

**Approved
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PGCPB No. 13-140
Council Resolutions
CR-4-14 and
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Eastover Forest Heights Glassmanor

**Approved Sector Plan
and Sectional Map Amendment**



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

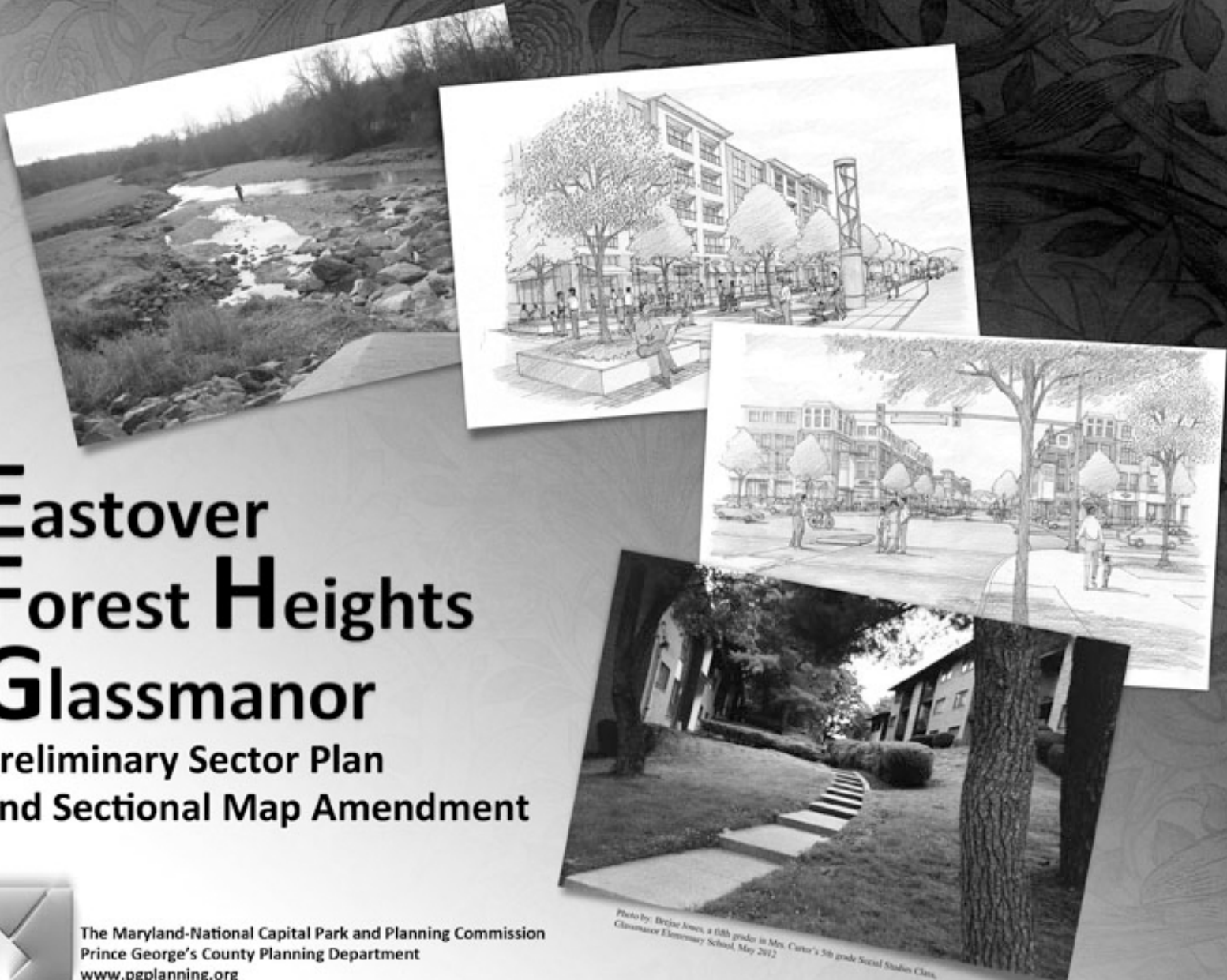
Photo by: Brejae Jones, a fifth grader in Mrs. Carter's 5th grade Social Studies Class,
Glassmanor Elementary School, May 2012

Abstract

DATE: July 2013
TITLE: The Preliminary Eastover/Forest Heights/Glassmanor Sector Plan and Proposed Sectional Map Amendment (SMA)
AUTHOR: The Maryland-National Capital Park and Planning Commission
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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 implement 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, multimodal transportation systems, housing, economic development, health and wellness, public facilities, parks and recreation, zoning, and implementation.

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 that helps to implement the sector plan recommendations and policies by amending the zoning map. This plan builds upon recommendations in the 2002 *Prince George's County Approved General Plan* for centers and corridors in the Developed Tier and addresses sustainable development. The Sectional Map Amendment proposes zoning changes to implement the land use recommendations of the sector plan.



Eastover Forest Heights Glassmanor

Preliminary Sector Plan
and Sectional Map Amendment



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Prince George's County Planning Department
www.pgplanning.org

*Photo by: Breina Jones, a fifth grader in Mrs. Carter's 5th grade Social Studies Class,
Glassmanor Elementary School, May 2012*

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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;
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Foreword

The Prince George's County Planning Board is pleased to make available the Preliminary 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 Departments, 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 MD 210 and Southern Avenue 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 Wal-Mart. 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 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 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 with commercial properties fronting 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, 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.

The County Council and Planning Board will hold a joint public hearing to solicit comments on this plan and sectional map amendment from property owners, residents, the Town of Forest Heights, the Glassmanor Civic Association, agencies, and the general public. These comments will be summarized by staff and reviewed by the Planning Board and County Council prior to approval of the sector plan and SMA.

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, 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, and all 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; 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



1: Introduction

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 undesirable conditions in the sector plan area into a desirable community in which to live and do business.

The sector plan focuses on plan area 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



Focus Area Map

PLAN GOALS

The sector plan goals were established during the pre-planning process by staff, in conjunction with Councilman Obie Patterson and 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 multi-modal transportation.
- **Address** environmental concerns including: flooding, stream degradation, water quality, 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



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 neighborhood and community. 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 the responsive and resilient community planning. The development of this sector plan included communication with multiple public agencies, community groups, and private property owners in order to identify partnerships that can spearhead various revitalization and redevelopment plans and 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 DATA: GOOGLE, LANDSAT

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 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 Plan was developed prior to the 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 structured 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. A strong community outreach program offers 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 community ownership of the plan. Outreach tools for obtaining public input included:

- Outreach to political, community, and business leaders
- Conduct interviews with key property owners, stakeholder, and agencies
- Communicate with various community organizations; non-profits; faith-based groups; and the development community
- Collaborate/communicate with other local planning efforts/agencies
- Host 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.



2: Planning Background and Process

Table 1: Public Participation Program				
Event	DATE	Location	Participants	Purpose
Bus Tour	Nov. 18, 2011	Sector wide	M-NCPPC Staff Local political reps Agency reps Stakeholders	Familiarize staff, stakeholders, councilman 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. 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 reps M-NCPPC staff Consultant Team Local Political reps	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 reps 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 reps M-NCPPC staff Consultant team	Comment and review of final draft by public.
Community Walkabout	July 2013	Sector wide	Residents Local Political reps Stakeholders Consultant team	Look at changes proposed in the plan; to be scheduled after Permission to Print.

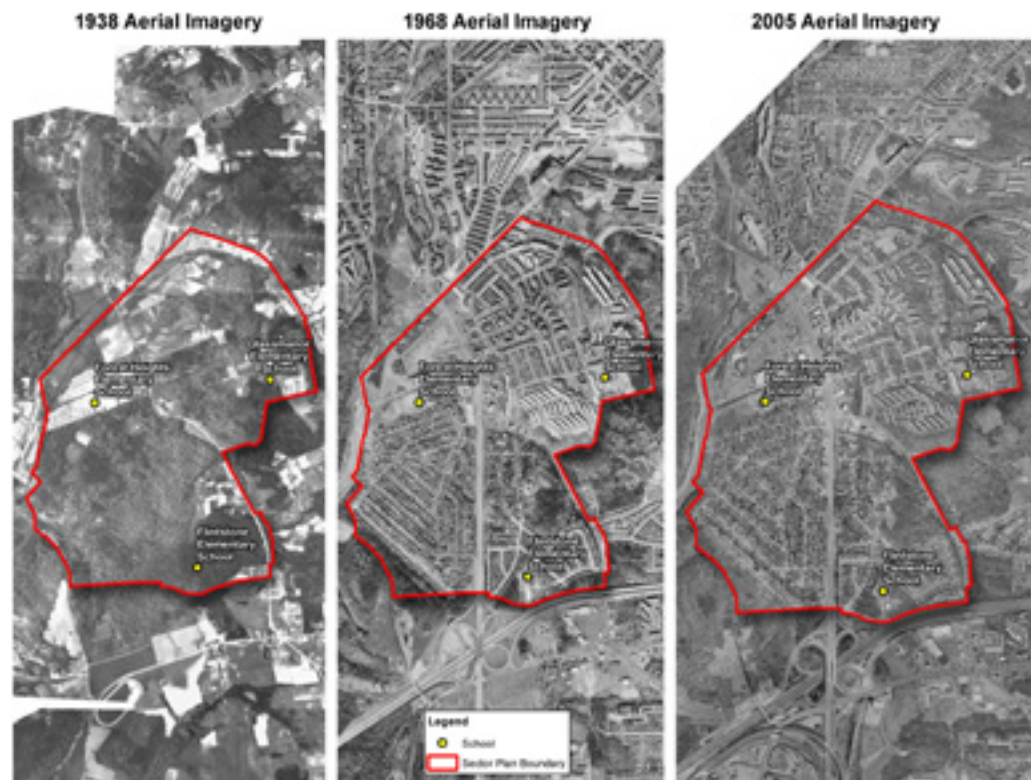
Chapter III: Understanding the Sector Plan Area

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 percent 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 DC 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 (3) 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 the 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



3: Understanding the Sector Plan

retail properties, six office properties, two churches, and a self-storage space 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. 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.



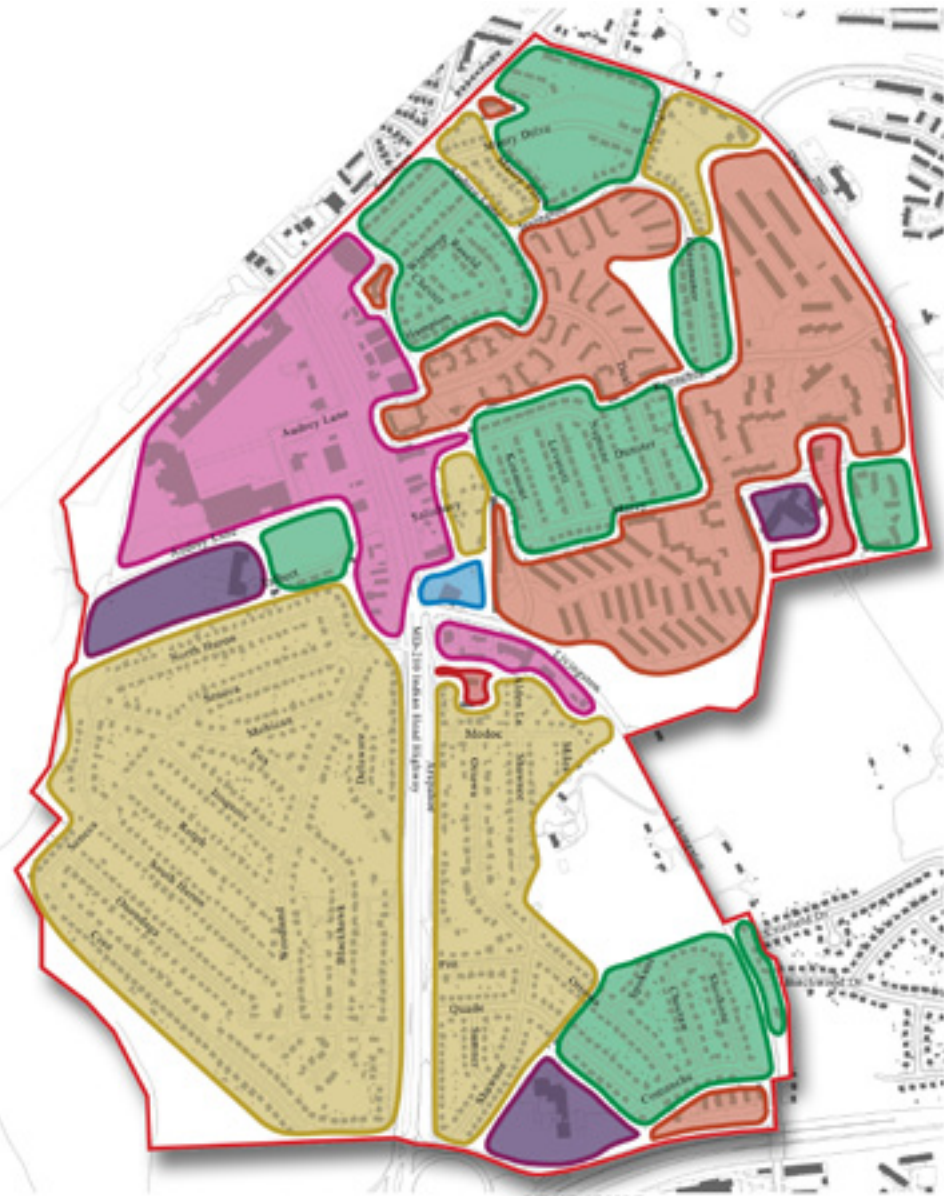
Eastover Shopping Center remains a stronghold commercial resource in the sector plan area, and recent upgrades to the Giant grocery have helped to stabilize this fresh food resource in the community. The County's District 4 Police Headquarters is located at the geographic center of the remaining strip 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.

EXISTING LAND USE

Land use planning in the sector plan area 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 may be placed and shaped.

Although a diversity of the land uses exist in the sector plan area, each is separate from the others, and does not 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 4: 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 project 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.



3: Understanding the Sector Plan

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 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. 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 is 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/sf	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 \$/sf NNN	SF \$22-28					SF \$20-24
Retail - <i>reflects current pent up demand</i>	90,000	Community Oriented Office - <i>reflects current pent up demand</i>				8,720
<i>Major Store Types</i>		<i>Major Professional Services</i>				
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 plan area offers a diversity of housing choices, neighborhood serving commercial; Eastover Shopping Center, a crucial transportation corridor; MD 210; and forms a gateway between Prince George's County and the District of Columbia. Each focus area has challenges including the need for social services; relief from unsafe traffic patterns; diversity of new housing choices; upgrades and modernization of existing housing; and public safety, all of which affect the functionality of the entire plan area. 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



3: Understanding the Sector Plan

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-495/95, 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 DC; reduce TMDL's 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 the District 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 perceive and treat their neighborhoods. Improving the public space can positively impact peoples' emotions, behaviors, and the way they 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 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 the existing service roads.

REDEVELOPMENT GOALS

Based on county, agency, business, and resident feedback objectives for the plan were organized into categories. The following five goals were developed 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, health and human services.
- **Environment and Water Management:** Improved water quality, reductions in energy consumption and greenhouse gases, increases in tree canopy, and reduction of impervious surfaces improves property value and livability as well as providing for a healthy environmental infrastructure. Protection, restoration, and maintenance of the natural areas requires Low Impact Design (LID) 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 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,

4: Area Analysis and Redevelopment Objectives

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, squares; nature, walking, and bike trails; community gardens, orchards, urban farms; meadows, woods, 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 the solids and voids of the 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 quality development to help change the corridor's character. Large building setbacks on commercial streets can be redeveloped as walkable, mixed-use buildings. By removing guardrails and adding lighted crossings, the roadway can become safer for pedestrians. 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.



Existing Commercial

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 speeds 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 and 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 high percentage of transit riders and many trips to and from bus stops requires riders to cross MD 210. Redesign of the frontage roads and reduction of the long intersection spacing on the MD 210 corridor will help elevate 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 the 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. The 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 of the MD 210 businesses. The phased removal of the service roads currently flanking MD 210 will allow for 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 shall be implemented whenever possible:

Recommendations

- 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.
- 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 or special bus lanes, or other mass transit alternatives such as light rail.
- Offer safe, accessible, and efficient transit service that provides regular service to destinations that provide employment, services, or access to goods.
- Evaluate transit service routes, schedule, 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 within the plan area neighborhoods in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.



Destinations and Access

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.



Environment Improvements

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 Rd. 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, 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 is 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, and stakeholders, the 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 the diversity of needs of the surrounding neighborhood.

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



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, and information, connectivity and access, good schools, recreational and open space resources, retail and commercial activity, and 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 and 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, increasingly more refined studies and designs that are needed to realize development of detailed neighborhood strategies. Implementation grants are available to support Eastover, Forest Heights, and Glassmanor that have undergone a comprehensive local planning process and are ready to implement sector plans. 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 to access 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 the 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 the psychological aspects at the same time is a newer theory. This blend of disciplines is the essence of the CPTED concept.

Natural Surveillance – “see and be seen” is the overall goal of Crime Prevention Through Environmental Design or CPTED. 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 Crime Prevention through Environmental Design.

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 users of an area to develop a sense of proprietorship over it is the goal of this CPTED principle. 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.



Aubrey Lane Pedestrian Bridge

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 corridor
- Increase the feeling of safety amongst 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)



4: Area Analysis and Redevelopment Objectives

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 various public agencies cooperation 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. It is recommended that 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

5: Plan for Redevelopment and Revitalization

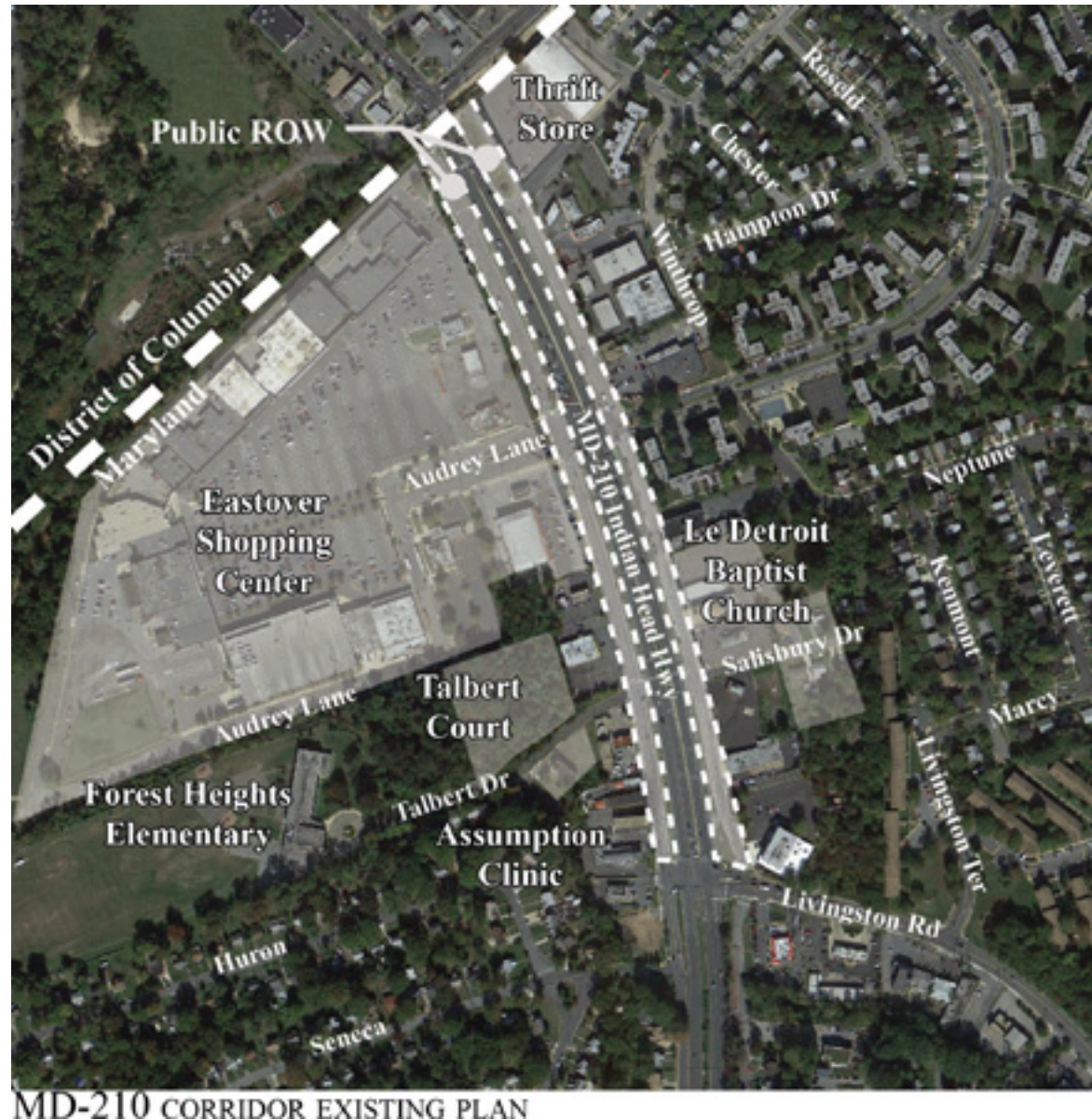
a business alliance that can coordinate needs of local businesses. The plan also recognizes additional local, county, and state projects, partners, and resources that can assist with redevelopment efforts.

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 effect, positive or negative, 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.



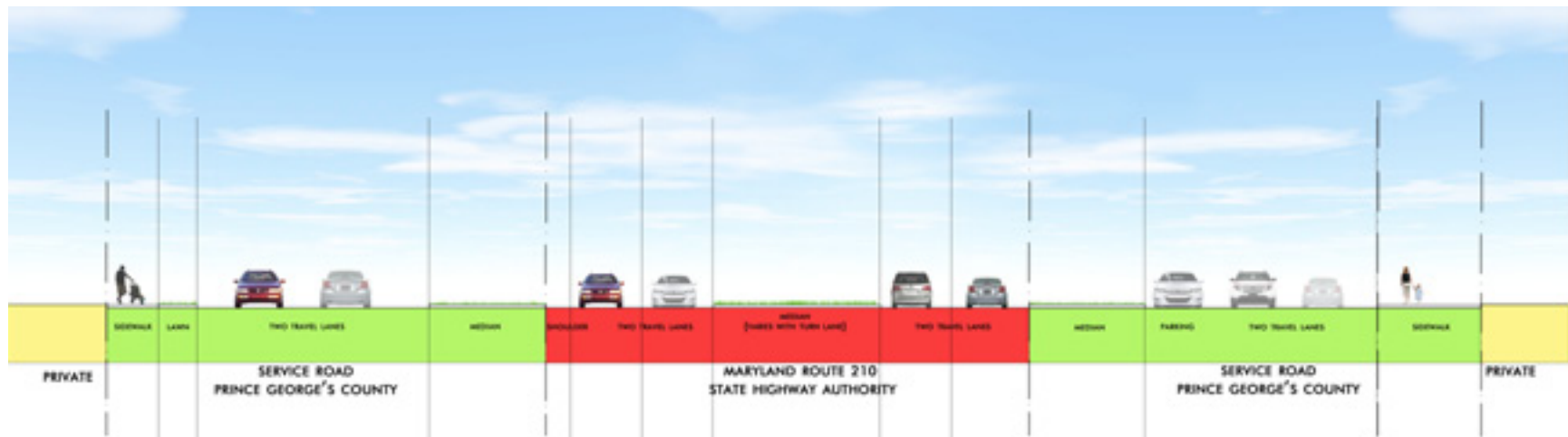
PUBLIC REALM IMPROVEMENTS

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 intersections on MD 210, (how many) 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.



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' in width. When added to the 70' width of the arterial travel lanes, the entire right of way of MD 210 is 140', too long of a distance for pedestrians to comfortably and safely cross.



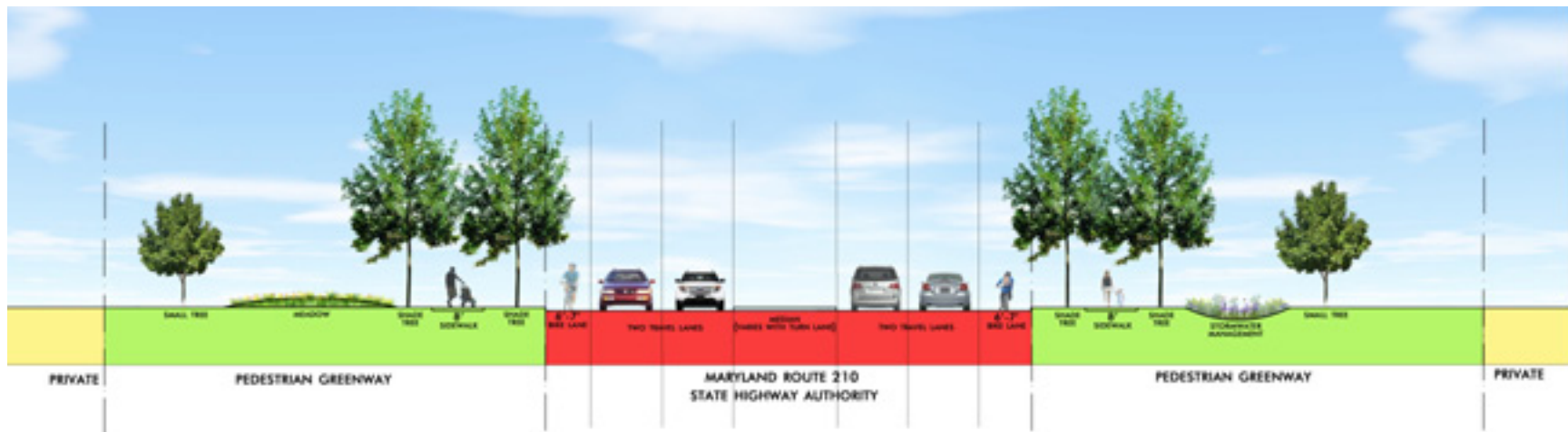
MD 210/INDIAN HEAD HIGHWAY EXISTING SECTION

EXISTING SECTION.PSD

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 won't 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.



MD 210/INDIAN HEAD HIGHWAY PROPOSED SECTION

Right of Way	70'
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 about two feet deep to carry any base-flow and the first several inches of stormwater which will provide infiltration and groundwater recharge. Below the Winkle Doodle Bridge, the stream is naturalized and recommended to have increased riparian buffer and flood plain 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 close to 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 and along road R-O-W's, stream daylighting and channel removal where possible, and additional street trees and stream riparian buffers.



MD-210/INDIAN HEAD HIGHWAY PROPOSED PUBLIC REALM

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.

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.



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/asperational build-out of this plan.



Public/Private Partnerships

SITE-SPECIFIC REDEVELOPMENT

Early analysis found that organizing redevelopment in five geographic zones in 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 DC 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 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 and Livingston Road. The Livingston Rd Office Building and the Livingston Rd /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, enhance existing apartment buildings, and guide planned neighborhood improvements. Public realm investments at certain locations within the residential areas can improve aesthetics and public safety.



Redevelopment Focus Areas

5: Plan for Redevelopment and Revitalization

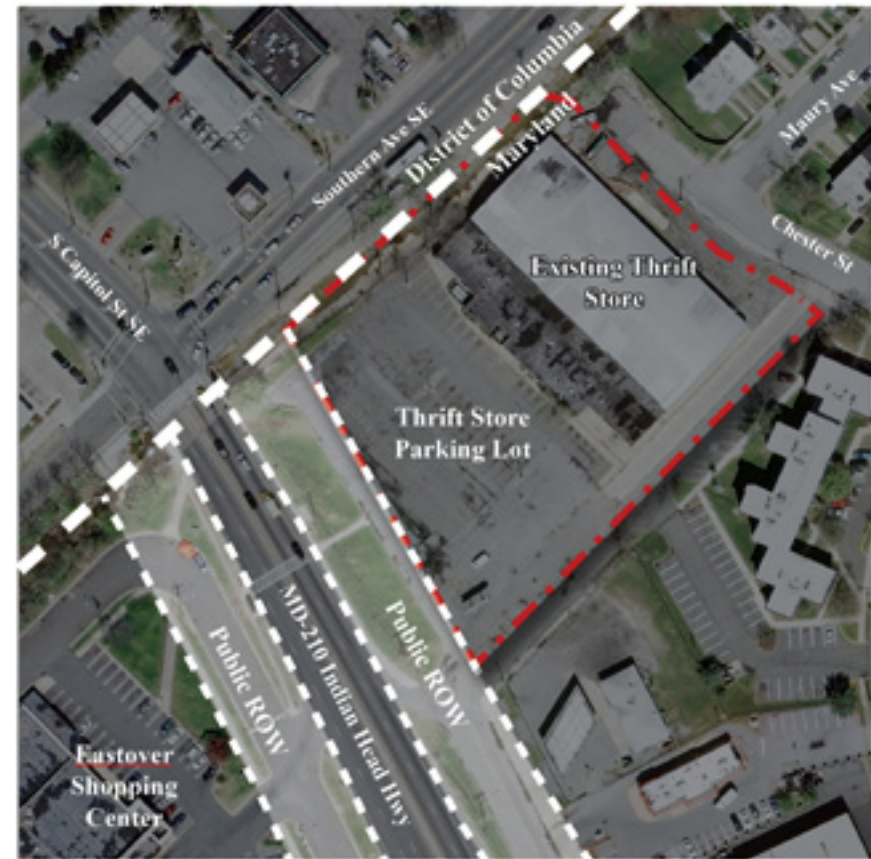
Town of Forest Heights: Independent municipality and attached and single-family residential neighborhood. This stable community has the opportunity to improve sidewalk infrastructure and overall connectivity.

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 the 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 the District to an open, suburban one at the Prince George's County border. The Southern Avenue bus stop, located just across the border in DC, 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 and 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.



NORTHERN GATEWAY EXISTING SITE PLAN





- The northeast corner of the Eastover Shopping Center: consists of an access road, parking spaces, and side and 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, and 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 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



5: Plan for Redevelopment and Revitalization

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.



NORTHERN GATEWAY PROPOSED RENDERING

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.

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 the 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)



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.



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.



EXISTING



PUBLIC REALM



REDEVELOPMENT

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



AUDREY LANE AND MD-210 PROPOSED RENDERING

Table 5: Eastover Proposed Plan

Who	Eastover Plaza Improvements LLC, DLC Management
What	Additional retail development located closer to 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) opportunity.



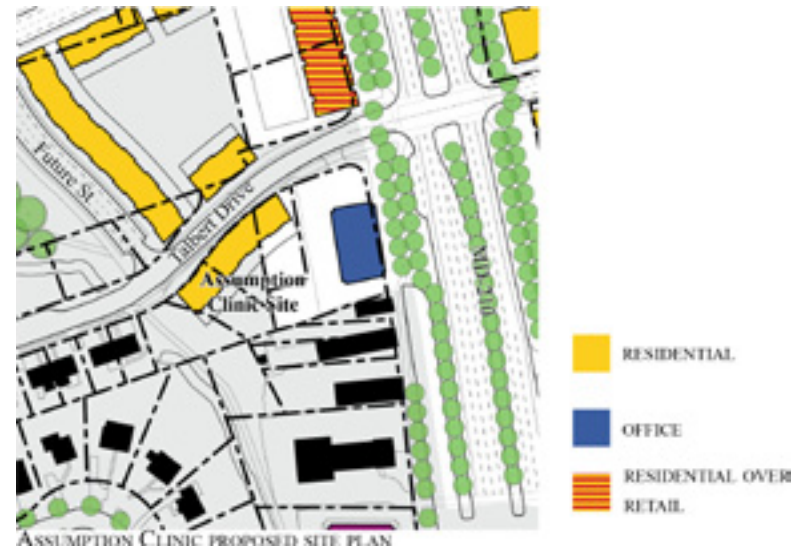
Talbert Townhomes Development

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 as 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



TALBERT PARK PROPOSED PLAN



ASSUMPTION CLINIC PROPOSED SITE PLAN

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.

Le Detroit Baptist Church Senior Housing Development

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

- 59 multifamily senior 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 senior apartment community on church-owned commercial property
Where	Adjacent properties to the south of the church (5306 Indian Head Hwy, Oxon Hill, MD)
Why	There is need for additional senior 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—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; potential involvement of PGC 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)



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.



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 CDC 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 public realm improvements in this location remove the service road and replace 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.

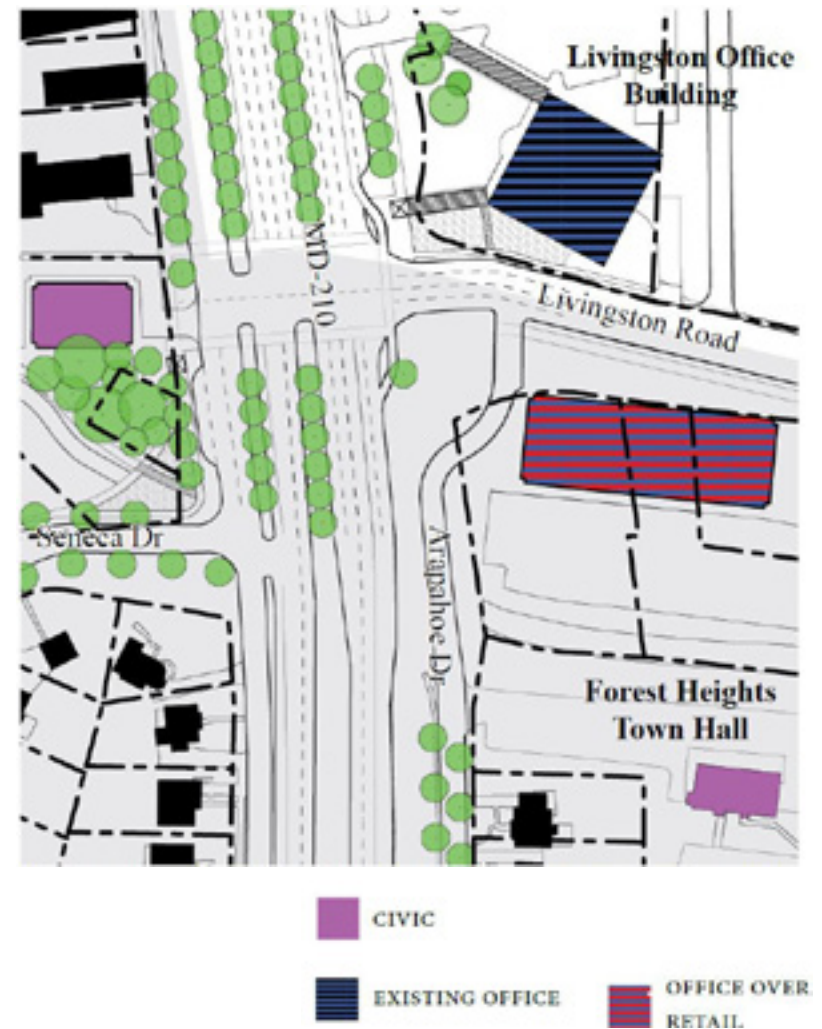


Livingston Road Office Building Redevelopment

It is recommended 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)
Why	5410 Indian Head Hwy, Oxon Hill, MD
How	County and Forest Heights / Oxon Hill CDC marketing support and rent subsidization.
When	Near Term opportunity (0-5 years)





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 a considerable 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 Brighton Condominium site. This development could potentially satisfy the neighborhood need for senior housing.



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.



Brighton Condominiums Site Development

Glassmanor's aging demographics and community priorities have made it clear that developing senior housing should be included in the sector plan. The location within the neighborhood that has the potential is the Brighton 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 and increase the practicality of a senior housing development. The location of Glassmanor Elementary School and Community Center across the street from these sites adds further value. A senior housing development spanning both parcels could reasonably include 117 senior apartments (affordable or market-rate) and 102 parking spaces. This development could be phased such that the first building is constructed on the vacant Brighton 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 Brighton Condominium site would be able to support:

- 54 senior 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 Brighton Condominiums would allow for a mid-sized residential community and increase the practicality of a senior housing development.

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

- 63 senior apartments
- 51 parking spaces

Table 9: Volunteer Fires Department Redevelopment

Who	Public-Private partnership between Oxon Hill Volunteer Fire Department; Prince George's County; and Brighton Condominiums site ownership
What	Senior 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 senior 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	Brighton Condominiums: Near Term opportunity (0-5 years); Oxon Hill Volunteer Fire Department: Mid Term opportunity (5-15 years)

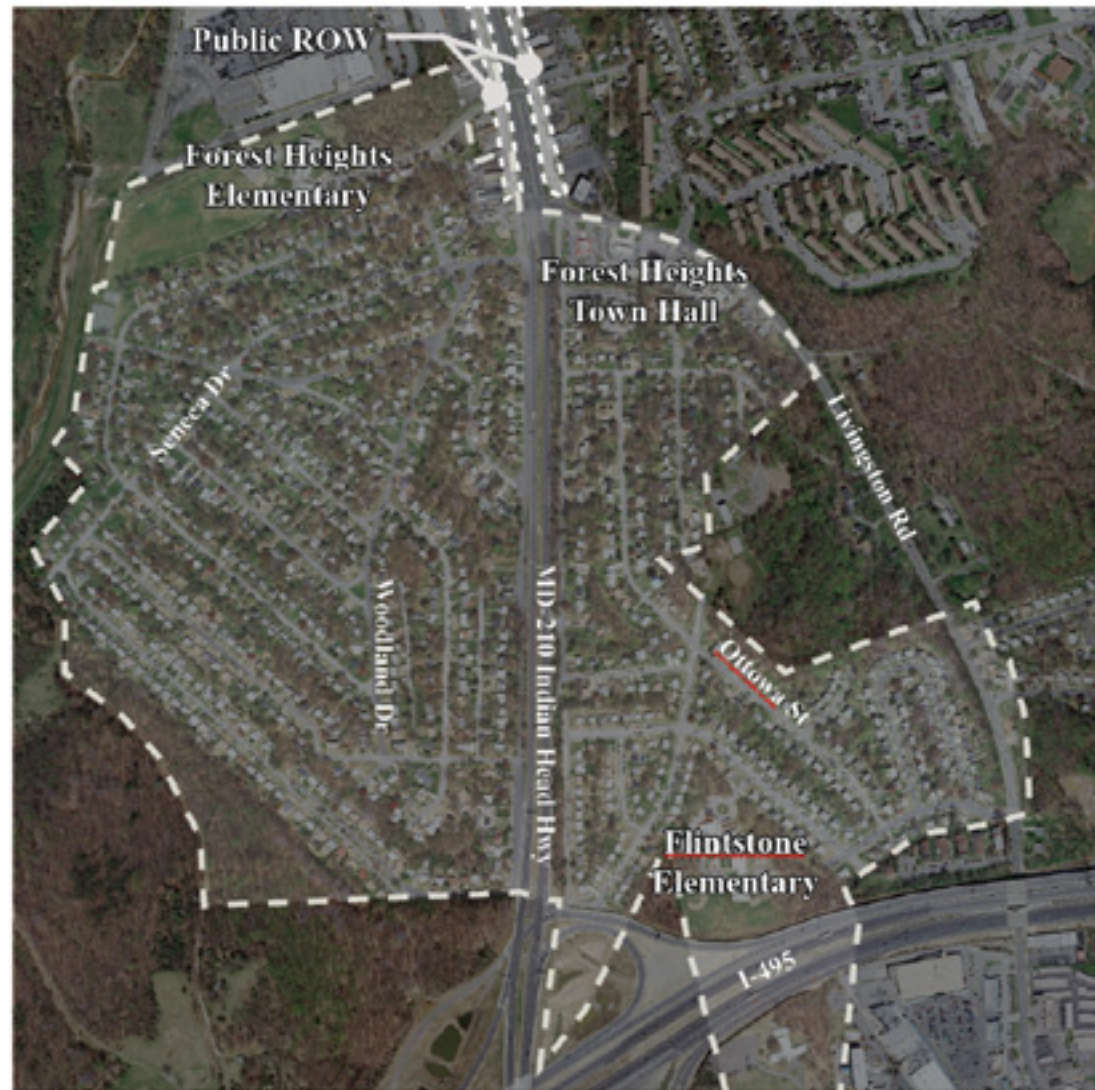


Focus Area 5: Town of Forest Heights

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. 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 walks to school and other national initiatives should be researched as possible funding mechanisms for these community connectivity improvements.



FOREST HEIGHTS NEIGHBORHOOD EXISTING PLAN

Existing Conditions

Public Realm Improvements

The public realm improvements planned for Forest Heights focus on improving connectivity across MD 210 Highway and within the neighborhoods. A 2002 report[1], 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 the 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 ADA access, 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 signal and crosswalk at this location until a bridge can be funded and built.



Within the neighborhoods, sidewalks should be installed 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 opportunity. Catalytic sites have been given the 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



5: Plan for Redevelopment and Revitalization

District of Columbia at Southern Avenue and MD 210 and complement this development by creating a Southern Gateway at Livingston Road and MD 210.

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:

- Linear park at the Northern Gateway and redevelopment of the Thrift Store site.
- Talbert Drive/Salisbury Drive and MD 210/Indian Head Highway 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.
- Talbert Drive: Talbert Drive and Assumption Clinic site redevelops small retail and townhomes.
- Glassmanor: Patriots Landing townhomes.
- Glassmanor: Brighton senior 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



5: Plan for Redevelopment and Revitalization

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 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 senior 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:

- Trail system from MD 210/Indian Head Highway and Oxon Run 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 east 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.
 - » 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, visible from the street with parking hidden. The buildings will be low-scale mixed-use, with small office and retail.

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 SF Retail 129 Parking Spaces				129 Multifamily Units 20,380 SF Retail 129 Parking Spaces
Eastover Shopping Center	Eastover Shopping Center, Oxon Hill, MD		374 Multifamily Units 42,590 SF Retail	131 Multifamily Units 30,800 SF Retail 732 Parking Spaces	50 Townhomes 633 Multifamily Units 212,242 SF Retail 1,356 Parking Spaces	50 Townhomes 1,138 Multifamily Units 285,632 SF Retail 2,088 Parking Spaces
Talbert Townhomes	100 Block of Talbert Drive, Forest Heights, MD	29 Townhomes 50 Multifamily Units 5,000 SF Retail 60 Parking Spaces		18,120 Offices		29 Townhomes 50 Multifamily Units 5,000 SF 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 Senior Apartments 51 Parking Spaces				63 Senior Apartments 51 Parking Spaces
Brighton Condominiums	Property adjacent to 1100 Marcy Avenue	54 Senior Apartments 51 Parking Spaces				54 Senior Apartments 51 Parking Spaces

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 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' 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' 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' 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' 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' 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' wide sidewalk along Livingston Road, connecting to MD 210.

Table 11: Public Realm Improvements					
Public Realm Improvement	Location	Entities Involved	Cost Estimate	Funding Sources	Implementation Strategy
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.
	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.

Table 11: Public Realm Improvements					
Public Realm Improvement	Location	Entities Involved	Cost Estimate	Funding Sources	Implementation Strategy
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.
	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' 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 funding, Program Open Space.
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)	Include MDOT Consolidated Transportation Plan in County's Annual Priority Letter.

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, ROW 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
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

Table 13: Community Investment/Partnerships/Regulatory Actions

Recommendation	Location	Partners	Purpose Statement	Action
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
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

Table 13: Community Investment/Partnerships/Regulatory Actions

Recommendation	Location	Partners	Purpose Statement	Action
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 programming 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

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 through 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 area 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
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			
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 with educated Inclusions and Associations regarding available resources			
	M-NCPPC	Follow-up with Oxon Hill CDC			

Table 14: Site Specific Recommendations Implementation Detail

Site Name	Entities Involved	Entity Role	Estimated Cost	Source of Funds	Implementation Strategy Summary
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 senior 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 senior 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 lacking 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.

Preliminary

Eastover/Forest Heights/Glassmanor

Sector Plan and Proposed Sectional Map Amendment

6: Implementation

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 to the redevelopment project. Consider collocating 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 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.

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 5 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 5 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 proposed SMA has been prepared in accordance with this section.

Limitations on the Use of Zones

Zoning classifications proposed 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 (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such 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

6: Implementation

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 Procedures*, 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 proposed 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.

Mixed-Use Zones

Although there are several mixed-use zoning categories defined in the county Zoning Ordinance, none contain the ideal combination of use, design, and administrative regulations necessary to efficiently and effectively implement the mixed-use, pedestrian, and transit-oriented development pattern recommended by the 2002 *Prince George's County Approved General Plan* and recent master and sector plans, including this preliminary *Eastover/Forest Heights/Glassmanor Sector Plan*.

The Mixed-Use-Transportation Oriented (M-X-T) Zone allows design flexibility and a mix of land uses with high densities and intensities, provides for a variety of residential, commercial, and employment uses; and mandates at least two out of the following three use categories: (1) Retail Businesses; (2) Office/Research/Industrial; and (3) Dwellings, hotel/motel. The M-X-T Zone also encourages a 24 hour functional environment and builds on existing public infrastructure investments by limiting application of the zone to properties located near a major intersection, major transit stop/station, or at a location for which the sector plan recommends a mix of uses. However, the M-X-T Zone is limited in its requirements and application to "place-making" because it lacks standards necessary to ensure the creation of a pedestrian-friendly environment. For example, there are no regulations to ensure a consistent build-to wall to help define the streets, or to establish an inviting streetscape environment with adequate pedestrian amenities such as lighting or street furniture. It lacks standards for proportion of uses, concurrency, or phasing of different uses during project construction, parking standards at Metro stations, etc. Most of these elements are negotiated during concept and detailed site plan phases.

New mixed-use zoning tools are currently being explored that will implement the policy recommendations of the 2002 General Plan and recent master and sector plans, streamline and standardize regulations and development review procedures, and supplement or replace existing mixed-use zones and overlay zones.

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 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

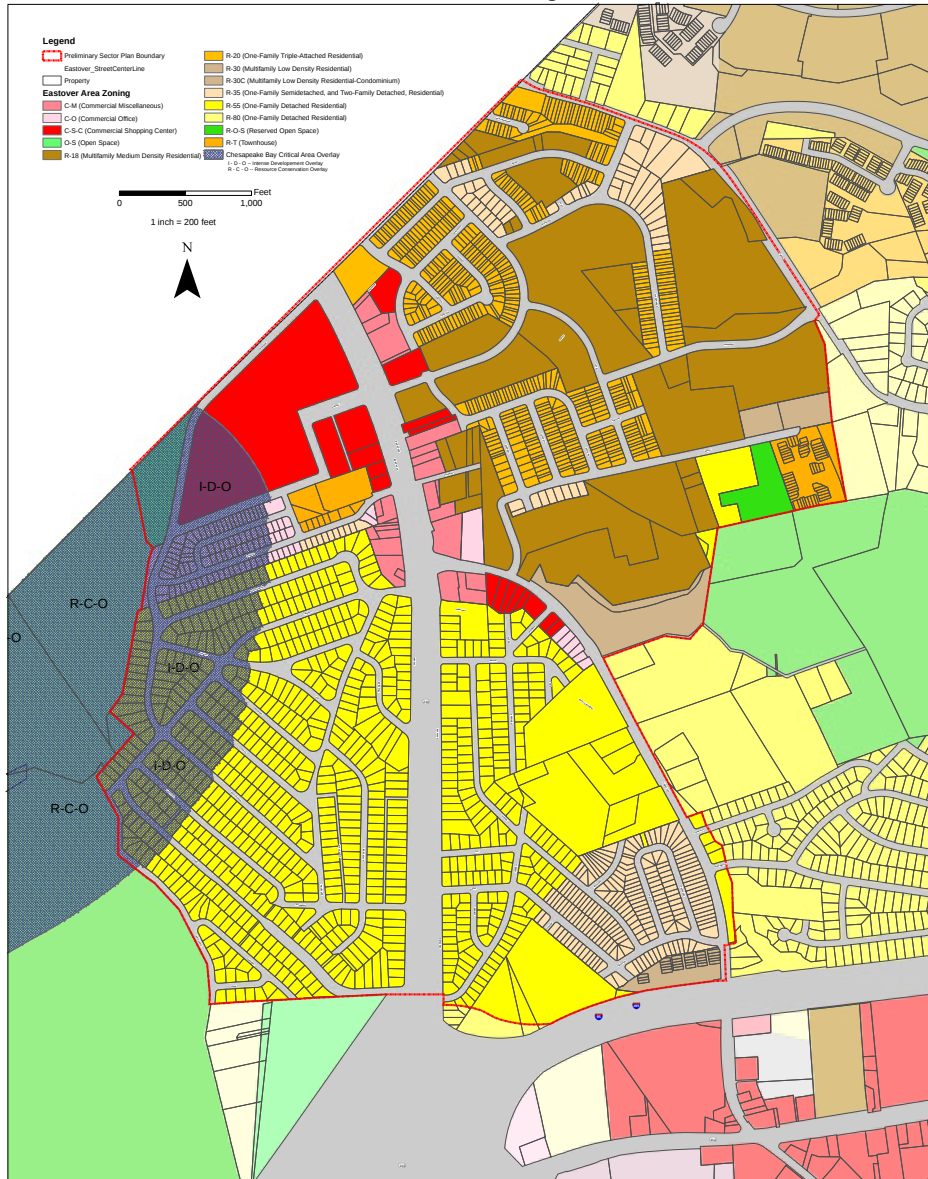
This section reviews land use and zoning policies and practices in Prince George's County, and presents the proposed zoning in the Sectional Map Amendment (SMA) to help implement the vision of this sector plan. It identifies all rezoning proposals and justifications, and it presents the existing and proposed zoning inventory for the sector plan area (see Map#: Existing Zoning). The land use recommendations in the Preliminary Eastover/Forest Heights/Glassmanor Sector Plan and SMA (see Map #: Proposed Zoning changes) are reinforced by the rezoning proposal, also known as an SMA (see Proposed Zoning map) 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.

Eastover, Forest Heights, Glassmanor Sector Plan & SMA
Current Zoning

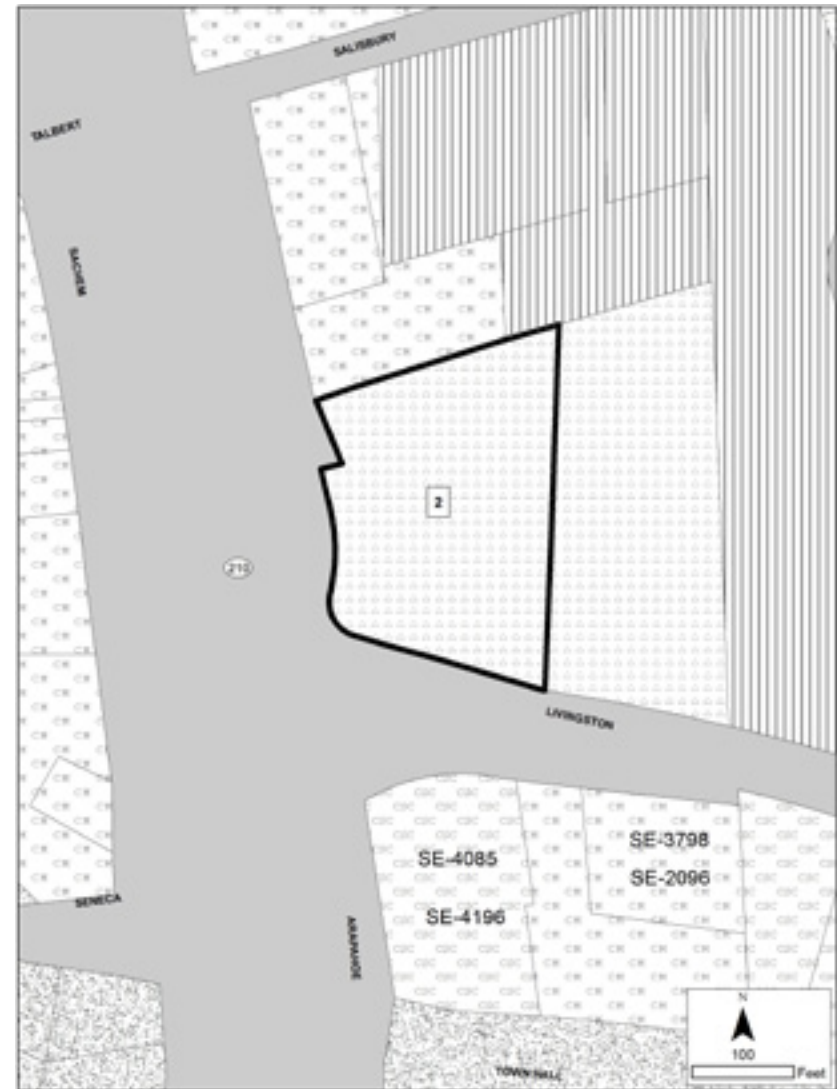


EXISTING ZONING DESIGNATION	Acres	% of Total
Commercial	59.98	12.34
C-M (Commercial Miscellaneous)	12.02	2.47
C-O (Commercial Office)	11.49	2.36
C-S-C (Commercial Shopping Center)	36.47	7.50
Residential	426.03	87.66
O-S (Open Space)	5.02	1.03
R-18 (Multifamily Medium Density Residential)	113.22	23.30
R-20 (One-Family Triple-Attached Residential)	45.44	9.35
R-30 (Multifamily Low Density Residential)	3.4	0.70
R-30C (Multifamily Low Density Residential-Condominium)	12.68	2.61
R-35 (One-Family Semidetached, and Two-Family Detached, Residential)	32.58	6.70
R-55 (One-Family Detached Residential)	199.69	41.09
R-O-S (Reserved Open Space)	3.82	0.79
R-R (Rural Residential)	0.003	0.00
R-T (Townhouse)	10.18	2.09

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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 equal 1.24 Acres, Part of Dennison Tract		1375120

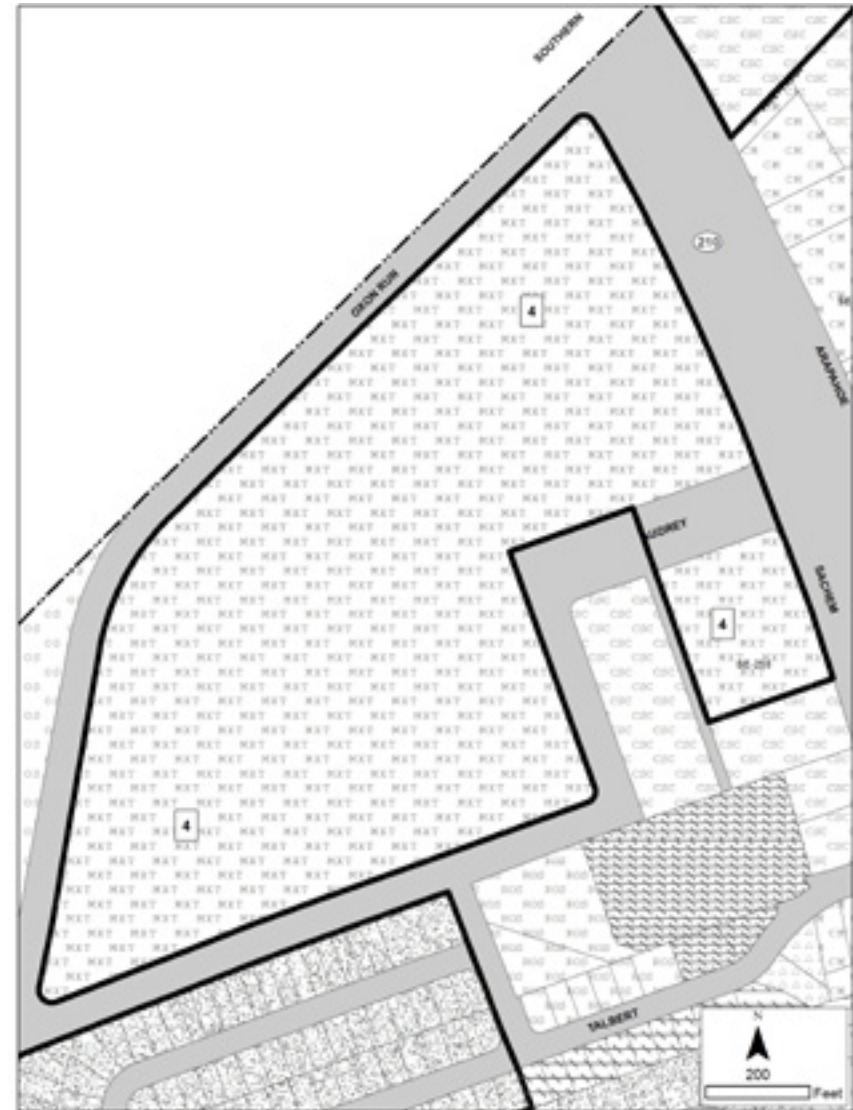
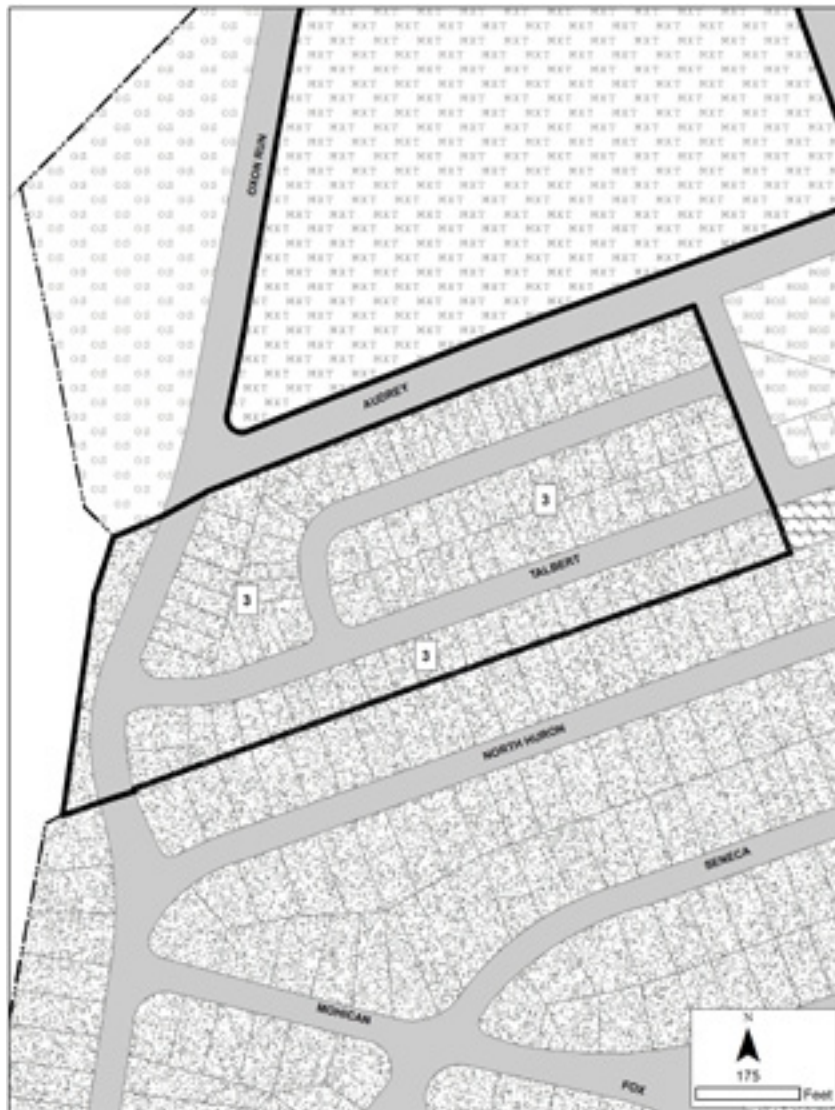
Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
2	C-M to C-O	1.45	SMA		207SE01
Discussion: This property's current land use is commercial office and the sector plan supports the long term commercial office use of this property. This SMA establishes 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



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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: This property's 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 Height Elementary School	200 Talbert Drive	095F2	Block 200, Lots 1-26; Block 201, Lots 1-32; Block 202, Lots 1-34		1203538
Forest Height Elementary School	200 Talbert Drive	095F2	Block 202, Parcel 15		1203728
Vacant	Oxon Hill Drive	095F2	Unnamed Parcel between Oxon Run Drive and Oxon Run		1203520

Change Number	Zoning Change	Areas of Change (acres)	Approved SMA/ZMA/SE		200' Scale Index Map
			Number	Date	
4	C-S-C to M-X-T	23.65, 0.55, 1.0, 1.81	SE-255	9/21/55	207SE01
Discussion: This property's current land use is commercial shopping. The sector plan envisions the long term land use on this property to mixed-use and is supporting that transformation through an SMA zoning change.					
Use	Address	Tax Map and Grid	Legal Description		Tax Account
Eastover Shopping Center	5135 Indian Head Highway	095F1	Block D, Part of Lot1(43560SF&Part IMPS 3154STR1/1/02) L25614 F 493CORR1127		1231141
Eastover Shopping Center (Prince George's County Police District 4 Station)	5135 Indian Head Highway	095F1	Block D, Part of Lot 1 "99 Year lease-4/21/00-Unrecorded"(FR1231141 STR02)		3431541
Eastover Shopping Center (Burger King)	5141 Indian Head Highway	095F1	Block D, 24294 square feet equal part of front part Lot 1		11231133
Neighborhood Shopping Center	5225 Indian Head Highway	095F1	Block B, Lot 2B		1307529





Proposed Zoning Map

	486.01	100.00
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PROPOSED ZONING DESIGNATION	Acres	% of Total
Commercial	25.51	5.25
C-M (Commercial Miscellaneous)	10.57	2.17
C-O (Commercial Office)	4.24	0.87
C-S-C (Commercial Shopping Center)	10.7	2.20
Residential	433.49	89.19
O-S (Open Space)	5.02	1.03
R-18 (Multifamily Medium Density Residential)	113.22	23.3
R-20 (One-Family Triple-Attached Residential)	45.44	9.35
R-30 (Multifamily Low Density Residential)	3.4	0.7
R-30C (Multifamily Low Density Residential-Condominium)	12.68	2.61
R-35 (One-Family Semidetached, and Two-Family Detached, Residential)	32.58	6.7
R-55 (One-Family Detached Residential)	208.39	42.88
R-O-S (Reserved Open Space)	3.82	0.79
R-R (Rural Residential)	0.003	0.00
R-T (Townhouse)	8.94	1.84
Mixed Use	27.01	5.56
MXT (Mixed Use Transit)	27.01	5.56
	486.01	100.00

Guideline to Zoning Categories

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

M X T: Mixed Use Transportation Oriented Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/ Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24 hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable Master Plan recommends mixed uses similar to those permitted in the M X T Zone.

Lot size and dwelling types	-	No Restrictions
Maximum floor area ratio	-	0.4 without optional method
	-	8.0 with optional method (provision of amenities)

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.

