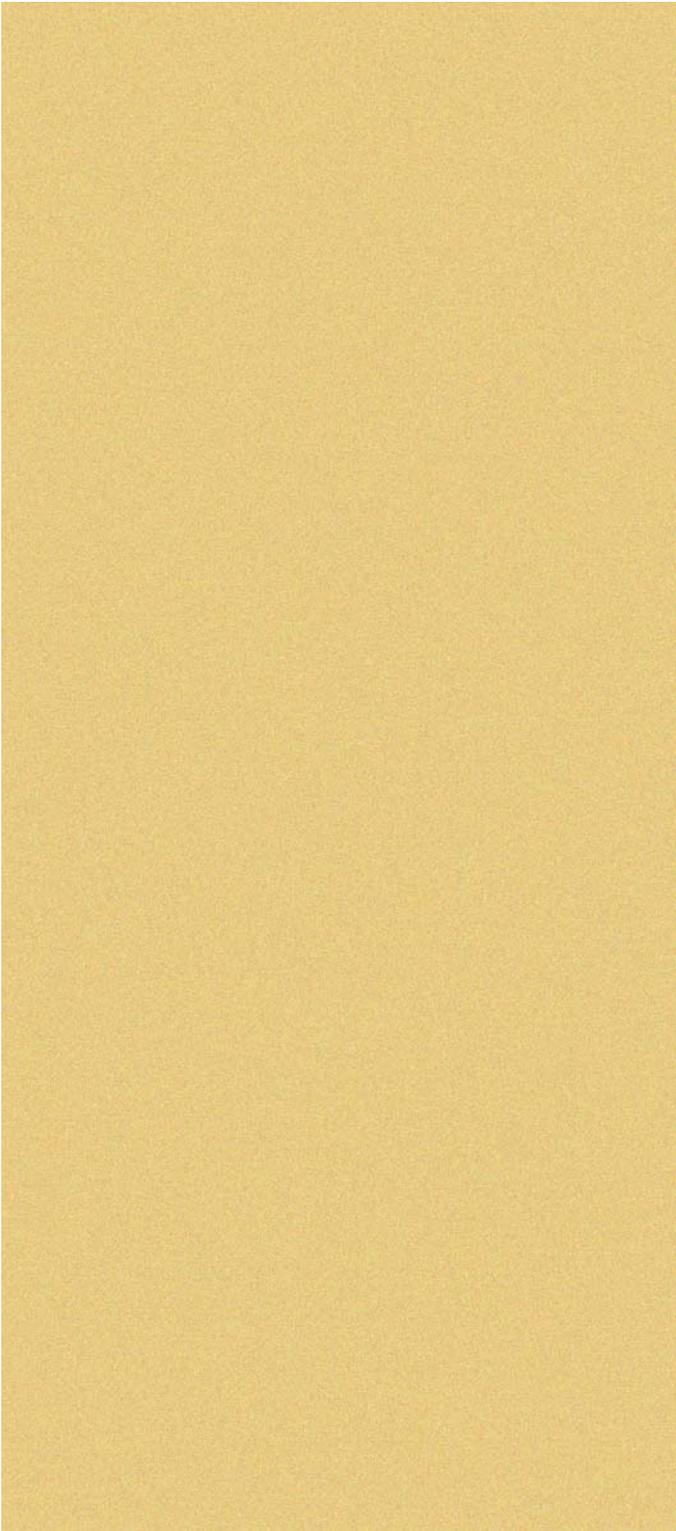
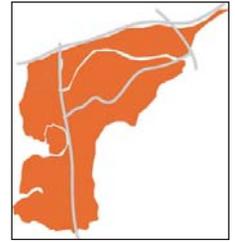


# Infrastructure Elements







## Environmental Infrastructure

### Vision

The environmental infrastructure is an interconnected system of public and private lands that contains significant areas of woodlands, wetlands, wildlife habitats, and other sensitive areas and minimal intrusions from land development and light and noise pollution.

### Background

The planning area contains a mix of land uses and environments of different characteristics. There are older established communities, developing areas and communities where recent subdivisions have changed the landscape, rural areas that remain at very low densities, and riverfront properties along the Potomac River. Land within 1,000 feet of the mean high tide line for the Potomac River is within the Chesapeake Bay Critical Area. The critical area within the study area contains a wide variety of existing and planned uses including national parkland, single-family detached homes, and the National Harbor project.

The strategies of the Green Infrastructure Plan state that the boundaries of the network should be refined during the preparation of a master plan to reflect areas of local significance, consider additional opportunities for connectivity, and other environmental elements. The designated green infrastructure network for the master plan is based on the network developed for the *Countywide Green Infrastructure Plan* (see Map 24) with the addition of all regulated areas within the study area.

During the development of the green infrastructure network for the master plan, primary and secondary corridors were designated. The primary green infrastructure corridors are Henson/Broad Creek and Tinkers Creek/Piscataway Creek (see Map 25). These corridors support stream systems that flow generally north to south through the study area and eventually into the Potomac River. The secondary corridors are areas where connectivity is critical to the long-term viability of the primary corridors. They include both named and unnamed tributaries to the Potomac River and some areas of wooded corridors that are not necessarily associated with stream valleys. These secondary corridors present the best opportunities for connectivity within the study area.

The green infrastructure network for the master plan also includes three special conservation areas (SCA) that were identified during the development of the Countywide Green Infrastructure Plan. They include the northern portion of the Piscataway Creek SCA, a portion of the Potomac Shoreline SCA, and the Broad Creek SCA. These areas should receive special consideration when land development activities are proposed in the area and when land is being considered for public acquisition.

### Goals

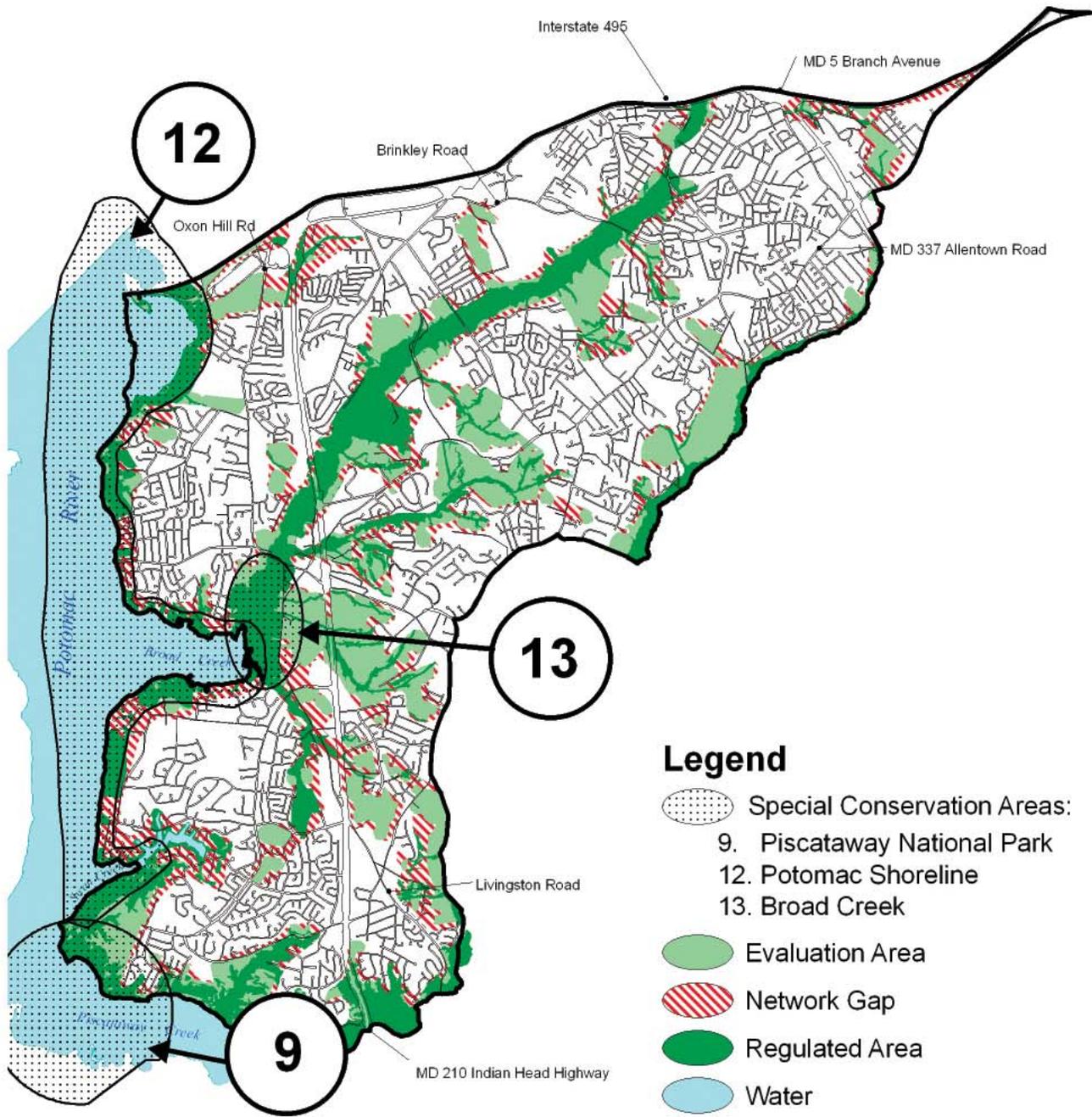
- ❑ Preserve, enhance and where appropriate, restore environmentally sensitive features through the identification of a green infrastructure network of local significance and countywide Special Conservation Areas.
- ❑ Implement the master plan's desired development pattern while protecting sensitive environmental features and 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.
- ❑ Address, through appropriate measures, issues of energy consumption, light pollution, and noise impacts.

**Policy 1: Protect, preserve and enhance the identified green infrastructure network within the Henson Creek planning area.**

### STRATEGIES

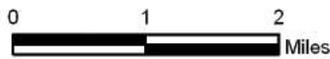
- ❑ Use designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.
- ❑ Protect primary corridors (Henson/Broad Creek and Tinkers Creek/Piscataway Creek) during the review of land development proposals to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors (tributaries to the Potomac River and wooded corridors not necessarily associated with stream valleys)

**Map 24: Green Infrastructure Network and Special Conservation Areas**

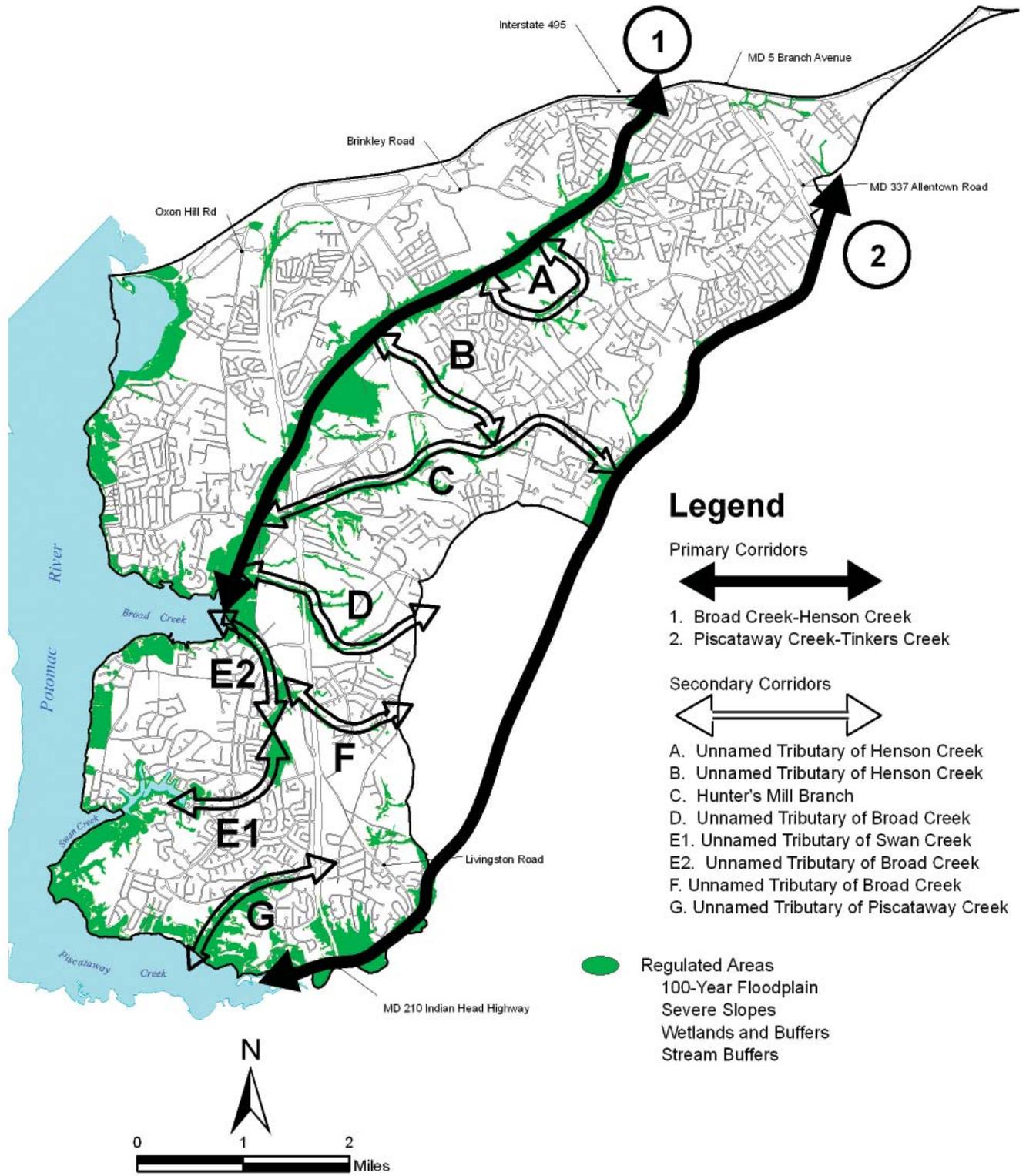


**Legend**

-  Special Conservation Areas:
  - 9. Piscataway National Park
  - 12. Potomac Shoreline
  - 13. Broad Creek
-  Evaluation Area
-  Network Gap
-  Regulated Area
-  Water



**Map 25: Primary and Secondary Environmental Corridors**



to restore and enhance environmental features, habitat and important connections.

- ❑ Evaluate carefully land development proposals in the vicinity of identified countywide and local Special Conservation Areas (SCA) including Piscataway Creek SCA, Potomac Shoreline SCA and Broad Creek SCA to ensure that the SCAs are not impacted and that connections are either maintained or restored.
- ❑ Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance or restore essential features and special habitat areas.
- ❑ Preserve unique habitat areas to the fullest extent possible during the land development process.
- ❑ Develop flexible design techniques to maximize preservation of environmentally sensitive areas.

**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 restoration within the primary corridors (Broad Creek/Henson Creek and Piscataway Creek/Tinkers Creek) and target mitigation efforts in these areas.
- ❑ Restore stream and wetland buffers to the fullest extent possible during the land development process.
- ❑ Ensure the use of Low Impact Development (LID) techniques to the fullest extent possible during the development process. Refer to the following publications for guidance:
  - \* *Low Impact Development Design Strategies: An Integrated Design Approach*, Prince George’s County, MD, Department of Environmental Resources, Program and Planning Division, January 2000
  - \* *Low Impact Development (LID): Integrated Management Practices Guidebook*, Prince George’s County, MD, Department of Environmental Resources, Program and Planning Division, January 2002
- ❑ Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- ❑ Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.
- ❑ Reduce the area of impervious surfaces during redevelopment projects.

- ❑ Address existing flooding concerns in conformance with the County Code on all new development.
- ❑ Consider the existing conditions of the watershed and strictly adhere to the requirements of the Stormwater Management Ordinance as new development proposals are submitted. Wherever possible, existing areas of untreated stormwater shall be included in new treatment facilities. The Department of Environmental Resources should consider a pro rata share fee for properties within the watershed in order to address the flood-prone properties within the Historic District.

**Policy 3: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

**STRATEGIES**

- ❑ Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be re-used and redesigned to incorporate energy and building material efficiencies.
- ❑ Encourage the use of alternative energy sources such as solar, wind and hydrogen power.

**Policy 4: Reduce light pollution and intrusion into rural and environmentally sensitive areas.**

**STRATEGIES**

- ❑ Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and vehicle sales establishments so that light intrusion on adjacent properties and the night sky is minimized. Full cut-off optic light fixtures should be used for all proposed uses.
- ❑ Discourage the use of street lights and entrance lighting in the Rural Tier.

**Policy 5: Reduce adverse noise impacts to meet State of Maryland noise standards.**

**STRATEGIES**

- ❑ Evaluate development proposals using Phase I noise studies and noise models.
- ❑ Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators.
- ❑ Provide for the use of approved attenuation measures when noise issues are identified.

# Transportation Systems

## Vision

The transportation infrastructure is a comprehensive multimodal transportation network that accommodates transit, automobiles, pedestrians, and bicyclists. This system of roads, bicycle facilities, sidewalks, trails, and public transportation is integrated with the plan's land use recommendations to encourage a user-friendly system. This multimodal vision is focused upon centers, corridors, and other key destinations with an emphasis on accessibility to these areas from the surrounding communities for all users.

The transportation vision supports an effective transportation system, accommodating vehicular and nonvehicular modes, as a central asset in bringing quality development and redevelopment into key areas while preserving the existing communities covered by this master plan. The recommendations in this plan, particularly within the highway element, have been comprehensively reviewed in concert with planned land uses in the remainder of the county and adjacent areas outside of the county to ensure that they are "right-sized" to handle anticipated future traffic. The vision for this plan also emphasizes that options to the single-occupant automobile are needed to encourage less vehicle travel, particularly for trips within the centers, corridor nodes, and the Developed Tier. Toward that end, the recommendations include recognition of major transit facilities that are needed, access roadways to serve these transit facilities and adjacent transit-oriented development, and greater consideration for developer involvement in providing transit, bicycle and pedestrian facilities.

The vision also establishes that the transportation recommendations contained in this plan are based upon achievement of level-of-service (LOS) E along links within the Developed Tier as well as the two centers, LOS D within the Developing Tier, and the LOS C within the Rural Tier. This is consistent with the policy service levels set in the 2002 Prince George's County General Plan.

## Background

The 1981 Subregion VII master plan recommended transportation network improvements that, at that time, were determined to be necessary to handle through traffic and traffic from the ultimate buildout of land uses within the planning area. Improvements were to be staged over time as warranted by travel demand and funding availability. The two primary north-south roadways through these planning areas, MD 210 and MD 5, were to have access controls publicly funded to provide improved accessibility for county residents as well as through traffic. Other proposed roadways linking the two major corridors (MD 210 and MD 5), Brinkley Road (A-47), Oxon Hill Road (A-48), and Allentown Road Relocated (A-51) relied upon adequate rights-of-way being obtained or preserved through the development process to ensure preservation of these transportation corridors to accommodate growth.

The Washington Metropolitan Area Transit Authority (WMATA) has been exploring opportunities for rail and bus transit through the area, with serious considerations given to rail stops at National Harbor, Oxon Hill, and Branch Avenue, linking to existing Suitland and Branch Avenue Metro Stations. Bus services in the Developed Tier provide frequent services during weekday peak hour, and they also provide midday and weekend service. Beyond the Developed Tier, existing bus service is generally good during peak hours but infrequent at other times. Services are mainly provided by WMATA, which operates 18 routes in the area, and the county Department of Public Works and Transportation, operates three routes in the Camp Springs area.

The Potomac River has long been recognized as a natural, historical and cultural corridor of national significance. Congress designated the Potomac Heritage National Scenic Trail in 1983 as an amendment to the National Trails System Act. Since 1975 the idea of a trail parallel to the Potomac River has been incorporated into various county trail plans and master plans in Prince George's County.

In 1999, a subcommittee of the Prince George’s County Bicycle and Trail Advisory Group (BTAG) began to explore further routes for both an on-road bicycling route and potential trail alignments away from traffic to serve the needs of walkers, joggers, equestrians, and cyclists. In fall 2000, the Potomac Heritage Trail on-road bicycle route map was published. This route connects parks, public facilities, and existing multiuse trails. It provides for access to and scenic vistas of the Potomac River at various sites along Prince George’s County’s 20-mile shoreline. The route links to Oxon Hill Farm, Fort Foote, the Broad Creek Historic District, the historic Piscataway community, Fort Washington, Piscataway Park, the National Colonial Farm, and other areas.

Since the approval of the 1981 Subregion VII master plan, much of Henson Creek-South Potomac and the areas surrounding it have approached the realization of the planned land uses. Transportation systems, including trails, have remained an ongoing issue as development has occurred, and the most urgent issues addressed by this plan are summarized below.

### Roadway Issues

- ❑ Indian Head Highway: The impact of current plans for upgrading MD 210 on the circulation within the nodes along the corridor.
- ❑ Allentown Road Relocated: The development that has occurred on portions of the planned right-of-way within the proposed new alignment.
- ❑ Brinkley Road: The feasibility of the 1981 plan proposal for improvement to arterial status given the many residential driveways and short setbacks along properties fronting the roadway.
- ❑ Temple Hill Road: The poor operating service level, even when upgraded to a major collector to be consistent with the recommendations in the adjacent planning areas to the north and the south, and the many residential driveways and short setbacks along properties fronting the roadway.
- ❑ National Harbor/Oxon Hill/Rosecroft Area: The transportation network required to effectively and efficiently serve the land use plans for these proposed mixed-use, transit-oriented areas.

### Transit Issues

- ❑ Transit Between Northern Virginia, National Harbor, Oxon Hill, and the Green Line: The appropriate transit mode, heavy versus light rail, and the alignment to serve these planned centers.

- ❑ Transit Along MD 5 and MD 210: The high proportion of nonlocal commuter travel along both of these roadways provides an impetus for improving the level of transit service within the MD 5 and MD 210 corridors.
- ❑ Other Transit Services: How to meet the 2002 General Plan goals of increasing the proportion of transit trips and reducing the dependency upon the automobile. The frequency of bus transit services must be improved in order to support these goals and in order to support the downgrading of roadway facilities, particularly where roadways connect centers and/or nodes where development is planned.

### Pedestrian, Bicycle, and Trails Issues

- ❑ **Accessibility to Key Destinations:** The lack of adequate pedestrian and bicycle linkages to schools, parks and recreation facilities, commercial areas, and employment centers.
- ❑ **Trail Corridors:** The need to identify nonenvironmentally and nonhistorically significant greenway corridors, stream valleys, abandoned rights-of-way, and rural roadways that are appropriate for trail and pedestrian corridors.
- ❑ **Potomac Heritage National Scenic Trail:** The strategies to continue the development of the Potomac Heritage National Scenic Trail on-road bicycle route and off-road trail.
- ❑ **Pedestrian-Oriented Development:** Retrofitting existing development to create walkable and livable communities and ensuring that new development is transit oriented and pedestrian friendly.

### Goals

- ❑ Help implement the land use, growth, and development recommendations of the Henson Creek-South Potomac master plan and sectional map amendment.
- ❑ Provide a safe, affordable, multimodal, pedestrian-friendly transportation system in the master plan study area that:
  - Provides a comprehensive network of pedestrian, bicycle and trail facilities for recreation and to provide opportunities to make some trips by walking or bicycling.
  - Supports the development pattern, and the land uses associated with that development pattern, recommended by this master plan.
  - Reflects the 2002 General Plan goals and policies for this area of Prince George’s County.

## Roadway Element

**Policy 1: Support the development level recommended by the Henson Creek-South Potomac Master Plan and Sectional Map Amendment with a transportation system that reflects the policy service levels in the 2002 General Plan, while achieving efficient access to residential, commercial, and employment areas with improvements to existing roadways and new roadways, and minimizing dislocation and disruption resulting from the implementation of these recommendations.**

### STRATEGIES

- ❑ Maintain and improve freeways as required by current and future development.

*Freeway: A divided highway for through traffic with full access controls by grade separations at intersections, intended solely to carry large volumes of traffic over medium to long distances. Rights-of-way range from 300 to 600 feet in width, excluding service roads.*

Recommended facilities:

- F-5, I-95/I-495, Capital Beltway as exists, with any physical improvements to the main line of the Capital Beltway consistent with the results of the State Highway Administration's Capital Beltway study.
- F-8, I-295, Anacostia Freeway/S-curve as exists within a four-lane section.
- F-9, MD 5, Branch Avenue as exists, with any addition of lanes occurring only as a means of accommodation of bus transit and/or high-occupancy vehicles.
- F-11, MD 210, Indian Head Highway to be upgraded to a freeway consistent with the State Highway Administration's MD 210 multimodal study. This recommendation includes interchange designs that are consistent with the approved final environmental impact statement for MD 210. Addition of lanes beyond the six lanes that exist should only occur as a means of accommodation of bus transit and/or high-occupancy vehicles.

- ❑ Maintain and improve arterials as required by current and future development.

*Arterial: A divided highway with intersections at grade and with geometric designs and traffic controls intended to expedite the movement of through traffic. Direct access to abutting properties may be permitted but is carefully controlled by county regulations and by the statutory authority of the agencies that operate these roadways. Rights-of-way are generally a minimum of 120 feet, where underground drainage is provided.*

Recommended facilities:

- A-41, Suitland Road as exists within a four-lane section.
- A-46, Temple Hill Road to be widened to a four- to six-lane facility through the entire planning area. Six through lanes would be provided only at major intersections and not along the entire road length in order to minimize impacts to existing residential homes.
- A-48, MD 414, Oxon Hill Road to be widened to a six-lane divided facility between National Harbor and Livingston Road and to be widened between Indian Head Highway and St. Barnabas Road to allow for a four-lane divided facility, pedestrian amenities, and location of an at-grade light rail transit facility.
- A-50, MD 337, Allentown Road to be widened to a six-lane divided facility between MD 5 and Forestville Road and maintain this facility as exists to the east of Forestville Road.
- A-51, Allentown Road to be widened between Brinkley Road and MD 5 to a six-lane divided facility with pedestrian amenities. Access should be controlled consistent with the provisions of Subtitle 24, with any driveways to be fully justified prior to their approval. Access to individual lots or parcels proposed for redevelopment shall be consolidated to the extent feasible.
- A-68 to be constructed parallel to Oxon Hill Road as a four-lane divided facility. Access should be controlled consistent with the provisions of Subtitle 24, with any driveways to be fully justified prior to their approval.

- ❑ Maintain and improve collectors by current and future development.

*Major Collector: A four-lane roadway with turning lanes at intersections and some control of access. Movement is provided primarily for local traffic along with some elements of through traffic. Rights-of-way are generally a minimum of 90 feet, where underground drainage is provided.*

Recommended facilities:

- MC-700, Palmer Road/Tucker Road to be widened to a four-lane divided facility between MD 210 and Allentown Road.

- MC-701, Brinkley Road to be widened to a four-lane divided facility, a major collector, between St. Barnabas Road and Fisher Road and between Temple Hill Road and Allentown Road. The portion between Fisher Road and Temple Hill Road will be maintained as the existing two-lane road, with frontage and safety improvements as deemed necessary.
- MC-702, Allentown Road to maintain the existing four-lane facility and to add a median and access controls where needed to improve capacity and safety.
- MC-703, Old Fort Road North/Old Fort Road East to be widened to a four-lane divided facility between MD 210 and Tinkers Creek.

*Collector: A multilane or two-lane roadway designed to carry medium-speed traffic between arterial and internal local streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted. Rights-of-way are generally a minimum of 80 feet, where underground drainage is provided.*

The following new facility is recommended.

- C-727 between A-68 and a point 500 feet north of Oxon Hill Road to be constructed as a two-lane divided facility with pedestrian amenities and wide park areas within the public right-of-way. Access should be limited to other public streets, alleys, and driveways serving parking garages or multiple lots or parcels.

The following facilities are recommended to be widened to four-lane undivided facilities.

- C-516, Steed Road between Allentown Road and Tinkers Creek.
- C-523, Livingston Road between MD 210 and Piscataway Creek.
- C-700, Livingston Road between Capital Beltway and Oxon Hill Road.
- C-705, Auth Road between Capital Beltway and Allentown Road.
- C-710, Livingston Road between MD 210 and Oxon Hill Road/Old Fort Road North.
- C-711, St. Barnabas Road between A-68 and Livingston Road.

- C-712, Bock Road between Livingston Road and Tucker Road.
- C-716, Old Branch Avenue between Allentown Way and Marlin Lane.
- C-724, Livingston Road between Swan Creek Road and Fort Washington Road.
- C-726, Livingston Road between A-68 and MD 210 (at Kerby Hill Road).

The following facilities are recommended to be maintained at their current width—either two lanes or four lanes—with frontage and safety improvements as deemed necessary.

- C-519, Gallahan Road between Old Fort Road South and Tinkers Creek.
- C-708, Oxon Hill Road between National Harbor South Access and Livingston Road.
- C-709, Kerby Hill Road between MD 210 and Oxon Hill Road.
- C-715, Barrowfield Road between St. Barnabas Road and Barrowfield Court, with an extension of the two-lane facility between Barrowfield Court and Brinkley Road.
- C-716, Old Branch Avenue between Sharon Road and Marlin Lane and between Allentown Way and Tinkers Creek.
- C-718, Allentown Road between Tucker Road and Old Fort Road North.
- C-719, Old Fort Place/Old Fort Road South between Allentown Road and Livingston Road.
- C-721, Old Fort Road South/Washington Lane between Fort Washington Road and Livingston Road.
- C-722, Fort Washington Road between MD 210 and Fort Washington Park.
- C-723, East Swan Creek Road between MD 210 and Fort Washington Road.
- C-725, Tucker Road between St. Barnabas Road and Palmer Road.

This network is summarized in Table 1: Recommended Road Facilities and modifications to previous plan and are shown schematically in Maps 26 and 27.

**Table 1: Recommended Road Facilities**

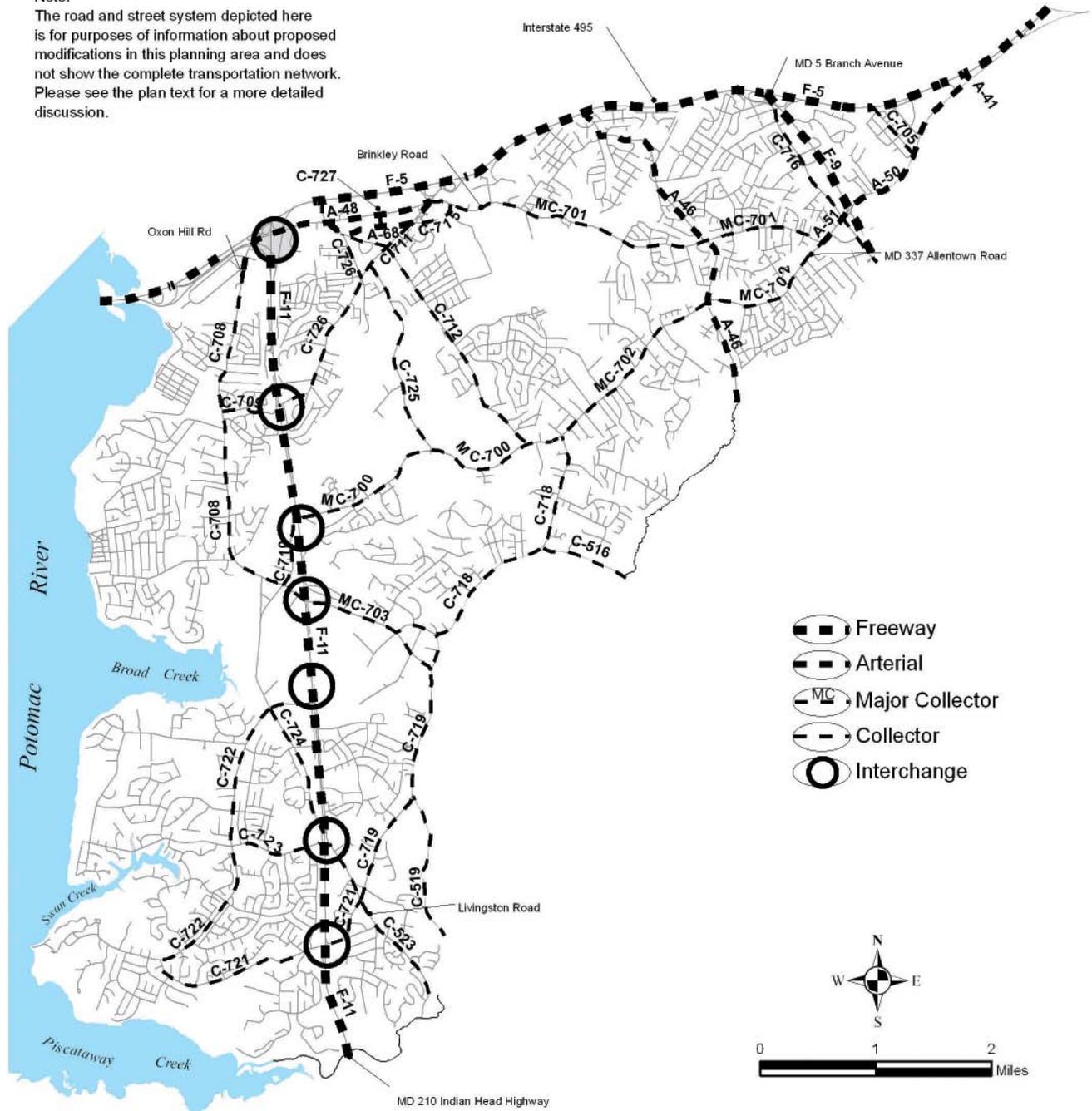
Identification	Name	Route Number	Limits (W to E and/or N to S)	Proposed Right-of-Way	Proposed Number of Lanes
F-5	Capital Beltway	I-95/I-495	Montgomery County to Woodrow Wilson Bridge	300 feet	8
F-8	Anacostia Freeway/ S-Curve	I-295	I-95/I-495 to MD 210	Varies	4-6
F-9	Branch Avenue	MD 5	I-95/I-495 to Charles County	300 feet	6-8
F-11	Indian Head Highway	MD 210	I-95/I-495 to MD 228	Varies	6-8
A-41	Suitland Road	County	I-95/I-495 to Allentown Road	100 feet	4
A-46	Temple Hill Road	County	Capital Beltway to Tinkers Creek	120 feet	4-6
A-48	Oxon Hill Road	MD 414	St. Barnabas Road to National Harbor South Access/I-295 off-ramp	146-154 feet	4-6
A-50	Allentown Road	MD 337	MD 5 to Suitland Parkway	100-120 feet	4-6
A-51	Allentown Road	County	Brinkley Road to MD 5	120 feet	6
A-68	New Arterial	County	Oxon Hill Road (at Livingston Road) to Brinkley Road	100 feet	4
MC-700	Palmer Road/Tucker Road	County	MD 210 to Allentown Road	90-100 feet	4
MC-701	Brinkley Road	County	St. Barnabas Road to Allentown Road	80-116 feet	2-4
MC-702	Allentown Road	County	Tucker Road to Brinkley Road	90-100 feet	4
MC-703	Old Fort Road North/ Old Fort Road East	County	Livingston Road to Tinkers Creek	80-100 feet	4
C-516	Steed Road	County	Allentown Road to Tinkers Creek	80 feet	4
C-519	Gallahan Road	County	Old Fort Road South to Tinkers Creek	80 feet	2
C-523	Livingston Road	County	MD 210 (at Swan Creek Road) to Piscataway Creek	80 feet	4
C-700	Livingston Road	County	Capital Beltway to Oxon Hill Road	80 feet	4
C-705	Auth Road	County	MD 337 to Capital Beltway	80 feet	2-4
C-708	Oxon Hill Road	County	National Harbor South Access/I-295 off-ramp to Livingston Road	80 feet	2

Identification	Name	Route Number	Limits (W to E and/or N to S)	Proposed Right-of-Way	Proposed Number of Lanes
C-709	Kerby Hill Road	County	Oxon Hill Road to MD 210	80 feet	2
C-710	Livingston Road	County	MD 210 to Oxon Hill Road/Old Fort Road North	80 feet	4
C-711	St. Barnabas Road	County	A-68 to Livingston Road	80 feet	4
C-712	Bock Road	County	Livingston Road to Tucker Road	80 feet	4
C-715	Barrowfield Drive	County	St. Barnabas Road to Brinkley Road	80 feet	2
C-716	Old Branch Avenue	County	Sharon Road to Tinkers Creek	80 feet	2-4
C-718	Allentown Road	County	Old Fort Road North to Tucker Road	80 feet	2-4
C-719	Old Fort Place/Old Fort Road South	County	Allentown Road to Livingston Road	80 feet	2
C-721	Old Fort Road South/Washington Lane	County	Fort Washington Road to Livingston Road	80 feet	2
C-722	Fort Washington Road	County	MD 210 to Fort Washington Park	80 feet	2-4
C-723	East Swan Creek Road	County	Fort Washington Road to MD 210	80 feet	2-4
C-724	Livingston Road	County	Fort Washington Road to Swan Creek Road	80 feet	4
C-725	Tucker Road	County	St. Barnabas Road to Palmer Road	80 feet	2
C-726	Livingston Road	County	A-68 to MD 210 (at Kerby Hill Road)	80 feet	4
C-727	New Collector	County	A-68 to 500 feet north of Oxon Hill Road	240 feet	2

## Map 26: Recommended Road Facilities

**Note:**

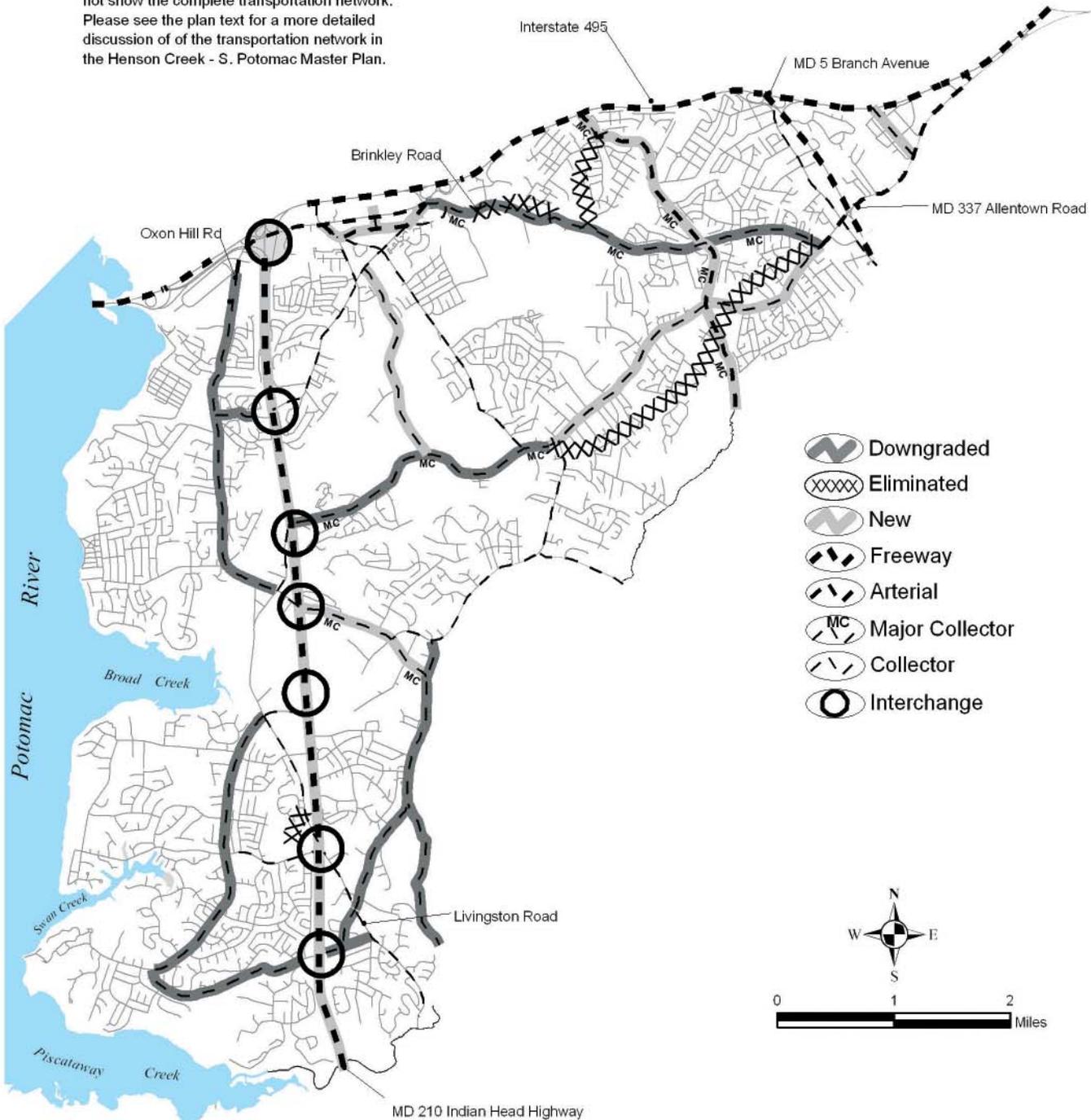
The road and street system depicted here is for purposes of information about proposed modifications in this planning area and does not show the complete transportation network. Please see the plan text for a more detailed discussion.



## Map 27: Transportation Network Modifications

**Note:**

The road and street system depicted here is for purposes of information about proposed modifications in this planning area and does not show the complete transportation network. Please see the plan text for a more detailed discussion of the transportation network in the Henson Creek - S. Potomac Master Plan.



**Policy 2: Maintain the design capacity and traffic flow efficiency of planned roadways.**

**STRATEGIES**

- ❑ Control access consistent with the function of the roadway.
- ❑ Obtain adequate rights-of-way through direct dedication where possible or through other strategies of preservation.
- ❑ Discourage traffic-intensive development at locations that necessitate direct driveway access adjacent to intersections and/or interchanges.

**Policy 3: Facilitate the safe and orderly movement of traffic. Although it is essential that through traffic be accommodated on certain facilities, on a more local level it is essential that transportation systems are provided that allow trips between land uses within a community to be made on local streets without the use of collector or higher classification roadways.**

**STRATEGIES**

- ❑ Minimize conflicts, where possible, between local and through traffic through the implementation of access controls along highways that carry a large percentage of nonlocal traffic. This strategy includes recognition of several interchanges shown on the final environmental impact statement for the MD 210 Multi-Modal Study. This strategy also includes recognition of the programmed interchange at MD 210 and Oxon Hill Road that is a part of the State Highway Administration’s Woodrow Wilson Bridge Project.
- ❑ Street connections between adjacent subdivisions, particularly along Allentown Road and Brinkley Road, are encouraged by this plan. Such connections are needed for the efficient delivery of public services and are desirable in giving residents in isolated neighborhoods safe access to signal-controlled intersections or less busy streets. When they are needed to slow vehicle speeds or discourage use of a street by traffic from outside the immediate area, traffic calming strategies should be considered during implementation of any such street connection.

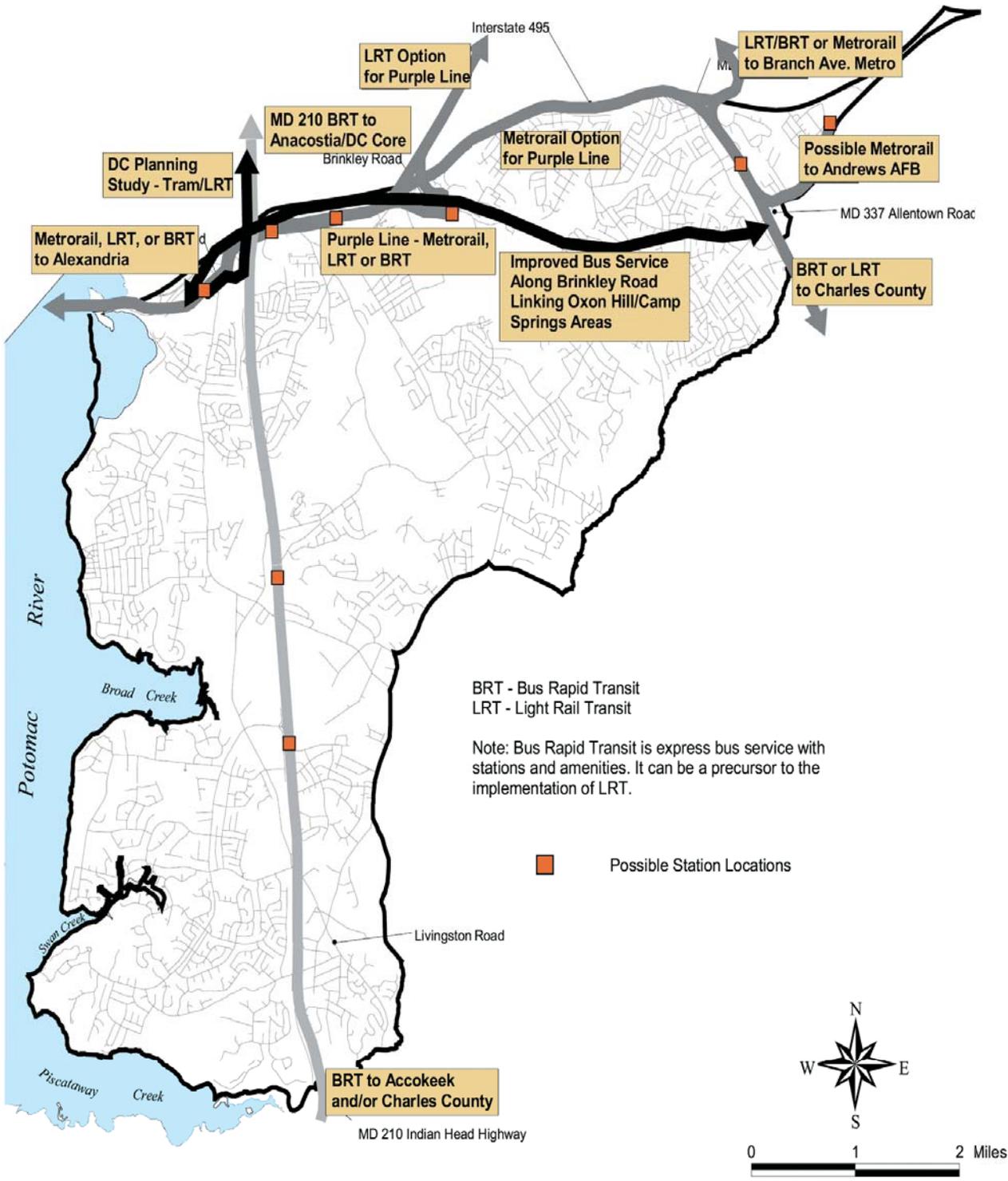
**Transit Element**

**Policy 1: Encourage a mass transit system of bus and rail service, including public parking facilities that provide efficient and user-friendly service to supplement and, within centers, supplant the private automobile.**

**STRATEGIES**

- ❑ This plan recommends the extension of rail transit between Northern Virginia, National Harbor, Oxon Hill, and the Green Line. This is recommended as a means of enhancing the viability of both Oxon Hill and National Harbor as planned centers. The recommendation recognizes that this facility could be light rail transit (electrified either partially or fully at grade) or Metrorail transit (electrified with a third rail fully grade separated). The recommendation could include a spur extension to Rosecroft, particularly if light rail transit technology were implemented; this rail transit extension could include an extension to Andrews Air Force Base as well. The conceptual location of this transit line is shown in Map 28: Transit Options and Concepts.
- ❑ This plan recommends support for the joint study by the District of Columbia and the Washington Metropolitan Area Transit Authority of light rail transit between the Anacostia station and National Harbor. This link would provide a key connection between the Oxon Hill area and the core area of the District of Columbia. Although National Harbor represents a reasonable terminus for such a service, it is recommended that consideration be given to having this service also connect into the Oxon Hill Regional Center. The conceptual location of this transit line is shown in Map 28: Transit Options and Concepts.
- ❑ As the Oxon Hill Regional Center, National Harbor, and the node along Allentown Road develop, improved local bus transit linking these focal points along Brinkley Road will be needed. In particular, enhanced services will be necessary when redevelopment occurs adjacent to Rosecroft Raceway. This service is conceptually shown in Map 28: Transit Options and Concepts.

**Map 28: Transit Options and Concepts**



**Policy 2: Develop radial multimodal facilities along MD 5 and MD 210 with a primary intent of serving longer-distance commuting trips that cross the planning area, and with a secondary intent of providing quality transportation options for residents and workers within the nodes along these corridors.**

**STRATEGIES**

- ❑ The enhancement and consolidation of existing bus services along MD 5 onto managed lanes (high-occupancy vehicle or high-occupancy toll lanes) or a busway is recommended by this plan. This strategy includes a potential station approximately 2,000 feet north of Allentown Road at the time that more formal bus rapid transit services are implemented. A busway along MD 5 could become a precursor to the implementation of some form of rail transit beyond the current planning horizon. The conceptual location of this transit line is shown in Map 28: Transit Options and Concepts.
- ❑ The enhancement and consolidation of existing bus services along MD 210 onto managed lanes (high-occupancy vehicle or high-occupancy toll lanes) or a busway is recommended by this plan. This strategy includes potential transit centers within the activity centers designated as the Henson Creek and Broad Creek Transit Villages that would be utilized as stations at the time that more formal bus rapid transit service is implemented. The conceptual location of this transit line is shown in Map 28: Transit Options and Concepts.

**Policy 3: Utilize transportation adequacy criteria for new development and redevelopment within the planning area that consider and reflect the need to develop multimodal transportation systems and facilities to achieve the county transportation goals established in the 2002 General Plan while implementing the land uses envisioned by this plan.**

**STRATEGIES**

- ❑ Development that impacts roadways and intersections within and adjacent to the Developed Tier should include an examination of nearby transit services and facilities. Recommendations for transportation adequacy should, in addition to needed roadway improvements, include strategies for improving transit efficiency, effectiveness, and/or user-friendliness.

**Policy 4: Integrate transit with streets and roadways to ensure that new land uses and redevelopment in this plan is transit supportive and will increase transit usage and ridership sufficiently to justify the eventual expansion of major transit services into this portion of the county.**

**STRATEGIES**

- ❑ Within centers, nodes, and planned activity centers, utilize a grid pattern of public and private streets and accessways to efficiently connect land uses to transit services. Review development within these areas to ensure that efficient connections to transit services are incorporated or maintained.
- ❑ Further study of the I-95/I-495/MD 414 interchange is recommended by this plan. The land use recommendations for the Oxon Hill Regional Center reflect a desire to direct through traffic away from Oxon Hill Road and onto a new parallel arterial facility, thereby making Oxon Hill Road a more transit-friendly and walkable roadway. Furthermore, the existing interchange has poor connections to Brinkley and St. Barnabas Roads, resulting in inefficient connections. This study should be undertaken by the State Highway Administration at a time that the parallel facility—designated A-68 in this plan—is to be implemented.

**Bicycle, Pedestrian, Trails Element**

**Policy 1: Incorporate appropriate pedestrian, bicycle, and transit-oriented design and transit-supporting design features in all new development within centers and Corridor Nodes.**

**STRATEGIES**

- ❑ Provide pedestrian service areas (PSA) in the Oxon Hill Regional Center, Allentown Road Corridor Node, and the Henson Creek and Broad Creek Transit Villages. PSAs should include sidewalks and designated bike lanes along both sides of all roads.
- ❑ Provide continuous sidewalks and designated bike lanes along Tucker Road, Bock Road, Brinkley Road, Livingston Road, Temple Hill Road, Allentown Road, Oxon Hill Road, Fort Foote Road, Fort Washington Road, and Palmer Road. In areas of high pedestrian traffic, wide sidewalks may be appropriate.
- ❑ Utilize appropriate traffic calming, pedestrian safety features, pedestrian scale lighting, and pedestrian amenities.

**Policy 2: Plan new development to help achieve the objectives of the Countywide Trails Plan and Equestrian Addendum.**

**STRATEGIES**

- ❑ Work with the Broad Creek Historic District Advisory Committee and the South Potomac community to determine the feasibility of a low-impact, natural surface hiker/equestrian trail network within the publicly owned land in the historic district.
- ❑ Provide hiker/biker/equestrian trails along Tinkers Creek and Piscataway Creek.
- ❑ Explore the feasibility of an equestrian center at Harmony Hall.

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

**STRATEGIES**

- ❑ Provide continuous sidewalks along major roads such as Livingston Road, Tucker Road, Bock Road, Brinkley Road, Temple Hill Road, Fort Foote Road, and Oxon Hill Road. This will improve pedestrian access to schools, the Tucker Road Community Center, the Tucker Road Ice Rink, Fort Foote National Park, the Henson Creek Trail, and between residential areas.
- ❑ Provide sidewalks and designated bike lanes along any new service roads along MD 210 and along existing service roads as maintenance or improvements are made.
- ❑ Provide wide sidewalks in locations with high pedestrian activity.
- ❑ Provide neighborhood sidewalk connections to schools, parks, and activity centers. Recommended sidewalk corridors include Old Branch Avenue, Henderson Road, Weldon Drive, Lumar Drive, and Middleton Lane.
- ❑ Provide a pedestrian connection to the Thurgood Marshall Middle School, if either Northam Road or Acorn Drive is extended to the south, to accommodate direct pedestrian access from the surrounding residential communities.

**Policy 4: Improve pedestrian access to the nearby Branch Avenue Metro Station.**

**STRATEGIES**

- ❑ Extend the existing Henson Creek Stream Valley Trail from Temple Hill Road to the Branch Avenue Metro Station.
- ❑ Provide wide sidewalks and designated bike lanes along Auth Road.

**Policy 5: Continue strategies to implement the Potomac Heritage National Scenic Trail on-road bicycle route and off-road trail.**

**STRATEGIES**

- ❑ Implement bicycle and pedestrian improvements along the on-road bicycle route. Recommended improvements include designated bike lanes and sidewalks along Oxon Hill Road, Fort Foote Road, Old Fort Road, and Fort Washington Road. Other roads should be shared-use bikeways, with either wide asphalt shoulders or wide outside curb lanes.
- ❑ Explore opportunities to enhance existing trails or develop new trails on the publicly owned land along the Potomac River.
- ❑ Implement bikeway signage, heritage signage, and wayfinding signage along the Potomac Heritage National Scenic Trail.

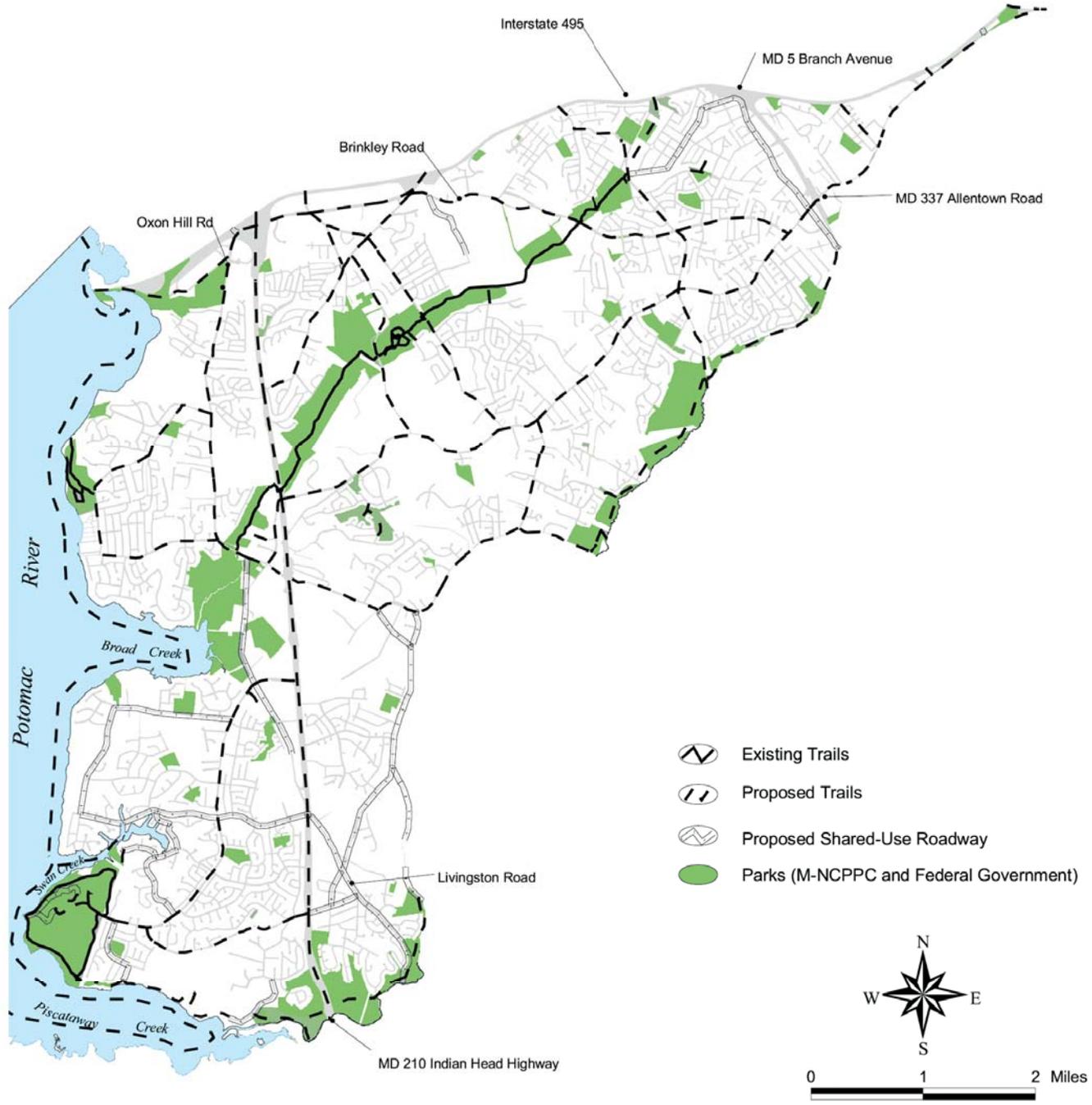
**Policy 6: Provide trail connections within residential communities and the trail network.**

**STRATEGIES**

- ❑ Provide neighborhood trail connections within and between communities.
  - Explore opportunities to provide trail connections from new subdivisions to the Henson Creek Stream Valley Trail.
  - Provide trail connections from adjoining communities to the Henson Creek Stream Valley Trail. Connections to the existing trail are proposed from Bentree Road, Henson Valley Way, Southgate Drive, and the proposed Livingston Road activity center.

**Policy 7: Explore opportunities for publicly owned parkland and trails along the Potomac River.**

### Map 29: Bicycle, Pedestrian, and Trail Facilities



Note: The trail within the Potomac River refers to a planned water trail, not a land-based trail.



# Public Facilities

## Vision

Public facilities are provided in locations that serve and promote more livable communities. Schools are not overcrowded and are conveniently located to foster learning. Police, fire and rescue are located where response time is minimal. Libraries are located in proximity to the users.

## Background

There are 11 elementary, 2 middle, and 2 high schools in the planning area. The residential buildout for the area is estimated to generate an additional 1,880 elementary, 349 middle, and 65 high school enrollments. Police District IV in Eastover currently serves the area. Morningside Company 27, Oxon Hill Company 42, Oxon Hill Company 21, Allentown Road Company 47, and Accokeek Company 24 provide fire and emergency medical services to the planning area. The Oxon Hill, Surratts-Clinton and Accokeek branch libraries provide library service for the planning area (see Map 30).

Although some of the facilities are not physically located in the planning area, public facilities planning uses a regional perspective instead of small area boundaries. Therefore, the key challenge is the determination of how and where facilities are provided to serve the planning area and areas beyond.

## Goal

- ❑ Provide the residents of the Henson Creek-South Potomac planning areas with the needed public facilities in locations that efficiently serve the existing and future populations.

**Policy 1: 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.**

### STRATEGIES

- ❑ Build three new elementary schools on sites owned by the Board of Education. Those sites are:

- Aylor-Brinkley—a 10-acre site located on Brinkley Road west of Middlefield Road.
- Bock Road—a 15.7-acre site located on the west side of Bock Road at Rosecroft Boulevard.
- Thorne Drive—a 10.1-acre site on the intersection of Old Fort Road and Thorne Drive

- ❑ Designate the following sites as school sites, grade level to be determined in the future, depending on needs at the time:

- Rosecroft—a 121.5-acre site on the east side of Henson Valley Way and Marquis Drive.
- A 30-acre Board of Education site east of Fort Washington Road and Swan Creek Road.

**Policy 2: Provide for police facilities that meet the size and location needs of the community.**

### STRATEGIES

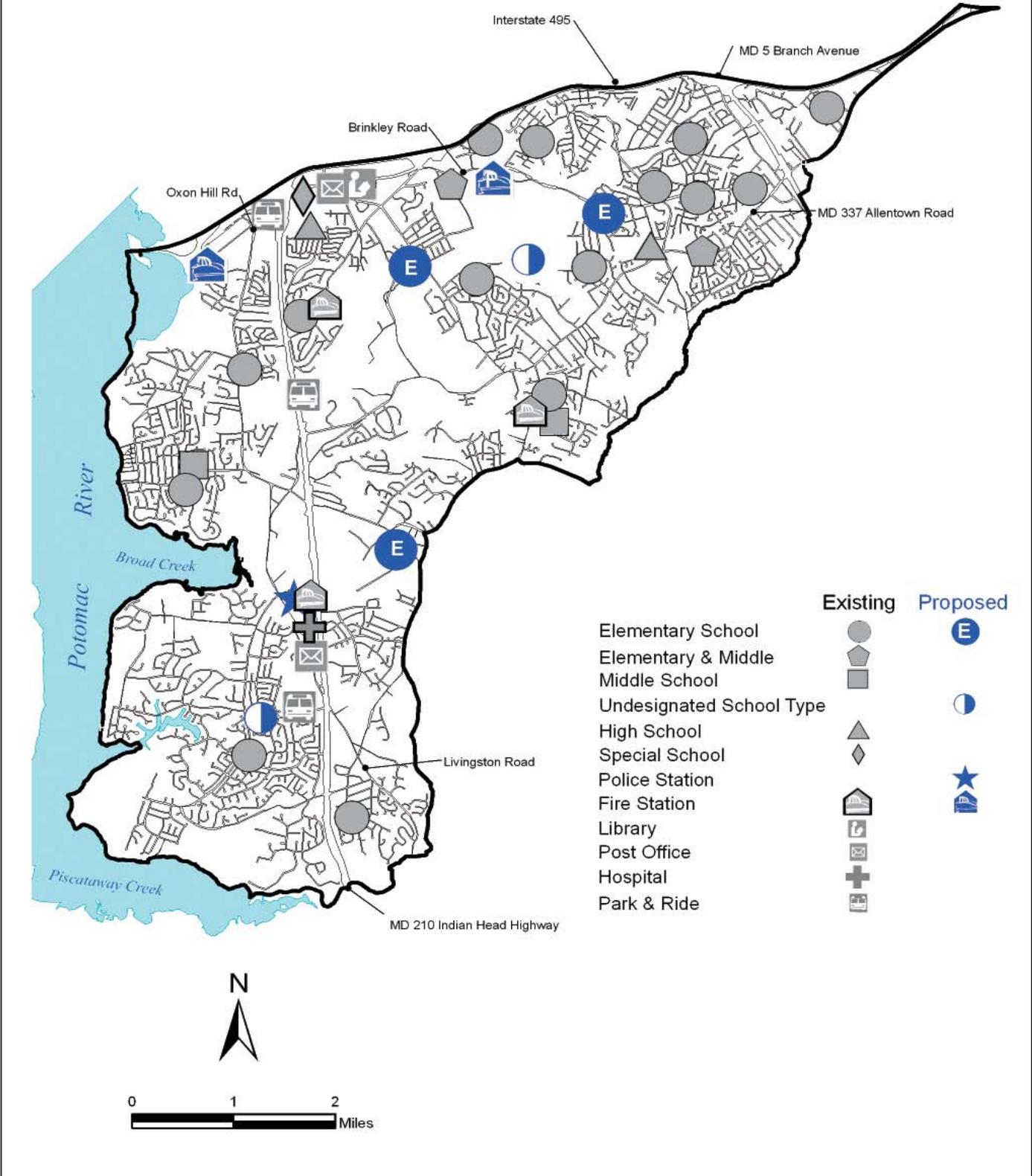
- ❑ Construct a new police district station adjacent to the Fort Washington Fire Station (10900 Fort Washington Road) as recommended by the current Capital Improvement Program. The project is programmed for completion during FY 2007.

**Policy 3: Provide fire and rescue facilities in the Henson Creek-South Potomac area in order to meet the travel time standards adopted by the county.**

### STRATEGIES

- ❑ Add a floating symbol to the master plan map for a south county fire station to be constructed in the vicinity of Brinkley Road and Rosecroft Raceway.
- ❑ Add a floating symbol to the master plan map for a new fireboat facility to be provided in conjunction with development at National Harbor.

# Map 30: Public Facilities



# Parks and Recreation

## Vision

The Henson Creek-South Potomac community has a variety of safe public parks, plazas and open spaces, and recreation centers for recreation, relaxation and socialization in proximity to all users.

## Background

The goals, policies and strategies governing planning and provision of park and recreation facilities in the Henson Creek-South Potomac master plan study area (MPSA) are based on the expressed requirements and interests of area residents, sensitivity to the surrounding environment, and the county’s commitment to protect and conserve public open space and natural resources.

Needs identified during the master plan and charrette process included extension of the Henson Creek Trail north from Temple Hill Road to the Branch Avenue Metro Station and south into the Broad Creek Historic District, expansion of the Henson Creek Golf Course from 9 to 18 holes, and continuing assemblage of land for stream valley parks (Henson Creek, Tinkers Creek, and Piscataway Creek) to preserve open space. Other items included exploration of opportunities for parkland and trails along the Potomac River and the need for a regional center within the Developing Tier. With regard to the latter, the proposed Southern Regional Tech/Rec Complex is planned for construction along Bock Road in the county Capital Improvement Program (FY 2005–FY 2010).

Park and recreation facilities in Prince George’s County are divided into six categories.

1. **Neighborhood Park and Recreation Areas** include mini-parks, playgrounds, parks, recreation centers, and park/schools with acreage of less than 20 acres. Parks serve residents in the immediate vicinity.
2. **Community Park and Recreation Areas** include community center buildings, parks, recreation centers, and cultural centers with acreage of between 20 and 200 acres. Neighborhood and community park areas are classified as “local parks.”

3. **Regional Park and Recreation Areas** include stream valley parks, regional parks (parks with more than 200 acres), cultural arts centers, and service facilities. These facilities serve residents of an entire region within the county.
4. **Countywide Park and Recreation Areas** include 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** include urban parks and urban nature centers that serve county residents with severely limited access to outdoor nature areas.
6. **Special Park and Recreation Areas** include aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas and are available to all county residents.

## Goal

- ❑ Provide park and recreation acreage that complies with the standards set by the National Recreation and Parks Association, the State of Maryland, and the 2002 Prince George’s County General Plan:
  - A minimum of 15 acres of M-NCPPC local parkland for every 1,000 population (or the equivalent amenity in parks and recreation service).
  - A minimum of 20 acres of regional, countywide, and special M-NCPPC parks for every 1,000 population.

**Policy 1: Use the General Plan as a policy guide to provide parkland in the locations needed to serve existing and future residents and businesses of the Henson Creek/South Potomac MPSA.**

## STRATEGIES

- ❑ Identify land for planned park facilities 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 study area where mandatory dedication or reservation is not practical or feasible.
- ❑ Identify land acquisition, facility development, and recreational programming that can be funded through public sources—such as private donations or grants—and joint public-private partnerships.
- ❑ Identify publicly owned properties that have been or will be declared surplus by other government agencies that can be acquired to meet the identified future needs for parkland.

**Policy 2: 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 in either single buildings or single properties of compatible and complementary facilities in future capital programming and planning efforts, such as combining park community centers and public schools.

**Policy 3: The planning and provision of public parkland and recreation facilities should further strengthen county land use, growth, and economic development policies and priorities.**

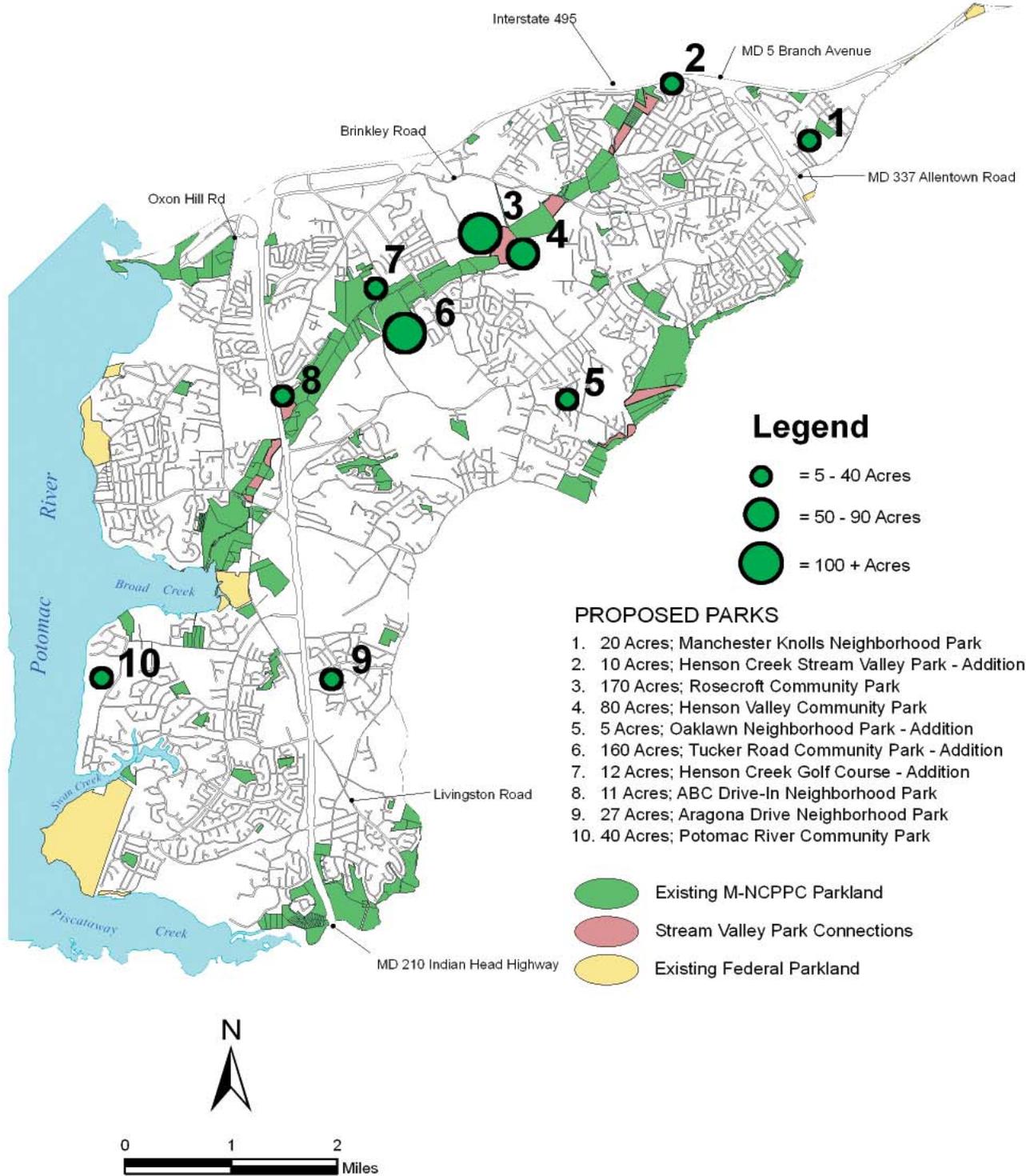
**STRATEGIES**

- ❑ Wherever possible, undertake the acquisition and adaptive reuse of existing public facilities for recreational purposes as a means of redevelopment or economic revitalization.
- ❑ Coordinate parkland acquisition and facility planning with the Countywide Green Infrastructure Plan and with the Trails Element of the Countywide Master Plan of Transportation, when these plans are adopted and approved.
- ❑ Provide the parks recommended in Table 2 and shown on Map 31 below:

**Table 2: Recommended Parks**

Park	Acreage	Plan Status*	Comments
Manchester Knolls Neighborhood Park	20	N	Recommended to address need for parkland
Henson Creek Stream Valley Park	10	C	Addition to existing stream valley park for a continuous green corridor
Rosecroft Community Park	170	N	Recommended to address need for ballfields/parkland
Henson Valley Community Park	80	N	Recommended to address need for parkland
Oaklawn Neighborhood Park	5	C	Addition to existing park
Tucker Road Community Park	160	N	Addition to existing park
Henson Creek Golf Course	12	N	Recommended for expansion of existing facility
ABC Drive-in Neighborhood Park	11	N	Recommended to address need for ballfields
Aragona Drive Neighborhood Park	27	C	Recommended to address need for ballfields/parkland
Potomac River Community Park	40	N	Recommended to address need for parkland
Class III Landfill south of Palmer Road at Tucker Road	102	T	Represents remaining large undeveloped area
Class III Landfill north of Palmer Road at Tucker Road	162	T	Represents remaining large undeveloped area
Class III Landfill south of Old Fort Road North at MD 210	143	T	Represents remaining large undeveloped area
*Plan Status N=New recommendation C=Carried forward from the 1981 Subregion VII master plan T=Tentative future site			

### Map 31: Recommended Parks



Note: The floating symbols are desired locations and acquisitions are subject to the willingness of the owners to sell for park purposes, and funding availability to purchase.

