)

1. It is a highly variable cost. It depends if you are rebuilding the stream with step pools, width of the stream, cutting the banks back to 2 or 3:1, installing cross vanes, root wads, etc.
2. It is a highly variable cost. It depends if you are rebuilding the stream with step pools, width of the stream, cutting the banks back to 2 or 3:1, installing cross vanes, root wads, etc.
3. It is a highly variable cost. It depends if you are rebuilding the stream with step pools, width of the stream, cutting the banks back to 2 or 3:1, installing cross vanes, root wads, etc.

GREEN INFRASTRUCTURE NETWORK

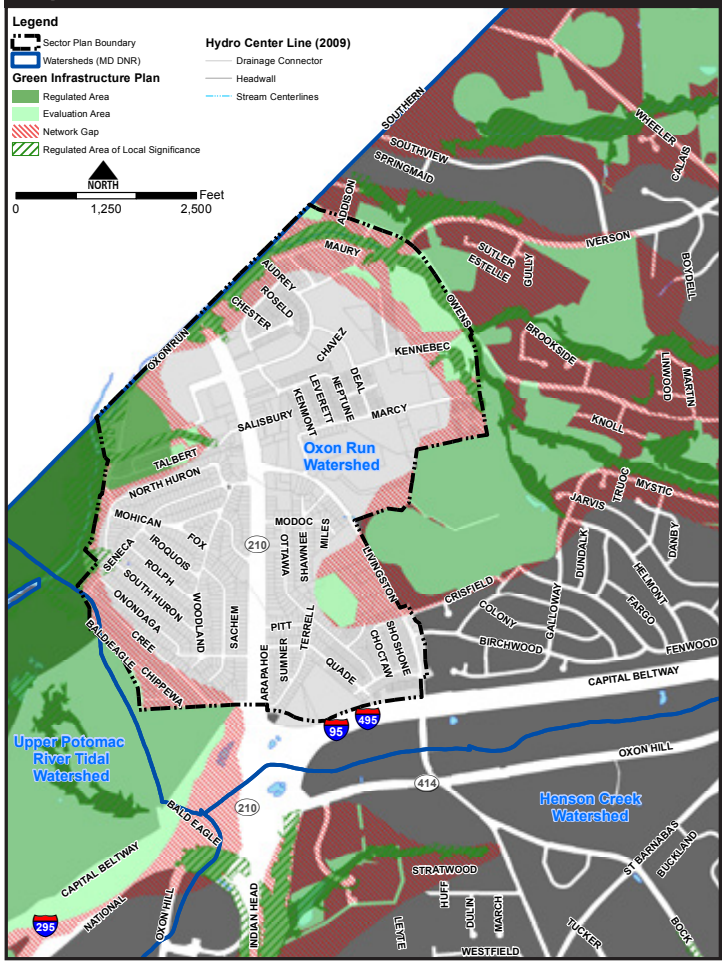
In 2005, Prince George's County approved the Countywide Green Infrastructure Functional Master Plan, implementing a comprehensive vision for protecting significant environmental ecosystems in the county. The plan includes a map of interconnected sensitive habitats as well as implementation recommendations to help make the vision a reality. Nearly 200 acres of the plan area are in the three-part designated network of the Green Infrastructure Plan. The network is identified as Regulated Areas, Evaluation Areas, and Network Gaps.

Regulated Areas are environmentally sensitive features such as streams and wetlands with their regulated buffers, 100-year floodplains, and severe slopes. These features are protected during the land development process by laws, guidelines, or regulations at the county, state, or federal level. Preservation is the main focus in these areas and development is not permitted except for necessary construction of road crossings and installation of public utilities.

Evaluation Areas are areas outside the regulated areas, which may contain sensitive features such as interior forest, upland forest, unique habitats, and environmental settings of cultural resources. These areas must be examined during the development review process to determine whether any resources need protection or if there are areas where mitigation should be directed to expand existing or adjacent environmental resources. Evaluation areas with resources worthy of protection should be given high priority on issues such as onsite woodland and habitat conservation during the planning and development process. Areas without resources are excluded during the review process unless there are opportunities to enhance and augment adjacent resources.

Network Gaps are breaks in the natural areas within the network that can potentially connect Regulated and Evaluation areas, and significantly expand the network if protected and restored.

Map 48: Green Infrastructure



URBAN TREE CANOPY

Even with the removal of most of the forest and farmland during the area's rapid urbanization in the mid-twentieth century, the plan area still contains nearly 150 acres of tree and woodland cover, comprising about 24 percent of the land area. Trends in forest canopy coverage between 1938 and 2009 are shown for the two watersheds in Table 27. Street tree planting programs have been implemented in Forest Heights and other areas to address the loss of woodlands but the area is still almost fully developed, with remaining woodlands largely restricted to parkland and stream buffers.

Motivation for planting a tree may be economic, social and/or environmental. No matter the reason for adding trees, the value added is assured and the community as a whole benefits.

1. Property Values and Commerce
   - » Treed neighborhoods and business districts attract prospective buyers and consumers.
   - » Homes with trees sell for an average of 10-20 percent more in urban areas across the country.
   - » Consumers are willing to spend 12 percent more in stores with trees in front of them than without.
2. Energy Savings
   - » Proper landscaping around a home can save as much as 30 percent on heating and cooling costs.
   - » Appropriate addition of just three trees will save the average household between $100 and $250 annually in energy costs, according to computer models generated by the U.S. Department of Energy.
3. Air Quality
   - » Trees trap dust and particulates, and absorb odors and pollutant gases, thereby improving the quality of the air that we breathe.
   - » Trees combat global warming and the greenhouse effect by storing carbon dioxide, a greenhouse gas (reducing the amount of carbon dioxide in the atmosphere) and releasing oxygen (increasing the amount of oxygen in the air).
   - » One tree can filter up to 60 pounds of pollutants from the air each year.
4. Drainage and Stormwater Mitigation
   - » Trees help improve water quality by shading urban streets and roadways, reducing the thermal effects of stormwater flowing through these areas to the receiving streams.

Map 49: Tree Canopy and Wetlands



Table 27: Plan Area Forest Canopy Coverage Trends - 1938 to 2009

Watereshed	Canopy Coverage 1938 (Acres)	Percent of Canopy Coverage of Plan Area	Canopy Coverage 2009 (Acres)	Percent of Canopy Coverage of Plan Area	Percent Change in Canopy Coverage
Both watersheds in the plan area	**350**	**56**	**147**	**24**	**-32**

» Trees help rain soak into the ground (percolate) rather than run off the surface. This has the double benefit of increasing our groundwater supplies and reducing storm flow overland.

» Trees reduce erosion and protect the soil by breaking rainfall and binding soil in place.

5. Health and Quality of Life

» Trees add beauty to neighborhoods, support recreational opportunities, and provide relief to physical and visual stress.

» Trees break up "heat islands" in urban areas by shading buildings and streets, and releasing water vapor into the air through their leaves.

» Trees reduce exposure to ultraviolet radiation (in sunlight) by up to 50 percent.

» Research shows that children are better able to concentrate, complete tasks, and follow directions after playing in natural settings.

AIR QUALITY

The planning area is part of the Washington Metropolitan Area that does not currently meet the EPA's air quality standards for ground level ozone. This creates health issues stemming from exposure to ground level ozone for vulnerable populations such as children and the elderly. Regulation of air quality is a regional rather than a local issue but there are actions that can be taken at the sector plan level to address air quality issues. According to the University of Maryland, motor vehicles account for 30 to 40 percent of the pollutants that form ground level ozone in the Washington and Baltimore metropolitan areas. The sector plan could encourage people to reduce motor vehicle use, increase urban tree canopy, or promote other actions that reduce contributing sources of pollutants that cause ground level ozone.

Greenhouse Gas Emissions

The principal greenhouse gases that enter the atmosphere because of human activities are:

- Carbon Dioxide (CO2): Carbon Dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and as a result of other chemical reactions (e.g., manufacture of cement). Carbon Dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- Methane (CH4): Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- Nitrous Oxide (N2O): Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- Fluorinated Gases: Hydrofluorocarbons, etc. are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities because they are potent greenhouse gases.

Prince George's County Energy Efficiency Plan set Green House Gas (GHG) reduction goals of:

- By 2012: Reduce GHG emissions 10% below "business an usual," returning regional emissions to 2005 levels
- By 2020: Reduce GHG emissions 20% below 2005 baseline
- By 2050: Reduce GHG emissions 80% below 2005 baseline and reduce emissions to 20% of 2005 levels by the year 2050

The plan's vision is to create a compact community of mixed uses, enabling residents to live, work, shop, and recreate in a walkable area. This smart growth approach is supported by the provision of transit service, enabling people to access regional resources including shopping, services, and employment without a car. Theses visions, along with other plan recommendations such as increased open space, additional tree canopy, bicycle routes, and pedestrian connections will result in substantial reductions in carbon emissions over time.

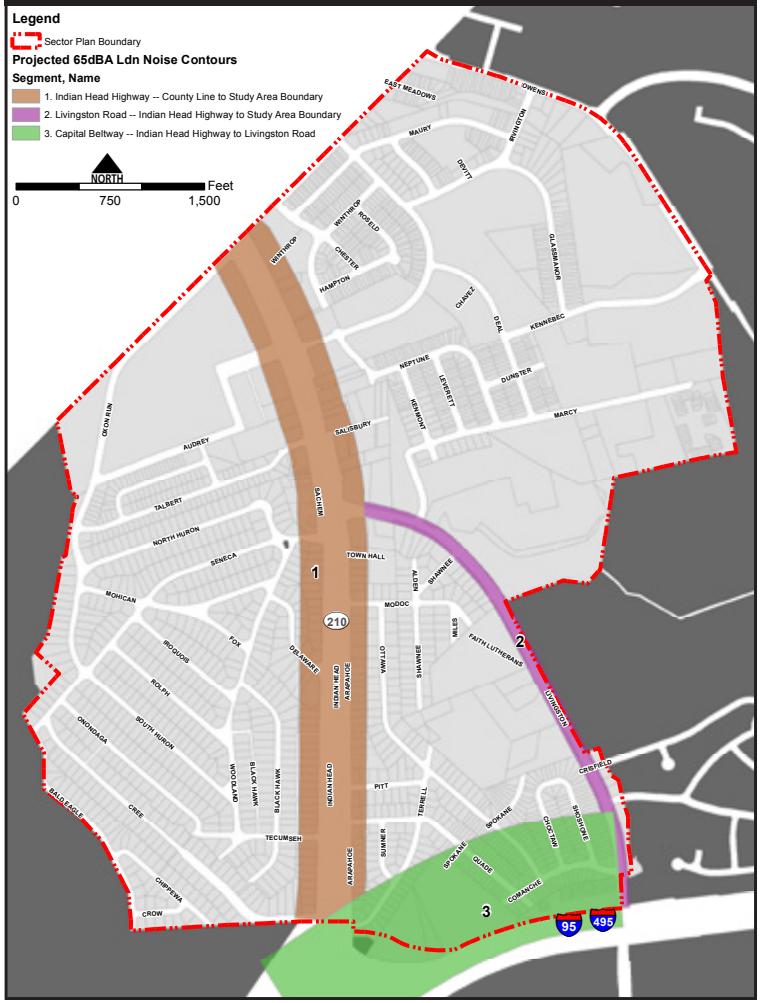
NOISE

Noise is defined as unwanted sound from constructed or natural sources. Excessive noise significantly affects the quality of life of any community. Noise levels are measured in decibels (dBA) averaged for day and night situations (Ldn). The accepted maximum decibel level for outdoor activity areas is 65 dBA Ldn.

For this sector plan, noise issues are limited to noise from roadways, classified as arterial, freeway, and expressway that generate enough noise to result in unsafe levels (above 65 dBA Ldn) for outdoor activity areas. The two roadways that fall into this category are Indian Head Highway (MD 210) and the Capital Beltway (I-495). Noise contours are measured from the centerline of the roadway where the noise is being measured. A conservative estimate of the location of the 65 dBA Ldn contour (all areas subject to noise levels of 65 dBA Ldn) for these roads in the plan area is shown on the adjacent map.

Measures must be taken to ensure that noise levels in outdoor activity areas do not exceed 65 dBA Ldn if uses such as residential homes, hotels or day care centers are planned within the 65 dBA Ldn noise contour, and indoor areas do not exceed 45 dBA Ldn.

Map 50: Noise Contours



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APPENDIX VII – IMPLEMENTATION AND STEWARDSHIP

This sector plan establishes goals and objectives in anticipation of the residents' commitment to guide the growth and revitalization of the Eastover/Forest Heights/Glassmanor communities. The objectives outlined in this document are essentially calls for action. The creation and adoption of a sector plan is only the first step in the transformation of a community. This appendix organizes and summarizes the desired changes, actions, and partners needed to achieve the incremental wins to realize the plan's long-term vision.

The sector plan area is predominately an older, inner-ring suburban community. A number of structures need rehabilitation or demolition. Much of its commercial area needs to be revitalized and/or repurposed to serve changing demographic needs. The public realm is unsafe, unattractive, and does not function efficiently to serve the needs of this vital community. The ecological health of the various streams, wetlands, urban forests, and other natural areas is compromised and does not provide the needed open space, environmental services, and recreational amenities. The transportation network is unsafe, disconnected, and lacking the urban form to support increased densities and contemporary redevelopment.

Despite its shortcomings, the sector plan community has many desirable attributes. Isolated components, as well as conglomerate assets, form a solid framework for sustainable redevelopment. This plan strives to maximize the area strengths and makes redevelopment recommendations that take into account the area's resources, including preservation of the existing residential neighborhoods, parks and open spaces, natural resources, and unique vistas. Community organizations, faith-based groups, political leaders, and individual community members form a solid structure of human capital to continue to refine the plan vision and apply it on the ground over time. County, state, and federal agencies have vested interests in the community and offer financial, technical, and planning support to transform the sector plan into an action plan. This plan makes stabilization, preservation, and revitalization recommendations; identifies partners; and details actions necessary to both preserve and enhance the community.

REDEVELOPMENT OBJECTIVES

Redevelopment objectives were created based on county, agency, business, and resident feedback. These objectives address the following:

Beautification: A healthy and attractive environment is essential to a sustainable community. An attractive physical environment that develops community pride and identity is critical to support long-term commitment by stakeholders and residents to create positive change. Investors can easily assess the potential of a community by analyzing the level of pride and respect the residents take in their neighborhoods.

Walkability, Access, and Safety: A functional and sustainable community has a sense of order that supports fire, police, and other emergency services as well as a connected network of sidewalks, streets, and trails to facilitate access to transit, adjacent communities, work and education resources, health and human services.

Environment and Water Management: Improved water quality, reductions in energy consumption and greenhouse gas emissions, increases in tree canopy, and reduction of impervious surfaces improves property value and livability as well provides for a healthy environmental infrastructure. Protection, restoration, and maintenance of the plan area's natural environment requires low impact design, stormwater management practices, green building methods in new construction and retrofits, street tree plantings in neighborhoods and along commercial streets, and state of the art eco-engineering practices where feasible.

Property Value Creation and Economic Development: MD 210 is the commercial core of the plan area and contains the area's concentration of shops, restaurants, offices, as well as some faith-based and health services. In order to enhance the vitality and redevelopment capacity of the area, this plan recommends developing the density needed to support high-quality businesses and mixed-use sites that can create active street edges focusing on retail and commercial activity.

Recreation, Public Spaces, and Services: A well-rounded community offers a full range of open space and recreational opportunities: regional, local, and neighborhood parks; plazas, greens, and squares; nature, walking, and bike trails; community gardens, orchards, and urban farms; meadows, woods, and stream valleys; and playing fields and courts. City parks and open spaces improve our physical and psychological health, strengthen our communities, and transform our cities and neighborhoods into more attractive places to live, work, and recreate.

REDEVELOPMENT FOCUS AREAS

Analysis of the existing conditions, including community and agency feedback, proved that redevelopment opportunities are best addressed by clustering the sector plan area into five geographic zones. These redevelopment opportunity "focus areas" each have different physical conditions and roles within the sector plan area.

Northern Gateway: The entryway into the sector plan area between Washington, D.C., and Maryland. This area has the most pedestrian traffic and is directly adjacent to the Eastover Shopping Center, which has the greatest concentration of retail activity. Opportunity exists to leverage the Winkle Doodle Bridge, the Thrift Store Site, and the District of Columbia's investment in the public realm at the intersection of Southern Avenue and MD 210/Indian Head Highway.

MD 210/Indian Head Highway Corridor: The bulk of commercial activity in the sector plan area. This portion has the greatest need for redevelopment and public realm improvement to promote pedestrian safety, enhance area aesthetics, and support business growth. A long-term opportunity is to create density and an urban core on the Eastover Shopping Center parking lot.

Southern Gateway: The entryway to the MD 210/Indian Head Highway Corridor from the south, located at the intersection of MD 210/Indian Head Highway and Livingston Road. Here, an opportunity exists to catalyze corridor redevelopment by addressing the Livingston Road Office Building and the Livingston Road/MD 210/Indian Head Highway Intersection.

Glassmanor Neighborhood: Predominantly attached and multifamily residential neighborhood. Strategic sites present opportunities to promote new development, update and improve existing apartment buildings, and guide planned neighborhood improvements. Public realm investments at certain locations within the residential areas can improve aesthetics and public safety.

Town of Forest Heights: Independent municipality of a predominately attached and single-family residential neighborhood. This stable community has the opportunity to repair sidewalk infrastructure for improved connectivity, repair and update existing homes, and guide future neighborhood improvements of environmental quality.

REDEVELOPMENT CONCEPT: THREE-PRONGED STRATEGY

The opportunities and constraints of the planning area, as well as the goals of the community, led to the creation of a redevelopment strategy that incorporates three redevelopment tools: public realm improvements, neighborhood-wide investments, and site-specific redevelopment.

Strategic Public Realm Improvements: Public realm improvements include restructuring or re-aligning roadways, streetscaping (such as sidewalks, trees and shrubbery, lighting, and benches), and improving pedestrian and vehicular access. These improvements are designed to:

- Signal government commitment to the area
- Catalyze future private sector investment in nearby properties by increasing land value and enhancing customer access
- Establish improved pedestrian circulation in the area to spur additional vibrancy and activity near opportunity sites

Neighborhood Investment/Regulatory Actions: Another type of redevelopment tool is regulatory actions or programs aimed at neighborhood-wide or corridor-wide improvement. It is recommended that existing economic development initiatives be integrated into the sector plan so resources can be efficiently utilized to achieve shared goals. The Glassmanor/Oxon Hill Transforming Neighborhoods Initiative and the Forest Heights/Oxon Hill Community Development Corporation (CDC) can help create a business alliance as another effective tool. Other resources include business assistance funding for commercial properties along MD 210/Indian Head Highway and housing improvement and development in the Glassmanor and Forest Heights neighborhoods.

Site-Specific Redevelopment: There are certain sites that have the potential to catalyze additional investment within the sector plan area. Characteristics that make a site important may be its location, aesthetics, size, opportunity for redevelopment, relationship to other sites, ability to draw people, safety and accessibility, or effect on the property value of other nearby sites. Seven such sites have been identified, and this study identifies strategies aimed at maximizing the economic development potential of each. Strategic site-specific investment could spark future redevelopment activity on adjacent sites and inspire economic growth.

PUBLIC REALM

There is greater opportunity for Public Realm improvements on property that is already publicly owned and/or controlled. This strategy is focused primarily on improvements to the unsafe and unattractive MD 210 Corridor by redeveloping the service roads (four acres of land) between Southern Avenue and Livingston Road. This can be achieved through phased roadway restructuring or re-alignment, streetscaping (such as sidewalks, trees and shrubbery, lighting, and benches), low impact stormwater management facilities, and pedestrian and vehicular access improvements. Two pedestrian access bridges are proposed to facilitate safe road crossing, connectivity, and access to transit and other community destinations.

PUBLIC REALM/PUBLIC BENEFIT PROJECTS

Audrey Lane Pedestrian Bridge: An improved pedestrian bridge is proposed in the Glassmanor neighborhood to facilitate pedestrian and cyclist mobility. This connection enables the more critical access between Glassmanor and Washington D. C. The existing pedestrian bridge

Map 51: Focus Areas



is deteriorated and does not meet ADA standards for barrier-free access. The proposal replaces the existing bridge with a new one that is wider (8 feet wide) and barrier free, crossing the Winkle Doodle Branch at the same location as the existing one at Audrey Lane and Southern Avenue. The new bridge will complement the new public space Washington D. C. is creating along Southern Avenue. Additional lighting and landscape plantings are proposed to create a safe and pleasing environment.

MD 210 Pedestrian Bridge: A pedestrian bridge is proposed over MD 210/Indian Head Highway between the Capital Beltway and Livingston Road. This bridge will connect the eastern half of Forest Heights with the western half, and provide a grade-separated crossing over the busy MD 210/Indian Head Highway. This bridge requires a significant structure to span the roadway and provide adequate clearance for vehicles beneath. The eastern landing of the bridge would be at grade with a path down to an existing bus stop. The western landing would be elevated above the service road and require an extensive ramp to provide American Disabilities Act Access as well as a set of steps. The bridge itself would be a gateway into the sector plan area as approached from the south, and could feature signage or public art.

Community Activity Center and Trail Head: The property owned by St. Mark's AME Church, 5427 Indian Head Highway Oxon Hill, Maryland, offers an ideal location to develop community resources that are connected to an environmental network in a highly visible, publically accessible location. The community of Forest Heights lacks a significant street presence and adequate physical amenities to provide needed educational, social, and training resources for its residents. A community center project will require significant partners to develop a physical and programmatic plan. Funding will require assistance beyond what the county offers.

COMMUNITY INVESTMENT/PARTNERSHIPS/REGULATORY ACTIONS

This plan develops goals and objectives to address priority needs related to affordable housing, homelessness, special need populations, community redevelopment such as economic development and revitalization, and community infrastructure and public services. Cooperation of communities, government, and the private sector to achieve a desired outcome can add strength and resources to see projects through. Understanding the roles and responsibilities of the partners, identifying the goals and objectives, and assuming financial responsibility all become part of the development of public benefit projects.

PARTNERS

Action toward achieving the vision developed in this plan requires a coordinated effort by members of the community, Prince George's County government, local non-profits, religious institutions, schools and community centers, the Town of Forest Heights, the Prince George's County Park and Planning Department, and other persons and agencies concerned about the future of Eastover, Forest Heights, and Glassmanor. Partnerships between interests that have a shared concern for improvements should be continually identified and fostered in order to achieve progressive change. Planning work during the development of this plan included meeting with various community organizations to develop a collaborative communication platform for plan implementation. Community partners included:

Transforming Neighborhoods Initiative (TNI) is composed of six communities identified by Prince George's County in April 2012, under the direction of County Executive Rushern Baker, that face significant economic, health, public safety, and educational challenges. These include the Glassmanor/Oxon Hill community. The objective is to improve nine key indicators in the targeted areas. These indicators include violent crime, property crime, 3rd grade and 5th grade reading and math scores, school absentee rates, foreclosure rates, concentrations of Section 8 housing, income levels, pedestrian deaths/injuries, and residents on public assistance.

The Prince George's County Economic Development Corporation (EDC) provides business services that help attract, retain, and expand businesses; creates high-quality jobs; and expands Prince George's County's commercial tax base. EDC's mission is accomplished through five main business lines, including business development, the Small Business Services/Technical Assistance Center, international business development, workforce services, and marketing/communications.

Forest Heights-Oxon Hill Community Development Corporation (FH/OHCDC) is a community-based nonprofit group created to serve the needs of those in the Forest Heights-Oxon Hill area that operates independently from the town government. The FH/OHCDC exists to strengthen business, shape Forest Heights through planning and advocacy, and assist the town and its residents to obtain grants and promote civic and cultural events. The FH/OHCDC has been in the development phase during the creation of the sector plan and now meets monthly. Implementation of the sector plan is reliant on the FH/OHCDC's support.

The Town of Forest Heights is one of 26 municipalities in Prince George's County and one of only four municipalities in the south county. The town has a population of approximately 2,500 residents in fewer than 1,000 households. The town has suffered some population loss over the last several years but is a stable, mostly residential community with its own police unit and public works department.

Glassmanor Civic Association (GCA) meets on a monthly basis to review issues in the community and to provide a platform for residents to discuss concerns as well as receive information on local activities.

Neighborhood Design Center (NDC) is a local non-profit that has provided design and implementation assistance on beautification projects in the county. They are currently working with Department of Public Works & Transportation (DPW&T) as part of the Glassmanor TNI effort to plant street trees along Marcy Avenue, Livingston Terrace, and Maury Avenue in the Glassmanor neighborhood. NDC is a valuable local asset and can help communities realize their visions by providing technical assistance.

COUNTY AND STATE AGENCIES

The Department of Permits, Inspections, and Enforcement (DPIE) is a re-organized county agency that combines permitting, inspection, and enforcement services to reorganize internal processes that incentivize economic development/redevelopment and protect the health and safety of county residents, businesses, and visitors. The agency's goals are to create a high-quality, customer-friendly experience for residents and businesses; deploy more fully-integrated, technology-enabled and streamlined processes; simplify permitting, inspection and licensing functions; and promote timeliness and predictability. The department is scheduled to open July 1, 2013.

This department can help the sector plan community address issues of property neglect, code enforcement, and vehicle abandonment. The county's new 311/non-emergency call system helps empower the community residents to take control of their community by reporting infractions and tracking follow-up actions.

The Department of Environmental Restoration (DER) is responsible for the implementation of the county watershed implementation plans. This responsibility includes the identification of restoration, retrofit, and preservation opportunities as well as strategies to reduce pollutant loads for nitrogen, phosphorus, and sediment. This sector plan identifies opportunities in the public rights-of-way along MD 210 for retrofit projects to reduce impervious surfaces and create bioretention features to manage surface runoff. Recommendations to replant stream riparian buffers along the Oxon Run tributaries, plant street trees, and restore wetlands and floodplains are all components of water quality improvement plans consistent with the mission of the county's DER.

The Department of Public Works and Transportation manages roadways, stormwater, and rights-of-ways in the county. The planning process included close communication with DPW&T to discuss recommended changes to the service roads, cross streets at MD 210, new streets to implement connectivity, the Audrey Lane pedestrian bridge, and the DDOT Southern Avenue and Winkle Doodle Channel projects. DPW&T has limited funding to achieve all the visions of this and other County plans. It is important to maintain a partnered relationship with DPW&T and look for additional funding sources that support the efforts identified in the sector plan.

The Department of Parks and Recreation (DPR) is part of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Park and Planning Department. Parks oversees the resources in the County regarding recreation, open space, and streamline valley parks. DPR is currently developing new strategies to address the need for urban parks in communities like Glassmanor and Forest Heights. Repurposing MD 210 and service roads as an urban linear park that includes streetscape furnishings and provides the DPR with an applicable urban park project in the Eastover community. DPR also owns and manages several community parks and the Glassmanor Community Center. This sector plan recommends coordinating with other agencies to further develop these resources.

The Washington Suburban Sanitary Commission (WSSC) maintains public water and sewer systems within the sector plan area. Infrastructure is in the process of repair, so upgrading and work should be coordinated with other road- or stream-related projects in the area. WSSC has communicated with the District Department of the Environment (DDOE), the DPR, M-NCPPC, and the Town of Forest Heights to address pipe repairs in stream beds, particularly the Winkle Doodle Branch as it exits under the bridge.

The State Highway Administration (SHA) maintains MD 210 in the planning area and has interest in safety; pedestrians, bicyclists, and motorists; environmental impacts from stormwater runoff; service levels; and overall functionality. This plan strives to redesign MD 210 as a model for better urban arterial standards. Maintain communication and work with SHA and DPW&T during the redesign of MD 210 to implement these improved standards in the plan area. Work with SHA and DPW&T to redesign MD 210 as a model for better urban arterial

standards.

Maryland Department of Transportation (MDOT) provides oversight for all highway projects and improvements in the state. MDOT's complete streets mission of collaboration and communication between partner agencies and local jurisdictions is integral to the success of the sector plan and redevelopment of MD 210 as an urban boulevard. Complete streets provide a safe environment for pedestrians, bicyclists, and motorists to traverse the neighborhood and access community resources. MDOT should help guide and support the implementation of changes to MD 210 as envisioned in the sector plan.

REGULATORY OPPORTUNITIES

A variety of Maryland state resources, Prince George's County resources, and local community resources can be leveraged to support the objectives of this sector plan. The following resources range from assistance for small business owners to economic development funding for the greater sector plan area. It is recommended that M-NCPPC, local stakeholder organizations, and individual businesses familiarize themselves with these resources to understand what may be available to support their economic development objectives.

PROPERTY AND BUSINESS TAX CREDITS

CB-42-2000 Boys and Girls Club: Real property owned by a charter of the Prince George's County Boys and Girls Club, Incorporated. Annual application and proof of claim must be filed with the director of finance on or before October 1 of the tax year exemption is sought.

CB-101-1998 Conservation Land: Must be used either to (1) to assist in the preservation of a natural area, (2) educate the public about the environment, (3) promote conservation, or (4) maintain a natural area for public use or a sanctuary for wildlife.

CB-2-1996 Leased Property–Municipal Corporations: Real property that is leased, occupied, and used by a municipal corporation and meets each of the following conditions: (1) the portion of the property upon which the tax credit is based is leased, occupied, and used exclusively by the municipal corporation; (2) the credit does not apply when the municipal corporation subleases the property, uses the property for any profit-making purpose, or no longer occupies the property; (3) the municipal corporation is contractually liable to the owner for property taxes; and (4) the owner of the property eligible for a tax credit pursuant to this section is contractually obligated to reduce, by the amount of the tax credit, the amount of taxes for which the municipal corporation is otherwise contractually liable.

CB-37-1993; Revised CB-24-1994 Religious Organizations Leased Property: Tax credit against the property tax imposed on real property for that portion that is leased, occupied, and used by a religious group or organization.

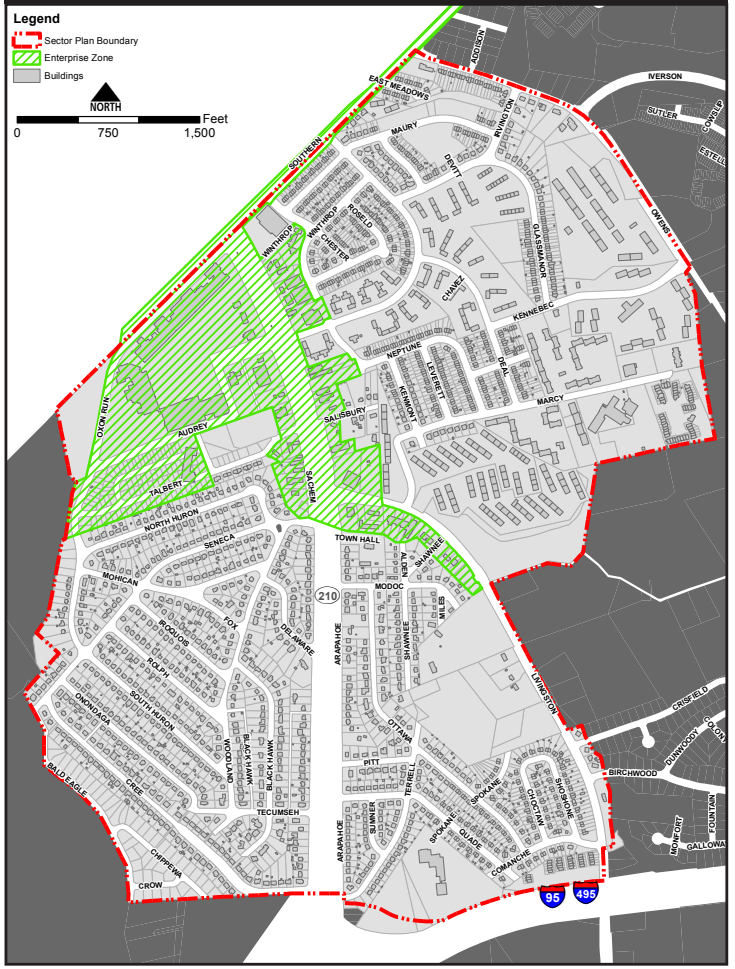
CB-38-1993; Revised CB-43-2005 Redevelopment and Revitalization: Upon the recommendation of the county executive, or on its own initiative, the County Council may establish by ordinance, one or more revitalization tax credit districts. In establishing a revitalization tax credit district, consideration shall be given to factors related to community redevelopment and business revitalization such as, but not limited to, median household income, residential density of the area, land use in the area, economic factors, and unemployment rates. All property located within a revitalization tax credit district shall be eligible for the tax credit as set forth in Section 10-235.02 and .03 of the Prince George's County Code.

Annotated Code of Maryland, Tax Property, Section 9-103 Enterprise Zones (state program): Real property that is (1) not used for residential purposes; (2) is used in a trade or business by a business entity that meets the requirements of Article 83A, 5-404 of the Code; and is (3) located in an enterprise zone that is designated under Article 83A, 5-402 of the Code or personal property on real property that is located in a focus area as defined in Article 83A, 5-401 of the Code.

Enterprise Zone Tax Credits: Credit incentives are available to businesses choosing to locate in these areas to spur redevelopment in state-defined Enterprise Zones. In addition, businesses hiring economically disadvantaged employees to fill newly created positions in the Enterprise Zone are eligible for a $6,000 income tax credit per new job over a three-year period.

The county has developed a compilation of available economic development tools to help communities navigate resources for redevelopment projects. The listing below is taken from that resource:

Map 52: Enterprise Zone



COUNTY ECONOMIC DEVELOPMENT INCENTIVE TOOLKIT

Prince George's County is qualified as an urban county entitled to receive funds from four Federal Housing and Urban Development (HUD) programs: Community Development Block Grant (CDBG), Emergency Shelter Grant (ESG), HOME Investment Partnerships (HOME), and Housing Opportunities for Persons with AIDS (HOPWA).

Division of Business Empowerment provides business development services to small and minority-owned businesses based in the county.

Small Business Revolving Loan Fund provides loans to acquire fixed assets, contract financing, expansion capital, and/or to finance the acquisition or construction of real estate (with gross revenues of less than $5,000,000 annually and less than 75 employees. The average size of the program assistance is $5,000-$100,000 with maximum terms up to five years and required collateral).

Economic Development Fund offers assistance to private employers in targeted industries to either retain jobs already in the county or attract new jobs to the county.

Technology Growth Fund provides gap financing for emerging technology-based companies with innovative products or services.

Microenterprise Fund is scheduled to begin in 2008 in partnership with the

state to provide loans to small and minority firms with annual revenues of $250,000 or less and employee counts of five or fewer. Loans are given at a maximum $15,000 with terms of three years or less.

Mentorship Program was piloted in 1991 and originally designed to provide outreach to start-up companies owned by minorities, females, and disabled persons. DED expanded the program's scope in 1993 to include existing businesses.

New Markets Tax Credit's term of credit is seven years. Investors will be able to claim a tax credit of 5 percent for each of the first three years of the credit and 6 percent for each of the last four years, for a total of 39 percent over 7 years. The net present value of the credit is estimated at 30 percent over the 7 years.

SBA Micro Loans provide very small loans for start-up, newly established, or growing small businesses. SBA makes funds available to nonprofit community-based lenders who in turn make loans to eligible borrowers in amounts up to a maximum of $50,000. The average loan size is about $13,000.

SBA Special Purpose Loans offer various special purpose loans to help grow businesses to meet international demand, to aid businesses that have been impacted by NAFTA, to assist in implementing employee ownership plans, and to help implement pollution control mechanisms.

Revenue Bonds are used to finance the construction of a manufacturing or commercial facility for a private user. The county receives bond authorization from the State of Maryland to issue non-housing industrial development revenue bonds. Authorized projects include manufacturing facilities with a total project cost of less than $10 million.

Foreign Trade Zone (FTZ) consists of 77 acres divided into two sites. FTZs are intended to facilitate import and export activities by allowing domestic activity involving foreign items to take place prior to formal customs entry. This reduces duties, tariffs, and quota charges. If the items are reexported, duty is waived.

WSSC Systems Waiver allows the county executive to waive the WSSC/SDC for eligible revitalization projects and to partially waive the charge for elderly housing and biotechnology projects.

STATE RESOURCES

The Maryland Department of Business and Economic Development (DBED): The Maryland DBED is Maryland's one-stop economic development shop. It strives to attract new businesses, stimulate private investment, encourage the expansion and retention of existing companies, and provide Maryland business with workforce training and financial assistance. In addition, DBED:

- Markets local products and services at home and abroad.
- Provides access to a variety of direct and loan guarantee programs that help expand small businesses in Maryland.
- Offers five different loan programs to businesses and political jurisdictions via the Maryland Economic Development Assistance Authority and Fund. Programs include loans that assist with fixed assets (e.g., land, equipment, working capital); special loans for aquaculture, animal waste, arts and entertainment, and child care center programs; and loans to help industry create jobs and economic opportunities within the state.

The Maryland Department of Disabilities distributes home-based and business loans from $500 to $5,000 for people with disabilities.

Maryland Department of Housing and Community Development (DHCD) manages a loan program called the Maryland Capital Access Program. This program helps small businesses gain better access to private financing that is otherwise more difficult to get from traditional sources. Enrolled amounts may range from $10,000 to $1,000,000. DHDC also approves and manages the sustainable communities applications and program, a program aimed to specifically provide funding for restoration and redevelopment projects.

Maryland Department of Natural Resources (DNR) provides incentives and funding for environmental improvement and education projects. Their Stream Challenge Grant Program is compatible with several environmental recommendations.

SITE SPECIFIC REDEVELOPMENT

Can strategic investments of limited public resources trigger the revitalization of distressed, low-income urban neighborhoods? If so, how do you allocate resources spatially to leverage the most private investment in these neighborhoods? The sector plan has identified certain sites that offer starting points for public improvements to create an environment that reflects an up and coming community to pioneer developers looking to develop ahead of the curve.

Site specific, transportation, public realm, public facilities, and environmental restoration projects combine to create a plan for the revitalization of the Eastover, Forest Heights, and Glassmanor communities. The following chart represents public facilities recommendation which was reviewed by the County Executive and County Agencies Prior to adoption of this plan.

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report					
Reference Number	**Facility Type**	**Location**	**Description**	**Entities Involved**	**Priority**
	Schools, Libraries and Public Safety				
1.	Community Center/ School	Marcy Avenue (Glassmanor/ Oxon Hill TNI area)* TNI=Transforming Neighborhoods Initiative	Redevelop the Glassmanor Community Center and Glassmanor Elementary School as a community park school center.	M-NCPPC, PGCPS BOE, Prince George's County TNI	TBD
2.	School	Oxon Hill High School	Construct a modern, state-of-the-art educational facility to replace the existing Oxon Hill High School (budgeted for construction in the FY2014-2019 CIP).	Prince George's County Public Schools Board of Education (PGCPS BOE)	High
3.	School	Potomac High School	Construct additional classrooms and renovate existing classrooms at Potomac High School to accommodate classes with a smaller than 25:1 ratio (part of the School System's Secondary School Reform Initiative).	PGCPS BOE	Medium
4.	Library	In the vicinity of Glassmanor Community Center	Establish a limited services library in the proposed Glassmanor Community Center/Park School to provide internet access, computers, Wi Fi, and limited library services.	Prince George's County Memorial Library System	Medium
5.	Fire Station	Felker Avenue & Oxon Hill Road & St. Barnabas Road and Virginia Lane	Ensure the Glassmanor, Forest Heights and Eastover communities are adequately serviced by public safety services: Fire, police, EMT (during and after the transition in Fire Stations) in consideration of an aging population. Ensure collaboration between affected agencies.	Prince George's County Fire/EMS Department	Medium

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)					
Reference Number	**Facility Type**	**Location**	**Description**	**Entities Involved**	**Priority**
	Public Realm Improvement				
1.	Placemaking	MD 210: Northern Gateway/Winkle Doodle Bridge	Coordinate efforts of the District of Columbia, for both the bridge and the channel to integrate public space that connects the bridge to the Thrift Store Site. Develop as part of the District/County Memorandum of Understanding (MOU).	District of Columbia, Prince George's County	High
2.	Environmental	Southern Avenue/ Prince George's County Line	Improve culvert at the Prince George's County Line as the District of Columbia implements the box culvert on adjacent location. Improve edge condition and remove tall fence. Develop as part of the District/County Memorandum of Understanding (MOU).	District of Columbia, Prince George's County	High
3.	Placemaking/ Environmental	Winkle Doodle Bridge/Entry from DC (MD 210: Northern Gateway)	Cover Prince George's County portion of the culvert from the intersection of MD 210 to the eastern property line of the Thrift Store site. Create an integrated public space at the gateway and the Maryland State/Prince George's County line.	Prince George's County	High
			Install wind turbines on the east and west side of MD 210 at the gateway to Prince George's County.		Low
4.	Pedestrian Facilities	Forest Heights Neighborhoods	Add 4 ft. sidewalks on both sides of each street in Forest Heights where there is currently no sidewalk infrastructure (Safe Routes to School Priority). Perform a hydrology and stormwater conveyance study and cost estimate prior to construction of the sidewalks in order to replace the open channel with a piped system that can carry the determined stormwater volumes and provide ROW for a sidewalk.	DPW&T, SHA, Town of Forest Heights	Medium/High
5.	Pedestrian Facilities	MD 210 Corridor	Add 10 ft. wide sidewalks on both sides of the MD 210 corridor.	DPW&T, SHA, Town of Forest Heights	Medium
6.	Pedestrian Facilities	Livingston Road	Add 5 ft.-6 ft. wide sidewalk along Livingston Road, connecting to MD 210. (Safe Routes to School Priority). Perform a hydrology and stormwater conveyance study and cost estimate prior to construction of the sidewalks in order to replace the open channel with a covered system that can carry the stormwater volumes and provide an area for a sidewalk.	DPW&T	Medium

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)					
Reference Number	Facility Type	Location	Description	Entities Involved	Priority
7.	Placemaking	Winkle Doodle Bridge/Entry from DC (MD 210: Northern Gateway)	Create public space at the gateway from the District of Columbia to Prince George's County. This includes construction of plaza space, and the addition of lighting, signage, and street trees.	M-NCPPC, DPW&T, Forest Heights	Medium
8.	Placemaking/ Pedestrian Facilities	Audrey Lane/ Eastover Shopping Center Entrance	As part of redevelopment, implement plaza space: add lighting, signage, street trees, placemaking feature solar light towers, and expanded bus stop. Install wind turbines on the north and south side of Audrey Lane at the entrance to Eastover Shopping Center.	WMATA, Private Developer, Prince George's County, (DDOT and M-NCPPC)	Medium
9.	Placemaking/ Pedestrian Facilities	Audrey Lane/ Southern Avenue	Replace existing pedestrian bridge with new 8ft. wide span connecting new public realm in the District of Columbia along Southern Avenue with the Audrey Lane road stub; include new landscaping and Crime Prevention Through Environmental Design (CPTED) features.	M-NCPPC, Prince George's County, DDOT	Medium
10.	Placemaking	Trailhead/ Livingston Road (MD 210: Southern Gateway)	Develop two gateway civic spaces at the intersection of Livingston Road and MD 210. On the west side, Trailhead Park and on the east, Civic Plaza. Include site furnishings, lighting, signage, plantings and/or plaza. Install solar light towers on the east and west side of MD 210 at the intersection of Livingston Road in conjunction with new Trailhead Park and Civic Plaza.	M-NCPPC, DPW&T, Forest Heights	Medium
11.	Trails	Talbert Townhomes Area	Add 8 ft. wide sidewalk for a portion of a nature trail connecting to the Oxon Run trail network. Complete boardwalk trail through wetlands/new park area adjacent to Forest Heights Elementary School.	M-NCPPC, Other	Medium/Low
12.	Trails	MD 210 Corridor	Add 8 ft. wide trail from Trailhead Park at MD 210 to Talbert Road.	M-NCPPC	Low
13.	Trails	Eastover Shopping Center	Add 8 ft. wide trail connecting to the Oxon Run trail network and the sector plan area new trails.	M-NCPPC	Low (may change if land is redeveloped)

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)					
Reference Number	**Facility Type**	**Location**	**Description**	**Entities Involved**	**Priority**
14.	Pedestrian/ Bicycle Facilities	MD 210 Corridor South/Forest Heights	Construct pedestrian bridge to span MD 210 connecting east and west Forest Heights for pedestrians and bicyclists.	SHA, DPW&T	Low
	Transportation Facilities				
1.	Road/Park Road/Bicycle & Pedestrian Facilities Placemaking	MD 210 Corridor	Replace existing service road with linear park with public pedestrian space along MD 210/Indian Head Highway between Livingston Road and Southern Avenue. Reconstruct MD 210 to a four lane arterial with sidewalk and bike lanes. Reconfigure existing intersections along MD 210 to be ADA accessible and pedestrian/bike friendly. Install furniture, signage, pedestrian lighting, bioswale plants, street trees and improved bus shelters in the newly created public space along the MD 210 corridor between Livingston Road and Southern Avenue.	SHA, DPW&T, Prince George's County and M-NCPPC	High
2.	Road	Glassmanor; Forest Heights; MD 210 Corridor	Create new local cross streets at the locations of new intersections on MD 210 as part of new development or redevelopment of existing sites.	DPW&T, Developers	High
	Parks and Recreation				
1.	Park	Glassmanor Community Center	Renovate and expand facility. (In CIP, #EC080904)	M-NCPPC	High

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)					
Reference Number	**Facility Type**	**Location**	**Description**	**Entities Involved**	**Priority**
	Public Utilities, Storm Water Management and Water & Sewer				
1.	Stormwater Management/ tree canopy	Unnamed tributary that flows from a large concrete pipe at 54 Talbert Drive, west past Forest Heights ES	Utilize space currently located on vacant County property (Parcels 49 and 51) adjacent to the stream and north of Talbert Drive (numbers 1 through 9 Talbert Drive) to provide for quality and quantity controls for stormwater passing through the area.	DER	High
			Investigate the possibility of utilizing vacant private property at 51 and 53 Talbert Drive for stream buffer expansion (using a potential land swap with the owners of the Assumption Clinics property at 54 Talbert Drive).	MDE	High
			Reconstruct and stabilize the stream to accommodate present and future stormwater runoff volumes.	DER	High
			Significantly increase tree canopy/riparian buffer along the stream edge.	DER	High
2.	Stormwater Management	Winkle Doodle channel from Audrey Lane to the Winkle Doodle Bridge.	Utilize county ROW currently available at the northern terminus of Audrey Lane at Eastern Avenue to create a bioretention facility.	DPWT	High
			Install double fencing along channel to trap trash before it enters the stream.	DPWT	High
			Partner with DC to develop a long-term MOU to ensure the channel adequately manages stormwater, prevents flooding, is maintained to look and function as designed and allows for as much ecological restoration as possible.	DDOT/ DDOE	High

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)

Reference Number	Facility Type	Location	Description	Entities Involved	Priority
3.	Stormwater Management/ reforestation	Unnamed tributary adjacent to Forest Heights ES.	Development and redevelopment in the western portion of Eastover Shopping Center must conform with the Chesapeake Bay Critical Area (CBCA) 10 percent stormwater rule for the Intense Development Overlay (IDO) land development zone, i.e., stormwater management practices must seek to reduce stormwater pollutant loads by 10 percent below the load previously generated by the same site.	DER	High
			Encourage DER to implement its reforestation plan for the area (required per TCP#2-001-02 of 2002).	DER	Low
			Evaluate the flood wall adjacent to Forest Heights Elementary School for later removal after the stream has been stabilized and flows reduced.	MDE DER	Medium/Low
			Do additional evaluation of the area to determine the benefits of removing and afforesting that section of Audrey Lane within the stream buffer.	DER	High
			Consider this area for public investment and environmental education in collaboration with the Board of Education.	Board of Education	High
4.	Stormwater Management/ place-making	Western part of MD 210 from Talbert Drive to Seneca Drive	In future designs utilize space currently available at the rear of the properties from 5401 Indian Head Highway (Parcel B) to the St. Mark AME Church at 5431 Indian Head Highway (Parcel A) to provide for stormwater quality and quantity control.	Forest Heights	Medium
			Enhance the open space network by developing the southern portion of the St. Marks AME Church property for pedestrian and bikeway trail connections linking the Forest Heights Town Hall to the Oxon Run stream buffer west of Forest Heights Shopping Center.	M-NCPPC (Parks)	Medium
			Develop a mini park and trailhead with seating for the public, off the northwest quadrant of Indian Head Highway and Seneca Drive.	Forest Heights	Medium
			Develop a pedestrian-friendly at-grade crossing of Indian Head Highway at Seneca Drive to facilitate connections from the Town Hall to the trail head.	SHA	Low

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)					
Reference Number	**Facility Type**	**Location**	**Description**	**Entities Involved**	**Priority**
5.	Stormwater Management/ Bioretention	Winkle Doodle channel from Kennebec Street west to Audrey Lane.	Encourage redevelopment or new development of private properties that front the channelized stream to provide riparian buffers or bioretention for quality and quantity control of stormwater.	DER	Medium
			Utilize space currently available on State of Maryland property (Parcel 170) on Owens Road to create a bioretention facility that provides for water quality and quantity controls for the stormwater entering the stream.	State of Maryland	High
			Encourage redesign of the space currently available at the rear of the Fox Hills Apartments at 1110 Kennebec Street (Parcel A, PTA 255-07) to create a bioretention facility that provides for water quality and quantity controls for the stormwater entering the stream.	DER	Medium
			Consider using incentives to encourage the owners of 1011, 1015 and 1051 Owens Road and 911 Irvington Street to enhance the vegetative buffer along the channel by additional tree planting at the rear of their properties.	DER	Medium

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)					
Reference Number	Facility Type	Location	Description	Entities Involved	Priority
6.	Stormwater Management/ Study	Southeast quadrant of the intersection of Livingston Road and MD 210	Undertake a study to investigate the feasibility and benefits of re-constructing and stabilizing this stream from Shawnee Drive through to the Oxon Run floodplain. Aspects of the reconstruction could include:	DNR	High (during future redevelopment)
			1 Utilizing space at the rear of the properties from 5501 Livingston Road (McDonald's) to 5533 Livingston Road (Fort Washington Church of God) to create a bioretention area that provides for water quality and quantity controls for the stormwater passing through the commercial strip. Design this feature so that it doubles as a linear park and amenity with seating areas and shade trees along the stream.	DER	High
			2 Incorporating a forested ledge or bench into the buffer along the stream's northern bank between Shawnee Drive and MD 210 to accommodate spill-over during intense rain events.	DER	High
			3 Seek opportunities to create facilities in the MD 210 right-of-way from Pitt Lane to Livingston Road, to provide quantity and quality control for the stormwater off Arapahoe Drive and north-bound MD 210.	SHA	Medium
7.	Stormwater Management/ study	Western part of MD 210 between Delaware Drive and Black Hawk Drive	Evaluate this area to determine the amount of runoff entering the stream and the best method to treat storm water entering and flowing through the stream.	DER MDE	Medium/Low

Table 28. Eastover/Forest Heights/Glassmanor Sector Plan Public Facilities Report (continued)					
Reference Number	**Facility Type**	**Location**	**Description**	**Entities Involved**	**Priority**
8.	Stormwater Management/ Placemaking	Oxon Run stream segment west of Eastover Shopping Center	Utilize space currently available on M-NCPPC (Park) property west of the shopping center for stormwater quality and quantity control.	Parks	High (based on Eastover Shopping Center Redevelopment)
			Design this feature so that it doubles as an amenity and linear park for the community with shade trees and seating areas.	Parks	
			Coordinate with the U.S. Corps of Engineers and Maryland Department of the Environment (MDE) for the appropriate vegetative cover (forest or meadow habitat) for the floodplain and wetlands areas.	DER	High
			Development and redevelopment must conform with the CBCA 10 percent stormwater rule for the IDO land development zone, i.e., stormwater management practices must seek to reduce stormwater pollutant loads by 10 percent below the load previously generated by the same site.	DER	
9.	Stormwater Management/ Stream Restoration	Winkle Doodle from bridge to Oxon Run	Restore and stabilize the stream.	MDE	Medium
			Reduce the overall amount of imperviousness by removing the paved road adjacent to the stream and extending the stream buffer to its regulated width: including floodplain.	DPWT	High
			Consider public funding for this reconstruction given the severe condition of the stream and adjoining slopes.	Parks	Low
			Use the re-created floodplain for pedestrian and bike trails.	DER	Medium
			Utilize some of the shopping area's parking space to create a bioretention area for quantity and quality control of the stormwater passing through the area. Design this feature so that it doubles as an urban park and amenity for the community with seating areas and shade trees.	SHA	Medium/High
			Increase tree cover by 10 percent to improve air quality and assist in reducing the overall amount of stormwater leaving the site.	DER	High

CERTIFICATE OF ADOPTION AND APPROVAL

The Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment (portion of Planning Area 76A), being an amendment of the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity;* the 2002 *Prince George's County Approved General Plan;* the 1983 *Functional Master Plan for Public School Sites;* the 2005 *Countywide Green Infrastructure Functional Master Plan;* the 2008 *Approved Public Safety Facilities Master Plan;* the 2009 *Approved Countywide Master Plan of Transportation;* the 2010 *Approved Historic Sites and Districts Plan;* and the 2010 *Approved Water Resources Functional Master Plan,* has been adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by Resolution No. 13-140 on December 5, 2013, after a duly advertised joint public hearing held on September 23, 2013 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-4-2014 and CR-5-2014 on February 18, 2014.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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