

- Enhance pedestrian safety and mobility.
- Improve the multimodal connectivity of and service to the area.
- Preserve and enhance the industrial tax base while encouraging sustainable development and design.
- Address the appropriate scale, mix, and location of new development.
- Enhance the historic character of the Port Towns area.
- Integrate efforts proposed by the Anacostia Trails Heritage Area (ATHA).
- Connect the communities to the Anacostia River and to the area’s open space and environmental resources.
- Support Prince George’s County green infrastructure goals.
- Provide a realistic implementation action plan, with both short- and longer-term goals and strategies.

In order to achieve the vision of the Port Towns and the goals, six areas are targeted for redevelopment. These six areas provide a framework to achieve vertical mixed-use development that promotes pedestrianism, linking the Port Towns together to form a recognizable place. (See Map 3: Illustrative Framework Vision Plan). The six character areas are: (1) Port Towns Waterfront, (2) Bladensburg Road Gateway/Main Street, (3) Edmonston Road Main Street, (4) Edmonston North Workshop, (5) Annapolis Road Gateway, and (6) Bladensburg Town Center. Goals, policies and strategies to guide development for each of the six focus areas are discussed below. (Also see Map 4: Existing Land Use Map and Map 5: Proposed Land Use, indicating areas of land use change to achieve the vision of the Port Towns.)

PORT TOWNS WATERFRONT CHARACTER AREA

Background

The heart of the Port Towns Waterfront Character Area is the existing Peace Cross circle, where Annapolis Road, Bladensburg Road and Baltimore Avenue intersect at the Peace Cross Memorial. This character area includes portions of all three roadways, the industrial area bounded by Annapolis Road and Baltimore Avenue, the riverfront area between the Bladensburg Waterfront Park, and the Bladensburg border with the City of Hyattsville. Land uses are primarily industrial and commercial, including industrial and warehouse uses, the Crossroads restaurant and nightclub, a pawn shop, parking lots, and the historic George Washington House. The area also features a number of open space amenities, including the existing Bladensburg Waterfront Park, the M-NCPPC Balloon Park, and a nearby M-NCPPC park on Baltimore Avenue. Construction of a CSX railroad bridge over Annapolis Road between 46th Street and 47th Street has recently been completed.

Key planning issues in this area include: an existing roadway network that forms a barrier between the waterfront and the Bladensburg Town Center; the lack of safe pedestrian access to the waterfront; the need to improve the overall accessibility and visibility of Bladensburg Waterfront Park; the high speed of traffic on both the northbound and southbound lanes of Baltimore Avenue; and the need to preserve industrial uses while identifying appropriate solutions for the industrial edges closest to Annapolis Road and Baltimore Avenue.

Goals

- A new center for the Port Towns.
- A redesigned street network that restores the historic street grid.
- Mixed-use development overlooking waterfront parks.
- Shopping and family-oriented entertainment destinations.
- Indoor athletic and recreation facilities.
- Preservation, greening, and adaptation of existing industrial uses.

- Sustainable development and design practices.
- Protection and enhancement of the natural environment.
- A safe and comfortable pedestrian environment with improved access to the waterfront.
- An environmental education center.
- Interpretive elements that highlight the area’s history.

Policy 1:

Restore elements of the historic street grid pattern in the vicinity of the Peace Cross monument.

Strategies:

- Simplify traffic patterns by reconfiguring the Peace Cross monument intersection as a “T” intersection and restoring the street grid in this area.
- Reconfigure Baltimore Avenue such that its western lanes serve as a two-way major collector route with regional northbound and southbound traffic, while the eastern half of Baltimore Avenue is transformed into a local street with a “waterfront main street” environment; disconnect the eastern right-of-way from the western right-of-way and provide a link to Tanglewood Drive.
- Install a traffic signal at the intersection of Annapolis Road and the reconfigured Baltimore Avenue.
- Provide pedestrian access to the waterfront via a crosswalk at the intersection of Annapolis Road and the reconfigured Baltimore Avenue.
- Extend walkways from signalized intersections to provide access to the Waterfront Park and to riverfront development on the opposite side of the river.
- Construct an additional connecting road, located midway between Tanglewood Drive and Upshur Street, linking 46th Street and the Bladensburg Waterfront Park.
- Install a traffic signal at the additional connecting road and Upshur Street and provide pedestrian access to the waterfront at the connecting road.

- Incorporate the Peace Cross monument as part of a new public open space within the restored street grid.
- Design the reconfigured intersection such that it functions as a gateway to the Port Towns.

Policy 2:

Establish a storefront and family-oriented entertainment district as the core of the area.

Strategies:

- Develop a low-scale (four-story maximum) mixed-use district with storefronts and family-oriented entertainment uses, as well as office and residential uses, along the reconfigured Baltimore Avenue.
- Define the area with an architectural style that both respects and takes architectural cues from nearby historic structures (i.e., require porches at the build-to line to respond to the George Washington House).
- Design and construct a public plaza that incorporates the Peace Cross monument
 - Ensure that retail frontage faces the proposed plaza to activate this public space.

Policy 3:

Develop a mixed-use district and family-oriented entertainment destination along 46th Street.

Strategies:

- Encourage medium-scale (six-story maximum) mixed-use development along the east and west sides of 46th Street.
- Require entertainment or commercial uses on the ground floor and residential or office uses on the upper floors for all mixed-use development.
- Explore the potential for a large-scale indoor athletic and recreational complex along the west side of 46th Street, north of Upshur Street.

Policy 4:

Preserve, enhance and provide a transition to existing industrial uses.

Strategies:

- Preserve existing industrial uses in the area east of 46th Street and north of Upshur Street.
- Encourage the development of workshop building types in the area east of 46th Street and north of Upshur Street to enable the incorporation of industrial uses in the area and provide a transition to the mixed-use areas to the south.
- Reduce stormwater runoff quantities and improve runoff quality on existing industrial properties using low-impact development and sustainable and green building design techniques to mitigate negative impacts to the Anacostia River.
- Evaluate adjacent uses for incompatibility and provide buffers and screening where appropriate.
- Create incentives to maintain and expand existing businesses and attract new business that support the growth of the industrial job market.

Policy 5:

Celebrate, protect, and enhance the area's natural environment.

Strategies:

- Construct an environmental education center northwest of the reconfigured Bladensburg Road/Annapolis Road/Baltimore Avenue intersection.
- Reconstruct wetlands along the riverfront, west of the reconfigured Baltimore Avenue, as part of the environmental education center site development.
- Develop new wetland trails at the Bladensburg Waterfront Park.

Policy 6:

Commemorate the area's history.

Strategies:

- Commemorate the Battle of Bladensburg with interpretive elements, including an interpretive trail and a potential indoor exhibit space (possible locations include Bostwick House, Magruder House, the Market Master's House, the proposed environmental center, and within mixed-use riverfront development in Colmar Manor).
- Explore potential funding opportunities associated with the 200th anniversary of the Battle of Bladensburg in 2012.
- Explore the potential restoration of the Spring Grove site as an open space and interpretive feature that provides a narrative of the site's historical use as a destination spring and spa.
- Incorporate elements that interpret the area's natural and cultural history, as part of the proposed environmental education center.

Policy 7:

Develop an identifiable entry to the Bladensburg Waterfront Park with a pedestrian-oriented edge that connect future waterfront development to the Bladensburg Waterfront Park.

Strategies:

- Furnish a signalized intersection at the Annapolis Road entry to the Bladensburg Waterfront Park.
- Maintain sidewalks on the north and south sides of Annapolis Road with convenient and clearly marked crosswalks.
- Create an attractive pedestrian walkway with boardwalk or bridges as necessary that include recreation/environmental information and connect People's Harbor and future riverfront development to the Bladensburg Waterfront Park.
- Support signage and lighting that identifies and welcomes visitors into the park; refer to the design guidelines for signage and alternate lighting techniques contained in the Implementation Chapter of this plan.

Policy 8:

Create two new pedestrian/bike routes to the waterfront.

Strategies:

- Establish a connection to the waterfront area via a river access trail on Upshur Street.
- Form a waterfront connection from Quincy Street with an elevated river trail enabling access over the CSX railroad tracks.

Policy 9:

Create a Port Towns Waterfront “landmark” and Recreational Parks Visitor Center at the confluence of the major Port Towns sight lines—Bladensburg Road/Annapolis Road/Baltimore Avenue/Anacostia River South.

Strategies:

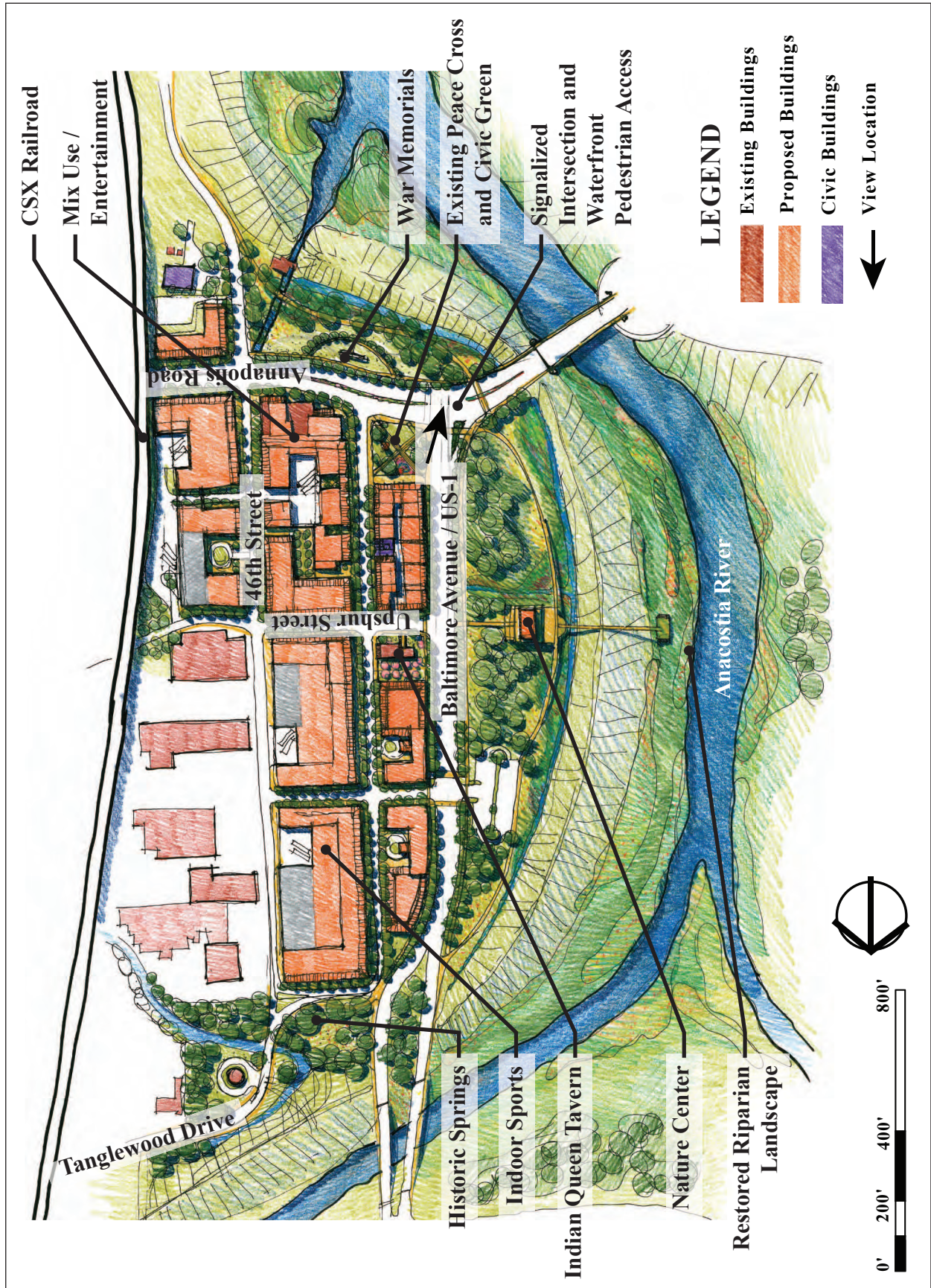
- At Colmar Manor Community Park increase the use of the park by building a greater variety of recreation facilities as appropriate for the former landfill. Facilities to be considered include equestrian sites, skate parks, and off-leash dog parks.
- Increase promotion of the Port Towns Memorial Gardens, by incorporating them into a greater Port Towns central waterfront park and increase interpretive information on the memorials contained therein.
- Explore a private/public partnership and provide assistance for potential entrepreneurs to start small businesses to expand bicycle rental service within those areas owned by M-NCPPC to promote interconnections along the trails system and promote bicycling as a healthy choice for active living.

Policy 10:

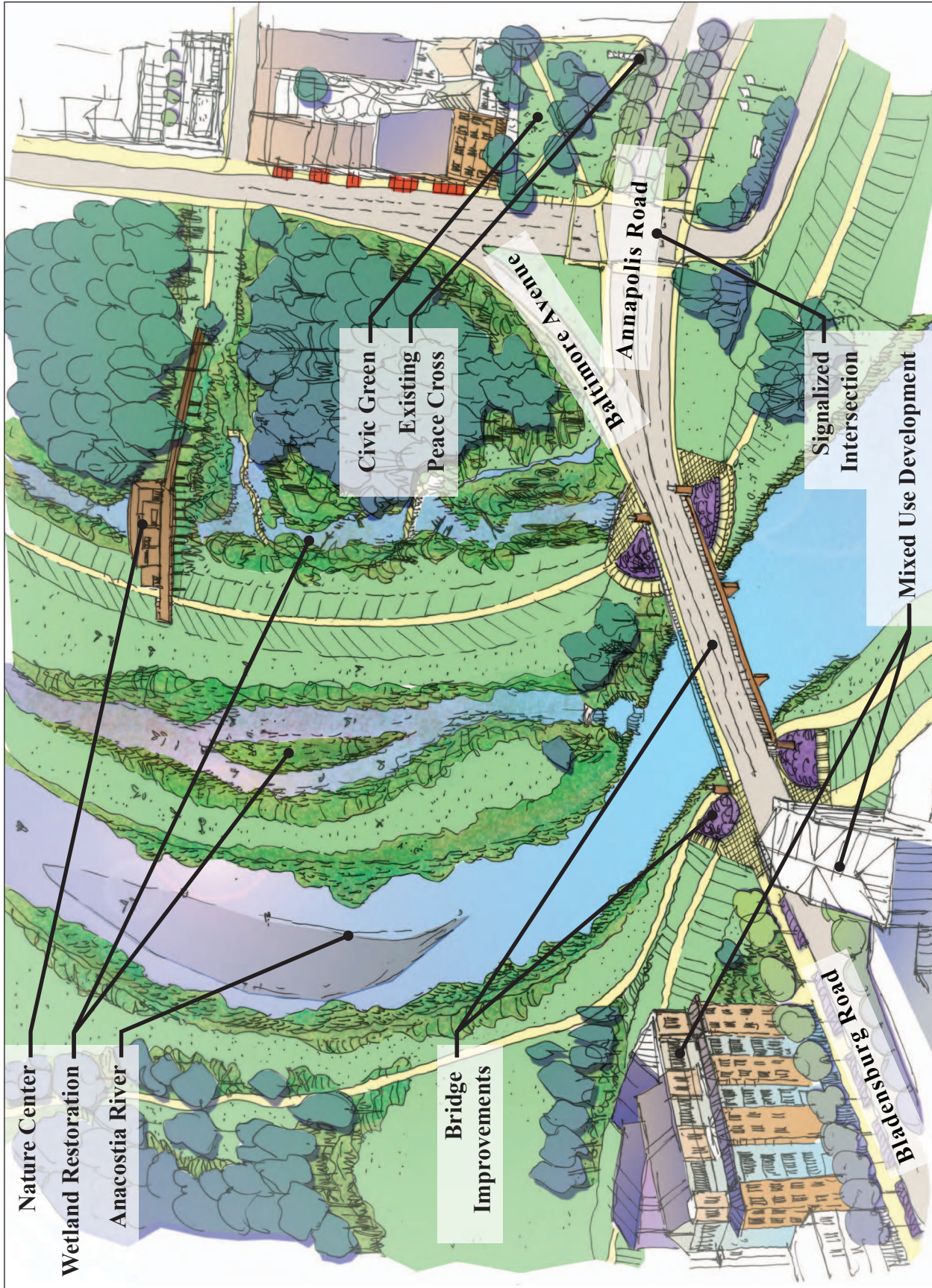
Promote and use the interconnections between the Port Towns recreational resources.

Strategies:

- Continue the Artway system identified in the approved Gateway Sectional Map Amendment and Sector Plan, along the Anacostia River levee and trail system, into the People’s Harbor and along the northeast branch.
- Link all the Port Towns recreational resources into a single “Port Towns Central Park” and for recreational programming create a Port Towns Recreation Council to work with M-NCPPC park programming staff to develop the recreation offerings including classes, events, programs, etc.
- Develop the park area northeast of Cottage City, near the confluence of the Anacostia River branches, into an outdoor wetlands and stormwater management education area and extension of the proposed Anacostia River Education Center.
- At Colmar Manor Community Park, increase the use of the park by building a greater variety of recreation facilities as appropriate for the former landfill. To be considered include equestrian facilities, a skate park, and an off-leash dog park.
- Increase promotion of the Town Towns Memorial Gardens by incorporating them into a greater Port Towns central waterfront park and increase interpretive information on the memorials contained therein.
- Explore a private/public partnership and provide assistance for potential entrepreneurs to start small businesses to expand bicycle rental service within those areas owned by M-NCPPC to promote interconnections along the trails system and promote bicycling as a healthy choice for active living.



Map 6.4: Port Towns Waterfront Character Area (see Map 6B for proposed visualization).



Map 6B: Port Towns Waterfront Character Area Visualization



Port Towns Waterfront Before



Port Towns Waterfront After

BLADENSBURG ROAD GATEWAY/ MAIN STREET CHARACTER AREA

Background

The Bladensburg Road Gateway/Main Street Character Area includes the Bladensburg Road corridor between the Anacostia River and Eastern Avenue as well as the remaining portions of Colmar Manor and Cottage City to the south and north of Bladensburg Road. On the Colmar Manor side of Bladensburg Road, commercial properties include the Port Towns Shopping Center, restaurants and fast-food establishments, and a range of other commercial uses, including a medical center, an air-conditioning business, a convenience and liquor store, auto-related uses, and a newspaper distribution facility. The latter property, a 2.17-acre site facing the Anacostia River that is currently occupied by the National News Agency, was recently the focus of a design competition sponsored by the Port Towns Community Development Corporation, which has signed an agreement to purchase the site and redevelop it as a mixed-use waterfront development. On the Cottage City side of Bladensburg Road, land uses range from light-industrial closest to Eastern Avenue to auto-related uses, a gas station, a bedding and furniture store, a variety of service-oriented businesses located in converted houses, and a boiler repair/inspection business. Neighborhoods to the north and south of Bladensburg Road consist primarily of residential, civic, and park uses.

Key planning issues in the area include: transforming the existing auto-related corridor into a more pedestrian-friendly, mixed-use boulevard; preserving and enhancing existing residential neighborhoods while providing an adequate transition to uses along Bladensburg Road; making historic resources in the area more accessible and visible; and improving and expanding the open space network.

Goals

- A mixed-use, pedestrian-friendly boulevard.
- Waterfront mixed-use development.
- A new MARC rail station surrounded by mixed-use development.
- Preservation and expansion of housing options.
- Interpretive elements that highlight the area's history.
- New and improved public open spaces.

Policy 1:

Establish Bladensburg Road as a mixed-use urban boulevard.

Strategies:

- Implement the proposed Port Towns Riverview mixed-use project at the eastern end of the corridor on the south (Colmar Manor) side of Bladensburg Road adjacent to the river, including improved pedestrian access to the river.
- Consider a second phase of the Port Towns Riverview project, developing a complementary mixed-use project on the northern (Cottage City) side of Bladensburg Road.
- Encourage additional medium-density, mixed-use development along the south side of Bladensburg Road.
- Encourage redevelopment of the Eastgate property in Cottage City as a mixed-use development oriented toward a possible future MARC rail station in this location.
- Encourage low-density mixed-use development along the north side of Bladensburg Road, west of 40th Avenue.

Policy 2:

Incorporate potential transit improvements.

Strategies:

- Consider a possible future MARC rail station in Cottage City at the western end of the corridor, with pedestrian bridges across the railroad tracks; support this station with mixed-use development and a public green surrounding the station.
- Ensure that future development and street improvements accommodate potential fixed-route, guided transit service along Eastern Avenue and Bladensburg Road.
- Ensure that bus stops are safe, attractive, and accessible to pedestrians via crosswalks.

Policy 3:

Improve the street network to ensure connectivity for pedestrians and vehicular traffic.

Strategies:

- Ensure that there are sufficient crosswalks along Bladensburg Road.



Cottage Terrace
 Street Bridge
 Connection to
 Civic Greens

Dueling Creek Park

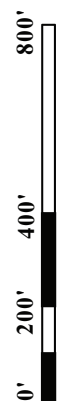
Town Home

Mixed Use
 Main Street

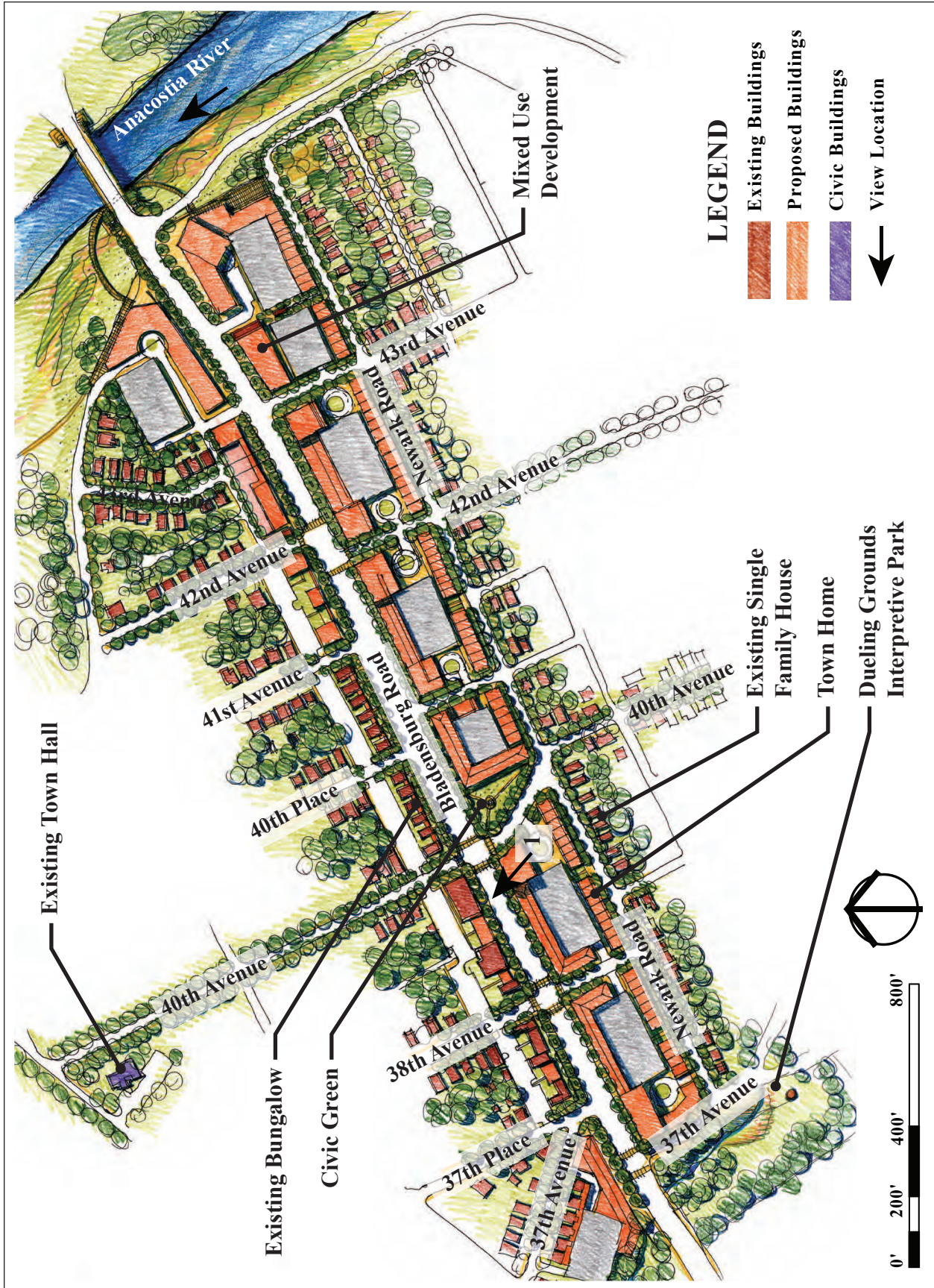
Fort Lincoln
 Cemetery and War
 of 1812 Joshua
 Barney Memorial

LEGEND

- Existing Buildings
- Proposed Buildings
- Civic Buildings



Map 7A: Bladensburg Road Gateway/Main Street Character Area Part I



Map 7B: Bladensburg Road Gateway/Main Street Character Area Part II



Bladensburg Road Gateway Before



Bladensburg Road Gateway After

- Identify and improve other roadways, including 38th Avenue, that serve as a barrier to east/west pedestrian circulation.
- Improve sidewalks and fill in gaps in the sidewalk network; establish build-to lines to allow for wide sidewalks.
- Establish 40th Avenue and 42nd Avenue as priority neighborhood connections from Bladensburg Road.
- Ensure that bus stops are accessible and aligned with major pedestrian crossings.
- Provide a street connection between the proposed MARC station and the Cottage City residential neighborhood to the east.

Policy 4:

Expand housing options in Colmar Manor and Cottage City.

Strategies:

- Preserve and enhance existing housing.
- Support mixed-use development that includes residences on the upper floors.
- Encourage development of townhouses along the north side of Newark Road as a transition to the existing adjacent single-family neighborhood.
- Encourage development of townhouses fronting Bladensburg Road on both ends of the proposed mixed-use redevelopment of the Eastgate property, as well as along a new street perpendicular to Bladensburg Road.
- Encourage development of townhouses or small multifamily structures in the area north of Bladensburg Road and east of Dueling Creek.

Policy 5:

Retain the area's cottage-style architecture.

Strategies:

- Preserve and improve existing cottage-style bungalows on the north side of Bladensburg Road in Cottage City.
- Ensure that new development along Bladensburg Road respects and incorporates elements of the cottage-style architectural language.

Policy 6:

Improve and expand the network of public open spaces.

Strategies:

- Develop a public green at the corner of Bladensburg Road and 40th Avenue that is integrated with the surrounding mixed-use development and ground-floor retail.
- Develop a public green within the proposed Eastgate redevelopment area such that the public space is located at the end of a new shopping street and is integrated with surrounding mixed-use development, ground-floor retail, and the potential MARC station.
- Improve the accessibility and visibility of the Dueling Grounds with the inclusion of interpretive elements and Bladensburg Road signage.
- Improve the open space south of Colmar Manor with a continuous loop drive, upgraded ball fields, a neighborhood recreation center, and river access points.

Policy 7:

Preserve and highlight the area's history.

Strategies:

- Commemorate the Battle of Bladensburg with interpretive and artistic elements, including an interpretive trail and a potential indoor exhibit space (possible locations include Bostwick House, Magruder House, the Market Master's House, the proposed environmental center, and within mixed-use riverfront development in Colmar Manor); include Bladensburg Road, the Dueling Grounds, and relevant memorials and markers in Fort Lincoln Cemetery as part of the interpretive trail route.
- Explore potential funding opportunities associated with the 200th anniversary of the Battle of Bladensburg.

Policy 8:

Support small scale transitional development in the industrial area located on the north side of Bladensburg Road between Dueling Creek and Eastern Avenue in Cottage City during the pre-transit transition period.

Strategy:

- Encourage workshop structures as a transition until transit is realized and supports the more comprehensive mixed-use development potential envisioned in the plan.

EDMONSTON ROAD MAIN STREET CHARACTER AREA

Background

The Edmonston Road Main Street Character Area encompasses both the Edmonston Road and Kenilworth Avenue corridors. Land uses along Edmonston Road include a mix of commercial (primarily restaurants, retail, and other service-oriented businesses), residential, and institutional uses. East of Edmonston Road, land uses are primarily residential. Kenilworth Avenue serves as the primary commercial corridor in Edmonston. The east side of Kenilworth Avenue consists of a mix of commercial uses, including two shopping centers, auto-related uses, and assorted others. Along the west side of Kenilworth Avenue, uses include a self-storage facility, a heating/air-conditioning/plumbing supply business, and multiple other businesses (telephone, oxygen, glass and construction services) sharing a parcel adjacent the Bladensburg line.

Planning issues in the area include: addressing the pedestrian environment and the visual quality and auto-oriented nature of Kenilworth Avenue; improving street connectivity while identifying appropriate solutions for access to Kenilworth Avenue; and exploring opportunities for infill development along both Edmonston Road and Kenilworth Avenue. Site analysis identified the intersection of Decatur Street and Edmonston Road as an opportunity to create a town center for the Edmonston community, which currently lacks a definable core area.

Goals

- A new town center along Edmonston Road.
- Parkway character along Kenilworth Avenue.
- A new retail center fronting Kenilworth Avenue and Edmonston Road.
- Improved roadways, street connectivity, and pedestrian accommodations.
- Preservation and expansion of housing options.

Policy 1:

Establish a new town center for Edmonston.

Strategies:

- Explore opportunities to locate civic uses, including a possible new town hall site, around a public green that could serve as the focal point for the new Edmonston town center.
- Encourage low-density, mixed-use development with ground-floor retail fronting Edmonston Road and Decatur Street.

Policy 2:

Preserve, support, and expand the supply of housing to provide a range of housing options.

Strategies:

- Preserve and enhance existing housing.
- Promote development of a range of single- and multifamily housing types, ranging from small-lot, single-family residences and rowhouses to medium-density housing.
- Support mixed-use development that includes residences or offices on the upper floors.
- Encourage small-lot, single-family development to the south of the town center, between Decatur Street and Chesapeake Road.
- Encourage a mix of infill housing—small-lot single-family residences, rowhouses, and medium-density housing—along Edmonston Road, Decatur Street, and 53rd Avenue.
- Explore mechanisms to provide financial support for rehabilitating existing housing.

Policy 3:

Establish a parkway character along Kenilworth Avenue.

Strategies:

- Limit street intersections along Kenilworth Avenue to enable implementation of parkway character.
- Undertake streetscape improvements to implement the parkway character, including new sidewalks and plantings.

- Improve pedestrian circulation and safety along Kenilworth Avenue by providing sidewalks, improved lighting, and safe pedestrian crossings across Kenilworth Avenue at intersections with traffic lights (including Decatur Street and Buchanan Street).
- Improve the safety and appearance of bus stops by providing new and ample sidewalk connections, bus shelters, and lighting.

Policy 4:

Develop a mixed-use and retail center fronting Kenilworth Avenue and Edmonston Road.

Strategies:

- Develop a medium-density, “urban retail” center that extends from the Bladensburg town line past Buchanan Street.
- Ensure that shop fronts face Edmonston Road and/or Kenilworth Avenue and that parking is located to the side and to the rear of buildings.
- Concentrate the tallest structures near Kenilworth Avenue, with shorter structures located along Edmonston Road.
- Provide entrances from both Kenilworth Avenue and Edmonston Road.

Policy 5:

Improve roadways, street connectivity, and pedestrian circulation along Edmonston Road.

Strategies:

- Establish a “main street” character along Edmonston Road.
- Fill in gaps in the sidewalk network along Edmonston Road and adjacent streets.
- Study the redesign of Edmonston Road as a three-lane thoroughfare with on-street parking on the west side.
- Connect both ends of Buchanan Street by creating a new street connection between Kenilworth Avenue and Edmonston Road.
- Extend 53rd Avenue across Decatur Street to Emerson Street to create a new street connection parallel to Kenilworth Avenue, while also providing a new connection to Edmonston Road via an extended Crittenden Street.
- Establish a new street connection through the proposed mixed-use area at Edmonston Road and Decatur Street to provide access to the mixed-use development in this location.
- Extend Decatur Street from past its existing terminus to create a new residential street connection to 55th Avenue.



Map 84: Edmonston Road Main Street Character Area (see Map 8B for proposed visualization).



Map 8B: Edmonston Road Main Street Character Area Visualization

EDMONSTON-NORTH WORKSHOP CHARACTER AREA

Background

The Edmonston North Workshop Character Area includes the Decatur Street corridor west of the Northwest Branch, as well as residential uses, auto-related businesses, and light-industrial uses to the north. Along Decatur Street, assorted commercial uses mix with residential, offices, and a small restaurant to the south of 49th Avenue and a former school building that now houses commercial uses. The adjoining area, bounded by the railroad tracks, Lafayette Place, and 46th Avenue, houses a variety of light-industrial, auto-related, other commercial services, and storage operations. The west side of 46th Avenue marks an abrupt transition from light-industrial uses to adjacent residential uses.

Key planning issues in the area include: establishing an identity for Decatur Street through redevelopment and streetscape improvements; identifying opportunities for infill development and redevelopment; preserving viable industrial uses while providing a transition to other uses; protecting existing residential neighborhoods; identifying sustainable design practices and other measures to mitigate the environmental impact of industrial uses; and enhancing existing natural resources and parkland.

Goals

- A new mixed-use district
- Workshop mixed-use with industrial uses
- Industrial preservation and greening
- Additional housing options
- Protection of existing neighborhoods
- Improved transitions between conflicting uses
- Enhanced natural resources and open spaces
- A “green” streetscape along Decatur Street

Policy 1:

Encourage development of a mixed-use district.

Strategies:

- Develop a low-density, mixed-use complex with townhouses that includes buildings fronting on both Decatur Street and 46th Avenue.
- Encourage ground-level retail along Decatur Street and 46th Avenue.
- Reuse and retrofit the existing former school building on Decatur Street as part of the mixed-use district.
- Incorporate the existing M-NCPPC Northeast Branch Stream Valley Park as part of the mixed-use complex.

Policy 2:

Establish a “green” industrial mixed-use district.

Strategies:

- Develop a green-oriented industrial mixed-use district along the northern portion of 46th Avenue.
- Encourage workshop/mixed-use structures that include workshop or commerce uses in front, facing the street, with space behind the structures for parking and loading.
- Provide a transition between the mixed-use district and the existing large-floor-plate industrial district at the opposite end of 46th Avenue.

Policy 3:

Encourage industrial preservation and greening.

Strategies:

- Preserve and enhance existing industrial uses.
- Encourage application of “green” design strategies (green roofs, energy efficiency, rain gardens, etc.) to minimize the environmental impact of industrial uses on the surrounding neighborhood and on water and air resources.

- Promote development of “green collar jobs” through environmentally oriented businesses (including incubator “green” businesses) in this area.
- Install appropriate stormwater management measures to retain and absorb stormwater runoff before it reaches the river.

Policy 4:

Protect and enhance existing residential neighborhoods.

Strategies:

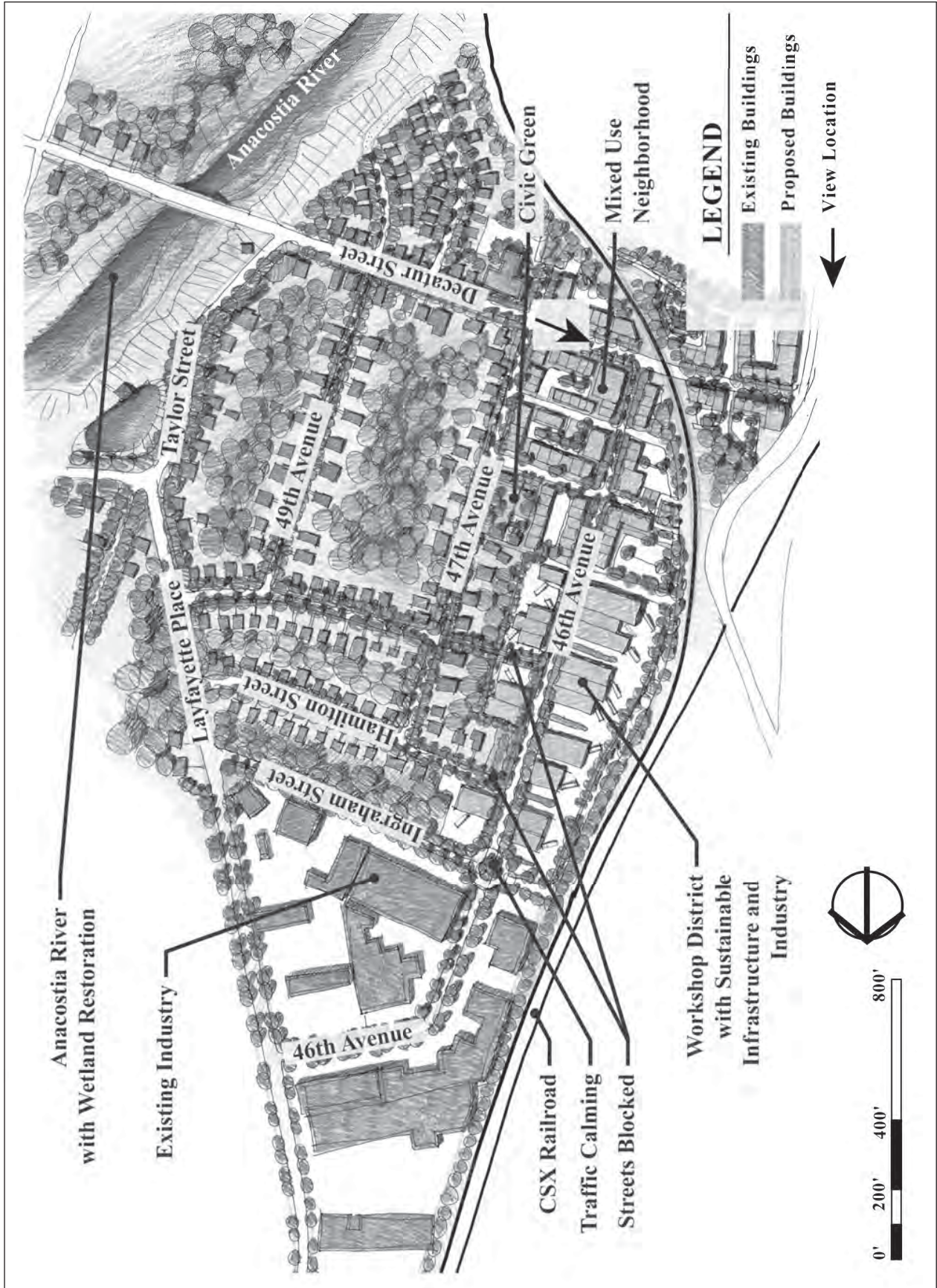
- Limit the amount of industrial traffic that passes through the adjacent residential neighborhood by closing access from 46th Street to Hamilton and Gallatin Streets; incorporate unused portions of the right-of-way into pedestrian and stormwater management zones.
- Preserve and enhance existing housing.
- Explore mechanisms to provide financial support for rehabilitating existing housing.
- Incorporate the existing M-NCPPC Northeast Branch Stream Valley Park into proposed mixed-use development to help establish an appropriate transition to the single-family residential neighborhood.

Policy 5:

Implement other “greening” initiatives in the area.

Strategies:

- Expand Edmonston’s plans to design and construct a “green” street along Decatur Street.
- Add riparian plantings along the Northeast Branch of the Anacostia Stream Valley.



Map 9: Edmonston North Workshop Character Area



Edmonston's Decatur Street Before



Edmonston's Decatur Street After

ANNAPOLIS ROAD GATEWAY CHARACTER AREA

Background

The Annapolis Road Gateway Character Area includes the portion of Annapolis Road between the Baltimore–Washington Parkway, the Port of Bladensburg Shopping Center, and the future Bladensburg Town Center area, as well as the blocks immediately north and south of Annapolis Road (roughly between Spring and Shepherd Streets and Quincy Street). A primary focus is the vicinity of the M-NCPPC community theater, the Publick Playhouse, and the junction of Annapolis Road and Landover Road. The area includes commercial properties, the Central Baptist Church, and additional M-NCPPC properties (undeveloped, surface parking, and a former restaurant) surrounding the Publick Playhouse. The remainder of Annapolis Road is defined by strip commercial development—including shopping centers, small-scale retail, small restaurants and carry-outs, service-oriented businesses, gas stations and other automobile-oriented business—as well as scattered residential uses and churches. In some locations, former houses have been converted into commercial uses. To the north and south of Annapolis Road, land uses are primarily residential.

Key planning issues include an opportunity to establish the Publick Playhouse as the focus of a larger cultural and entertainment district, including possible expansion of the theater facility itself and development of other nearby uses that support and complement cultural activities. Future improvements to this area will be complemented by the reconfiguration of the intersection of Annapolis Road and Landover Road to improve pedestrian crossings, simplify traffic patterns, and make available additional land for development. Additional planning issues include identifying redevelopment opportunities on underutilized properties along Annapolis Road, including both mixed-use development and residential infill.

Goals

- A reconfigured Annapolis Road/Landover Road intersection.
- A new cultural and mixed-use district focused around the Publick Playhouse.

- Redeveloped underutilized properties.
- New mixed-use and residential development along the Annapolis Road corridor.
- Preserved and rehabilitated existing housing stock.
- Adaptive reuse, conversion and expansion of existing structures.

Policy 1:

Undertake improvements to circulation and the pedestrian environment in the Annapolis Road Gateway Character Area.

Strategies:

- Modify and reconstruct the intersection of Annapolis Road and Landover Road as a “T” intersection, utilizing the land made available by the intersection reconfiguration for a new public park and additional land development.
- Improve pedestrian crossings within the context of the new Annapolis Road and Landover Road intersection configuration.
- Provide landscape buffers and other streetscape amenities to allow convenient and safe pedestrian access.
- Provide continuous sidewalks of adequate widths to support pedestrian movement between various activities.
- Minimize the number of commercial driveway cuts along Annapolis Road by consolidating access points and utilizing alley access to rear parking where possible.
- Provide clearly marked crosswalks at all intersections with pedestrian-activated crossing lights and/or countdown lights where necessary.

Policy 2:

Establish a new mixed-use district centered on the Publick Playhouse.

Strategies:

- Expand the Publick Playhouse building to incorporate mixed-use development around the existing structure.

- Extend mixed-use development to adjacent parcels to the east of the Publick Playhouse.
- Construct a new public park with an arts theme on the southwest corner of Annapolis Road and Landover Road.
- Develop a medium-density, mixed-use complex opposite the Publick Playhouse on the north side of Annapolis Road on the existing shopping center site.
- Maintain a food store as part of the new mixed-use development on the north side of Annapolis Road.
- Encourage new restaurants and retail uses that complement the Publick Playhouse.
- Pursue public/private development opportunities on parcels owned by M-NCPPC.
- Assemble and incorporate outparcels into the existing M-NCPPC property.
- Encourage shared public/private parking arrangements between adjacent properties to minimize the need for multiple parking facilities.

Policy 3:

Encourage residential development along Annapolis Road.

Strategies:

- Provide a transition to surrounding residential neighborhoods through residential development.
- Encourage medium-density residential development on the parcels on either side of 54th Avenue, north and south of Annapolis Road.
- Encourage medium-density residential development along the south side of Annapolis Road, between the Landover Road intersection and 57th Avenue, as well as on the parcels east of 57th Avenue.
- Encourage medium-density residential development on the north side of Annapolis Road, between the Landover Road intersection and 56th Avenue, as well as at the western end of the proposed mixed-use complex at 57th Avenue.
- Encourage assembly of existing disparate commercial and residential parcels facing Annapolis Road to allow for cohesive moderate-to-high density residential development.

- Convert existing multifamily apartments on the north side of Annapolis Road to ownership/condominium units.

Policy 4:

Create a new activity node at the intersection of Annapolis Road and 57th Avenue.

Strategies:

- Develop a high-density, mixed-use complex along the western side of 57th Avenue.
- Construct a new street network that includes an extension of Spring Road to 57th Avenue, a connection between Spring Road and 57th Avenue, and a street with retail frontage linking 57th Avenue and Annapolis Road.
- Improve the stream corridor adjacent to Spring Road as a pedestrian/green space amenity.

Policy 5:

Consider adaptive reuse of the existing Annapolis Road Academy Alternative High School building as a possible elementary school site.

Strategies:

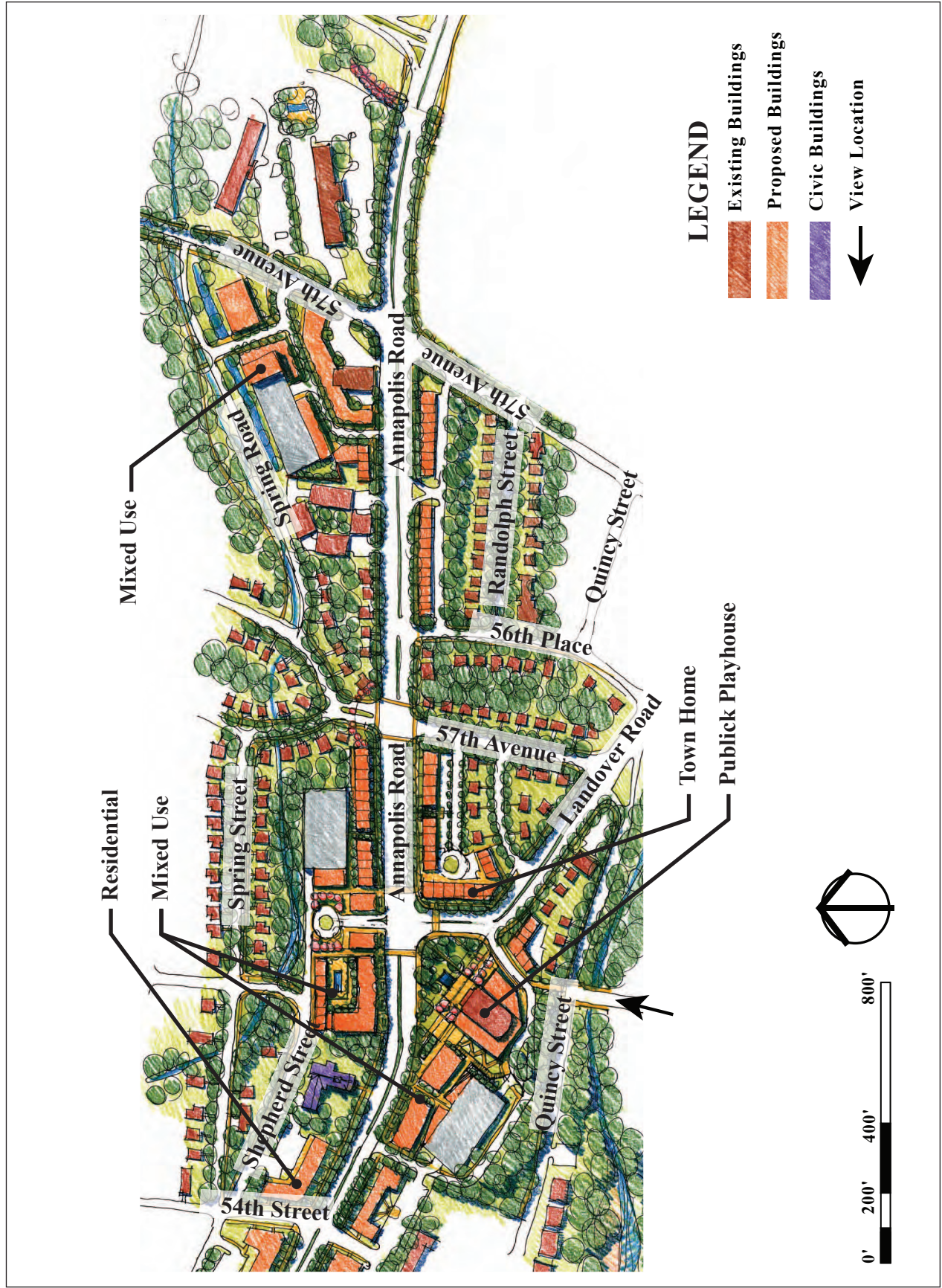
- Convert Bladensburg Elementary School to a pre-kindergarten through 8th grade school to meet the Port Towns future need for elementary and middle school seats.
- Convert or build a new urban model elementary school on the site of the existing Annapolis Road Academy Alternative High School (explained in the Public Facilities Section).

Policy 6:

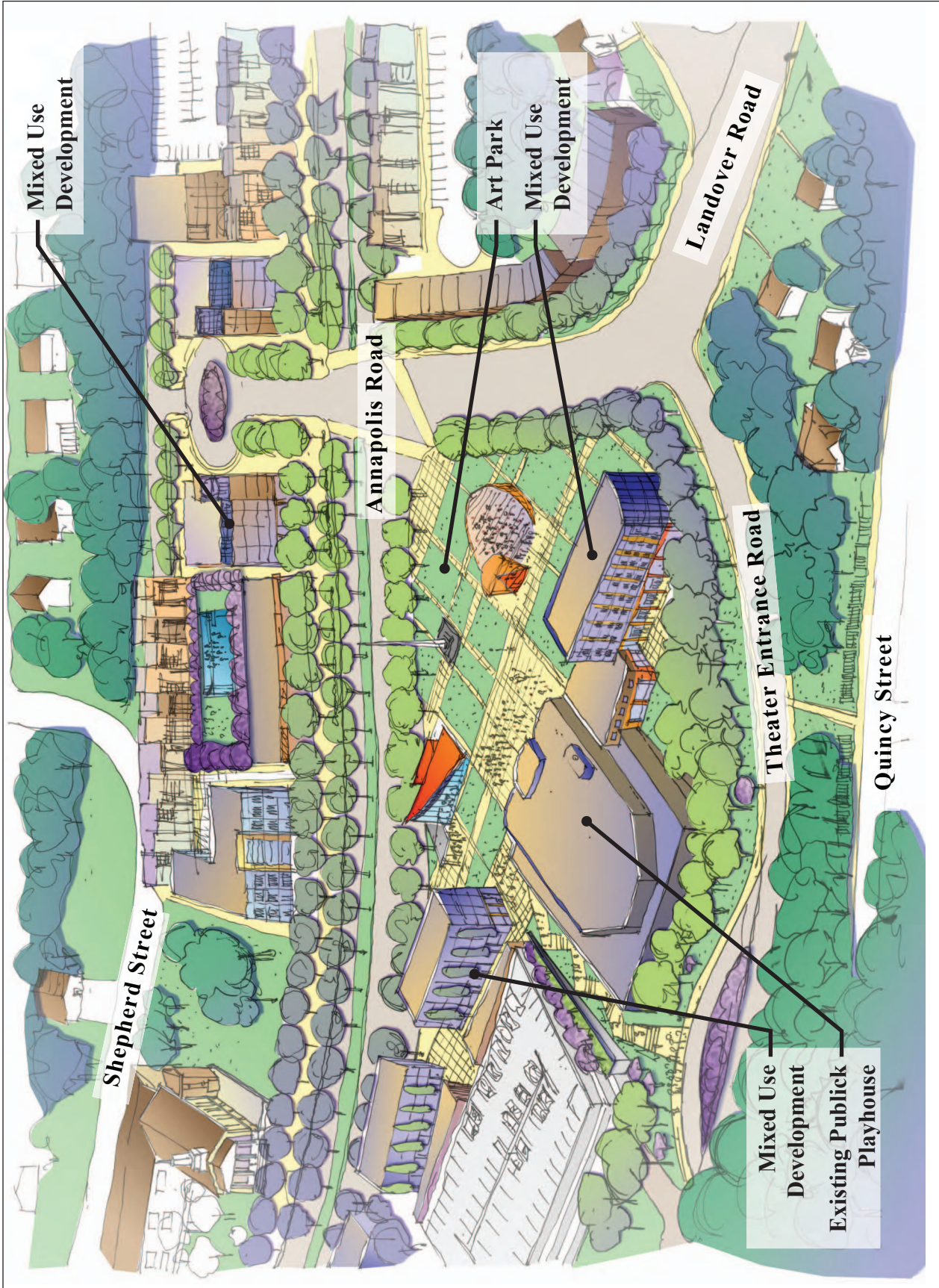
Preserve, retain, and support existing housing stock.

Strategies:

- Explore mechanisms for providing financial support for housing rehabilitation throughout the Annapolis Gateway.
- Implement public streetscape improvements to add value to residential real estate throughout.



Map 10A: Annapolis Road Gateway Character Area (see Map 10B for proposed visualization).



Map 10B: Annapolis Road Gateway Character Area Visualization

BLADENSBURG TOWN CENTER CHARACTER AREA

Background

The Bladensburg Town Center Character Area includes both the newly designated civic core and adjacent areas. The northern boundary extends to the existing town hall site at Upshur Street and the southern boundary extends to Quincy Street. Kenilworth Avenue and the Port of Bladensburg Shopping Center demarcate the western and eastern edges of the character area, respectively. The total land within the town center character area is approximately 67.5 acres. Predominant land uses include the existing strip commercial development along both sides of Annapolis Road and single-family and multifamily residential uses to the north and south. Public services, including a municipal police station, a volunteer fire station, a post office facility, and the existing town hall, occupy the northernmost portion of the focus area. The town center area is also distinguished by a collection of historic properties—the Bostwick House, Market Master’s House, Hilleary-Magruder House, and Free Hope Baptist Church. South of Annapolis Road, steep slopes, wooded wetlands, and recreational open space characterize the landscape.

Key planning issues include the lack of density and housing choices; the lack of visibility and accessibility of the key town attributes, including its historic resources and its waterfront; the poor pedestrian environment; the current isolation of the municipal core to the north of the town center area; and the barrier created by the elevated Kenilworth Avenue. Other issues include environmentally sensitive areas, flooding, and traffic concerns related to cut-through and truck traffic. Strengths and opportunities include: the potential for mixed-use development and increased density near the core of the town center; the potential to increase the visibility and accessibility of historic sites; the proximity of the town center area to the Anacostia waterfront and the potential for improved linkages; the presence of numerous infill development opportunities, including large parcels under single ownership and significant publicly owned land; and the potential for restoring and enhancing the existing housing stock north and south of the town center.

Goals

- A vibrant and walkable civic core.
- The town hall relocated to the town center.
- Mixed-use residential, retail, and office development at moderate-to-high densities.
- Sustainable development and design practices.
- Active and passive open spaces.
- Diverse housing and homeownership opportunities.
- Adequate public facilities.
- A multimodal, safe, and attractive road network.
- Restored and fully integrated historic resources.

Policy 1:

Encourage mixed-use infill development in the town center to create a pedestrian-oriented center for activities and services.

Strategies:

- Redevelop the existing shopping centers on the north and south sides of Annapolis Road in the town center as mixed residential, office, and ground floor retail uses.
- Support rezoning by application, or sectional map amendment, to a mixed-use category that is appropriate for implementing the land use concepts of the Bladensburg Town Center plan.
- Develop mixed-use retail, residential, and/or office adjacent to the future town hall site along Edmonston Road and 48th Street.
- Identify themes, opportunities and potential tenants for retail and office development.
- Consider converting the service road along the eastbound lanes of Annapolis Road at the shopping center opposite Edmonston Road to a pedestrian-oriented plaza until the property is redeveloped as mixed use.

Policy 2:

Establish and develop a new town hall and the surrounding block as the focal point of the Bladensburg Town Center in the vicinity of Annapolis Road and Edmonston Road.

Strategies:

- Relocate the existing town hall to the heart of the town center at the civic core.
- Explore opportunities for a partnership project to develop block-wide mixed uses, a public/private shared parking facility, and a civic plaza.
- Encourage mixed-use development facing the future town hall site.
- Maintain connected pedestrian circulation between the town hall site, transit stops, and town activity nodes.
- Create a public gathering place facing Edmonston Road within the relocated town hall site as a civic green.
- Create a new street (Spring Street) on the existing paper street, north of the future town hall, to foster a street grid fabric.
- Explore opportunities for mixed-use development north of the proposed new street (Spring Street).

Policy 3:

Ensure high-quality design for all future development in the Bladensburg Town Center Character Area.

Strategies:

- Develop urban design standards to establish a consistent design character in the town center.
- Develop a historic preservation plan to manage, preserve, and integrate all historic sites and structures.

Policy 4:

Ensure that Bladensburg's historic resources are visible and accessible.

Strategies:

- Improve the physical and visual access to the Bostwick House site from Annapolis Road.
- Integrate the Market Master's House and the historic Market Square into the town center as a visitor destination as well as a resident resource.

- Reconnect St. Paul's/Free Hope Baptist Church visually and physically with the town center and ensure that it is situated to allow recognition of its significance.
- Request documentation from the Cultural Resources Section of the Maryland State Highway Administration pertinent to the archeological survey and testing of the Market Square properties as development proposals occur to ensure proper restoration of the historic character of the landscape while ensuring preservation of buried archeological resources.

Policy 5:

Undertake traffic-calming and pedestrian improvements on key thoroughfares to provide a viable pedestrian-oriented town center in Bladensburg.

Strategies:

- Create a safe and pleasurable passage for pedestrians and bicycles along Annapolis Road to the Bladensburg Waterfront Park entrance, modifying the Kenilworth Avenue tunnels to enhance the pedestrian experience and foster a sense of safety.
- Provide a signalized intersection at the entrance to Bladensburg Waterfront Park to make entering and exiting the park safe and convenient for pedestrians and vehicles.
- Provide a landscaped median and pedestrian crossings on Annapolis Road and develop a new streetscape that includes wider sidewalks on both sides and bus pull-off areas.
- Minimize the number of commercial driveway cuts along Annapolis Road by consolidating access points and utilizing alley access to rear parking where possible.
- Install appropriate traffic-calming features and provisions for on-street parking on 48th Street and Edmonston Road.
- Upgrade existing thoroughfares to improve pedestrian and bicycle access to the waterfront.
- Develop a comprehensive streetscape plan for the town center and vicinity.

Policy 6:

Undertake open space improvements in the Bladensburg Town Center Character Area.

Strategies:

- Utilize existing public rights-of-way for open space improvements on Upshur Street.
- Consider the M-NCPPC property, South Bladensburg Community Park, located south of Quincy Street for open space improvements to meet the neighborhood demand for active park facilities.
- Utilize existing and proposed thoroughfares for open space improvements and linkages through streetscape enhancements and clear connections to the parks and trail systems.
- As a part of the county's Water Resources Plan, study stormwater management techniques that are appropriate to incorporate as part of any open space improvement opportunity (for example, the Bladensburg South Community Park could expand the existing wetland/stormwater management feature).

Policy 7:

Pursue public/private partnership opportunities that implement the Bladensburg Town Center.

Strategies:

- Study the opportunities for joint use development of the Bostwick House property and the Bladensburg Shopping Center.
- Explore public/private development opportunities for the privately owned Market Master's House and historic Market Square site.
- Investigate opportunities for public/private partnerships that implement the town center development goals for town-owned properties.
- Explore the opportunity for townhouse residential development around the site of the existing town hall.
- Pursue public/private partnerships to redevelop the parcels surrounding the Publick Playhouse to support the theater, provide visitor services, and offer new housing opportunities.

Policy 8:

Retain and support existing housing.

Strategies:

- Utilize existing bungalow-style housing as an architectural precedent for additional and/or infill housing.
- Explore the opportunities to utilize federal, state, and county grant programs to support housing rehabilitation.
- Increase home ownership through innovative state and county loan and employee/employer partnership programs throughout the Town of Bladensburg.

Policy 9:

Encourage new residential development to provide housing opportunities for the community.

Strategies:

- Explore options to develop condominium home ownership opportunities.
- Support new mixed-use development that provides upper floor residential opportunities.
- Utilize government and privately sponsored home ownership programs to increase home ownership opportunities.
- Explore options to create home ownership opportunities with new infill single-family houses.

Policy 10:

Retain and improve police, fire, and post office uses north of the town center.

Strategies:

- Support development of a new municipal police facility on the town-owned visitor center site adjacent to the existing volunteer fire station at the intersection of Tilden and Edmonston Roads.
- Retain the existing post office use and evaluate any future plans for expansion of the facility relative to maintaining the neighborhood character.
- Retain the existing volunteer fire station and review additional redevelopment proposals on the fire department property for compatibility with the existing neighborhood character.



Map II: Bladensburg Road Town Center Character Area



ENVIRONMENTAL INFRASTRUCTURE

GOAL

Ensure an interconnected system of public and private lands that contains significant areas of woodlands, wetlands, wildlife habitats, and other sensitive areas, as well as developed areas that benefit from retrofitting and restoration using environmental site design. Provide the Port Towns Sector Plan area with well-designed and strategically located open spaces connected by tree-shaded walks and streets, making the Port Towns a desirable community in which to live, work, and shop. Ensure the livability of the area is enhanced by incorporating the landscape, both natural and built, into the redevelopment of the area.

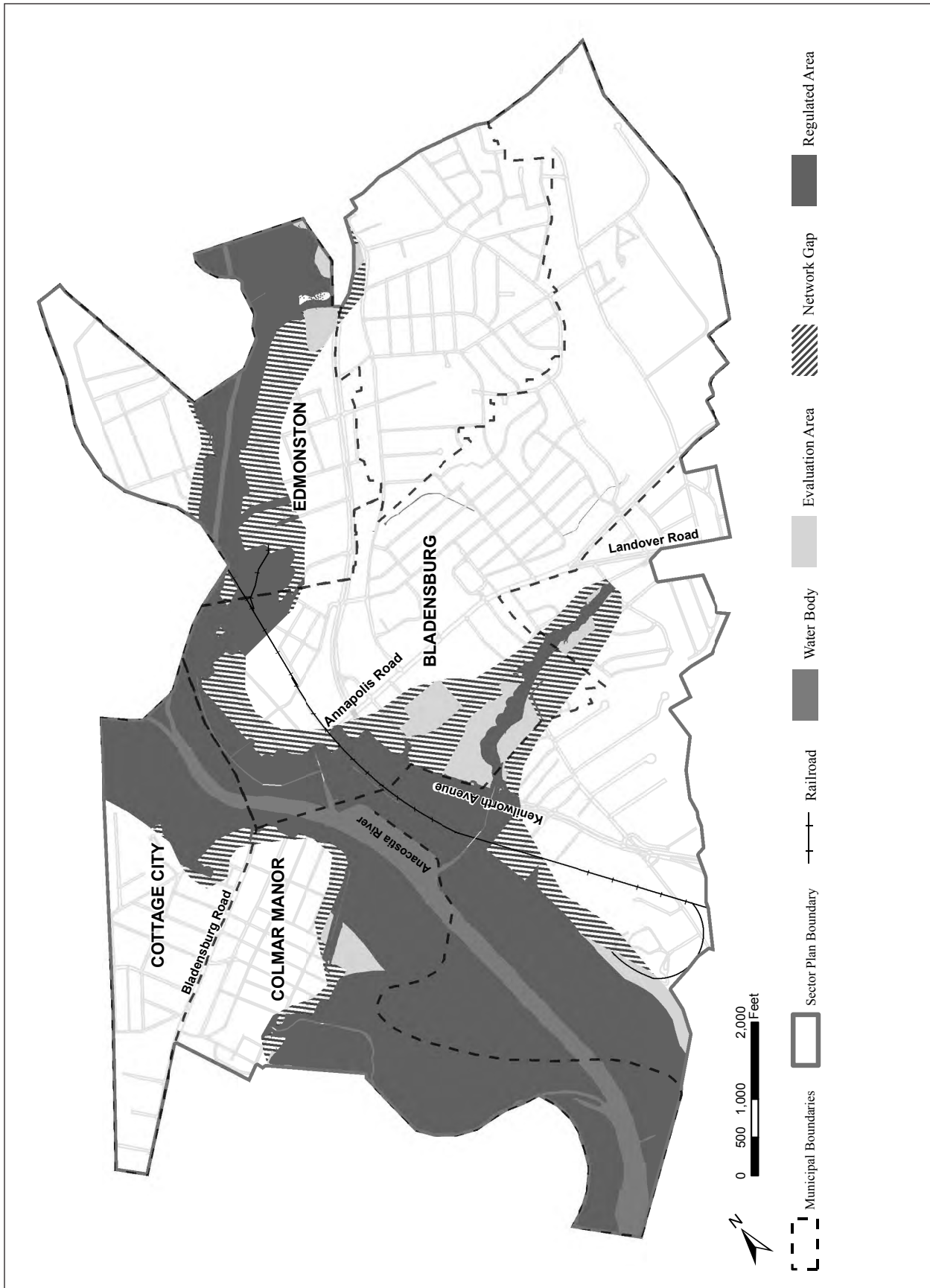
BACKGROUND

The Port Towns plan area is highly urbanized, with significant amounts of impervious surfaces. The majority of the plan area was developed years ago and much of the development that currently exists was not subject to the strict environmental regulations of today. The Port Towns Sector Plan offers an opportunity to retrofit these highly developed areas to include more environmentally sensitive site design initiatives that will lead to environmental and social health and the long-term economic viability of the area. The plan will identify the remaining natural landscape and propose preservation and enhancement strategies to ensure that existing development, as well as redevelopment, is sustainable and within the development capacity of the environmental systems.

GREEN INFRASTRUCTURE

The 2005 *Approved Countywide Green Infrastructure Plan* was developed to protect, enhance, and/or restore important environmental features of countywide significance. For this sector plan, the countywide network was not modified to include any additional areas of local significance because these areas were already included in the countywide network. (See Map 12: Green Infrastructure Network Map.)

The designated green infrastructure network is divided into three environmental assessment categories: regulated areas, evaluation areas, and network gaps. Regulated areas contain environmentally sensitive features such as streams, wetlands, buffers, the 100-year floodplain, and steep slopes that are currently regulated (i.e., protected) during the land development process. Evaluation areas contain environmentally sensitive features, such as unique wildlife habitats that are not currently regulated (i.e., protected) during the development review process. Network gaps comprise areas that are critical to the connection of regulated and evaluation areas and are targeted for restoration in order to support the overall function and connectivity of the green infrastructure network. Networks need to be connected to provide the best possible environment for the preservation of all aspects of an ecosystem, which includes vegetation, wildlife habitat, and water quality.



Map 12: Green Infrastructure Network

Due to the highly impervious and built nature of this sector plan area, a large portion of the plan area lies outside of the green infrastructure network. The existing dominant green infrastructure network flanks the Anacostia River providing natural connectivity between the four Port Towns communities. Many of the streams in this plan area have been piped into a storm drain system that forms channelized tributaries to the Anacostia River. This plan includes strategies to address greening of the existing and proposed stormwater infrastructure and incorporating the built environment into the natural system as a benefit, and thereby mitigating the negative effects of conventional development techniques to quality of life in the area.

It should be noted that the environmental resources shown on all the maps are conceptual in nature and have not been validated in the field. They are based on the best available information. Before detailed plans are developed for any property, an approved natural resource inventory is required to validate the environmental resources on site.

PRIMARY AND SECONDARY CORRIDORS

The Anacostia River is identified as the primary green infrastructure corridor in this plan and supports the Anacostia stream system running north to south in the center of the planning area. The Northwest and Northeast Branches are identified secondary corridors flowing into the Anacostia from the northwest and northeast respectively. All three stream systems flow into the Potomac River and eventually into the Chesapeake Bay.

Anacostia River

The Anacostia River is a tributary of the Potomac River and a primary corridor within the Port Towns planning area. The preservation and restoration of the natural environment and the river's scenic character is a priority in this plan. Much of the Anacostia watershed requires innovative policies and strategies to improve water quality. The high-to-medium density land use in the Port Towns should include policies to provide conservation methods to protect this river and its tributaries. The Anacostia also supports a stream valley greenway and trail system running between the District of Columbia and the Potomac River.

Northwest and Northeast Branches

The Northwest and Northeast Branches' stream corridors within the plan area are highly urbanized and lack a supportive green infrastructure. Because the Northwest and Northeast Branches are named as secondary corridors within the planning area, they should be managed and protected to support the environmental integrity of the area. These secondary corridors are areas where connectivity is critical to the long-term viability of the primary corridor.

WATER QUALITY

The sector plan area drains, via the Anacostia River, to the larger Potomac watershed and ultimately to the Chesapeake Bay. The Port Towns area is centered on the confluence of the Northeast and Northwest Branches, forming the headwaters of the Anacostia River. Water quality assessments ranked both the Northwest and Northeast Branch as having "very poor" conditions when measured for benthic invertebrates and habitat quality.¹ The degraded conditions of these streams are attributed to the high impervious surface acreage within their respective watersheds. These impervious surfaces do not allow rainfall to infiltrate back into the ground, and therefore creates an impermeable layer that causes the stormwater to flow off the land into existing stormwater management systems, which is subsequently piped to streams. Because the impervious areas lack anything to slow the water's velocity as it travels downhill, the stream systems eventually receiving this influx of water are severely eroded due to the water's unchecked velocity. This sector plan will address the degraded water quality of existing streams within the study area by incorporating environmentally sensitive site design into the desired development pattern.

Healthy stream water habitats depend on keeping in-stream water temperatures relatively low. Because impervious surfaces such as asphalt hold higher heat temperatures than vegetated areas, the threat of increased stream temperature after rainfall can greatly

¹ Scale includes "good," "fair," "poor," and "very poor." Prince George's County has no streams rated "good."

damage the fish populations in the Northeast and Northwest Branches. This plan shall propose methods to address the issue of stormwater cooling in order to reduce runoff temperatures and create healthy living conditions for fish and other aquatic life.

Urbanization changes the hydrologic equilibrium of the land surface and the receiving estuarine environments. These changes include: increases in peak flow and total volume of stormwater runoff; accelerated stream channel erosion; decreases in receiving stream baseflow; and decreases in water quality and the stream environment. Efforts to control these conditions in Maryland have resulted in statewide programs for erosion and sediment control, stormwater management, and floodplain management.²

Floodplains

A floodplain is an integral part of the stream system. It provides storage capacity for high flows, helps reduce the erosive power of the stream during a flood, reduces the discharge of sediment during high flow periods, and helps flood waters to move safely downstream. Floodplains also offer opportunities for wildlife habitat, which can increase the biotic diversity of a stream. The 100-year floodplain is that land area adjoining the stream that has a one percent or greater probability of flooding in any given year. Floodplains provide streams with natural buffer and water quality benefits.

It is the policy of Prince George's County to preserve the 100-year floodplain as part of the natural system of a stream, and to further preserve it in a natural state in order to provide adequate storage for flood waters and sufficient carrying capacity to safely move flood waters downstream. Where existing structures in the 100-year floodplain cannot be protected in an environmentally sensitive and cost-effective manner, the county may offer to acquire them to reduce the potential for property damage and eliminate potential obstruction of flood water. Future development is not permitted within the ultimate 100-year floodplain. Prince George's County has used ultimate conditions

² Report on Stormwater Management Act of 2007, Environmental Matters Committee, Education, Health, and Environmental Affairs Committee, May 2008, Maryland Department of the Environment.

hydrology to determine flood discharges and to map areas of the county experiencing rapid urban and suburban growth. Ultimate conditions hydrology and mapping uses projected land-use conditions based on a community's zoning maps and/or comprehensive land-use plans in determining flood discharges, flood elevations, and corresponding areas at risk.

Prince George's County has, through The Maryland-National Capital Park and Planning Commission, established a policy to acquire stream valley parks throughout the county. Stream valley park acquisition permits public ownership of the floodplain, thus eliminating pressure for private development and providing recreational opportunities. Stream valley parks will continue to be an important component of the county's recreation, open space, and flood management programs.³

Wetlands

Wetlands commonly receive the bulk of stormwater runoff from development sites because they are usually located at low points where runoff is directed. This can result in impacts such as sediment deposition and pollutant accumulation in wetlands, changes to wetland hydrology, and a shift in the makeup of wetland vegetative communities. These indirect impacts, although they originate outside the wetland itself, can drastically change wetland functions, such as flood control, habitat, and water quality protection.

Urban Tree Canopy

The term "urban forest" includes trees that grow individually, in small groups or in forested conditions, located on public or private lands in cities and towns. Urban tree canopy provides many benefits to communities. It reduces the overall temperature of built spaces, it provides oxygen, it removes pollutants from the air and, when strategically planted or preserved, improves water quality by absorbing pollutants from stormwater runoff. Trees also provide beauty and a sense of proportion to the built environment, adding to the overall desirability of a place to live, work, and play.

³ <http://www.co.pg.md.us/Government/AgencyIndex/DER/ppg/floodplains.asp#flood>.

The goal set forth in the 2002 Approved General Plan is to maintain 26 percent urban tree canopy and forest cover in the Developed Tier. The lack of tree cover in the sector plan area leads to increasing environmental degradation, but can be easily slowed down and reversed. As new and redevelopment occurs in this area, planting and preserving trees should be enforced. Community tree planting efforts should also be encouraged in order to continue to add to the amount of tree canopy over time.

Watersheds

Watersheds are land areas that drain surface and ground water to a downstream water body such as a river, lake, or estuary. Watershed drainage areas vary in size, but urban watershed forestry generally deals with watersheds ranging from 20 to 100 square miles or more. The principles of urban watershed forestry sets watershed-based goals for managing the urban forest as a whole, rather than managing forest resources on a site-by-site or jurisdictional basis, and provides strategies for incorporating forests into urban watershed management. Given their size, watersheds may encompass many political jurisdictions, contain a mix of land uses (forest, agricultural, rural, suburban, and urban), and have a broad range of pollution sources. Each watershed is composed of a number of smaller watersheds called subwatersheds, which, as a general rule of thumb, have a drainage area less than ten square miles and include streams ranging from first to third order.

Stormwater

Untreated stormwater runoff from urban development is a major source of pollution to local streams, rivers, the Chesapeake Bay, and coastal bays. To achieve targeted reductions in nutrient and sediment loads to receiving waters and protect stream channel stability, stormwater management is required of new and redevelopment projects.

Water Resources Functional Plan

Prince George's County is developing a countywide water resources functional master plan. This new planning element addresses the relationship of planned growth to water resources for both waste disposal and safe drinking water. It is a requirement of all county and municipal governments in the state. The element must identify drinking water and other water resources adequate for the needs of existing and future development proposed in the land use element of the General Plan. It must also identify suitable receiving waters for both wastewater and stormwater management to meet the needs of existing and projected development proposed in the land use element of the comprehensive plan. Resource issues expected to be addressed in these elements include water resource protection areas, groundwater resources, water quality standards and total maximum daily loads (TMDLs). The plan will address stormwater issues on a watershed basis, addressing in particular, how much development the county's watersheds can accept before nutrient load thresholds (i.e., the amount of nitrogen and phosphorus discharged from wastewater treatment plants and stormwater runoff) are exceeded. The water resources plan is expected to make countywide recommendations regarding stormwater management design and the use of environmentally sensitive design techniques.

The Built Environment

Portions of the plan area are proposed for redevelopment while others are to remain as they currently exist. Due to degradation of the natural ecosystems in the area, it is important to restore the ecological functions of these systems through created infrastructure such as low-impact stormwater management, sustainable building techniques, conservation landscaping techniques, and other innovative environmentally sensitive techniques.

Flooding

In some cases, retrofitting existing buildings or regrading a yard can help reduce the potential for flood damage to structures and their contents. Retrofitting techniques include elevating buildings above flood levels, wet or dry floodproofing (commercial structures only), and installing backflow preventers to protect floors and contents from sewer backups. A building permit may be required for retrofitting and structural projects.

- **Flood Warning Program**—The county has a comprehensive flood warning program for the Western Branch and Anacostia River that includes a state-of-the-art stream gauge network and flood warning system.
- **Flood Protection Assistance**—The county offers technical assistance to residents with drainage and flooding problems. In addition, a number of capital projects are undertaken to mitigate for potential flood events. Capital projects include acquisition of flood-prone structures, floodproofing, and construction of drainage improvement projects.
- **Development Review Activities**—DER reviews development proposals to ensure compliance with relevant floodplain, stormwater management, and grading ordinances to protect the health, safety and welfare of local residents and businesses.
- **Maintenance of Stormwater Management Facilities**—All ponds and stormwater management facilities that are publicly owned are maintained by the county’s Department of Public Works & Transportation (DPW&T).

Green Building

Increasing importance is being given to sustainable building techniques, which seek to create structures that protect the occupants’ health while utilizing natural resources more efficiently in order to reduce the overall operating costs. These buildings, often called “green buildings,” have social, economic, and environmental benefits that seek to maintain a quality of life for future generations while incorporating the needs of today’s residents.

The sector plan area, as has been mentioned, is a highly urbanized area that has opportunities to redevelop using sustainable building practices. The social and economic benefits of these buildings are great, but the environmental benefits have long-term effects. Sustainable buildings are able to enhance and protect the sensitive urban ecosystems that exist, while improving air and water quality to enhance quality of life for the building occupants as well as the surrounding communities. Energy conservation through techniques that utilize water reuse or renewable resources such as solar, wind, and geothermal can provide decreased emissions of noxious gases and reduce contributions to green house gasses; a major concern for climate change. A sustainably designed building can save energy costs, decrease the amount of heat discharged in urban areas, help to reduce carbon emissions to both the air and water, and reduce the waste associated with conventional building practices.

Low-Impact Development Technology/ Environmental Site Design

Low-impact development (LID) is a cost-effective alternative stormwater management technology that can be used to restore water quality of the streams in urban watersheds. LID combines the following six principles to protect and restore natural watershed features and improve water quality:

- Conserve existing natural and topographic features.
- Retrofit to minimize environmental impacts from cleared land and impervious surfaces.
- Maintain or lengthen the pre-existing detention time of storm events.
- Install integrated management practices.
- Reduce contaminant migration and releases to surface waterways.
- Provide education about simple-to-install pollution prevention measures.

Noise

Noise is generally defined as any form of unwanted sound. Noise is a composite of all background noises emanating from point and nonpoint sources and is transferred to a receptor or receiver. The amount of noise transmitted can vary considerably due to elevations, the existence of barriers, and project design. In general, the noise environment of the sector plan area is within the parameters set by the state of 65 dBA Ldn for residential outdoor activity areas and 45 dBA Ldn for indoor living areas in residential uses.

The major sources of noise in the plan area are Kenilworth Avenue (MD 201), Landover Road (MD 202), Rhode Island Avenue (Alt. US 1), and Bladensburg/Annapolis Roads (MD 450). These roads are classified as collector or arterial and generally produce noise levels above 65 dBA Ldn, the maximum state standard for residential uses. The 65 dBA Ldn noise contour extends approximately 300 feet from the centerline of the roadway as determined using a noise model. The noise model does not account for noise reductions that may be achieved by changes in topography or intervening structures and vegetation, so the actual levels of noise may vary from site to site.

Light Pollution

Light pollution is defined as light that causes a glow in the night sky from artificial sources such as street lights, lights from commercial uses, and light from residential sources. Light pollution also includes “light spill-over” when one property is more brightly lit than an adjacent one. The widely accepted “Crime Prevention through Environmental Design” (CPTED) guidelines were written to address how built environments can be designed to help reduce crime. The basic principle CPTED sets out is that light levels should be kept as constant as possible from one property to the next in order to reduce the amount of time that the human eye needs to adjust to the different light levels. This lighting scheme has the ability to reduce crime by providing an even level of light across various properties. Reducing light pollution also serves to reduce overall energy costs by directing the correct light levels in the right places, thereby reducing the need for higher wattage fixtures. The main sources of light pollution in the sector plan are the existing commercial uses, in particular the auto-related uses.

Air Pollution

The negative effects of air pollution are becoming increasingly recognized and efforts to mitigate its effect are being undertaken nationwide. Air quality issues result mostly from nitrogen oxide gases (NOx) and volatile organic compounds (VOCs) that are mostly by-products of burning gasoline and coal. These gases combine when heated up by hot summer days and increasingly warming urban areas to create ozone, which can be detrimental to the health of humans, animals, and plants alike.

Asthma, the respiratory ailment most related to air pollution, has been increasing over the last few decades. According to the Centers for Disease Control, Maryland has among the highest percentages of teenage asthma in the U.S. (over 9.8 percent), and asthma is generally higher in urban and African-American communities.⁴

At this level of planning, it is difficult to address the regional problem of air pollution. The Washington metropolitan area is considered a “non-attainment area” by the EPA for air quality, mainly due to high levels of ozone. One of the sources of ozone is the mixing of vehicle exhaust in the atmosphere and the heating effect of the earth. If the overall number of vehicle trips can be reduced, the amount of ozone formed can be reduced, therefore reducing overall air pollution.

There are several small steps that could be taken to improve air quality in the sector plan that include reducing the overall number of vehicle miles traveled, providing a network of linkages for alternative forms of transportation and providing more opportunities for ride sharing. When combined with increases in tree canopy and the implementation of sustainable building techniques, localized air quality can be improved.

OBJECTIVES

- Implement the sector plan’s desired development pattern while protecting environmentally sensitive features by meeting the full intent of environmental policies and regulations.
- Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

⁴ Center for Disease Control statistics regarding asthma, 2006

- ▣ Address, through appropriate measures, issues of energy consumption, light pollution, air pollution, and noise impacts.
- ▣ Utilize environmentally sensitive design and sustainable building solutions for new and redevelopment opportunities.

Policy 1:

Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies:

- ▣ Identify appropriate stormwater management strategies to alleviate the water quality impacts of land development and stream channel erosion and assist in the attainment and maintenance of water quality standards consistent with federal, state, and county programs and regulations.
- ▣ Identify highly visible, ecologically significant restoration projects within the primary corridors. Target mitigation efforts to include expanded vegetative buffers along streams, wetlands, and at headwaters for preservation of open space and utilize linear stormwater systems, sediment ponds, and created wetland systems as stormwater management strategies that function as public amenities.
- ▣ Implement conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- ▣ Include trash reduction and removal strategies for urban stormwater management and storm drainage programs along the Northwest Branch of the Anacostia River.
- ▣ Increase education and awareness of the trash issue throughout the Anacostia Watershed.
- ▣ Implement demonstration projects in open space areas that provide educational information regarding the importance of preserving water quality and explain the innovative techniques used to do so.
- ▣ Explore public/private partnerships to fund the relocation of the wastewater intake now on the site of Spa Spring in order to restore the area to its natural state.

Policy 2:

Require new and infill development to implement stormwater management techniques that minimize the amount and toxicity of stormwater runoff from a site.

Strategies:

- ▣ Require the first inch of rainfall to be controlled on-site through methods that facilitate infiltration, evapotranspiration, or reuse of the stormwater where appropriate.
- ▣ Require environmentally sensitive design stormwater techniques such as rain gardens, bioretention and infiltration areas, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream stabilization to the fullest extent possible.
- ▣ Require the use of shared environmentally sensitive stormwater management facilities where appropriate.
- ▣ Require street tree plantings to be incorporated to manage stormwater management as an element of both green streets and open space enhancement.
- ▣ Establish maximum impervious surface percentages in urbanized areas during the evaluation of development proposals. Disconnection of large tracts of impervious surfaces shall be achieved through the use of alternative pavers, soil amendments and conditioning, bioretention areas, rooftop gardens, and other landscaping techniques that increase infiltration.
- ▣ Design parking areas as either shared or as structured lots. The use of parking garages and/or underground parking shall be priorities.

Policy 3:

Implement environmentally sensitive design building techniques and reduce overall energy consumption.

Strategies:

- Encourage the use of green building techniques as designated by the U.S. Green Building Council. New building designs should incorporate the latest environmental technologies in project buildings and site designs. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.
- Require the use of at least three green building techniques on each new and redevelopment project, including but not limited to:
 - Creation of gray water reuse system.
 - The use of low volatile organic compound (VOC) materials.
 - Recycled and/or sustainable building materials as designated by the U.S. Green Building Council.
 - Green roofs.
 - Renewable/alternative energy sources such as wind, solar, and geothermal.
- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings to support the health and wellness of county residents and workers.
- Reduce energy consumption through the use of more effective and energy efficient indoor and outdoor lighting and air movement systems.

Policy 4:

Preserve and enhance the existing urban tree canopy.

Strategies:

- Require a minimum of ten percent tree canopy coverage on all new and redevelopment projects and encourage the preservation of existing specimen trees (trees 30 inches or greater in diameter at breast height).

- Encourage the development of community-based tree planting programs and where possible direct fee-in-lieu monies collected for conformance with the Woodland Conservation Ordinance to those programs.
- Encourage a diversity of native-stock trees when planting street, landscape, and lawn trees in order to promote ecosystem health and resiliency against disease and destruction.
- Increase the percentage of urban tree canopy by planting trees and other vegetation especially along roadways, in median strips, and within residential communities.
- Plant trees in strategic locations to cool buildings and mechanical equipment to reduce overall energy consumption.
- Support the creation of a countywide tree management plan to ensure the adequate maintenance and replacement of street trees in public spaces in order to minimize damage to private property.

Policy 5:

Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

Strategies:

- Encourage the use of lighting technologies for athletic fields, shopping centers, gas stations and vehicle sales establishments that reduce light intrusion on adjacent properties so that safe and even light levels are maintained.
- Encourage the use of full cut-off optic light fixtures.
- Detailed lighting plans should be submitted for new and redevelopment proposals to ensure light is properly directed on a site and minimizes glare on other sites.

Policy 6:

Reduce air pollution to support community health and wellness and champion nonmotorized alternatives by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Strategies:

- Design new and redevelopment projects to minimize the need for motor vehicle trips and to prevent conditions that may create local air pollution nuisances.
- Provide an improved, continuous network of sidewalks and bikeways to facilitate safe pedestrian use and access.
- Provide park-and-ride lots along major roads for carpools, vanpools, and transit users.
- Incorporate tree planting and vegetated areas into redevelopment plans and encourage tree planting on existing properties.

Policy 7:

Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies:

- Evaluate development and redevelopment proposals for the impacts of noise from Kenilworth Avenue, Rhode Island Avenue, and Bladensburg Road. Each site will be evaluated for conformance with noise standards using Phase I noise studies and noise models.
- Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.
- Provide noise attenuation measures when noise issues are identified.
- Provide sound barriers between incompatible uses where appropriate.
- Restrict hours of operation for uses that produce excessive noise.



TRANSPORTATION

GOAL

The sector plan area contains a fully integrated multimodal network of transportation elements that are safe and reasonably facilitate the movement of people and goods through and within the sector plan corridors by viable and reliable alternative transportation choices that will include bus and future fixed guided transit, walking, bicycling, and driving. The recommended transportation system, in a pleasant and friendly manner, will connect and provide convenient access to existing and planned residential, retail, and employment areas identified by the recommended land use plan.

BACKGROUND

The sector plan is served by a broad transportation network that includes residential streets, collector streets, arterial highways, bus transit services, hiker/biker trails, and sidewalks. The amount of through traffic on major roadways serving the sector plan area has resulted in relatively heavy traffic congestion mostly during the morning and afternoon peak commuting hours. Closely spaced business entrances (individual curb cuts), inadequate or missing pedestrian facilities (sidewalks, trails, and visible crosswalks), numerous utility poles and overhead hanging utilities, districting signs, lack of appropriate landscaping and buffer areas, deficient nighttime pedestrian-scale street lighting, and traffic traveling at unsafe speeds have resulted in a less than inviting environment. These are among the reasons that pedestrian movement through the area is minimal or nonexistent, and the area has become highly auto oriented. Other transportation related issues and concerns that have been raised by citizens, elected officials, and planning staff are overall lack of

streetscape and inadequately sized and unattractive connections between residential neighborhoods, commercial areas, and nearby Metro stations.

As a result, the recommended transportation system for the Port Towns area needs to concentrate on maximizing the utility of the existing transportation network and the changes that will:

- Improve the ability of internal roadways to safely and efficiently manage the current and projected traffic volumes.
- Provide adequate accessibility to all existing and planned development and activities.
- Provide pleasant and direct connections to existing nearby heavy rail and planned fixed guided transit (FGT).
- Define and incorporate streetscape that is pleasant and inviting and improves the visual and functional qualities of major roadways serving the Port Towns.
- Reduce dependency on use of automobile.
- Include interconnected system of crosswalks with an attractive and safe pedestrian network that encourages walking to work, shops, schools, parks, and transit.

The Port Towns Sector Plan area is within the 2002 General Plan's designated Developed Tier, therefore, and in addition to above listed objectives, the recommended transportation infrastructure will also need to:

- Capitalize on investments in transportation and other infrastructure.
- Maintain/renovate existing public infrastructure.

- Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods.
- Renew/redevelop commercial strips.
- Capitalize on public investment in the existing transportation system.
- Ensure transit supportive and transit serviceable development.
- Require pedestrian-oriented and transit-oriented design.

TRANSIT ELEMENT

BACKGROUND

The Washington Area Transit Authority (WMATA) and the Prince George’s County Department of Public Works and Transportation (DPW&T) provide transit and bus service to the area. Although the Maryland Railroad Commuter (MARC) passes north of Annapolis/Bladensburg Road, it does not make any stops within the sector plan area. The closest MARC station that could be used by the sector plan area’s residents, workers, and visitors is the Riverdale Park Station, located more than 2.5 miles north of the sector plan area.

The F1, F2, F8, T18, 84, and 85 are WMATA routes operating along a portion or the entire segment of Annapolis/Bladensburg Road within the sector plan area, and provide connections to the Metrorail system at the Fort Totten Station (Red Line), the West Hyattsville, and the College Park Stations (Green Line), and the Deanwood and Cheverly Stations (Orange Line). The WMATA’s bus route R12 operates along Kenilworth Avenue and provides connections to the Metrorail system at the College Park Station (Green Line) and the Deanwood Station (Orange Line). WMATA bus routes 84 and 85 serve Annapolis/Bladensburg Road and Edmonston Road and provide connections to the Metrorail system at the Fort Totten Station (Red Line) and the New Carrollton Station (Orange Line). The county’s (TheBus) route 18 services the sector plan area by operating along Annapolis/Bladensburg Road and providing connection to the Metrorail system at the West Hyattsville Station (Green Line) and the Cheverly Station (Orange Line). Most of these routes converge in the proximity of the Peace Cross area and the Bladensburg Waterfront Park. These routes together in and around the sector plan area provide over 15,500 daily passenger trips.

Goal

Plan an integrated bus transit, and eventually FGT, with an additional MARC station in Cottage City close to the western gateway of the Bladensburg corridor that provide efficient and user-friendly transit service that will supplement and, within the sector plan area, supplant the private automobile as a mobility option.

Policy 1:

Explore the possibility of a “Metro Connector” system that would provide a bus loop through each character area, and ultimately connect to nearby metro station(s).

Strategies:

- Explore and ensure that DPW&T, WMATA, and MTA will comprehensively coordinate for planning and design for the provision of a new MARC Station in Cottage City close to the western gateway of the Bladensburg corridor.
- Explore and ensure that DPW&T, WMATA, and MTA will comprehensively coordinate for planning and design to extend the planned Rhode Island Avenue FGT in the District of Columbia to connect the Port Towns to the proposed Purple Line Station at Kenilworth Avenue and East West Highway (MD 410) in Riverdale Park.
- Investigate and construct additional roadways and access driveways to ensure adequate linkage between the planned development areas, the Bladensburg Waterfront Park, the proposed FGT, and the planned transit center.
- Explore ways to stage the needed transit service enhancement and the construction of the planned Port Towns FGT and transit center to accommodate the planned development within the sector plan.
- Explore the feasibility of constructing a Port Towns transit center, similar to the planned Takoma-Langley Park transit center, in the vicinity of Peace Cross and Bladensburg Waterfront Park.
- Ensure that planned roadways and access roads are designed and constructed with cross sections that can accommodate transit bus service and provide reasonable linkage between the existing and planned activity nodes within the sector plan, the existing Metro stations, and the planned Port Towns MARC station.

Policy 2:

Comprehensively and aggressively plan for increased bus service including all day and weekend service with minimum 30-minute headways. The minimum 30-minute headway equates to at least two buses serving the same route and stations during an hour.

Strategy:

- Coordinate with DPW&T and WMATA to provide unified, well-lit, accessible, attractive, durable, and all-weather bus shelters with benches, trash cans, dual language route maps and schedules, and highly visible and effective wayfindings at all bus stops throughout the corridor, and especially along Annapolis, Bladensburg, and Edmonston Roads.

Policy 3:

Evaluate the feasibility of constructing new park-and-ride facilities within the sector plan area.

Strategy:

- Consideration for park and ride facilities should be given to the following locations:
 - At the eastern gateway of Annapolis Road and in close proximity to the Publick Playhouse.
 - At the Peace Cross area and in close proximity to the Bladensburg Waterfront Park and nearby historic buildings and properties.
 - At the western gateway of the Bladensburg corridor and near the proposed MARC Station.

Policy 4:

Encourage transit-oriented development (TOD) within the sector plan area. All new development and redevelopment applications should incorporate and be reviewed for transit, bicycle, and pedestrian supportive design.

Strategy:

- Explore ways of targeting and marketing community outreach efforts both in English and Spanish on an on-going basis to ensure that all sector plan area residents and workers are aware of available transit services and to provide education

and training classes regarding traffic rules and safe pedestrian behavior.

Policy 5:

The sector plan recommends the establishment of a transportation demand management district (TDMD) for the sector plan area, in accordance with Section 20A-204 of the Prince George's County Code. The main purpose of the TDMD is to help implement the General Plan policies for the Developed Tier by recommending timely transportation-related improvements or actions that will reduce, or divert to other modes, the vehicle trips generated by the preferred development for the sector plan.

ROADWAY ELEMENT

GOAL

Develop a transportation system that improves existing and recommend construction of new roadways with minimal disruptions that is safe, efficient, and accessible; reduces dependency on the automobile; and supports the sector plan's proposed and preferred development and land use concept.

BACKGROUND

The 2007 annual average daily traffic (AADT) volumes along major roadways serving the sector plan area ranges from 36,000 vehicles along Annapolis/Bladensburg Road (MD 450), 33,000 vehicles along Kenilworth Avenue (MD 201), 24,000 vehicles along Landover Road (MD 202), 14,000 vehicles along Baltimore Avenue (Alt. US 1), 9,000 vehicles along 38th Street (MD 208) 7,000 vehicles along Edmonston Road, to 6,000 vehicles along 48th/Quincy Streets.

The Annapolis/Bladensburg Corridor, which is approximately three miles long within the sector plan area, extends from Eastern Avenue to MD 202. This road corridor serves as a "main street" for the Port Towns area, but little exists along it to create a unique identity. This corridor at present time mainly caters to the automobile, much as it has for the latter half of the twentieth century, which contributes to an unfriendly pedestrian environment. Parking lots dominate much of the retail shopping areas and discourage visitors who are unfamiliar with the Port Towns area and whose impressions are made solely on appearance.

Sidewalks are not continuous and accessible. The corridor streetscape needs upgraded amenities including well-defined crosswalks, street trees, pedestrian-scale lighting, and signage.

Baltimore Avenue/Alt. US 1 is currently used as a high-speed bypass road for traffic going to and from the District of Columbia. The presence of numerous unrestricted driveways along both sides of these parallel one-way roads, relatively fast and uncontrolled vehicle movements, and lack of adequate and continuous sidewalks and pedestrian crossings have resulted in an unsafe environment for all users along these roadways in the vicinity of the Peace Cross junction and Bladensburg Waterfront Park.

The convergence of Annapolis and Landover Roads, two major east/west arterial roadways serving the Port Towns area, is unattractive and unsafe for the level of pedestrian activity that is present or is projected for the immediate area. The area also provides limited safe connections for vehicular and pedestrian movements between neighborhoods located to the north and south of this area.

The key roadway issues for the Port Towns area that need to be addressed include: the need to improve vehicular and pedestrian connections to the waterfront area; the potential “canyon effect” and barriers created by the Kenilworth Avenue overpass and the recently completed CSX railroad bridge between 46th and 47th Streets; the lack of accessibility and visibility of the area’s historic properties, especially near the

Kenilworth Avenue overpass; lack of a convenient pedestrian environment near the existing Publick Playhouse; and pedestrian accessibility and safety along major roadways serving the Port Towns area.

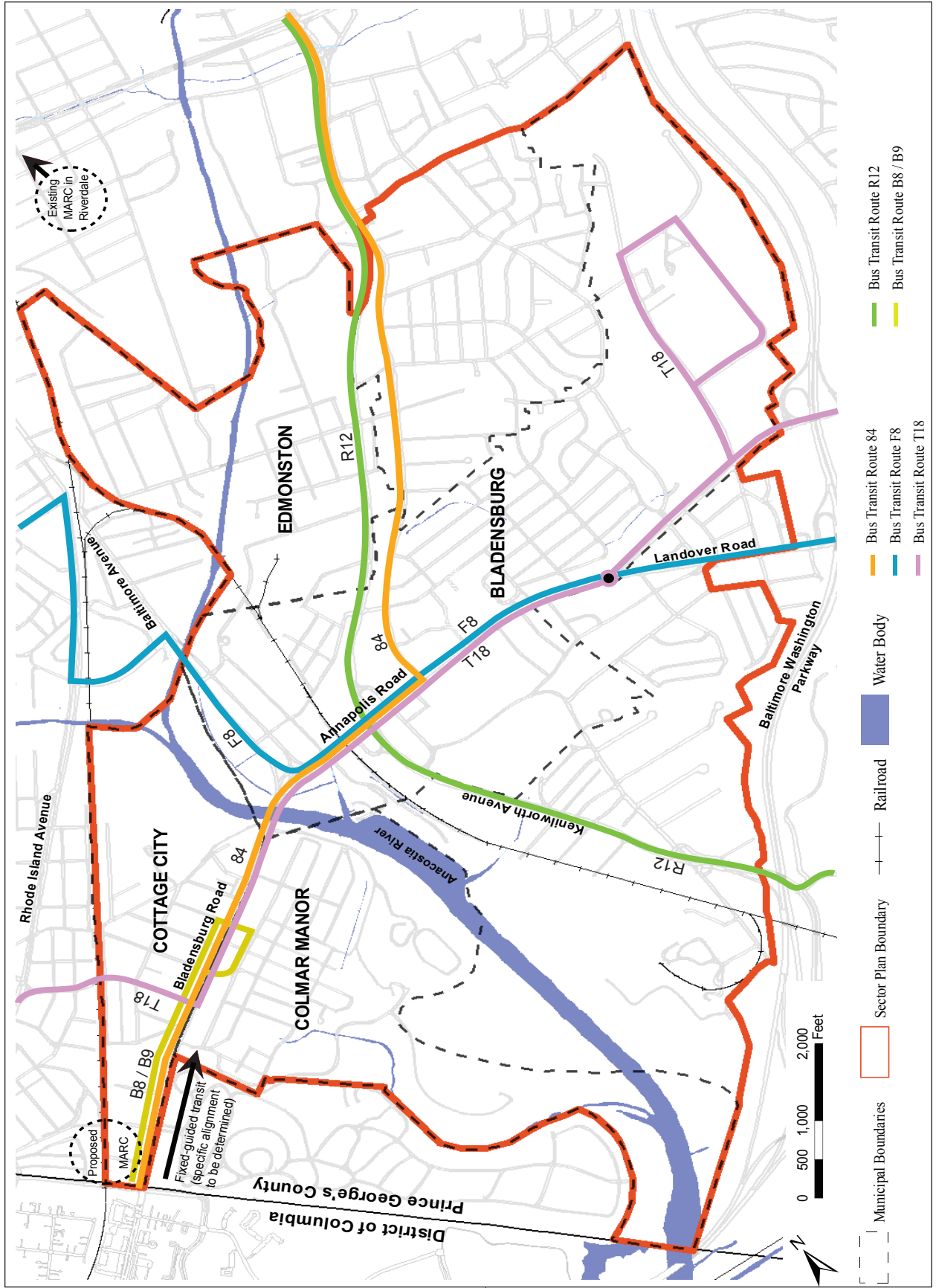
For planning purposes, the ratio of existing or projected daily traffic volumes to daily service volumes, typically defined over a range of operating conditions, is used to describe the congestion level or level-of-service (LOS) experienced by drivers along a given roadway. LOS ranges from A (free flow condition with little or no congestion) to F (failure condition with stop-and-go traffic).

The General Plan recommends LOS E or better, for all areas within the Developed Tier, which includes the sector plan area. Table 10 identifies the existing AADT volumes, the recommended daily service volumes, and the resulting LOS for key roadways within and serving the sector plan area.

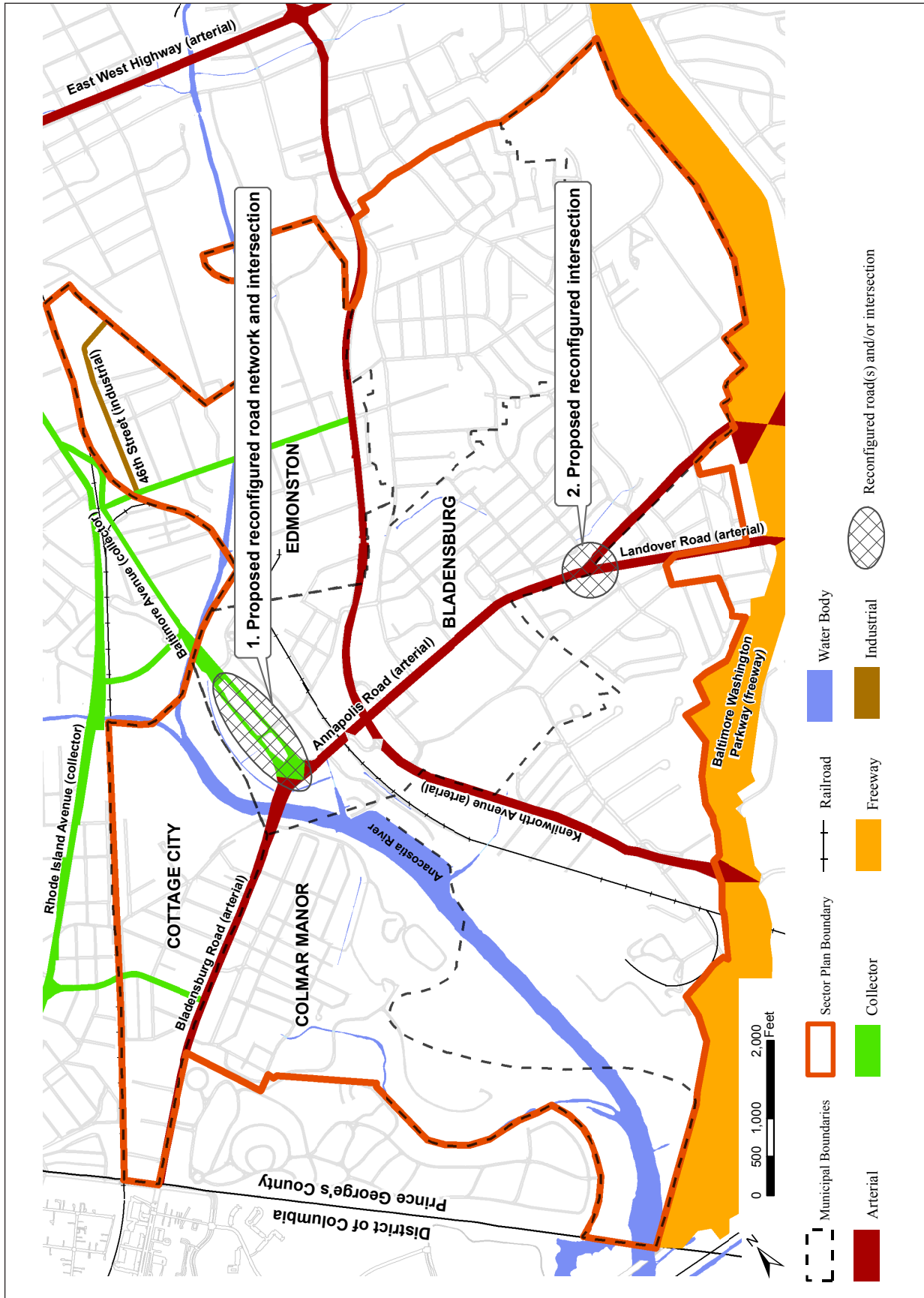
As shown, all major roadways within the sector plan area are operating at acceptable levels of service. But, it is important to note that operational problems exist during peak commuting periods at the signalized intersections of Bladensburg Road with Baltimore Avenue and Annapolis Road with Landover Road, due to their unconventional geometric layouts. The presence of relatively dense residential development; extensive parking lots with closely spaced business entrances (individual curb cuts); convergence of several local and regional bus routes; lack of adequate and continuous sidewalks, bikeways, and cross walks; poor pedestrian street

Table 10: Existing AADT, Daily Service Volumes, and Levels of Service

| Roadways | Route ID | Countywide Master Plan Transportation Designation | Existing Average Daily Traffic | Maximum Daily Service Volume | Existing Level of Service |
|-------------------------|-----------|---|--------------------------------|------------------------------|---------------------------|
| Bladensburg Road | Alt. US 1 | A-17; Arterial (4-6 lanes) | 36,100 | 53,580 | D |
| Annapolis Road | MD 450 | A-18; Arterial (6 lanes) | 33,700 | 80,770 | B |
| Kenilworth Avenue | MD 201 | A-14; Arterial (6 lanes) | 32,500 | 80,770 | B |
| Baltimore Avenue | Alt. US 1 | C-224; Collector (4 lanes) | 13,900 | 31,870 | C |
| 38 th Street | | C-234; Collector (2 lanes) | 9,500 | 15,930 | B |
| Edmonston Road | | P-205; Primary (2 lanes) | 7,000 | 10,000 | C |



Map 13: Transit



Map 14: Access and Circulation

lighting; and significant amount of turning traffic are major contributing factors that make these intersections unsafe, inhospitable, and challenging especially for pedestrians, bicyclists, and transit passengers.

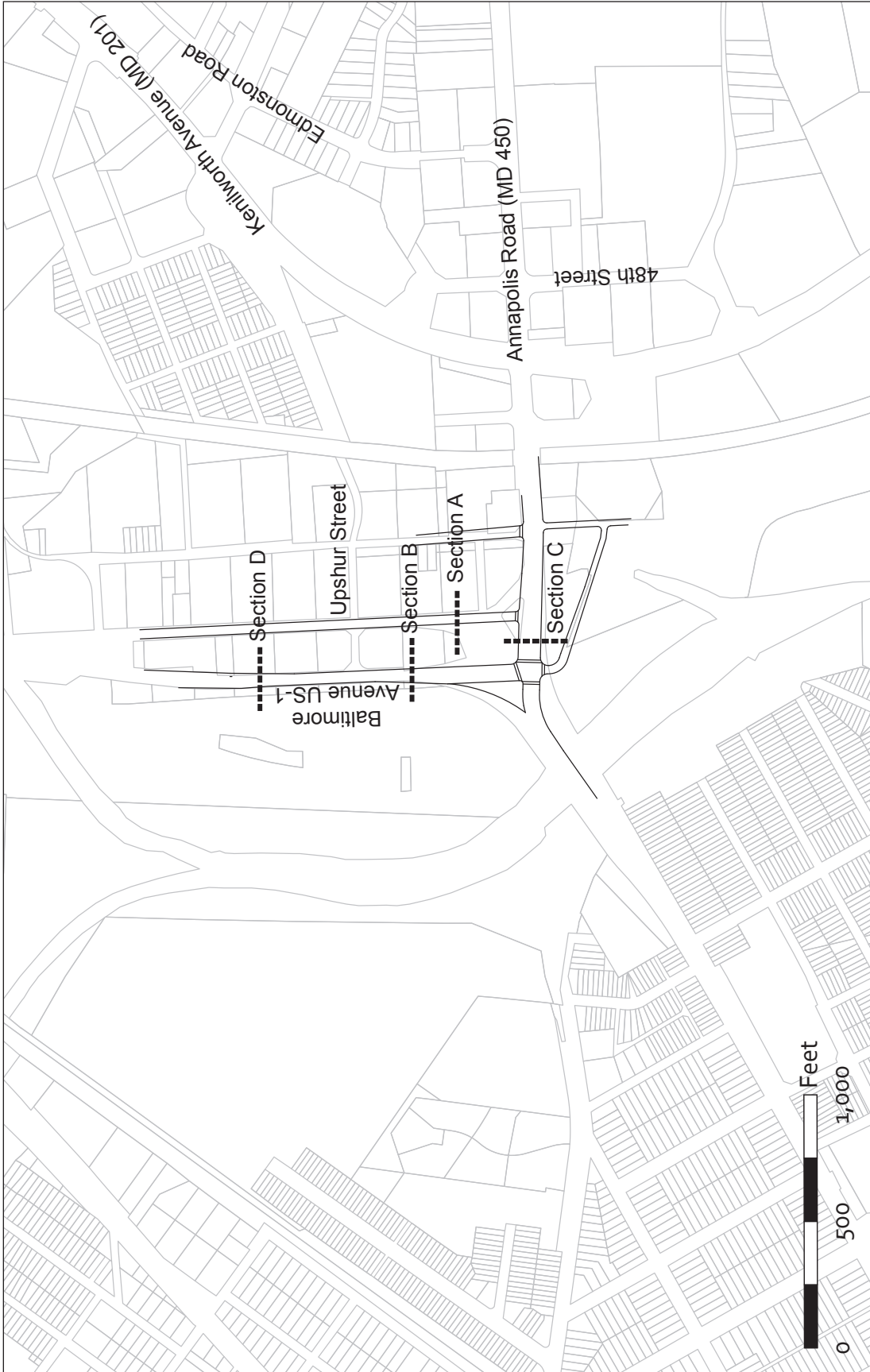
The presence of existing left-turn lanes from eastbound Bladensburg Road to 48th Street and from westbound Bladensburg to the MD 201 southbound ramp, located east of the Kenilworth Avenue overpass, create difficulty in provision of needed on-road bikeways and usable sidewalks along this important segment of Bladensburg Road. Pedestrians and bikers are forced to use either a pair of highly unattractive, dark, and unsafe pedestrian tunnels located on either side of Bladensburg Road, or take unwarranted risk by walking or biking along the outside travel lanes of Bladensburg Road, which is filled with a heavy mix of high-speed vehicle traffic.

Policy 1:

Utilize the complete street and context-sensitive concepts as recommended by the *Preliminary Countywide Master Plan of Transportation* to promote walking, biking, and transit along with automobile use.

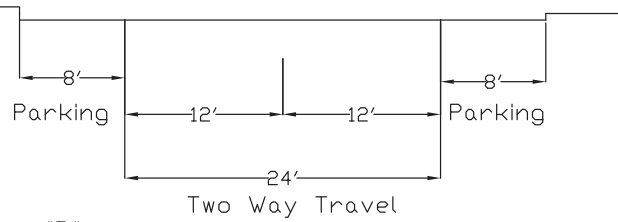
Strategies:

- Consider the realignment, redesign, and reconstruction of the southbound Alt. US 1 south of its intersection with Rhode Island Avenue as a two-way, limited access, two-lane collector roadway with a standard three-way signalized intersection with Bladensburg Road.
- Explore how to realign, redesign, and reconstruct the northbound Alt. US 1 south of its intersection with Rhode Island Avenue to a two-way, primary street with two travel lanes, on-street parking, and a “waterfront main street” theme that intersects with Bladensburg Road just west of the Bladensburg Waterfront Park access road intersection.
- Explore, and if deemed acceptable by SHA, install a pedestrian-activated traffic signal at the intersection of 46th Street/Park Access Road with Bladensburg Road to ease automobile, bicycle, and pedestrian access in and out of the Bladensburg Waterfront Park.
- Coordinate with SHA to create a signalized intersection at MD 201 and the on/off ramp along northbound lanes to 48th street, to allow left turns to and from MD 201 southbound lanes at this location. This action would help to eliminate the existing left turns from westbound Bladensburg Road to southbound MD 201 and from eastbound Bladensburg Road to northbound 48th street.
- Explore and secure the SHA authorization to install pedestrian-activated signals at key intersections along Annapolis/Bladensburg Road, especially at Peace Cross, Bladensburg Waterfront Park Access Road, Kenilworth Avenue at 48th Street and Decatur Street, and Baltimore Avenue.
- Evaluate the provision of raised sidewalks and on-road bike lanes and a raised median along Bladensburg Road and under the existing MD 201 overpass between 48th Street and Baltimore Avenue.
- Investigate and evaluate to reconfigure and reconstruct the MD 202 approach to Annapolis Road to create a three-way signalized intersection to improve the overall traffic operation and better accommodate the expected pedestrian activities.
- Explore ways to construct a new roadway connection from Edmonston Road through the Three Brothers Shopping Center to Kenilworth Avenue. Improve its intersection with Kenilworth Avenue and Edmonston Road if deemed feasible by SHA and DPW&T.
- Explore ways to reconstruct both approaches of 48th Street to two-lane primary streets with on-street parking and investigate the provision of a historic-themed landscape treatment for the segment between Annapolis Road and Quincy Place to reinforce this area as a special historic zone.
- Evaluate to improve and implement parkway characteristics along Kenilworth Avenue within the sector plan area by limiting driveway connections; improving streetscape with new sidewalks, plantings and median plantings; and provide lighting and safe crosswalks at Decatur and Buchanan Streets.

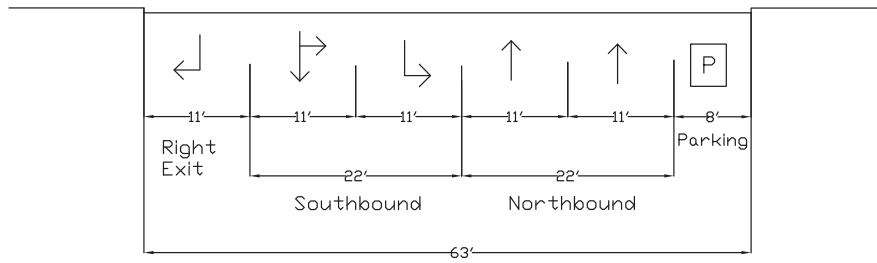


Map 154: Reconfigured Alt. US 1 and Annapolis Road

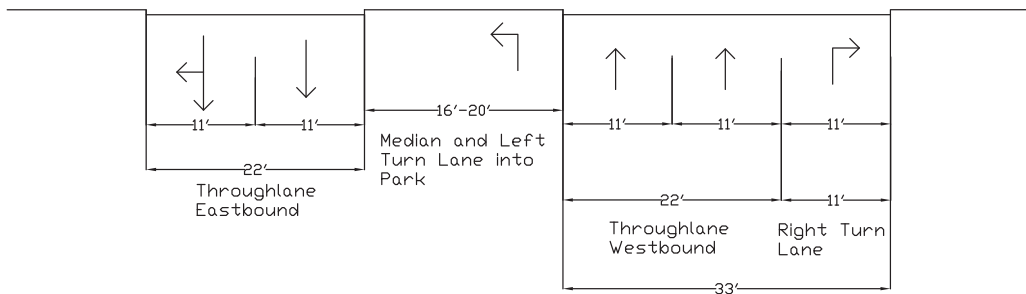
MD-450 / 45th Street Section "A"



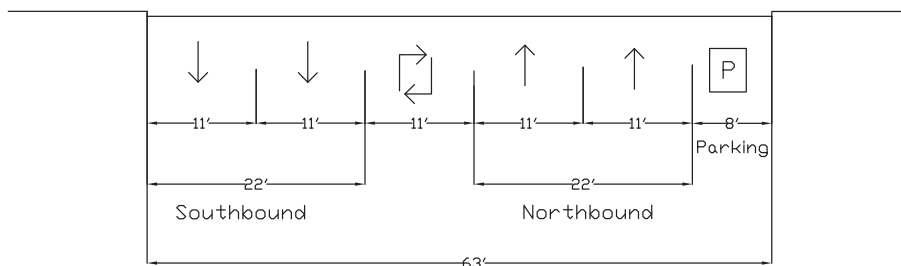
US 1 / MD-450 Section "B"



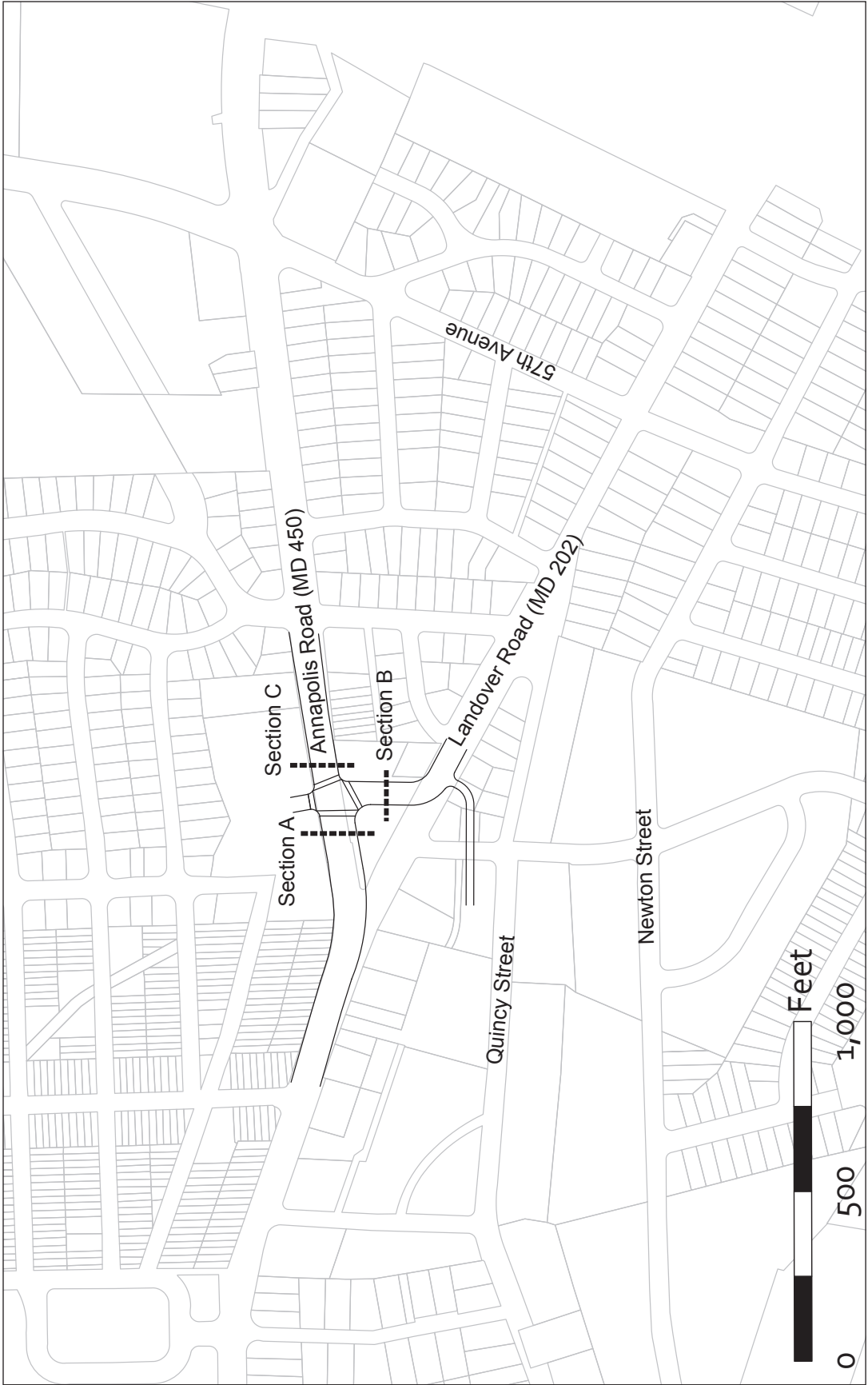
MD-450/US-1 Section "C"



MD-450/ US 1 North Section "D"

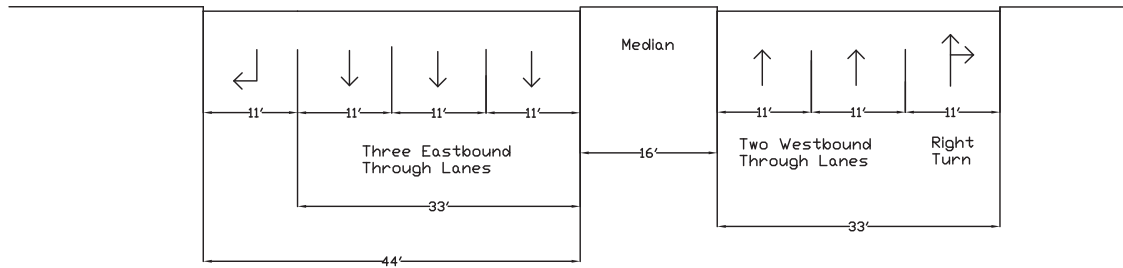


Map 15B: Reconfigured Alt US 1 and Annapolis Road Cross Sections

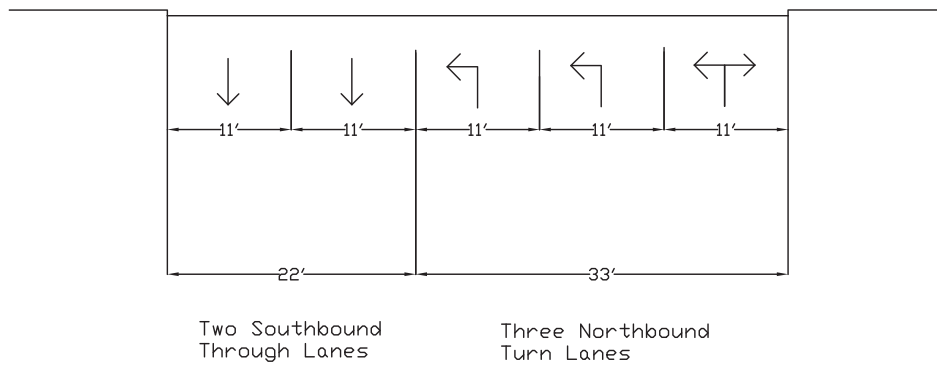


Map 16A: Reconfigured Annapolis Road Intersection

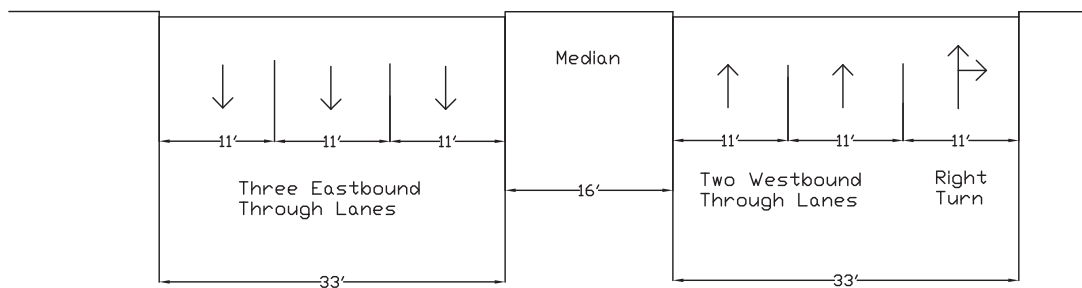
Annapolis Road / MD-450 Eastbound Section "A"



MD-450 / MD-202 Section "B"



MD-450 / MD-202 Section "C"



Map 16B: Reconfigured Annapolis Road Intersection Cross Section

- Where deemed appropriate, utilize on-street parking and traffic-calming techniques such as lane narrowing, signage, and speed bumps to discourage nonlocal vehicular traffic on residential streets.
- Investigate and explore ways to reconstruct the Annapolis/Bladensburg Road corridor as a four-lane divided roadway that will accommodate the planned Port Towns FGT and include attractive landscaping, raised median, on-road bike lanes, and continuous sidewalks from its intersection with MD 202 to Eastern Avenue.

Policy 2:

Where considered feasible by SHA and DPW&T, provide on-street parking to slow down vehicular traffic and act as a buffer between moving vehicles and pedestrians.

Strategies:

- Investigate construction of Spring Street and Bostwick Place as new two-lane primary streets with on-street parking. Spring Street is proposed to connect Edmonston Road to 48th Street and Bostwick Place will extend from Annapolis Road to Quincy Place.
- Extend Taylor Street west as a primary residential street with on-street parking to Kenilworth Avenue.
- Reconstruct Edmonston Road as a three-lane collector facility with on-street parking and on-road bike lanes and continuous sidewalks on both sides such that it would also accommodate the proposed Port Towns FGT to the planned Purple Line station in Riverdale Park.
- Extend the Crittenden Street as a primary street with on-street parking to intersect with Edmonston Road.
- Extend 53rd Avenue as a new primary street with on-street parking from Decatur Street to Emerson Street to create a new street connection parallel to Kenilworth Avenue.

Policy 3:

Maintain LOS E at major intersections in the area for any new or redevelopment application when required by the county's Zoning Ordinance and subdivision regulations, unless the Port Towns area is designated as a Transportation Priority Growth District (TPGD) by the District Council. This service level requirement is consistent with the 2002 General Plan policy for the Developed Tier.

TRAILS ELEMENT

GOAL

Develop a comprehensive network of paved and natural surface trails, sidewalks, neighborhood trail connections, and on-road bicycle facilities for transportation and recreation use. Trails should be compatible with the Americans with Disabilities Act (ADA) and designed to accommodate hikers, bicyclists, equestrians, and mountain bikers. Communities should be designed to accommodate pedestrians and bicycles, as well as automobiles. Sidewalk and trail connections should be provided to schools, parks, activity centers, and other public facilities.

BACKGROUND: BICYCLE, PEDESTRIAN, AND TRAIL FACILITIES

The Anacostia Tributary Trails Network provides an extensive system of stream valley park trails throughout the Port Towns and surrounding communities. The concept of the Anacostia Trails Heritage Area (ATHA) Management Plan was inspired in part by the Anacostia Tributary Trails Network. Built by M-NCPPC along the Anacostia River and its tributaries, the system encompasses 25 miles of off-road trails, generally via an eight-foot-wide paved path.¹ The potential exists to extend the Paint Branch segment through Beltsville north to Laurel and back to Greenbelt, greatly increasing the size of the current system.

The M-NCPPC Department of Parks and Recreation has completed many recent improvements to the Bladensburg Waterfront Park, including a walkway along the river, playground equipment, visitor's center,

¹ *Approved Anacostia Trails Heritage Area Management Plan, A Functional Master Plan for Heritage Tourism, 2001.*

and a picnic shelter. A pedestrian bridge connecting the Anacostia Tributary Trails Network with the waterfront park was opened in 2006. This bridge links Bladensburg with Colmar Manor and provides access to the 25-mile Anacostia Tributary Trails Network. The Department of Parks and Recreation is currently designing and applying for permits for the extension of the Anacostia River Trail. This trail will run along the eastern side of the Anacostia River from the Bladensburg Marina south into the District of Columbia, where it will link to the Kenilworth Aquatic Garden and the planned D.C. Riverwalk.

The community has identified improved pedestrian safety and walkability as important issues to be addressed in and around the Port Towns. Sidewalks are fragmented or missing in many areas. Major roads and the CSX railroad tracks provide barriers to pedestrian travel. Frequently, the automobile is the only practical way to make even short trips in the Port Towns area.

Because of the existing and planned facilities at the waterfront park, pedestrian access from the Bladensburg Town Center to the park was identified as a community priority during the town center sector planning. It should also be noted that the Department of Parks and Recreation has recently constructed a sidewalk connection along the park entrance road from Annapolis Road to the waterfront, thus improving pedestrian access within the park.

The sector plan recommends that accommodations for bicycles and pedestrians be provided throughout the Port Towns as development occurs or as road improvements are completed. This proposed network will include trail connections, continuous standard or wide sidewalks, and on-road accommodations, such as designated bike lanes, for bicyclists. As trails, sidewalks, and facilities for on-road bicyclists are provided, it will become more feasible for area residents to make some trips by walking or bicycling.

Policy 1:

Incorporate appropriate pedestrian-oriented features in all new development.

Strategies:

- Develop a pedestrian/bicycle loop around the perimeter of the Bladensburg Town Center. This loop will provide for continuous pedestrian facilities around and to the town center, and provide a pedestrian alternative to the high-speed, high-volume traffic of Annapolis Road. Pedestrian improvements should include the provision of continuous standard or wide sidewalks, as well as “Share the Road with a Bike” signage, and appropriate pavement markings.
- Designated bike lanes should be considered if right-of-way conditions permit. Roads proposed for sidewalk and bikeway improvements on this loop include: Upshur Street, Tilden Road, 55th Avenue, Quincy Street, and 54th Place. These improvements, in conjunction with a trail connection to the Anacostia River Trail and a pedestrian bridge to Bladensburg Waterfront Park, will greatly enhance pedestrian accessibility throughout the town center and to area recreation facilities.
- Accommodate pedestrian crossings with well-marked, attractive crosswalks (See Map 17: Existing and Proposed Trails). Contrasting surface materials should be used, and pedestrian amenities and safety features should be incorporated where appropriate. These features can include benches, trash receptacles, bus shelters, and pedestrian-scale lighting. Safety features can include curb extensions, raised crosswalks, in-pavement lighting at crosswalks, pedestrian refuges or “safe havens,” and pedestrian count-down signals.
- Provide a wide sidewalk with landscaping and pedestrian amenities along the town center’s frontage of Baltimore Avenue and Annapolis Road.
- Provide sidewalks along both sides of all roads within the town center. Roads with a designation of boulevard, main-street, and local/retail street should include sidewalks 15-20 feet wide and pedestrian amenities.

Policy 2:

Develop Annapolis Road as a pedestrian-friendly corridor with safety improvements and a main street/boulevard streetscape.

Strategies:

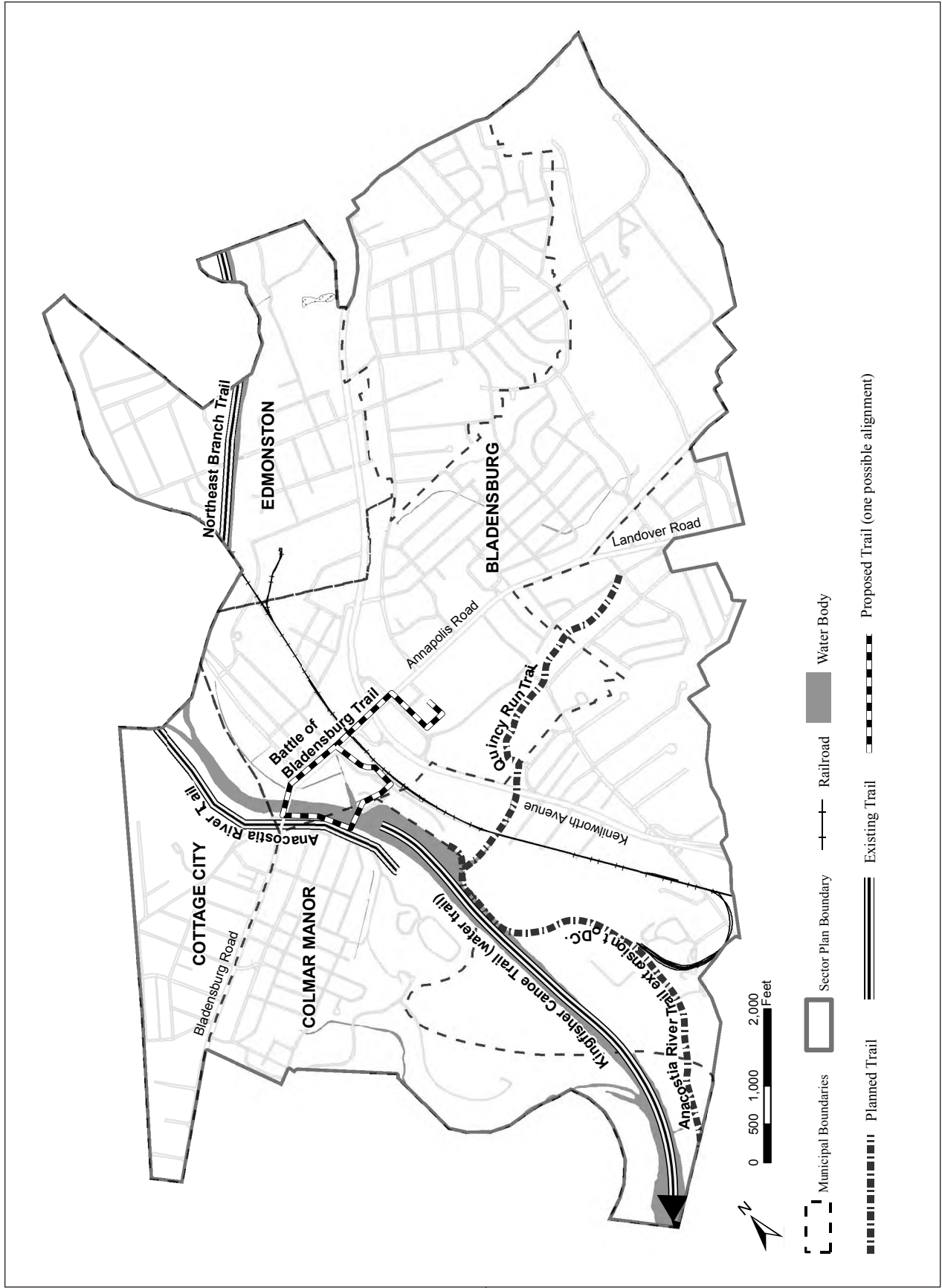
- Provide a pedestrian-friendly, “main street” environment along Annapolis Road between 46th Street and 51st Street. Improvements should include wide sidewalks extending to the back of the curb, a planted center median, and pedestrian crosswalks with pedestrian refuges or “safe haven” areas. Crosswalk treatments should include visible, contrasting surface material and pavement markings, and may also include additional signalization for timed pedestrian crossings, in-pavement lighting along the crosswalk, curb extensions, and other safety features.
- Provide a pedestrian boulevard environment along Annapolis Road between 51st Street and 56th Avenue. Improvements should include standard or wide sidewalks, a planted strip between the back of the curb and the sidewalk, a planted center median, and pedestrian crosswalks with pedestrian refuges or “safe haven” areas. Crosswalk treatments should include visible, contrasting surface material and pavement markings, and may also include additional signalization for timed pedestrian crossings, in-pavement lighting along the crosswalk, curb extensions, and other safety features.
- Provide for safe north/south pedestrian travel across Annapolis Road in the vicinity of the Landover Road and Annapolis Road intersection.
- Provide designated bike lanes or striped wide outside curb lanes to the extent feasible and practical due to existing conditions and right-of-way constraints.
- Any reconfiguration or improvements to the juncture of Baltimore Avenue, Annapolis Road, and Bladensburg Road at Peace Cross should include sidewalks, marked or contrasting crosswalks, and other pedestrian safety features and amenities.

Policy 3:

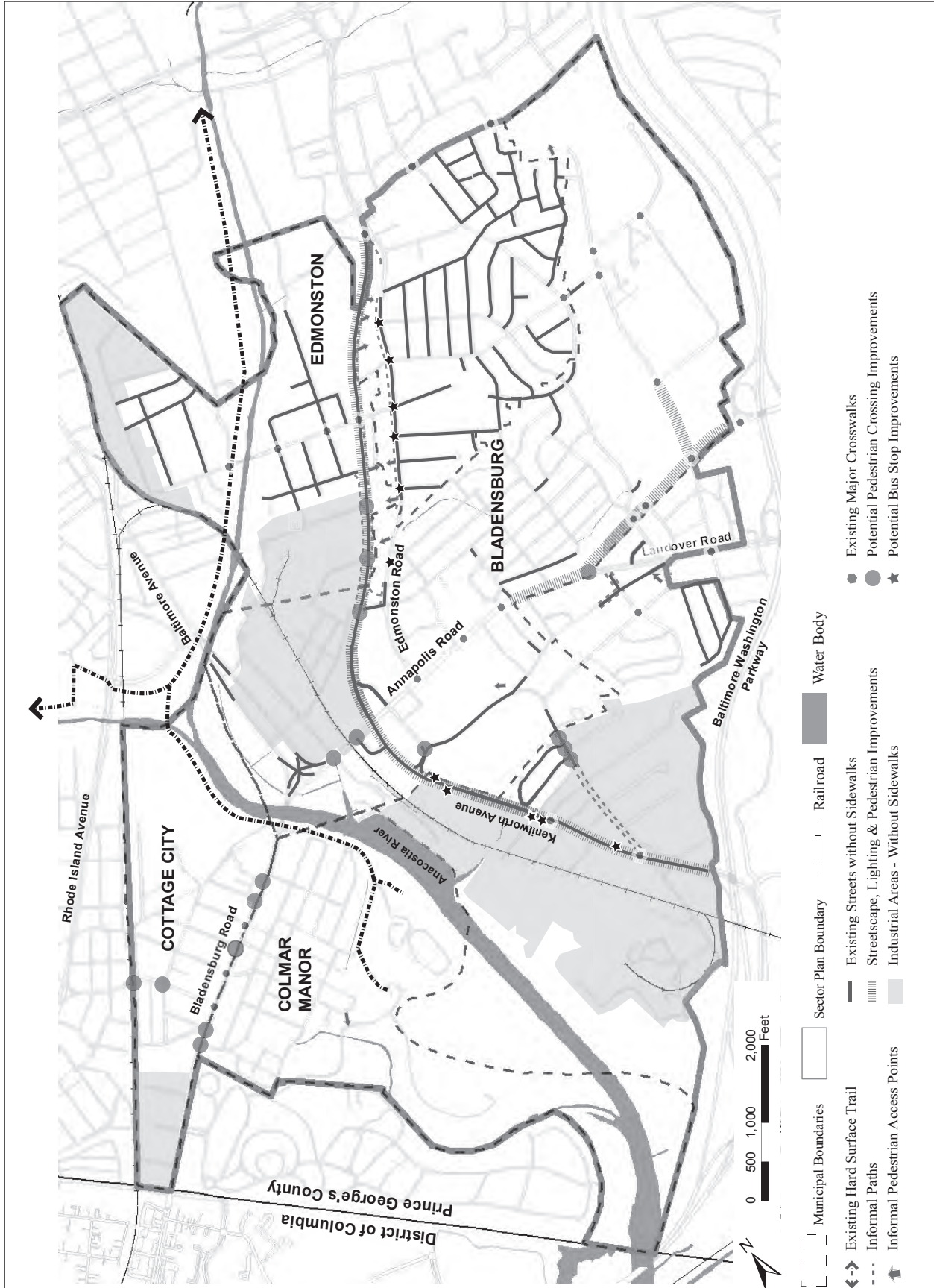
Develop bicycle-friendly roadways in conformance with the latest standards and guidelines.

Strategies:

- Develop on-road bicycle facilities in accordance with the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*. On-road bicycle facilities can include designated bike lanes, wide outside curb lanes, paved shoulders, and appropriate bikeway signage.
- Provide designated bike lanes along Edmonston Road and Baltimore Avenue.
- Provide on-road bicycle facilities along major roads as road improvements or road restriping occurs. These roads include MD 202, MD 201, MD 450, and US 1. While designated bike lanes in conformance with AASHTO standards may not be feasible due to right-of-way constraints, wide outside curb lanes should be provided to allow additional space for bicycle traffic.
- Provide bikeway signage and bikeway improvements along Decatur Street west of Kenilworth Avenue. Designated bike lanes should be considered if right-of-way and on-street parking allow.
- Provide bikeway signage and bikeway improvements along Decatur, Edmonston, and Emerson Streets east of Kenilworth Avenue. Designated bike lanes should be considered if right-of-way and on-street parking allow.
- Continuous sidewalks should be provided along both sides of Edmonston and Emerson Streets.



Map 17: Existing and Proposed Trails



Map 18: Pedestrian Circulation

Policy 4:

Provide new trail, pedestrian, and bicycle connections to the Bladensburg Waterfront Park and the Anacostia Tributary Trails Network.

Strategies:

- Provide a trail connection from Baltimore Avenue to the existing Anacostia River Trail in the vicinity of Upshur Street.
- Provide a stream valley trail along the east side of the Anacostia River north of Annapolis Road. This trail will complement the existing multiuse trail along the west side of the Anacostia River.
- Extend the Anacostia River Trail along the east side of the Anacostia River from Bladensburg Waterfront Park into the District of Columbia. This trail will extend the existing Anacostia Tributary Trails Network, provide a future connection to the planned District of Columbia riverwalk, and provide for improved trail connectivity between Prince George's County and the existing and proposed trails in the District of Columbia.
- Provide a pedestrian bridge over the railroad tracks to Bladensburg Waterfront Park in the vicinity of the town center and Quincy Run. This bridge will connect the pedestrian/bicycle loop along Quincy Street and the town center with the waterfront park, the existing pedestrian bridge to Colmar Manor, and the planned extension of the Anacostia River Trail into the District of Columbia.
- Provide a pedestrian and bicycle connection to the Bladensburg Waterfront Park that utilizes that requires the following specific improvements:
 - Sidpath construction along MD 201 from Lydell Road to 52nd Avenue.
 - Sidewalk and bikeway improvements along 52nd Avenue from MD 201 to the alley extension of Lloyd Street.
 - Trail construction within or along the alley from 52nd Avenue to MD 201.
 - Sidewalk and bikeway improvements along Lloyd Street from MD 201 to the WSSC Property (Parcel 80).

- Ensure the development of trail construction from Lloyd Street to the Bladensburg Waterfront Park.
- Develop a trail easement use agreement to ensure that this trail connection will require a public use trail easement or use agreement between M-NCPPC and WSSC.

Policy 5:

Provide new trails and improve trail connectivity.

Strategies:

- Coordinate acquisition or public use easements along a developed greenway to provide a trail along Quincy Run within a developed greenway. (This trail will utilize existing M-NCPPC parkland and will require some additional parkland. In areas where stream valley trail construction is not feasible, standard or wide sidewalks should be utilized along adjacent roads.)
- Link the planned sidewalk network within the Bladensburg Town Center with the western edge of the Quincy Run stream valley trail with a potential pedestrian bridge over Kenilworth Avenue and the CSX Railroad to the waterfront park. Provide trails around and to the future stormwater management facilities and recreation areas of Bladensburg South Community Park. The Quincy Run Trail will provide the major trail connection into and through this park.

Policy 6:

New road construction and road improvement projects in the Port Towns should incorporate “complete streets.” Accommodations should be provided for pedestrians and bicyclists, as well as motor vehicles.

Strategies:

- Provide standard sidewalks along both sides of all new road construction in the Port Towns.
- Road improvement and restriping projects should comply with the *AASHTO Guide for the Development of Bicycle Facilities*.

- Implement pedestrian safety measures at road crossings and trail intersections. These improvements can include curb extensions, in-pavement lighting in crosswalks, raised crosswalks, road striping, additional signage and lighting, and contrasting surface materials, as deemed appropriate by the communities and road agencies.
- Provide trail and sidewalk connections to connect land uses as opportunities become available and development occurs.
- Provide sidewalk construction along priority corridors within the Port Towns in order to provide safe routes to schools. These corridors include: Upshur Street, Tilden Road, 55th Avenue, Quincy Street, and 54th Place, which have already been identified as needing bicycle and pedestrian improvements in the Bladensburg Town Center Sector Plan. Other priority corridors within the Port Towns that require sidewalk or streetscape improvements include 52nd Avenue, Crittenden Street, Buchanan Street, Tanglewood Drive, 48th Street, and 46th Street.

Policy 7:

Develop thematic or heritage trails that build upon the historic, cultural, and natural resources in the Port Towns area.

Strategies:

- Develop the Battle of Bladensburg Trail within the Port Towns (See Map 17: Existing and Proposed Trails).
- Utilize streetscape improvements along US 1 and MD 450, existing trails at Bladensburg Waterfront Park, and sidewalk and trail improvements along 48th Street to the Bostwick House.
- Develop wayfinding and interpretative signage along all trails, as well as route maps and more detailed interpretative material.



PUBLIC FACILITIES

GOAL

Public facilities are provided in locations that serve and promote a more livable community. Schools are not overcrowded and are convenient to foster learning. Police, fire, and rescue services are located where response time is minimal and library services are located in proximity to users.

PUBLIC SCHOOLS

Background

There are four elementary schools—Port Towns, Bladensburg, Rogers Heights, and Templeton—located in the immediate sector plan study area. Bladensburg High School, as well as Annapolis Road Academy Alternative High School are also within the sector plan study area. The middle school servicing the area is William Wirt, which is located in Riverdale.

The schools serving the children in the study area are shown in Table 11. Each school’s name, address, 2007 enrollment, state rated capacity, percent of capacity, and acreage is also identified.

Condition of Public School Facilities

In May 2008, Parsons 3D/International, in association with three subcontractors, completed a facilities condition assessment of public schools within the county. It explored the physical conditions of each school, both internal and external. Parsons identified which schools required improvements based upon age and the cost of renovation versus the replacement of the facility. The study measured schools based upon a facilities condition index (FCI) which is a measurement of “a facility’s condition represented by the ratio of the cost to correct a school facility’s deficiencies to the current replacement value of the facility.”

Schools with an FCI of 0-40 percent are considered to be in good condition. Schools with an FCI of 40-75 percent are considered to be in fair condition. Lastly, schools with a FCI greater than 75 percent are considered to be in poor condition. Schools constructed since 1993 were not evaluated.

Table 12 includes the FCI for public schools within the Port Towns Sector Plan study area. Four of the schools evaluated are in fair condition and one school is good condition. Two schools were not evaluated because they are fairly new schools constructed since 1993.

Population Projections and Their Impact on Public Schools

The current pupil yield rates are based on the following factors: (.16) for elementary school, (.13) for middle school and (.14) for high school. Elementary schools are built to accommodate 740 students, middle schools have a capacity for 900–1,000 students, and high schools have a capacity for 1,500–2,200 students. In addition, elementary schools have a neighborhood orientation while middle schools and high schools have a more regional orientation.

This plan projects an increase of 2,236 dwelling units in the study area by 2030. Based on current pupil yield factors, the dwelling unit growth is projected to yield 358 additional elementary school students, 291 additional middle school students, and 313 additional high school students.

Table 13 shows the state-rated capacity, 2007 enrollment, existing, and projected excess seats and deficit seats, pupil yield, and enrollment at buildout for the study area.

Table 11: Prince George's County Pubic Schools within the Port Towns

| School | Address | Enrollment 2007 | State-Rated Capacity | Percent Capacity | Building Size (Square Feet) | Site Size (Acreage) |
|----------------------------------|---------------------------------|-----------------|----------------------|------------------|-----------------------------|---------------------|
| Bladensburg Elementary School | 4915 Annapolis Road | 596 | 650 | 92 | 62,050 | 12.8 |
| Port Towns Elementary School | 4351 58th Avenue | 756 | 750 | 101 | 77,586 | * |
| Rogers Heights Elementary School | 4301 58th Avenue | 619 | 572 | 108 | 56,588 | * |
| Templeton Elementary School | 6001Carters Lane | 570 | 521 | 109 | 63,432 | 10.0 |
| William Wirt Middle School | 62nd Place and Tuckerman Street | 814 | 816 | 100 | 106,318 | 18.5 |
| Bladensburg High School | 5610 Tilden Lane | 1,774 | 1,923 | 92 | 304,000 | 21.4 |
| Alternative High School | 5150 Annapolis Road | 117 | 100 | 117 | 74,807 | 4.2 |

Source: Prince George's County Public Schools Educational Facilities Master Plan 2007-2008

* Port Towns and Rogers Heights Elementary Schools share a 14.6-acre site.

Table 12: 3DI Ranking of Prince George's County Public Schools within the Port Towns

| School | Address | Year Constructed | 2008 3DI FCI | School Condition |
|--|---------------------------------|--|--------------|------------------|
| Bladensburg Elementary School | 4915 Annapolis Road | 1990 | 25% | Good |
| Port Towns Elementary School | 4351 58th Avenue | 2004 | N/A | N/A |
| Rogers Heights Elementary School | 4301 58th Avenue | 1959 | 45% | Fair |
| Templeton Elementary School | 6001Carters Lane | 1968 | 75% | Fair |
| William Wirt Middle School | 62nd Place and Tuckerman Street | 1964 | 44% | Fair |
| Bladensburg High School | 5610 Tilden Lane | 1950 (Original Building) 2005 (Replacement) | N/A | N/A |
| Alternative High School (Bladensburg Instructional Ctr. High) | 5150 Annapolis Road | 1939 | 53% | Fair |

Source: Parsons 3D/International, May 2008

Table 13: Projected School Enrollment and Capacity Needs

| Schools | State-Rated Capacity | 2007 Enrollment | Existing Excess Seats/Deficit | Pupil Yield | Projected Needed Seats With Pupil Yield | Enrollment at Buildout | Projected Excess/Deficit | Percent Capacity With Du Growth |
|------------|----------------------|-----------------|-------------------------------|-------------|---|------------------------|--------------------------|---------------------------------|
| Elementary | 2,493 | 2,541 | -48 | 0.16 | 358 | 2,899 | -406 | 116 |
| Middle | 816 | 814 | +2 | 0.13 | 291 | 1,105 | -289 | 135 |
| High | 1,923* | 1,774* | +149 | 0.14 | 313 | 2,087 | -164 | 109 |

Source: Prince George's County Planning Department, M-NCPPC, 2008

*Alternative High School capacity and enrollment was not included in determining future needs.

Policy 1:

Establish a standard minimum site size for new construction, rehabilitation, and the adaptive reuse of structures for schools within urban settings.

Strategy:

- Construct urban schools on adequate sites in areas where schools are needed yet available developable land is limited.

Recommendation:

In the 2007 approved Bladensburg Town Center Plan, the following is stated as Policy 2 under the Annapolis Road subsection, Development Pattern section:

Consider adaptive reuse of the existing Annapolis Road Academy Alternative High School Building as a possible loft/condominium complex.

There are three strategies that fall under Policy 2. They are:

- Conduct a search for an appropriate site to relocate the alternative school.
- Evaluate the structural capacity of reusing the existing alternative school structure.
- Assemble parcels east and west of the alternative school site to develop a central parking facility.

It is recommended that Policy 2, Strategies 1 through 3, be deleted through the approval of the Port Towns Sector Plan and Sectional Map Amendment. Additionally, it is recommended that Policy 2 and Strategies 1 through 3 in the 2007 approved Bladensburg Town Center Plan be replaced with the following policy and strategies.

Large parcels of vacant developable public land are scarce within the study area. It is, therefore, recommended that the Board of Education maintain the Alternative High School site to address planned growth in the future and its associated impact on elementary schools.

Policy 2:

Preserve, retain, and support existing public school facilities and school sites.

Strategies:

- Rehabilitate the Annapolis Road Alternative High School site to adaptively reuse the building or site as an elementary school (pre-K through 6th grade) to meet the future need for an additional elementary school based on the build-out of the Port Towns.
 - Consideration should be given to the construction of an urban school model if adaptive reuse is not feasible.
 - Locate an elementary school symbol on the land use map at the Annapolis Road Alternative School site.
- Convert the existing Bladensburg Elementary School into a pre-K through 8th grade school to meet the study area's future needs for additional middle school seats.
 - Locate a pre-K through 8th grade school symbol on the land use map at the Bladensburg Elementary School site.

- Renovate existing school facilities in the study area with the greatest need based on the facilities condition assessment (The facilities condition assessment is conducted by Parsons, 3D/International, a consultant for Prince George’s County Public Schools).

Policy 3:

Construct the appropriate number of schools in order to achieve a school system that operates at 100 percent of capacity or less at every school considering the urban setting.

Strategy:

- Colocate new schools and new community center facilities/parks on the same site, when appropriate.

LIBRARY FACILITIES

Bladensburg Library Branch

The Bladensburg Library Branch is located at 4820 Annapolis Road in Bladensburg. The library is a former school site, which was erected in 1925. The library opened at the site in 1978. The 7,300-square-foot building is on 1.25 acres. The branch has a 20,000-volume capacity and had a 2004 circulation of 43,948 volumes and an increase in 2005 book circulation of 48,771 volumes.

Based on library standards, a library branch can generally support a population of 40,000 to 80,000. According to population data, the study area population will be 65,334 at buildout. Because the Bladensburg Branch is one of the smaller branches in the county and the structure is over 80 years of age, the construction of a new 25,000-square-foot library or renovation and expansion of the existing library is recommended to provide adequate library service at buildout.

Policy 1:

Provide state-of-the-art library facilities that are convenient and will efficiently serve the existing and future population.

Strategy:

- Locate a library site symbol on the plan map at Edmonston and Annapolis Roads in the planned Bladensburg Town Center as identified in the June 2007 *Approved Bladensburg Town Center Sector Plan and Sectional Map Amendment*.

PUBLIC SAFETY

The Port Towns Sector Plan and Sectional Map Amendment reaffirms the goals, objectives, policies and strategies identified in the March 2008 *Approved Public Safety Facilities Master Plan*.

County Police Facilities

The District I Station in Hyattsville provides county police services for the Port Towns Sector Plan study area. The District I Station is housed in the Hyattsville Justice Center located at 5000 Rhode Island Avenue. The 47,446-square-foot facility was completed as part of the Hyattsville Court construction project.

Municipal Police Facilities

The Town of Bladensburg Police Department has a total of 15 sworn officers and 10 civilian employees. This police department is the largest municipal police department in the Port Towns study area. The Town of Cottage City and the Town of Edmonston each have 5 sworn officers. The Town of Colmar Manor is currently in the process of starting up a new police department. The municipal police augment the county police force. According to the 2007 approved Bladensburg Town Center Plan, “the consolidation of the municipal police facilities is a priority redevelopment strategy for the Tilden Road and Edmonston Road area.”

The following public safety facility goals, objectives, policies, and strategies of the 2002 *Prince George’s County Approved General Plan* as it applies to police facilities are restated in the March 2008 *Approved Public Safety Facilities Master Plan*. These goals, objectives, policies and strategies reaffirm the recommendations of the *Approved Public Safety Facilities Master Plan*.

Goal:

To provide needed public facilities in locations that efficiently serve the county’s population.

Objective:

Strive to provide police facilities that meet planning guidelines and other appropriate best practices or guidelines.

Policy 1:

Efficiently provide needed public facilities.

Strategy:

- Seek opportunities for colocation (either in single buildings or single properties) of compatible and complementary facilities in future planning efforts.

Policy 2:

Construct police facilities that meet the needs of the community.

Strategies:

- Conduct a space study prior to the construction or renovation of any police facility.
- Include funds in all capital improvement projects for space studies prior to initiating design and construction.
- Upon redevelopment of the visitors center site within the Town of Bladensburg, a new, 5,500-square-foot, state-of-the-art municipal police facility should be constructed. This will create a critical mass of public facilities in that area.

FIRE AND RESCUE FACILITIES

The Bladensburg Fire/EMS Station, Company 9, which is located at 4213 Edmonston Road, serves the study area, along with Bunker Hill Fire/EMS Station, Company 55, located at 3716 Rhode Island Avenue. The Bladensburg Fire/EMS Station, Company 9, is a volunteer-owned station built in 1956. It was rehabilitated in FY 2004. The station is equipped with two engines, two ambulances, one truck, and a tele-squirt water supply vehicle. In addition, the newest station—Bunker Hill

Fire/EMS Station, Company 55—is equipped with three engines, one ambulance, one medic, one ladder truck, and a mini-pumper. Company 55 was built in 2006.

The following policies and strategies reaffirm the recommendations of the *Approved Public Safety Facilities Master Plan*

Policy 1:

Provide fire and rescue facilities that meet the needs of the community, based upon established county standards and their ability to accommodate modern vehicles and equipment.

Strategy:

- Reaffirm the *Approved Public Safety Facilities Master Plan* recommendation for Bladensburg Fire/EMS Station as a long-term priority project:

Bladensburg Fire/EMS Station—Company 9

PA: 69

Tier: Developed Tier

Strategy: Renovate or replace facility.

Justification: The building has design issues associated with the operations of newer, larger equipment.

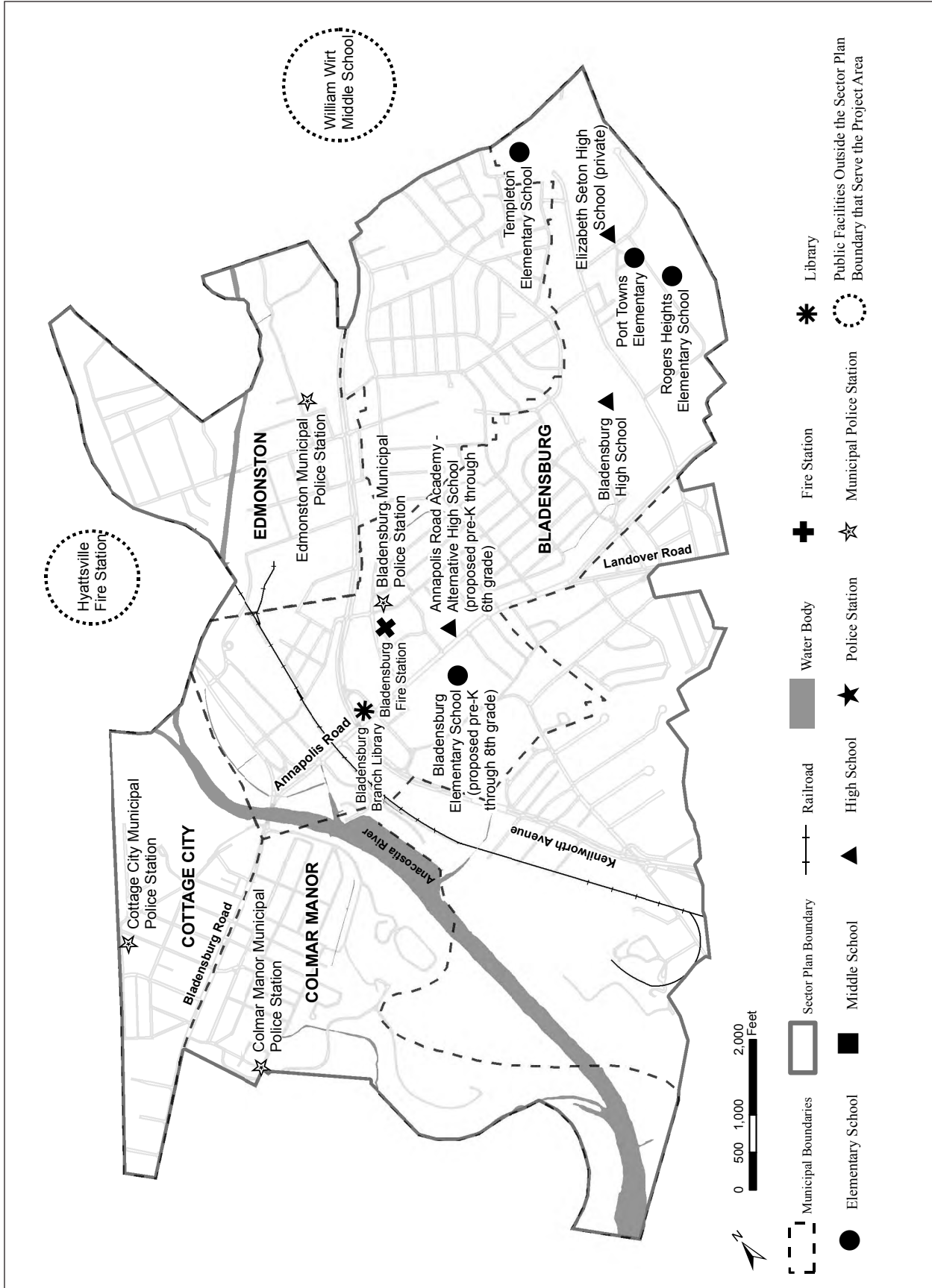
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Policy 2:

Plan and provide public facilities to support and fit into the Developed Tier’s built environment.

Strategies:

- Place a high priority on the public sector’s provision of new or renovated public facilities needed to serve existing and future development.
- Continue service from the Bladensburg Fire/EMS Station, Company 9, and the Bunker Hill Fire/EMS Station, Company 55.



Map 19: Existing and Proposed Public Facilities



PARKS AND RECREATION

GOAL

High quality, safe, and convenient recreational facilities serve all residents. These facilities, whether located in public parks or within the urban fabric of mixed-use redevelopment sites, provide recreation, relaxation, and socialization opportunities. Recreational opportunities significantly contribute to community desirability and are critical to creating a preferred and livable community.

BACKGROUND

In Prince George’s County, the Department of Parks and Recreation of M-NCPPC operates two basic park types: (1) local parks serving neighborhood and community needs (up to 200 acres in size); and (2) regional parks (200 acres or greater in size), countywide parks, and special facilities.

The towns also own and operate small playgrounds and open spaces for passive recreation. The Town of Colmar Manor owns a gymnasium in the town hall and programs recreational activities and events.

The Port Towns are blessed with approximately 568 acres of parkland under the ownership of M-NCPPC. This includes nine neighborhood parks, two community parks, Bladensburg Community Center, Edmonston Recreation Building, Bladensburg Waterfront Park, Publick Playhouse Cultural Arts Center, Peace Cross and Memorial Grove, and the Anacostia Tributary Trail System.

OBJECTIVES

- Increase recreation level of service by renovating existing parks and changing park facilities to provide recreational opportunities that will attract more people to use the parks.
- Develop undeveloped parks that are not located in environmentally sensitive areas.
- Utilize outdoor recreation facilities at public elementary schools.
- Encourage walking and other active pursuits by residents.
- Create open spaces within new urban mixed- use development that will provide social and programmed event space for the public.
- Link new community parks to the stream valley trail system.
- Organizations, municipalities, and agencies all contribute toward operating and maintaining places where recreational facilities and activities occur.
- Make wise decisions in the use of public funds towards the creation, maintenance, and operation of recreational facilities.

Policy 1:

Create or renovate community parks with active recreational facilities within two miles of any residence and neighborhood parks within a ten- minute walking distance from all dwellings.

Strategies:

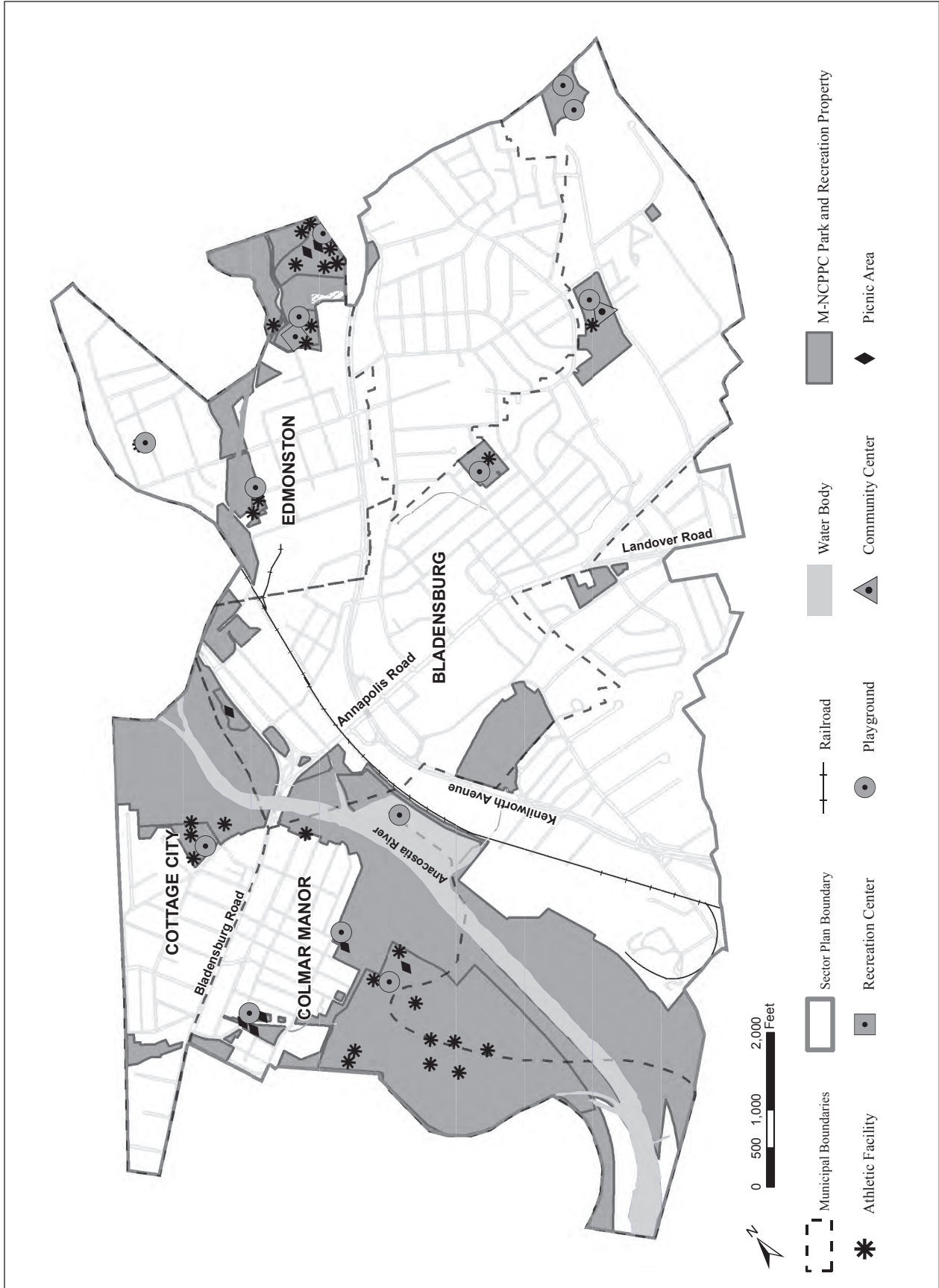
- Incorporate recreational facilities into the development of Bladensburg South Community Park.
- Create trail access on the south side of Bladensburg Waterfront Park to create connectivity to residential areas east of Kenilworth Avenue.
- Renovate and improve park facilities in neighborhood parks.
- Improve recreational facilities and visitor amenities at Colmar Manor Community Park to enhance soccer opportunities and help create a soccer tournament destination. Conduct studies to determine feasibility of providing artificial turf fields, additional parking, and restrooms and other enclosed buildings, such as storage sheds, at this former landfill site.
- Create a partnership between the Board of Education and the Town of Bladensburg to support efforts to improve the ball field and other recreational facilities at elementary schools.
- With the reconfiguration of Alt. US 1 at Peace Cross and mixed-use redevelopment of the adjacent commercial area, create an urban green integrated within the shopping district. The recreational emphasis is toward creating a safe, attractive space for socializing, free play, and public events.
- In large residential redevelopment projects not located within a ten-minute walking distance of existing neighborhood park facilities, the developer should provide outdoor recreational space to accommodate a playground, a non-regulation playfield, and/or court (basketball, skate park, futsal, or tennis), and picnic area. A loop walk should be developed that utilizes existing and new park trails and paths and neighborhood sidewalks. The purpose is to provide play opportunities for youth and healthy activities for adults.

Policy 2:

Develop a variety of park and recreational facilities based on community needs and interests.

Strategies:

- At the 20-acre Anacostia River wetlands creation area located south of the Bladensburg Waterfront Park, complete the canoe launch and educational interpretation amenities.
- Explore private/public partnerships to fund the expansion of the Publick Playhouse.
- Work with the recreation councils for each Port Town to make recommendations for recreation programs and improvements to recreational facilities in the parks.
- Explore public/private partnerships to fund the relocation of the wastewater intake now on the site of Spa Spring in order to restore the area to its natural state.



Map 20: Parks and Recreation



ECONOMIC DEVELOPMENT

GOAL

The Port Towns Sector Plan area has a diverse employment base and residential population that create market demand for quality retail and office uses. Support of strategic residential and industrial “green” development opportunities within the area enhances its commercial viability and attracts new investment.

BACKGROUND

The historic Port Towns area features a strong industrial base, a waterfront recreational area, historical resources, a community playhouse, and easy access to and from the District of Columbia. The town contains a high percentage of residential development; most of these households are small, bungalow-style detached housing or rental apartments. The retail opportunities in Port Towns primarily serve the local population, and the socioeconomic characteristics of the locale are reflected in the goods and services offered by area merchants. The retail venues consist of mostly single-story strip malls developed for automobile access. The industrial districts provide an array of employment opportunities and make up a large portion of the land use in and around the railroad and Kenilworth Avenue. The Port Towns’ historic structures contribute to its unique and important past but currently do not contribute economically to the community. The influence and support of the Port Towns Community Development Corporation provide a platform for coordinated growth and development efforts, merging the strengths and challenges of the individual towns.

OBJECTIVES

- Encourage a mix of land uses in the Port Towns that contributes to the employment and business base.
- Retain, develop, and support the industrial employment areas.
- Take advantage of the river’s potential through the expansion and improvement of the waterfront area by allowing for a mix of uses that create a destination at the Port Towns waterfront.
- Expand residential development that creates additional market demand for future retail and office uses.

Policy 1:

Encourage mixed-use development along Annapolis Road and Bladensburg Road.

Strategies:

- Pursue public/private partnerships, land assembly, and shared resources for mixed-use development at the waterfront and Publick Playhouse areas, as well as encourage restaurants to complement such uses.
- Create additional market demand for a mix of uses for the Port Towns area along the waterfront by developing a public structured parking facility that maximizes the presence of the river as a destination asset.
- Encourage shared parking arrangements for new medium- and higher-density, mixed-use commercial and residential opportunities along Annapolis Road to support the sustainable development of additional housing units and/or retail space.

Policy 2:

Expand and modify the Port Towns' business environment in response to changes and gaps in the marketplace.

Strategies:

- Encourage high-quality, mixed-use retail development.
- Expand the Port Towns' office space offerings to provide new space for neighborhood-serving businesses and services such as banks, attorneys, accountants, real estate agents, and doctors' offices.
- Consider providing financial and tax incentives for local businesses to spur private investment—such as tax abatement—streamlined review processes, and facade and streetscape improvement programs to enable area businesses to improve and maintain their appearances.
- Ensure existing niche retailers have access to the business training and financing necessary to adapt to and succeed in the Port Towns' changing retail environment.
- Foster partnerships between local businesses, the county and the Port Towns municipal police departments, and the community to enhance the appeal of the area to new businesses and investment by reducing crime and the perception of crime.

Policy 3:

Utilize the riverfront to its full potential, creating a Port Towns waterfront that will generate additional economic activity in the area.

Strategies:

- Explore opportunities that will enable developers to qualify for federal income tax credits, state income tax credits, and county property tax credits.
- Support and help market the People's Harbor project as a visitor destination and as a catalyst to increase visitation to the Port Towns area.
- Create the Star-Spangled Banner National Historic Trail to increase the Port Towns' national exposure.
- Encourage public/private partnerships to renovate and rehabilitate the riverfront in order to provide income and provide a quality community asset and town center.

Policy 4:

Maintain the Port Towns' industrial and manufacturing base to provide a stable employment foundation and to contribute to the area's economic viability.

Strategies:

- Strengthen existing buffers and create new buffers between manufacturing, light industry, and their adjacent uses in order to better integrate industrial activity.
- Consider developing improved performance standards for minimizing noise and air pollution impacts and for buffering outdoor storage areas.
- Ensure that zoning is in place to maintain a strong industrial and commercial base and further promote a stable employment zone.
- Encourage the clustering of auto-related services in the industrial areas.
- Work with established industrial property owners to promote green industrial and manufacturing buildings, products, and services.
- Create a public/private partnership between local government and industrial/commercial property centers for a green building design cluster.

Policy 5:

Preserve, expand, and improve housing choices and opportunities to create and sustain market demand for quality retail and office uses.

Strategies:

- Encourage infill development to offer new housing products and workforce housing priced for homeownership.
- Support the preservation and renovation of existing single-family residences, building on the strengths of the architectural style of the existing homes.
- Increase the rate of homeownership by promoting county, state, and federal programs designed to assist first-time homebuyers.
- Review residential development plans to confirm consistency with sector plan goals for higher density development.
- Ensure residents have access to foreclosure prevention programs and services.



HISTORIC PRESERVATION

GOAL

Significant historic properties as well as historic communities are appreciated and valued as important elements of the Port Towns' cultural heritage. Restoration and adaptive use of historic properties and communities enhance the unique historic character of the area.

BACKGROUND

Located on the Anacostia River close to the District of Columbia, the Port Towns area was the site of early and important settlement. As a result, the area includes a number of significant eighteenth and nineteenth century historic resources. In addition, the area experienced sustained development that extended well into the twentieth century with the suburbanization of the area that began in earnest at the turn of the twentieth century and continued until just after World War II.

Within Cottage City, Colmar Manor, Edmonston, and Bladensburg there are a number of individual historic sites and historic resources included in the county's 1992 *Historic Sites and Districts Plan*. In addition, portions of all four Port Towns communities include concentrations of historic resources and other documented historic properties that may meet historic district criteria either for local historic district designation under the Prince George's County Historic Preservation Ordinance (Subtitle 29 of the Prince George's County Code) or for listing in the National Register of Historic Places. The National Register of Historic Places is the federal government's list of the nation's cultural resources that are significant at the national, state, or local level. Listing in the National Register is achieved through a federally legislated nomination process. Listing provides recognition and establishes a review process if federal or state funding or licensing would affect the property.

Historic survey areas have been documented in Colmar Manor, Cottage City, Edmonston, and Bladensburg. In Colmar Manor and Cottage City, the survey areas focused on residential components of these communities as a unified entity. In Edmonston, two survey areas have been identified for their distinctly early twentieth century and mid-twentieth century residential character. In Bladensburg, separate survey areas include commercial and residential components. This chapter also includes maps of each community survey area with a brief description of the character of that area.

The underlying concept of the county's historic preservation program is that historic resources within communities help provide a "sense of place" and that preserving a community's heritage involves a shared commitment from private property owners as well as the public sector. A number of the historic sites and historic resources in the plan area are owned by a municipal government or by M-NCPPC. These include: the Dueling Grounds (a historic site within an M-NCPPC-owned park in Colmar Manor), Spa Spring site (a historic resource owned by M-NCPPC in Edmonston), the Market Master's House and Bostwick (historic sites owned by the Town of Bladensburg), Evergreen Cemetery (a historic resource owned by the Town of Bladensburg), and Peace Cross (a historic resource located within the intersection of Baltimore Avenue and Annapolis Road and owned by M-NCPPC). Although a number of these publicly owned sites, as well as privately owned ones like the George Washington House, the Hilleary-Magruder House, and St. Paul's Baptist Church in Bladensburg, are geographically close to one another, pedestrian linkages among them require study in order to enhance interrelationships, accessibility, and visitation.

Other planning issues that should be addressed include the preservation and enhancement of community character through potential historic districts or conservation districts, façade improvement programs, and interpretive signage programs. The establishment of conservation districts may be an effective means of enhancing the architectural and character-defining features of an area without the level of review associated with historic district designation.

HISTORIC RESOURCES, HISTORIC SITES, DOCUMENTED PROPERTIES, AND SURVEY AREAS

Table 14 summarizes the status of historic properties documented by the M-NCPPC Planning Department. Following the table, the accompanying community description includes all identified historic sites and historic resources within each historic community in the Port Towns Sector Plan boundaries. It is expected that specific proposals regarding the evaluation and designation of individual properties will be made through the update to the county’s *Historic Sites and Districts Plan*, initiated in November 2008. The discussion of interest in historic district proposals and conservation district proposals could begin during this sector plan process as well.

HISTORIC PRESERVATION OBJECTIVES

- Preserve and protect historic properties in the Port Towns Sector Plan area.
- Recognize historic sites and their environmental settings for their historical, archeological, and architectural significance to their communities.
- Identify and evaluate all historic resources, documented properties, and community survey areas that meet the criteria of the Historic Preservation Ordinance.
- Evaluate conservation district techniques for potential use in these communities.
- Educate property owners about the history of their community and about appropriate maintenance, conservation, and rehabilitation of their properties.
- Educate property owners, realtors, and others about available county, state, and federal tax credits and grant programs for rehabilitation and maintenance of historic property.

- Develop pedestrian linkages among identified historic sites to enhance interrelationships, accessibility, and visitation.
- Permanently commemorate and promote the significance of the role of the Port Towns area in the War of 1812 and bicentennial celebrations of these historic events.

Policy 1:

Evaluate historic resources and historic survey areas for consideration as historic sites and historic districts.

Strategies:

- Support historic resource and historic community documentation as part of the update to the *Historic Sites and Districts Plan*.
- Consider whether portions of the Port Towns communities merit designation as local historic districts or conservation districts, or merit listing in the National Register of Historic Places based on recently completed surveys of Colmar Manor, Cottage City, Edmonston, and Bladensburg.

Policy 2:

Develop strategies to encourage the preservation and adaptive use of Bostwick Historic Site and its environmental setting.

Strategies:

- Use the Hilleary-Magruder House and the George Washington House in Bladensburg as successful examples, for other historic sites in the Port Towns area, of adaptive use strategies that employ local, state, and federal tax incentives.
- Encourage publicly accessible, community-based adaptive reuse of the property to enhance the visibility of the historic site as a local and regional resource.

Policy 3:

Enhance pedestrian linkages between the Port Towns communities and their historic resources to encourage visitation and the area’s desirability as a destination.

Table 14: Identified Historic Resources, Historic Sites, Documented Properties, and Surveyed Areas within the Port Towns Sector Plan Area.

| Historic Properties By Location | Property Name | Property Address |
|---|---|---------------------------------------|
| <i>Colmar Manor</i> | | |
| 68-014 (Historic Site) | Dueling Grounds | 37 th Avenue |
| 68-103 (Survey Area) | Colmar Manor Survey Area | |
| <i>Cottage City</i> | | |
| 68-020 (Historic Resource) | Rural Cottage at the Highlands/ Cottage City House | 4203 Bunker Hill Road |
| 68-096 | Cottage City Survey Area | |
| <i>Edmonston</i> | | |
| 68-079 | Edmonston Survey Area | |
| 68-079-01(Documented Property) | Poppleton-Roberts House | 5104 Emerson Street |
| 68-102 (Survey Area) | Edmonston Terrace Survey Area | |
| <i>Bladensburg</i> | | |
| 69-001 (Historic Resource) | Spa Spring Site | Tanglewood Drive |
| 69-005 (Survey Area) | Bladensburg Survey Area | |
| 69-037 (Survey Area) | North Decatur Heights Survey Area | |
| 69-038 (Survey Area) | Washington Suburban Homes Survey Area | |
| 69-005-02 (Historic Site/National Register) | George Washington House | 4302 Baltimore Avenue |
| 69-005-06 (Historic Site) | St. Paul's Baptist Church | 4107 47th Street |
| 69-005-07 (Historic Site/National Register) | Hilleary-Magruder House | 4703 Annapolis Road |
| 69-005-08 (Historic Site/National Register) | Market Master's House | 4006 48 th Street |
| 69-005-09 (Historic Site/National Register) | Bostwick | 3901 48 th Street |
| 69-005-16 (Historic Resource) | Peace Cross | 4500 block Annapolis Road |
| 69-010 (Historic Resource) | Evergreen Cemetery | 3600 block 52 nd Avenue |
| 69-036 (National Register) | Hilltop Manor Apartments | 5302 Annapolis Road |

Strategy:

- Develop interpretive signage, site-specific commemorations, and materials, such as walking tour brochures and web-based information sources, focused on local historic resources and historic themes on an individual community basis, or on a cross-community basis, as appropriate.

Policy 4:

Implement the preservation goals and objectives of the Anacostia Trails Heritage Area (ATHA) Plan.

Strategies:

- Encourage all four Port Towns municipalities to distribute promotional materials on ATHA.
- Evaluate the use of conservation districts to protect community character in older historic communities.

Policy 5:

Explore partnerships and leveraging of resources to maximize the potential of underutilized historic properties.

Strategies:

- Promote county, state, and federal preservation tax credits for historic sites and National Register properties by regularly sending information about these programs to historic property owners.
- Encourage historic property owners to pursue financial support through mechanisms like the Prince George's County Historic Property Grant Program.

COLMAR MANOR HISTORY

The Town of Colmar Manor was established as a residential commuter suburb in the early years of the twentieth century. The town is located east of the boundary between Washington, D.C., and Prince George's County and south of Bladensburg Road, east of Fort Lincoln Cemetery, and west of the Anacostia River.

During the War of 1812 (1812-1815) the area now comprising portions of Colmar Manor was involved in a military clash between American and British forces. On August 24, 1814, during the Battle of Bladensburg, British troops quickly defeated the inexperienced

American forces, and marched south to the nation's capital where they captured and burned much of the city.¹

Colmar Manor is best known as the site of nineteenth-century dueling grounds. The most famous duel that took place there was between Commodore Stephen Decatur and James Barron. After a long-standing feud between the two men, Barron challenged Decatur to a duel in 1820. Both men were wounded and Decatur died from his injuries. The site, now located in a small park near 37th Avenue and Bladensburg Road, served as a dueling ground for at least 26 recorded fights between 1808 and 1868.²

The Martenet map of 1861 and the Hopkins map of 1878 document the limited development in the area that would become Colmar Manor.³ The Shreve house, constructed circa 1817, is believed to be the first house built in the area and is noted on both mid-nineteenth-century maps. The Shreve farmhouse burned in the 1890s and is no longer extant.⁴ The area around Colmar Manor remained farm-land until the early twentieth century when part of the Shreve estate was platted and subdivided as Colmar Manor. The name was derived from the "Col" in Columbia and "Mar" from Maryland.⁵

Colmar Manor consists of three subdivisions platted between 1918 and 1920. The first subdivision was

¹ Alan Virta, *Prince George's County: A Pictorial History* (Virginia Beach, VA: The Donning Company, 1991), 94-95.

² Wanda Carr, "Town Seal of Colmar Manor Reflects History," *The Prince George's Sentinel*, 3 September 1992; "Dueling Creek: A Historical Look," *The Prince George's Post*, September 3-September 9, 1992.

³ Simon J. Martenet, "Atlas of Prince George's County, Maryland, 1861, Adapted from Martenet's Map of Prince George's County, Maryland" (Baltimore: Simon J. Martenet C.E., 1861); G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

⁴ George Denny, Jr., *Proud Past, Promising Future: Cities and Towns in Prince George's County, Maryland* (Brentwood, MD: George D. Denny, Jr., 1997), 130.

⁵ Denny, *Proud Past*, 131.

platted as Colmar Manor in 1918 by the J.W. Holloway Company.⁶ The Washington, D.C.-based development company advertised lots for sale in Colmar Manor for only \$59.⁷ That same year, the J.W. Holloway Company platted the First Addition to Colmar Manor and sold lots there for \$59.⁸ Holloway advertised Colmar Manor as an attractive subdivision of Washington, D.C., which was “cramped for room and must expand.” Colmar Manor’s location



Map 21: Colmar Manor

outside of the District of Columbia was “in the path of this expansion, half an hour from the center of the city.” Prospective buyers were encouraged to visit Colmar Manor by trolley car or by automobile, demonstrating the easy commute between Washington, D.C., and the new community.⁹ In 1920, the adjoining neighborhood of Lenox was platted, extending the grid pattern of Colmar Manor’s streets.¹⁰ The Town of Colmar Manor was incorporated in 1927 and in 1931 the Lenox subdivision was added to the town.¹¹

After incorporation, the town continued to grow and residents soon appealed to the local government for amenities. In the 1930s, the streets were paved, gutters were installed, and a school and a municipal building were constructed. By the 1950s, the town outgrew its

municipal building and a new facility was constructed in 1959 to house the police department and administrative offices.¹² In the 1950s, lots along Bladensburg Road were subdivided and rezoned to provide space for commercial development. As a result of a rapid decline in the character of Colmar Manor in the 1960s, the U.S. Department of Housing and Urban Development authorized an urban renewal project that resulted in the community being awarded more than \$8 million for improvements and revitalization.¹³ In addition to revitalizing the housing stock and redeveloping the commercial strip along Bladensburg Road, streets were improved, affordable housing was constructed, and the Colmar Manor Park was established on the site of a former landfill.¹⁴

There is one historic site in Colmar Manor:

- 68-014, Dueling Grounds, 37th Avenue off Bladensburg Road

There are currently no designated historic resources in Colmar Manor.

⁶ Prince George’s County Land Records, Circuit Court, Plat Book RNR 2:37.

⁷ “Lots for Sale,” *The Washington Post*, 7 February 1919.

⁸ Prince George’s County Land Records, Circuit Court, Plat Book RNR 2:41; “Warning!,” *The Washington Post*, 22 September 1918.

⁹ “Warning!,” *The Washington Post*, 22 September 1918.

¹⁰ Prince George’s County Land Records, Circuit Court, Plat Book RNR 2:54.

¹¹ Denny, *Proud Past*, 131.

¹² Denny, *Proud Past*, 131.

¹³ Denny, *Proud Past*, 132.

¹⁴ KCI Technologies, Inc., “Community Summary Sheet: Colmar Manor,” (October 1999), http://www.sha.state.md.us/keepingcurrent/maintainRoadsBridges/bridges/oppe/suburbs/pg_co.pdf.

Community Character in Colmar Manor

A windshield survey of Colmar Manor was conducted in November 2007. The survey area contains approximately 405 primary resources. The community contains a variety of buildings constructed from circa 1918 to the 1970s. Buildings in Colmar Manor reflect a variety of popular twentieth-century styles, including Craftsman, Colonial Revival, Dutch Colonial Revival, Tudor Revival, Spanish Colonial Revival, and styles from the Modern Movement. The majority of buildings are one-and-a-half-story bungalows with varying levels of Craftsman-style detailing. Other forms include ranch houses, split-levels, split-foyers and other small rectangular-shaped dwellings. An apartment building dating from the late 1930s is located at 4209 Newark Road and is the only multifamily dwelling in the community. The topography of the neighborhood is flat, and houses are set back slightly from the road. A strip of non-historic commercial development is located along Bladensburg Road. Other building uses include religious and educational. The only public building in Colmar Manor serves as the administrative offices of the town. However, in the immediate future, the town plans to demolish this building and construct a new municipal center that will house a “gymnasium, inside track, game room, day care services, multipurpose room with a stage and room for 200 people (more than doubling current capacity), outdoor terrace, full kitchen, meeting space for seniors and youth outreach programs, tutoring workspace and a computer lab.”¹⁵

Map 21 illustrates the area surveyed and proposed boundaries for a potential historic or conservation district, should the community decide to pursue one of these options to enhance and safeguard community character.

COTTAGE CITY HISTORY

Cottage City was established as a late-nineteenth-century railroad suburb originally known as The Highlands. Incorporated in 1924, Cottage City, located between the City of Mount Rainier and the Town of Bladensburg near the US 1 corridor, is one of the

smallest incorporated towns in Maryland.¹⁶ Cottage City is bounded by the Baltimore and Ohio Railroad on the northwest, the Anacostia River on the northeast, Bladensburg Road on the southeast, and 37th Avenue on the southwest.¹⁷

Located near the Eastern Branch of the Anacostia River, much of the area now comprising Cottage City was originally swamp land. In 1608, explorer John Smith noted that the area was inhabited by Native Americans from the Anacostank tribe, who lived on what is now called the Anacostia River.¹⁸ The first settlement in “Yarrow,” as the area around Cottage City was originally known, was established by 1697.¹⁹ During the early eighteenth century, a water-powered grist mill was constructed in the vicinity. Moyer’s Mill (later known as Carleton’s Mill), located on property that is now bounded by Bunker Hill Road and 43rd Avenue, was the first mill constructed in this part of Maryland.²⁰ The mill operated until the late nineteenth century and stood until its demolition in the 1950s as part of the Anacostia flood control project. Two of the millstones still remain as part of the sidewalk on the 3700 block of 42nd Avenue.²¹

Cottage City was the site of military activity during two wars. In August 1814, the Battle of Bladensburg during the War of 1812 was fought in part at the site.

¹⁵ “Lt. Governor Steele to Present Community Legacy Award in Bladensburg,” <http://www.dhcd.state.md.us/Website/NewsEvents/news/20050401.aspx>, accessed 4 January 2008.

¹⁶ Town of Cottage City, “Town of Cottage City Maryland: Information Handbook” (no date), unpublished, located in the files at M-NCPPC, Prince George’s County Historic Preservation & Public Facilities, Planning Section, 1.

¹⁷ “Cottage City: Don’t Make Little of This Town,” Prince George’s Extra, 23 June 1999

¹⁸ Christian F. Feest, “Nanticoke and Neighboring Tribes,” in *Handbook of North American Indians*, ed. Bruce G. Trigger (Washington, D.C.: Smithsonian Institution, 1978), 241.

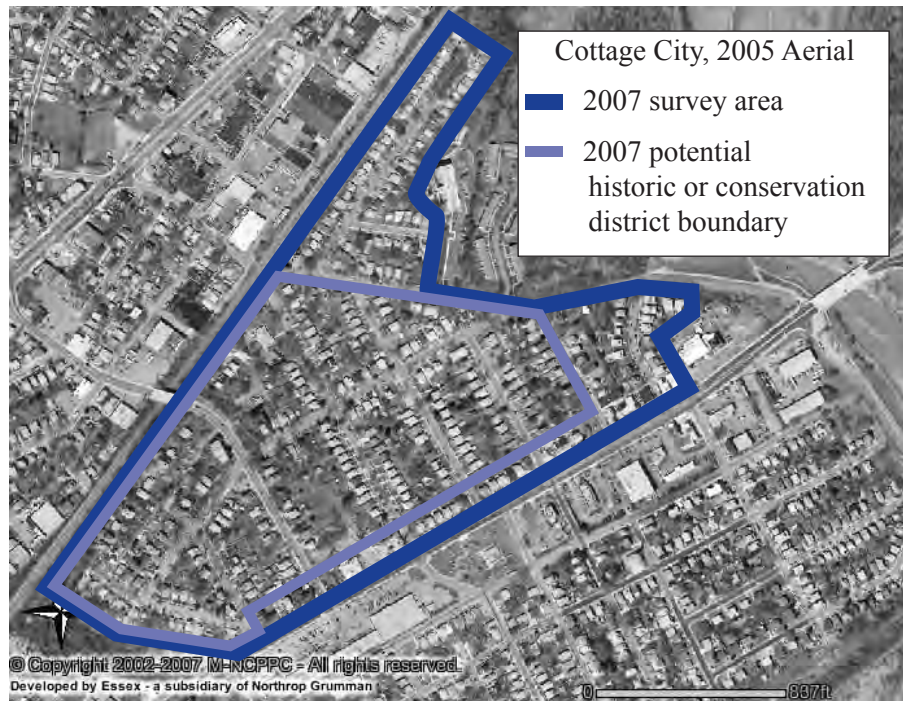
¹⁹ George Denny, Jr., *Proud Past, Promising Future: Cities and Towns in Prince George’s County, Maryland* (Brentwood, MD: George D. Denny, Jr., 1997), 135.

²⁰ Town of Cottage City, “Town of Cottage City Maryland: Information Handbook,” 1.

²¹ Bicentennial Committee, “A History of the Town of Cottage City, Maryland” (Cottage City, MD: Bicentennial Committee, May 1976), 3.

Almost five decades later, during the Civil War (1861-1865), Camp Casey was established on farmland outside of Bladensburg in present-day Cottage City.²² The Martenet map of 1861 depicts little development in the area. The rural landscape contained a few dwellings, Carleton's grist mill, and a tollgate at the intersection of Bladensburg Road and Georgetown Pike.²³

Cottage City was originally platted in 1870 as a railroad suburb known as the "City of the Highlands" by a group of Washington, D.C., developers. The community was advertised as "Overlooking Bladensburg and Hyattsville on the Baltimore and Ohio Railroad...the future of suburban places about Washington!" Developers planned to build "cottages, villas, and dwellings," using designs that were reminiscent of Andrew Jackson Downing's Cottage Residences (1842).²⁴ Despite the attractiveness of the well-planned community, the subdivision failed because there was inadequate public transportation. In 1878, the Hopkins map documents limited growth in Cottage City. The most notable change is the addition of the Highland train station. A few new dwellings constructed between 1861 and 1878 appear on the map.²⁵ From 1886 to 1888, Colonel Gilbert Moyer began amassing land by purchasing



Map 22: Cottage City

farmland and tracts of land in the failed Highlands subdivision. In 1888, Moyer established the Highland Company and replatted the community. Moyer reconfigured the layout of the subdivision and divided many of the parcels into smaller-sized lots.²⁶

After the economic depression of the early 1890s, the streetcar system expanded, encouraging suburban development in the greater Washington, D.C., area. In 1897, the Maryland and Washington Railway opened a line that ended at Mount Rainier.²⁷ By 1912, the streetcar line was extended to Berwyn Heights.²⁸ With the construction of the streetcar system in Prince George's County, small communities such as Cottage City, Brentwood, and Mount Rainier grew into active commuter suburbs.

²² Alan Virta, *Prince George's County: A Pictorial History* (Virginia Beach, VA: The Donning Company, 1991), 124.

²³ Simon J. Martenet, "Atlas of Prince George's County, Maryland, 1861, Adapted from Martenet's Map of Prince George's County, Maryland" (Baltimore: Simon J. Martenet C.E., 1861).

²⁴ "City of the Highlands, Prince George [sic] County, Maryland" (Washington, D.C.: 1870), located at Prince George's County Planning Department, Historic Preservation Section, Cottage City at The Highlands File.

²⁵ G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

²⁶ "City of the Highlands, Prince George [sic] County, Maryland" (Washington, D.C.: 1870), located at Prince George's County Planning Department, Historic Preservation Section, Cottage City at The Highlands File; Prince George's County Land Records, Circuit Court, JWB 9:365.

²⁷ Virta, *Prince George's County: A Pictorial History*, 192.

²⁸ Bicentennial Committee, "A History of the Town of Cottage City, Maryland," 28.

By 1914, the Highlands property was subdivided a third time and platted as Cottage City.²⁹ Beginning in World War I (1914–1918), Charles M. Lightbown began constructing one-story “cottages” in Cottage City. These bungalows were primarily located on Bladensburg Road and 41st Avenue.³⁰ By 1938, the majority of lots in the neighborhood were improved, most with modest bungalows. Today, Cottage City remains a middle-class commuter suburb in Prince George’s County.

There are no historic sites in Cottage City. There is one historic resource in the Cottage City area:

■ 68-020

The Rural Cottage at the Highlands
4203 Bunker Hill Road

Community Character in Cottage City

A windshield survey of Cottage City was conducted in November 2007. The survey area includes approximately 341 primary resources. The community contains a variety of buildings constructed from circa 1914 to the 1980s. Buildings in Cottage City reflect a variety of popular twentieth-century styles including Craftsman, Spanish Revival, and Modern Movement. The majority of buildings (approximately 90 percent) are one-and-a-half-story bungalows with varying levels of Craftsman-style detailing. Another common building type in Cottage City is the one-story, flat-roofed Spanish Revival-style dwelling. These buildings are typically clad in stucco and have small porticos or entry porches topped by a shed roof covered with regularly laid Spanish tiles. The dwellings often feature arched openings, typical of the Spanish Revival style. Other less frequent forms include examples of ranch houses and other small side-gabled dwellings. The topography of the neighborhood is flat and houses have only small setbacks from the street. A strip of commercial development is located along Bladensburg Road. Many of these buildings are dwellings that have been adapted for commercial use. The single public building in Cottage City houses municipal administrative offices and the police department and was constructed in 1987.

²⁹ Prince George’s County Land Records, Circuit Court, Plat Book BDS 1:10.

³⁰ Town of Cottage City, “Town of Cottage City Maryland: Information Handbook,” 31.

Map 22 illustrates the area surveyed and proposes boundaries for a potential historic or conservation district, should the community decide to pursue one of these options to enhance and safeguard community character.

EDMONSTON HISTORY

The incorporated Town of Edmonston was established in the late nineteenth century as a commuter suburb located just northeast of the boundary between the District of Columbia and Prince George’s County. The community is bounded by the Town of Riverdale Park on the north and east, the Town of Bladensburg on the south, and the City of Hyattsville on the west. Edmonston is bisected by the Anacostia River and the Anacostia River Park.

Edmonston, originally known as “East Hyattsville,” is one of many communities established outside of Washington, D.C., in the late nineteenth and early twentieth centuries as a commuter suburb. Early maps, such as the Martenet map of 1861 and the Hopkins’ 1878 map show little development in the Edmonston area, but they do show the developing community of Hyattsville to the west. The establishment and subsequent development of Edmonston followed that of neighboring Hyattsville, Riverdale Park, College Park, Brentwood, and Mount Rainier, the first of which began to develop in 1873. The extension of the City and Suburban Railway Company between 1899 and 1902 allowed people to move from the District of Columbia to these communities and travel to work by streetcar. Building upon the growth and development of Hyattsville, two local men began to purchase and subdivide land located east of Hyattsville, in what would soon become Edmonston.³¹

Edmonston was originally platted in 1903 as two subdivisions: East Hyattsville and Palestine. Several houses in Edmonston pre-date the subdivisions and were constructed in 1899 by Elisha P. Taylor. East Hyattsville was platted on approximately 70 acres of land by J. Harris Rogers of Hyattsville. The plat included 170 lots, each approximately 50 by 200 feet, resulting in very long, narrow lots. The smaller subdivision, Palestine, was platted by Dr. Charles A.

³¹ The Maryland-National Capital Park and Planning Commission (M-NCPPC), Edmonston Historical Survey (Upper Marlboro: M-NCPPC, 1993), 4.

Wells as part of his dairy, Palestine Farm. Twenty-five acres of this land was subdivided into 62 lots, each approximately 75 by 175 feet. Wells constructed approximately five houses for sale; the remainder of the lots were sold unimproved.³²

The community was home to a working middle-class population, many of whom were employed by the U.S. government as clerks, working for the Departments of War, Treasury, and the Internal Revenue Service, the Printing and Engraving office, the Post Office, and the Department of Agriculture. Still other early residents were employed by the local railroads and served as engineers, telegraphers, and motormen. Edmonston was also home to many who worked in the construction and building trades.³³

As the East Hyattsville community grew, residents desired to incorporate their community in order to provide better services. By 1920, over 103 families resided in 98 dwellings in the small but growing community.³⁴ In 1924, the town was officially

incorporated as Edmonston.³⁵ It is believed that the community was named for Captain James Edmonston of Bladensburg, who in 1742 purchased 60 acres of land near what is now Edmonston.³⁶ Edmonston Road, named for the same family, was also an early north/south route that ran between Bladensburg and Vansville.³⁷

Soon after the town's incorporation, Robert Funkhouser, a developer of Mount Rainier, purchased several large lots south of Decatur Street (formerly Wells Avenue) where he subdivided the land into approximately 40 lots, each averaging 40 by 90 feet. Beginning in 1925, Funkhouser built bungalows on each lot and quickly sold them. These bungalows were typically one-and-a-half stories in height with side-gabled roofs and a full-width shed roof porch.³⁸

³² M-NCPPC, Edmonston Historical Survey, 7-9.

³³ M-NCPPC, Edmonston Historical Survey, 42.

³⁴ M-NCPPC, Edmonston Historical Survey, 42.

³⁵ Maryland State Archives, "Prince George's County, Maryland, Municipalities, Edmonston," <http://www.msa.md.gov/msa/mdmanual/37mun/edmonston/html/e.html> accessed 7 November 2007.

³⁶ George D. Denny, Jr., *Proud Past, Promising Future: Cities and Towns in Prince George's County, Maryland* (Brentwood, MD: Dilden Company, 1997), 159.

³⁷ M-NCPPC, Edmonston Historical Survey, 42.

³⁸ M-NCPPC, Edmonston Historical Survey, 43.



Map 23: Edmonston

In the 1930s, development slowed in the community due to the Depression and did not actively begin again until after World War II (1941-1945), with the subdivision of Edmonston Terrace.³⁹ Platted in 1945 by Master Builders, Inc., the nine-acre subdivision consisted of 41 lots bounded on the north by the south side of Ingraham Street, Lafayette Place on the east, Gallatin Street on the south, and 46th Avenue on the west.⁴⁰ Master Builders constructed nearly identical two-story, side-gabled, brick houses on all 41 lots. The houses were marketed directly to veterans returning from the war, and featured a kitchen, living room, and dining room on the first story, and two bedrooms and one bathroom on the second story.⁴¹ With the addition of Edmonston Terrace, the population of Edmonston grew from 717 in 1930 to 1,190 in 1950.⁴² Today, the population of the community is approximately 1,000 residents.⁴³

There are currently no designated historic sites or historic resources in Edmonston. However, on September 7, 2008, a historic marker was placed to commemorate Mount Rose—a community established by freed Riversdale plantation slaves, Adam and Emily Plummer, on ten acres of land that later became a part of Edmonston.⁴⁴

Edmonston Community Character

A windshield survey of Edmonston was conducted in November 2007. The survey area consists of approximately 312 primary resources. At the request of the Edmonston Town Council, the Edmonston

community was previously surveyed by Prince George’s County Planning Department staff in 1992–1993. Little has changed in Edmonston since the 1993 survey. Edmonston remains a small commuter suburb, located west of Kenilworth Avenue and east of Baltimore Avenue/Rhode Island Avenue. Buildings in Edmonston represent primarily residential use, with a few dwellings rehabilitated for commercial use along Decatur Street, and several public buildings including the Town Hall and recreation center. Buildings range in age from the late nineteenth century to the 1970s, with the majority dating from the 1890s to 1947. There is little modern infill within the community, but many buildings have been altered by additions. Building forms represented include I-houses, front-gabled structures, L-shaped plans, American Foursquares, bungalows, “minimal traditional,” and the ranch house. Architectural styles represented include vernacular interpretations of popular styles such as Queen Anne, Colonial Revival, and Craftsman, as well as the Modern Movement. There are many secondary resources in the community including garages and sheds. The topography of Edmonston is relatively flat with most houses having flat or slightly sloping lots. Houses are typically set close to the road.

Map 23 illustrates the area surveyed and proposes boundaries for a potential historic or conservation district, should the community decide to pursue one of these options to enhance and safeguard community character.

BLADENSBURG HISTORY

Located in western Prince George’s County, the town of Bladensburg was established in 1742 by an act passed by the General Assembly, establishing a town near Garrison’s Landing on the Eastern Branch, as the Anacostia River was then known. Originally called “Bladensburgh,” the town was named after colonial governor Thomas Bladen. The General Assembly required that the town be divided into 60 lots that were to be improved within 18 months by a “tenantable House, with one Brick or Stone Chimney...that shall cover four Hundred square Feet of Ground” [*sic*].⁴⁵

³⁹ M-NCPPC, *Edmonston Historical Survey*, 50.

⁴⁰ Prince George’s County Land Records, Circuit Court, Plat Book BB 10:25.

⁴¹ “New Homes in Edmonston Terrace,” *The Washington Post*, 8 June 1947.

⁴² M-NCPPC, *Edmonston Historical Survey*, 50.

⁴³ Maryland State Archives, “Prince George’s County, Maryland, Municipalities, Edmonston,” <http://www.msa.md.gov/msa/mdmanual/37mun/edmonston/html/e.html> accessed 7 November 2007.

⁴⁴ Edmonston News—From the Mayor’s Desk, September 2008

⁴⁵ Proceedings and Acts of the General Assembly, 1740-1744, Volume 42, 413-415.

In 1747, Bladensburg was designated as an inspection site for tobacco in Prince George’s County. In order to protect the quality of tobacco being shipped to England, all tobacco grown in Maryland had to pass through inspections sites at Nottingham, Piscataway, Upper Marlboro, or Bladensburg before it was allowed to be publicly sold.⁴⁶ By 1776, Bladensburg exported more tobacco than any other Maryland port on the western shore of the Chesapeake. By the late eighteenth century, Bladensburg supported a shipyard, tannery, waterfront wharves, taverns, stores, and dwellings.⁴⁷

The eighteenth-century seaport of Bladensburg has been greatly altered; however, several early buildings remain, including four structures pre-dating the American Revolution (1775-1783).⁴⁸ The earliest extant building is Bostwick, a Georgian-style building constructed in 1746 by Christopher Lowndes. Lowndes also constructed the Market Master’s House in 1765, which served as the home for the port’s manager. The Hilleary-Magruder House was erected by William Hilleary between 1742 and 1746 and was visited by George Washington in 1787. The George Washington House was constructed as a store in 1760 and was part of a commercial complex that originally included a tavern and blacksmith shop.⁴⁹

Although there was little military activity in Prince George’s County during the American Revolution, Bladensburg was documented in 1782 by a French

cartographer who was traveling with General Rochambeau’s Army. The map shows a small but well-developed town on the banks of the river.⁵⁰ During the War of 1812, Bladensburg was the site of a decisive battle. In August 1814, British troops traversed Prince George’s County to Bladensburg where they planned to cross the Anacostia River and enter the District of Columbia. The British quickly defeated the inexperienced American militia, and marched south to Washington, D.C., where they captured and burned the nation’s capital.⁵¹

Despite the ultimate British success against Washington, Commodore Joshua Barney executed a defense strategy against the British using local vessels suited for operating in shoals and flats and, perhaps more importantly, manned by local people, which included slaves, free black sailors, and white sailors who were familiar with the waters and the surrounding terrain. Barney’s flotilla sustained a threat to the British that was out of proportion to its size and the British were stymied until their main force arrived from Bermuda. Only when Barney’s flotilla had been destroyed did the British march on Washington. The feeble defense of Washington in no way matched Barney’s foresighted and brave efforts on the rivers or the fight put up by him and his men on the field at Bladensburg.⁵²

By the mid-nineteenth century, the town of Bladensburg evolved from a bustling port to a small town that included several churches, shops, and historic dwellings. As the Anacostia River silted up, the river became unnavigable for larger ships carrying tobacco and supplies. As trade and shipping in Bladensburg and other small ports decreased, Baltimore was growing as a port because of its accessibility to more farmers, merchants, and larger ships. The last commercial vessel left Bladensburg in 1843, loaded with 60 hogsheads of tobacco. When the Baltimore and Ohio (B&O) Railroad

⁴⁶ Marina King, “The Tobacco Industry in Prince George’s County, 1680-1940,” in *Historic Contexts in Prince George’s County: Short Papers on Settlement Patterns, Transportation and Cultural History* (Upper Marlboro, MD: Maryland-National Capital Park and Planning Commission, 1991), 69-71.

⁴⁷ Susan G. Pearl, *Prince George’s County African-American Heritage Survey*, 1996 (Upper Marlboro, MD: Maryland-National Capital Park and Planning Commission, 1996), 37.

⁴⁸ Michael F. Dwyer, “Bladensburg Survey District” Maryland Historic Trust Inventory Form for State Historic Sites Survey (March 1973), 7:1.

⁴⁹ The Maryland-National Capital Park and Planning Commission. *Illustrated Inventory of Historic Sites, Prince George’s County, Maryland* (Upper Marlboro: M-NCPPC, 2006), 69.

⁵⁰ Alan Virta, *Prince George’s County: A Pictorial History* (Virginia Beach, VA: The Donning Company/Publishers, 1984, 1991), 80-81.

⁵¹ Virta, *Prince George’s County*: 94-95.

⁵² *Riverine Warfare: The U.S. Navy’s Operations on Inland Waters*, Navy Department Library, Washington Navy Yard, Washington, D.C.

was constructed in 1835, the railroad bypassed Bladensburg, effectively cutting off the town as a mid-nineteenth century commercial center.⁵³

The Martenet map of 1861 documents a small but self-sufficient town. A variety of amenities were available for Bladensburg residents, including several general stores, a blacksmith shop, shoe maker, cabinet maker, doctor's office, schoolhouse, and several churches, representing Methodist, Presbyterian, and Episcopalian congregations. Two mills were located outside of the town, one to the east and one to the west. The Female Academy and Spa Spring were both located north of Bladensburg.⁵⁴

The construction of the Alexandria Branch of the B&O Railroad in the 1870s spurred development in Bladensburg. By 1878, the Hopkins map shows growth in the town directly related to the expansion of the rail line. In support of this growing industry, two hotels and several new stores were constructed. The northern and eastern portions of the town experienced the most growth, as the town expanded closer to neighboring communities such as Hyattsville. Many new dwellings, outbuildings, and commercial buildings were constructed between 1861 and 1878. Three new churches appear on the map: the African Methodist Episcopalian, St. Paul's Second Baptist, and St. Luke's Catholic Church. The town boasted a much larger public school and Bladensburg Academy, a private school.⁵⁵ Although not noted on the map, a Freedmen's Bureau school was established in Bladensburg in 1866, and a schoolhouse for African-American students was constructed in 1867.⁵⁶

In the early twentieth century, the expansion of the streetcar system connected Bladensburg and other communities to Washington, D.C., Prince George's

⁵³ Pearl, African-American Heritage Survey, 37.

⁵⁴ Simon J. Martenet, "Atlas of Prince George's County, Maryland, 1861, Adapted from Martenet's Map of Prince George's County, Maryland" (Baltimore: Simon J. Martenet C.E., 1861).

⁵⁵ G.M. Hopkins, "Atlas of Fifteen Miles Around Washington, Including the County of Prince George Maryland" (Philadelphia: G.M. Hopkins, C.E., 1878).

⁵⁶ Pearl, African-American Heritage Survey, 37.

County offered a lower cost of living and a convenient location near the District of Columbia. The Washington, Spa Spring, and Greta Railroad served Bladensburg from 1910 through the early 1920s. The line started on Fifteenth and H Streets, NE, in Washington, D.C., stopped at Bladensburg, and then followed Edmonston Road to East Riverdale and Berwyn Heights.⁵⁷ From the early twentieth century through the mid-twentieth century, several subdivisions were platted on the northeastern edges of the historic town. Notable among these were North Decatur Heights (1925), Washington Suburban Homes (1942), and Decatur Heights (1947).

Bladensburg has remained an active suburban community in Prince George's County since the early twentieth century. Although the town has undergone many changes, it retains a number of historic buildings that recall the town's character and importance from the colonial era to the first half of the twentieth century.

Historic sites in Bladensburg include:

- 69-005-02, George Washington House (NR), 4302 Baltimore Avenue
- 69-005-06, St. Paul's Baptist Church, 4107 47th Street
- 69-005-07, Hilleary-Magruder House (NR), 4703 Annapolis Road
- 69-005-08, Market Master's House (NR), 4006 48th Street
- 69-005-9, Bostwick (NR), 3901 48th Street

There are three historic resources in Bladensburg:

- 69-001, Spa Spring Site, Tanglewood Drive
- 69-005-10, Evergreen Cemetery, 52nd Avenue south of Newton Street
- 69-005-16, Peace Cross, 4500 block of Annapolis Road

There is one property in Bladensburg individually listed in the National Register of Historic Places:

- 69-36, Hilltop Manor (NR), 4100-4112, 4200-4214 53rd Ave, 4100-4210 53rd Place, and 5300-5304 Annapolis Road

⁵⁷ Virta, Prince George's County, 205.

Community Character in Bladensburg

A windshield survey of the residential areas of Bladensburg was conducted in February 2008. This area includes the original subdivisions of Linwood (1911), Decatur Heights (1915), Whiteley (1919), North Decatur Heights (1925), Section 4 of Decatur Heights (1927), Washington Suburban Homes (1946), and Decatur Heights, Addition A (1947). The survey area consists of approximately 729 primary resources. The 2008 windshield survey focused on the residential areas of Bladensburg north and east of the original Bladensburg survey area. Bladensburg is a bustling community, bisected by Annapolis Road and Kenilworth Avenue. Commercial resources are largely concentrated along these major streets. Buildings in Bladensburg represent a variety of uses including residential, commercial, industrial, religious, and educational. Public buildings include the Town Hall (4229 Edmonston Road) and the Bladensburg Community Center (4500 57th Avenue). Buildings in the residential areas of Bladensburg date from the early twentieth century through the 1970s. Building forms represented include the American Foursquare, the bungalow, Cape Cod, “minimal traditional,” and the ranch house. Architectural styles present include various interpretations of the Colonial Revival, Craftsman, and illustrations from the Modern Movement. There are many secondary resources in the community, including garages and sheds. The topography of Bladensburg is relatively flat with most houses having flat or slightly sloping lots. Houses are typically set close to the road.

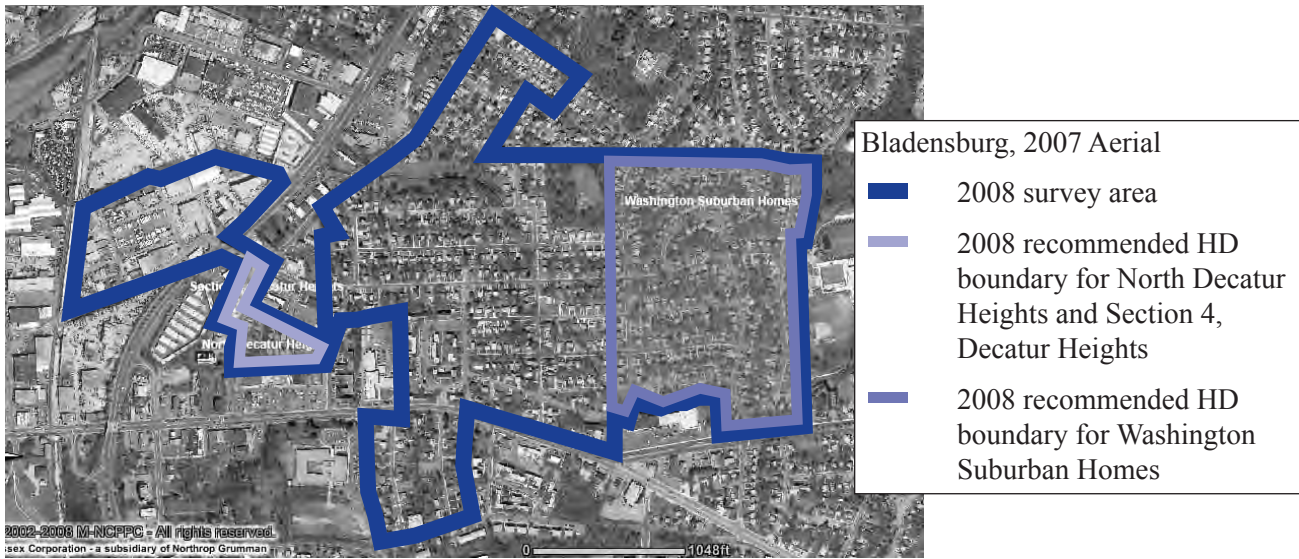
The subdivisions of Linwood, Decatur Heights, Whiteley, North Decatur Heights, Section 4 of Decatur Heights, Washington Suburban Homes, and Addition A of Decatur Heights, comprise the larger historic residential communities of Bladensburg. Several of these subdivisions in Bladensburg illustrate the evolution of architectural styles and suburban development in Prince George’s County in the first half of the twentieth century. The most intact concentrations of early and mid-twentieth century houses are found in North Decatur Heights and Washington Suburban Homes. Individually, these two subdivisions represent distinct, cohesive, and unified communities with limited infill and intact boundaries.

In 1925, North Decatur Heights was platted by members of the Gasch family.⁵⁸ The 30 lots of the subdivision were located east of Edmonston Road, along what is now Taylor Street. The lots were irregularly shaped and ranged in size. That same year, the parcels were improved by a number of Craftsman-style bungalows. Advertised in the *The Washington Post*, the houses were described as “Charming 7 Room and Bath Bungalows At \$6,100 And Several More Equally Delightful 5 Room and Bath Bungalows At \$5,700.” The houses were constructed by Gasch & Gasch, Builders with modern amenities that included water, sewer, gas, and electricity. The modest houses were described as “painstakingly built under the immediate supervision of the owners.” The ad touted the location of the subdivision, convenient to Edmonston Road, the “newly-concreted state highway” and at the “terminus of the Bladensburg Bus Line, within a block of the new Defense Highway to Annapolis, and only a few squares from the Baltimore-Washington Boulevard.”⁵⁹ In 1927, members of the Gasch family platted Section 4 of Decatur Heights.⁶⁰ The subdivision is located on the west side of Edmonston Road, across the street from North Decatur Heights. The subdivision consists of nine lots, slightly larger than the original lots in North Decatur Heights. These lots were improved by the same bungalows that were located in North Decatur Heights. All of the one-and-a-half-story bungalows are virtually identical, with the only variation appearing to be either a front-gabled dormer or a jerkinhead dormer piercing the roof. Typical of the style, the houses all have low-pitched, side-gabled roofs that extend to shelter a full-width porch on the façade. The porches have rock-faced concrete-block piers topped by Craftsman-style wood posts. The exterior-end chimneys are all constructed of rock-faced concrete blocks. The dormers all have exposed rafter ends and originally contained paired double-hung, wood-sash windows.

⁵⁸ Prince George’s County Land Records, Circuit Court, Plat Book SDH 3:15.

⁵⁹ Display Ad, *The Washington Post*, 10 July 1925.

⁶⁰ Prince George’s County Land Records, Circuit Court, Plat Book SDH 3:56.



Map 24: Bladensburg

Washington Suburban Homes was platted in 1942 by the Graham Development Company.⁶¹ The plat consisted of eight blocks that contained approximately 204 lots on the north side of Annapolis Road. Lots were of varying sizes, but averaged 50 feet wide and 100 feet deep on long curvilinear blocks. The lots were improved by modest one-and-a-half-story Colonial Revival-style Cape Cod houses. The wood-frame houses were three bays wide and two bays deep with a central entry. They were topped by a side-gabled roof that was typically pierced by two front-gabled dormers. Many houses were constructed with either a one-story, one-bay porch or a projecting, front-gabled bay on the façade. In 1946, B&G Development Company platted section two of the

Washington Suburban Homes subdivision.⁶² These lots were located northeast of the original subdivision. B&G Development also constructed Cape Cod houses, but they reflected the influence of the popular Modern Movement. The masonry houses were slightly larger in scale. The developer continued with the consistent lot size and street pattern established by the Graham Development Company in the earlier subdivision.

Map 24 illustrates the area surveyed and proposes boundaries for potential historic or conservation districts, should the community decide to pursue one of these options to enhance and safeguard community character.

⁶¹ Prince George’s County Land Records, Circuit Court, Plat Book BB 9:78.

⁶² Prince George’s County Land Records, Circuit Court, Plat Book BB 10:74 and BB 12:22.



COMMUNITY HEALTH AND WELLNESS

GOAL

Using sustainable design and development practices that contribute to a healthy environment and thus benefit the overall health and wellness of its residents. Residents and visitors to the Port Towns have access to healthy foods, reliable transportation, safe places to walk and exercise, entertainment and recreational venues, employment opportunities, and housing options that promote healthy choices.

BACKGROUND

The Port Towns currently lack the type of compact development, pedestrian connectivity, variety of land uses, housing options, recreational opportunities, and environmental enhancements that support the health and well-being of residents and visitors. County residents have expressed that, beyond access to high-quality and affordable health care services, a community environment that fosters health and disease prevention should be a priority consideration for land use policies. This includes access to healthy foods, reliable transportation, safe places to walk and exercise, and employment and housing options that help individuals to make healthy choices. Notably, the Consumer Health Foundation, the principal private foundation concerned about health access for poor and vulnerable populations in the Washington metropolitan area, recently conducted a series of community health speakouts, out of which came the concept of wellness opportunity districts. These districts would be designated neighborhoods where incentives and policies would be provided, consistent with the smart growth philosophy, to support health and wellness within the community.

OBJECTIVES

- Consider community health and wellness as land use policies are developed and implemented.
- Establish the public infrastructure system so that parks, restaurants, shops, schools, libraries, and other community resources are conveniently located and physically accessible.
- Ensure the transportation network is multimodal and sustainable.
- Make quality, affordable housing available in the town center.
- Encourage local living wage jobs and business ownership.

Policy 1:

The Port Towns are a designated wellness opportunity district where land uses permitted in the Port Towns will be developed in a way that benefit the overall health and wellness of the community.

Strategy:

- Fast food establishments with drive-through windows are not allowed and fast food establishments without drive-through windows are encouraged to provide healthy choice offerings such as fresh fruit, vegetables, salads, etc., as their lowest priced menu items.
- Establish a healthy balance of liquor stores or other retailers that sell alcohol and tobacco for off-site consumption, in conformance with national best practices and, where applicable and available, introduce evidence-based approaches.

Policy 2:

Since the Port Towns Sector Plan area is a targeted wellness district, public schools should provide an array of activities and choices that promote the overall health and wellness of the community.

Strategies:

- Increase the required number of physical education hours for all grade levels as a way of improving physical health.
- Work with Prince George’s County Board of Education to pursue joint use agreements to share indoor and outdoor facilities with schools, especially in neighborhoods that suffer a disproportionate lack of recreational and community facilities.
- Encourage school facility siting that establishes schools as focal points within the neighborhood that are designed utilizing Crime Prevention Through Environmental Design (CEPTED) principles and provide safe pedestrian and bicycle access.
- Work with and encourage the Prince George’s County Board of Education to offer locally grown foods in the school breakfast and lunch programs and to allow schools to host farmers’ markets on weekends or after school hours.
- Volunteer research internship opportunities that will train students in the area of medical research should be funded to support the Biomedical Sciences Program of Bladensburg High School.
- Transportation to and from research internships at various scientific institutes in which the students in the program participate should be funded to support the Biomedical Sciences Program of Bladensburg High School.
- Physical education, art and music curriculums should be provided as mechanisms to relieve stress, elevate grades, and develop self esteem.
- Leadership mentoring programs such as the Port Towns Youth Council should be funded and expanded to cultivate a next generation of community leaders.

- Healthy food options should be offered in school vending machines, including: cafeteria menus, and school activity locations, (e.g., snack stands at athletic events).

Policy 3:

Initiate a health and wellness program for the Port Towns Center.

Strategies

- Designate the Port Towns Center a wellness opportunity district in which incentives and policies would be provided, in a manner similar to Maryland Smart Growth policies, to support and encourage health and wellness in the area.
- Undertake a health impact assessment to provide unbiased information about anticipated health benefits and costs of proposed development activities for the town center area and apply the results to urban design and transportation policies.
- Establish health and wellness objectives and a set of measures and targets to gauge the progress in achieving the objectives.
- Make available grants or loans to support the implementation of initiatives to benefit the health and wellness of the residents.
- Provide incentives for developers to do health impact assessments and provide health and wellness amenities as a part of development process.
- Develop a public education and community participation process to ensure involvement in making decisions that impact the health and wellness of its members.
- Promote walking and biking by emphasizing resources for pedestrians and cyclists instead of automobiles, including bicycle parking, bicycle storage units, benches, tables, and drinking fountains.
- Provide incentives for developers to include shower and changing facilities for those who commute to work on bicycles.
- Encourage car share programs to establish outlets in the town center.

- Integrate walking and biking into the assessment of motor vehicle and mass transit transportation policies.
- Develop economic incentives to support a diverse mix of uses, affordable housing, and employment at livable wages at and around the town center.
- Require that development proposals demonstrate their ability to provide a ready access to a variety of community resources, such as grocery stores, parks, housing, and employment opportunities.
- Encourage development that supports a healthy economy that provides a variety of living wage jobs.
- Maintain land zoned for light industrial, production, and distribution uses in and around the town center to provide employment opportunities.
- Explore the option of providing density bonuses for affordable housing in the town center.

Policy 4:

Work collaboratively with the community to develop and achieve the Port Towns plan’s vision for a healthy community as articulated in the sector plan by providing opportunities for participation of community residents in the planning process.

Strategies:

- Encourage the ongoing participation of individuals, organizations, and businesses in supporting community health and the planning process.
- Review of new development and infill development proposals should be coordinated through pertinent county agencies and parties of record for a health and wellness focus such as the Health Department, the Anacostia Watershed Society, the Port Towns Youth Council, the Port Towns Community Health Partnership, Mid-Atlantic Public Health Institute.
- New development and infill development proposals should require a health impact assessment (HIA). <http://www.cdc.gov/healthyplaces/hia.htm>.
- Referral comments from the Public Facilities Section of the Planning Department will include and/or coordinate HIA comments and health and wellness comments of pertinent agencies and departments.
- The Port Towns communities and the PTCHP should assist in the development of the emerging Mid-Atlantic Public Health Institute or a similar organization and engage the Institute for review and comment as development proposals are considered.



FUNDAMENTAL URBAN DESIGN PRINCIPLES

PEDESTRIAN-ORIENTED DESIGN

Pedestrian-oriented design focuses attention on details that create places where people enjoy walking. The proximity of residential and civic/commercial neighborhoods; building placement on the lot; completeness and interconnectedness of sidewalks, crosswalks, supplementary paths, public transportation, and parking facilities; human-scale architecture; and the provision of comfort elements bring people onto the sidewalk and into the shops, libraries, parks, and playgrounds. The increased pedestrian traffic improves business opportunities and reduces the potential for illegitimate uses.

- Compact neighborhoods encourage a healthy and neighborly lifestyle by enabling walking and casual interactions with other residents. Tree-lined streets, flower beds, benches, fountains, and other amenities welcome and delight pedestrians.
- In mixed-use areas, the street wall formed by adjoining buildings creates a sense of enclosure giving users the intuitive understanding of the limits and boundaries of the area within eyesight and increasing their security.
- Eye-level detail such as stoops, decorative railings, storefront windows, interior and exterior lighting, cornices, signs, and banners create a human-scale architecture that is inviting to pedestrians.
- The presence of windows gives users confidence that the street and public spaces have built-in surveillance.
- Sufficient sidewalk width, shade, and attractive surroundings invite pedestrians and ensure them that the place is cared for and valued.
- Benches and water fountains give people respite and make visitors feel welcome.

PLACE MAKING

“Place making” means creating a sense of place. Identifiable neighborhoods are those that people enjoy living in, visiting, caring for, and protecting. People enjoy places with harmonious views, gathering places, identifiable elements, or natural beauty.

Great places are not sterile environments but are lived in, with visible evidence of those who live, work, study, and play in the area. Place making consists of gateway features, unique architecture, views, and focal points, but also requires the human elements that individuals, groups, and businesses bring to the area through participation in beautification, events, and everyday activities. The following methods will contribute to developing a sense of place in the town center.

- Create lively commercial centers through a pattern of mixed-use development. Produce a street wall of continuous storefronts with retail, services, and restaurants on the ground floor and residential, office, and selected businesses on the upper stories.
- Use human-scale and context-sensitive design to encourage pedestrian use and longer visits.
- Develop safe and attractive public areas to invite a variety of users and contribute to the identity and 24-hour character of town centers and major corridors.
- Increase the comfort of pedestrian, bicycle, and public transportation users by providing appropriate amenities such as street furniture, decorative paving, and lighting.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED focuses on creating safe and comfortable areas for residents and visitors that are also unattractive to criminals. CPTED recognizes that criminals are adept at assessing risks to their enterprise. CPTED principles help design areas that appear risky to criminals for illegal activity. The CPTED tenets are territoriality, natural surveillance, activity programming, and access control. These design principles, applied in a comprehensive manner, deter criminals from using public areas for illegitimate activities and increase everyone else's comfort and safety.

- Territoriality has two emphases and is based on the principle that most people will protect their own territory and respect the territory of others. The first emphasis is using a low wall or fence to clearly delineate the line between public areas, such as sidewalks, and private areas and yards associated with residences. Also important is the maintenance of private and public property. Well-maintained, litter free, and quality landscaped public spaces send the message that illegitimate behavior and activities are not tolerated.
- Natural surveillance is facilitated through design that allows users of public space to feel that other people can view them. Windows, storefronts, entrances, balconies, porches, outdoor activity areas, and benches increase the likelihood that a neighbor, passerby, or business owner will spot and report criminal activity. In addition, sightlines along sidewalks should be kept clear. Tree branches should be limbed up and shrubbery trimmed. Displays and signs should be cleared away from storefront windows to allow people inside to see out and those outside to see in. Uniform low-level lighting should be provided along sidewalks, pathways and service entrances/areas, parking, and alleys. These features allow for oversight of public areas and clear sightlines, make legitimate users feel safer and increase the risk to criminals.
- Activity programming includes the arrangement of uses through triangulation and programming, so that people using the areas in legitimate ways protect public space. Examples of such programming include placing benches near entrances and trash cans and locating a library next to a park to increase the number of people who

notice the amenity, find it convenient to use, and feel safe using it (natural surveillance). Special programming, such as arts festivals, block parties, farmers markets, and clean-up days bring people together in parks and streets and allow them to get to know each other. Legitimate public activity displaces or precludes illegitimate users and increases both natural surveillance and sense of ownership.

- Access control places commercial and residential entrances and exits in plain public view, such as on the public sidewalk or from a visually unobstructed plaza. Multifamily development entrances are restricted to two options: entrances that are controlled by a concierge, or reduction of the number of units per entrance so residents recognize strangers who do not belong in the building. Traffic-calming measures change the perception that streets provide fast getaway routes and reduce the number of people who use adjacent streets as criminal activity centers. These changes in design, applied in a comprehensive manner, deter criminals from using public areas for illegitimate activities and increase everyone else's level of comfort and safety.

ARCHITECTURAL STYLE AREAS

Existing architectural cues and the type of development proposed suggest a number of potential architectural style areas throughout the sector area. The following architectural approaches are recommended:

Port Towns Waterfront

This waterfront district could take its cue from the multilevel porches and hip or gable-end roof style of the George Washington House. The design of buildings in this area should emphasize windows and porches facing Annapolis Road and Baltimore Avenue.

Bladensburg Road Gateway/Main Street

The mixed-use areas envisioned along Bladensburg Road should both incorporate and respect the architectural character of the early twentieth century bungalow style, including large porches and deep overhangs. In the vicinity of the proposed MARC station, architectural character should reflect the bungalow architecture of Cottage City for residential areas and the existing early twentieth-century industrial architecture for mixed-use infill.

Bladensburg Town Center

This area lends itself to three architectural sub-areas.

- The concentration of historic structures south of Annapolis Road provides the framework for an eighteenth-century historic area that features continuous arcades at ground level, hip or gable-end roofs, dormers, and doors and windows consistent with the scale of Bostwick House.
- The civic core should reflect the civic and public uses of the library and town hall and incorporate public space in the form of greens, plazas, squares, courtyards, and promenades. The associated mixed-use area should emphasize street front retail.
- Future development to the north and west of the town center should reinforce the architectural style of the existing bungalow housing in these areas.

Annapolis Road Gateway

Existing Art Deco/Streamline Moderne architecture presents the opportunity for continuation of this architectural style along portions of Annapolis Road. Potential design features include brickwork compatible with that of Hilltop Manor, flat roofs with rooftop patios and/or green roof amenities, and a level of fenestration consistent with other Art Deco/Streamline Moderne buildings in the area.

Edmonston Road Main Street

The area in the vicinity of the new town center would lend itself to Mediterranean revival architecture. Common elements might include tile roofs and stucco arcades.

Edmonston–North Workshop

The mixed-use neighborhood envisioned in this area should take its architectural cues from the existing early twentieth-century industrial architecture in the area as well as from the modern architectural character established by recent development in the nearby Hyattsville Arts District.

STREET CHARACTER

All streets in the Port Towns area will function as civic places that are safe, welcoming and encourage pedestrian use. Lightings, furnishing and landscaping will contribute to the overall street character.

Street boundaries will be defined by buildings placed at the build-to-line (see Building Envelope Standards) and sidewalks that extend from the back of the curb to the build-to-line. All streets feature street trees. Along streets with parallel, on-street parking, street trees will be placed at regular intervals adjacent to the street. On streets without on-street parallel parking, street edges are defined by long, continuous planted bands with trees. New streets have been designated for specific categories of street design, as described in detail in the Building Envelope Standards.

SUSTAINABLE DESIGN IN MIXED-USE AREAS

Promoting sustainable design in mixed-use areas underscores a central design challenge: traditional approaches to sustainable stormwater management have both a suburban orientation and space requirements that would be overly intrusive if applied to a denser, more urban, mixed-use environment. Earlier versions of stormwater management focused on collecting and filtering runoff in large “end-of-pipe” facilities, such as retention/detention ponds, swale systems and expensive underground facilities—techniques that prove incompatible with more compact and urban mixed-use areas, where minimal space exists for such facilities. Consequently, the goal of achieving sustainable design can potentially run counter to the principles of pedestrian-oriented design and place-making described above by disrupting important urban spaces in order to accommodate stormwater management facilities.

Fortunately, more recent approaches to stormwater management offer new solutions to this dilemma. These approaches, which focus on collecting and filtering water as close to its source as possible, not only reduce the cost and impacts associated with the “end-of-pipe” approach, but also complement more urban, mixed-use environments. A variety of such approaches exist for both the public realm and private sites, as follows.

Public Realm

Street tree boxes and other tree planting alternatives—Allowing water to run into street tree boxes, as well as into specially-constructed tree root growth zones, is a technique being studied in many urban areas. Water-tolerant trees such as Bald cypress (*Taxodium distichum*), River Birch (*Betula nigra*) and Red Maple (*Acer rubrum*) are particularly well-suited for use in this situation.

Bio-filters along curb lines—Water caught along the curb line of a street can be directed into planted areas at the back or front of a curb along a city street. These bio-filter “gardens” can be incorporated into urban streetscapes at the back of curbs and adjacent to on-street parking. This technique is especially appropriate for urban residential streets, but is not recommended for areas of intense pedestrian activity, such as commercial main streets.

Bio-filter rain gardens in public parks and open spaces—Incorporating bio-filter “gardens” in public greens and along parkways is a creative approach to handling storm water in urban settings. These gardens should be designed without fencing to accommodate public access and can incorporate pedestrian paths, seating and other urban park amenities. Water-loving grasses and perennials can provide a rich visual counterpoint to mown lawns and paved pedestrian zones. While these areas must be carefully designed and maintained, they can reduce the need for expensive underground storage and reduce the amount of water flowing into the Chesapeake Bay.

Private Sites

On private sites, several techniques can lessen, or even eliminate, the need for expensive underground facilities in a way that successfully captures run-off closest to its source. These approaches include:

Green roofs—Green roofs range in type from those that are deep and soil-intensive to the very thin and “extensive.” Green roofs help to absorb and retain rain water as well as to insulate buildings.

Water collection and reuse for irrigation (cisterns)—Water is collected off roofs in cisterns and used to irrigate planted areas.

Pervious paving—A variety of new pervious paving products have been developed in recent years. For example, unit pavers with built-in separation ridges allow water to move between the pavers and into filtration or detention beds.

Bio-filtration at ground level internal courtyards—Water can be detained and filtered through planted courtyards in urban situations. The structure of the planted areas can take on the regular orthogonal shapes typical of urban places and still be planted with water-loving vegetation. Bio-filtration is most appropriate for internal courtyards in mixed-use areas; in the public realm, planted bio-filters could disrupt the relationship between buildings and public streets and sidewalks.



IMPLEMENTATION

INTRODUCTION

The Port Towns Sector Plan will be implemented through a variety of partnerships and funding strategies involving federal, state, county, and municipal governments, community groups, citizens, and private developers. The ongoing planning and implementation process includes, but is not limited to, the FY 2009–2015 Capital Improvement Program, the State Highway Administration’s Consolidated Transportation Program, mandatory referrals from various government agencies, revisions and additions to land development regulations, and review of and recommendations and/or action on zoning map amendment petitions, special exceptions, departures from design standards, proposals for subdivision, variances, and applications for building permits.

The success of the plan depends upon future decisions and actions of both the public and private sectors. In the private sector, implementation is the responsibility of developers and citizens. Implementation that is motivated by a desire to realize the recommendations of the vision plan will most effectively achieve the potential of the Port Towns Sector Plan.

The implementation actions listed in Table 15: Action and Phasing Plan, identify recommendations made in the plan that may be implemented through the development application process and/or public sector partnering. The table relates the plan’s recommendations to suggested action steps, the anticipated parties involved, and the timeframe in which the recommendations should be implemented.

Table 15: Action and Phasing Plan

| Proposed Project/Initiative | Potential Parties Involved | Potential Role |
|--|---|--|
| <i>Bladensburg Town Center</i> | | |
| Short range (1 to 5 years) | | |
| Market Master and Mango Café Site (former Roy Rogers) Redevelopment | Town of Bladensburg | Co-owner of site, development partner |
| | Aman Memorial Trust | Co-owner of site, development partner |
| | Private developer(s) | Lead developer, development partner(s) |
| | Port Towns CDC | Development partner |
| New Town Hall and Public Library | Town of Bladensburg | Development partner, end user |
| | Economic Development Corporation | Facilitate access to funding incentives |
| | Prince George’s County Central Services | Co-owner of site (library) |
| | M-NCPPC | Civic green |
| | Redevelopment Authority | Assist with property acquisition |
| | Local community organizations | Identify local need for community space |
| | Private developer(s) | Development partner(s) |
| Bostwick House— Nonprofit/Educational Center/ Upgrade and Community Resource | Town of Bladensburg | Owner of site, development partner |
| | Nonprofit and/or educational institutions | Development partner, end user |
| | Private developer | Lead developer |
| | Bostwick Partners | Development partner, preservation focus, property management |
| Edmonston Road, Annapolis Road, 48th Street— Streetscape Improvements | State Highway Administration (SHA) | Design and schedule road improvements |
| | Dept. of Public Works & Transportation | Design and schedule road improvements |
| | Town of Bladensburg | Coordinate with developers, M-NCPPC, secure funding for streetscape improvements |
| | Private developer(s) | Implement streetscape improvements as a part of development |
| | Port Towns CDC | Secure grants for streetscape improvements |

Table 15: Action and Phasing Plan

| Proposed Project/Initiative | Potential Parties Involved | Potential Role |
|--|---|--|
| Long Range (6+ Years) | | |
| New Municipal Police Facility on Visitor Center Site | Town of Bladensburg | Property owner |
| | Municipal police | End user |
| | Private developer | Potential development partner |
| South Bladensburg Community Park—Recreational Facilities, Stormwater Management, Trails, and Housing Development | M-NCPPC, Department of Parks and Recreation | Property owner |
| | Town of Bladensburg | Development partner |
| | Private developer(s) | Lead developer of housing |
| | Dept. of Public Works & Transportation | Implementation & maintenance agency |
| | Dept. of Environmental Resources | Permitting agency |
| | Port Towns CDC | Secure grants for community facilities, development partner of housing |
| Quincy Run Trail Plan | M-NCPPC, Department of Parks and Recreation | Property owner |
| | Town of Bladensburg | Development partner |
| | Private property owners | Allow trail easement |
| | Developers | Plan for trail easement |
| | State Highway Administration | Coordinate trail crossing of Kenilworth Avenue |
| | CSX | Coordinate trail crossing of CSX tracks |
| Former Town Hall Site Housing Development | Town of Bladensburg | Property owner, development partner |
| | Private Developer | Lead developer |
| | Port Towns CDC | Development partner |

Table 15: Action and Phasing Plan

| Proposed Project/Initiative | Potential Parties Involved | Potential Role |
|---|---|---|
| <i>Port Towns Waterfront Area</i> | | |
| Short Range (1 to 5 years) | | |
| Waterfront Park Entry and Parking Area | M-NCPPC, Department of Parks and Recreation | Property owner, lead developer |
| | Crossroads Restaurant | Potential development partner |
| | Town of Bladensburg | Development partner |
| | Economic Development Corporation | Facilitate access to funding incentives |
| | State Highway Administration | Coordinate access from Annapolis Road |
| | Port Towns CDC | Development partner |
| Community Watershed Education facility | M-NCPPC, Department of Parks and Recreation | Property owner, lead developer |
| | Anacostia Watershed Society | Potential development partner |
| | Army Corps of Engineers | Coordinate design in context of levee recertification |
| | Economic Development Corporation | Facilitate access to funding incentives |
| Annapolis Road crosswalk to waterfront park | State Highway Administration | Implement access from Annapolis Road |
| Anacostia River Park Tournament Play Destination Enhancements | M-NCPPC, Department of Parks and Recreation | Property owner, lead developer |
| Battle of Bladensburg Thematic Trail | M-NCPPC, Department of Parks and Recreation | Property owner, lead developer |
| Long Range (6+ years) | | |
| Baltimore Avenue Reconfiguration and Streetscape | State Highway Administration | Study, design, schedule, and finance road improvements including crosswalks and signalization to assure safe pedestrianism. |
| | Town of Bladensburg | Coordinate with developers, M-NCPPC, secure funding for streetscape improvements |
| | Private developer(s) | Implement streetscape improvements as a part of development |
| | Port Towns CDC | Secure grants for streetscape improvements |

Table 15: Action and Phasing Plan

| Proposed Project/Initiative | Potential Parties Involved | Potential Role |
|---|---|---|
| <i>Annapolis Road Corridor—East End Publick Playhouse Node</i> | | |
| Short Range (1 to 5 years) | | |
| Publick Playhouse Mixed-Use District | M-NCPPC | Owner of site, development partner |
| | Private developer(s) | Lead developer, development partner(s) |
| | Town of Bladensburg | Development partner |
| | Redevelopment Authority | Assist with property acquisition on adjacent sites |
| Long Range (6+ Years) | | |
| Annapolis Road/Landover Road Intersection Improvement | State Highway Administration | Study, design and schedule overpass/road improvements |
| Annapolis Road Academy Alternative High School Site Housing Development | Town of Bladensburg | Coordinate with SHA |
| | Prince George’s County Central Services | Owner of site |
| | Town of Bladensburg | Development partner |
| | Redevelopment Authority | Assist with property acquisition |
| | Private developer(s) | Lead developer, development partner(s) |
| <i>Bladensburg Road Corridor</i> | | |
| Short Range (1 to 5 Years) | | |
| Riverview on the Anacostia Mixed-Use Development | Port Towns CDC | Owner of site, Development Partner |
| | Private developer(s) | Lead developer, development partner(s) |
| | Port Towns | Development partner(s) |
| | Revenue Authority | Assist with public structured parking component |
| Long Range (6+ Years) | | |
| MARC Station on Bladensburg Road—West End at Eastgate Gateway Node | Maryland Transit Administration | Update 2007 transit growth plan to include MARC station, |
| | Towns of Cottage City, Edmonston, Bladensburg, Colmar Manor, Port Towns CDC | Establish legislative agenda |
| Fixed Guided Transit Route | State Highway Administration | Coordinate with District of Columbia initiative and update Consolidated Transportation Plan (CTP) |
| | Towns of Cottage City, Edmonston, Bladensburg, Colmar Manor, Port Towns CDC | Establish legislative agenda |

Table 15: Action and Phasing Plan

| Proposed Project/Initiative | Potential Parties Involved | Potential Role |
|---|---|--|
| <i>Edmonston Road</i> | | |
| Short Range (1 to 5 Years) | | |
| Edmonston Road improvement— Two Lanes with Curb Lane and Sidewalks | Town of Edmonston | Municipal oversight upon annexation |
| | County DPW&T/municipal DPW&T | Lead developer, development partner(s) |
| | Town of Bladensburg | Development partner for portions of Edmonston Road that are in Town of Bladensburg |
| | DHCD | CDBG funds for sidewalk improvements |
| Three Brothers Mixed-Use Redevelopment | Mario Repole | Property owner interested in redevelopment |
| | Edmonston | Development Partner |
| Kenilworth Avenue Planted Median Improvements and Sidewalk Improvements and Crosswalk at Decatur Street | SHA, DPW&T | Study, design, and schedule improvements |
| Long Range (6+ Years) | | |
| Annapolis Road/Landover Road Intersection Improvement | State Highway Administration | Study, design, and schedule overpass/road improvements |
| Annapolis Road Academy Alternative High School Site Housing Development | Town of Bladensburg | Coordinate with SHA |
| | Prince George’s County Central Services | Owner of site |
| | Town of Bladensburg | Development partner |
| | Redevelopment Authority | Assist with property acquisition |
| | Private Developer(s) | Lead developer, development partner(s) |

REVITALIZATION TOOLS

The following incentives and techniques can be employed to remove constraints to development and build on specific opportunities created by the sector plan. They range from fairly conceptual to more specific incentives and programs to direct subsidies and assistance by the public sector. During development and redevelopment projects, these programs and incentives should be considered individually and collectively for their applicability to the project.

Tax-Increment Financing Districts

Tax-increment financing (TIF) is a flexible economic development tool used by many jurisdictions. Under this technique, property tax revenues are frozen at the time a TIF district is established. This base level of revenue will continue to flow to the taxing entities over the life of the district. However, as development and redevelopment occur in the district, property tax revenues increase. This increase in property tax revenue from the base year (or the increment) is retained in a special allocation fund (TIF fund). The monies in the TIF fund are reinvested back into the TIF district. These funds can be used to purchase land and/or fund capital investment through TIF revenue bonds. Use of TIF programs can be an important source of financing joint development projects.

Overall, TIF revenues ensure that the success in a given district generates revenues to support additional investment in the district. TIF does not increase property taxes. The revenues generated from the district could help support land assembly, land write-downs, and infrastructure development for target projects in the corridor area as well as the provision of amenities. However, it is important to recognize that the use of TIF restricts county access, thus making this additional tax revenue not available for county general fund purposes.

Revitalization Property Tax Credit

The majority of the sector plan area is within census tracts that are eligible for the county's revitalization property tax credit program. This program uses a diminishing county property tax credit over several years for assessable improvements made to commercial, industrial, and residential properties.

The tax credits are intended to help enhance the financial feasibility of a project by reducing operating costs. Qualifying commercial projects receive a graduated 20 percent tax credit over five years, beginning with a 100 percent credit the first year and dropping to 80 percent in the second year, 60 percent in the third year, 40 percent in the fourth year, and 20 percent in the fifth year. Residential property taxes are abated 100 percent in the first year, 66 percent in the second year, and 33 percent in the third year.

Community Legacy Program

Community Legacy, a program of the Department of Housing and Community Development (DHCD), is designed to assist urban neighborhoods, suburban communities, and small towns that are experiencing decline and disinvestment, but have the potential, with modest public and private investment, to be vibrant places to live and work.

Maryland Capital Access Program

The Maryland Capital Access Program is a small business credit enhancement program that enables private lenders to establish a loan loss reserve fund from fees paid by lenders, borrowers, and the State of Maryland. An enrolled loan, or portion of a loan, may range from \$10,000 to \$1,000,000. Most Maryland small businesses, including nonprofit organizations, are eligible.

Neighborhood BusinessWorks Program

The Neighborhood BusinessWorks Program (formerly named Neighborhood Business Development Program) provides flexible gap financing in the form of below-market interest rate loans to small businesses and nonprofit organizations locating or expanding in locally designated neighborhood revitalization areas. Financing ranges from \$25,000 to \$500,000 for up to 50 percent of a project's total cost.

Revolving Loan Funds

Community revolving loan funds are a means to offer local businesses and developers low-interest capital or to target specific properties for redevelopment. These funds offer localities and organizations the means to invest in their future and leverage outside investment. These programs extend the ability of funds to continue to circulate through the community long after the initial grant has been expended.

Land Readjustment Programs

Also known as land consolidation or land pooling, this approach involves the private sector pooling land for the purpose of creating a larger unified development site. It allows property owners to retain the incremental value gained from the development of their land to more intensive use rather than having the benefit accrue to the developer after the land is sold.

Properties are consolidated through a private corporation, landowner's association, a public corporation, or a public agency. All owners are accorded a share relating their assessed property value as a percentage of the total value of all properties combined. The land is then planned without regard to property lines and is resubdivided and returned to individual property owners with all development requirements having been satisfied. The project can then be built out separately by several developers or by a single developer. Some lots may be sold to offset the cost of infrastructure improvements. The result is that the original property owners realize greater value for their properties by creating a larger developable site.

Flexible Parking Regulations

Parking regulations that minimize the provision of on-site parking and maximize the opportunities for shared-use parking in mixed-use development areas are an incentive that can help attract new development. Accordingly, the Port Towns Sector Plan's parking standards should support, not penalize, mixed-use development that may have a greater ratio of floor area to parking spaces. Recommended parking maximums have been developed along with parking credit reductions where shared use and structured parking is provided.

Public Parking

Public parking is appropriate when a range of land uses, rather than a single user, benefit from the parking. Ideally, initial shared parking lots could become the site of future structured parking when the need arises. The Prince George's County Revenue Authority's mission is to create revenue streams for the county and encourage economic development. As initial costs may be high, partnerships with a municipality, the Redevelopment Authority, a business association, or other entity may be required. The Revenue Authority,

with the approval of a municipality and the direction of the County Council, may create a parking district within any municipal commercial area. A parking district collects parking fees for all public parking spaces in the district from individual users, commercial center businesses, or an alternative entity such as a business association. Initial financing would come from noncity sources, but over the long run, projected parking revenue must be sufficient to pay off the construction, financing, and maintenance.

Brownfield Ordinances

Counties and municipalities may adopt local brownfield ordinances that limit the liability of property owners and can provide a list of priority brownfield sites to the State of Maryland. This will make property owners of brownfield sites eligible to apply to the Brownfield Revitalization Program of the Maryland Department of Business and Economic Development. This program offers financing for clean-up costs. The limited liability will facilitate transfer of ownership and redevelopment of potentially contaminated industrial properties.

High-Technology Growth and Development Incentive Package

The Prince George's County Economic Development Corporation (PGCEDC) provides a high-technology growth and development incentive package. This program provides a three-part incentive for high-technology companies expanding in or newly locating within the county. Personal property tax exemptions are also available for up to 100 percent for certain property used in research and development. Property tax credits are available for new construction, substantial renovation, or expansion of high-technology businesses for the same amounts and time periods as those discussed above. The third component of this package includes a fast track site development plan process.

Marketing and Promotion

There is an opportunity to capitalize on the cachet of historic structures in the Port Towns as well as its waterfront park. Developing logos, slogans, and a campaign to promote and market these Port Towns resources will help recruit specialty retailers, start-up businesses, and expanding companies.

Information Clearing House

Older commercial and business districts often lack a central source for and may have fewer promotional tools or locations for developers and local businesses to gain information on financing, activities, development processes, and legal requirements. Numerous county and state services that offer financing, tax incentives, training, and other specialized assistance such as the Main Street Program, have been very successful in the past in jump-starting town centers through information sharing and training, as well as centralized sources of expertise. Consideration should be given to developing the Port Towns Community Development Corporation as such a source.

Capacity Building

The Port Towns Community Development Corporation is strategically positioned to continue to lead and engage in partnerships, collaborative economic development, and community revitalization efforts for the Port Towns. As its portfolio grows, it may want to pursue capacity building activities to enhance its ability to effectively pursue new opportunities and provide new services. Sources of capacity building include the Catalyst Program—available statewide to any entity submitting a funding application to Maryland’s Department of Housing and Community Development and to partners committed to strengthening Maryland’s neighborhoods—and the Center for Nonprofit Advancement.

Foreclosure Prevention

In the current economic downturn resulting in part from the previous housing cost “bubble,” Prince Georges’ County has the highest rate of foreclosures in the state. Foreclosures destabilize neighborhoods by displacing residents, reducing property values, and creating an abandoned housing stock attractive to criminal activity. A variety of programs and services exist to prevent foreclosures. These include the Maryland Department of Housing and Community Development’s Bridge to HOPE Loan Program, Lifeline Refinance Mortgage Program and Homesaver Mortgage Refinance Program and the Prince George’s County Department of Social Services’ Homelessness Prevention Program.

PUBLIC FACILITIES REPORT

Section 27-645(b)(1) of the Zoning Ordinance requires that before adopting or amending any preliminary plan, the Planning Board shall submit its proposals for public facilities in the plan to the District Council and County Executive to review, provide written comments, and identify any inconsistencies between the public facilities proposed in the plan and any existing or proposed state or county facilities including roads, highways, and other public facilities.

Table 16 identifies the proposed public facilities to serve the vision and goals of the plan. “New” indicates new or modified public facilities recommendations of the preliminary Port Towns Sector Plan. “Existing” indicates existing and proposed recommendations in current county or state funding programs or carried over from the 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)*, the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*, and the 2007 *Approved Bladensburg Town Center Sector Plan and Sectional Map Amendment*.

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|--|-------------------------------|--|---|------------------------------|
| <i>Transportation Facilities—Roads</i> | | | | |
| Existing | MD 450, Annapolis Road | Construct a CSX Railroad grade-separated crossing and intersection improvements near Peace Cross in Bladensburg. | State FY 2006-2011 CTP, STIP Reference PG1821 | Fully funded—near completion |
| Existing/ new plan recommendations. | MD 450, Annapolis Road | 2007 Bladensburg Town Center Plan recommends improvements to Annapolis Road at MD 202 intersection (funded for concept development only). The Port Towns Sector Plan recommends reconfiguring the approach to MD 202 and Annapolis Road to create a three-way signalized intersection to improve the overall traffic operation and better accommodate the expected pedestrian activities. | State FY 2006-2011 CTP, Prince George’s County Line 33, Item 48 | |
| Existing 2007 sector plan rec. (p. 52); New plan recommendations. | MD 450/MD 201/48th St. | 2007 Bladensburg Town Center Plan recommends removing pedestrian tunnels at the Kenilworth Avenue overpass, adding pedestrian lighting and ADA ramps, and retrofitting sidewalks. The Port Towns plan recommends evaluating the provision of raised sidewalks, on-road bike lanes, and raised median along Bladensburg Road and under the existing MD 201 overpass between 48th Street and Baltimore Avenue. | Not in CTP | \$2,000,000-\$3,000,000 |
| Existing 2007 sector plan recommendation (p. 52) | Spring Street | 2007 Bladensburg Town Center Plan recommends a new street connecting 48th Street to Edmonston Road north of Annapolis Road—approximately 400 linear feet | N/A | N/A Developer funded |
| Existing | Taylor Street | Extend Taylor Street west to Kenilworth Avenue, MD 201. | N/A | N/A Developer funded |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|--|--------------------------------------|---|----------------------------------|--|
| Existing 2007 sector plan recommendation (p. 52) | Unnamed Street | Construct new public street connecting to Spring Street at its south end and to Edmonston Road at its north end to access proposed townhomes | N/A | N/A Developer funded |
| Existing 2007 sector plan recommendation (p. 52) | Bostwick Place | Create a new public street between Annapolis Road and Quincy Place | N/A | N/A Developer funded |
| New Port Towns Sector Plan recommendation | Edmonston Road | Reconstruct Edmonston Road as a three-lane collector facility with on-street parking, on-road bike lanes, and continuous sidewalks on both sides of the street such that it would also accommodate the proposed Port Towns FGT to the planned Purple Line station in Riverdale Park. | Not in CIP | TBD County/ municipality/ developer funded |
| New Port Towns Sector Plan recommendation | Alt US 1 | Consider the realignment, redesign, and reconstruction of the southbound US Alt. 1 south of its intersection with Rhode Island Avenue as a two-way, limited access, two-lane collector roadway with a standard three-way signalized intersection with Bladensburg Road. | Not in CTP | Developer/ state funded southbound \$4,000,000- \$6,000,000 northbound N/A |
| New Port Towns Sector Plan recommendation | Annapolis/ Bladensburg Roads | Investigate and explore ways to reconstruct the Annapolis/Bladensburg Road corridor as a four lane divided roadway that will accommodate the planned Port Towns Fixed Guided Transit (FGT) and include attractive landscaping, raised median, on-road bike lanes, and continuous sidewalks from its intersection with MD 202 to Eastern Avenue. | Not in CTP | TBD |
| New Port Towns Sector Plan recommendation | Bladensburg Road/46th Street | Explore, and if deemed acceptable by SHA, install pedestrian-activated traffic signal at the intersection of 46th Street/ Park Access Road with Bladensburg Road to ease automobile, bicycle and pedestrian access in and out of the Bladensburg Waterfront Park. | Not in CTP | TBD Developer/ state funded \$150-200K |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|---|--|--|-----------------------|--|
| New Port Towns Sector Plan recommendation | MD201/ 48th Street / Bladensburg Road | Coordinate with SHA to create a signalized intersection at MD 201 on/off ramp along northbound lanes to 48th street, to allow left turns to and from MD 201 southbound lanes at this location. This action would help to eliminate the existing left turns from westbound Bladensburg Road to southbound MD 201 and from eastbound Bladensburg Road to northbound 48th street. | Not in CTP | TBD Developer/ state funded \$500K-\$1M |
| New Port Towns Sector Plan recommendation | MD201/ Annapolis Rd/ Bladensburg Rd./ 48th St./Decatur St./ Baltimore Ave. | Explore and secure SHA authorization to install pedestrian activated signal at key intersections along Annapolis/ Bladensburg Road, especially at Peace Cross, Bladensburg Water Park access road, Kenilworth Ave. at 48th St. and Decatur St, and Baltimore Ave. | Not in CTP | TBD Developer/ state funded \$300K-500K |
| New Port Towns Sector Plan recommendation | MD201/ Edmonston Rd. | Explore with SHA and DPW&T ways to construct a new roadway connection from Edmonston Road through the Three Brothers shopping center to Kenilworth Avenue. | N/A | Developer funded |
| New Port Towns Sector Plan recommendation | 48th Street | Explore ways to reconstruct both approaches of 48th Street to a two lane primary Street with on-street parking, and provide a historic-themed landscape treatment for the segment between Annapolis Road and Quincy Place to reinforce this area as a special historic zone. | N/A | Developer funded |
| New Port Towns Sector Plan recommendation | MD 201 from Buchanan St. to Decatur St. | Improve and implement parkway character along Kenilworth Avenue within the Sector plan area by limiting drive-way connections, improving streetscape with new sidewalks, street trees, median plantings, lighting, and safe crosswalks at Decatur and Buchanan Streets. | Not in CTP | TBD/SHA |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|---|--------------------------------------|---|----------------------------------|-----------------------|
| New Port Towns Sector Plan recommendation | Crittenden Street extended | Extend Crittenden Street as a primary street with on-street parking to intersect with Edmonston Road. | N/A | Developer funded |
| New Port Towns Sector Plan recommendation | 53rd Street extended | Extend 53rd Avenue, as a new primary street with on-street parking from Decatur Street to Emerson Street to create a new street connection parallel to Kenilworth Avenue. | N/A | Developer funded |
| <i>Transportation Facilities—Transit</i> | | | | |
| Existing 1994 master plan recommendation (p. 139) | Public Playhouse Shuttle Bus Routing | Provide shuttle bus route along Landover Road, Quincy Street, and Kenilworth Avenue to connect the Public Playhouse to the Port Towns. | Not in CIP | N/A |
| Existing 2007 sector plan recommendation (p.56) | Waterfront Park Shuttle Bus Routing | Provide shuttle bus route from sector plan area and waterfront park to nearby transit stops. (West Hyattsville and Cheverly) | Not in CIP | N/A |
| New Port Towns Sector Plan recommendation | Future Fixed Guided Transit (FGT) | Establish FGT to connect all four Port Towns to the greatest extent feasible to the Purple Line. | Not in CTP | MTA |
| New Port Towns Sector Plan recommendation | MARC station | Provide a MARC station stop at proposed Eastgate mixed-use development | Not in CTP | MTA |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|---|--|---|--------------------------|----------------|
| New Port Towns Sector Plan recommendation | Park and Ride facilities | Consideration for park and ride facilities should be given to the following locations: <ul style="list-style-type: none"> • At Annapolis Road in close proximity to the Public Playhouse • At the Peace Cross area in close proximity to the Bladensburg Waterfront Park and nearby historic buildings and properties • At the western gateway of the Bladensburg corridor and near the proposed MARC Station. | | |
| <i>Transportation Facilities—Trails</i> | | | | |
| Existing 1994 master plan recommendation (p. 173) | MD 450 Class II Hiker/Biker Trail | Provide hiker/biker trail along MD 450 through Planning Area 69 | Not in CIP | \$176,000 |
| Existing 1994 master plan recommendation | Quincy Street | Implement planned bikeway system along Quincy Street from 52nd Street to MD 450 | Not in CIP | \$2,000 |
| Existing 1994 master plan recommendation | Edmonston Road | Implement planned bikeway system along Edmonston Road from MD 450 to MD 201 | Not in CIP | \$50,000 |
| Existing 2007 sector plan recommendation (p. 61) | CSX Railroad and Kenilworth Avenue | Provide pedestrian crossing bridge to Bladensburg Waterfront Park. | Not in CIP | \$2,000,000 |
| Existing 2007 sector plan recommendation (p. 59) | Quincy Street, 56th Avenue, Tilden Road, and Upshur Street | Implement hiker/biker trail from Kenilworth Avenue east along Quincy Street to north on 55th Avenue to north on 54th Place to west on Tilden Road, continue west onto Upshur Street to Kenilworth Avenue | Not in CIP | \$150,000 |
| Existing 2007 sector plan recommendation (p. 59) | South Bladensburg Community Park and Quincy Run Trail | Implement pedestrian trail along Quincy Run from 48th Street to 56th Avenue | Not in CIP | \$1,000,000 |
| <i>Schools</i> | | | | |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|--|---|---|---|-----------------------|
| Existing | Bladensburg High School Replacement | Construct a new 304,000-square-foot high school to replace Bladensburg High School | Approved county FY 2006-2011 CIP EC020954 | completed |
| New Port Towns plan recommendation | Elementary School | Locate an urban model school on the site of the Annapolis Road Academy Alternative High School to accommodate the 2030 population projections | Not in current CIP | \$19,800,000 |
| New Port Towns plan recommendation | Pre-K through 8th Grade School | Convert the Bladensburg Elementary School to pre-K through 8th grade to accommodate the 2030 population projections | Not in current CIP | TBD |
| <i>Public Safety</i> | | | | |
| Existing 2007 sector plan recommendation | Municipal Police Facility | Locate a Bladensburg municipal police station at existing visitor center site on Edmonston Road | N/A | Municipally funded |
| <i>Library</i> | | | | |
| Existing 2007 sector plan recommendation | Public Library | Renovate or build a new library facility at Edmonston and Annapolis Roads. | Not in CIP | \$5,660,000 |
| <i>Parks and Recreation</i> | | | | |
| Existing | Bladensburg Community Center | Renovate for code compliance the Bladensburg Community Center located at 4500 57th Avenue | Approved County CIP FY 2009 | \$303,000 |
| Existing | Colmar Manor Community | Extend 38th Avenue to provide access to Colmar Manor and to provide additional parking capacity. | Approved County CIP FY 2009 | \$80,000 |
| Existing | Crittenden Street Neighborhood Playground | Renovate the Crittenden Street Neighborhood Playground located at 4913 Crittenden Street in Edmonston. | Programmed County FY 2010 | \$160,000 |
| Existing | Edmonston Neighborhood Mini Park | Renovate the Edmonston Neighborhood Mini Park located at 5006 47th Avenue. | Programmed County FY 2011 | \$125,000 |
| Existing | Peace Cross Historic Site | Renovate the historic memorials located on Alt US 1 & MD 450. | Approved County CIP FY 2009 | \$100,000 |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|--|--|---|----------------------------------|---|
| Existing | Anacostia Stream Valley Park—52nd Avenue | Construct a new canoe launch at 52nd Avenue in Bladensburg | Approved FY 2005 | \$100,000 |
| New Port Towns plan recommendation | Anacostia River Park and Colmar Manor Community Park | Develop thematic Battle of Bladensburg trail in time to celebrate the bicentennial anniversary (August 2014) that links the historic, cultural, and natural resources in the Port Towns area as well as emphasizes the magnitude of the role of Commodore Joshua Barney’s Flotilla. | Not in current CIP | \$1,850,000 |
| Existing | Publick Playhouse & Cultural Arts Center | Renovate the Publick Playhouse to meet code compliance. | Approved County CIP FY 2007 | \$835,000 |
| Existing | Publick Playhouse & Cultural Arts Center | Expand the Publick Playhouse & Cultural Arts Center | Programmed County FY 2011 | \$12,000,000 |
| Existing | Dueling Branch Neighborhood Park | Provide a display at 3508 39th Avenue, Colmar Manor, marking the historic dueling grounds location. | Approved County CIP FY 2005 | \$100,000 |
| Existing 2007 sector plan recommendation | Bladensburg South Community Park | Develop a park in the 5000 block of Quincy Street in Bladensburg. | Not in CIP | \$1,000,000/ developer contribution |
| New Port Towns plan recommendation | Bladensburg Waterfront Park | Provide trail access to the Bladensburg Waterfront Park from 4601 Annapolis Road to Lloyd Street | Not in CIP | \$100,000 |
| New Port Towns plan recommendation | Colmar Manor Community Park | Provide Colmar Manor Park with enhancements such as additional ball fields, artificial turf field, and restroom facilities so that it can be programmed for tournament play, and study the feasibility of vending facilities and picnic shelters. | Not in CIP | \$1,200,000 developer contributions per CSP-05006 West Hyattsville Commons |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|---|---|--|---|----------------------------------|
| Existing 2007 sector plan recommendations | Elementary School recreational improvements | Provide the following schools with recreational improvements: Roger Heights Neighborhood Park/School 4301 58th Avenue; Templeton Elementary School, 6001 Carters Lane; and Bladensburg Elementary School 4915 Annapolis Road, Bladensburg. | Not in CIP | \$500,000 |
| New Port Towns plan recommendation | Bladensburg Balloon Historic Park | Reconfigure this park into an urban plaza within the mixed use town center. | Not in CIP | \$1,000,000 |
| New Port Towns plan recommendation | Neighborhood park | Residential development—neighborhood park development. | Not in CIP | \$350,000 developer contribution |
| Existing 2007 sector plan recommendation | Rosina Baldi Neighborhood | Renovate the Rosina Baldi Park at 5314 Varnum Street in Bladensburg. | Not in CIP | \$250,000 |
| Existing 2007 sector plan recommendation | Anacostia River Stream Valley Park | Provide environmental interpretation shelters and signs in the Anacostia River Stream Valley Park in the vicinity of 52nd Avenue in Bladensburg. | Not in CIP | \$100,000 |
| <i>Stormwater Management</i> | | | | |
| Proposed | COE County Restoration | Design and construct flood control facilities within the Anacostia and Pautuxent River Watersheds. | County FY 2009-2014 Proposed CIP DV541685 | \$3,780,000 (6 year total) |
| Proposed | Environmental Protection Program | Plan, design, and build new or retrofit existing storm water quality management facilities. | County FY 2009-2014 Proposed CIP DV540855 | \$24,862,000 (6 year total) |
| Proposed | Environmental Protection Program | Use new and creative technologies to monitor, model, restore and protect the environment in highly urbanized settings in the Anacostia and Pautuxent watersheds. | County FY 2009-2014 Proposed CIP DV541835 | \$15,813,000 (6 year total) |

Table 16: Public Facilities Cost Analysis and Estimates

| New/Existing | Recommended Public Facilities | Location and Description | County CIP/ State CTP | Estimated Cost |
|---|---|---|---|----------------|
| <i>Redevelopment Authority</i> | | | | |
| Existing | Peace Cross Area Redevelopment | Acquire selected properties within the redevelopment area around the Bladensburg Waterfront Park and Port Towns of Bladensburg, Colmar Manor, and Cottage City | Approved County FY 2006-2011 CIP UM900043 | |
| New Port Towns Sector Plan rec. | Alternative School | Relocate alternative school and redevelop existing building for urban model school. | Not in current CIP | TBD |
| <i>Revenue Authority</i> | | | | |
| New Port Towns Sector Plan recommendation | Structured public parking in waterfront development | Partner with the Port Towns and Port Towns CDC to provide funds for a public structured parking component of the mixed-use project known as Port Towns River View on the Anacostia. This is the catalyst project of three projects known as the Port Towns People’s Harbor. | Not in current CIP | TBD |