

CHAPTER 3: REVITALIZATION PLAN

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

The revitalization plan detailed in this chapter is largely concentrated around three distinct focus areas (see Map 3.1: Components of the Revitalization Plan on page 32) located on either side of MD 202 between US 50 and MD 704. Each of these focus areas plays an integral role in improving the sector plan area. Physical improvements and land use changes are recommended for each of the focus areas centered around the Landover Metro Station, the Dodge Plaza Shopping Center, and the existing commercial properties on the south side of Landover Road. In addition to these focus areas, recommendations are also included for the transportation and

environmental infrastructure network within the sector plan area.

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

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

experience to make it more attractive to potential users.

The South Landover Road focus area contains smaller strip shopping centers. These shopping centers have some of the same issues as Dodge Plaza. The underutilized parking lots are the predominant feature, and the shopping centers are even less visible than Dodge Plaza from MD 202, in part, because of topography changes and their size. Additionally, although these commercial properties abut although are not well integrated into the Kentland neighborhood to the immediate south, they do not integrate well with that area. In order to be more



Storefront and Signage at Dodge Plaza

LANDOVER METRO AND MD 202 CORRIDOR

cohesive with the surrounding community, a new mix of uses needs to be explored that serve as an appropriate transition between Kentland and MD 202.

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

The revitalization plan also describes future land uses for each focus area. These future land use recommendations establish policies for development and redevelopment. Zoning implements the land use policies by classifying land by districts to regulate how the land is used (i.e., height, bulk, and setbacks etc.). The plan recognizes, however, that most land use changes that are recommended are more long term in nature and will require new



Map 3.1: Components of the Revitalization Plan

zoning categories that are not available at this time. The county is currently undertaking a comprehensive zoning update that will most likely change the current zoning categories in the county. The plan recommends when the zoning ordinance is updated that land uses and zoning should be reanalyzed and updated in the area to meet the revitalization plan visions and strategies for the focus areas.

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

METRO FOCUS AREA VISION

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

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

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

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



Existing Pennsy Drive Leading to Metro Station



Future Pennsy Drive with On-Street, Dedicated Bicycle Lane

LANDOVER METRO AND MD 202 CORRIDOR

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

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

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

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



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

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

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

SHORT-TERM VISION AND RECOMMENDATIONS

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



Indoor Multipurpose Sportsplex



Example of an Outdoor Public Market

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



Seek Improvements to Existing Informal Paths to Metro

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



Map 3.3: Conceptual Street Network in the Metro Focus Area

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

MID-TERM VISION AND RECOMMENDATIONS

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

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



Granville Island Market Precedent



Pennsy Drive Extended to Landover Road



Adaptive Reuse of Industrial Building for Union Market

LONG-TERM VISION AND RECOMMENDATIONS

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

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



Industrial Building with Green Roof



Concept for Pedestrian Bridge from Metro to Green Industrial Area



Capital Crescent Trail/Bike Path



Walkway through an Environmentally Sensitive Area

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



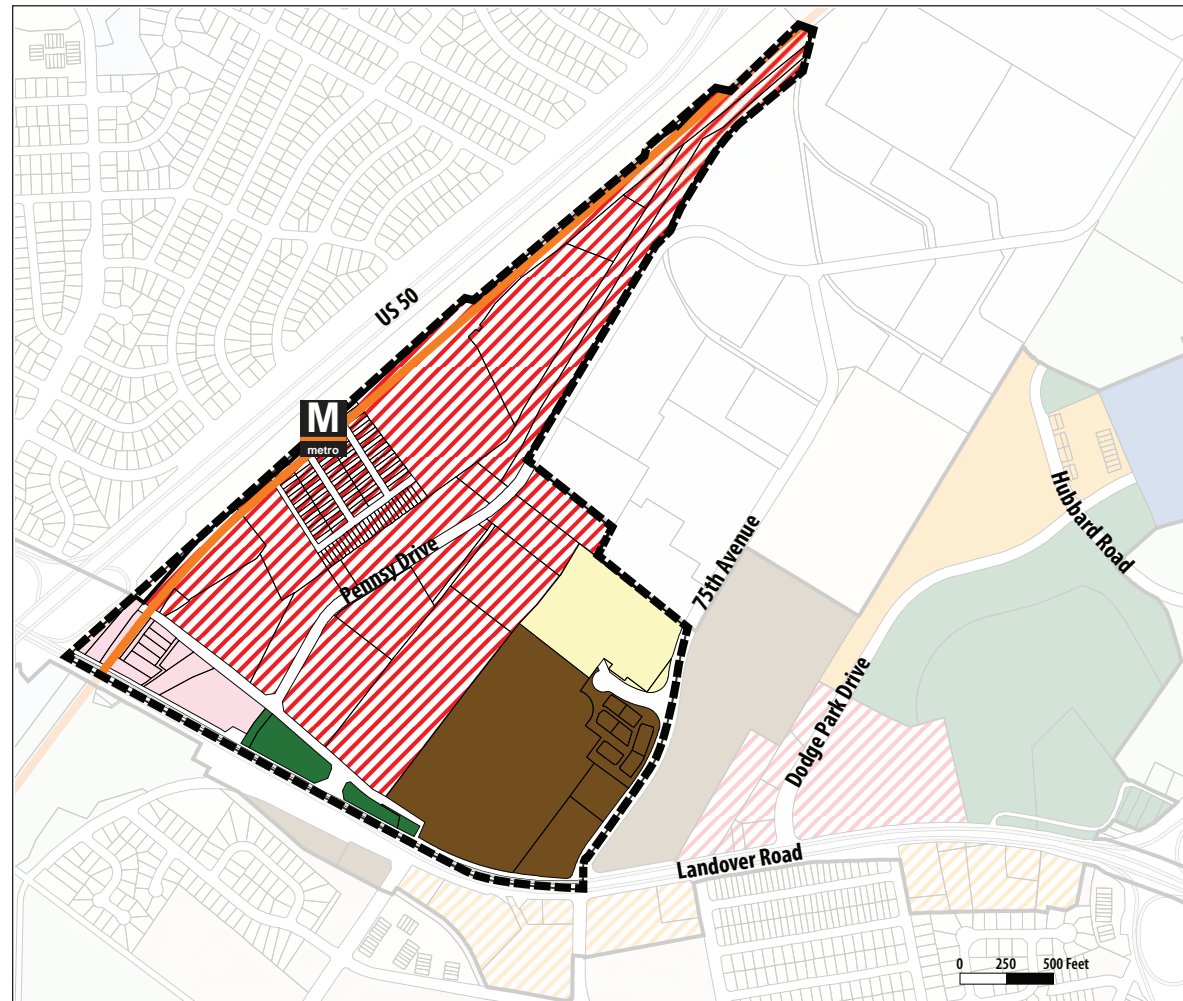
Industrial Area with a Connected Street Network

LAND USES

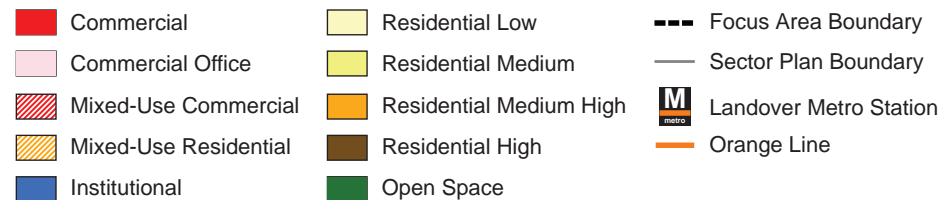
The Metro station is a highly under-utilized transportation asset within Landover. The station is located over one-quarter mile from the MD 202 Corridor and is hidden from the neighboring communities by US 50 and portions of the Ardwick Industrial Park.

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

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



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



DODGE PARK FOCUS AREA VISION

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

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

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

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



Existing Dodge Plaza Parking Lot along Landover Road



Concept for the Civic Green at Dodge Plaza along Landover Road

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

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



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

SHORT-TERM VISION AND RECOMMENDATIONS

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

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

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



Proposed Gathering Space and Crosswalks Adjacent to Shops



Concept for Entry Signage Feature



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

MID-TERM VISION AND RECOMMENDATION

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

- **Construct the remaining portion of the new retail street** that will serve as the primary entrance to the shopping center off of MD 202.
- **Develop the portion of the shopping center site west of the new retail street** with single-story, sidewalk-lining retail development.
- **Provide retail entrances opening directly onto MD 202, Dodge Park Road, and the new retail street** as well as potential secondary entrances facing the surface parking lot.
- **Construct pedestrian walkways between storefronts** to connect the parking lot to the street sidewalks.
- **Develop the property owned by M-NCPPC west of the shopping center** as a park. Provide amenities to Landover Park such as covered shelters, small sports courts, walking trail, a loop road, and parking in keeping with the natural setting.
- **Rezone the shopping center** to the appropriate zoning classification in order to allow for a mix of uses.



Storefronts Adjacent to Baltimore Avenue in Hyattsville



Concept for Storefronts Adjacent to Landover Road

LONG-TERM VISION AND RECOMMENDATIONS

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

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



Existing Entrance to the Center from Dodge Park Road

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



Concept for a Neighborhood Green Space Adjacent to Dodge Park Road



Birkdale Village Green in North Carolina



Ground Floor Retail with Supporting Residential Above

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

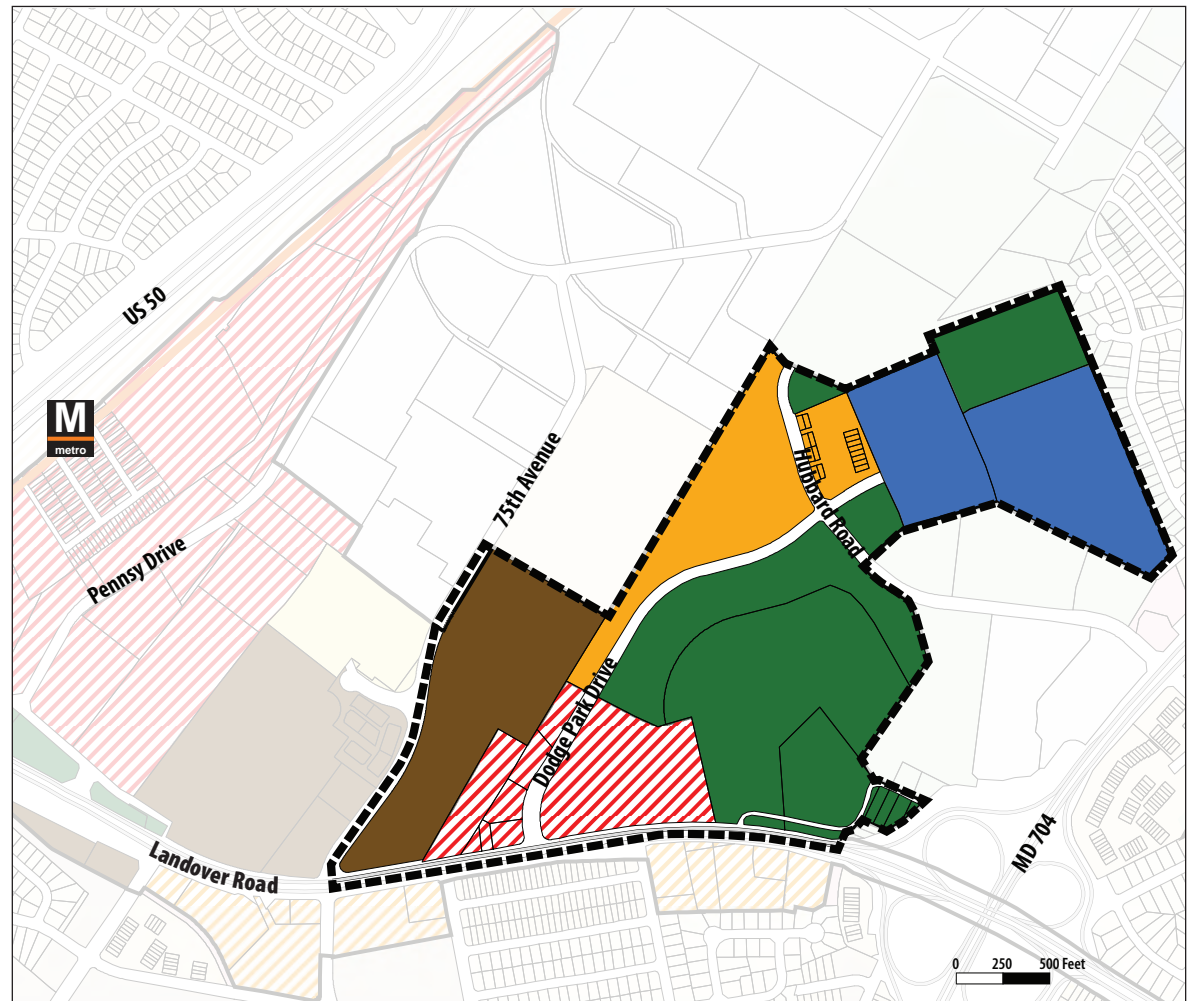


Map 3.7: Concept for Long-Term Enhancements to the Dodge Plaza Shopping Center

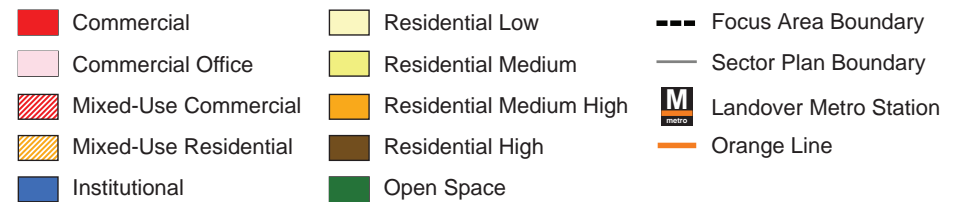
LAND USES

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

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



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



SOUTH LANDOVER ROAD FOCUS AREA VISION

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

SHORT-TERM VISION AND RECOMMENDATIONS

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

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



Future State-of-the-Art Kentland Community Center



Conceptual Streetscape Improvements on the South Side of Landover Road

- **Provide better connections** to the community center, including new signage adjacent to Landover Road.

MID-TERM VISION AND RECOMMENDATIONS

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

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

LONG-TERM VISION AND RECOMMENDATIONS

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

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



Residential Development Adjacent to Retail—Hyattsville



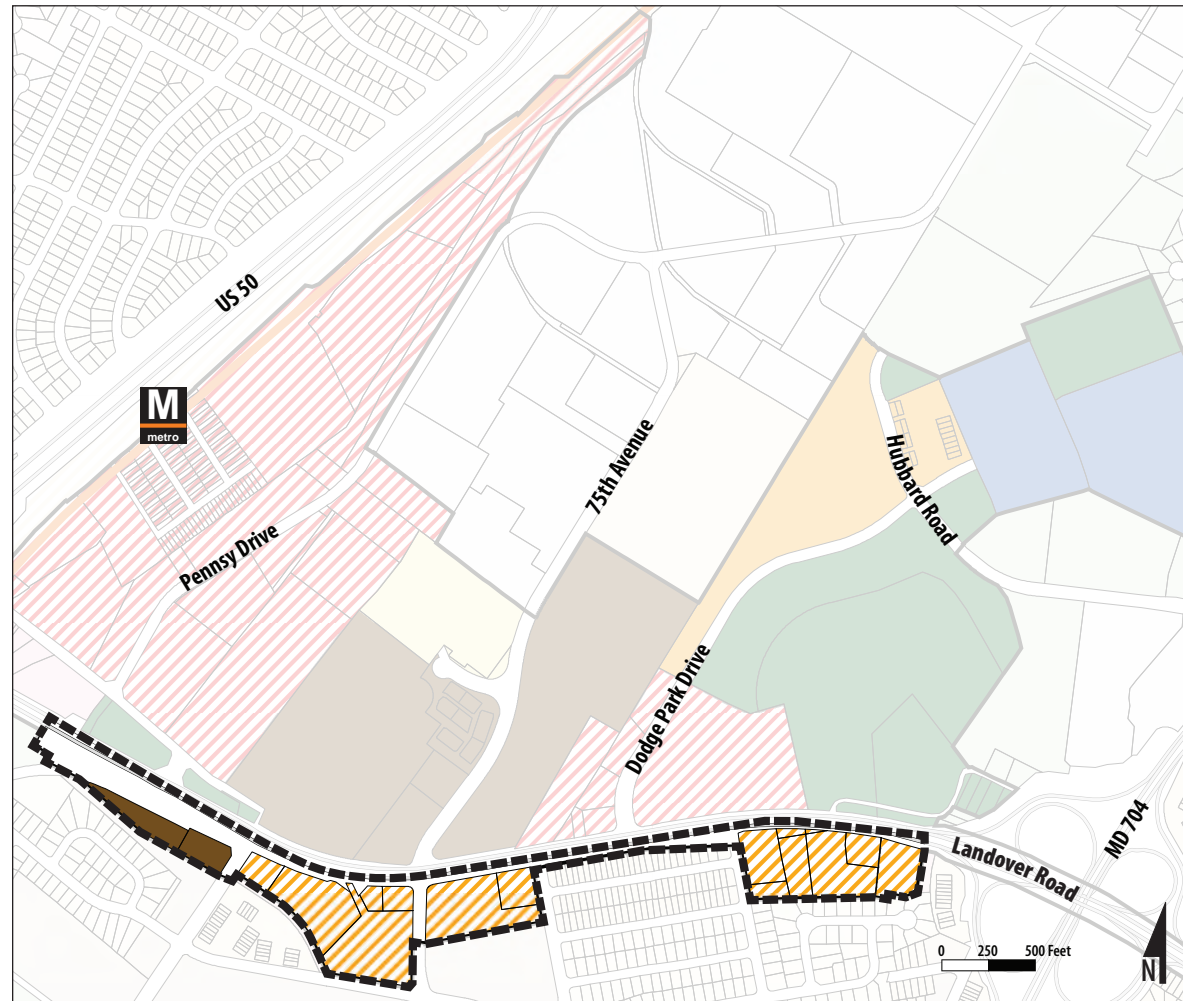
Retail in Hyattsville

LAND USES

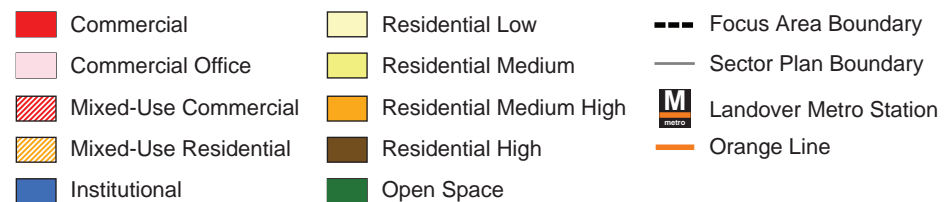
The area between US 50 and MD 704 on the south side of Landover Road contains smaller shopping centers and retail areas. Some of the commercial uses, such as the Kent Village Shopping Center and the retail uses west of Pinebrook Avenue are hidden from Landover Road by topography and trees. All of the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

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

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



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



TRANSPORTATION NETWORK VISION

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

SHORT-TERM VISION AND RECOMMENDATIONS

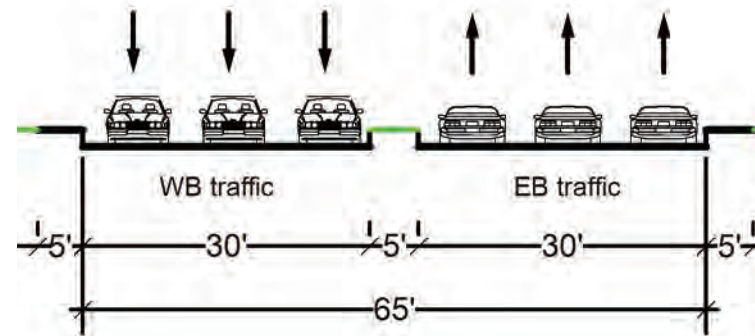
Landover Road is improved at key intersections and provides safe bicycle accommodation, improves pedestrian connections, and offers better transit facilities.

LANDOVER ROAD STREET SECTION

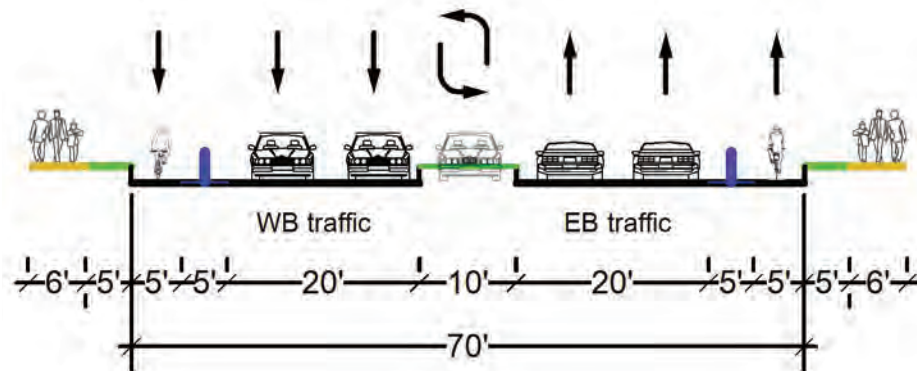
Landover Road is presently a six-lane, divided arterial with a fairly continuous five-foot median that widens at intersections to provide a protected left turn. Portions of the median, greater than 10 feet in width, are highly landscaped. Pedestrians use a five-foot sidewalk immediately adjacent to the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

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

of vehicular traffic in excess of 45 miles per hour and poor lighting as well as topography-limited sight lines and stopping distances creates an uninviting experience for pedestrians and cyclists.



Typical Landover Road Street Section (Existing)



Typical Landover Road Street Section (Proposed)



Bike Lane Markings in Conflict Zone

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



Bike Markings at Intersection with Right Turn Lane

CONNECTIONS TO METRO

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

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

INTERSECTION IMPROVEMENTS

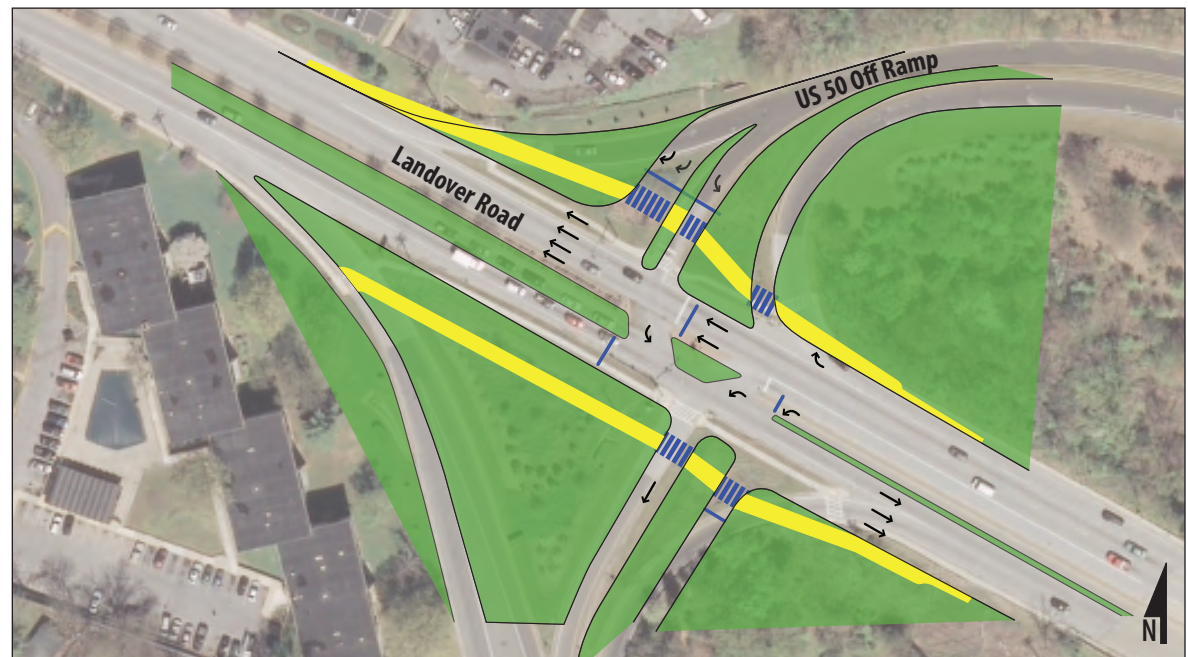
US 50 at Westbound Landover Road

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

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

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

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



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

Old Landover Road at Pennsy Drive (Metro Station)

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

- **Extend Pennsy Drive directly to Landover Road** to provide a clear and direct connection from the arterial to the transit station. Consider grading, retaining structures, and stormwater management strategies.
- **Tighten turning radii and provide crosswalks across all approaches.** Turn radii may be addressed through simple paint treatments or mountable curbs to provide the smallest possible radii for typical autos while ensuring the safe and smooth access by larger freight and transit vehicles.
- **Add bicycle facilities** to Pennsy Drive from Landover Road as recommended in the county's draft bicycle network plan.



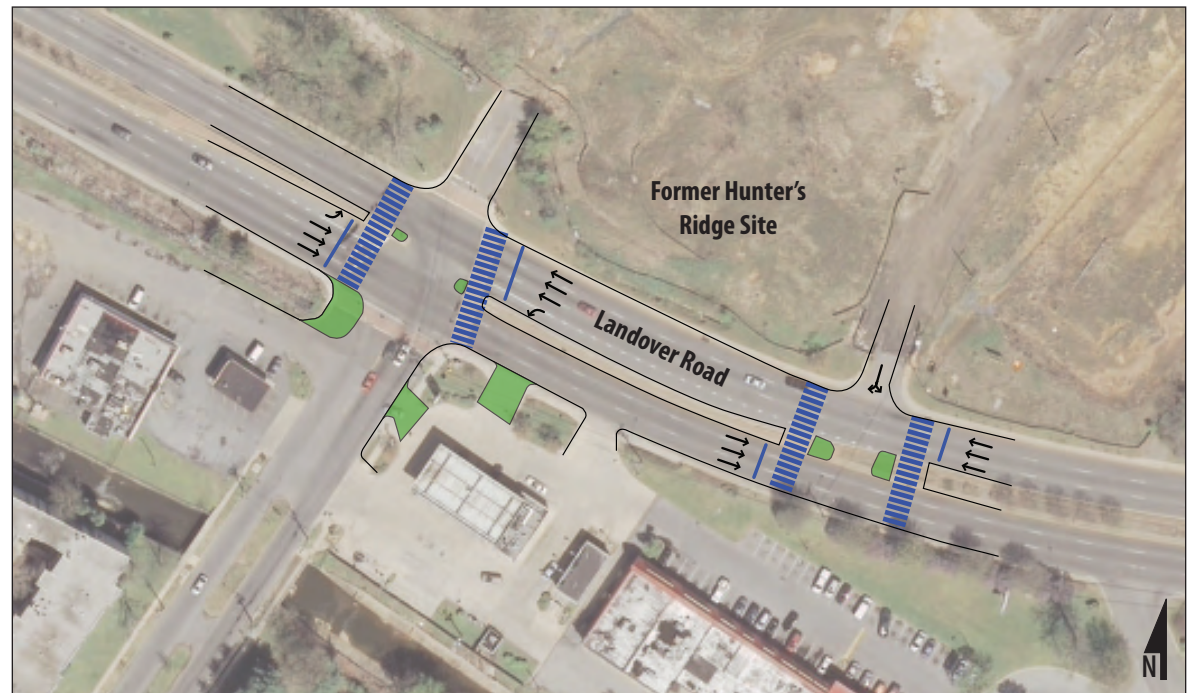
Map 3.11: Proposed Extension of Pennsy Drive onto Landover Road

Landover Road at Future Hunter's Ridge Development Site

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

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

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



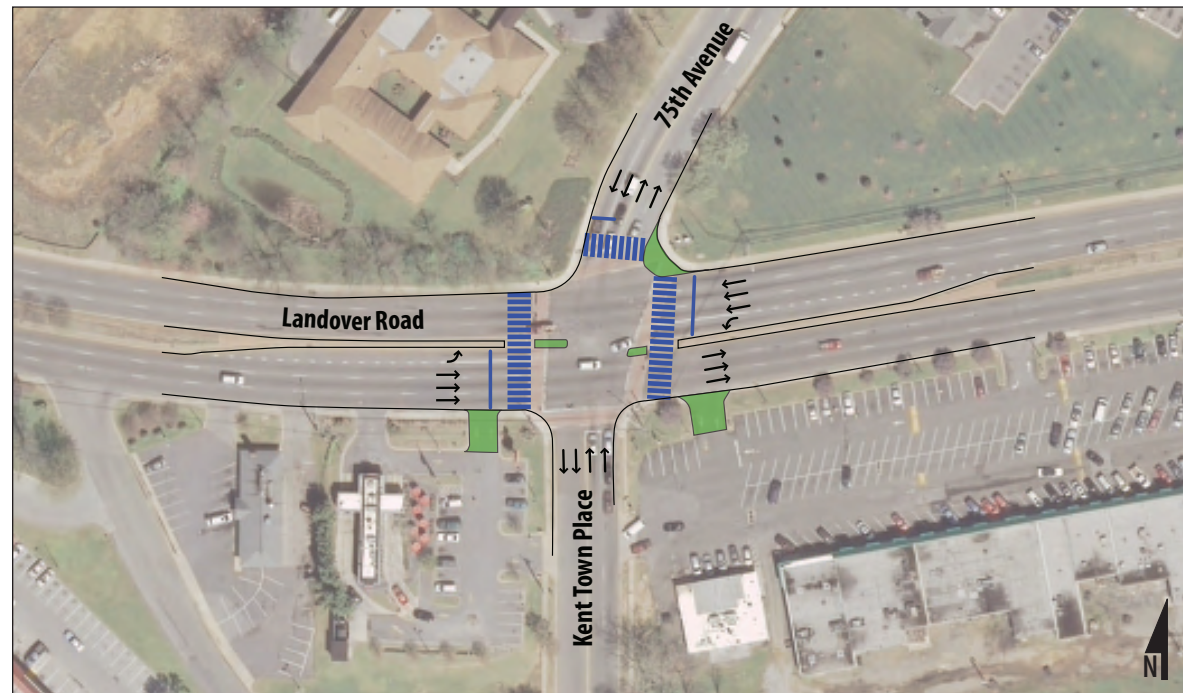
Map 3.12: Proposed Improvements to Landover Road at Future Hunter's Ridge Development Site

75th Avenue and Landover Road

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

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

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



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

Dodge Park Road and Landover Road

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

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

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



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

Firehouse Road and Landover Road

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

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

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



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

Kenmoor Drive and Landover Road

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

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

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



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

BUS STOP IMPROVEMENTS

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

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

Priority locations for stop enhancements include bus stops located at:

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



Covered Bus Shelter in Downtown Philadelphia

ACCESS MANAGEMENT PLAN

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

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

LONG-TERM VISION AND RECOMMENDATIONS

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

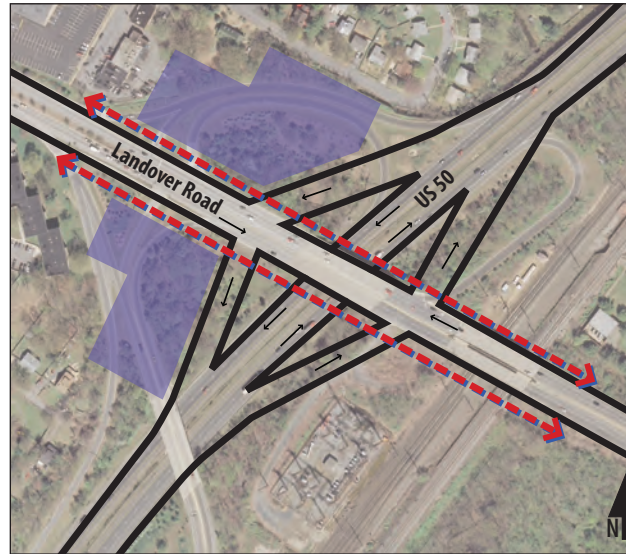
East-West Connection to Metro

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

US Route 50 Interchange Modification

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

The design of the interchange is constrained by the presence of the railroad tracks and the



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

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

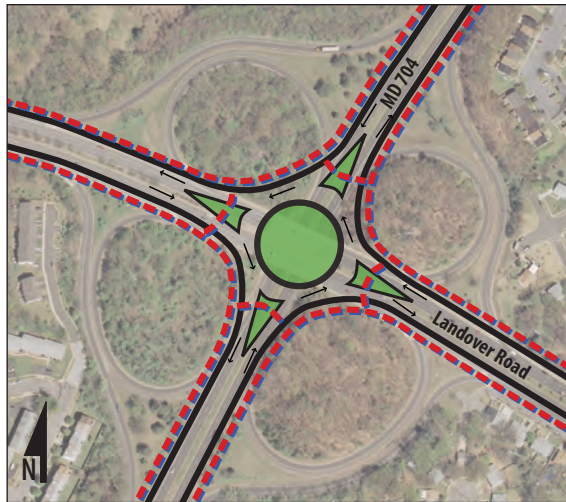
electrical substation between the CSX tracks and US 50. At present, the interchange has an unconventional design to avoid conflicts with the railroad and major electrical utilities. As a result, the interchange includes a large “S” curve, an additional interstate bridge, several access points, and merges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

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

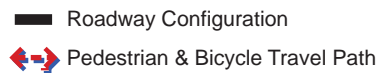
MD 704 (Martin Luther King, Jr Highway) Interchange Modification

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

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



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



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



Illustrative Conceptual Roundabout at the Intersection of MD 704 and Landover Road Concept B

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

ENVIRONMENTAL FEATURES VISION

The environmental resources within and immediately surrounding the sector plan area have been protected and enhanced. Improvements in water quality have been achieved by increasing the tree canopy coverage, restoring lost stream buffers, and carefully designing new development to protect environmentally sensitive areas.

SHORT-TERM VISION AND RECOMMENDATIONS

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

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



Parking Lot with Extensive Tree Canopy



Parking Lot with Landscaped Island for Stormwater

LONG-TERM VISION AND RECOMMENDATIONS

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

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



Parking Lot Lighting with Solar Panel and Wind Turbine



Building with Green Roof



Streetscape with Sustainable Design Features