

Chapter 5: Infrastructure Elements



Environmental Infrastructure

Vision

The vision of the future environmental infrastructure in the sector plan area is an interconnected system of public and private lands that contains locally significant areas of woodlands, wetlands, wildlife habitat, and other sensitive areas that are connected to compact urban communities. It incorporates design concepts that limit paved surfaces, reduce vehicle trips, and increase urban tree canopy.

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. The designated Green Infrastructure network for this sector plan is shown on Map 15: Local Green Infrastructure on page 73, Map 16: Natural Features on page 74, and Map 17: Environmental Considerations on page 75.

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: vegetation, wildlife habitat, and water quality. In addition, during the development of

the green infrastructure network, special conservation areas of countywide significance were designated and defined.

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 mapping information. Before detailed plans are developed for any property, an approved natural resource inventory (NRI) is required.

The Built Environment

Portions of the sector plan are proposed for redevelopment and some will be developed for the first time. It is important to the environment as a whole, not just the environment of the sector plan area, that careful consideration is given to the types of buildings that are built and the types and sources of materials chosen. Much has been written about the health concerns of both old and new buildings. The United States Building Council has set parameters for “green buildings” and espouses that all buildings, whether new or renovated, can contain green building elements from choosing local sources of materials to using paints and carpets, which give off fewer chemicals that can cause human health problems. Recycling of building materials should also be considered for any development project.

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.

The sector plan area lies within the Developed Tier as designated in the 2002 General Plan. The area contains a high amount of impervious surfaces, such as roads, driveways, buildings, parking lots, and rooftops, and contains minimal

individual tree and forest cover. The existing tree and forest cover in the sector plan area is approximately 27 percent (excluding the vegetation to be cleared for Woodmore Town Centre). The goal in the Developed Tier is 26 percent urban and forest cover as stated in the 2002 General Plan. The small amount of tree canopy coverage in this area leads to degraded environmental conditions of the existing natural resources. The quality of life would be significantly improved by planting and preserving trees as development occurs. A community tree planting project should also be encouraged to increase the amount of tree canopy over time.

Water Quality

The sector plan area falls primarily within the Lower Beaverdam watershed and the larger Anacostia River basin, which drains to the Potomac River and eventually to the Chesapeake Bay. A small area at the southeastern edge of the planning area falls within the Southwest Branch watershed, which is part of the larger Western Branch watershed that then drains to the Patuxent River and eventually to the Chesapeake Bay. The Lower Beaverdam watershed has a water quality rating of “very poor,”¹ based on water quality sampling data. The Southwest Branch watershed has a water quality rating of “very poor,” based on the same sampling data. One of the challenges in this sector plan area is how to address the degraded water quality of existing streams while shaping the desired development pattern.

Cattail Branch has been identified as a primary corridor in the sector plan area due to its position in the landscape as a large stream system that ultimately drains to the Anacostia River. Cattail Branch flows north–south and meets the main stem of Lower Beaverdam Creek just west of the planning area. The main branch of Lower Beaverdam Creek has less than 20 percent forest cover, an amount not suitable for proper fish habitat due to increased temperatures associated with lack of shade cover from trees.² As a primary corridor, preservation and restoration of Cattail Branch and its tributaries should be a priority in this planning area. Map 15: Local Green Infrastructure on page 73 shows Cattail Branch as the primary corridor within the context of the planning area and the identified locally significant green infrastructure elements.

1 Scale includes “good, fair, poor, and very poor.” Prince George’s County has no streams rated “good.”

2 http://mapping.orr.noaa.gov/website/portal/AnacostiaRiver/envsetting_landuse.html

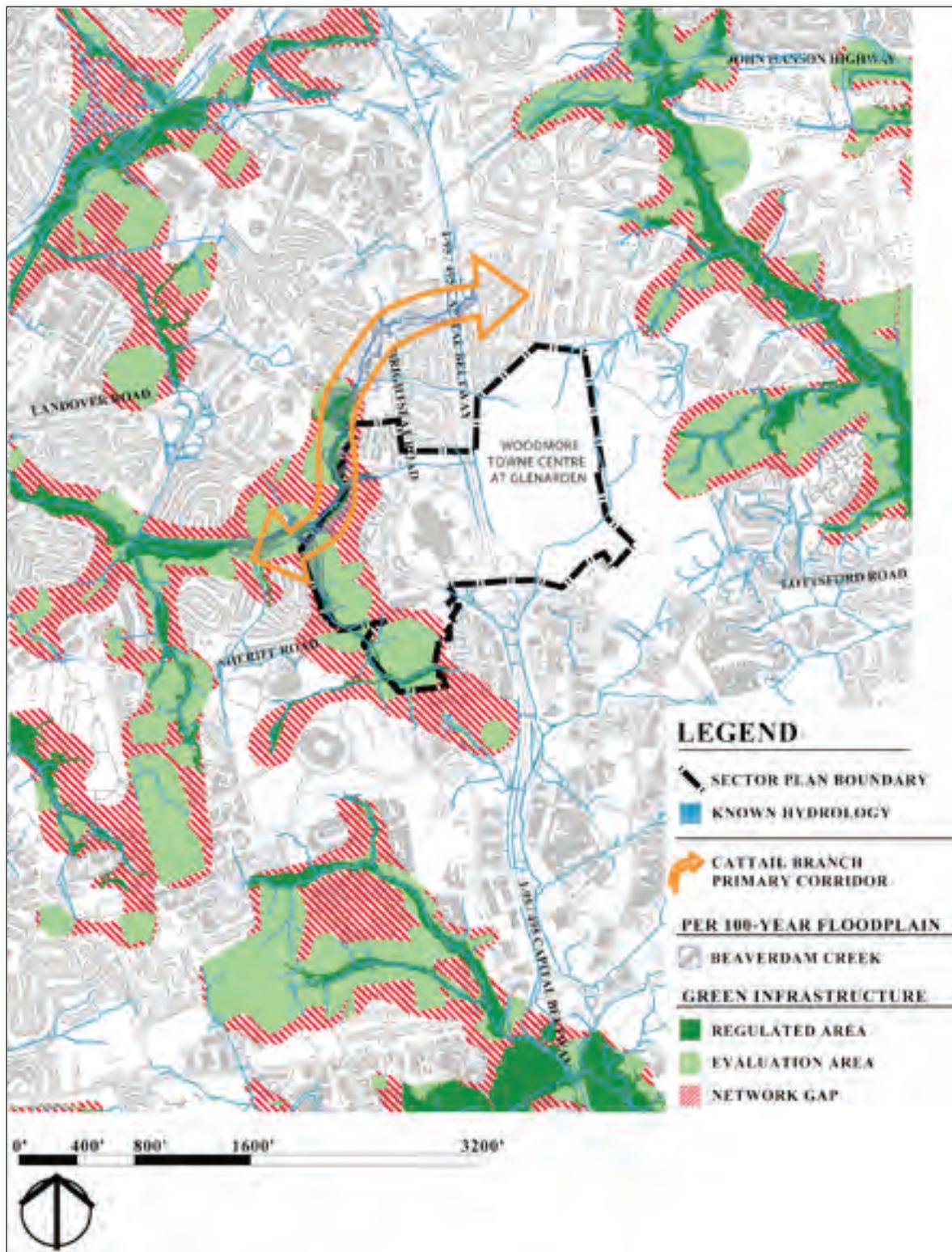
During the land development process, existing natural resources are evaluated on a site-by-site basis to ensure protection to streams and water quality. For example, Woodmore Town Centre is a large development project within the sector plan area. The site contains a stream and associated environmental buffers, which are proposed to be preserved. The road crossing over the stream is designed as a bridge, which maintains the stream channel and the current water quality by preserving the natural vegetation and maintaining the stream in an open channel.

Impervious surfaces and the lack of stormwater management in the sector plan area have contributed to poor water quality in the receiving streams. In the study area, the percentage of impervious surfaces is currently approximately 20 percent, with a measurable increase expected with the construction of Woodmore Town Centre. At 10 percent impervious surfaces, the quality of the runoff without treatment is considered adequate. With impervious surface percentages reaching 20 percent, stormwater management methods need to be implemented to address both water quality and quantity effects on the receiving streams. Impervious surfaces must be managed—both in the amount of impervious surfaces allowed and in the methods of stormwater management—in order to improve on the existing water quality of the receiving streams.

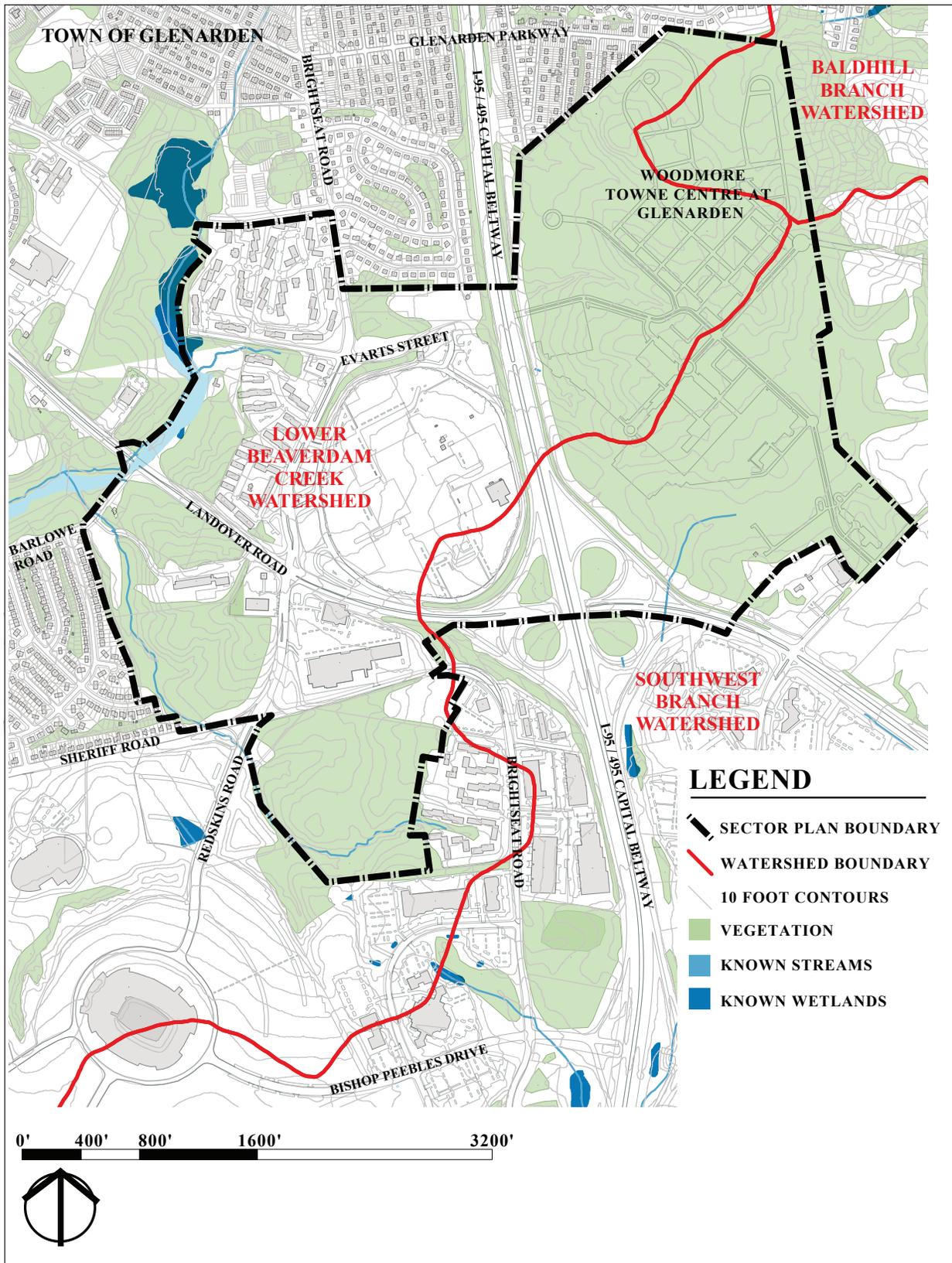
Noise

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.

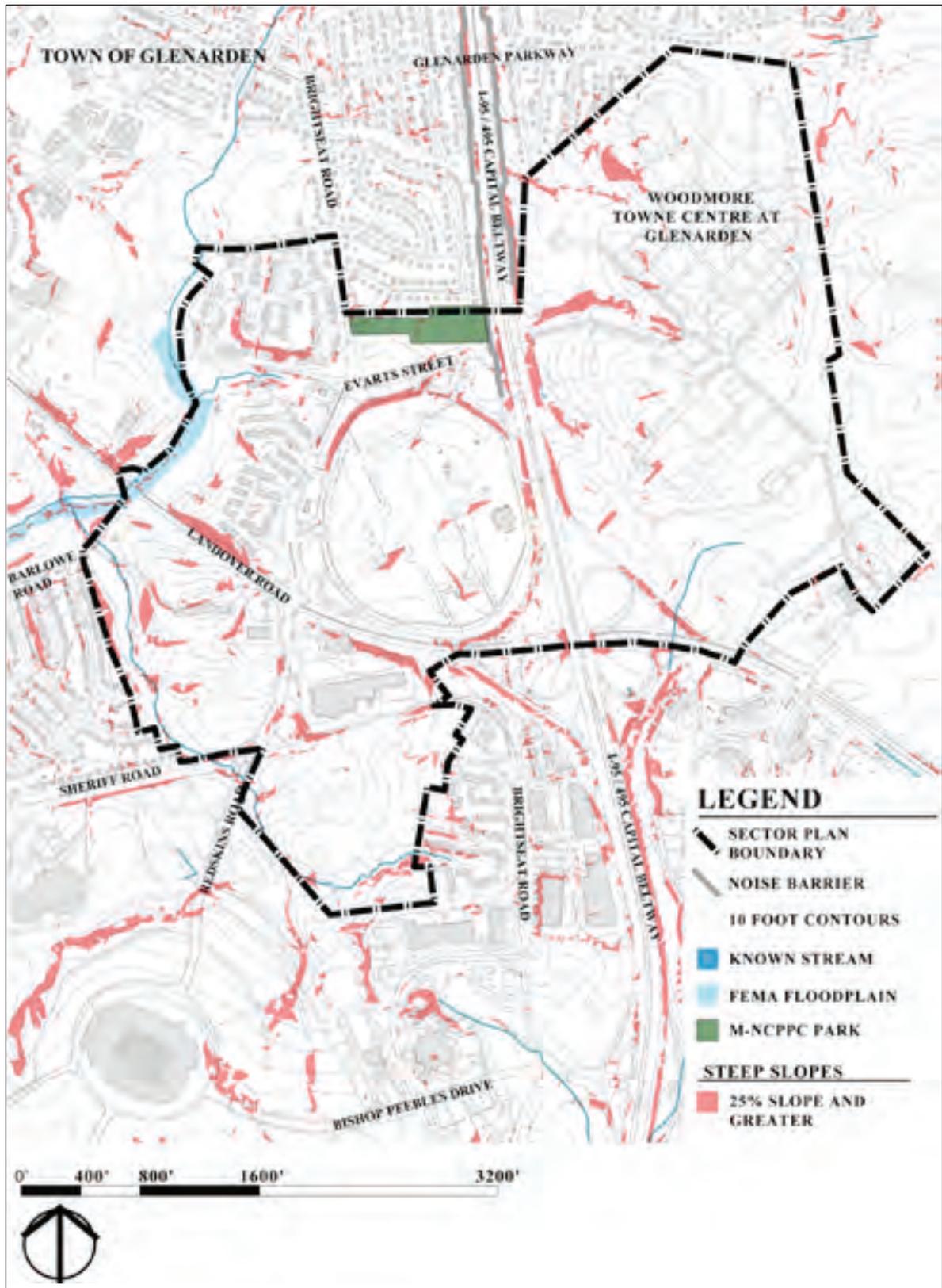
The major source of noise is the Capital Beltway (I-95/495), an eight to ten lane freeway that carries a high volume of traffic and is a major noise generator. The Beltway produces noise levels above 65 dBA Ldn, the state standard for residential uses. The 65 dBA Ldn noise contour extends approximately 1,000 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



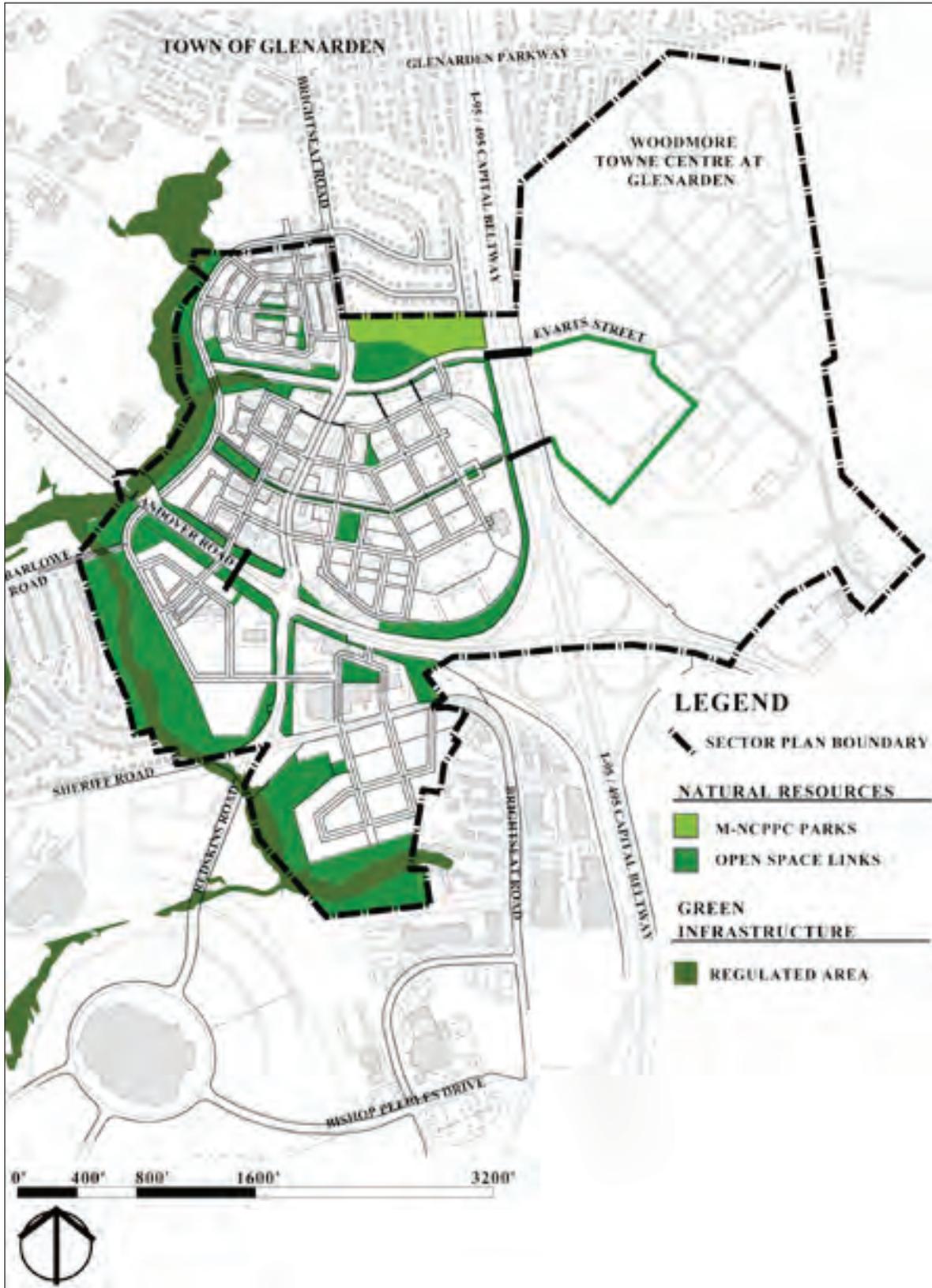
Map 15: Local Green Infrastructure



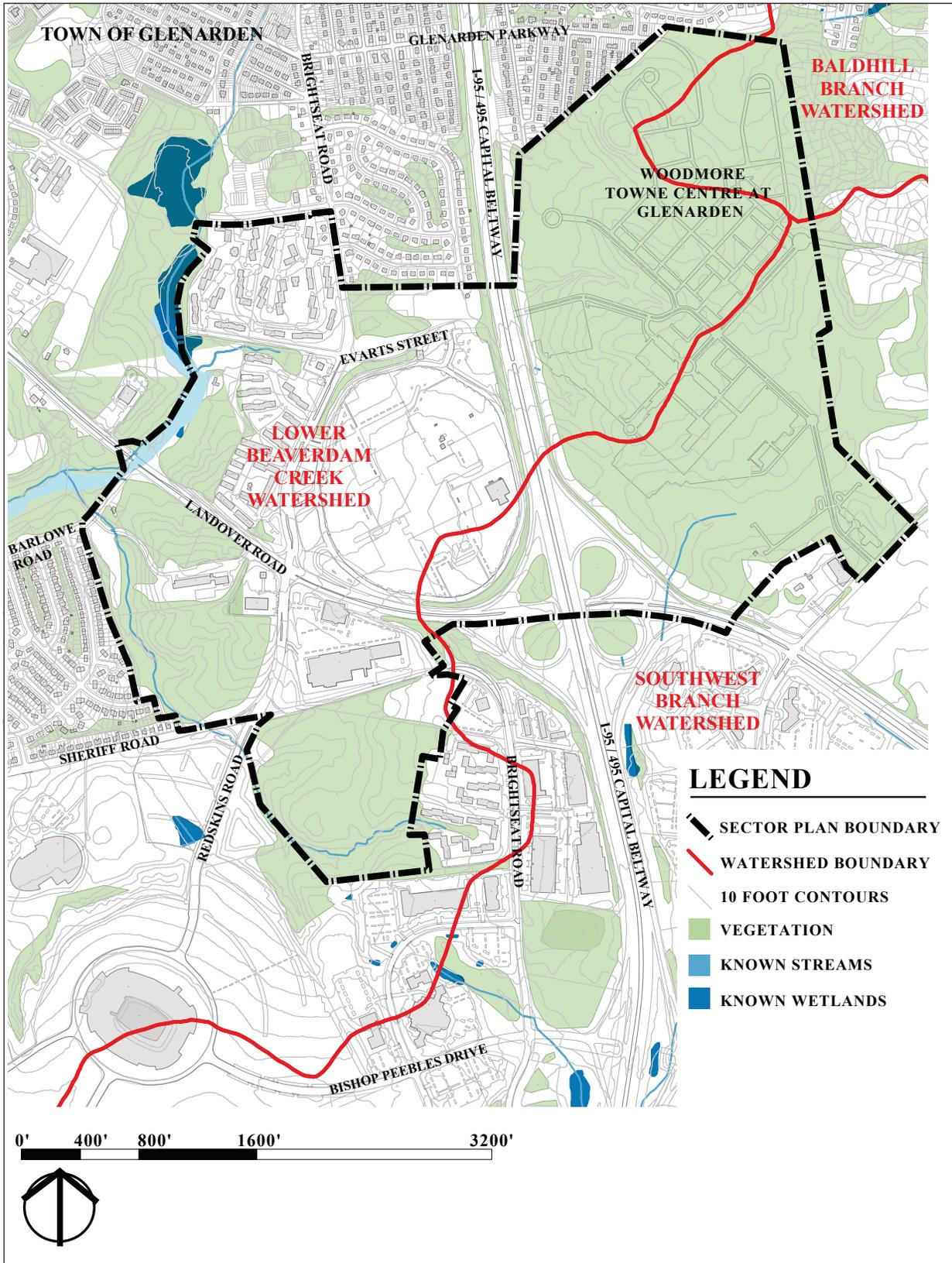
Map 16: Natural Features



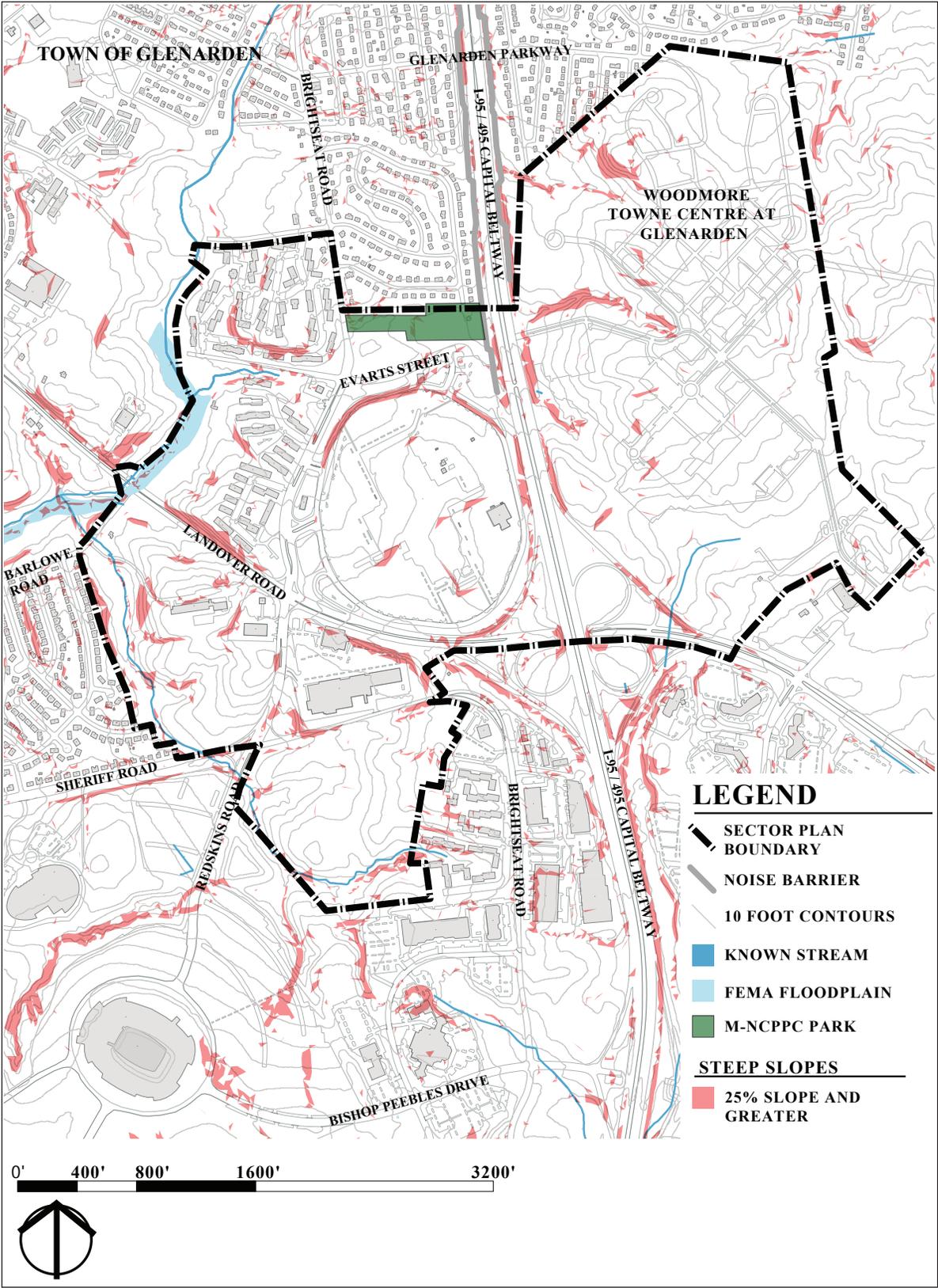
Map 17: Environmental Considerations



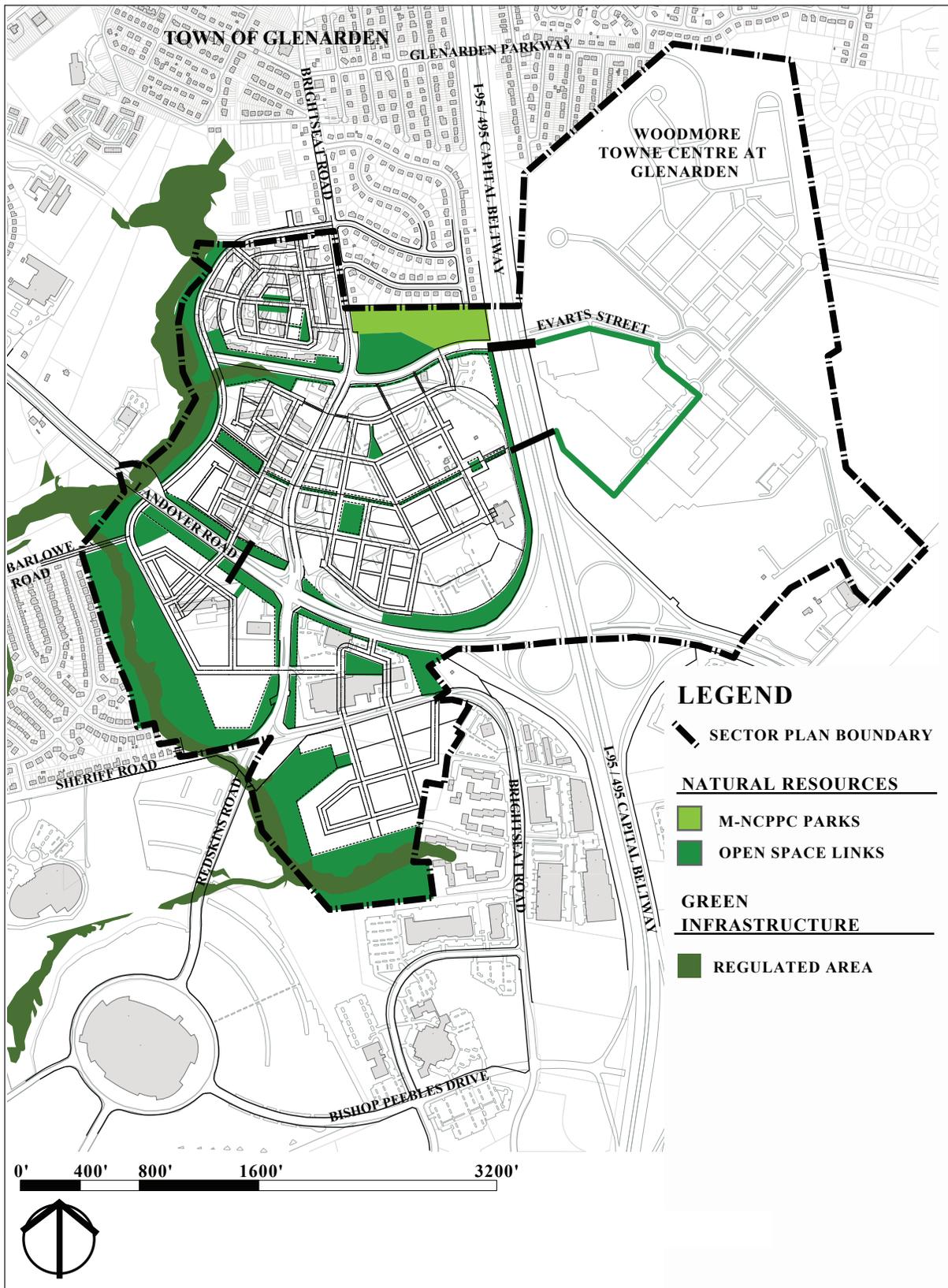
Map 18: Environmental Infrastructure



Map 16: Natural Features



Map 17: Environmental Considerations



Map 18: Environmental Infrastructure

vegetation, so the actual levels of noise may vary from site to site. As development proposals are evaluated for the impacts of noise from the Beltway, existing topography may provide sufficient noise mitigation or noise walls may need to be constructed by the applicants.

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. According to the widely accepted Crime Prevention Through Environmental Design guidelines, which were written to address how built environments can be built to reduce crime, 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 and 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. As new and redevelopment proposals are evaluated, light levels should be considered, and overall lighting should be minimized and properly directed.

Air Pollution

At the sector plan level of planning, it is difficult to address the regional problem of air pollution. The Washington metropolitan area is considered a “nonattainment area” by the Environmental Protection Agency for air quality, mainly due to 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.

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 one of 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.³

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

Proposed Environmental Infrastructure

Building on the natural assets of the sector plan, Map 18: Environmental Infrastructure on page 76 shows the proposed environmental infrastructure. It includes an emphasis on the connection of open spaces, parks, and regulated areas. As green areas are planned throughout the sector plan area, attention should be paid to the many opportunities to create these connections. Landscape buffers, street trees, and overall landscaping of the area contribute to this network.

Goals

- Preserve, enhance, where appropriate, and restore environmentally sensitive features.
- Implement the sector plan’s desired development pattern, while protecting environmentally sensitive features.
- Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.
- Reduce energy consumption, light pollution, air pollution, and noise impacts.
- Utilize environmentally sensitive design solutions for development and redevelopment.

³ Center for Disease Control statistics regarding asthma, 2006

“Elements Of Green Design”



Green Roof



Infiltration Garden



Landscape Swale



Stormwater Curb Extension



Stormwater Planter

Policy 1: Protect, preserve, and enhance the identified local green infrastructure network within the Landover Gateway planning area.

Strategies

- Protect the planning area’s primary corridor of Cattail Branch during the review of land development proposals to ensure the highest level of environmental quality and ecological health possible and by limiting negative environmental impacts.
- Preserve, restore, and enhance regulated areas throughout the development review process by requiring stream restoration and the planting of riparian stream buffers.
- Through the development review process, carefully evaluate properties that drain into the Anacostia River for use of environmentally sensitive site design techniques, with an emphasis on making connections to the local green infrastructure network elements.
- Consider the use of bridges and other techniques that minimize impacts to features within the network.
- Target public land acquisition programs to acquire and/or protect land within the designated green infrastructure network as appropriate in order to preserve, enhance, or restore essential features.

Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies

- Identify opportunities for ecologically significant stream and water quality restoration projects within and adjacent to the Cattail Branch primary corridor.
- Target required mitigation from site development projects in the area to the Cattail Branch watershed, where necessary, to include expanded vegetative buffers and stabilization of the main stem or tributaries.
- Utilize existing or require new stream corridor assessments as part of the development review process and include them with the submission of a NRI as development is proposed for each site. Mitigate areas identified in the assessments during the land development process.

Policy 3: Require the use of environmentally sensitive stormwater management techniques in order to control and/or reduce volumes of urban stormwater runoff and improve water quality.

- 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 recessed so that they are able to intercept surface stormwater flow from surrounding impervious areas.
- Establish maximum impervious surface percentages in urbanized areas during the evaluation of development proposals.
- Design parking areas as either shared or as structured lots. The use of parking garages and/or underground parking shall be priorities.

Policy 4: 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 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 5: Preserve and enhance the existing urban tree canopy.

Strategies

- Require a minimum of 10 percent tree canopy coverage on all development projects and encourage the preservation of existing specimen trees (trees 30 inches or greater in diameter at breast height).

- Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- 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.
- 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 reduce overall energy consumption.

Policy 6: Reduce light pollution into residential communities and environmentally sensitive areas.

Strategies

- Encourage the use of lighting techniques to provide safety at athletic fields, shopping centers, gas stations, and vehicle sales establishments.
- Require the use of full cut-off optic light fixtures.
- Require a detailed lighting plan to be submitted for all new projects.

Policy 7: 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 projects and programs.

Strategies

- Design development 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 pedestrian use and access.
- Provide park-and-ride lots along major roads for carpools, vanpools, and transit users.

Policy 8: Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies

- Evaluate development and redevelopment proposals 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.
- Restrict hours of operation for uses that produce excessive noise.

Transportation Systems

Vision

The transportation infrastructure is a comprehensive multimodal network that is safe, efficient, accessible, convenient, and fully accommodates mass transit, automobiles, pedestrians, and bicyclists. This system of roads, sidewalks, trails, and mass transit is integrated with the recommended land use plan to encourage a user-friendly system that would link the Landover Gateway sector plan area with other key destinations in the region. It plays an important role in attracting quality development that is envisioned in the sector plan and the 2002 General Plan policies for regional centers.

Background

The sector plan area is within close proximity to four existing Metrorail stations: Landover (Orange Line), New Carrollton (Orange Line), Largo Town Center (Blue Line), and Morgan Boulevard (Blue Line). The linear distance between the sector plan area and these Metro stations ranges from 1.3 miles to 2.2 miles. None of these stations is within a 10-minute walking distance of the sector plan area.

The most recent master plans for the area are the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)*, the 1990 *Approved*

Largo-Lottsford and Vicinity Master Plan and Sectional Map Amendment (Planning Area 73), and the 2002 Minor Public Facility Amendments for the MD 202 Corridor. At the time, the recommended transportation improvements were deemed sufficient to handle through traffic and buildout densities. These improvements were intended to be staged over time by travel demands and funding availability. These improvements included modifications to existing interchanges along the Capital Beltway (I-95/I-495); the extension of Campus Way to Evarts Street, a new east–west roadway across the Capital Beltway; and the reconstruction of Brightseat Road as an arterial facility (A-31), with a grade-separated interchange at its intersection with MD 202. Most of these recommended road improvements have not been implemented. The approval of the Woodmore Towne Centre at Glenarden is conditioned on the construction of the Campus Way/Evarts Street Bridge over the Capital Beltway and the widening of MD 202 to six lanes at the Capital Beltway interchange.

In the Purple Line study, the Maryland Department of Transportation is examining future transit service connections from Bethesda to New Carrollton. An alternatives analysis and draft environmental impact study has been prepared for the Bethesda to New Carrollton route. In the preliminary countywide master plan of transportation (MPOT), it is envisioned that this service will be extended to the Landover Gateway sector plan area and beyond.

Goals

- Improve existing and planned roadways to safely and efficiently manage current and forecast traffic volumes.
- Provide access to all existing and planned developments.
- Design appropriate streetscape treatments to encourage pedestrian and other nonmotorized transportation.
- Design and build a system of trails, sidewalks, and crosswalks that is pedestrian-friendly.
- Provide direct bus services, fixed guideway transit and/or light rail transit (LRT) (Purple Line) to nearby Metrorail and MARC rail stations and connecting the sector plan area to New Carrollton Metro Station (Orange Line), Morgan Boulevard, and/or Largo Metro Stations (Blue Line).

Overall Transportation Policies and Strategies

Policy 1: Provide an integrated multimodal transportation system that attracts high-quality transportation-oriented design development.

Strategies

- Promote nonmotorized travel between all existing and planned residential and commercial activities throughout the area. Safe and convenient pedestrian access is particularly essential between the planned light rail transit stations and adjoining communities.
- Provide a safe, direct, and well-maintained bicycle trail network that links residents with employment centers, schools, parks, shopping areas, and transit stations. Provision of on-road bicycle lanes should be considered on all roadways serving the Landover Gateway area, except for MD 202, where a parallel off-road trail would be more appropriate.
- Discourage through-traffic movement and unsafe speeds along neighborhood streets by providing traffic calming measures, as deemed appropriate by the responsible operating agency along internal roadways within the sector plan area.
- Work with appropriate agencies to plan and extend fixed guideway transit (Purple Line) from New Carrollton to the sector plan area, and extend it south to either Morgan Boulevard and/or Largo Metro stations as proposed in the MPOT or subsequently approved master plans.
- Plan for effective on-site travel demand management strategies that include parking reduction, shared parking, transit ridership incentives, flexible working hours, and telecommuting.
- When deemed appropriate, establish a Transportation Demand Management District (TDMD) under Subtitle 20A for portions of the sector plan area west of the Capital Beltway (I-95/I-495) to ensure that levels of service for roads serving this area do not exceed the minimum acceptable level-of-service E, as recommended by the 2002 General Plan.

- When deemed appropriate, designate the Landover Gateway sector plan area as a Transportation Priority Growth District (TPGD), which is a strategy recommended in the preliminary countywide MPOT. This designation would provide flexibility for managing congestion and implementing effective vehicle trip reduction measures within the Landover Gateway sector plan area, especially when development levels exceed the recommended levels for the short-term transportation stage.
- Develop advanced parking management for parking facilities within the sector plan area. Also explore electronic parking management systems that include sensors to guide motorists to available parking spaces. A local example is the Baltimore-Washington International Thurgood Marshall Airport parking garages.
- Work to attract public and private investment to the sector plan area. Consider all feasible financing mechanisms for provision of the recommended fixed guideway transit line from New Carrollton to the sector plan area and south to either Morgan Boulevard and/ or Largo Metro Stations.

Roads

The proposed roadway system consists of the recommended improvements to the existing roadways and construction of planned transportation facilities that support the development pattern envisioned by the sector plan.

Background

The basic road infrastructure for the Landover Gateway area is in place (see Table 1: Highway Network on page 85), and very few new roadways are currently planned. The construction of the nearby FedEx Field and the opening of the Largo Town Center and Morgan Boulevard Metro stations called for a new Capital Beltway (I-95/I-495)/ Arena Drive interchange and other roadway improvements.

This interchange will be upgraded to full-time operation status by mid-2009. As part of the interstate access point approval for the conversion of Arena Drive interchange to full-time operation, the county supports the connection of Campus Way/Ruby Lockhart Way to Evarts Street over the Capital Beltway (I-95/I-495). The proposed connection

is in accordance with District Council and the Planning Board resolutions approving the Woodmore Towne Centre development.

The current average daily traffic volume on the Capital Beltway (I-95/I-495) within the Landover Gateway sector plan area ranges from 199,400 to 216,900, which operates at level-of-service E. The average daily traffic on MD 202 through the sector plan area ranges from 39,900 to 54,000, which operates at level-of-service D. Brightseat Road carries an average daily traffic volume of 13,200 to 17,000, which operates at a level-of-service range from C–F.

The following six-level system (A–F) defines the transportation level-of-service on a given transportation roadway segment.

Policy 1: Provide roadway improvements that are fully integrated with land use recommendations in the sector plan to achieve accessibility, circulation, and development goals.

(See Map 19: Transportation Functional Classification on page 84.)

Strategies

- Create a balanced, multifunctional network of streets and highways.
- Provide attractive and safe shared road spaces that accommodate pedestrians, bicyclists, transit vehicles (bus, fixed guideway transit), and other motorized vehicular traffic.

Freeways

Freeways are divided highways for through traffic with full control of access and grade-separated interchanges at selected public roads. Rights-of-way range from 300–400 feet.

I-95/I-495 (Capital Beltway)

The sector plan does not recommend any additional changes or modifications to the planned widening of this facility to ten lanes as proposed in the State Highway Administration (SHA) Capital Beltway Corridor Study or its existing and planned interchange configurations.

Expressways

Expressways are divided highways for through traffic with full or partial control of access and interchanges at selected public roads with some at-grade intersections at 1,500–2,000 foot intervals. Rights-of-way range from 200 to 300 feet.

MD 202 (Landover Road)

Improve MD 202 to a six-lane expressway between the Capital Beltway and Barlowe Road. Amenities within the right-of-way should include an off-road trail, improved lighting, and special pedestrian crosswalks at the signalized intersection of MD 202 with Barlowe Road/Cattail Creek Drive/Evarts Street extended.

The sector plan recommends that the development community coordinate with the Maryland SHA and Prince George’s County Department of Public Works and Transportation (DPW&T) to begin initiation of project planning, design, and construction of the most effective, efficient, pedestrian-friendly configuration that accommodates the recommended fixed guideway transit (Purple Line extension) at the intersection of MD 202 with Brightseat Road. To do this, the plan recommends a comprehensive evaluation of a wide range of alternatives, including the approved grade-separated interchange concept, the recommended urban diamond interchange, and/or the provision of a new north–south roadway with a grade separated at MD 202, extending from Evarts Street to Brightseat Road south of MD 202 and east of the Brightseat Road and Sheriff Road intersection. Until a final concept is selected, the plan recommends all new development and redevelopment applications within the sector plan area consider an urban diamond interchange as the preferred concept.

Arterials

Arterials are highways for through and local traffic, either divided or undivided, with controlled access to abutting properties and at-grade intersections. Rights-of-way are generally 120 feet.

The plan recommends reconstruction of Brightseat Road as a six-lane divided roadway between MD 202 and Sheriff Road. Amenities within the right-of-way should include wide sidewalks, improved lighting, on-road bicycle lanes,

and pedestrian crosswalks delineated with special pavement or markings. The reconstructed road should be sufficiently wide to accommodate the recommended fixed guideway transit (Purple Line extension) serving the sector plan area.

Major Collectors

Major Collectors are four-lane divided roadways with controlled access to abutting properties and at-grade intersections. They generally have 90–100 foot rights-of-way. Direct access to abutting properties is controlled by DPW&T policy on major collectors.

Ruby Lockhart Boulevard extended/Evarts Street and Bridge over I-95/I-495

Reconstruct and extend Evarts Street across the Capital Beltway (I-95/I-495) from Brightseat Road to the planned Ruby Lockhart Boulevard as a major collector. Amenities within the right-of way should include wide sidewalks, improved lighting, on-road bicycle lanes, and pedestrian crosswalks with special pavement or marking at all intersecting streets.

New North/South Boulevard

Construct a new north-south roadway with a tunnel under MD 202 extending from Evarts Street to Brightseat Road east of its intersection with Sheriff Road.

New East/West Boulevard (Main Street)

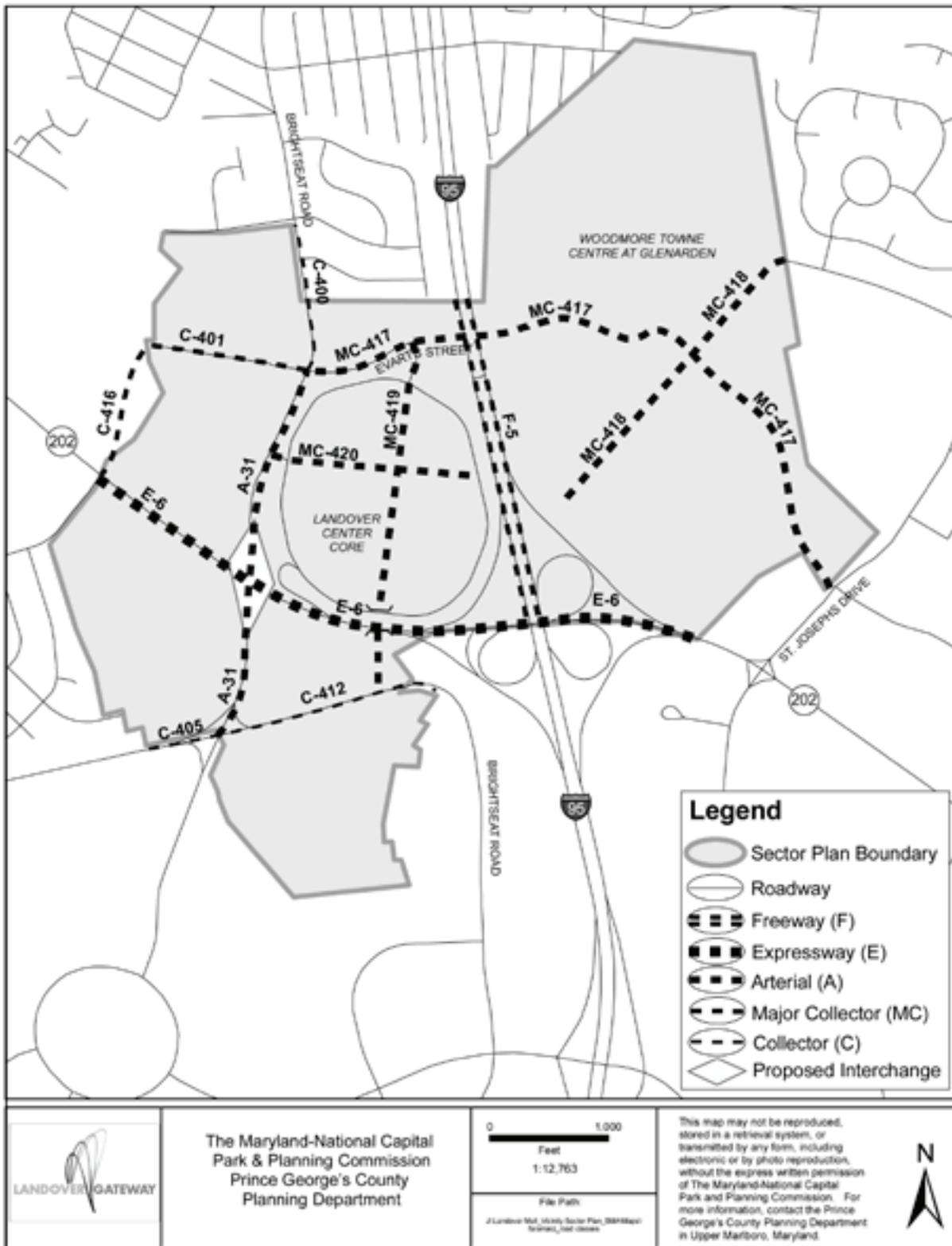
Extend a new four-lane divided roadway (referred to as the main street) within the core area of the sector plan area between Evarts Street and MD 202, extending east from Brightseat Road.

Collectors

Collectors are two- or four-lane roadways with minimal control of access providing movement between developed areas and the arterial system. They generally have 70–80 foot rights-of-way.

Brightseat Road

Improve Brightseat Road from Evarts Street to Ardwick-Ardmore Road and from Sheriff Road to Arena Drive as an undivided four-lane collector facility. Amenities within



Map 19: Transportation Functional Classification

Table 1: Highway Network			
Roadway Name	Limits	Number of Through Lanes	Rights-of-Way (ft.)
F-5: I-95/I-495	MD 202 to North of Evarts Street	10-12	300 min.
E-6: Landover Road (MD 202)	St. Joseph Drive to Barlowe Road	6	150-200
A-31: Brightseat Road	Sheriff Road to Evarts Street	6	120
MC-417: Evarts Street/Ruby Lockhart Boulevard	Brightseat to St. Joseph Drive	4 Divided	90-110
MC-418: Campus Way North	Eastern Boundary of Woodmore Towne Centre to Ruby Lockhart Boulevard	4 Divided	90-110
MC-419: New North/South Boulevard	Evarts Street to Brightseat Road south of MD 202	4 Divided	90-110
MC-420 Main Street	West of I-95/I-495 to Brightseat Road north of MD 202	4 divided	90-110
C-345: St. Joseph Drive	MD 202 to Campus Way North	4	80
C-400: Brightseat Road	Evarts to Ardwick Ardmore Road	4	80
C-401: Evarts Street Extended	Brightseat Road to Cattail Creek Drive	4	80
C-412: Brightseat Road	Sheriff Road to Redskin Drive	4	80
C-416: New road (Cattail Creek Drive)	Evarts Street to MD 202	4	80

the right-of way should include wide sidewalks, improved lighting, on-road bicycle lanes, and pedestrian crosswalks at all intersecting streets.

Cattail Creek Drive/Evarts Street Extended

Improve and extend Evarts Street from Brightseat Road, in a southwesterly direction, to intersect with MD 202 directly opposite of Barlowe Road.

Transit

Background

The sector plan recommends provision of an integrated local transit service (The BUS), regional transit service (Metrobus), fixed guideway transit (Purple Line extension) that provides convenient, efficient, and user-friendly service to supplement the private automobile and buses as a mobility option. There are four existing Metro stations—Landover,

New Carrollton (Orange Line), Largo Town Center, and Morgan Boulevard (Blue Line)—all located within 1.3 miles to 2.2 miles from the core of the Landover Gateway sector plan area. The existing Metrobus service within the sector plan area includes the Landover Road line (Routes A11 and A12), and the Sheriff Road line (Route 21X). The Prince George’s County DPW&T operates The BUS in the area. Routes 21 and 21X of The BUS, currently travel along Brightseat Road and connect Upper Marlboro and Prince George’s Community College to New Carrollton and Largo Metro Stations (see Map 20: Existing and Planned Transit Routes on page 87).

Policy: Provide transit services integrated with land use recommendation and transit-supporting development policies and practices.

Strategies

- Plan for additional local bus routes and undertake route modifications to the routes to be closely coordinated by the current and future Five-Year Transit Service and Operations Plans developed by DPW&T.
- Plan and design internal roadways to ensure safe and adequate accommodations for bus transit and fixed guideway transit (Purple Line extension).
- Work with all public agencies to ensure that the future Purple Line is extended to the Landover Gateway sector plan area. This can be done either by ensuring that the planning, design, and location engineering for the extension of the Purple Line retain the option of extending fixed-guideway transit (FGT) service to the Landover Gateway sector plan area or as a stand-alone FGT service connecting New Carrollton Metro Station to the Largo Town Center Metro Station, with stops along Brightseat Road, to serve the Landover Gateway sector plan area.
- The plan recommends that during plan implementation and as part of review of any development application, all options be evaluated for increasing the attractiveness and use of all forms of transit and nonmotorized mode of transportation both to and within the plan area.

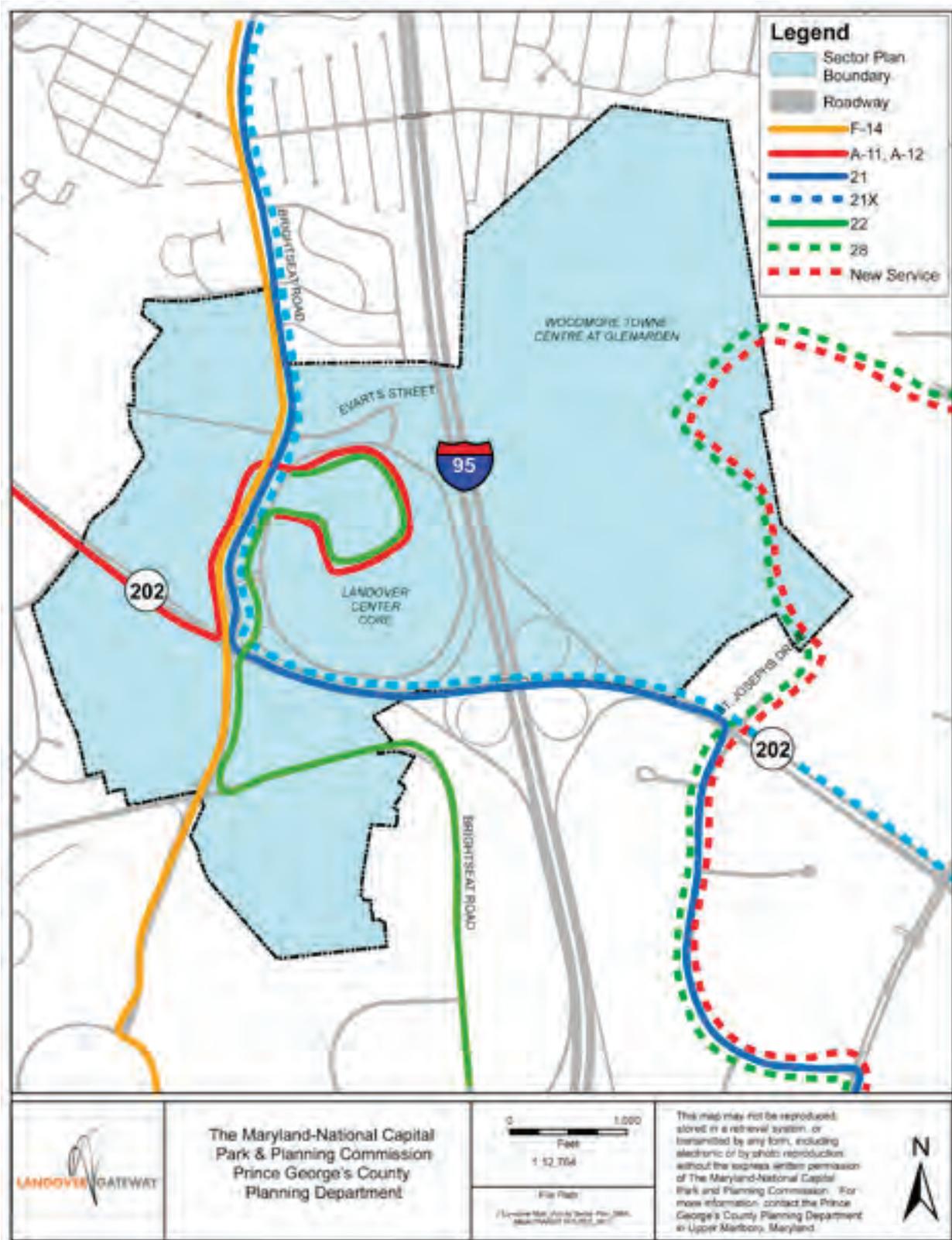
Transportation-Based Staging Plan

The proposed development staging plan for the Landover Gateway sector plan envisions a three-stage program (short-term, mid-term, and long-term). Although the short-term and mid-term stages can be realized with some level of transportation improvement, major regional infrastructure enhancements, including the Capital Beltway and extension of the Purple Line south to the Landover Gateway sector plan area and beyond, would be essential in achieving the full development potential envisioned by the sector plan.

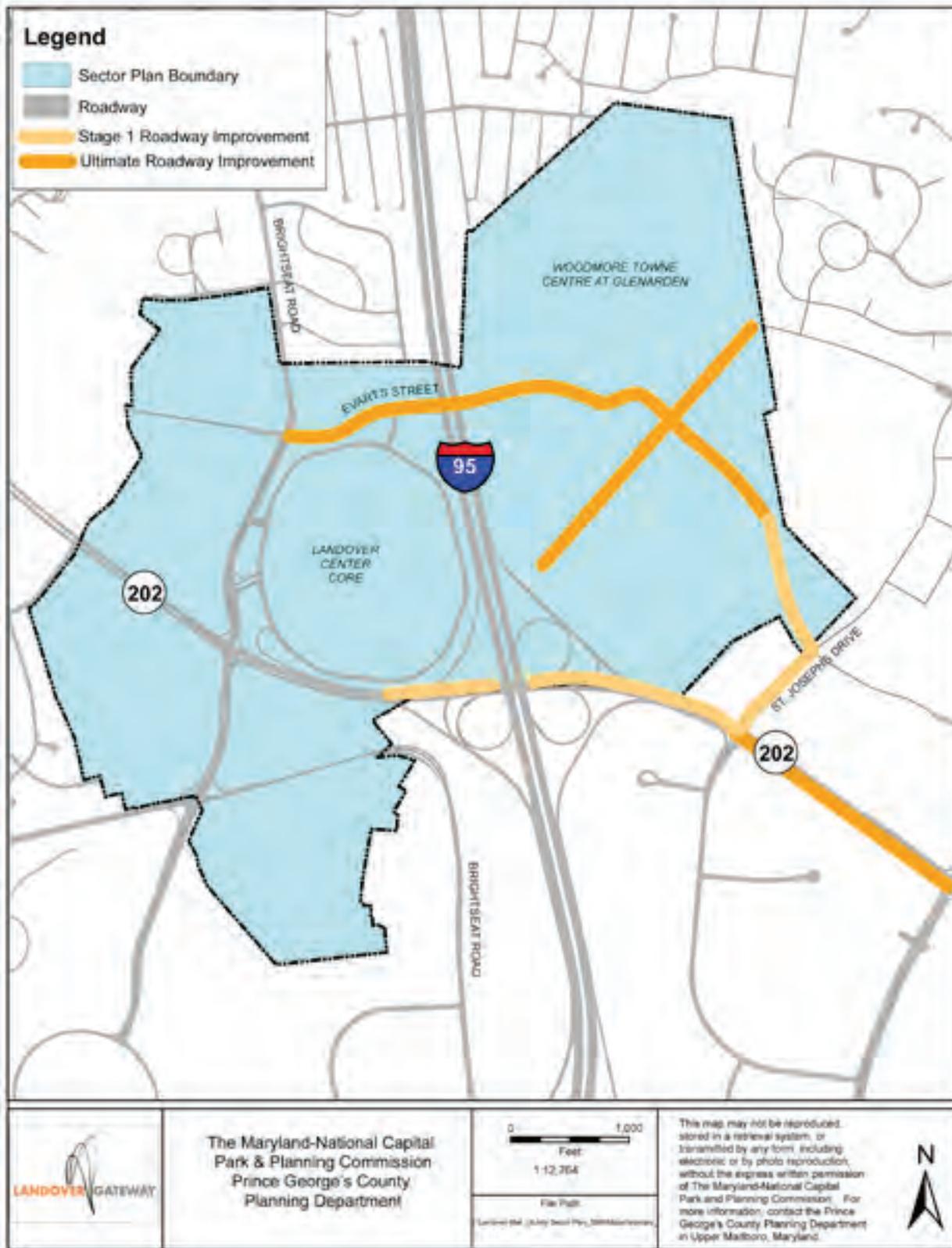
The Capital Beltway Corridor study initiated by the Maryland SHA, examined an alternative that would add two additional through lanes to the Beltway. The Maryland Transit Authority’s ongoing planning study for the Purple Line extension is limited to evaluation of FGT alternatives for bus rapid transit or LRT between Bethesda and New Carrollton, linking Bethesda, Silver Spring, Takoma–Langley Crossroads, the University of Maryland, College Park, Riverdale Park, and New Carrollton.

The 2002 General Plan included a strategy for an “Inner Purple Line” transit facility that would extend the Purple Line south from New Carrollton linking to other centers. This is also a recommendation in the MPOT. The MPOT recommends the extension of the Purple Line as an FGT south from New Carrollton, linking Landover Gateway, Largo Town Center, the planned Westphalia Town Center, Andrews Air Force Base, the Suitland or Branch Avenue Metro Stations, the proposed Oxon Hill Center, and National Harbor.

In 2006, the Woodmore Towne Centre at Glenarden development was approved with transportation improvement conditions (see Map 21: Woodmore Towne Centre Required Improvements on page 88) that were needed to support the approved development levels. These improvements included additional lanes at the intersections of MD 202, widening of the MD 202 bridge over I-95/I-495 to include three through lanes in each direction, and a new four-lane divided roadway across the Beltway connecting Brightseat Road with the planned Ruby Lockhart Way (see Map 23: Existing and Funded Highway Network on page 92). In 2007, SHA began construction of necessary improvements to the Beltway and nearby interchanges with MD 202 and MD 214 to convert the existing limited-use



Map 20: Existing and Planned Transit Routes



Map 21: Woodmore Towne Centre Required Improvements

Arena Drive interchange to full-time use (see Map 23: Existing and Funded Highway Network on page 92).

Transportation Staging Analysis

The transportation staging analysis (available upon request) conducted for this sector plan is broad and general in nature. It provides useful information on the amount of development yields at each stage of development along with recommended and needed transportation infrastructure improvements. However, more detailed analysis is required to satisfy the adequate public facilities (APF) test for any development proposal within the core area of the Landover Gateway Sector Plan.

The baseline condition for this plan includes: (1) Woodmore Towne Centre development; (2) Woodmore Towne Centre required transportation improvements; and (3) I-95/I-495 and Arena Drive interchange conversion to full-time operation. Since the baseline transportation alone does not create additional capacity for full development of the core area as envisioned by the sector plan, an additional analysis was performed. The transportation staging analysis was conducted to identify appropriate stages of development levels and associated transportation improvements that satisfactorily address concerns raised by the Planning Board and the transportation agencies.

Short-Term Stage

The short-term stage consists of the following needed roadway improvements and development levels:

Recommended Improvements (See Map 22: Recommended Roadway Improvements for Short-Term Stage on page 91.)

- Rerouting The BUS Route 22, suggested by the county's Transit Service and Operations Plan, and the existing The Bus Route 21X (see Map 24: Recommended Transit Service Route Changes on page 93).
- Widening Brightseat Road from Evarts Street to Ardwick-Ardmore Road to a four-lane collector roadway.
- Widening Brightseat Road from Sheriff Road to Arena Drive to a four-lane collector roadway.

- Constructing Cattail Creek Drive as a new collector facility, extending from Evarts Street to MD 202.
- Make any interim transportation improvements to the intersection of MD 202 and Brightseat Road, deemed most feasible by the recommended project planning and design study, to satisfy the applicable APF requirements prior to the full construction funding of the preferred design.

Recommended Development Levels

The recommended development levels can be divided into two parts:

Part One includes any additional development beyond the existing development levels and the levels approved for the Woodmore Towne Centre that generate up to 28,000 new daily vehicle trips. The transportation staging analysis showed that, with this level of additional development, all evaluated baseline roadway links, including the Capital Beltway segments between Arena Drive and US 50, will operate at or below the LOS E.

Once the approved development levels within the core area exceed the development levels recommended for Part One, the sector plan recommends the establishment of a TDMD in accordance with the provision of Subtitle 20A of the Prince George's County Code. The establishment of a TDMD is needed to maintain an LOS-E standard along roadways serving the Landover Gateway sector plan area without the need for any additional off-site roadway widening.

Part Two includes any additional development beyond the recommended levels for Part One that generates up to 26,500 additional new, daily vehicle trips. Considering the development levels recommended for Part One and Two levels, the short-term development stage would consist of all allowed development that would generate up to a total of 54,500 new daily vehicle trips.

The transportation staging analysis showed that with all Part One and Part Two additional development, all evaluated roadway links, including the above-recommended improvements, would operate at or below LOS-E, except for the Capital Beltway segments between Arena Drive and US 50.

Prior to the designation of Landover TPGD by the District Council, all development and redevelopment must satisfy the established APF requirements.

The Mid-Term Stage

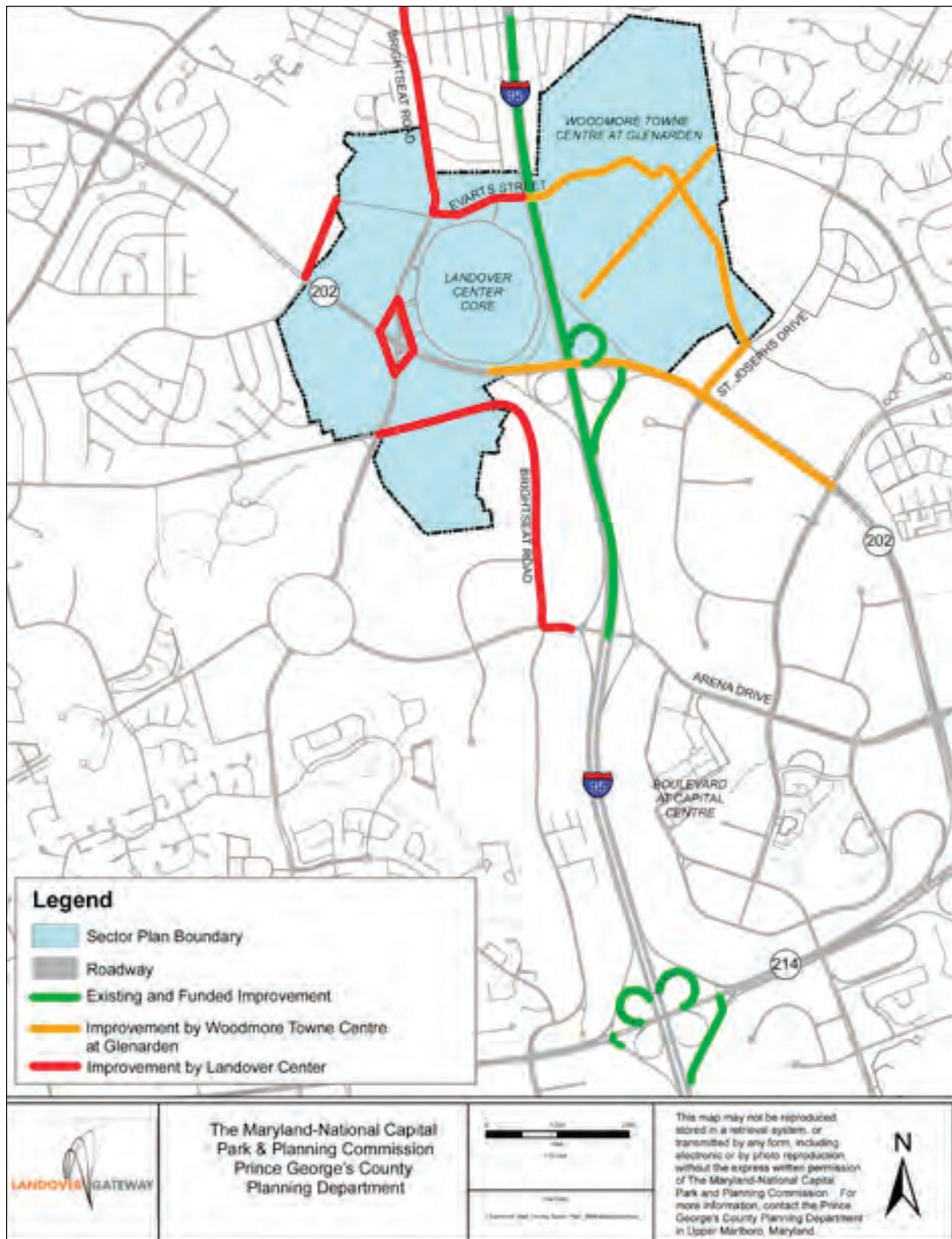
In order to allow any mid-term stage development, the County Council should enact legislation for creation of a TPGD, which provides flexibility for managing congestion and implementing effective vehicle trip reduction measures.

When the approved development levels within the Landover Gateway core area reach the maximum recommended levels for the short-term stage (Part One and Part Two combined), the District Council should designate the Landover Gateway sector plan area as a TPGD, as well as establish the maximum development levels allowed for the mid-term stage. The additional mid-term development levels should be allocated to the sector plan property owners by a set of agreements. The sector plan recommends that these

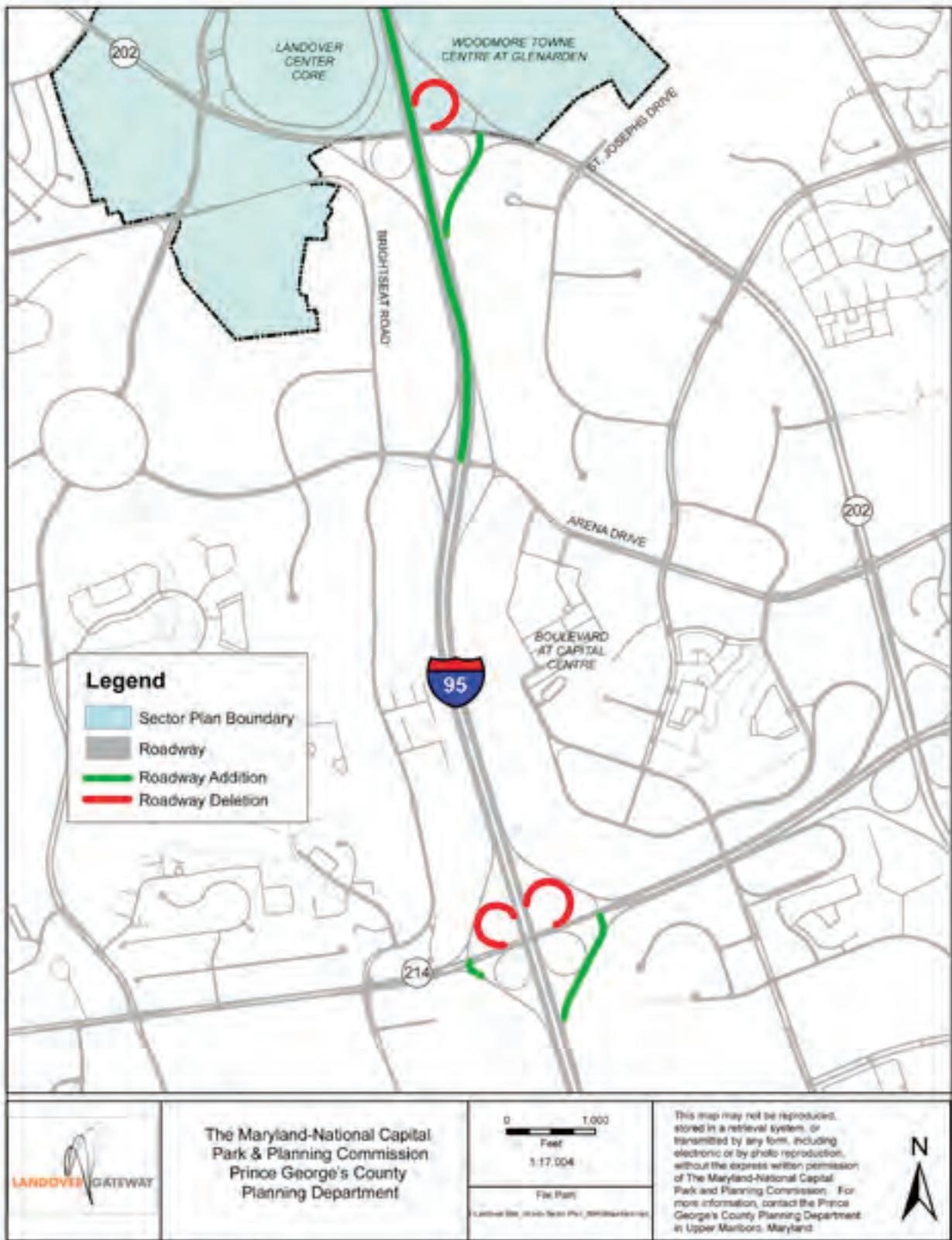
agreements be executed by Prince George’s County, the management authority of the Landover Gateway TDMD, if established, and the property owners of interest. The sector plan envisions that these agreements would be negotiated with direct input from the Planning Department and the operating agencies (SHA, DPW&T, and Washington Metropolitan Area Transportation Authority).

The Long-Term Stage

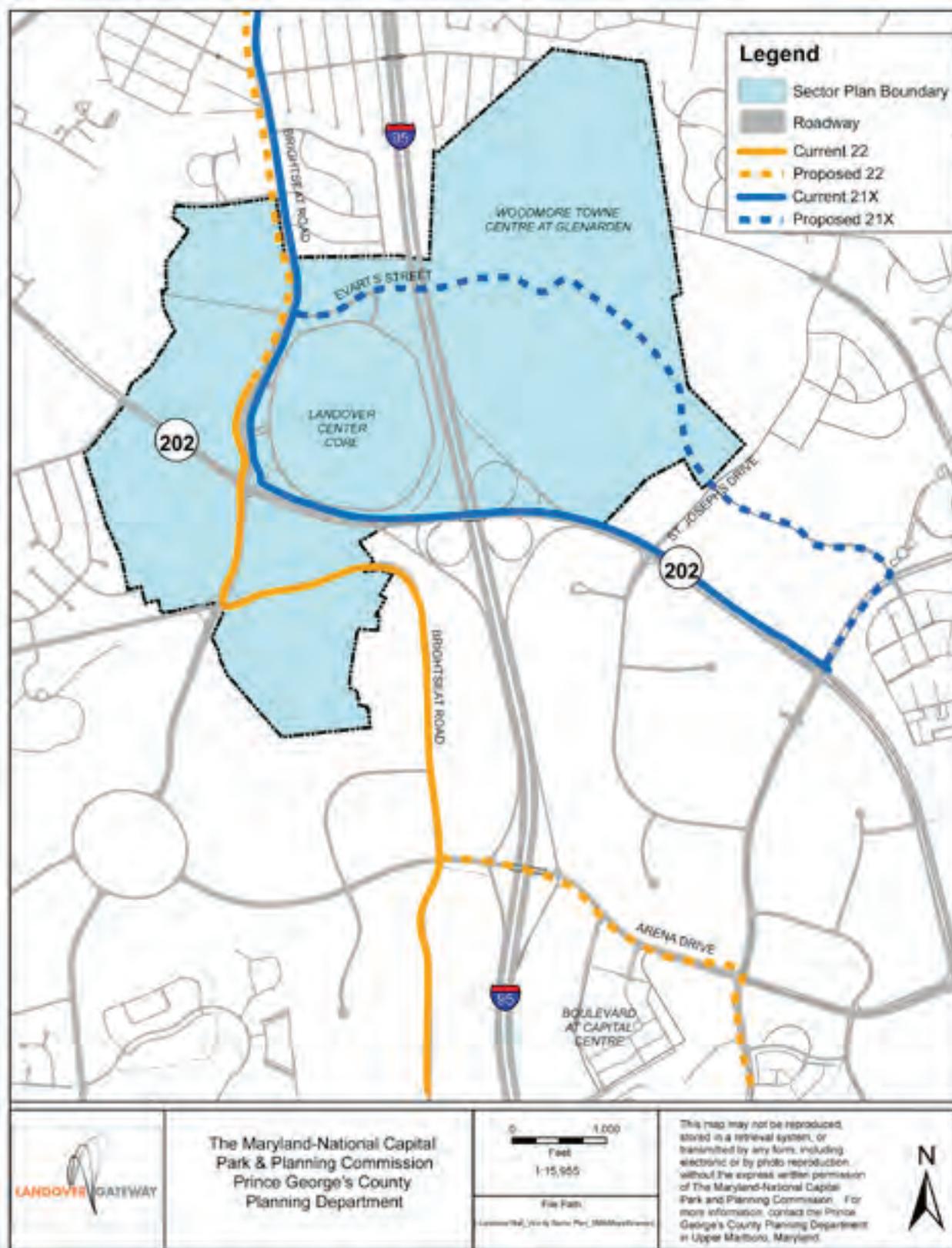
The sector plan recommends that, once the approved development levels reach (1) either the recommended short-term development stage level without an established TPGD or (2) the District Council’s maximum mid-term development stage levels with an established TPGD for the Landover Gateway area, any additional development up to the recommended buildout levels envisioned by the sector plan would require major regional infrastructure improvements. The sector plan recommends these improvements—at the very least—include the extension of the Purple Line south to the Landover Gateway sector plan area and the planned improvement to the Capital Beltway within the county.



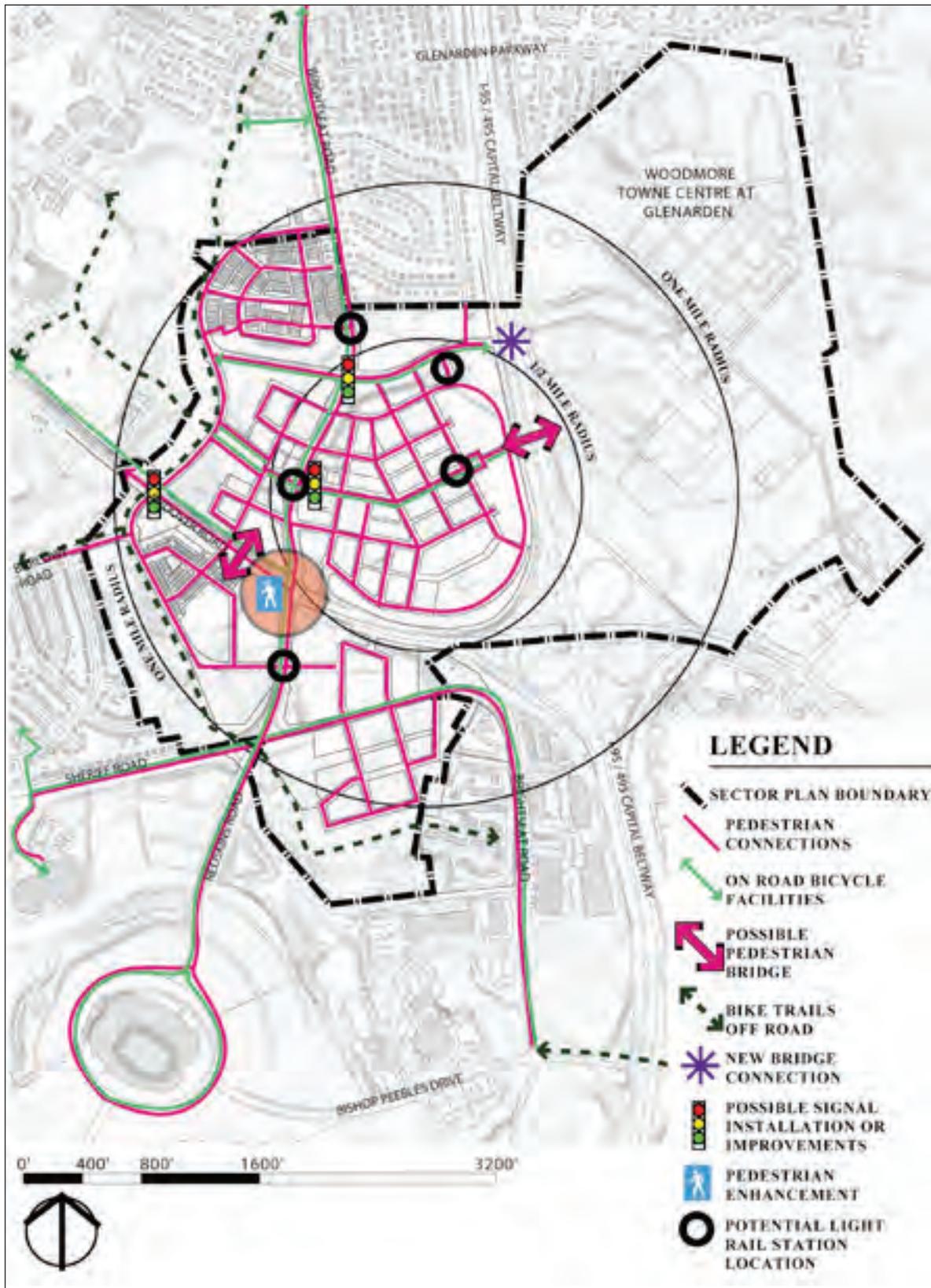
Map 22: Recommended Roadway Improvements for Short-Term Stage



Map 23: Existing and Funded Highway Network



Map 24: Recommended Transit Service Route Changes



Map 25: Trails

Trails and Pedestrian Access

Background

Pedestrian safety and walkable communities were identified as priorities by the community at the Landover Gateway planning charrette. Residents expressed the desire to walk safely and conveniently between neighborhoods, as well as to shopping, recreation facilities, and mass transit. Providing safe routes for children walking to area schools is also a priority and community need. Currently, the sidewalk network is fragmented; pedestrians are not accommodated along many corridors, and several intersections and road crossings need pedestrian amenities and/or safety enhancements. The intersection of Brightseat Road and MD 202 was specifically identified as an area needing pedestrian safety improvements. Additionally, major roads, such as MD 202 and the Capital Beltway, divide the study area and make nonmotorized transportation extremely difficult. A desire was expressed by the community to provide additional pedestrian or trail connections linking the study area and providing access across these major roads in order to have a more unified community and regional center.

Several types of pedestrian, trail, and bicycle facilities are evaluated as part of the Landover Gateway sector plan. The types of facilities considered include on-road bike facilities, such as designated bike lanes, neighborhood connector trails, and standard and wide sidewalk connections. A complete summary of facility types is listed below.

Park Trails

- Natural surface paths for equestrians, hikers, and mountain bikes.
- Multisurface, multiuse trails for all users.
- Stream valley trails.
- Neighborhood trail connections to parks and schools.

On-Road Bicycle Facilities

- Paved shoulders
- Shared-use roadways (typically low volume roads)

- Designated bike lanes
- Side paths



Trails also serve as transportation connections.

Sidewalks

The sidewalk network is incomplete in many areas, and pedestrian safety features are needed at many locations. Roadway striping frequently does not include accommodations for bicycles. Pedestrian connectivity is poor between neighborhoods, and trail connections may be necessary to connect adjacent communities and land uses. Pedestrian safety across MD 202 is a major issue. Providing for enhanced pedestrian safety across this corridor should be addressed. Accommodations for pedestrians at the MD 202 and Brightseat Road intersection are minimal, and safety at this intersection is a major concern. There are existing trails at FedEx Field and in the nearby Summerfield community.



Existing path along Redskins Road.

Policy 1: Provide opportunities for residents to make some trips by walking or bicycling.

Strategies

- Provide standard sidewalks along both sides of all internal roads within the study area. The provision of sidewalks and trail connections will enhance the walkability of the neighborhood, as well as ensure that adequate pedestrian facilities exist to schools. Brightseat Road and Evarts Street are designated as priority sidewalk corridors due to their access through and around the planned regional center and their access to local community facilities. For the sector plan area to be walkable, pedestrian facilities and safety need to be improved along these corridors.
- Incorporate trails or bikeways into the proposed “Boulevard” and other urban linear greenways designed into the study area.
- Provide continuous sidewalks and on-road bicycle facilities on the Evarts Street extension. This extension will provide pedestrian access between the Woodmore Town Center and the Landover Civic Center and commercial core. In addition, this pedestrian connection across the Capital Beltway will provide for a more unified, walkable study area by providing access across a major pedestrian barrier.
- Provide continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road. Brightseat Road is a major north–south connection through the sector plan area, and currently, facilities for pedestrians are fragmented. The road currently does not include striping for bicycle facilities. However, due to the speed and volume of vehicles along the road, its connectivity through the sector plan area, and its connection to FedEx Field, designated bike lanes are recommended. Brightseat Road should also include accommodations for bicycles and pedestrians at the planned interchange with MD 202. These facilities will provide safe nonmotorized connectivity to the Landover Civic Center and commercial core from surrounding neighborhoods.

Policy 2: Incorporate appropriate pedestrian, bicycle, and transit-oriented design and transit-supporting design features in all new development within centers and corridor nodes.

Strategies

- Sidewalks and designated bike lanes should be provided along Brightseat Road through the proposed interchange at MD 202 and Brightseat Road. These improvements will enhance pedestrian safety across MD 202 along this busy corridor and provide better connectivity to the Landover Civic Center and commercial core. These improvements will also address an existing pedestrian safety issue within the study area. This intersection can be extremely difficult for pedestrians to negotiate due to the volume of traffic, the number of lanes, and the speed of traffic. Until the implementation of the recommended interchange at MD 202 and Brightseat Road, significant pedestrian safety enhancements are recommended to address existing safety and mobility concerns for pedestrians. These improvements may include a pedestrian refuge, pavement markings, or other appropriate measures.
- A primary goal of the sector plan is to improve pedestrian safety across MD 202. Traffic calming, pedestrian refuges, improved crosswalks, curb extensions, and other safety features should improve the safety of pedestrians crossing MD 202. These improvements may also include countdown lights, contrasting crosswalk materials, and other safe crossing devices for key crosswalks at all major intersections. Improvements along MD 202 should have a primary goal of improving the safety of the at-grade pedestrian crossings. However, a pedestrian bridge over MD 202 may be considered in the vicinity of the Barlowe Road intersection, if warranted by the density of future redevelopment. The feasibility of a pedestrian bridge at this location should be explored only after the at-grade improvements and safety features have been implemented and there is a continued documented need for a grade-separated pedestrian crossing.
- Provide a second pedestrian bridge across the Capital Beltway upon the provision of transit service through the area. This bridge will ensure that both sides of the Capital Beltway have convenient and direct access to the recommended FGT facility and to the regional center.

This bridge will connect the Landover Civic Center and commercial core with Woodmore Town Centre and provide additional pedestrian connectivity within the sector plan area. The pedestrian bridge should be located just to the north of the entrance/exit ramps between the Capital Beltway and MD 202. MD 202 is proposed to be a limited access, high-speed road between the Capital Beltway and Barlowe Road and will not provide pedestrian access between communities inside and outside the Capital Beltway.

- Incorporate pedestrian-oriented design and transit-oriented design into the concept for the Landover Civic Center and commercial core. Sidewalks, walkways, green space, and trail connections between land uses should be considered. Attractive and convenient pedestrian connections should be provided to future mass transit locations.

Policy 3: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

Strategies

- Provide a master plan trail along the Cattail Branch greenway. This trail can be implemented as a stream valley trail and a side path along Barlowe Road extended. Where the trail is implemented in conjunction with Barlowe Road extended, an attractive and inviting streetscape is recommended with appropriate pedestrian and trail-related amenities that highlight the Cattail Branch and surrounding open space. This trail/greenway should include connections to surrounding schools and neighborhoods. Upon its completion along its entire length, this stream valley trail will provide access to Kenmoor Elementary School, Kenmoor Middle School, Matthew Henson Elementary School, the Palmer Park Community Center, and the Kentland Community Center. This stream valley trail will also connect to the Beaverdam Creek Stream Valley Trail, which will ultimately connect into the Anacostia Tributaries Trail Network and the planned river-walk along the Anacostia River.
- Provide a neighborhood connector trail from Evarts Street to the Cattail Branch Trail as additional land is acquired by The Maryland-National Capital Park

and Planning Commission (M-NCPPC) along the stream valley. Connector trails should also be provided to the adjoining Kenmoor Elementary School and Kenmoor Middle School. These trails will provide direct pedestrian access from the Glenarden Apartments site to the existing schools, as well as provide access to the planned stream valley trail network.

- Provide a connector trail through the M-NCPPC Henry P. Johnson Park from Reicher Street to Evarts Street. Connector trails may also be appropriate to any future recreational facilities from Brightseat Road.
- Provide a stream valley trail connection along the tributary of Cattail Branch, from Cattail Branch south to Sheriff Road. This trail will provide access to the Sports and Learning Complex from communities to



Pedestrian bridges can be effective if properly incorporated into development.



Raised sidewalks calm traffic and increase visibility of the crossing.

the north, as well as provide an additional connection into the larger stream valley trail network (see Map 25: Trails on page 94).

Public Facilities

Vision

Public facilities are provided in locations that serve and promote a livable community in the sector plan area. Landover Gateway, as a new downtown for Prince George’s County, contains signature public facilities, such as a new, architecturally significant central library. Schools offer cutting-edge instructional programming in modern facilities that promote learning and attract families to the sector plan area. Fire and emergency medical services facilities are planned to handle increased demand from denser development.

Background

Public facilities in Prince George’s County and the delivery of public services are largely based upon suburban and rural models. These models do not apply to, and are insufficient for, urban development at the regional center scale. Land for new public facilities within the Developed Tier is scarce, held by multiple property owners, and relatively expensive. Many existing public facilities were constructed in the 1950s and 1960s and are underutilized, deteriorated, and do not efficiently serve the existing and future population.

Goal

Provide public facilities that efficiently serve the existing and future population.

Schools

Vision

Sufficient school capacity exists to accommodate current and future sector plan residents. Deteriorated facilities are replaced with new, technologically and environmentally advanced centers of learning. Schools serve not only as focal points for education but also as centers of community.

Background

There are no comprehensive schools within the sector plan area. The Prince George’s County Public Schools (PGCPS) owns a property in the southwest portion of the sector plan area, which is the site of the Bonnie Johns Educational Media Center. The Bonnie Johns Center is a 44,083 square-foot former elementary school, which was constructed on an environmentally constrained 14-acre site in 1960. Area students currently attend Kenmoor and Matthew Henson Elementary Schools, Kenmoor Middle School, and Charles Herbert Flowers High School. The Woodmore Towne Centre is situated within the attendance areas for Ardmore Elementary School, Ernest Everett Just Middle School, and Charles Herbert Flowers High School.

Table 2: Public Schools Currently Serving the Sector Plan Area

School Name	Address	Building Size (sq. ft.)	Site Acreage	Year Built	Major Renovations
Ardmore Elementary	9301 Ardwick Ardmore Road	54,047	9.1	1960	1965, 1967, 2000, 2004
Kenmoor Elementary	3200 82nd Avenue	43,997	9.0	1966	1969
Matthew Henson Elementary	7910 Scott Road	57,857	10.1	1969	N/A
Kenmoor Middle	2500 Kenmoor Drive	128,381	24.5	1973	N/A
Charles Herbert Flowers High	10001 Ardwick Ardmore Road	332,500	39.1	2000	N/A

Source: PGCPS

School facilities are located in the vicinity of the sector plan area.

Table 3: Public Schools at Full Buildout

School Name	Address	Building Size (sq. ft.)	Site Acreage	Year Built	Major Renovations
Columbia Park Elementary	1901 Kent Village Drive	57,372	8.0	1928	1951, 1955, 1962, 1967, 1974, 1989
Cora L Rice Elementary	950 Nalley Road	83,482	32.5*	2002	N/A
John Carroll Elementary	1400 Nalley Terrace	56,505	10.0	1971	N/A
William Paca Elementary	7801 Sheriff Road	54,868	10.9	1963	1964, 1969, 2000
G James Gholson Middle	900 Nalley Road	115,86	32.5*	2002	N/A
Central High	200 Cabin Branch Road	168,366	60.5	1961	1963, 1982, 1996, 2006
Fairmont Heights High	1401 Nye Street	174,128	15.1	1951	1951, 1956, 1983, 2003, 2005

Source: PGCPS

* Rice Elementary School and Gholson Middle School share the same 32.5-acre site.

Table 2: Public Schools Currently Serving the Sector Plan Area on page 99 lists the public schools that currently serve the Landover Gateway sector plan area. Table 3: Public Schools at Full Buildout on page 99 lists the public schools near the Landover Gateway sector plan area that may be needed to serve future development.

The new, intense residential development envisioned in this sector plan requires consideration of a larger regional context when determining the available capacity for existing schools. PGCPS forecasts a significant local and countywide reduction in middle and high school enrollment

through 2013 (see Table 4: 2013 Projected Enrollment: Schools Currently Serving Sector Plan Area on page 100 and see Table 5: 2013 Projected Enrollment: Schools to Serve Sector Plan Area at Buildout on page 101). Elementary school enrollment is expected to gradually increase through 2013 in the Landover Gateway area, while a more significant increase will occur countywide.

Enrollment patterns and the ongoing shift of sixth graders to middle schools require school facilities that are flexible in their ability to accommodate students in grades pre-kindergarten (Pre-K) through five, as well as grades six through eight.

Table 4: 2013 Projected Enrollment: Schools Currently Serving Sector Plan Area

School Name	2013 Projected Enrollment	2013 Projected Capacity	2013 Projected Percent Capacity	2007-2013 Enrollment Change	2013 Available Seats
Ardmore Elementary	577	503	114.7	34	-74
Kenmoor Elementary	341	435	78.4	0	94
Matthew Henson Elementary	294	456	64.5	45	162
Kenmoor Middle	480	795	60.4	-186	315
Charles Herbert Flowers High	2,264	2,200	102.9	-520	-64

Source: PGCPS

Table 5: 2013 Projected Enrollment: Schools to Serve Sector Plan Area at Buildout

School Name	2013 Projected Enrollment	2013 Projected Capacity	2013 Projected Percent Capacity	2007-2013 Enrollment Change	2013 Available Seats
Columbia Park Elementary	334	525	63.6	-10	191
Cora L Rice Elementary	347	709	48.9	-181	362
John Carroll Elementary	305	456	66.9	49	151
William Paca Elementary	388	689	56.3	-38	301
G James Gholson Middle	423	990	42.7	-478	567
Central High	780	1,118	69.8	-444	338
Fairmont Heights High	609	900	68.0	-452	291

Source: PGCPS

The age and physical condition of many of these schools allow for the possibility of near total renovation or demolition and on-site replacement. An analysis of school sites located in the vicinity of the sector plan area identifies 12 current school sites that could serve the study area (see Table 6: Summary of Proposed Changes on page 102). In

addition, the existing Fairmont Heights High School is planned for replacement in a newly constructed building in the South Columbia Park area.

Table 6 provides a summary of the existing and proposed State Rated Capacity (SRC) analyses for these school sites.

Table 6: Summary of Proposed Changes

School	Existing SRC	Proposed SRC	Difference	Proposed Change
Elementary Schools				
Ardmore	503	503	0	Renovate
Columbia Park	525	525	0	None
Cora L. Rice	709	709	0	None
John Carroll	456	456	0	None
Kenmoor	435	435	0	None
Matthew Henson	456	456	0	Renovate
William Paca	689	689	0	None
Total	3,773	3,773	0	
Middle Schools				
G. James Gholson	990	990	0	None
Kenmoor	795	795	0	None
Total	1,785	1,785	0	
PreK-8 Schools				
New PreK-8	0	750	750	New construction
Total	0	750	750	
High Schools				
Charles Herbert Flowers	2,200	2,200	0	None
Fairmont Heights	1,139	1,600	461	Relocate to new site
Total	3,339	3,800	461	

Source: PGCPS

SRC=State-rated capacity

Dwelling Unit Forecast

The primary factor for determining capacity needs for schools is an analysis of the dwelling unit projections. The projected number of dwelling units is multiplied by the pupil yield factors to determine the future number of students. The current pupil yield factors are defined by the accompanying Table 7.

Table 7: Current Pupil Yield Factors

Dwelling Unit Type	Elementary School	Middle School	High School
Single-family detached	0.164	0.130	0.144
Single-family attached	0.140	0.113	0.108
Multifamily with structured parking	0.042	0.039	0.033
Multifamily, other	0.137	0.064	0.088

In 2013, the schools serving the sector plan area are forecast to have the capacity to accommodate 1,187 elementary school students, 882 middle school students, and 1,265 high school students.

Goal

Provide the residents of the Landover Gateway sector plan area and surrounding communities with schools that are not overcrowded, feature cutting-edge technological and instructional opportunities, and serve as focal points.

Policy 1: Develop a variety of urban school models for use in centers and corridors, as well as in other land-constrained areas of Prince George’s County.

Strategies

- Create a working group consisting of representatives of PGCPS, M-NCPPC, County Council, and other county agencies to address current and future demand

for schools in centers and corridors and other land-constrained communities.

- Research, analyze, and select several urban school models that take into account varying site sizes, capacity needs, and educational levels, and provide guidelines for site acquisition, design, and construction of urban schools in Prince George’s County.

Policy 2: Renovate or replace, as needed, school facilities nearest the study area, creating new, modern, and state-of-the-art facilities independent of residential development in the sector plan area.

Strategies

- Add a floating symbol¹ to the sector plan map for a future Pre-K–8 school (incorporating urban school design features) adjacent to Henry P. Johnson Park.
- Renovate Ardmore and Matthew Henson Elementary Schools.

Libraries

Vision

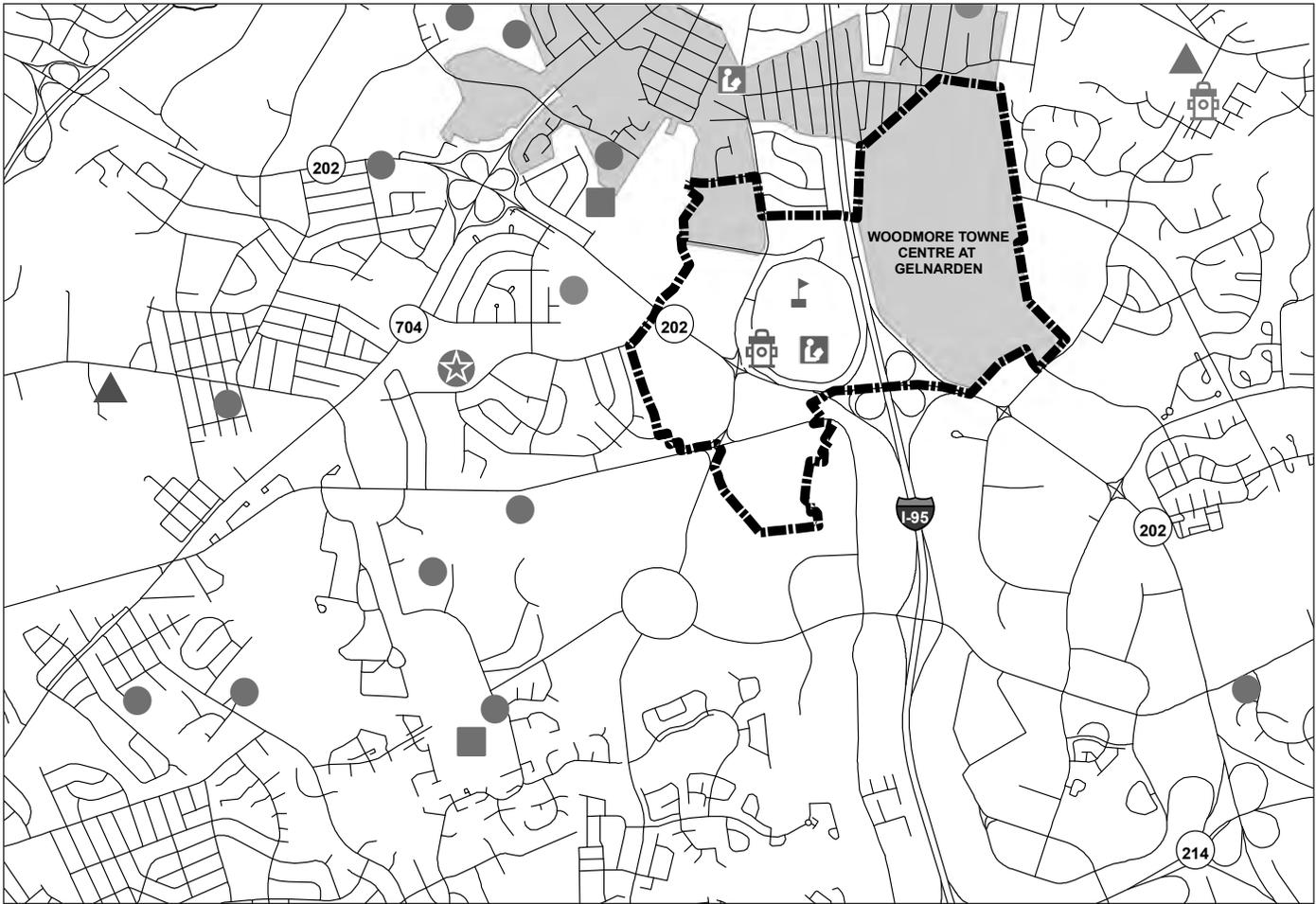
The Prince George’s County Memorial Library System (PGCMLS) is a valuable county asset, and its branches provide integral services to the national capital region. Landover Gateway has a unique location that provides a singular opportunity for a new central Prince George’s County Library.

Background

Currently, the Glenarden Branch Library provides library services for the Landover Gateway sector plan area. This library is one of the smallest library facilities in the county and is located on a 1.7-acre site partially owned by the City of Glenarden.

Internet usage at county libraries has grown rapidly over the past few years, while circulation of print media has remained

¹ Floating symbols represent conditional school sites within the study area. They are used as cushions for future growth as replacement sites.



LEGEND

	EXISTING	RENOVATION or REPLACEMENT	ACQUIRED SITE	PROPOSED
ELEMENTARY SCHOOL	●	●		
MIDDLE SCHOOL	■			
PRE-K-8 SCHOOL				🚩
HIGH SCHOOL	▲			▲
POLICE STATION	★			
FIRE STATION			🚒	🚒
LIBRARY	📖			📖
Sector Plan Boundary		Town of Glenarden		Roadway

Map 26: Public Facilities

stable. To meet this demand, the PGCMLS added new computers and workstations and has now maximized its ability to physically accommodate computers in its existing branches. The inability of existing facilities to accommodate additional computers coupled with the increased demand for computer services will have a considerable impact on library facility planning over the next 15–20 years.

The PGCMLS does not have a central library; its various features and services are spread out among several branches.

Goal

Provide state-of-the-art library facilities in the sector plan area.

Policy 3: Design and construct all new public schools in accordance with the Leadership in Energy and Environmental Design (LEED) silver rating or an equivalent rating under a comparable green building performance measure.

Strategies

- Construct a 900-seat-capacity high school (incorporating some urban school design features) with a LEED silver, or the equivalent rating, at South Columbia Park to replace the existing Fairmont Heights High School.
- Add a floating symbol to the sector plan map for a future Pre-K–8 school with a LEED silver, or the equivalent

rating, adjacent to Henry P. Johnson Park (incorporating urban school design features).

Policy 1: Construct an architecturally and culturally significant central/headquarters branch of the PGCMLS.

Strategies

- Add a floating symbol to the sector plan map, and obtain a site for a 100,000-square-foot signature central library within the urban core of the sector plan area.
- Relocate the headquarters of the PGCMLS and other specialized functions currently spread out at various branches to the central branch.
- Incorporate extensive multimedia capabilities into the facility, providing a centralized location for county residents to access the internet and computer services.
- Provide a central repository for historically or culturally significant media.

Police/Fire/EMS

Vision

Public safety facilities are located in areas that allow for minimal response time. Facilities are capable of accommodating staffing, equipment, and apparatus in a safe and efficient manner.

Table 8: Parkland Needs Assessment

Analysis Areas	Existing M-NCPPC Parkland	Public School Acreage Counted for Parkland	Total Existing Parkland Provided	Parkland Needs by Year 2030	Surplus or (Deficit) Parkland
Sector Plan Area	7 acres	0 acres	7 acres	50 acres	(43 acres)
Primary Analysis Area	238 acres	36 acres	274 acres	336 acres	(62 acres)
Secondary Analysis Area	735 acres	44 acres	779 acres	954 acres	(175 acres)

Background

Police District III covers all of Subregion 4, including the Developed Tier part of the sector plan area. The District III-Palmer Park headquarters is located in the Police Services Complex at 7600 Barlowe Road in Palmer Park. This complex is also the location of the Prince George’s County Police Department Headquarters and is 128,608 square feet in size. The Woodmore Town Centre lies in Police District II. The District II headquarters, which is 11,565 square feet in size, is located at 601 Crain Highway in Upper Marlboro.

Woodmore Towne Centre lies within the City of Glenarden and within the jurisdiction of the Glenarden Police Department, which is headquartered in the Glenarden Municipal Center at 8600 Glenarden Parkway.

The entire sector plan area is in the first due response area of Kentland Company 33 fire station at 7701 Landover Road in Landover. The nearest ambulance services are provided by Kentland Company 46, 10400 Campus Way South, Upper Marlboro; and Landover Hills Company 30, 6801 Webster Street, Hyattsville. Community residents have raised concerns about inadequate ambulance service to the Palmer Park area.

Goal

Provide needed public safety facilities in locations that efficiently serve Landover Gateway.

Policy 1: Provide Fire/EMS facilities for current and future Landover Gateway residents to ensure that each residence and business is within a five-to seven-minute travel time.

Strategies

- Reaffirm the 2008 *Approved Public Safety Facilities Master Plan* recommendation for a Fire/EMS station at St. Joseph’s Drive (County CIP item LK510163).
- Amend the 2008 *Approved Public Safety Facilities Master Plan* by adding a floating symbol in the urban core near Brightseat Road for a new Fire/EMS station:

Landover Gateway Fire/EMS Station
PA: 72

Tier: Developed

Strategy: Construct a new Fire/EMS station in the Landover Gateway urban core near Brightseat Road.

Justification: A new Fire/EMS station is needed to meet increased demand resulting from buildout at Landover Gateway.

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

Policy 2: Construct police facilities that meet the needs of the Landover Gateway community.

Strategy

- Reaffirm the 2008 *Approved Public Safety Facilities Master Plan* recommendation to renovate the Prince George’s County Police Department Headquarters and District III Station.

Parks and Recreation

Vision

Public parks and open spaces provide recreation, relaxation, and socialization opportunities. Recreational opportunities contribute to the quality of life, personal health and well-being, and livability of a community.

Background

The goals, policies, and strategies governing the planning and provision of park and recreation facilities in the sector plan area are based on the expressed requirements and interests of area residents, sensitivity to the surrounding environment, and the county’s commitment to preserve, enhance, and protect public open space and natural resources.

A parkland needs assessment for the sector plan and vicinity (shown in Table 8: Parkland Needs Assessment on page 105) was conducted for three geographic areas to analyze parkland needs for local parkland, known as neighborhood parks (up to 20 acres) and community parks (between 20–200 acres) only. The three geographic areas are (1) the sector plan area (TAZ 732); (2) the primary analysis area (Transportation Analysis Zones (TAZs) 725, 731, 812);

and (3) the secondary analysis area (TAZs 698, 723, 724, 726, 727, 728, 729, 730, 809, 810, 813, 814).

The sector plan area currently has only seven acres of local parkland. There is no additional Board of Education acreage that can be counted toward parkland. The projected need in year 2030, based on a population of 3,319 residents, will be 50 acres of local parkland, which is a deficit of 43 acres.

The primary analysis area contains 238 acres of local parkland and 36 acres of public school properties that count for parkland. This area will need 336 acres of local parkland by the year 2030, based on a population of 22,430 residents, which is a deficit of 62 acres of parkland.

In the secondary analysis area, there are 735 acres of local parkland and 44 acres of public school properties that count for parkland. Based on a projected population of 63,622 residents, there will be a need for 954 acres of local parkland by the year 2030, which is a deficit of 175 acres.

It should be noted that only one-third of the total acreage of public school properties in each analysis area is counted for parkland.

Park and recreation facilities are divided into six categories, which are as follows:

1. Neighborhood Park and Recreation Areas—This category includes mini-parks, playgrounds, parks, unstaffed recreation centers, and park/schools with acreage of less than 20 acres in size. These parks typically contain a multi-age play area, a picnic area, perhaps a tennis court or basketball court, and serve residents in the immediate vicinity.

2. Community Park and Recreation Areas—This category includes staffed community center buildings, parks, recreation centers, and cultural centers between 20–200 acres in size. A park of this size would contain competitive-sized athletic fields for organized play in addition to the amenities typical of a neighborhood park. A community park serves a larger population from several adjacent neighborhoods. Neighborhood and community parks are classified as local parks.

3. Regional Park and Recreation Areas—This category includes stream valley parks, regional parks (parks with more than 200 acres), cultural arts centers, and service facilities. A developed regional park would have all of

the amenities included in neighborhood and community parks as described above, but they would have more of each amenity. These facilities serve residents of an entire region within the county.

4. Countywide Park and Recreation Areas—This category includes river parks, historic sites and landmarks, hiker/biker/equestrian trails, unique natural features, conservation areas, and service facilities. Parks in this category are available to all county residents.

5. Urban Park and Recreation Areas—This category includes urban parks and urban nature centers that serve county residents with severely limited access to outdoor nature areas.

6. Special Park and Recreation Areas—This category includes aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas. These facilities are available to all county residents.

Areas of constraint in the sector plan are identified as follows:

- There is a lack of available undeveloped parcels of land inside the Capital Beltway that are suitable for park development.
- New communitywide stormwater management facilities are sometimes located on parkland because of the lack of land elsewhere, which reduces the area available for recreational facilities.
- Environmental regulations limit and add substantial cost to developing additional park facilities.

Opportunities include:

- Stream valleys provide a resource where trail connections can be built to create walkable access to existing developed parks.
- Older parks can be renovated and upgraded to accommodate changing recreation demands in established neighborhoods.
- Some parkland can be left undeveloped to provide a green space or buffer for residents to enjoy.

Goals

- Provide park and recreation acreage that complies with the standards established by the National Recreation and Parks Association, the State of Maryland, and the 2002 *Prince George's County Approved General Plan*:
 - A minimum of 15 acres of M-NCPPC local parkland (or the equivalent amenity in parks and recreation service) for every 1,000 residents.
 - A minimum of 20 acres of regional, countywide, and special M-NCPPC parks for every 1,000 residents.
- Provide a variety of recreational facilities and opportunities in the sector plan area.
- Conserve areas in the Cattail Branch Stream Valley and other natural heritage sites in the sector plan area.

Policy 1: Develop recreational facilities on existing and future parkland.

Strategies

- Add active recreational facilities within the Cattail Branch Stream Valley Park, after acreage has been acquired.
- Add trail connections to Cattail Branch and continue westward to create a connection to the Palmer Park Community Center Park.
- Expand Henry P. Johnson Park to the west, adding an additional 4-acre parcel (at the intersection of Evarts Street and Brightseat Road) and a 1.5-acre parcel north of the existing park to create an 11.2 acre park.

Policy 2: Using the General Plan as a policy guide, parkland shall be provided in the locations needed to serve existing and future residents and businesses of the sector plan area.

Strategies

- Identify land for planned parkland sites that can be put into reservation or obtained through mandatory dedication during the development review process.

- Require developer contributions to fund a greater portion of those recreational amenities needed in the sector plan area, where mandatory dedication is not practical or feasible.
- Identify land acquisition, facility development, and recreational programming that can be funded through public sources, such as private donations, grants, and joint public/private partnerships.
- Identify publicly-owned properties that have been, or will be, declared surplus by other government agencies and that can be acquired to meet the identified future needs for parkland.

Policy 3: Parkland that is deemed to be necessary through the application of the acres-per-population formula should be provided in an efficient manner.

Strategies

- Seek opportunities for co-location (either in single buildings or single properties) of compatible and complementary facilities in future capital programming and planning efforts. For example, the combination of park community centers and public schools has proven to be a win-win situation for parks patrons, as well as schoolchildren, because a greater number of shared facilities can be provided for the use and enjoyment of all.
- Acquire parcels of land within the sector area, where possible, to create urban parks. These urban parks will occur at any natural juncture with high visibility, contain some central amenity that attracts visitors, and provide a place where people can naturally gather to sit and interact.

Policy 4: The planning and provision of public parkland and recreation facilities should further and strengthen county land use, growth, and economic development policies and priorities.

Strategies

- Undertake the acquisition and adaptive reuse of existing public facilities for recreational purposes as a means of

redevelopment or economic revitalization of an emerging area, wherever possible.

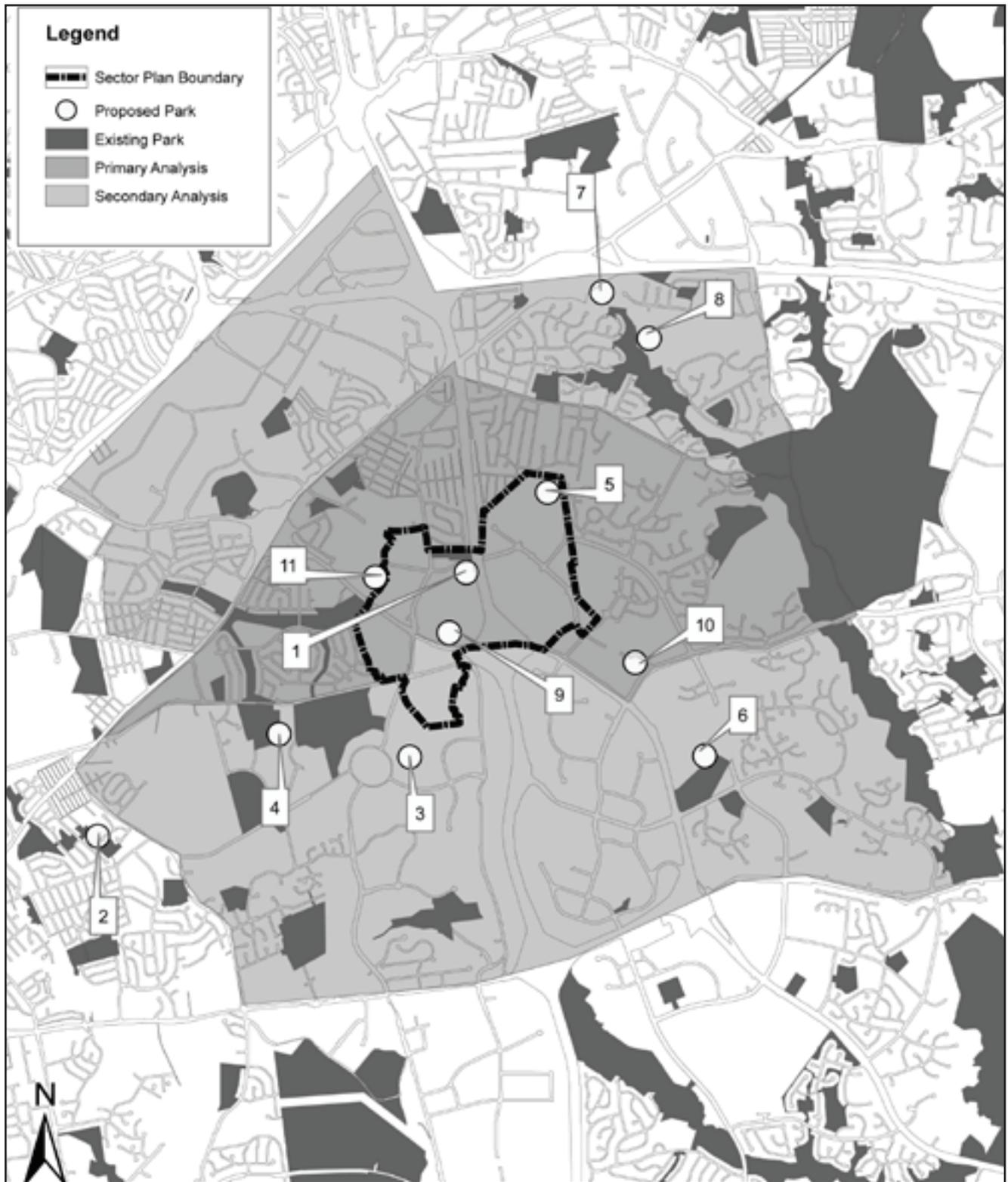
on page 112) for the proposed Fairmont Heights High School, Landover Gateway Fire/EMS Station, and Central Library.

- Coordinate parkland acquisition and facility planning with the 2005 *Countywide Green Infrastructure Plan*.
- Provide the parkland and open space recommended in order to meet the parkland deficits (see Table 9: Recommended Park Acquisitions on page 110 and see Map 27: Recommended Parkland on page 111)

NOTE: The sector plan defines the following locations (see Table 10: Proposed Acquisitions for Public Facilities

Table 9: Recommended Park Acquisitions

	Park	Acreage	Comments
1.	Henry P. Johnson Neighborhood Park, north side of Evert Street	4.2	Per the 1993 Landover and Vicinity Master Plan and Sectional Map Amendment (SMA)
2.	Highland Park Neighborhood Park	5	Board of Education parcel (lease option), per the 1993 Landover and Vicinity Master Plan and SMA
3.	Hill Road North Neighborhood Park, north of Arena Drive	10	Per the 1993 Landover and Vicinity Master Plan and SMA
4.	John Carroll Community Park/School	14	Per the 1993 Landover and Vicinity Master Plan and SMA
5.	Proposed parks at Woodmore Towne Centre	28	Per the 1990 Largo-Lottsford Master Plan and SMA
6.	Largo-Lottsford Neighborhood Park, northeast quadrant of Landover Road and Lake Arbor Way	80	North of the existing Lake Arbor Community Center
7.	Willow Grove Neighborhood Park	19	South of US 50 at the terminus of Cleary Lane
8.	Lottsford Vista Community Park	50	South of Cleary Lane
9.	Former Landover Mall Site	7	Urban park site
10.	Woodstream Community Park	44	East of Landover Road and north of Lottsford Road
11.	Cattail Branch Stream Valley Park	14	Acquire developable parcel of land within the Cattail Branch Stream Valley Park that can be used as either active or passive parkland



Map 27: Recommended Parkland

Table 10: Proposed Acquisitions for Public Facilities

Facilities	Approximate Location	Site Requirements
New Fairmont Heights High School	South Columbia Park, Columbia Park Road across from Columbia Terrace	Board of Education must obtain school site from M-NCPPC
Landover Gateway Fire/EMS Station	Along Brightseat Road north of Landover Road and south of Evarts Street	12,500 square feet or more of operational and storage space including 4 apparatus bays and other support space and access to parking and transit.
Central Library	At the Brightseat Road/Landover Road interchange quadrant closest to transit stop	100,000 square feet of library space with on-site or adjacent public parking and transit