

# THE PRELIMINARY GREATER

# Cheverly

## SECTOR PLAN



# ABSTRACT

**DATE:** January 2017

**TITLE:** The Preliminary Greater Cheverly Sector Plan

**AUTHOR:** The Maryland-National Capital Park and Planning Commission

**SUBJECT:** Greater Cheverly Preliminary Sector Plan (portions of Planning Area 69 and 72)

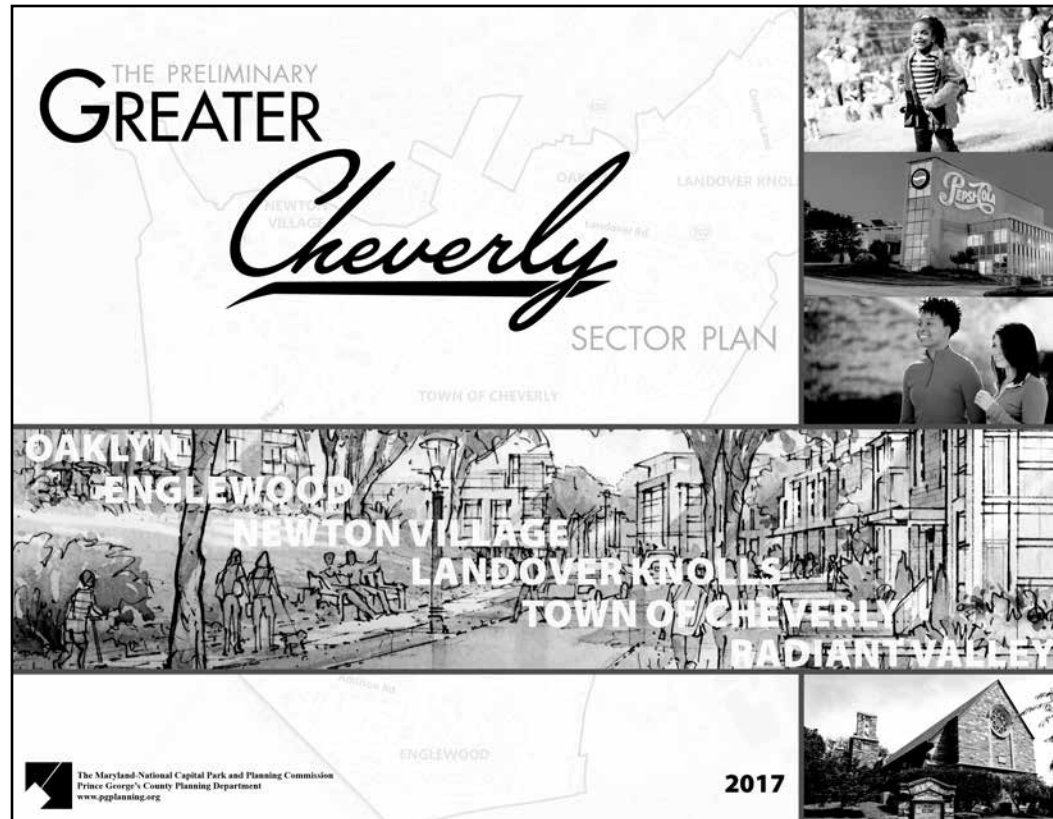
## SOURCE

**OF COPIES:** The Maryland-National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

## NUMBER

**OF PAGES:** 167

The Greater Cheverly Sector Plan amends the 2014 Prince George's 2035 Approved General Plan by defining the boundaries of the Cheverly Metro Local Transit Center. This sector plan will replace the 2005 Approved Sector Plan for the Tuxedo Road/Arbor Street/Cheverly Metro Area in its entirety and the 1994 Approved Bladensburg, New Carrollton, and Vicinity Master Plan, the 2009 Approved Port Towns Sector Plan, and the 2010 Approved Subregion 4 Master Plan, and the 2014 Landover Road and MD 202 Corridor Approved Sector Plan for the portions of Planning Areas 69 and 72 within sector plan boundaries. In addition, this sector plan will amend the 2009 Approved Countywide Master Plan of Transportation and Formula 2040: Functional Master Plan for Parks, Recreation and Open Space. The plan was developed with assistance from civic associations, municipalities, business and property owners, government officials and agencies, and an extensive planning effort engaged property owners, citizens, residents, civic associations, and other stakeholders in public participation activities, which resulted in valuable contributions to the plan. The sector plan represents an effort to chart a direction for future planning policy in the Greater Cheverly area. This document includes goals, policies and strategies for planning elements in order to improve conditions in the plan area in the coming years.



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- The acquisition, development, operation, and maintenance of a public park system; and
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- Our vision: Thriving communities—now and into the future.

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## FOREWORD

The Prince George's County Planning Board is pleased to make available the Preliminary Greater Cheverly Sector Plan for review and comment. The sector plan provides a new vision to guide future growth and redevelopment at the commercial properties along MD 202 (Landover Road), Tuxedo Road/Arbor Street and 52nd Avenue areas, the industrial areas near the US 50/Baltimore-Washington Parkway/Kenilworth Avenue interchange, east of the Washington, D.C. line, and north of Sheriff Road. Additionally, it will focus on the Redevelopment Authority and Town of Cheverly-owned property (The Pointe at Cheverly) at the corner of 57th Avenue and MD 450 (Annapolis Road), the areas around the Cheverly Metro Station, and the Prince George's Hospital Center property.

The Greater Cheverly Sector Plan amends the 2014 Prince George's 2035 Approved General Plan by defining the boundaries of the Cheverly Metro Local Transit Center. This sector plan will replace the 2005 Approved Sector Plan for the Tuxedo Road/Arbor Street/Cheverly Metro Area and the 1994 Approved Bladensburg, New Carrollton, and Vicinity Master Plan, the 2009 Approved Port Towns Sector Plan, and the 2010 Approved Subregion 4 Master Plan, and the 2014 Landover Road and MD 202 Corridor Approved Sector Plan for the portions of Planning Areas 69 and 72 within the sector plan boundaries. In addition, this sector plan will amend the 2009 Approved Countywide Master Plan of Transportation and Formula 2040: Functional Master Plan for Parks, Recreation

and Open Space. Additional policy guidance for this plan was derived from the 2015 Kenilworth Avenue and Town of Cheverly Industrial Study, and County functional master plans including the 2005 Countywide Green Infrastructure Functional Master Plan, 2008 Approved Public Safety Facilities Master Plan, and 2010 Water Resources Master Plan. No sectional map amendment was developed with this sector plan; the existing zoning of properties within the Greater Cheverly Sector Plan area remains the same, including retention of the Tuxedo Road/Arbor Street/Cheverly Metro Area Development District Overlay Zone.

Beginning in April 2015, staff conducted numerous stakeholder briefings and interviews with civic associations, municipalities, business and property owners, and government officials and agencies to identify issues and concerns that needed to be addressed in preparation of the sector plan. Community meetings were also held to present, discuss, and refine short-, mid-, and long-term concepts for the sector plan. Based on the community engagement process, the preliminary sector plan contains recommendations for land use, transportation network, and environment to improve conditions in the plan area in the long-term, but predominantly in the short-term.

The 2014 Plan Prince George's 2035 Approved General Plan designated the Cheverly Metro Station as a Local Center. Local Centers are focal points of concentrated residential

development and limited commercial activity serving Established Communities. Established Communities make up the County's heart—its established neighborhoods, municipalities, and unincorporated area outside designated centers.

The Planning Board appreciates the contributions and involvement of the community and stakeholders in this innovative planning effort. We, along with the District Council, look forward to seeing you and hearing your input on the preliminary sector plan and proposed sectional map amendment during the Joint Public Hearing that has been scheduled for 7:00 p.m. on Tuesday, April 11, 2017, at the County Administration Building, 14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772.

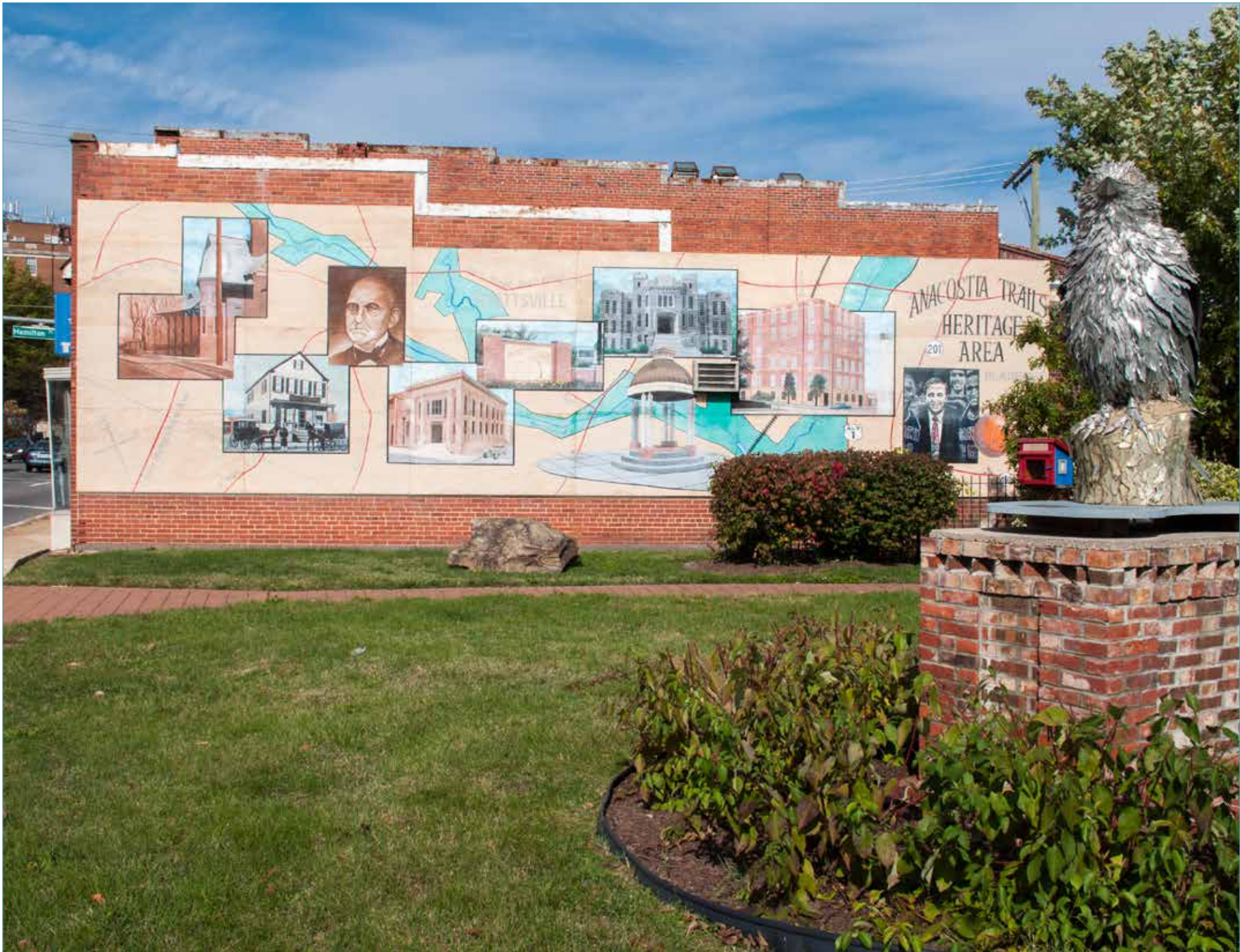
The Planning Board appreciates the contributions of the community and stakeholders throughout the plan development phase. We look forward to seeing this plan enhance, revitalize, and protect this area's resources and, in doing so, improve the quality of life for areas residents, businesses and visitors for years to come.

Sincerely,

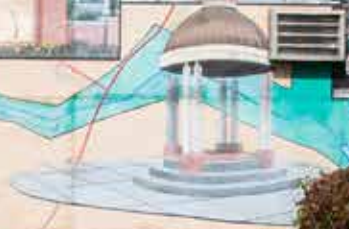


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Chairman

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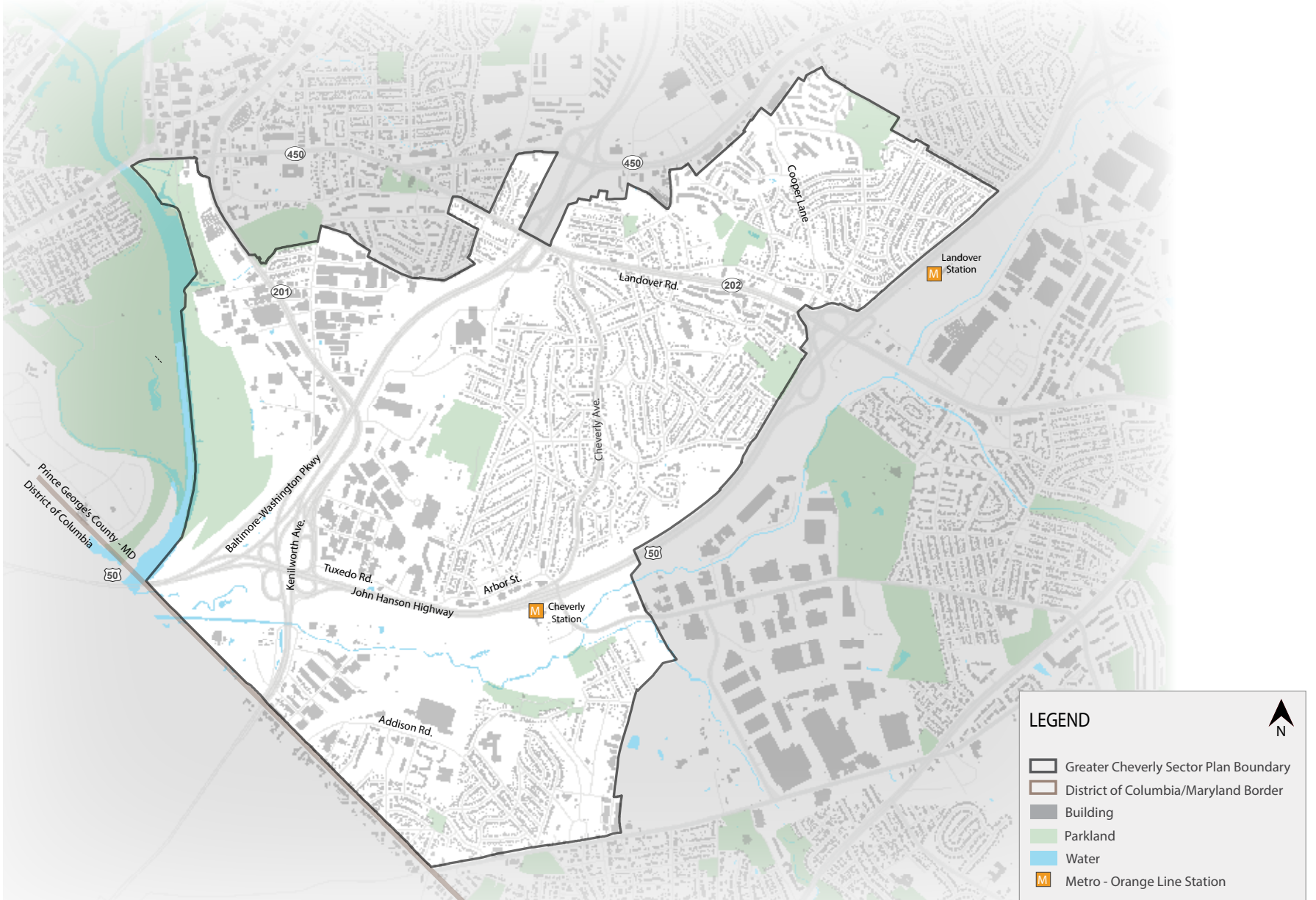


ANACOSTIA TRAILS  
HERITAGE  
AREA



A detailed map of Cheverly, Maryland, showing various neighborhoods and transit stations. The map is overlaid with a semi-transparent title. The neighborhoods shown include Newton Village, Oaklyn, Landover Knolls, Radiant Valley, and Englewood. Major roads like Route 450, Route 201, and Route 50 are marked. Transit stations for Landover and Cheverly are also indicated. The title 'SECTION 1 BLUEPRINT for TOMORROW' is centered over the map.

**SECTION 1**  
**BLUEPRINT *for* TOMORROW**



Map 1: Greater Cheverly Sector Plan Area

## INTRODUCTION

The Greater Cheverly sector plan area is located in the northern part of Prince George’s County, adjacent to Washington, D.C. It largely centers around the confluence of US 50, the Baltimore-Washington Parkway, and I-295, and includes MD 201 (Kenilworth Avenue) and MD 202 (Landover Road), major arterials through the sector plan area. The plan area is served by the Metrorail Orange Line at Cheverly and Landover stations. It is comprised by the Town of Cheverly and the unincorporated residential communities of Landover Knolls, Newton Village, Oaklyn, Radiant Valley, and Englewood. The plan area also includes industrial areas that are key employment centers in the County and the Washington, D.C. metropolitan region.

### WHY A PLAN FOR THIS AREA?

There are a number of plans that govern the Greater Cheverly Sector Plan area, and this sector plan endeavors to unify concepts across multiple plans, while positioning the area for future growth and development toward the community’s vision for its future.

- The 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-*

*New Carrollton and Vicinity* governs much of the area.

- The 2005 *Approved Sector Plan and Sectional Map Amendment for Tuxedo Road/ Arbor Street/Cheverly Metro Area* created a comprehensive vision for part of the sector plan area located near the Cheverly Metro station, and includes recommendations for properties located north and south of US 50.
- The 2015 *Kenilworth Avenue and Town of Cheverly Industrial Study* included recommendations for policies and strategies based on a regional market analysis of the industrial areas, and potential redevelopment opportunities.
- The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* included recommendations for properties south of US 50.
- The 2014 *Landover Metro Area and MD 202 Corridor Approved Sector Plan and Sectional Map Amendment* included recommendations for properties and streetscape improvements along the MD 202 (Landover Road) corridor.

The Greater Cheverly Sector Plan expands upon these planning efforts and refines recommendations for implementation within the sector plan area. It lays out a comprehensive vision for the area that unifies concepts across multiple plans and positions the area to evolve into a dynamic, walkable, and mixed-use neighborhood that will meet and address current and future needs and market demands.



## CONSISTENCY WITH OTHER COUNTY PLANS AND STATE REGULATIONS

There are a number of plans and initiatives at the County and state levels that establish the context for policies and recommendations included in this sector plan.

### Zoning Rewrite

The Prince George’s County Planning Department is comprehensively rewriting the County’s Zoning Ordinance and Subdivision Regulations. The Zoning Ordinance and Subdivision Regulations are the laws that determine how land or property in Prince George’s County can be used and developed. The intended impact of this multiyear project is to refashion the County’s zoning code into a more user-friendly document that is more effectively aligned with the County’s vision for smart growth, economic development,



and improved quality of life for Prince George’s County residents.

Goals:

- Streamline the ordinance and development approval processes
- Modernize and consolidate County zones and development standards
- Stimulate revitalization and economic, transit-oriented, and mixed-use development
- Protect stable residential neighborhoods

The Greater Cheverly Sector Plan includes policies and strategies to guide future development and efforts to support established residential neighborhoods. Recommended zoning changes support efforts to revitalize the industrial areas and bolster investment in mixed-use redevelopment, particularly at the Prince George’s Hospital site, and along Arbor Street and Tuxedo Road.

### Countywide Plans

#### 2014 Plan Prince George’s 2035 Approved General Plan (Plan 2035)

The purpose of Plan 2035 is to provide broad guidance for the future growth and development

of the County and to lay the foundation for all future planning and development activities. The plan designates eight Regional Transit Centers, which are the focus of the County’s planned growth and mixed-use development, and which have the capacity to become major economic generators. Six Neighborhood Reinvestment Areas are designated for coordinated funding and resources needed to stabilize and revitalize these areas. Also identified in the plan are Rural and Agricultural Areas composed of low density residential, agricultural uses, and significant natural resources.

Plan 2035 designates the Cheverly Metro Station as a Local Transit Center. These centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these are integrated with an established street grid and offer local-serving retail and limited office uses. Plan 2035’s goals, policies, and strategies will be included in the sector plan recommendations.

#### 2005 Countywide Green Infrastructure Plan

The 2005 *Countywide Green Infrastructure Plan* provides a comprehensive vision for conserving the significant environmental ecosystems in Prince George’s County. It contains a map of interconnected sensitive habitats of countywide

significance, along with implementation recommendations to help make the vision a reality. It also makes recommendations regarding the protection and preservation of environmental resources, which will be included in the sector plan, particularly in the industrial areas.

### **2016 Preliminary Resource Conservation Plan: A Countywide Functional Master Plan**

Adoption of this master plan is expected in the spring of 2017 and will update the *2005 Approved Countywide Green Infrastructure Plan*. This countywide functional master plan combines the related elements of green infrastructure planning and rural and agricultural conservation into one functional master plan in order to streamline the process, meet state requirements for planning elements, and more efficiently update existing plans and maps. It contains goals, measurable objectives, policies, and strategies pertaining to green infrastructure planning, agricultural and forestry conservation, and rural character conservation.

### **2009 Approved Countywide Master Plan of Transportation**

The 2009 *Master Plan of Transportation* (MPOT) is the functional master plan addressing the

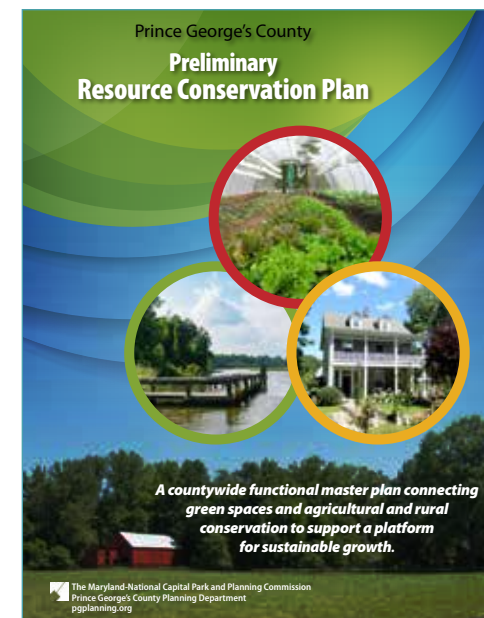
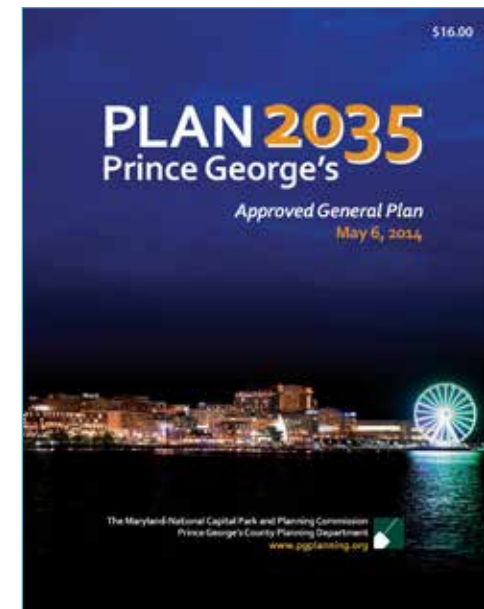
strategic transportation issues for all modes in Prince George's County. The 2009 MPOT updated the 1982 MPOT, and incorporated transportation recommendations included in subsequent approved master and sector plans. The MPOT trail and transit recommendations provide guidance for improvements detailed in this sector plan.

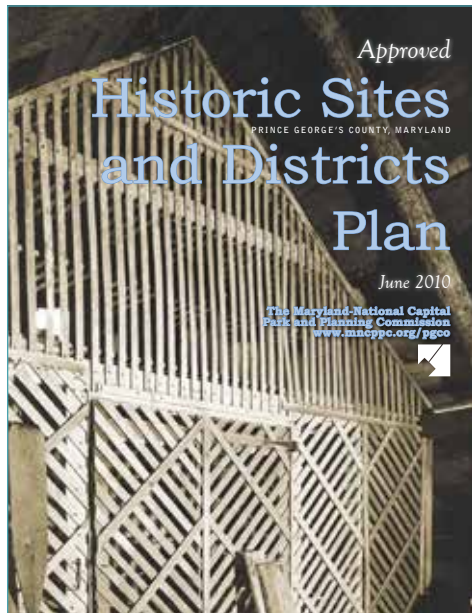
### **2010 Water Resource Functional Master Plan (Water Resources Plan)**

The purpose of the Water Resources Plan is to evaluate existing growth and anticipated future development and consider any impacts to, and demands on, water resources, drinking water, wastewater, and stormwater. It contains goals, policies, and strategies to address water quality impacts associated with land use in the County. Its policies and strategies provide context for those included in the sector plan recommendations in accordance with County initiatives to improve stormwater management systems.

### **2010 Approved Historic Sites and Districts Plan**

2010 *Approved Historic Sites and Districts Plan* updated the 1992 *Historic Sites and Districts Plan* by including additional historic sites, historic



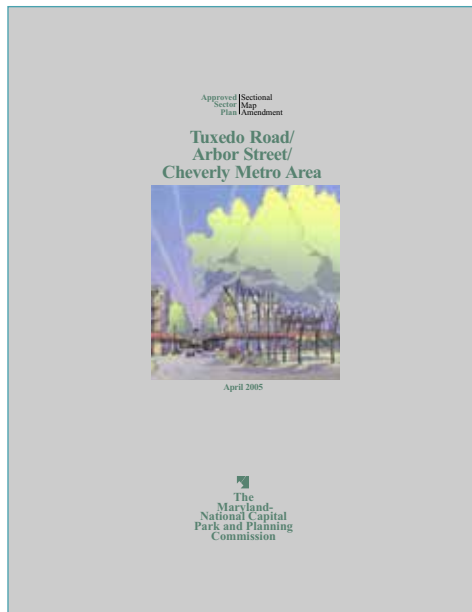


resources, and a set of goals, policies, and strategies to guide future preservation planning efforts. The plan also includes an initial set of implementation priorities and a proposal for a strategic plan of implementation. Appendices provide updated County and community histories, a summary of historic themes, and lists of cemeteries, organizations, and sources of additional information.

### *Sector Plans and Master Plans*

#### **1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)**

This master plan includes policies and recommendations to preserve and enhance established residential areas, and protect them from encroachment by incompatible uses. It proposes improved integration of the shopping centers with surrounding communities, and the repurposing of select declining shopping centers for limited industrial uses. The Greater Cheverly Sector Plan will amend portions of the master plan's recommendations within the sector plan area.



#### **2005 Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area**

This sector plan proposes flexible land use and zoning regulations that encourage revitalization and redevelopment of the Tuxedo Road industrial area and Arbor Street commercial area, and promotes transit-oriented development in the vicinity of the Cheverly Metro Station. A Development District Overlay Zone (DDOZ) containing design standards and a table of uses is included to facilitate implementation of land use and community character recommendations. The Greater Cheverly Sector Plan will build upon, and amend portions of, the 2005 sector plan recommendations for the broader Greater Cheverly area.

#### **2009 Approved Port Towns Sector Plan and Sectional Map Amendment**

This sector plan provides recommendations to ensure green, healthy, and pedestrian-friendly communities and destinations that respect and build upon the area's diversity, strategic location, and industrial base, as well as historic, cultural, recreational, and environmental resources. The Greater Cheverly Sector Plan will emphasize these character-defining attributes within the plan area.

### **2010 Approved Subregion 4 Master Plan and Sectional Map Amendment**

This master plan provides strategies to improve the quality of life within the County's established communities, promote mixed-use development along transportation corridors at targeted centers and nodes, improve mobility for multiple modes of transportation, encourage local economic development, and protect environmentally sensitive areas. The Greater Cheverly Sector Plan will support the master plan recommendations in the sector plan area.

### ***State Policy***

#### **The 1992 Maryland Economic Growth, Resources Protection and Planning Act**

The Maryland General Assembly enacted legislation to encourage economic growth, limit sprawl, and protect the state's natural resources. The 1992 Maryland Planning Act establishes consistent general land use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions. It was updated with the passage of the 2009 Smart and Sustainable Growth Act.

#### **The 1997 Smart Growth and Neighborhood Conservation Act**

This act expands on the foundation of the eight visions adopted in the 1992 Maryland Economic Growth, Resources Protection and Planning Act, as amended. It is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

The Maryland Smart Growth program has three goals:

1. To save valuable remaining natural resources.
2. To support existing communities and neighborhoods.

3. To save taxpayers unnecessary costs for building infrastructure to support sprawl.

A significant aspect of this act is the Smart Growth areas legislation, which requires that state funding for projects in Maryland municipalities, other existing communities, industrial, and planned growth areas designated by counties will receive priority funding over other projects. These Smart Growth areas are called Priority Funding Areas (PFA). The entirety of the Greater Cheverly Sector Plan area is designated a PFA by the County and the state. The sector plan identifies additional tools to implement its recommendations to take full advantage of the PFA designation.



**2007 Stormwater Management Act**

This legislation was enacted by the Maryland General Assembly in 2007. It mandates environmentally sensitive site design that will capture stormwater on-site and allow it to absorb into the ground to the greatest practical extent. The act requires on-site stormwater management systems to mimic natural ecosystems. It also recommends the use of micro-scale technologies such as green roofs, permeable pavements, bioswales, and rain gardens to drain areas of less than an acre. The Maryland Department of the Environment (MDE) is charged, under the act, with developing appropriate rules and regulations to implement its provisions. MDE has developed a model stormwater management ordinance that can be replicated by local jurisdictions seeking to require new development in their areas to employ green stormwater management practices.

*The 2009 Smart and Sustainable Growth Act*

The 2009 Smart and Sustainable Growth Act clarifies the link between local comprehensive plans and local land use ordinances. The bill reinforces the importance of planning for sustainable growth and development in all local jurisdictions within the state. The 12 established visions for all Maryland jurisdictions to follow

as they plan for the future are listed below. The Greater Cheverly Sector Plan addresses some of these visions.

1. A high quality of life is achieved through universal stewardship of the land, water, and air, resulting in sustainable communities and protection of the environment.
2. Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
4. Compact, mixed-use, and walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.
7. A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the state's natural resources, public services, and public facilities are encouraged.
9. Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air, water, natural systems, and living resources.

10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
12. Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

Together, the 12 visions provide guiding principles that describe how and where growth can best occur without compromising the state's natural and cultural resources. The act acknowledges that the comprehensive plans prepared by counties and municipalities form the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.



## VISION AND GOALS

The Greater Cheverly Sector Plan includes goals, policies, and strategies that can be used to direct public and private efforts for the next decade. Throughout the planning process, community stakeholders expressed a desire for improved walkability, community amenities, and public spaces. They have voiced strong commitment to the natural environment and maintaining the character of residential neighborhoods. The following statement describes the quality of the area in the future following implementation of improvements and actions described in the Greater Cheverly Sector Plan.

### *In 2030, the Greater Cheverly area is ...*

attractive and vibrant, and is a destination of choice in the Washington, D.C. metropolitan region. The area is a gateway to Prince George's County that boasts thriving commercial districts, high-quality employment opportunities, and innovative industries. It is characterized by a high quality of life, with a strong sense of cohesion between its residential neighborhoods and commercial areas. Anchored by the Town of Cheverly, the Greater Cheverly area is known as an exceptional place to live, work, and shop, where diverse residents of all ages, cultures, and economic backgrounds are welcome.

The Greater Cheverly area has distinct and identifiable residential neighborhoods that include housing opportunities for singles, couples, families, and the elderly. Each of these unique neighborhoods—Landover Knolls, Radiant Valley, Englewood, Newton Village, Oaklyn, and Cheverly—have a strong sense of place with municipalities and active civic groups providing local leadership and advocacy. Strong community engagement enhances the Greater Cheverly area's reputation as highly sought-after destination of choice.

Years of protecting and preserving historic sites and resources have provided the Town of Cheverly a regional and national spotlight as an important example of 20th Century suburban development. The adaptive reuse of the historic Fairmont Heights High School has created a valuable community asset that honors deep community legacies while providing spaces to accommodate a diverse array of community services, programs and amenities.

Characterized by safe, historic and walkable neighborhoods, the Greater Cheverly area features high-quality schools, plentiful parks and recreation opportunities, active libraries and community gathering places. New higher-density developments include a mix of residential, commercial, and retail uses at the former Prince George's County Hospital site, on Addison Road, and in transitioning industrial areas along Tuxedo Road and Arbor Street. These newly redeveloped areas blend well with existing neighborhoods, while accommodating evolving market demands for additional housing types and mixed-use community amenities.

Publicly accessible community gathering places in new developments host regular vendors' markets and seasonal cultural programming that bring the community together. Landover Road is a thriving main street and a link between the Town of Cheverly and the nearby neighborhoods, providing a corridor of activity that is popular for dining and shopping.

The industrial areas along Kenilworth Avenue and Tuxedo Road are thriving industrial districts, characterized by innovation and strong employment. Aesthetic improvements include attractive new and rehabilitated buildings reflecting the area's importance to the region. While remaining a prime location for production, distribution, and repair businesses, the Greater Cheverly area's industrial districts have experienced growth in a variety of continuing and emerging sectors, including new technologies, start-ups, and small-scale production enterprises. Improved physical site conditions in industrial districts have supported investment and attracted commercial tenants that serve local, resident, and worker needs by clustering retail, offering attractive streetscaping, and organizing signage. Residents and visitors can easily and safely walk or bicycle to the Cheverly

Metro Station via improved roadways leading to and across US 50.

The Greater Cheverly area is celebrated throughout the region for its environmental stewardship lush, green tree canopy; and network of green corridors. Street improvements throughout the area accommodate all modes of travel to provide easy connections for cars, bicycles, and pedestrians. There are numerous connections that provide safe pathways and recreational trails for bicycles and pedestrians to move through and beyond the area, including connections to the Anacostia Trail and access to the Anacostia River and Lower Beaverdam Creek. Environmental stewardship and sustainability are integral to daily life. Area parks provide outdoor recreational opportunities for a wide variety of uses, ranging from activities such as organized sports, jogging, and dog parks, to locations for quiet reflection and wildlife viewing. Recreational meeting spaces are located throughout the area, providing for community interaction and engagement in activities, such as fitness classes, classroom programs, seminars, and lectures.



## PLAN GOALS

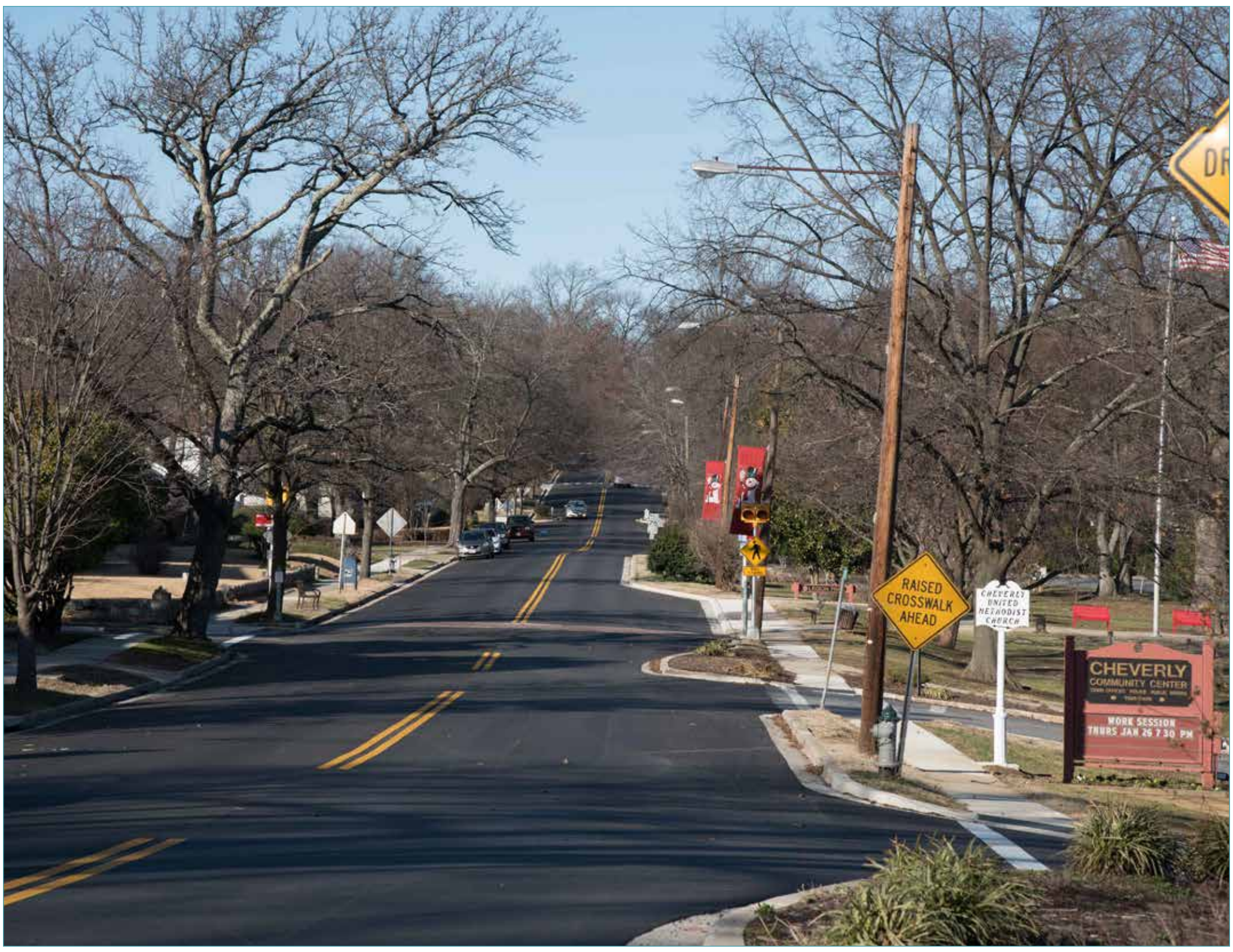
- To preserve existing cultural and historic resources, thereby strengthening the expression of local identity to enhance the area's sense of place. (Community Heritage and Culture Element)
- To create sustainable places that reflect community character, establish physical relationships between communities, and encourage walkable infill and redevelopment. (Design Element)
- To create a diverse, innovative, and competitive economy that generates a range of well-paying jobs, while providing desired goods and services to residents and businesses. (Economic Prosperity Element)
- To transform the sector plan area to benefit the overall health and wellness of residents and employees through improved access to healthy foods, safe pedestrian and bicycle connections, open space, and employment opportunities. (Healthy Communities Element)
- To preserve, protect, and strengthen established communities while providing housing opportunities for an aging and changing population. (Housing and Neighborhoods Element)
- To provide a comfortable, healthy, safe, and pleasant environment in which to live, work, and play. (Land Use Element)
- To achieve healthy, green, and sustainable residential, commercial, and industrial areas characterized by a preserved, restored, and

enhanced natural environment. (Natural Environment Element)

- To provide high-quality, efficient, and equitable public safety, public education, and parks and recreation facilities that support an outstanding quality of life in the sector plan area. (Public Facilities Element).
- To develop and maintain a multimodal transportation system that facilitates safe and accessible movement of people seamlessly between transit nodes, residential neighborhoods, shopping districts, recreational areas, and industrial zones. (Transportation and Mobility Element)







DR

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# SECTION 2

## DEFINING *the* CONTEXT

## EXISTING CONDITIONS

The Greater Cheverly Sector Plan includes recommendations to improve and enhance the quality of life for those who live and work in Cheverly and the surrounding residential and employment areas. The following pages include a detailed description of existing conditions in the Greater Cheverly area, and provide context for the policies and recommendations included in each sector plan element. There are also detailed descriptions of the stakeholder engagement process, and the assets and challenges facing the Greater Cheverly area today. The following are analyses of the existing conditions in the Greater Cheverly Sector Plan area as they relate to the policies and strategies in the plan elements.

### LAND USE AND ZONING

#### *Land Use*

The Greater Cheverly Sector Plan area spans 2,506.82 acres and includes residential neighborhoods, institutional properties, commercial and industrial areas, parks and open spaces. The sector plan area is divided by four major roadways: including MD 201 (Kenilworth Avenue), MD 202 (Landover Road), US 50, and the Baltimore-Washington Parkway. The Greater Cheverly Sector Plan area is served by

the Landover and Cheverly Metro stations, and the Cheverly Metro station is located within the sector plan area boundaries. The plan area includes the municipal corporation of Town of Cheverly, as well as, the unincorporated neighborhoods of Englewood, Landover Knolls, Newton Village, Oaklyn, and Radiant Valley.

Residential uses account for the largest proportion of existing land uses in the area, totaling 790.23 acres, or 31.52 percent, of total land area. Eighty-seven percent of existing residential uses are single-family, with townhouses, apartments, and condominiums comprising the remaining (13 percent).

Industrial uses make up the second largest percentage of land uses and include 338.77 acres, or 13.51 percent of total land area.

Industrial areas are located along MD 201 (Kenilworth Avenue), south of US 50, and near the US 50, MD 201 (Kenilworth Avenue), and Baltimore-Washington Parkway interchange. Industrial uses extend toward the Cheverly Metro Station along Tuxedo Road and Arbor Street. Industrial uses include a variety of services, such as material recycling,

manufacturing, vehicle repair, storage and sales, distribution, and production.

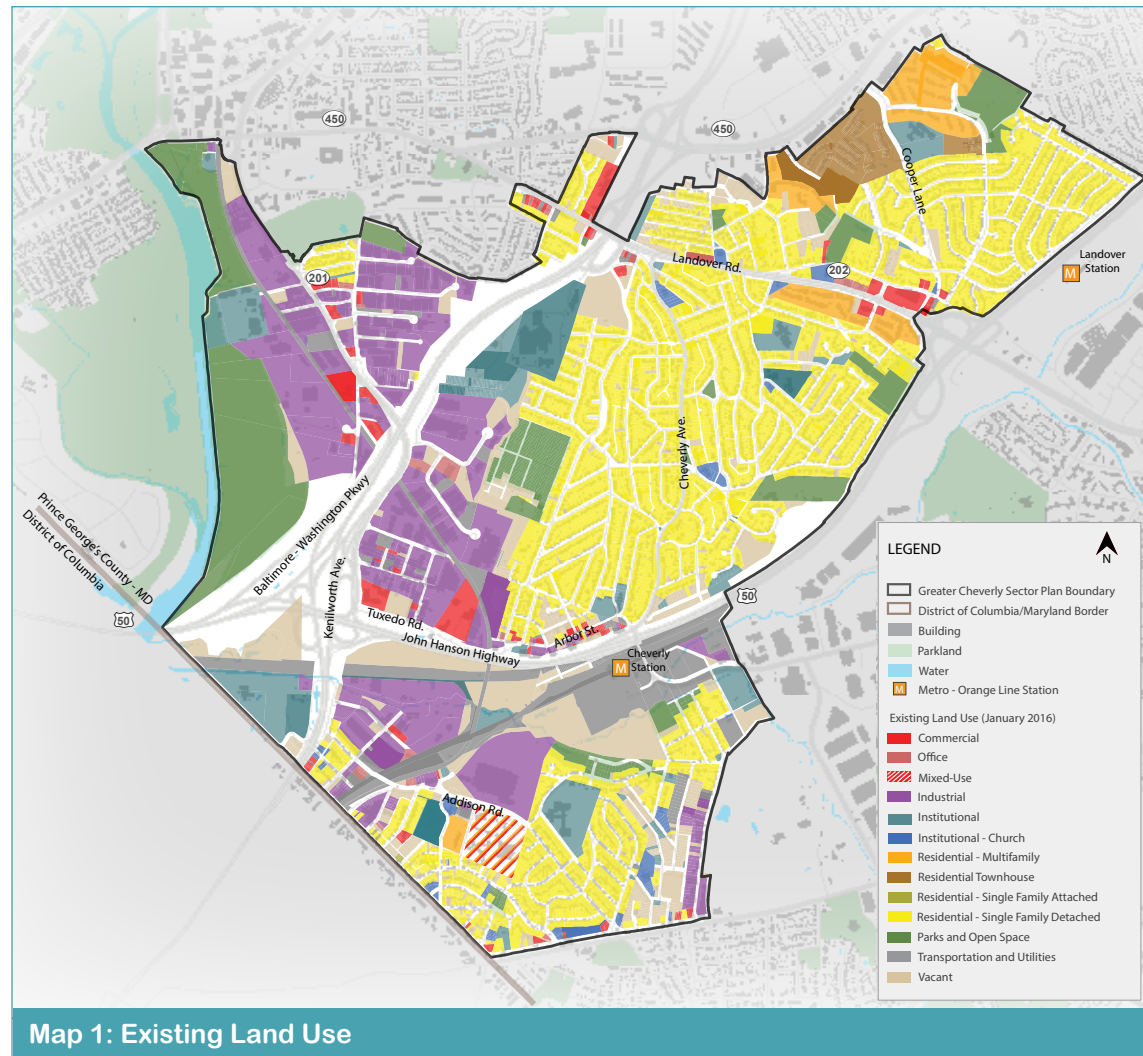
#### *Zoning*

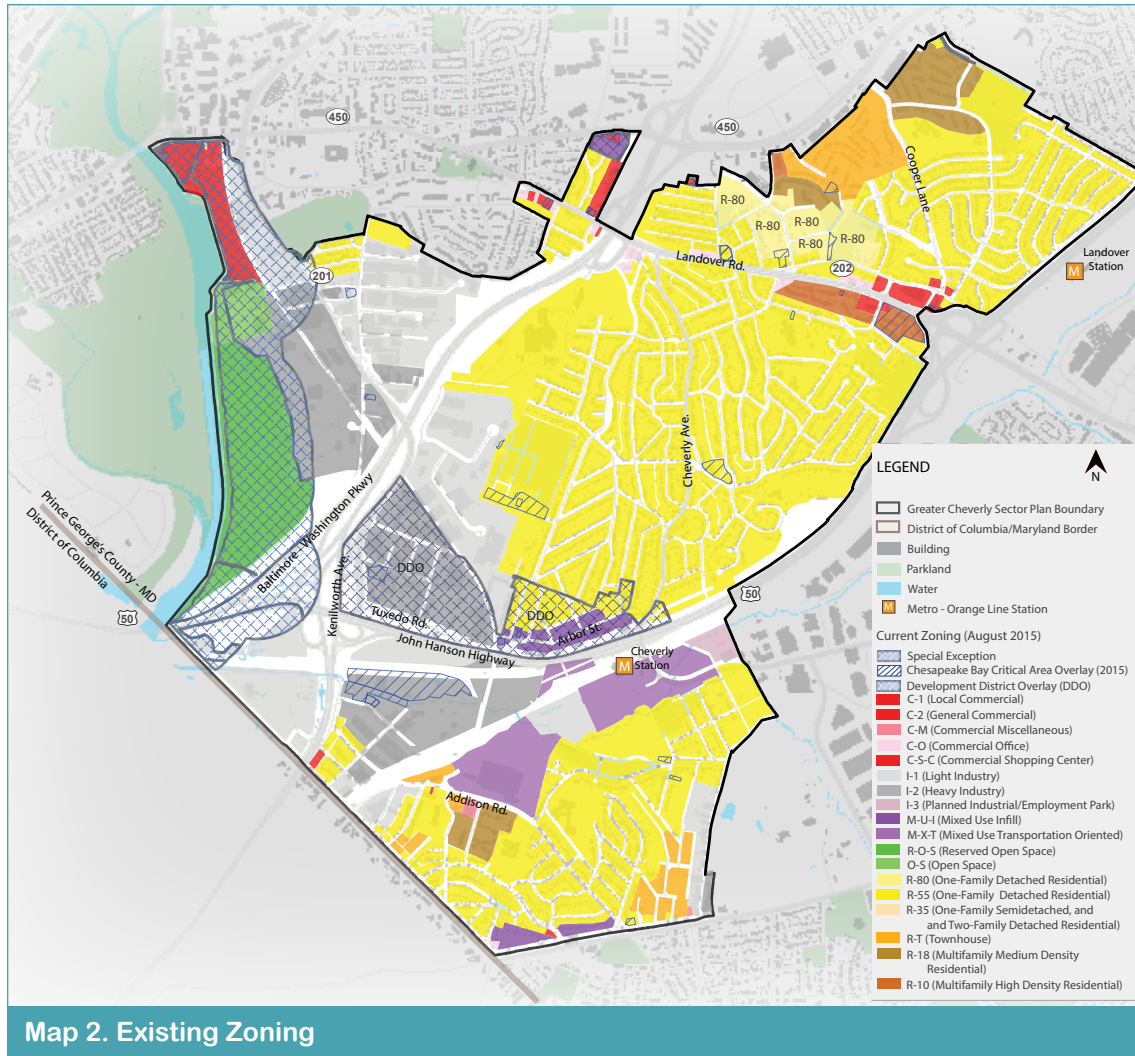
Zoning in the area generally reflects current land use patterns. Residentially zoned properties make up the largest proportion of land area, with 1,241 acres or 49.5 percent of total land area. Industrially zoned properties comprise 456 acres or 18.2 percent of total land area. Mixed-use and commercially zoned properties comprise much smaller proportions of total land area, at 3.7 percent and 2.1 percent, respectively. The largest category of residential properties is zoned R-55 (single-family detached, 38.44 percent). R-55-zoned properties are located north and south of MD 202 (Landover Road), and between Addison Road and Marblewood Avenue south of US 50. Industrially zoned properties are nearly evenly divided between light industrial (I-1) and heavy industrial (I-2) at 9.5 percent and 8.4 percent, respectively. Heavy industrial properties zoned I-2 are concentrated east and west of 52nd Avenue, east of the Baltimore-Washington Parkway, and south of US 50.

## ECONOMICS

Recent economic data indicates that the Greater Cheverly Sector Plan area is economically stable, pointing to a healthy economic future. In addition, recent investment upturns within the County and in nearby areas in Washington, D.C. suggest positive regional economic strength, and highlight ways in which the sector plan can build on this momentum to ensure that residents and businesses benefit from shared economic prosperity.

There are approximately 588 businesses and 9,906 employees in the Greater Cheverly Sector Plan area. In 2015, the three leading employment sectors were health care and social assistance (22.9 percent), construction (19.4 percent), and wholesale trade (13.1 percent). This indicates that local employment is concentrated at the hospital and within the industrial areas. However, due to decreased demand for hospital services at the Prince George's Hospital, and competition expected from the new regional medical center currently under construction in Largo, health care employment figures can be expected to decline substantially in the coming years. Conversely,





the large number of contractors and wholesale distribution centers in Greater Cheverly’s industrial areas contribute to high employment in the construction and wholesale trade industries—trends that will likely continue.

## INDUSTRIAL AREAS<sup>1</sup>

The industrial land uses in the plan area are an important economic generator in Prince George’s County. They provide high-paying jobs and steady tax revenue, and they stimulate economic activity in other sectors of the economy in surrounding areas. However, there are locations in the sector plan area where industrial uses abut residential neighborhoods and sensitive environmental areas with very little buffer. This can have adverse impacts on surrounding residents and properties including noise, air pollution, and unsightly property conditions. Furthermore, trucks moving through the industrial areas use roadways that may be congested and pass through residential neighborhoods. Residents and community leaders express a desire to see existing industrial properties transition to a cleaner and more sustainable mix of uses.

Although the industrial properties within the sector plan boundary are almost evenly split between the heavy industry zone (I-2) and

the light industry zone (I-1), the majority of businesses working in the area are light industry. Across the sector plan area, the aesthetic quality of light industrial uses varies greatly. Many properties include large outdoor storage lots, and aging unattractive buildings. This is typical of industrial areas in that there is negligible return on investments in aesthetic, façade, or site improvements. Elsewhere in the sector plan area, particularly in the Tuxedo and Town of Cheverly Industrial Parks, the buildings are generally newer and more attractive, with indoor activities and striped parking lots. Local business owners, residents, and community leaders express concern that code enforcement in the industrial areas is irregular and insufficient to ensure safe, attractive, and environmentally sensitive uses.

Heavy industrial uses in the sector plan area include large-scale recycling and gravel operations. Concerns about these properties include noise, air pollution, heavy truck traffic, and inadequate buffers to surrounding residential areas.

Several of the previous plans and studies in the area have noted the success of industrial land uses in the plan area. In fact, the 2010 *Prince George's County Industrial Land Needs and Employment Study*, conducted by the University

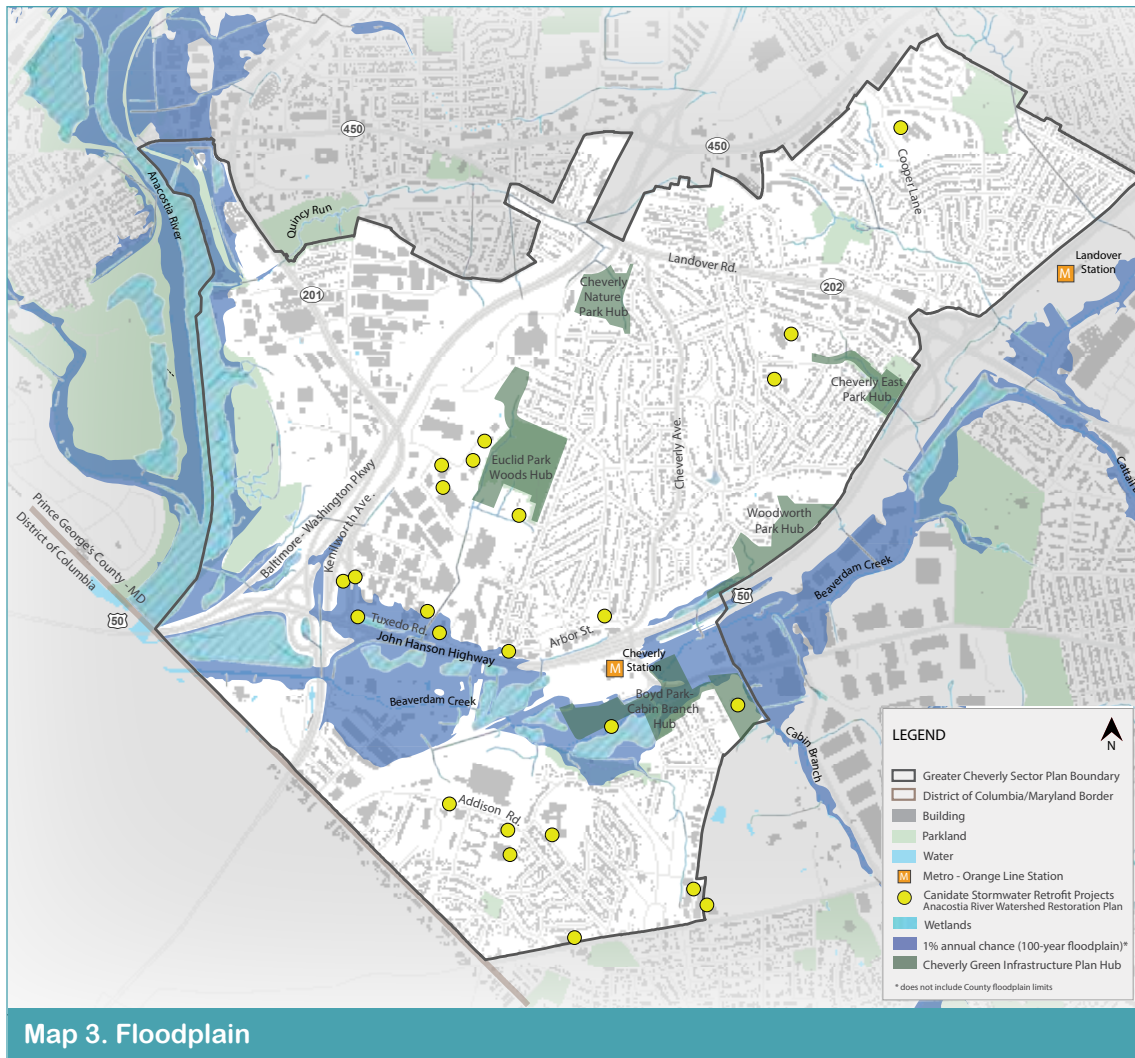
of Maryland's Urban Studies and Planning Program, found that this area of the County had very low industrial vacancy rates.<sup>2</sup> The study recommended maintaining and improving the area's infrastructure and assisting firms, as necessary, to ensure that older buildings continue to meet modern industrial needs. Industrial uses in the Greater Cheverly Sector Plan area have been vital and viable for over a century, and it is important to ensure that property owners are able to address growing environmental and community concerns, while also having the flexibility they need to continuously evolve and take advantage of emerging trends in twenty-first century sustainable industry.



New development includes sidewalks to address pedestrian safety concerns and aesthetics.



The aesthetic quality of light industrial uses varies greatly, and there are concerns about code enforcement and employee safety.



Map 3. Floodplain

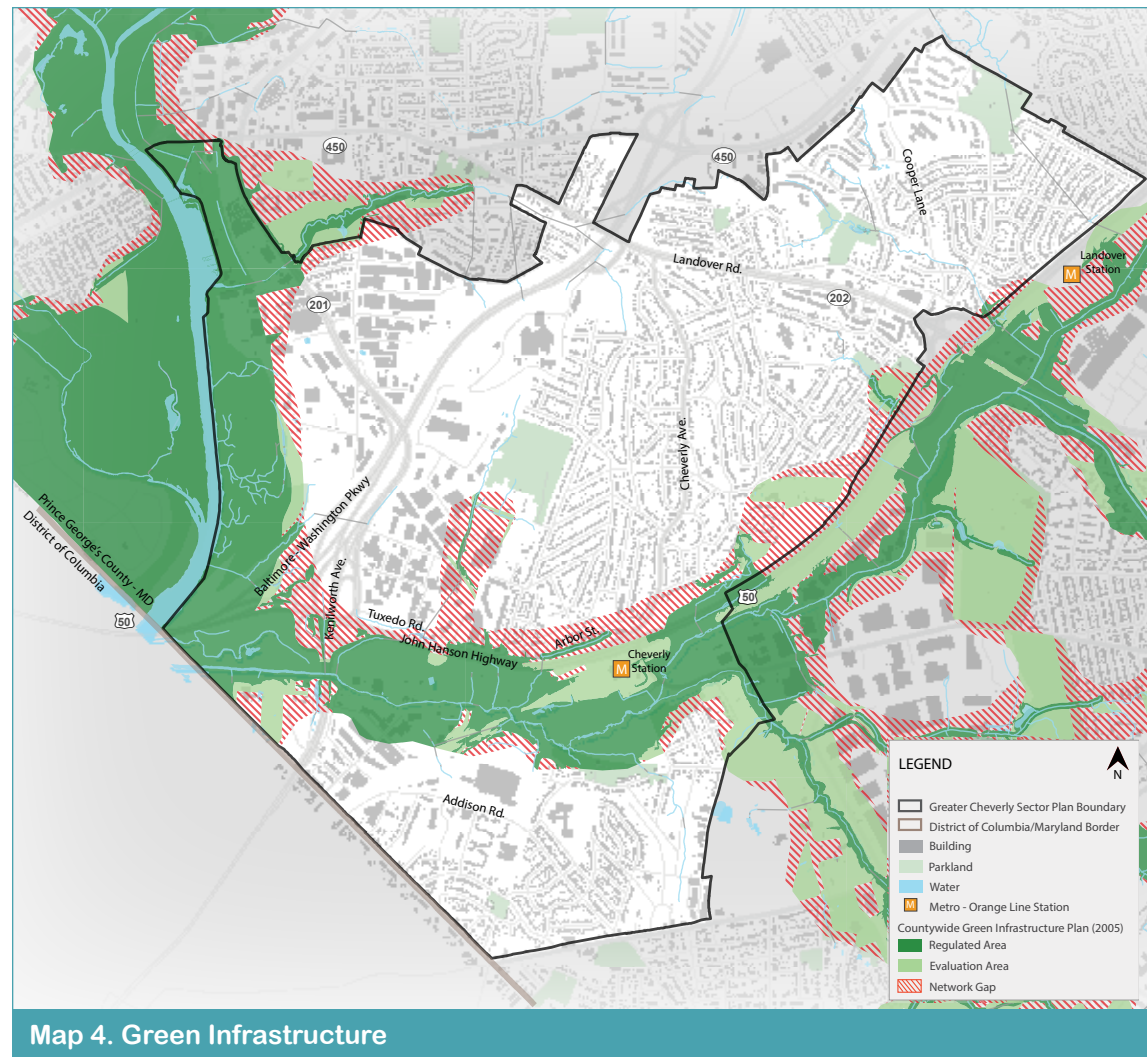
## NATURAL ENVIRONMENT

The *Prince George's County Approved Countywide Green Infrastructure Plan (2005)* identified a network of ecological resources that meet the designation of countywide significance. This network of green infrastructure includes forests and other ecological resources that occupy approximately 730 acres of land, or 31 percent of the total plan area. Forest and tree canopy coverage in the sector plan area is approximately 40 percent, and there has been a net increase in forest and tree canopy coverage between 1938 and 2009. There are approximately 585 acres of additional ecologically significant areas, which could be converted to tree canopy in the future if no development occurs in these locations (see Map X).<sup>3</sup>

The sector plan area also contains places with green infrastructure elements of local significance that should be preserved, protected, and enhanced. These include pockets of woodlands in areas identified as hubs in the *Cheverly Green Infrastructure Plan*, and within the Baltimore-Washington Parkway right-of-way, which provide important ecological functions. Some of the small streams that originate or flow through these areas (e.g., Quincy Run, Tributary

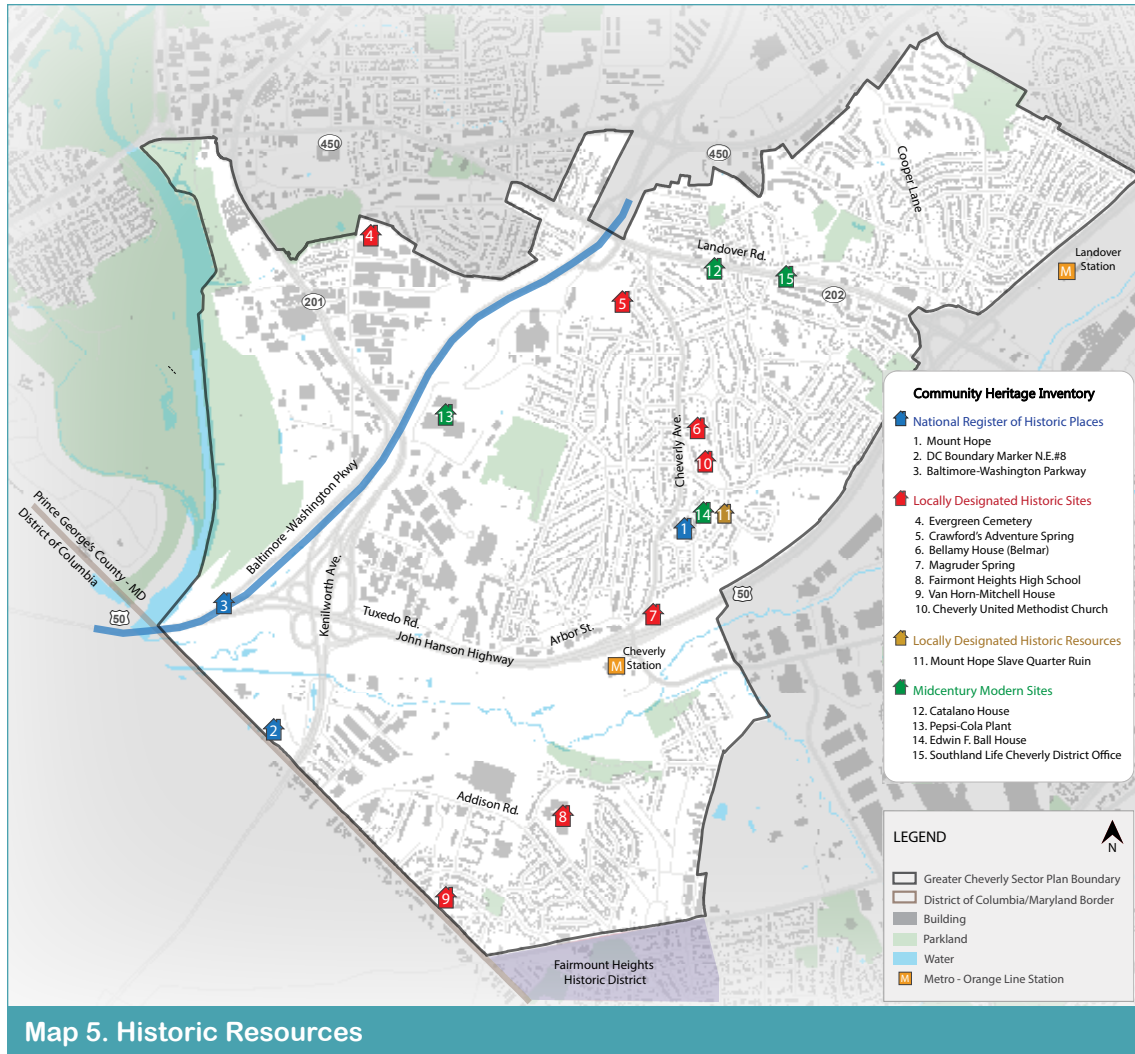
1, Tributary 3, Tributary 4, etc.) are impacted by land uses on adjacent properties.<sup>4</sup>

In addition to addressing stormwater impacts, planting and preserving trees can reduce heat island effects and cleanse the air. Air quality is regulated at the federal level. The Washington metropolitan area, which includes Prince George's County, currently does not meet EPA air quality standards for ground level ozone. Ozone is created when emissions from local industry, gasoline-powered vehicles and lawn equipment, as well as household paints, stains and solvents, react chemically with other pollutants in the presence of sunlight. Ground level ozone contributes to health issues for vulnerable populations, such as children, the elderly, and others with pre-existing health conditions, such as asthma and other respiratory problems. Increasing tree canopy coverage in the sector plan area can contribute to improved air quality.



Map 4. Green Infrastructure

**With 36 percent of the plan area covered by impervious surfaces and more development anticipated in the future, the area's water quality is an issue that will need to be addressed immediately and as development occurs.**



Map 5. Historic Resources

## COMMUNITY HERITAGE AND CULTURE<sup>5</sup>

Residential development in the sector plan area began in Cheverly in the 1920s and continued into the 1990s. Beyond the earliest streets developed in Cheverly, development in much of the sector plan area intensified after World War II, reflecting post-war demographic shifts and nationwide movement to the suburbs. As is characteristic of many County neighborhoods that developed in the second half of the twentieth century, residential neighborhoods in the Greater Cheverly Sector Plan area include dwellings in a mix of architectural styles, with commercial establishments concentrated along MD 202 (Landover Road).

## HISTORIC SITES AND RESOURCES

### *Cheverly (Documented Historic Community 69-024)*

A hilly neighborhood with curving streets and a mature canopy of trees, the Town of Cheverly contains a variety of buildings (mainly dwellings) constructed between 1839 and today, with the majority constructed between 1921, when it was established as a suburb, and the 1950s. Dwellings in Cheverly reflect a variety of popular twentieth-century romantic styles

including Craftsman, Spanish Revival, Colonial Revival, Dutch Colonial Revival, Tudor Revival, and the Modern Movement. Some dwellings are the now highly-regarded Sears, Roebuck and Company catalog houses.

In accordance with the 2010 *Approved Historic Sites and Districts Plan*, efforts to preserve the historic core of Cheverly include ongoing documentation and designation of historic properties; educating current and future historic site owners about available preservation and rehabilitation incentives; and coordinating with stakeholders to draft a National Register nomination and list Cheverly on the National Register of Historic Places. (Designation as a County Historic District under Subtitle 29 of the County Code, which would offer the greatest level of protection, is also a possibility.) These efforts will be crucial to preserving the town's historic fabric and character as the area experiences growth and increasing developmental pressure.

### ***Fairmont Heights High School (Historic Site 72-064)***

Fairmont Heights High School opened in September 1950 and was originally known as Fairmont Heights Junior-Senior High School. Constructed as the larger of two high schools



**Cheverly contains a variety of buildings constructed between 1920 and the 1950s.**

for African-American students in the County, and designed by the noted Hyattsville architect Paul H. Kea, FAIA, Fairmont Heights was the culmination of many years of struggle for the area's African-American citizens seeking a school facility equal to schools attended by White students. Serving the western part of the County, Fairmont Heights was the first to offer twelfth grade to its students. Although alterations made following a fire in 1980 diminished the school building's midcentury architectural character, Fairmont Heights High School was recognized for its distinguished history and was designated a Prince George's County Historic Site in 2010.

Now outmoded and located on too small a site, the building is scheduled to close



**Fairmont Heights High School was the first high school in the County to offer 12th grade to African-American students.**



Most of the homes in the area were constructed between 1940 and 1979.



Area neighborhoods are generally stable with many long-time residents.

following the 2016–2017 school year. (The new Fairmont Heights High School will be located approximately 1.5 miles to the northeast on South Club Drive.) Defining realistic and sustainable adaptive reuse opportunities for the historic school should be a priority to ensure community security and the protection of the school’s cultural legacy. The school’s future as a community asset will require effective collaboration between government agencies, nonprofit organizations, neighborhood advocacy groups and alumni.

### COMMUNITY CULTURE

Cultural events in the Greater Cheverly Sector Plan area are community-focused and range from parades and holiday festivities, to flea markets, vendor fairs, and farmers markets. Most community events are sponsored and promoted by the Town of Cheverly and community volunteers. Annual events include Cheverly Day, CHVProm, Easter Egg Hunt, Halloween Parade and Party, Children’s Holiday Party, Santa’s Secret Shop and Community Market, Christmas Tree Lighting, and semi-annual flea markets.

Community cultural events outside of Cheverly are limited by the lack of public spaces available to host events. The Radiant Valley Civic Association meets regularly at Cooper Lane

Elementary School to discuss community concerns and advocacy. Expanding opportunities for community engagement and cultural connection in Landover Knolls, Radiant Valley, Oaklyn and Newton Village can strengthen and amplify the unique characters of these neighborhoods, and establish a stronger sense of place.

### HOUSING AND NEIGHBORHOODS

The Greater Cheverly Sector Plan area is primarily residential, and includes the incorporated Town of Cheverly, and unincorporated areas known as Newton Village, Landover Knolls, Oaklyn, Radiant Valley and Englewood. Each neighborhood has a distinct architectural character and built form that reflects the County’s development during the Twentieth Century.

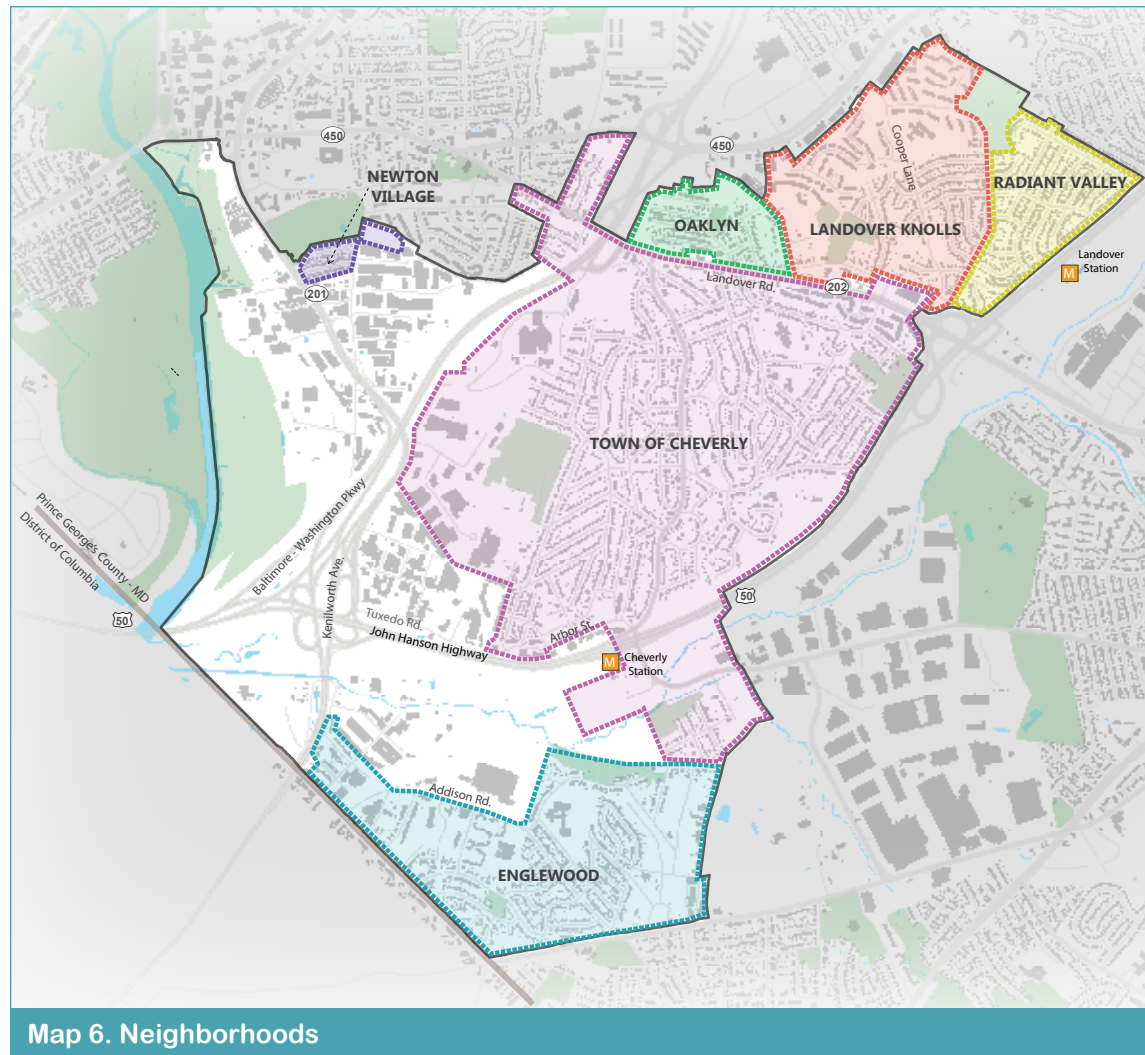
In 2010, the Greater Cheverly Sector Plan area contained 4,552 households and is projected to increase to approximately 4,800 by 2020. In 2015, there were a total of 5,041 housing units in the sector plan area, representing an occupancy rate of approximately 93 percent. Also in 2015, approximately 70 percent of households were families, with the remaining

30 percent representing nonfamily households. The average household size was 2.89.

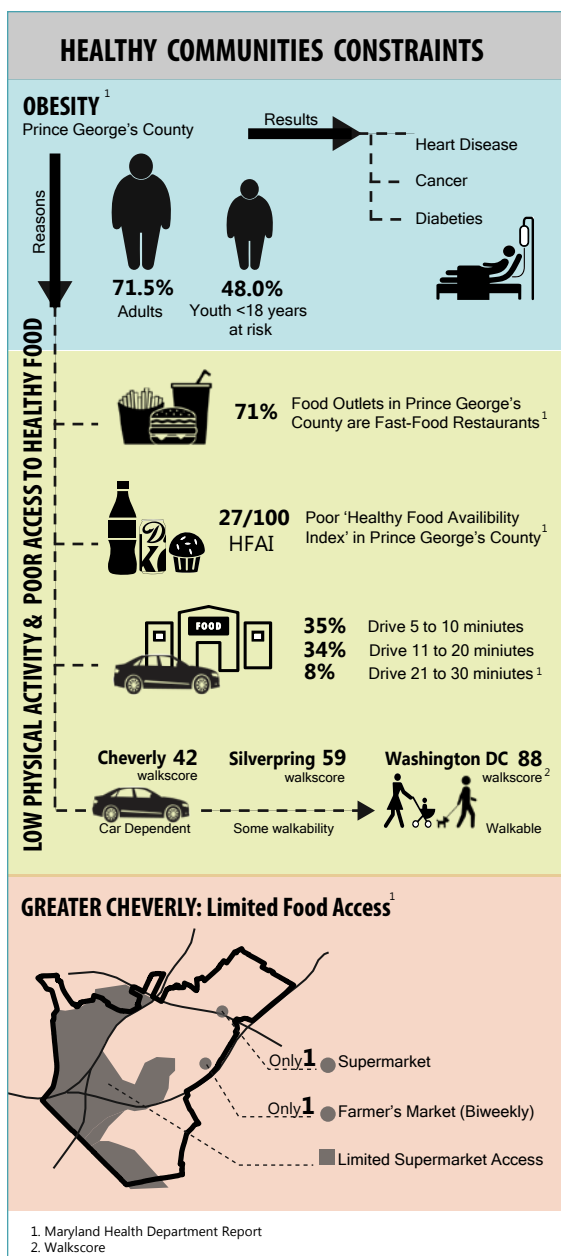
In 2015, nearly 65 percent of housing units were owner-occupied, with an average length of residence of 17 years. In the 35 percent of renter-occupied units, the average length of residence is 7.8 years. These figures mirror countywide trends and indicate stable residential neighborhoods characterized by longer-term residents.

Nearly 67 percent of units are single-family detached, and 23 percent are apartment complexes containing 5 to 19 units. Although the percentage of multifamily units is comparable to Prince George's County's 22 percent, there are a higher percentage of single-family units than across the County (52 percent).

Most of the Greater Cheverly Sector Plan area's housing stock was constructed between 1940 and 1979, which suggests that many houses are aging, and may need maintenance and rehabilitation to strengthen and support housing prices over time.



Map 6. Neighborhoods



## COMMUNITY HEALTH

In 2012, the Prince George's County Health Department released the *Prince George's County Health Improvement Plan for 2012–2014 and Beyond*.<sup>6</sup> It provides guidelines for creating new and innovative health programs, enhancing existing services, and making health system changes at the local level. It also includes strategies designed to help individuals “adopt behaviors that lead to healthier lifestyles and greater quality of life for themselves, their families, and their neighbors.”

The Greater Cheverly Sector Plan area lacks the type of pedestrian and bicycle connectivity, open space, employment, and housing options that support community health and wellness. Residents and stakeholders have expressed a need for pedestrian safety improvements—particularly in the industrial areas, along the MD 202 (Landover Road) corridor, and leading to the Cheverly Metro Station from all surrounding neighborhoods. Residents have also expressed a desire for additional bicycle trail connections and open space to support a sustainable and active community.

In 2015, The Prince George's County Planning Department released *Healthy Food for All Prince Georgians: An Assessment of Access to Healthy*

*Food in Prince George's County, Maryland*.<sup>7</sup>

The study analyzed access to healthy food in Prince George's County, with a particular focus on Greenbelt, Oxon Hill and communities located inside the Capital Beltway. It concluded that the Englewood neighborhood located south of US 50 in the Greater Cheverly Sector Plan area should be categorized as a low income-low access area (sometimes referred to as food deserts) according to criteria set out in the *2010 U.S. Department of Agriculture Food Access Research Atlas*.<sup>8</sup> These areas are low income with limited access to supermarkets. Low income areas are defined as those in census tracts in which median family income is less than or equal to 80 percent of the metropolitan area's median family income.

In 2016, to improve access to healthy food in the County, the Prince George's County Council unanimously approved Council Bill (CB) 25-2016, legislation that amended the definition and zoning categories for Urban Farms in Prince George's County, and allows more urban farming activities. It intended to broaden the definition of an urban farm and ensure access to fresh foods. The Greater Cheverly Sector Plan includes policies and strategies to improve residents' access to healthy foods.

## TRANSPORTATION AND MOBILITY

The Greater Cheverly Sector Plan area is largely defined by a network of highways, arterials, collector, industrial roadways, and residential streets that provide local and regional access to destinations inside and outside of the plan area. In addition to the Baltimore-Washington Parkway and US 50, which are designated by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) as limited access freeways, other major roadways serving the plan area include MD 201 (Kenilworth Avenue), MD 202 (Landover Road), and Tuxedo Road/Arbor Street.<sup>9</sup> These arterial and collector facilities provide vital and needed vehicular connections within the plan area. Local roads and streets supplement these roadways to provide neighbor and local access to and from numerous industrial, commercial, residential, recreational, and institutional land uses.

The US 50/MD 295/Baltimore-Washington Parkway interchange provides access to the sector plan industrial areas from US 50, Baltimore-Washington Parkway, MD 201, and Columbia Park Road via Tuxedo Road/Arbor Street. As constructed, this interchange includes short and substandard merge and diverge

lanes, and complex weaving patterns and ramp configurations, which contribute to challenging traffic operations, particularly for trucks. Any traffic entering and/or leaving nearby industrial areas must maneuver to access MD 201, unsignalized and fast moving MD 295 and US 50 in order to traverse the area.

Heavy truck traffic volumes on MD 201 contribute to congestion during peak periods. Minimal building setbacks in proximity to multiple unsignalized intersections on MD 201 contribute to sight distance limitations. Maryland State Highway Administration traffic count data in the sector plan area indicates a maximum weekday daily traffic volume of



Heavy truck traffic on Kenilworth Avenue (MD 201) and minimal building setbacks create challenging driving conditions.



The US 50/MD 295/Baltimore-Washington Parkway interchange is complex, and regularly includes heavy truck traffic and challenging traffic conditions.



The area is served by two orange line Metrorail stations and local bus service.



Many bus stops are poorly located and lack ADA accessible landing pads.

approximately 35,850 and 6,600 vehicles per day on MD 201 and Tuxedo Road, respectively.

The local street network within the sector plan area is generally comprised of two-lane streets, often without marked centerlines, shoulders, curbs, gutters, or sidewalks. On-street parking is permitted on most local streets in the plan area. Lack of appropriate on-street parking delineation, along with inappropriate and frequent double-parking (stopped vehicles partially or fully on the travel lanes) contribute to noticeable operational challenges in the Cheverly Industrial Park area. Property access throughout the sector plan area is often provided by wide driveways and head-in parking which requires vehicles to back out into the travel lanes.

### *Transit Facilities And Operations*

The Greater Cheverly Sector Plan area is served by two Orange Line Metrorail stations—Cheverly and Landover. Landover Station is located just outside the sector plan area, but is closest to the Landover Knolls, Radiant Valley, Oaklyn, and Newton Village neighborhoods. The Cheverly Metro Station is located within the plan area and is easiest to reach from the Town of Cheverly. Due to limited trails and sidewalks leading to the station, residents of the Englewood neighborhood have expressed

a desire for improved pedestrian access to the station. The Cheverly Metro Station is a commuter station, with a 500 space surface parking lot for daily commuters, and is a destination for regional bus service. It has one of the lowest daily ridership counts in the County. The Cheverly Metro Station also provides several Zipcar car-sharing vehicles.

The Washington Metropolitan Area Transit Authority (WMATA) and Prince George’s County both operate public bus services in the sector plan area. The public bus service is primarily provided along MD 201 (Kenilworth Avenue), MD 202 (Landover Road), Tuxedo Road, Addison Road, and Pepsi Place. Primary destinations of the public bus system in and around the area include Cheverly Metro Station, Deanwood Metro Station, and Prince George’s Hospital Center. At present, no public bus service is provided along any roadway within the industrial district.

Bus stops throughout the plan area are in poor condition. Bus shelters are virtually absent, except at the Cheverly Metro Station. Pedestrian accessibility to bus stops in the plan area is absent at many stations, particularly along Kenilworth Avenue and Tuxedo Road. Many bus stops consist of a signpost mounted in a grassy

roadside swale along the road shoulder or on a raised asphalt island without wheelchair ramps or sidewalk facilities. A bus stop serving the industrial district and along MD 201 is located in the median of the US 50/MD 295 complex ramp network, without any accessible facilities for passengers.

### *Pedestrian And Bicycle Facilities*

Pedestrian and bicycle activity were observed in several locations throughout the plan area, particularly in proximity to residential neighborhoods along Tuxedo Road and 52nd Avenue, and in proximity to the Cheverly Metro Station. However, much of the plan area is characterized by the absence of adequate pedestrian and bicycle facilities.

Sidewalks are virtually absent along MD 201 (Kenilworth Avenue), Tuxedo Road, Arbor Street, 52nd Street, and most local streets in the plan area. Where present, sidewalks and crosswalks are often in deteriorating condition or fail to comply with the Americans with Disabilities Act (ADA) standards. These conditions force many pedestrians, including those with mobility impairments, to travel in the street or in narrow shoulders along the roadside. Informal trails, or “goat paths,” where pedestrians walk in the grass along the roadside

are visible along Arbor Street and 52nd Street. The limited roadway width, vertical curvature, lack of shoulders, and significant side slopes along 52nd Street, north of Monroe Place, are extremely constraining for pedestrians.

The Anacostia tributary trail system, including a dedicated shared-use pathway for pedestrians and bicycles, is located along the Anacostia River in the western portion of the plan area. Beyond the trail system, bicycle facilities are virtually absent from the plan area. Wide shoulders are provided on MD 201 but are not marked for bicycle activity and, without sidewalks, the shoulder is shared by pedestrians and bicycles with no separation between the modes. Bicycle parking is provided at the Cheverly Metro Station, but appears very limited in other parts of the plan area.

Pedestrian and bicycle connectivity is a challenge, especially between the Cheverly Metro Station and the residential neighborhoods north of US 50. Access to the Metro station is provided exclusively from Columbia Park Road. The US 50 and WMATA tracks are major barriers between the Cheverly Metro Station and much of the plan area. Sidewalk is provided only along the west side of Columbia Park Road crossing over US 50. To the south of the Metro

station access road, pedestrians are forced to use the shoulders on Columbia Park Road. There is no accommodation for bikes on the bridge or on either approach of Columbia Park Road. The lack of sidewalks and bicycle accommodations, along with heavy truck activity on Columbia Park Road and Arbor Street near the Metro station access road, contribute to a challenging environment for pedestrian and bicycle activity in this area.

Cheverly and the areas immediately surrounding the town provide numerous opportunities and constraints for bicycle and pedestrian movement. The town features a comprehensive and well connected sidewalk network that enables residents to walk within the town’s residential areas relatively easily and comfortably. However, some of the large roads that abut and surround Cheverly create barriers to pedestrian and bicycle movement, making it difficult to walk from the town to



On-road bicycle facilities are nonexistent along most roads even on busy roadways designated as bike routes.



Pedestrians walking to the Cheverly Metro station encounter heavy traffic and narrow sidewalks.

many destinations nearby, such as shopping along MD 202, the residential communities north of MD 202, and both the Cheverly and Landover Metro Stations. On-road bicycle facilities are nonexistent along most roads. Cheverly itself has a well-connected street network that disperses traffic within town, while also calming traffic. These roads are fairly comfortable for bicyclists to travel, although adding pavement markings and wayfinding signage may be appropriate at some locations. However, the large regional highways around Cheverly are much more difficult for bicyclists

to navigate and can discourage residents from making some trips by bicycle.

Cheverly residents have identified the need to have better bicycle and pedestrian access into the trail system during previous planning studies. Opportunities for new trail connections are limited, but there are some opportunities for trails that may be feasible in the short and longer term. Previous plans, such as the MPOT, and recent legislation, such as Complete and Green Streets and Bicycle and Pedestrian Adequacy policies, have laid the groundwork to support building pedestrian and bicycle infrastructure. This sector plan will build on these efforts and prioritize residents’ and employees’ abilities to safely walk or bicycle to the area’s trail network, as well as make short transportation trips by walking or bicycling.

## PUBLIC FACILITIES

The plan area is served by a variety of public facilities provided by the County and the Town of Cheverly.

### *Schools*

Students living in the Greater Cheverly Sector Plan Area attend 17 public schools serving grades K–12. The greatest concern facing public schools is overcrowding. Current enrollment

exceeds 95 percent capacity at 11 of the 17 schools serving students living in the sector plan area. This is particularly pronounced at the elementary school level. Community stakeholders express concern that educational opportunities in local schools are limited, and many parents choose to enroll their students in private schools or move out of the area altogether. Additional concerns include the physical conditions of classrooms and other school facilities.<sup>10</sup>

### *Libraries*

The Prince George’s County Memorial Library System (PGCMLS) has two branches that serve the area— Bladensburg Branch Library (4820 Annapolis Road) and Fairmount Heights Branch Library (5904 Kolb Street). The Bladensburg Branch Library is programmed in the *FY 2016–2021 Proposed Capital Improvement Program* for design and construction of a new library to replace the existing branch built in 1974.<sup>11</sup> The new facility will be approximately 25,000 square feet on 1.26 acres. The project is expected to be complete in 2019. The Fairmount Heights Branch Library, erected in 1974, underwent major interior renovation in 2013.

### *Public Safety*

The area is served by Police Districts I and III. Both Districts meet established emergency and non-emergency response time targets. Police District I serves the largest portion of the area, and is located at the Hyattsville Justice Center (5000 Rhode Island Avenue). Police District I includes a 36-square-mile area and is the most densely populated in the County. It borders Washington, D.C. to the east and Montgomery County to the north. The Police District I Special Operations Center is located to the north of the sector plan area (6700 Riverdale Road). The Town of Cheverly maintains its own police force, which partners with the



Robert Gray Elementary School has received recognition as a National Title 1 Distinguished School.



Bike To School Day in the Town of Cheverly is an annual event at local schools.



There are ten M-NCPPC parks and five Town of Cheverly parks within the plan area.

## PARKS AND RECREATION<sup>12,13</sup>

The Greater Cheverly Sector Plan recognizes the importance of access by residents to amenities within the community, including parks and recreational facilities. Through the 2014 *Plan Prince George's 2035 Approved General Plan; Formula 2040: Functional Master Plan for Parks, Recreations and Open Space* (Formula 2040); and the *Land Preservation, Parks and Recreation Plan 2012*, M-NCPPC has established three main goals for maintaining and enhancing Commission parks: Connectivity, Health and Wellness, and Economic Development. These strategic goals will provide direction and guide the Department of Parks and Recreation into the future.

Prince George's County is projected to have over one million residents in 2040. Formula 2040 recommends constructing a multigenerational community recreational center in each of the nine parks and recreation core service areas to accommodate a growing population. Multigenerational centers can provide a variety of programs and facilities to serve the needs and interests of several communities simultaneously. The service areas were divided based on population and level of service needs for each community. Portions of the Greater



Fire and rescue response times in the plan area meet the required seven-minute maximum.

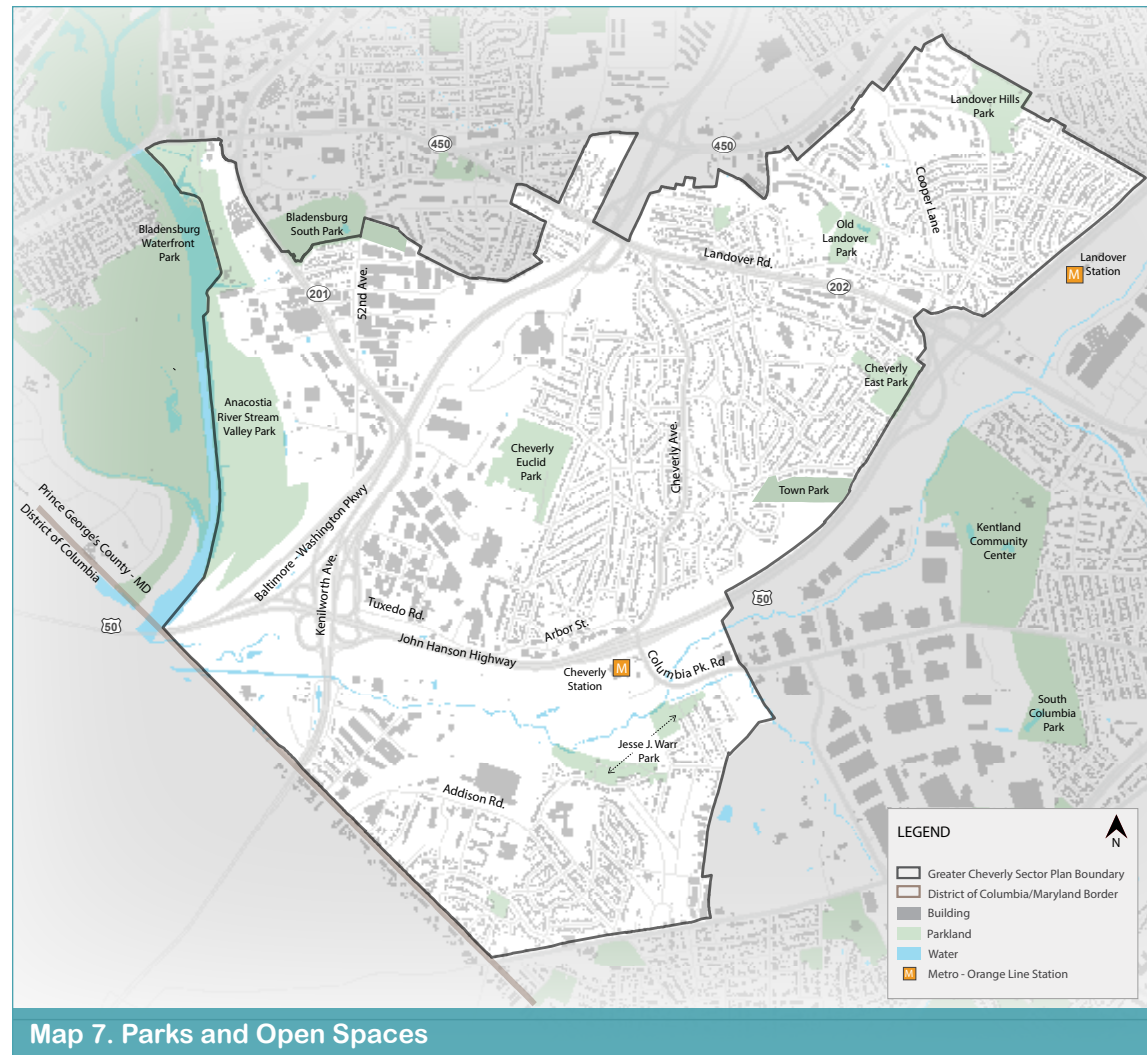
Prince George's County Police Department to respond to calls within its municipal boundaries.

The area is served by four fire and EMS rescue stations that meet the required maximum seven-minute response time. They include the following stations:

- Kentland Fire/EMS Station (7701 Landover Road)
- Landover Hills Fire/EMS Station (6801 Webster Street)
- Chapel Oaks Fire/EMS Station (5544 Sherriff Road)
- Bladensburg Fire/EMS Station (4213 Edmonston Road)

Cheverly Sector Plan area are within Service Areas 4 and 5. Service Area 4 is projected to have over 80,000 residents by 2040. To meet the service standard for this area, Formula 2040 proposes a multigenerational community center near the intersection of MD 450 and MD 410. The portion of the sector boundary that is within Service Area 5 is served by the Prince George's Sports and Learning Complex, which includes a field house, fitness center, gymnastics facility, learning center, and aquatic center. These multineighborhood-serving community centers will continue to deliver parks and recreation services in an efficient and effective manner, while also supplementing the existing community centers and parks that serve citizens within the Greater Cheverly area.

M-NCPPC owns 10 parks inside the Greater Cheverly Sector Plan area and an additional 14 parks and facilities located outside of the planning boundary, including Kentland Community Center, Prince George's Ballroom, Publick Playhouse, and Prince George's Sports and Learning Complex. These facilities are recognized as vital recreational resources for plan area communities. Furthermore,





Despite close proximity to recreation amenities, safe bicycle and pedestrian access to them from the plan area is currently limited.

five Cheverly-owned parks provide essential recreational facilities and programming opportunities for the area.

Along with the need for accessible parks, this plan emphasizes the importance of multimodal transportation that will allow residents to safely and easily travel to and from various destinations within the sector plan area.

Residents have the advantage of accessing large roadways, which connect to different parts of the County. Unfortunately, these same roadways, coupled with the lack of pedestrian transportation facilities, limit residents' and employees' opportunities to use nonmotorized travel alternatives within the area. Through guidance from area residents, previous

Prince George's County transportation studies, and the 2016 *Draft Trails Master Plan*, the Greater Cheverly Sector Plan highlights the need for an interconnected system of trails. The trail system envisions connecting to existing parks, recreational facilities, neighborhoods, places of employment, and transit stations to alleviate the demand for alternative transportation. Continuous sidewalks and trail connections can improve safety and comfort for all walking, bicycling, and public transit users.

## PUBLIC PARTICIPATION PROCESS

A public participation program is a critical element of any planning process. Adequate public notice and comment are vital to ensure that the planning documents truly reflect the views of the stakeholders, interested organizations, and agencies in the County. Therefore, the public participation process for the Greater Cheverly Sector Plan encouraged participation by all stakeholders potentially affected by the plan. Prior to the initiation of the Greater Cheverly Sector Plan, the planning team conducted a series of interviews with local stakeholders to learn more about key concerns, issues, and opportunities in the sector plan area. The stakeholders represented a spectrum of views and experiences in the area, including civic associations, municipal leaders and committees, religious organizations, business owners, property owners, government officials, implementing agencies, and advocacy groups. Their input provided essential insight into existing conditions, and directly informed issues and concerns addressed in the sector plan.

The Greater Cheverly Sector Plan was formally initiated in September 2015. Following plan initiation, the planning team held two community meetings to expand community

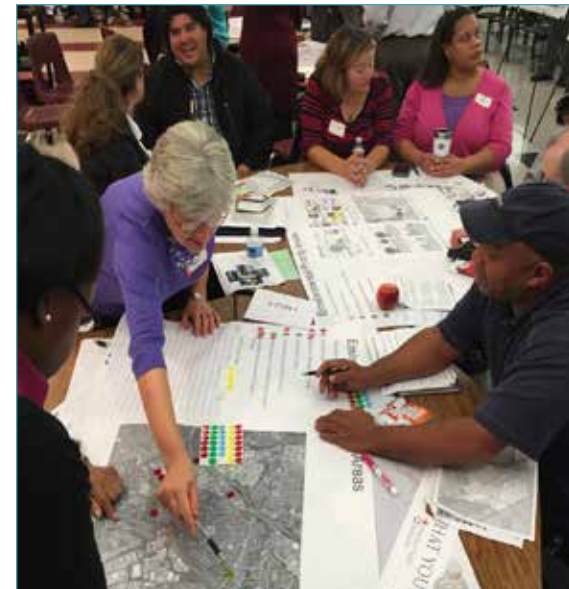
engagement. The first community meeting took place in December 2015 and focused on new infill and redevelopment opportunities at the Prince George’s Hospital site, Tuxedo Road/ Arbor Street, 52nd Avenue, and Cheverly Metro Station. It also included an in-depth discussion of transportation and environmental conditions in the plan area. The second community meeting was held in January 2016 to present, discuss, and refine short-, medium-, and long-term design and improvement concepts. The improvement concepts, which stemmed from community insights discussed during the December 2015 meeting, ultimately shaped the vision for the sector plan.

In June 2016, the planning team launched a Community Advisory Committee comprised of key community stakeholders to review and comment on the policies and strategies included in early draft sector plan elements. The Community Advisory Committee held five meetings between July and September 2016, and provided invaluable input that helped shape the specific goals, policies, and strategies included in the sector plan elements. The Community Advisory Committee meetings were open to, and regularly attended by, members of the general public. Community Planning staff

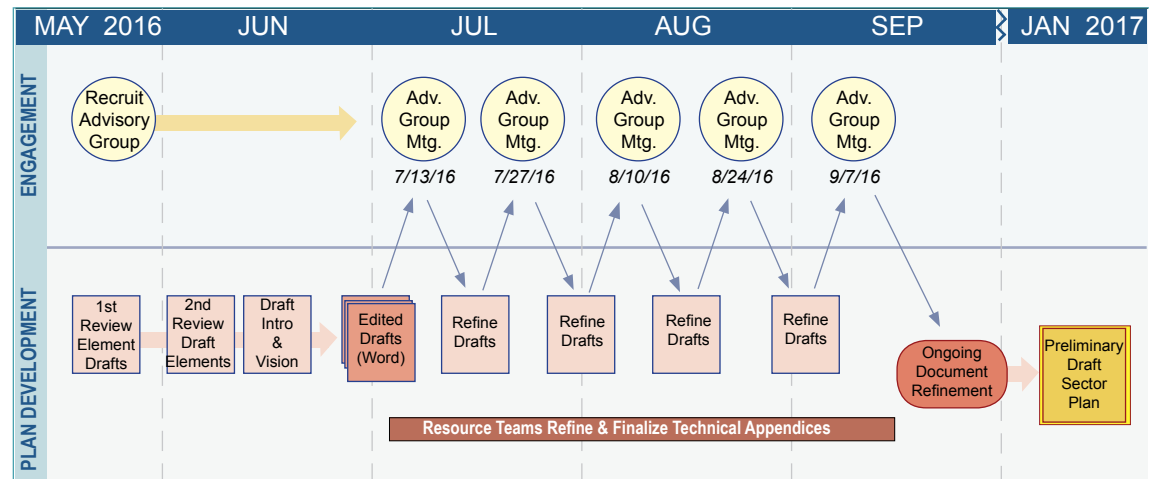
incorporated community comments into the sector plan elements.



Community Advisory Committee members discuss plan policies and strategies.



Area residents providing input at a public workshop.



Community Advisory Committee and Plan Development Process

## ASSETS AND CHALLENGES

The Greater Cheverly Sector Plan area extends from the Washington, D.C. line to MD 202 (Landover Road), and includes areas north and south of US 50. It borders the Washington, D.C., and is a gateway to Prince George's County for those traveling east on US 50. It boasts historic and stable neighborhoods, and strong employment. This sector plan seeks to build on the Greater Cheverly area's assets and capitalize on opportunities to ensure that all who live and work there enjoy a high-quality experience. It also identifies issues and conditions that are challenging to growth and investment, and presents recommendations for improvement.

### Assets

The area has significant assets, including:

- Civically engaged municipal and residential communities.
- Proximity to Washington, D.C.
- Industrial areas supporting approximately 4,000 jobs.
- The US 50/Baltimore-Washington Parkway/Kenilworth Avenue interchange is a gateway into the industrial area and Prince George's County.
- Opportunity sites for infill and redevelopment, including the Prince George's Hospital property, the jointly-owned property (Redevelopment Authority and Town of Cheverly) on MD 450 (Annapolis Road), and Fairmont Heights High School.
- Stable, family-friendly residential neighborhoods with long-time residents and community pride.
- Proximity to parks and recreation facilities, the Anacostia River and the Anacostia Heritage Trail network.
- The Cheverly and Landover Metro Stations provide direct access to Washington, D.C.



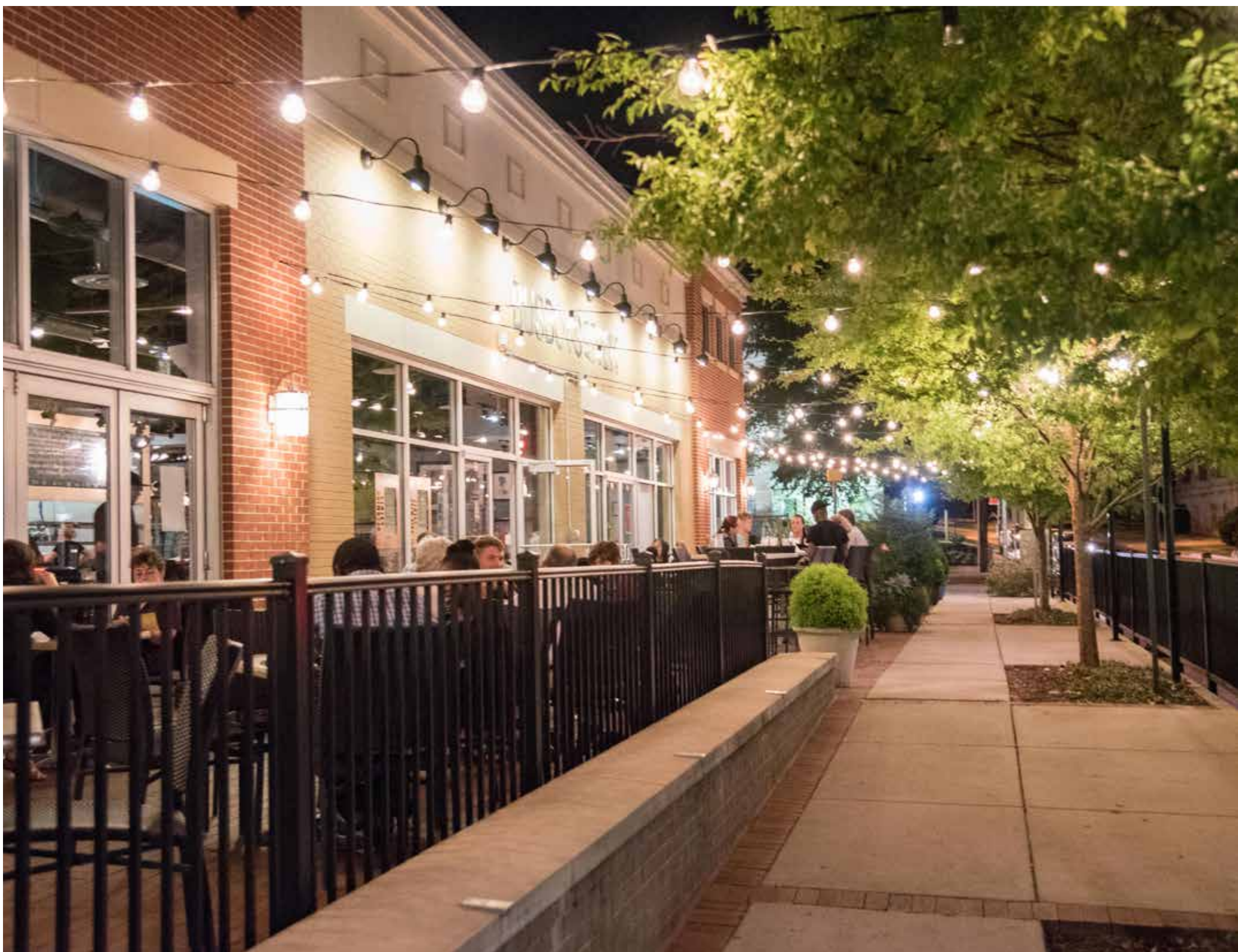
## Challenges

Despite the area's many assets and locational advantages, there are many challenges that have limited revitalization and require mitigation for the community's vision to take shape.

Challenges include:

- A lack of sidewalks and pedestrian safety features in the industrial and commercial areas.
- Ridership at the Cheverly Metro station is the lowest of any station in the Metrorail system.
- Numerous physical barriers hindering access to the Cheverly Metro Station (e.g., US 50, industrial uses, environmentally-sensitive lands).
- US 50, the Baltimore-Washington Parkway and MD 201 (Kenilworth Avenue) are major physical barriers.
- Lack of access and wayfinding markers throughout the area, particularly leading to Prince George's Hospital and Cheverly Metro Station.
- Existing stormwater management features are inadequate and there is a lack of easy and affordable solutions to manage heavy rainfall, leading to regular flooding on US 50 and in industrial areas along Arbor Street and Tuxedo Road.
- Truck traffic through industrial areas is high, with poor access to major roadways causing cut-through traffic in residential neighborhoods.
- Vacant and underutilized industrial properties are unattractive and show signs of deferred maintenance.
- Lack of high-quality local-serving retail and commercial uses, and neighborhood-focused gathering places.





A map of Cleveland, Ohio, showing various neighborhoods and transportation routes. The map is overlaid with a semi-transparent white layer. A horizontal teal line runs across the middle of the map, intersecting the text. The text 'SECTION 3' is in a large, black, sans-serif font, and 'ELEMENTS' is in a smaller, teal, sans-serif font below it. The map shows neighborhoods including Newton Village, Oaklyn, Landover Knolls, Radiant Valley, and Englewood. Major roads like I-480, I-201, I-202, and I-50 are marked. Landover Station and Cheverly Station are also indicated.

# SECTION 3 ELEMENTS

450

450

201

202

50

NEWTON  
VILLAGE

OAKLYN

LANDOVER KNOLLS

RADIANT VALLEY

Landover  
Station

Baltimore Washington Pkwy

Kenilworth Ave.

Tuxedo Rd.

Arbor St.

Cheverly  
Station

Addison Rd.

ENGLEWOOD

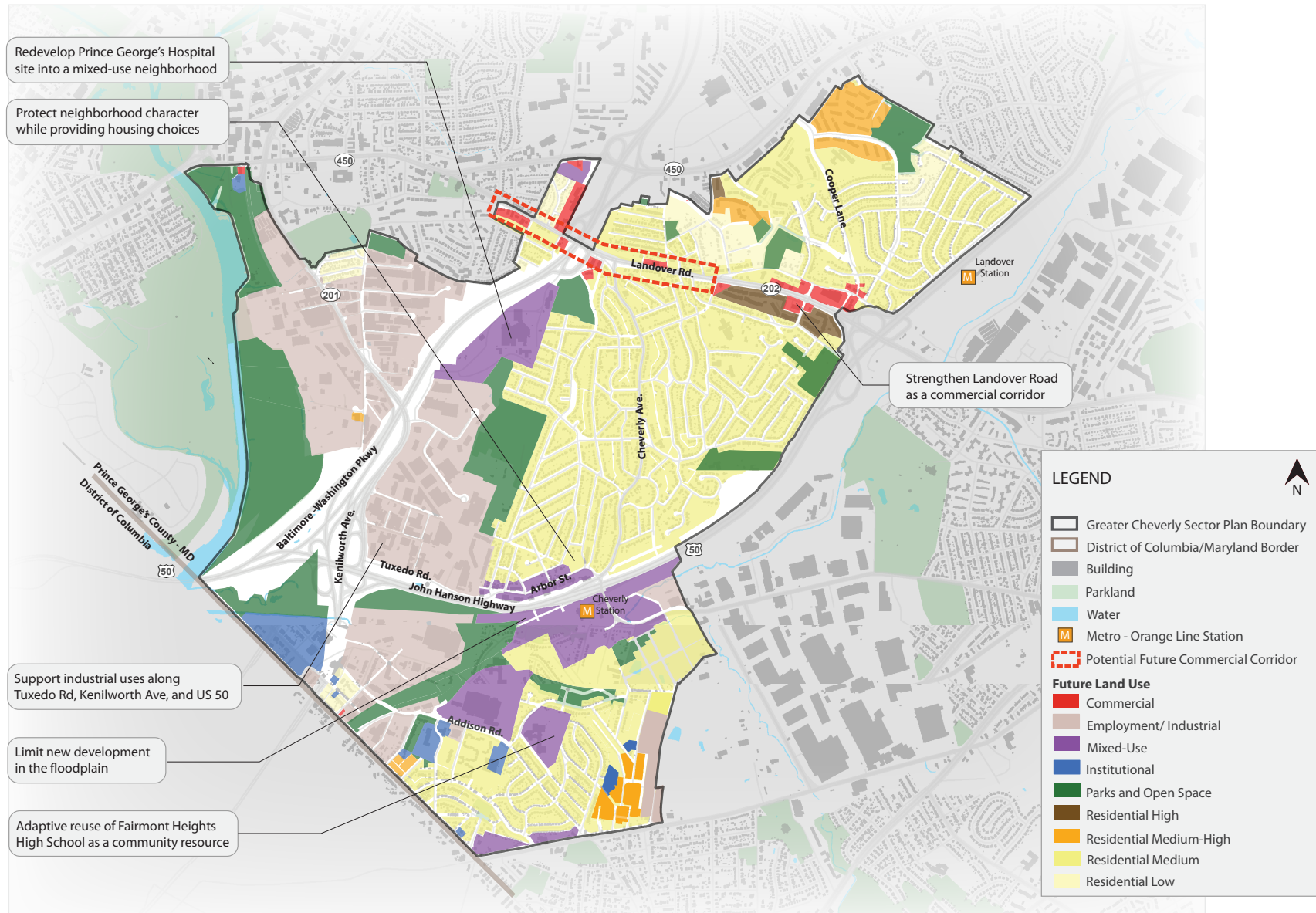
Cooper Lane

Landover Rd.

George's County - MD

50

Columbia



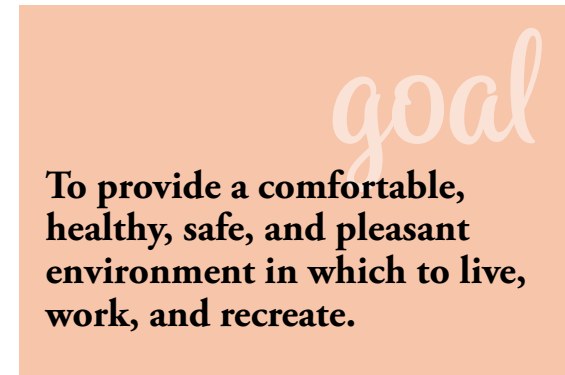
Map 8. Land Use Element Overview

## LAND USE ELEMENT

The plan area is predominately residential, with 32 percent (790 acres) of land area dedicated to housing. Residential uses are located along three state roadways—MD 202 (Landover Road), US 50, and the Baltimore-Washington Parkway—and include single-family houses, townhouses, apartments, and condominiums. Industrial uses comprise 14 percent (339 acres) of the total sector plan area and are generally located along MD 201 (Kenilworth Avenue), Tuxedo Road, Arbor Street, and just south of US 50. Industrial uses in the area include storage and warehousing, vehicle repair, distribution and production services, and material recycling. The Greater Cheverly Sector Plan includes the

Prince George’s County Hospital, and is served by the Cheverly and Landover Metro Stations.

The existing zoning generally reflects the current land use patterns. Prior to plan adoption, the Prince George’s County Planning Department was midway through the Countywide Zoning Rewrite, a multiyear effort to streamline and modernize the current Zoning Ordinance and Subdivision Regulations. The Land Use Element provides policies and strategies to guide future zoning considerations across the sector plan area.





The Prince George's County Hospital site provides an opportunity to create a new mixed-use neighborhood with housing, plazas, gathering and green spaces.

### **POLICY 1**

Redevelop the Prince George's County Hospital site into a mixed-use neighborhood after the hospital relocates to a new campus in Largo.

#### *STRATEGIES*

**LU 1.1** Rezone the Prince George's Hospital site to allow medium- to medium-high-density residential development, along with other forms of development that support residential living and walkability, including a mix of uses such as retail, entertainment, personal, and other services.

**LU 1.2** Ensure that future development is compatible with surrounding neighborhoods while providing new residential options through a mix of housing types and tenures, including units to meet the needs of seniors and other special needs populations.

**LU 1.3** Prioritize site design that is environmentally sensitive, preserves natural areas and publicly accessible recreational and open spaces, respects natural features, and promotes sustainability.

**LU 1.4** Include public gathering areas such as patios, plazas, benches, and dog parks.

**LU 1.5** Incorporate any remaining medical uses into overall site design so that they integrate seamlessly with new development.

**LU 1.6** Prioritize access to the site through improvements to ingress and egress routes, as well as new connections to the existing street grid in the Town of Cheverly at Lockwood Road and Inwood Street.

## POLICY 2

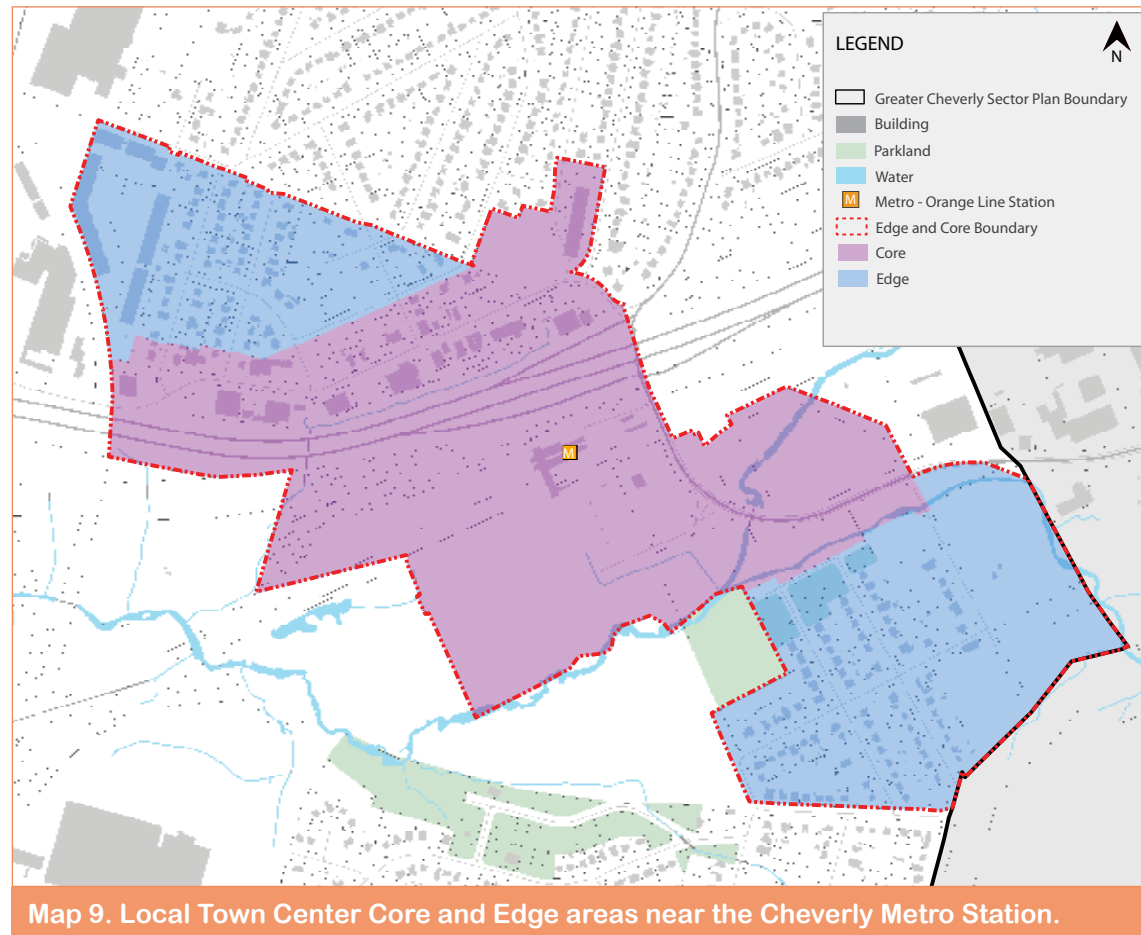
Amend the Local Transit Center (LTC) boundary as identified in the 2014 Plan Prince George's 2035 Approved General Plan (Plan 2035) to focus redevelopment in core and edge areas around the Cheverly Metro Station and Arbor Street, and to limit development in the floodplain.

### STRATEGIES

**LU 2.1** Promote redevelopment along Arbor Street from the CSX Railroad tracks to Cheverly Avenue in order to allow a mix of residential, retail, and office uses.

**LU 2.2** Facilitate parcel assembly along Arbor Street to encourage redevelopment in the Local Transit Center Core and implement the vision of a walkable main street.

**LU 2.3** Support redevelopment at the Cheverly Metro Station to allow a mix of residential, retail, and office uses, while ensuring the preservation of surrounding environmentally sensitive lands.





Adaptive reuse of Fairmont Heights High School provides new opportunities for future community uses.

educational and institutional uses, arts and entertainment uses, and multifamily residential.

**LU 3.2** Conduct a feasibility study that examines financially sustainable adaptive reuse and rehabilitation opportunities at the site, including an analysis of potential uses such as affordable housing, senior housing, housing for special-needs populations, community education and recreation, and performing arts and cultural uses.

**POLICY 4**

Preserve industrial uses along Tuxedo Road, Kenilworth Avenue, and south of US 50 in order to capitalize on the area’s strategic locational advantages, strengthen the local economy, and increase employment in Prince George’s County.

*STRATEGIES*

**LU 4.1** Protect industrial uses that are important for the County’s economic growth.

**LU 4.2** Allow the inclusion of retail and commercial uses in the industrial areas to serve residents, businesses, and their employees.



Expanding retail options supports local businesses and employees.

**POLICY 3**

Adaptively reuse Fairmont Heights High School (Historic Site 72-064) as a financially sustainable community resource.

*STRATEGIES*

**LU 3.1** Rezone the Fairmont Heights High School property (currently R-55) to allow for small-scale, low-intensity, and mixed-use development, including commercial development that provides goods and services serving the needs of neighborhood residents such as retail sales and services, personal services,

**LU 4.3** Mitigate negative impacts of industrial uses on surrounding neighborhoods through the inclusion of buffers—such as landscaping, screening, or other measures—that limit noise, pollution, stormwater runoff, and unsightly properties.

## POLICY 5

Limit new development in the floodplain and encourage maintenance and repair of existing properties.

### STRATEGIES

**LU 5.1** Consider rezoning properties located in the FEMA Floodplain (see figure xx) in order to limit further development and maintain the primary use of the land for the preservation and protection of significant environmental features and functions.

**LU 5.2** Preserve and protect natural resources in the sector plan area while providing for their use and enjoyment, including recreation and entertainment, visitor accommodation, and supporting public facilities.

**LU 5.3** Ensure any new development is designed to be compatible with ecological preservation and protection.



Support employment-serving uses to enhance the attractiveness of the industrial areas.



Landscape screening improves aesthetics and supports broader ecological goals.



Varying housing types provide opportunities for residential choice.

### **POLICY 6**

Protect neighborhood character while providing opportunities for residential housing choice.

#### *STRATEGIES*

**LU 6.1** Facilitate infill development and redevelopment that is compatible with neighborhood context and character.

**LU 6.2** Encourage development that provides for residential housing choice, affordability, and diversity with varying housing types, densities, and designs including multifamily, two-family, three-family, and townhouse dwellings; small-

lot, single-family detached dwellings; live/work units; and accessory apartments. Potential locations include:

- Prince George’s County Hospital property
- Fairmont Heights High School
- Hoyer Elementary School
- “Addison Row” property
- The Pointe property
- Others identified as the market evolves over time



New development should be context-sensitive and reflect neighborhood character.

**POLICY 7**

Strengthen MD 202 (Landover Road) as a commercial corridor that accommodates a mix of uses and provides local shopping, dining, and gathering opportunities for residents in the surrounding areas.

*STRATEGIES*

**LU 7.1** Promote infill development and redevelopment on commercially zoned properties that concentrate retail sales and services, office, and dining establishments near existing activity nodes.

**LU 7.2** Encourage development that is pedestrian-oriented and serves to strengthen Landover Road's sense of place as a main street to surrounding residential neighborhoods.

**LU 7.3** Ensure that redevelopment and infill development are consistent with the context and character of the surrounding neighborhoods.

**LU 7.4** Encourage medium-density residential development on the upper floors of nonresidential establishments.

**LU 7.5** Consider future rezoning of residential properties fronting on Landover Road to accommodate neighborhood-serving retail, services, and dining, and to extend the commercial corridor from the existing retail node at the intersection with Kilmer Street toward future redevelopment of the Prince George's County Hospital site.



Large surface parking lots along MD 202 offer opportunities for pedestrian-scale infill development.



Infill development can provide additional shopping, dining and gathering options.



Gathering spaces can be created in underutilized spaces to create a public amenity in the industrial district.



Facade improvements and public art improve visual appeal.

### **POLICY 8**

Catalyze revitalization in the Kenilworth Avenue industrial area through right-of-way and public space improvements, promoting redevelopment, and encouraging a mix of uses.

#### *STRATEGIES*

**LU 8.1** Ensure that zoning for parcels fronting Kenilworth and 52nd Avenues allows the inclusion of employment-serving retail, commercial, and mixed uses.

**LU 8.2** Facilitate redevelopment and façade improvements to key properties near the intersection of MD 201 (Kenilworth Avenue) and 52nd Avenue to create a visual focus within the industrial district.

**LU 8.3** Create a pedestrian-friendly gathering space that improves aesthetics and provides a public amenity by making improvements in the right-of-way at the intersection of MD 201 (Kenilworth Avenue) and 52nd Avenue.

**LU 8.4** Incorporate streetscaping, landscaping, and public art to improve the area's visual appeal.

**LU 8.5** Conduct an inventory and evaluation of industrial property conditions in the area to determine which properties have high levels of pollution or contamination due to industrial uses.

**POLICY 9**

Redevelop the properties owned by the Redevelopment Authority and the Town of Cheverly known as “The Pointe.”

corridor as recommended in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*.

*STRATEGIES*

**LU 9.1** Conduct a market analysis and feasibility study to identify the most appropriate use for the redevelopment of the site.

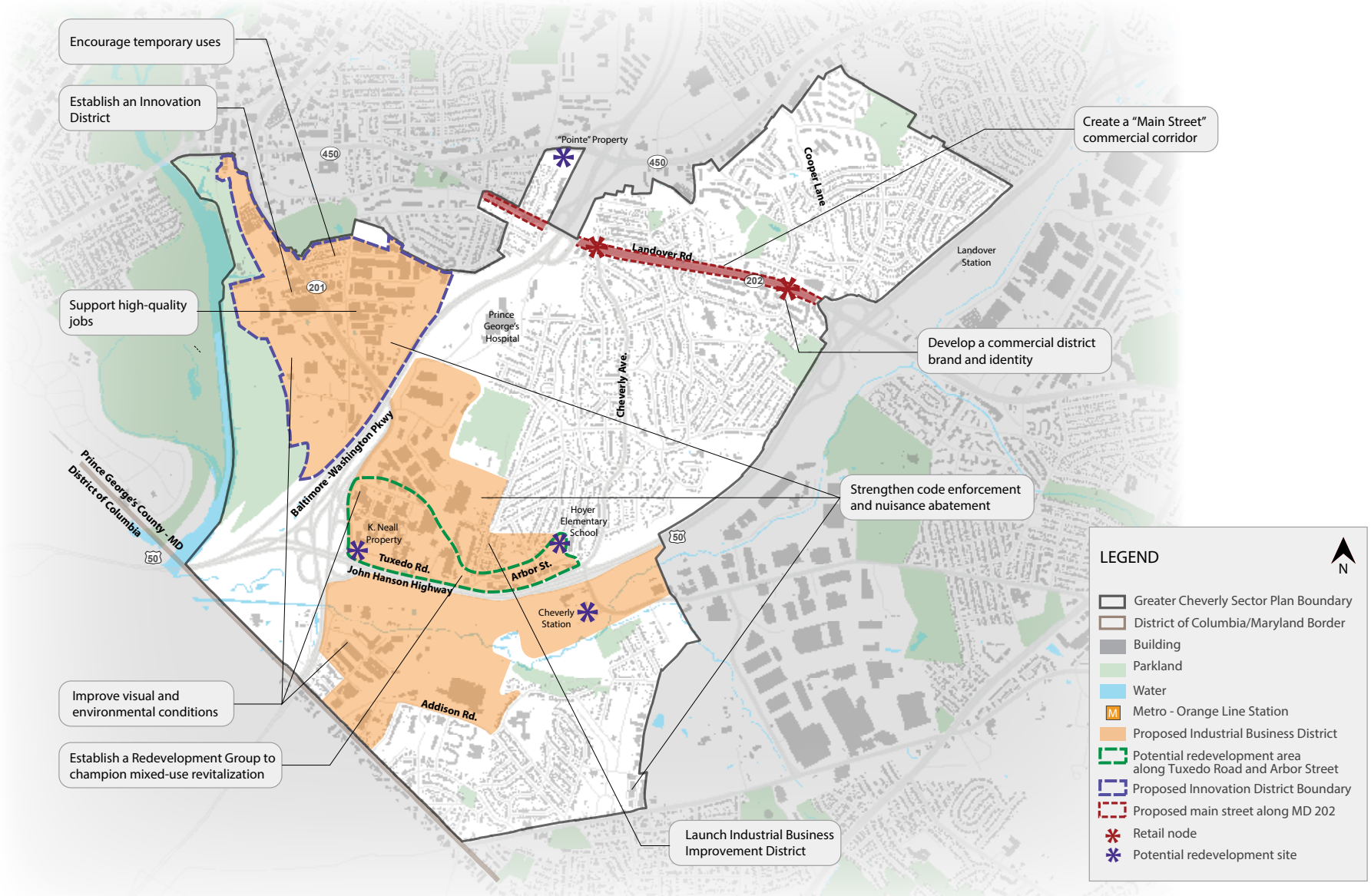
**LU 9.2** Release a Request for Proposals (RFP) for redevelopment based on market study findings that aligns with recommended commercial development along the MD 450



Redevelopment of "The Pointe" should align with recommended commercial development along MD 450.



### Economic Prosperity Overview



Map 10. Economic Prosperity Overview

## ECONOMIC PROSPERITY ELEMENT

The Greater Cheverly Sector Plan area contains a wide range of economic uses, including heavy and light industrial, office, retail, and institutional. Located adjacent to Washington, D.C., the area boasts healthy and vibrant commercial areas with low vacancy rates and over 6,000 jobs. The majority of these jobs are in the industrial sector, which currently includes approximately 3.8 million square feet of rentable building area with a vacancy rate of 8.4 percent. The sector plan area's industries and economic health are bolstered by excellent regional transportation connections, including two limited-access highways— MD 295 (Baltimore-Washington Parkway) and US 50 (John Hanson Highway)—and multiple major rail lines, including CSX, Amtrak, and Metrorail.

At the heart of the Greater Cheverly Sector Plan area's economic vitality are its industrial districts, which include The Cheverly Industrial Park, the Tuxedo Industrial Park, and unnamed areas along Kenilworth Avenue and south of US 50. The industrial districts support approximately 4,000 jobs and are important to the County's economic prosperity. However, in many cases, industrial, commercial, residential, and parkland uses are located adjacent to one another with limited

buffering between incompatible uses.

This Economic Prosperity element includes policies and recommendations to support employment and strengthen and diversify the local industrial economy, while concurrently improving code enforcement and mitigating nuisances and environmental degradation.

In addition, the Greater Cheverly Sector Plan seeks to enhance the area's retail and commercial areas. Despite older building stock, the retail and commercial areas in the sector plan area are healthy and promising. Office and retail vacancy rates are very low (under 2 percent) and include 27.9 square feet of retail space per capita, a figure well above the national average of 22 square feet per capita. These figures indicate that the retail and commercial sectors in the Greater Cheverly Sector Plan area have strong revitalization potential.

Residents express a desire to improve retail and commercial experiences in the area. They envision more walkable, pedestrian-oriented shopping and dining opportunities, as well as attractive areas for community gathering. In light of high-quality redevelopment nearby in Washington, D.C. and Hyattsville, residents support visual quality enhancements to existing commercial

*goal*

**To create a diverse, innovative, and competitive economy that generates a range of well-paying jobs, while providing desired goods and services to residents and businesses.**

areas along MD 202 (Landover Road) through façade improvements, streetscaping, public art, and redevelopment in order to establish the area as a County retail destination. In addition, Cheverly residents have expressed strong support for walkable, mixed-use redevelopment along Tuxedo Road, Arbor Street, and at the Cheverly Metro Station. Therefore, the plan includes policies and strategies to initiate a multipronged economic development approach that supports and strengthens revitalization in retail and industrial districts, and lays the foundation for redevelopment and economic growth.

**POLICY 1**

Enhance MD 202 (Landover Road) as the Greater Cheverly Sector Plan area's main street, with a focus on increasing walkability, providing gathering places, and diversifying retail and commercial offerings.

*STRATEGIES*

**EP 1.1** Adopt a main street economic development approach to strengthening MD 202 (Landover Road) as a retail and commercial destination, with the first phase of improvements focused at the existing retail node centered around the intersection of Landover Road and Kilmer Street.

**EP 1.2** Create and support the organization of an MD 202 (Landover Road) business association to facilitate collaboration between community stakeholders, business and property owners, public agencies, and private investors.

**EP 1.3** Develop a Landover Road commercial district brand and identity that reflects local community character and markets the area as a retail destination.

**EP 1.4** Support ongoing coordination between businesses, residents, and public agencies around

issues relating to streetscaping, capital, and public space improvements.

**EP 1.5** Encourage commercial property owners to locate temporary public events—such as farmers markets, vendor fairs, family events, and arts and cultural events—in parking lots and other underutilized areas in order to increase foot traffic and strengthen local retail visits.

**EP 1.6** Conduct outreach and provide technical assistance to businesses and property owners to identify grants, encourage physical improvements, and diversify tenanting.

**EP 1.7** Develop a façade improvement program that assists local property owners with dated building exteriors and improves commercial district aesthetics and retail attraction.

**EP 1.8** Collaborate with property owners to help shape, support, and encourage redevelopment or improvements to their parcels to enhance the visual quality of the area and create new commercial opportunities and public outdoor gathering spaces.

**EP 1.9** Encourage property owners to extend pedestrian-oriented retail opportunities along the length of Landover Road between US 50 and

The Baltimore-Washington Parkway as the real estate market evolves.

**EP 1.10** Support redevelopment of commercial properties located at the intersection of Hospital Drive and MD 202 (Landover Road) to provide an additional retail node along the main street and new opportunities for retail and public gathering. Redevelopment should coordinate with future development at the Prince George's Hospital property and any future redesign of Hospital Drive.

**EP 1.11** Facilitate installation of coordinated gateway artwork near the intersections of MD 202 (Landover Road), the Baltimore-Washington Parkway, and US 50 in order to clearly mark the main street and define a sense of place.

## The Main Street Approach<sup>13</sup>

The National Main Street Center, a subsidiary of the National Trust for Historic Preservation, has developed a tested revitalization framework for historic downtowns and neighborhood commercial districts called the Main Street Approach. This framework has a 35-year track record of leading the transformation of older commercial areas into vibrant, people-centered places to live, work, and play. Across the country, the Main Street Approach has been implemented in over 2,000 places to effectively catalyze reinvestment, create jobs, and inspire local pride. Implementation of the Main Street Approach draws on the dedication of local stakeholders and leverages existing assets to spark revitalization and sustain improvement over time.

The Main Street Approach is a revitalization methodology that balances communities' desires for long-term change with short-term, inexpensive and place-based activities that attract people and generate momentum. It begins with the creation of a community-driven vision for Main Street success that is grounded in a solid understanding of an area's local

and regional market competitiveness. The vision provides a foundation for the community's unique identity, while balancing expectations and ideals, perceptions, opportunities and challenges. Achieving the vision relies on community leadership to identify Community Transformation Strategies that provide clear priorities and direction to achieve measurable revitalization efforts. Effective transformation strategies target an area's economic vitality, design, promotion and organization.

The Greater Cheverly area does not have a historic main street or neighborhood commercial corridor that favors the type of people-oriented experiences that residents seek today. However, MD 202 (Landover Road) has an established commercial heart centered at the intersection of Kilmer Street and Landover Road. This sector plan recommends applying and adapting the Main Street Approach to revitalize and enhance the area's existing shopping district on Landover Road, promote it as a local destination of choice, and position it for future investment and redevelopment.





Collaborating with local property owners supports coordinated capital investment and owner-initiated improvements.

**EP 2.2** Establish a Redevelopment Group comprised of local stakeholders and property owners to champion redevelopment in the area.

**EP 2.3** Encourage the Redevelopment Group, property owners, and the Town of Cheverly to implement pilot projects and pop-up events that support the vision for revitalization and catalyze redevelopment interest in the area.

### POLICY 3

Prioritize code enforcement and nuisance abatement.

#### STRATEGIES

**EP 3.1** Implement the recommendations in Prince George’s County’s 2013 *Property Standards Reform Action Plan*.<sup>15</sup>

**EP 3.2** Collaborate with businesses in need of assistance to bring their properties into compliance through advanced notification of enforcement, technical assistance, and identification of funding needs and sources.

**EP 3.3** Identify high-impact opportunities to enhance appearance and environmental performance beyond minimum standards. Support partnerships between property owners

### POLICY 2:

Create the social and physical infrastructure to support mixed-use redevelopment along Tuxedo Road and Arbor Street.<sup>14</sup>

#### STRATEGIES

**EP 2.1** Conduct a feasibility study of the commercial and residential mixed-use redevelopment potential of properties located along Arbor Street and Tuxedo Road, including key opportunity sites such as the Hoyer Elementary School, the Cheverly Metro Station, and the K. Neall property on the corner of Kenilworth Avenue and Tuxedo Road.



A local Redevelopment Group can champion revitalization efforts in the area.

and the County to implement and promote best practice standards.

**EP 3.4** Coordinate capital improvements with owner-initiated improvement efforts so that public investments support the initiative of private property owners who organize with their neighbors to improve private property conditions.

## POLICY 4

Designate and support the launch of an industrial business improvement district (BID) in the industrial areas.<sup>16</sup>

### STRATEGIES

**EP 4.1** Launch a BID and develop a long-term funding and institutional support strategy in order to support ongoing business organization and business development activities in the area.

**EP 4.2** Create a front-office function for implementing revitalization by assigning a dedicated BID staff person to serve as a primary point of contact for the program, monitor progress on a more specific implementation work plan, undertake implementation activities not delegated to other public or private entities, and prioritize and coordinate activities of collaborating implementers.

The following activities are key to supporting the success of the industrial improvement:

- Business organization.
- Industrial area marketing, branding, and business attraction and retention.
- Technical assistance and portal to available funding for businesses and property owners interested in property improvements, attracting tenants and relationship building with environmental and innovation/technology focused entities to advance more sustainable, technology-focused land use in the area.
- Coordination and liaison among businesses, residents, and government agencies around issues of enforcement and redevelopment.
- Assistance and coordination with continued planning in the area.
- Resource gathering to the area and the implementation of a funding strategy.



An industrial BID acts as the liaison between public agencies and businesses.



An industrial BID provides technical assistance, marketing and branding to strengthen business attraction.



Stronger code enforcement improves visual and environmental conditions.



Small-scale and shared facilities support innovation and start ups.

## POLICY 5

Strengthen regional industrial real estate market competitiveness through improved visual and environmental conditions.

### STRATEGIES

- EP 5.1** Encourage facility improvements as uses develop to support upgrades to parking, storage, and loading docks.
- EP 5.2** Facilitate business connections to federal, state, County, and other funding sources that can increase business operations and facility improvements.
- EP 5.3** Address lack of buffering between housing and industrial activities by requiring the incorporation of additional fencing and vegetation to screen industrial uses.
- EP 5.4** Promote the County’s Rain Check Program to property owners in order to support improved access to financial assistance for vegetative screening and stormwater improvements.
- EP 5.5** Coordinate economic revitalization and urban design strategies in the industrial areas.

## POLICY 6

Establish an innovation district in the industrial areas west of the Baltimore-Washington Parkway that is centered around the intersection of 52nd and Kenilworth Avenues.

### STRATEGIES

- EP 6.1** Encourage the inclusion of small-scale facilities to accommodate innovative, light-industrial production, such as co-working and “maker” spaces, shared commercial kitchens, start-up incubators, and other entrepreneurial enterprises.
- EP 6.2** Encourage the inclusion of new smaller-scale retail to provide dining and convenience shopping options for employees and consumers.
- EP 6.3** Develop districtwide branding, marketing, and technical assistance to property and business owners to support the attraction of new businesses and jobs.

**POLICY 7**

Allow temporary uses that can contribute economic benefits through minimal improvements while vacant and underutilized properties await full redevelopment.

*STRATEGIES*

**EP 7.1** Reduce regulatory barriers to the establishment of creative, desirable temporary uses that advance the objectives and placemaking principles necessary for revitalization, including interventions such as pop-up parks, public art, landscaping, and special events.

**EP 7.2** Establish appropriate standards, such as screening and mitigation of environmental impacts, which govern less desirable but permitted uses, allowing such uses to make a positive economic contribution.

**POLICY 8**

Support the attraction and retention of high-quality jobs in the area.

*STRATEGIES*

**EP 8.1** Improve public transit connections and service to industrial areas, with particular attention to expanding service in off-peak hours to meet the needs of shift workers and others working nonbusiness hours.

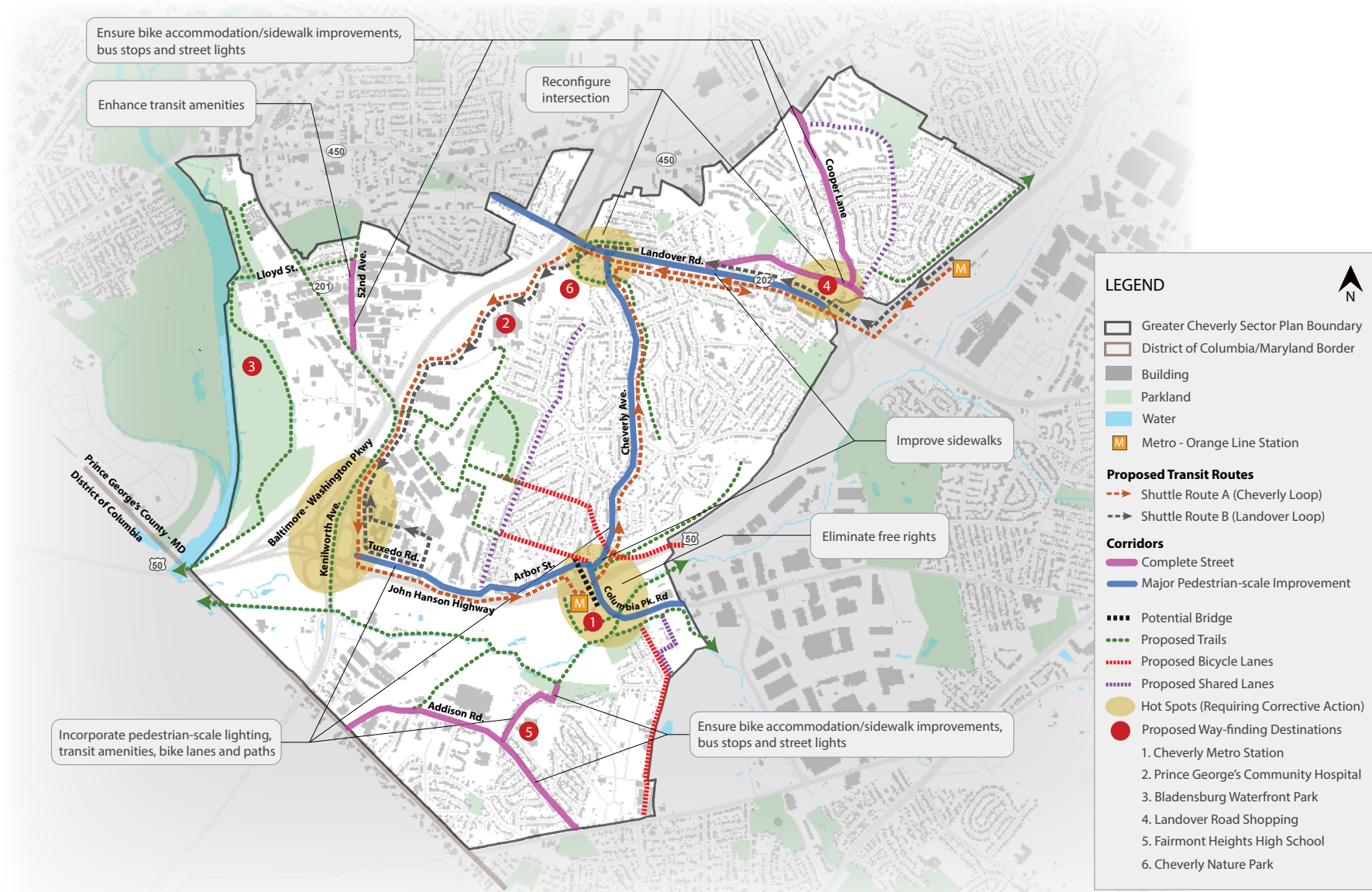
**EP 8.2** Support small-scale retail, convenience, and dining uses, where appropriate, to provide amenities to area workers, improve marketability of properties, and support revitalization goals.

**EP 8.3** Facilitate connection to the Small Business Administration, the Economic Development Corporation, Financial Services Corporation, Maryland Department of Commerce, Maryland Technology Development Corporation (TEDCO) and other potential funding sources to support workforce development and increase hiring in the area.

**EP 8.4** Encourage employers to create additional high-quality jobs by supporting workforce development partnerships with the Economic Development Corporation and local community colleges, vocational schools, and universities.



Vigilante Coffee in Hyattsville, MD



Map 11. Transportation and Mobility Element Overview

## TRANSPORTATION AND MOBILITY ELEMENT

The Greater Cheverly Sector Plan area is located at the confluence of the Baltimore-Washington Parkway, US 50 (John Hanson Highway), and MD 202 (Landover Road). While these roads provide convenient access for motorists, they act as barriers to people walking, bicycling, and riding transit. Relatively high traffic volumes, peak period congestion, and high operational speeds discourage people from using these alternative transportation modes, which perpetuates the traffic congestion and transportation operational challenges.

Previous planning efforts and studies have explored methods to address the significant barriers to walking, bicycling, and transit use while reducing truck and automobile congestion in the sector plan area. These plans envisioned a truly multimodal vision through the construction of pedestrian bridges, reconfiguring of freeway ramps, and comprehensive re-engineering of existing routes that leverage the proximity to two Metrorail stations and the Anacostia River Trail. These projects are still important to actualizing the multimodal vision, but are not implementable in the near- or mid-term due to high construction costs, and the lack of needed rights-of-way. Although

this plan continues to support these large-scale projects, the plan's implementation section recommends a series of short- and mid-term measures that focus on improving walking, bicycling, and transit use within the existing transportation system. The Greater Cheverly Sector Plan aims to increase the comfort and convenience of active transportation, and to establish a foundation for multimodal transportation that is necessary to implement the large-scale recommendations of the previous plans. The recommended measures are also consistent with the recommendations outlined in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2016 *Draft Trails Master Plan for Prince George's County*.<sup>17</sup>

This plan further recognizes that road, sidewalk, and trail maintenance and construction responsibilities are shared among developers and different implementing agencies that operate in the sector plan area, including the Maryland State Highway Administration (SHA), the Washington Metropolitan Area Transit Authority (WMATA), Prince George's County Department of Public Works & Transportation (DPW&T), the Department of Parks and Recreation (DPR), and the Town of Cheverly. To this end, the

goal

**To develop and maintain a multimodal transportation system that facilitates safe and accessible movement of people seamlessly between transit nodes, residential neighborhoods, shopping districts, recreational areas, and industrial zones.**

sector plan recommends that all developers and implementing agencies continue to coordinate with each other regarding new construction, maintenance, and studies in the sector plan area to help create a comprehensive transportation network for all users.



Bicycle parking supports active transportation and multimodal connectivity.

**POLICY 1**

Encourage Complete Streets and connectivity.

*STRATEGIES*

**TM 1.1** Ensure that all street improvement, development, and redevelopment projects in the Greater Cheverly Sector Plan area follow Complete Streets principles and integrate active transportation improvements which meet Americans with Disabilities Acts standards into the street design. Transportation facilities should emphasize multimodal travel connecting all parts of the Greater Cheverly Sector Plan area.

**TM 1.2** Promote agency and developer collaboration toward building active transportation amenities, such as sidewalks,

bicycle facilities, crosswalks, mid-block crossings (when appropriate), curb ramps, pedestrian scaled lighting, and bicycle parking.

**TM 1.3** Promote improved and expanded bicycle parking for short- and long-term uses at the Cheverly Metro Station and the hospital site.

**TM 1.4** Evaluate and implement a pedestrian and bicycle bridge crossing the rail tracks and US 50 as part of the redevelopment of the Cheverly Metro Station or the industrial area along Tuxedo Road and Arbor Street.



Complete streets integrate pedestrian safety improvements, such as mid-block crossings, ADA-compliant curb ramps and traffic calming interventions.



Separating nonmotorized from motorized transportation facilities enhances comfort and safety.

## POLICY 2

Balance comfort and safety for all road users.

### STRATEGIES

**TM 2.1** Enhance pedestrian, bicyclist, and transit rider comfort and safety by enhancing and separating nonmotorized from motorized transportation facilities where feasible.

**TM 2.2** Incorporate traffic calming elements along residential streets where needed and feasible to provide additional safety and comfort for people walking, bicycling, or riding transit. Traffic calming elements include lane and road narrowing, curb extensions, chicanes, speed bumps and tables, reduced motor vehicle turning radii, signalization improvements (such as leading pedestrian intervals), and pavement markings.

**TM 2.3** Evaluate and install pedestrian-scaled street lighting along designated pedestrian improvement corridors and complete streets.

**TM 2.4** Use photo red-light enforcement at selected intersections and investigate the use of new technologies, such as photo-red light enforcement, along the designated pedestrian improvement corridors (MD 202, Tuxedo

Road, Arbor Street, Columbia Park Road, and Cheverly Avenue).

## POLICY 3

Improve transit quality of service.

### STRATEGIES

**TM 3.1** Support projects that create or enhance nonmotorized access to transit stations and stops, including sidewalks and lighting, as well as improvements to provide better transit service.

**TM 3.2** Build sidewalks and pedestrian-scaled lighting for routes connecting to bus stops and transit stations. Due to its importance, this strategy also appears as part of Policy 2: Balance comfort and safety of all road users.

**TM 3.3** Improve bus stops by installing bus shelters, arrival timers, lighting, safe queuing areas for transit riders, and bus pads.

**TM 3.4** Evaluate provision of peak period bus-, HOV-, or transit-only lanes along the sector plan's major corridors, including MD 201, MD 202, and US 50.

**TM 3.5** Evaluate the need for two local bus routes—a peak period bus and a daily bus with service from early morning to evenings.

**TM 3.6** Provide a convenient and safe local bus transfer connection with enhanced bus stop amenities as part of any redevelopment of the hospital site.

**TM 3.7** Collaborate with WMATA and DPW&T to identify opportunities to increase bus frequency for existing transit routes through the sector plan area.



Well-lit bus stops improve comfort at safety for transit riders.



Redesigning the intersection of Columbia Park Road, Cheverly Avenue and Arbor Street can address pedestrian safety concerns leading to the Cheverly Metro station.

**TM 4.2** Provide appropriate directional signs between key destinations throughout the Sector Plan Area. Destinations include:

- Transit stations
- Hospital Area
- Bladensburg Waterfront Park
- Shopping corridor on MD 202
- High Schools
- Cheverly Nature Park
- Others as identified by the community

**POLICY 5**

Improve vehicular circulation and access.

*STRATEGIES*

**TM 5.1** Modify traffic control devices to improve signal timing and to include pedestrian signals.

**TM 5.2** Discourage provision of free-right-turn lanes and intersection approach widening to accommodate through traffic and unimpeded right turns.

**TM 5.3** Investigate road diet and reductions in vehicle travel lanes and support better curb-to-curb width management by designating on-road



Wayfinding signs provide directional assistance to pedestrians and cyclists.

**POLICY 4**

Develop a wayfinding system.

*STRATEGIES*

**TM 4.1** Collaborate with agencies and developers to implement a comprehensive wayfinding system that provides information and directions to various destinations in the sector plan area for pedestrians and bicyclists.

bicycle lanes and/or buffered side paths for people walking, bicycling, or riding transit.

**TM 5.4** Require a connected, more direct, and continuous street system that provides shorter connections to Cheverly Avenue and the industrial area as part of any hospital site redevelopment.

**TM 5.5** Evaluate and implement the recommended enhanced safety intersection layout modifications and roadway enhancements, or any other comparable and corrective actions to address the stated safety or operational concerns identified as key “hot-spots.”

**TM 5.6** Reaffirm and/or modify the recommendations of the MPOT for the roads and trails identified in Table 1. Existing and Proposed Roadway and Trail Facilities.



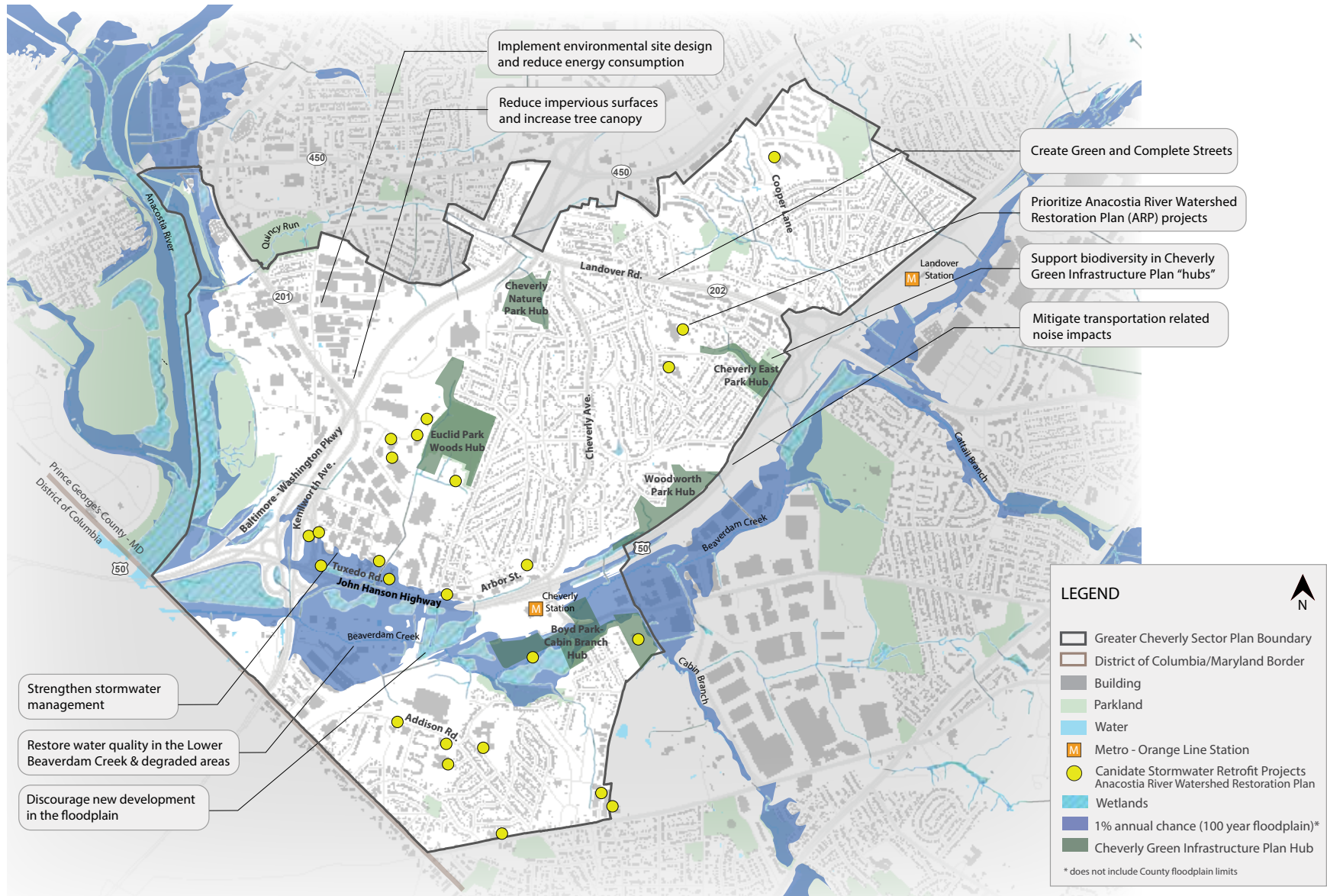
**Table 1. Transportation Improvements**

Route ID	Street Name	From	Limit 2	MIN. ROW (feet)	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element
A-14	Kenilworth Ave	52nd Ave	Lydell Rd	130 <sup>1</sup>	Arterial	6 Travel lanes	8-12' Wide Asphalt Shared Use Path
A-20	Landover Rd	57th Avenue	US 50	120	Arterial	4 Travel lanes	Sidewalks, Separated Bicycle Lanes
C-222	52nd Avenue	Lloyd St	Kenilworth Ave	83 <sup>2</sup>	Collector	2 Travel lanes	8-12' Wide Asphalt Shared Use Path
C-225	Cooper Ln	Annapolis Rd	Old Landover Rd	70	Collector	2 Travel lanes	Bicycle Lanes
C-404	Marblewood Ave	Sheriff Rd	62nd Ave	80	Collector	2 Travel lanes	Bicycle Lanes
C-408	Addison Rd	Eastern Ave	Sheriff Rd	82	Collector	2 Travel lanes	Buffered Bicycle Lanes
C-411	Columbia Park Rd	Arbor St	64th Ave	90	Collector	4 Travel lanes	Sidewalks, Buffered bicycle lanes
I-204	Tuxedo Rd	Kenilworth Ave	57th Pl	70	Industrial	2 Travel lanes	Bicycle Lanes
I-204	Arbor St	57th Pl	Columbia Park Rd	70	Industrial	2 Travel lanes	Bicycle Lanes
P-207	Cheverly Ave	Arbor St	Landover Rd	60	Primary	2 Travel lanes	Bicycle Lanes
P-212	Crest Ave/Carlyle St/59th Ave	Lockwood Rd	Arbor St	60	Primary	2 Travel lanes	Bicycle Lanes

1. It is recommended that the shared use path is located on the east and north side of Kenilworth Avenue.

2. Right-of-Way on 52nd Avenue is to be 40 feet on the west side and 43 feet on the east side to allow for a sidewalk on the west side and a wide shared use path in lieu of a sidewalk on the east side.

Route ID	Street Name	From	Limit 2	MIN. ROW (feet)	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element
P-214	62nd Ave/State St/64th Ave	Marblewood Ave	Columbia Park Rd	50	Primary	2 Travel lanes	Shared lane markings
P-215	Old Landover Rd/ Warner Ave	Landover Rd	Warner Ave	60	Primary	2 Travel lanes	Sidewalk, Bicycle Lanes
P-216	Lloyd Street	Park Trail Entrance	Kenilworth Ave	60	Primary	2 Travel lanes	Sidewalks, 8-12' Wide Asphalt Shared Use Path on one side
P-217	N Englewood Dr	Jesse J Warr Recreation Center	Addison Rd	50	Primary	2 Travel lanes	Shared lane markings
T-20	Lower Beaverdam Trail	Cheverly Metro Station	Englewood Ave	20	Trail	-	8-12' Wide Asphalt Shared Use Path
T-21	Lower Beaverdam Trail	Englewood Ave	Doewood Ln	20	Trail	-	8-12' Wide Asphalt Shared Use Path
T-22	Lower Beaverdam Trail	Englewood Ave	Anacostia River Trail	20	Trail	-	8-12' Wide Asphalt Shared Use Path
T-23	Lloyd Street Trail	Kenilworth Ave	52nd Avenue	20	Trail	-	8-12' Wide Asphalt Shared Use Path
T-24	Lydell Rd/ Schuster Dr Trail	Kenilworth Ave	Crest Ave	20	Trail	-	8-12' Wide Asphalt Shared Use Path
T-25	Pedestrian-Bicycle Bridge	Arbot St	Cheverly Metro Station	20	Trail	-	Pedestrian- Bicycle Bridge over US 50, Rail lines



Map 12. Natural Environment Element Overview

## NATURAL ENVIRONMENT ELEMENT

The Greater Cheverly Sector Plan area includes a wide variety of environments that range from fully developed neighborhoods and industrial areas to open spaces and substantial woodlands. There is also an extensive network of streams with associated vegetative buffers that play an important role in removing pollutants and cooling the water temperature as water leaves developed spaces and flows downstream toward the Anacostia River.

Spaces of special importance within the sector plan area include pockets of woodlands at Cheverly Euclid Park, Cheverly Nature Park, and portions of the Baltimore-Washington Parkway right-of-way. An additional area of importance is a low-lying wooded area south of the Cheverly Metro Station that contains a network of streams with associated floodplain and wetlands that provides vital stormwater management benefits. This area is located within the Countywide Green Infrastructure Network and is adjacent to an area that the Cheverly Green Infrastructure Plan has identified as the Boyd Park-Cabin Branch Hub.<sup>18</sup> DNR has determined that it contains potential habitat for forest interior dwelling species (FIDS). These areas should be protected to the maximum

extent possible by restricting tree removal for right-of-way clearance.

This plan seeks to mitigate the effects of development on the natural environment and to address ecological challenges that require remediation in order to achieve local, regional, and state-mandated environmental goals. Key policy focus areas include:

- Reducing impervious surfaces to address stormwater management and water quality issues
- Increasing shaded impervious surfaces to mitigate urban heat island impacts
- Limiting new development in the floodplain and prioritizing ecological improvements
- Retrofitting existing properties to improve stormwater management facilities
- Managing stormwater quantity and quality as the area develops over time

goal

**To achieve healthy, green, and sustainable residential, commercial, and industrial areas characterized by a preserved, restored, and enhanced natural environment.**





Degraded streams (left) should be restored with banks stabilized to prevent erosion and bank collapse (right).

**POLICY 1**

Restore and enhance water quality in the Lower Beaverdam Creek stream systems, and other areas that have been degraded, through stormwater management and water resource protection.

*STRATEGIES*

**NE 1.1** Discourage new development within the floodplain and encourage maintenance and repair of current development.

**NE 1.2** Prioritize stormwater mitigation and stream stabilization projects from the *Anacostia*

*River Watershed Restoration Plan* to facilitate County efforts to improve the water quality of local streams.<sup>19</sup>

**NE 1.3** Strengthen stormwater management with rain gardens, landscape strips with native plant species, bio-retention, and other green stormwater practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.

**NE 1.4** Conduct a study of current flood control volumes that exist within the sector plan area, and those projected due to redevelopment, in order to determine appropriate measures to

manage stormwater runoff. Require approval of floodplain elevations by the approving authority and ensure appropriate control measures are installed.

**NE 1.5** Preserve the woodlands located along or adjacent to streams and widen forested buffers where they do not meet the County Code.

**NE 1.6** Stabilize the Beaverdam Creek tributary from its origin at 1208 Marblewood Avenue to its confluence with Cabin Branch south of the Cheverly Metro Station to make it an amenity, restore wildlife habitat, and create a more functional and esthetically pleasing system.

**POLICY 2**

Reduce impervious surfaces and increase tree canopy within the sector plan area.

*STRATEGIES*

**NE 2.1** Disconnect large expanses of impervious surfaces by incorporating areas of pervious pavement or landscape strips to improve air and water quality.

**NE 2.2** Reconstruct existing streets to provide safe and convenient access for pedestrians, bicyclists, transit users, and motorists. Integrate tree planting, as per the Landscape Manual, along with stormwater management and environmental site design (ESD) techniques, to create a system of green and complete streets. Prioritize reconstruction efforts on the following streets:

- 52nd Avenue
- Lloyd Street
- Cooper Lane
- Addison Road
- Old Landover Road

**NE 2.3** Support efforts to preserve, protect, and increase biodiversity in areas identified as hubs in the *Cheverly Green Infrastructure Plan*. Work with local stakeholders to establish, preserve, and manage green corridors linking these natural hubs to facilitate the exchange of plant and animal species.

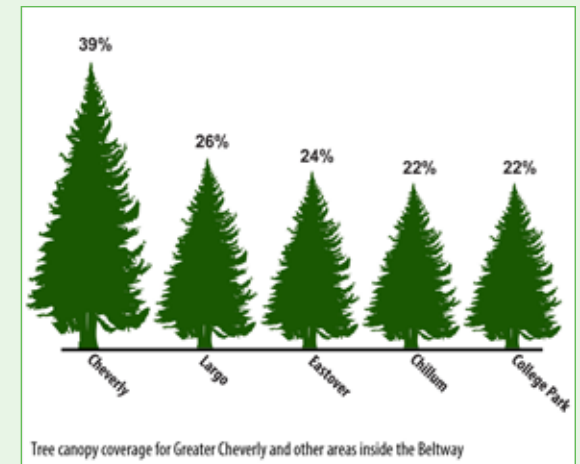
**NE 2.4** Protect, preserve, and enhance green infrastructure elements of local significance, such as headwater streams with their associated buffers and wetlands.

## Trees are a Great Value!

Historic records show that the sector plan area's forest and tree canopy coverage has increased by eight percent since 1938, reflecting positive long-term effects of early development planning, which stipulated that street layouts follow terrain and minimize adverse impacts on forests and trees. The foresight of the area's early planners to protect the tree canopy provide positive economic, social, and environmental benefits today:

- Wooded neighborhoods and business districts attract prospective buyers and consumers.
- Houses in urban neighborhoods with tree cover sell for 10–20 percent more across the country.
- Houses shaded by trees save 10–30 percent on air conditioning costs compared to homes with no shade [end note: Casey Trees website].

- The appropriate addition of trees around a home can save a household between \$100 and \$250 annually in energy costs
- Forests contribute to improved air quality by trapping dust and particulates, absorbing odors and pollutant gases, and breaking up heat islands in urban areas by shading buildings and streets.
- Each mature tree can absorb 48 pounds of carbon dioxide per year.





Parking lot bioretention provides shade as well as stormwater management.

**NE 2.5** Partner with owners of properties developed prior to the enactment of stormwater management regulations to identify and pursue grant opportunities, loans, tax credits, and other funding to construct bioretention systems, remove impervious surfaces, plant trees, and take other actions to retain and treat stormwater runoff on-site. Target properties from 1208 to 1510 Marblewood Road for priority interventions.

**NE 2.6** Minimize turf areas and discourage the use of pesticides and fertilizers in all landscaping.



Large impervious surfaces contribute to the urban heat island effect and exacerbate stormwater management concerns in flood-prone areas.

### POLICY 3

Implement environmental site design (ESD) techniques on-site and reduce overall energy consumption.

#### STRATEGIES

**NE 3.1** Encourage green building certification for all new buildings.

**NE 3.2** Encourage green building techniques such as the use of local building materials, low impact paints, or specialized heating and cooling systems.

**NE 3.3** Require the use of downward facing lights and the use of full cut-off optics that reduce overall energy consumption and light spillover.

**NE 3.4** Plant trees in strategic places to cool buildings and mechanical equipment, as well as to reduce the higher temperatures caused by the urban heat island effect. Native species of plants are recommended.

**NE 3.5** Facilitate the use of renewable energy technology within the sector plan area, where appropriate.

**POLICY 4**

Address adverse impacts of transportation-related noise.

*STRATEGIES*

**NE 4.1** Provide adequate setbacks for projects located close to existing or proposed noise generators and roadways classified as arterial or greater.

**NE 4.2** Ensure that proper noise mitigation is provided where residential, recreational, and congregational uses are located inside the 65 dBA Ldn noise contour.

**NE 4.3** Construct noise barriers along major highways as part of future highway reconstruction in order to mitigate adverse traffic noise impacts on adjacent properties.

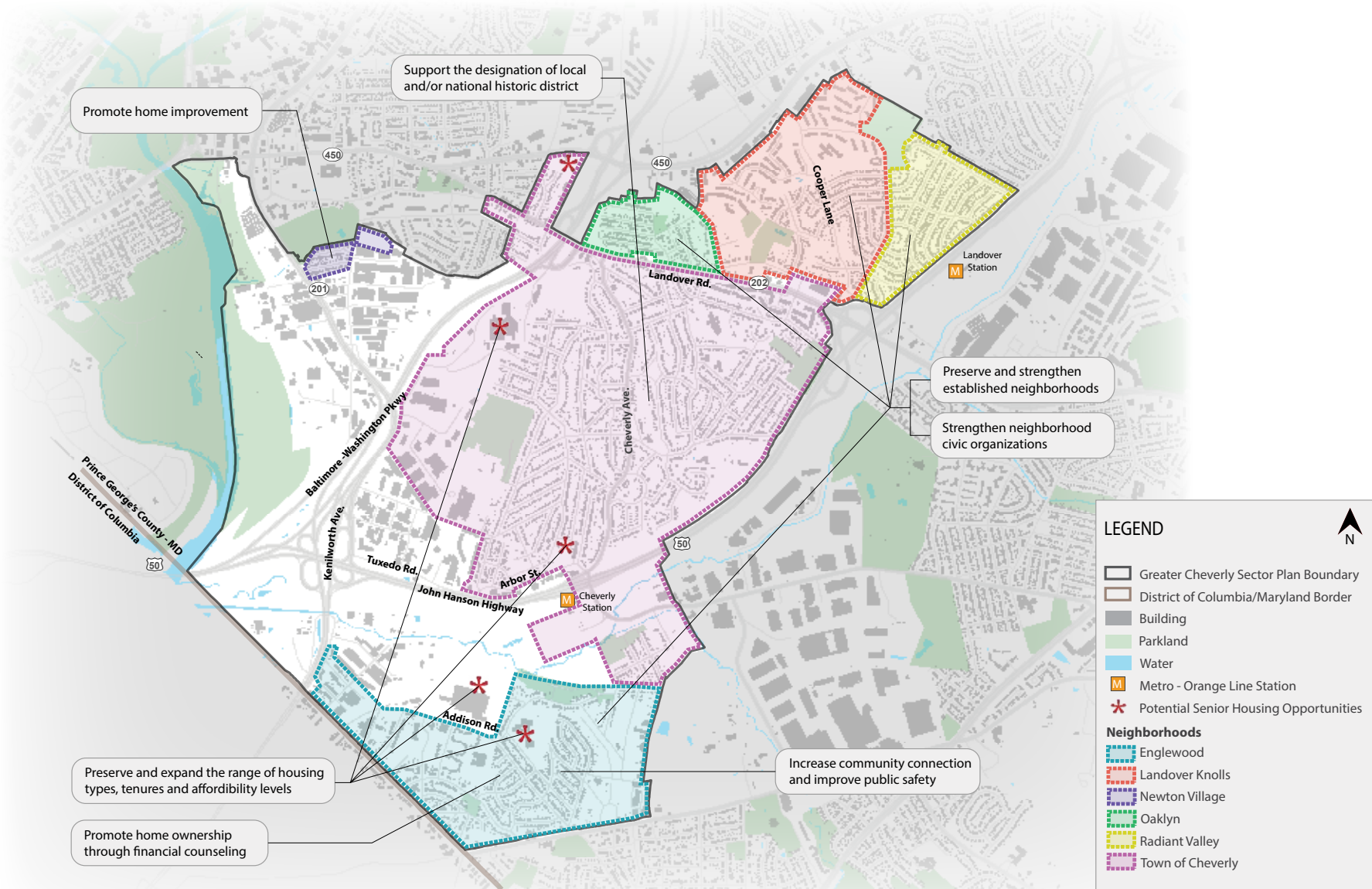


Bioswales are valuable interventions to treat runoff along linear facilities, such as roads, parking lots and buildings.

**Environmental Site Design**

Environmental Site Design is a comprehensive approach to stormwater management that provides a means for practitioners to support growth, while minimizing impacts to aquatic resources. ESD techniques can restore water quality in degraded waterways and prevent degradation in healthy waterways. ESD techniques can remove pollutants, clean water, and create healthy aquatic ecosystems. They can also eliminate the need for stormwater ponds, which in turn can reduce development costs and increase buildable area. In addition, other ESD practices, such as green roofs and walls, can reduce heating and cooling costs and greenhouse gas emissions.





Map 13. Housing and Neighborhoods Element Overview

## HOUSING AND NEIGHBORHOODS

Residents are passionate about their communities. They express a desire to age in place and play a part in improving the area for the next generation. The Housing and Neighborhoods Element includes policies and strategies to address neighborhood and housing-related concerns in the area. Recommendations include home improvement assistance, age-in-place considerations, community safety, and housing opportunities to meet evolving needs. This element provides guidance to strengthen the local community, retain an aging population, and attract new residents and families.

goal

**To preserve, protect, and strengthen established communities, while providing housing opportunities for an aging and changing population.**





A mix of housing types provides opportunities for age-in-place features such as elevators and universal design.

**POLICY 1**

Preserve and expand the range of housing types and ownership opportunities.

*STRATEGIES*

**HN 1.1** Encourage development that provides dedicated senior housing and units that offer age-in-place opportunities to residents throughout the sector plan area. Potential development opportunity sites include:

- Prince George’s County Hospital property
- Fairmont Heights High School
- Hoyer Elementary School
- “Addison Row” property
- The Pointe property
- Others identified as the market evolves over time

**HN 1.2** Support development that includes a mix of housing types and tenures at a range of affordability levels.

**POLICY 2**

Preserve and strengthen established neighborhoods.

*STRATEGIES*

**HN 2.1** Encourage and support the designation of a County and/or National Register Historic District in the Town of Cheverly to ensure the preservation of its distinctive character.

**HN 2.2** Promote homeownership through outreach, financial counseling, and education about County, state, and federal first-time homebuyer programs.



Technical and financial assistance can help preserve established neighborhoods.



Improving outreach and technical assistance can help homeowners upgrade their homes' energy efficiency and weatherization.

**HN 2.3** Increase access to foreclosure-prevention counseling and assistance.

**HN 2.4** Support coordination between County and state agencies, municipal governments, and utility companies to improve outreach and access to funding that supports home improvement and maintenance, including energy-efficiency audits, upgrades and retrofits, weatherization assistance, solar installation, and age-in-place maintenance and construction.

### POLICY 3

Increase community connection to address public safety concerns.

#### STRATEGIES

**HN 3.1** Incorporate Crime Prevention Through Environmental Design (CPTED) guidelines in new development and redevelopment to increase security and perceived neighborhood safety.

**HN 3.2** Partner with local and County law enforcement agencies to develop effective Neighborhood Watch programs and strengthen positive community-police engagement.

**HN 3.3** Strengthen neighborhood civic organizations and advocacy through the launch



Coordination between government agencies improves access to home improvement funding for first-time homebuyers and homeowners in established neighborhoods.



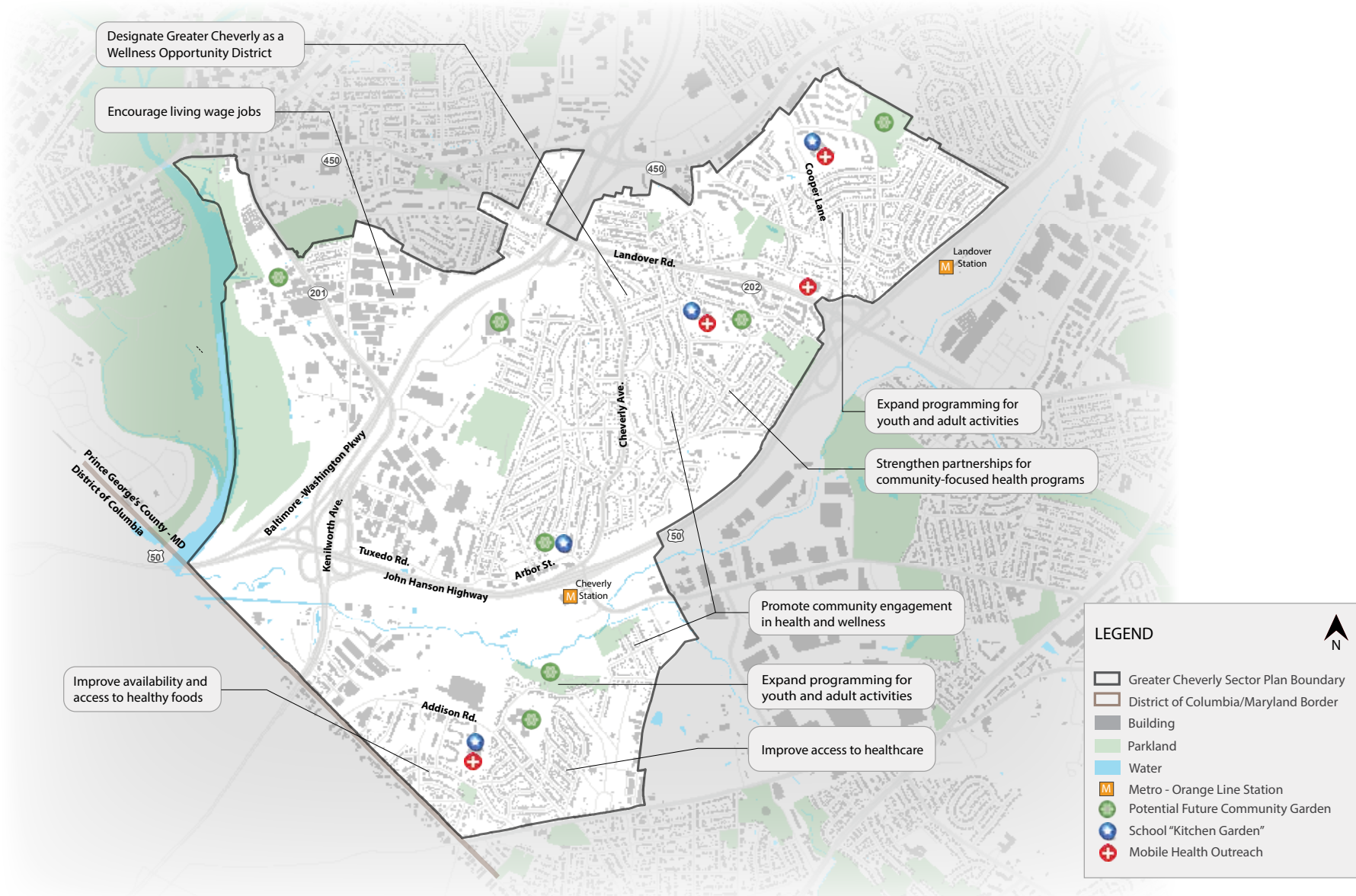
Community events and block parties strengthen neighborhood engagement.

of neighborhood-led community-building efforts, including events such as community clean-up, gardening, walking groups, block parties, and picnics.

**HN 3.4** Install streetlights and pedestrian-scale lighting to provide safe access throughout the sector plan area and to the Cheverly Metro Station.



Neighborhood pedestrian-scale lighting increases security and perceived safety.



Map 14. Healthy Communities Element Overview

## HEALTHY COMMUNITIES ELEMENT

Community health and wellness include a wide array of physical and mental health concerns that can be adversely affected by neighborhood environmental conditions. These can include higher obesity rates due to a lack of safe pedestrian pathways or limited access to healthy food options. They can also include mental stressors related to neighborhood safety concerns or job insecurity. Broadly speaking, communities with high-quality medical services, convenient access to healthy foods, and high levels of safety experience better health outcomes. Similarly, communities that have access to resources such as recreational facilities, parks and open spaces, transportation options, and access to living-wage jobs, also experience better health outcomes. The Community Health and Wellness Element makes recommendations to support improvements to neighborhood conditions that can have a broad, beneficial impact on residents' health.

Many of the improvements that contribute to strengthening neighborhood health are included in other sector plan elements, in particular, the Transportation and Mobility, Economic Prosperity, and Public Facilities elements. The Healthy Communities Element

includes policies and strategies that bridge these other plan elements to ensure that community health and wellness priorities are highlighted and intentionally integrated into the Greater Cheverly Sector Plan.



goal

**To transform the sector plan area to benefit the overall health and wellness of residents and employees through improved access to healthy foods, safe pedestrian and bicycle connections, open space, and employment opportunities.**



Neighborhood fun runs and walks build community and support healthy living.



Employer participation in events such as Bike-to-Work Day support healthier commute options.

**POLICY 1**

Establish the Greater Cheverly Sector Plan area as a model health and wellness community in Prince George’s County.

*STRATEGIES*

**HC 1.1** Designate the Greater Cheverly Sector Plan area as a Wellness Opportunity District in order to support incentives and policies that strengthen community health and wellness.

**HC 1.2** Partner with public agencies, nonprofit organizations, and entities such as the Prince George’s County Food Equity Council to secure grants and loans to support implementation of health and wellness policies and programs.

**HC 1.3** Strengthen community outreach and education to ensure public engagement and community involvement in decision-making processes that effect community health and wellness.

**HC 1.4** Encourage employers and developers to include showers and changing facilities for those who walk or bicycle to work.

**HC 1.5** Provide shuttle services to farmers markets and supermarkets from residential neighborhoods that lack access to healthy food shopping options.

**HC 1.6** Incentivize employers to subsidize employee public transit ridership costs in the industrial areas of the sector plan in order to limit congestion and mitigate auto emissions.

**POLICY 2**

Improve availability, accessibility, and affordability of healthy food options across the sector plan area, with particular focus in neighborhoods categorized as “Low Access” or “Food Desert.”

*STRATEGIES*

**HC 2.1** Allow and promote mobile healthy food markets, particularly in underserved neighborhoods.

**HC 2.2** Allow and promote healthy prepared-food trucks to provide healthy food options.

**HC 2.3** Encourage and promote urban farming in residential neighborhoods.

**HC 2.4** Encourage the installation of community gardens on underutilized and vacant parcels throughout the sector plan area, including the following locations:

- Fairmount Heights High School grounds (once vacated)
- The Cheverly parcel on Kilmer Street
- Lloyd Street (concurrent with multimodal trail construction as recommended in the Transportation and Mobility Element)
- Others identified by the community

**HC 2.5** Promote the installation and expansion of school community “kitchen” gardens to reinforce health and wellness curricula and augment school lunch programs.

**HC 2.6** Support efforts to instill healthy eating habits in children and youth by encouraging healthy food options on school cafeteria menus, in vending machines, and during activities.

## POLICY 3

Improve access to health care.

### STRATEGIES

**HC 3.1** Allow and promote mobile health services in the sector plan area to improve access to preventive medical health resources, including blood donation, blood pressure screening, diabetes care, HIV and STI screening, geriatric and women’s health services, mental health screenings, and more.

**HC 3.2** Increase education and outreach on health insurance requirements and available plans, and provide technical assistance to expand health insurance coverage rates in the sector plan area.

**HC 3.3** Encourage partnerships between County agencies and local medical centers to strengthen community-focused health programming in the sector plan area.



Farmers markets improve access to healthy food shopping options.



Mobile health services improve community access to preventive medical resources.



Strong partnerships between County agencies, nonprofits, and volunteers address food security concerns.

**POLICY 4**

Strengthen partnerships with County agencies, local advocacy organizations, churches, nonprofits, and civic groups to develop and implement effective community health initiatives.

*STRATEGIES*

**HC 4.1** Support partnerships between the Prince George’s County Food Equity Council and County agencies to address food security and access issues in the sector plan area.

**HC 4.2** Provide technical assistance and project management support to community organizations seeking to provide health and

wellness programming to neighborhoods located in the sector plan area.

**POLICY 5**

Expand awareness of community health and wellness.

*STRATEGIES*

**HC 5.1** Initiate neighborhood-focused outreach and education campaigns that promote healthy lifestyle choices, including healthy food options, the benefits of regular exercise, and ways to maintain good health.

**HC 5.2** Expand programming to promote and support youth and adult access to exercise and active living.

**HC 5.3** Support initiatives to increase the total number of hours dedicated to physical education and physical activity in schools and in out-of-school youth programs.

**HC 5.4** Expand health, recreation, and education programs to serve the community, including sports for youth and adults, drug and alcohol abuse counselling, school drop-out and gang prevention, and continuing education opportunities for personal and professional growth.



Promoting youth engagement in exercise and active living lays the foundation for community health and wellness into the future.

**HC 5.5** Promote outdoor activities such as running, walking, hiking, and biking, and encourage commuters to explore active ways to get to work.

## **POLICY 6**

Ensure that future land uses in the sector plan area benefit the health and wellness of the overall community.

### *STRATEGIES*

**HC 6.1** Encourage developers to complete health impact assessments and provide health and wellness amenities as a part of the development process.

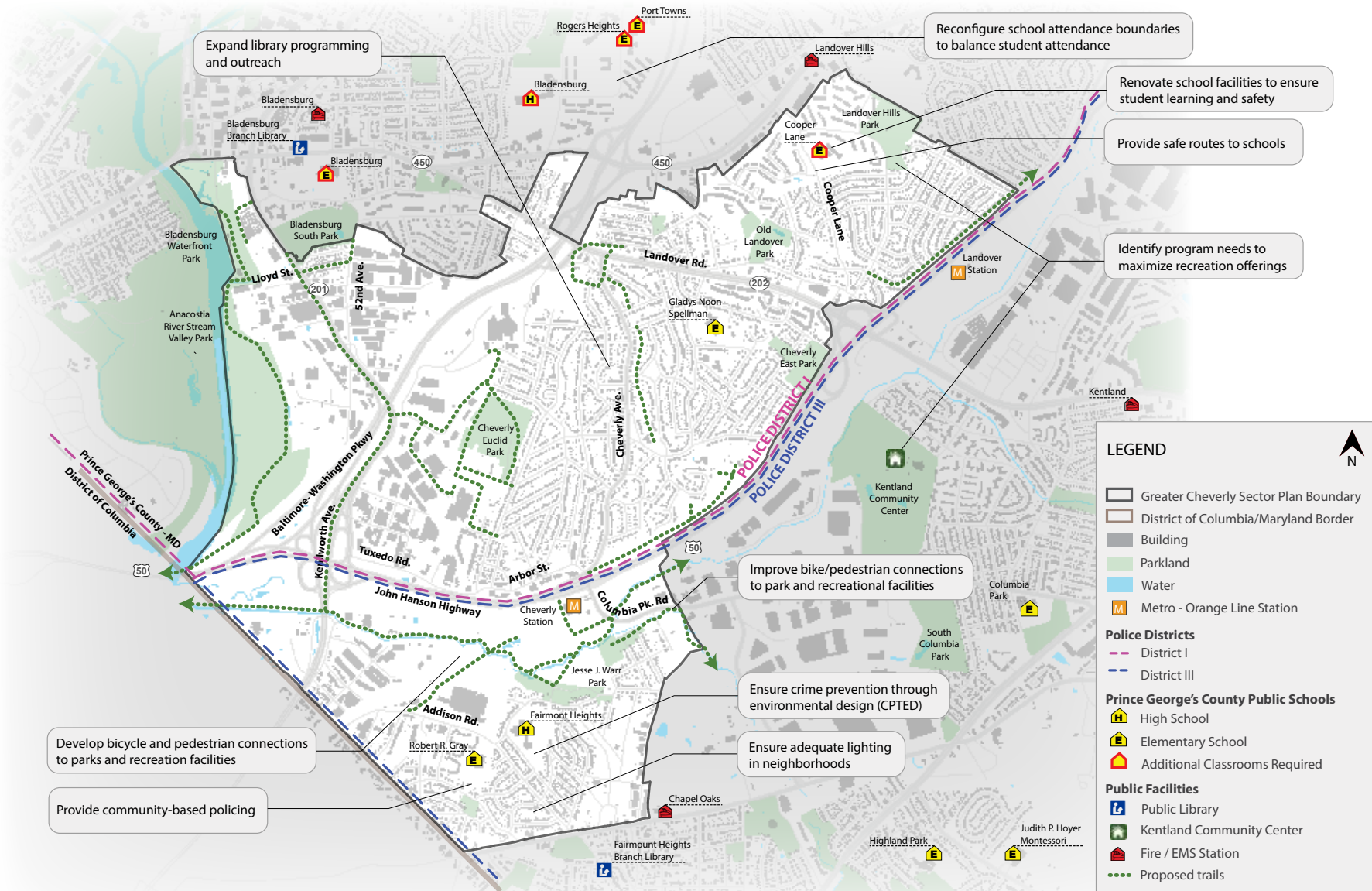
**HC 6.2** Encourage residential development proposals to demonstrate access to community resources, including: grocery stores, parks, housing, and employment opportunities.

**HC 6.3** Encourage commercial and industrial development that supports a healthy economy and provides a variety of living wage jobs.

**HC 6.4** Ensure that the neighborhood is served by establishments serving healthy alternatives, such as fresh fruit, vegetables, and salads.



**Access to community resources such as parks and recreation facilities is important to ensuring that new residential development contributes to community health and wellness.**



Map 15. Public Facilities Element Overview

## PUBLIC FACILITIES ELEMENT

Public facilities planning in the Greater Cheverly Sector Plan area seeks to enhance the quality of life of residents and employees by ensuring adequate public services to meet current and future needs. The Public Facilities Element includes policies and strategies that address public schools, libraries, police, fire and rescue, and parks and recreation. Recognizing that each of these service areas is integral to maintaining a high standard of living and economic competitiveness in the area, the sector plan seeks to provide guidance to ensure effective coordination between multiple implementing agencies and support community livability.

goal

**To provide high-quality, efficient, and equitable public safety, public education, and parks and recreation facilities that support an outstanding quality of life in the sector plan area.**





Balanced school enrollment addresses capacity concerns and class sizes at area schools.



Expanded educational programming enhances learning.

## PUBLIC SCHOOLS

Prince George’s County public schools are integral to ensuring an educated workforce, a competitive housing market, and student access to opportunities that will help them grow personally and professionally. Students residing within a one-mile radius of the sector plan area attend 17 public schools. Three of these schools are located within the Greater Cheverly Sector Plan boundary—Cooper Lane Elementary, Gladys Spellman Elementary, and Robert Gray Elementary.

The policies and strategies below seek to address concerns about public school facilities and overcrowding at schools serving students who reside in the Greater Cheverly Sector Plan area.

### POLICY 1

Ensure the number and mix of schools achieves a system that operates at 100 percent of capacity or less at every school.

#### STRATEGIES

**PF 1.1** Consider adding classrooms to the following schools to alleviate over-capacity and accommodate future growth:

- Cooper Lane Elementary
- Roger Heights Elementary
- Port Towns Elementary
- Bladensburg Elementary
- Dodge Park Elementary
- William Wirt Middle
- Kenmoor Middle

**PF 1.2** Consider reconfiguring attendance boundaries to achieve 100 percent capacity or less at every school.

**PF 1.3** Explore the potential location for an urban school that meets the Plan 2035 guidelines to develop a standard minimum site size for new construction, rehabilitation, and adaptive reuse of structures for school use within urban settings.

**PF 1.4** Encourage Prince George’s County Public Schools to expand educational programs in local schools in order to provide additional educational options to students, including language immersion, Gifted and Talented, Montessori, and others as identified by school administrators.

**POLICY 2**

Provide high-quality public school facilities for all students.

*STRATEGIES*

**PF 2.1** Consider conducting a school facilities survey of all schools within the sector plan area to identify substandard physical conditions and mitigate adverse impacts on student learning.

**PF 2.2** Renovate existing Cooper Lane Elementary School facilities to ensure student and teacher safety and a conducive environment for learning. Key renovations may include:

- Additional classrooms
- Lighting
- Student and faculty bathrooms
- Air conditioning and heating systems
- Plumbing and drinking water quality
- Others as identified in a facility survey

**POLICY 3**

Provide safe connections to public schools and other public facilities within and adjacent to the plan area.

*STRATEGIES*

**PF 3.1** Provide and maintain continuous safe sidewalks with improved pedestrian crossings

and lighting along routes leading to schools, with particular attention to Cooper Lane, MD 202 (Landover Road), and Addison Road.

**PF 3.2** Utilize funding sources, such as the Safe Routes to Schools program and developer contributions, to address infrastructure needs around school facilities.



A school facilities survey will identify physical needs that have adverse impacts on student learning and safety.



Pedestrian safety improvements on roadways benefit students walking to school.



Library programming includes reading and media literacy supports for youth.

## LIBRARIES

The Greater Cheverly Sector Plan area is served by two Prince George’s County public libraries—Bladensburg Branch Library and Fairmount Heights Branch Library. Although neither is located within the sector plan area, they are located nearby and are accessible to area residents. According to current population estimates (2015) and project growth (2040), no new public libraries are needed to serve the area.

### POLICY 4

Ensure access to high-quality library facilities and programming throughout the sector plan area.

#### STRATEGIES

**PF 4.1** Expand library programming for children, teens, and adults.

**PF 4.2** Support outreach and education programs that bring literacy services to the community, including mobile lending libraries and neighborhood book sharing.



Cheverly's neighborhood book sharing kiosk contributes to literacy in the area.

## PUBLIC SAFETY

This section includes policies and strategies that support public safety in the sector plan area. It also seeks to strengthen community connection and address perceptions of crime in the area. Recommendations reaffirm goals and policies included in the 2008 *Prince George’s County Public Safety Facilities Master Plan*.<sup>20</sup>

### POLICY 5

Incorporate Crime Prevention Through Environmental Design (CPTED) principles in all new development and redevelopment.

#### STRATEGIES

**PF 5.1** Ensure that CPTED principles will be a major consideration during the development review process as recommended by Plan 2035.

### POLICY 6

Ensure adequate lighting in neighborhoods and parks to support public safety.

#### STRATEGIES

**PF 6.1** Conduct surveys of residential neighborhoods to determine areas where low

light levels and darkness contribute to real and perceived safety concerns.

**PF 6.2** Prioritize pedestrian safety and lighting when repairing and installing new lighting.

### POLICY 7

Provide community-based policing in order to address localized public safety concerns within Police District I.

#### STRATEGIES

**PF 7.1** Consider the acquisition and reuse of existing vacant or underutilized structures for public facilities, such as police substations, as recommended by Plan 2035.



Ensuring adequate lighting in neighborhood areas helps address the community's security concerns.

## PARKS AND RECREATION

The Greater Cheverly Sector Plan recognizes the importance for residents to have access to parks and recreation amenities within their community. DPR operates a comprehensive park and recreation system that offers programs and facilities designed to meet the needs and interests of patrons of all ages. Through Plan 2035 and *Formula 2040*, M-NCPPC has established three main goals for maintaining and enhancing its parks—Connectivity, Health and Wellness, and Economic Development. The following policies and strategies seek to support these goals and ensure high-quality parks and recreation facilities in the Greater Cheverly Sector Plan area.<sup>21</sup>

### POLICY 8

Ensure that DPR goals, established through *Formula 2040* and Plan 2035, are being reached.

#### STRATEGIES

**PF 8.1** Strive to accomplish and maintain the Department of Parks and Recreation and State of Maryland's Level of Service Standard (LOS) goal of providing 35 acres of M-NCPPC parkland for every 1,000 residents.

**PF 8.2** Search for opportunities to acquire land near the intersection of routes MD 450 and MD 410 to build a multigenerational center.



State Level of Service parkland goals call for providing 35 acres for every 1,000 residents.



Improving the condition of the fields and lighting at Landover Hill Park will improve the park for residents and County recreational programs.



The Jesse J. Warr Community Center provides a community meeting and event space for residents.



Partnerships between the County and the Town of Cheverly strengthen recreation opportunities for residents.

**POLICY 9**

Maximize the value of park and recreation program offerings and historic resources by matching them with facility space and community needs to achieve the highest level of productivity.

*STRATEGIES*

**PF 9.1** Continue DPR partnerships with the Recreation Council and the Town of Cheverly to identify recreation programming for residents.

**PF 9.2** Monitor land, facilities, programs, and amenities service levels, and determine a balanced distribution of amenities.

**PF 9.3** Continue to protect and enhance M-NCPPC historic sites, including Publick Playhouse and Bladensburg Waterfront Park.

**POLICY 10**

Fund and maintain recreation facility improvements to meet demand.

*STRATEGIES*

**PF 10.1** Seek future development and improvement opportunities with entities that are willing to partner with DPR and the Town of Cheverly.

**PF 10.2** Seek funding to improve the condition of the fields, lighting, and building at Landover Hill Park.

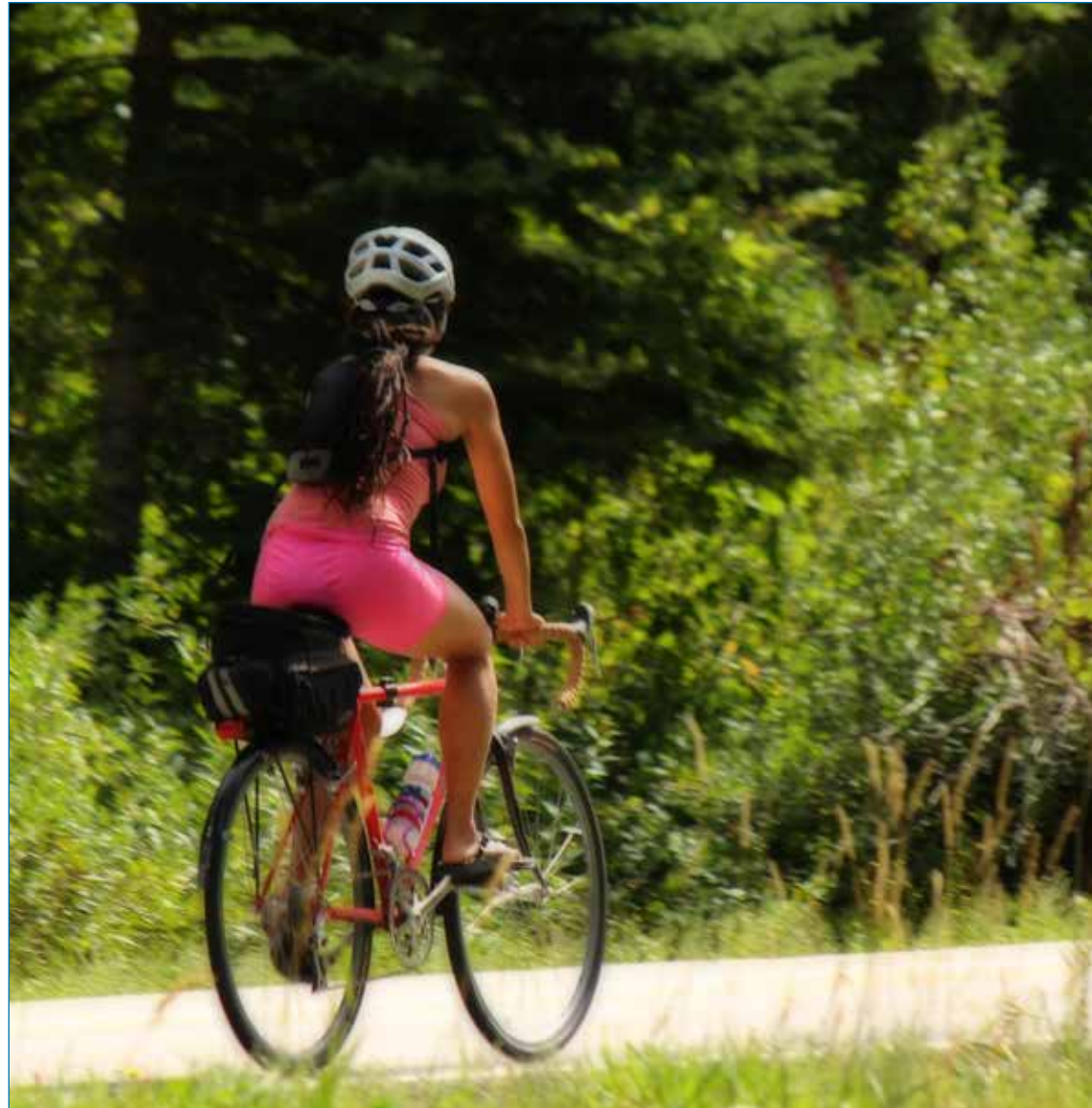
## POLICY 11

Develop bike and pedestrian infrastructure to connect to parks and recreation facilities within, and adjacent to, the sector area.

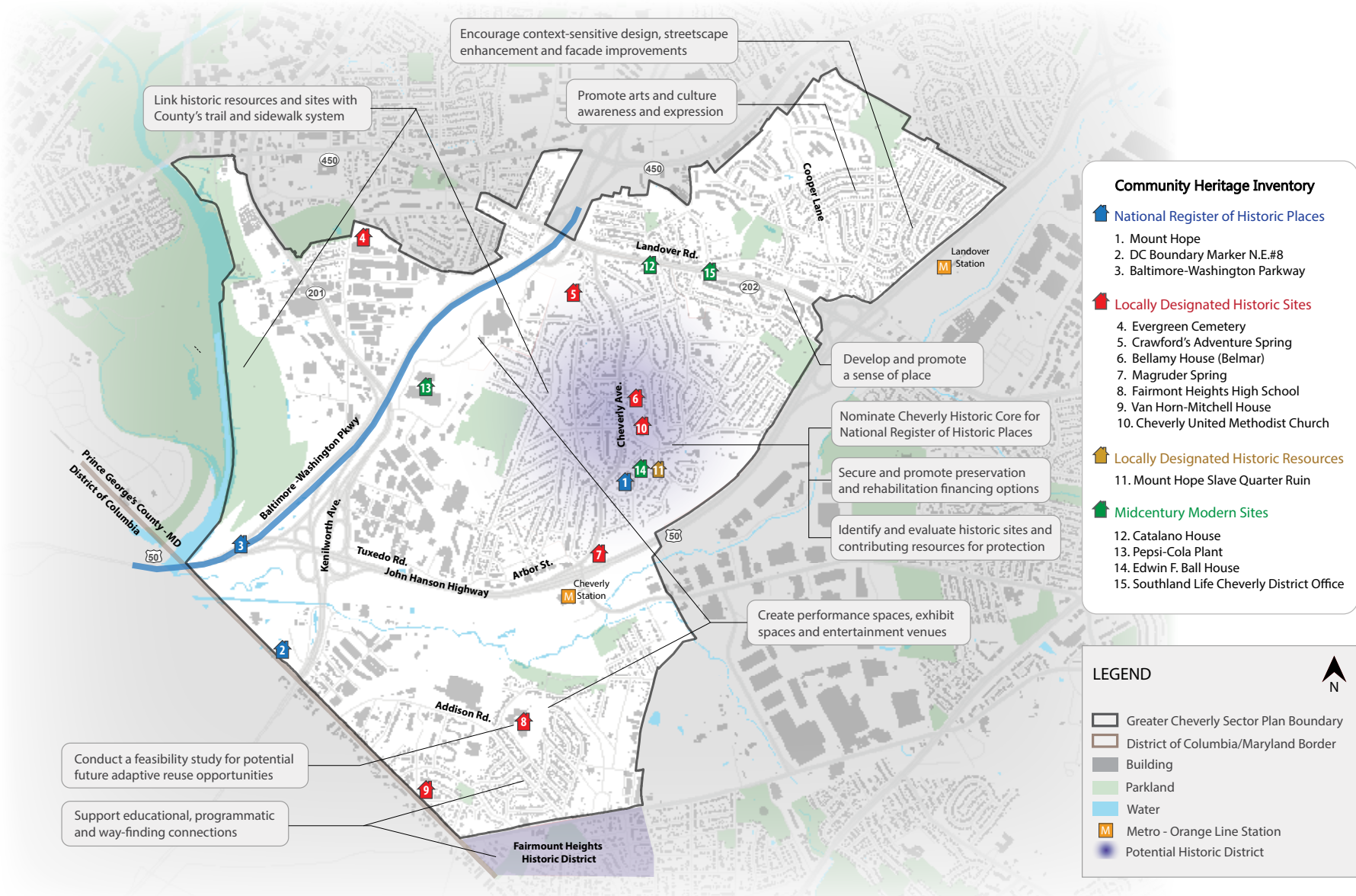
### STRATEGIES

**PF 11.1** Develop the trail between Bladensburg Waterfront Park (BWP) to Cheverly, including the following implementation recommendations:

- Collaborate with the Town of Cheverly to request that the State Highway Administration fund the design and construction of the bike/pedestrian facility along MD 201, including improvements for the pedestrian crossing of MD 201 at Lloyd Street.
- Collaborate with the Town of Cheverly to fund and construct bike/pedestrian facilities along 52nd Avenue and Lloyd Street.
- Encourage the Town of Cheverly to acquire right-of-way for the trail through private property located within the town.
- Support DPR in submitting a request in its CIP to fund the development of the proposed trail in Cheverly East Park.



A trail connecting Bladensburg Waterfront Park and Cheverly will provide cyclists and pedestrians with safe access to important regional recreation amenities.



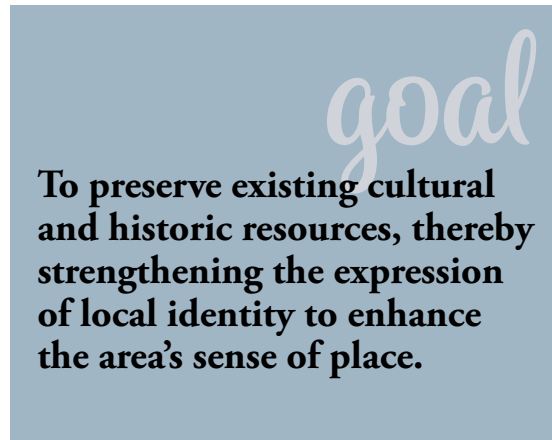
Map 16. Community Heritage and Culture Element Overview

## COMMUNITY HERITAGE AND CULTURE ELEMENT

Prince George's County has a rich history that dates back hundreds of years and reflects a cultural heritage of local, regional, and national importance. The Town of Cheverly, and the surrounding neighborhoods that comprise the Greater Cheverly Sector Plan, abound with sites that are historically significant and stories that reflect the County's diversity and culture.

The County's designated Historic Sites and Districts are tangible reminders of the County's past, and protecting them ensures that planning for future development and revitalization is in keeping with their historic character. Historic buildings and neighborhoods can help ground new development by providing a sense of history and place. Increasing awareness of the County's tangible history fosters shared connections and promotes stewardship of heritage resources.

The Community Heritage and Culture Element includes policies and strategies for preserving and illuminating historic resources, and embraces and celebrates cultural traditions in the sector plan area.





Official Historic District designation can preserve Cheverly's important architectural heritage and historic fabric.

the continued evaluation and designation of historic properties, outreach to current and future Historic Site property owners to highlight Cheverly's historic value, and coordination with the Town Council and local officials to designate Cheverly as a National Register Historic District.

### POLICY 1

Preserve and protect the architectural heritage of the Greater Cheverly Sector Plan area.

### STRATEGIES

**CH 1.1** Nominate the historic core of Cheverly to the National Register of Historic Places to achieve recognition of its historic significance, and to unlock available state and federal tax incentives for the preservation and rehabilitation of contributing properties.

**CH1.2** Consider designation of the historic core of Cheverly as a Prince George's County Historic District to ensure preservation of its historic fabric and character and unlock local available funding incentives for preservation and rehabilitation of contributing properties.



### HISTORIC PRESERVATION<sup>22</sup>

The Greater Cheverly Sector Plan area includes two identified locations that are important to preserving the County's historic legacy—Fairmont Heights High School and the Town of Cheverly. Fairmont Heights High School (Historic Site 72-064) will cease operation as a high school in 2017; its future use is uncertain. This element provides implementation strategies to support future adaptive reuse of the school building to preserve its important history and role as a source of pride in the community. The Town of Cheverly is eligible to be listed as a district on the National Register of Historic Places, but has yet to be nominated. Efforts to preserve Cheverly's historic integrity include

**CH 1.3** Identify, document, evaluate, and designate historic properties—including those from the Modern Movement—that are eligible to be protected as Historic Sites under Subtitle 29 of the County Code, the Historic Preservation ordinance.

**CH 1.4** Promote rehabilitation financing options, tax incentives, and grants available to designated Historic Sites and Districts.

## **POLICY 2**

Prioritize archeological resource protection and preservation through site identification and community outreach in the sector plan area.

### *STRATEGIES*

**CH 2.1** Identify areas of potential archaeological significance as part of the evaluation process for properties seeking designation as historic sites or districts.

**CH 2.2** Promote the public understanding of the significance of archeological resources.



The Belamy House is one of many homes in Cheverly that contribute to its historic architectural character.



The Edwin Ball House is an example of properties developed as part of the Modern Movement.



Expanding public understand of historic resources - such as the Mt. Hope Slave Quarter Ruin - supports preservation.



It is important to neighborhood security and community pride to identify adaptive reuse opportunities for Fairmont Heights High School

**POLICY 4**

Promote stewardship and adaptive reuse of the historic Fairmont Heights High School.

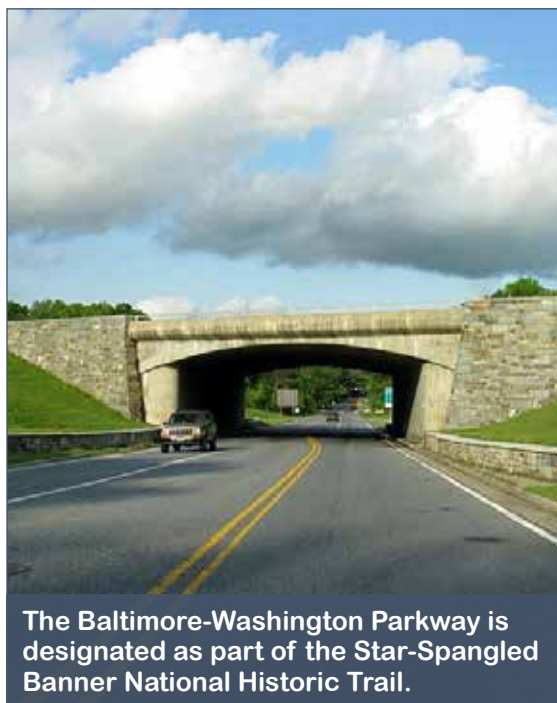
*STRATEGIES*

**CH 4.1** Initiate a task force—comprised of members from the Board of Education, the Prince George’s County Economic Development Corporation, Fairmont Heights High School alumni, residents, nonprofit partners, the Prince George’s County Historic Preservation Commission, and M-NCPPC to develop an adaptive reuse plan for the high school.

**CH 4.2** Conduct a feasibility study for potential future adaptive reuse opportunities.

**CH 4.3** Identify and pursue economically viable opportunities to reuse the school structure to avoid potential blight and vandalism resulting from its vacancy.

**CH 4.4** Support educational, programmatic, and wayfinding connections to the nearby Fairmont Heights National Register Historic District.



The Baltimore-Washington Parkway is designated as part of the Star-Spangled Banner National Historic Trail.

**POLICY 3**

Protect the character of historic, cultural, and scenic viewsheds in the Greater Cheverly Sector Plan area.

*STRATEGIES*

**CH 3.1** Collaborate with the National Park Service and the State Highway Administration to incorporate management actions that support MD 202 (Landover Road) as a Star-Spangled Banner National Historic Trail.

## Fairmont Heights High School, 1401 Nye Street<sup>23</sup>

Fairmont Heights High School (Historic Site 72-064) opened in September 1950 and was originally known as Fairmont Heights Junior-Senior High School. Constructed as the larger of two high schools for African-American students in the County, and designed by the noted Hyattsville architect Paul H. Kea, FAIA, Fairmont Heights was the culmination of many years of struggle for the area's African-American citizens seeking a school facility equal to schools attended by white students. Serving the western part of the County, Fairmont Heights was the first to offer the twelfth grade to its students. Community and school leaders played significant roles in the school desegregation battles that began in 1954 and ended in the 1970s. African-American students travelled from across Prince George's County to attend Fairmont Heights High School, and its alumni are active and vocal in their support for its legacy. Although alterations made following a fire in 1980 diminished the school building's midcentury architectural character, Fairmont Heights High School was recognized for its distinguished history and was designated a Prince George's County Historic Site in 2010.

Today, Fairmont Heights High School primarily serves students from the Seat Pleasant, Chapel Oaks, Fairmont Heights, and Landover

communities. Now outmoded and located on too small a site, the building is scheduled to close following the 2016–2017 school year. The new Fairmont Heights High School will be located approximately 1.5 miles to the northeast on South Club Drive. Fairmont Heights High School alumni and community stakeholders have expressed concern about the future of the historic school building and the potential negative impacts that an extended vacancy would have on the surrounding neighborhood. Many have expressed support for identifying opportunities to find a tenant or tenants for the building, while honoring the school's important history as a center for African-American education in Prince George's County.

The Greater Cheverly Sector Plan includes policies and strategies that support the adaptive reuse of the school building in the future. Key to this future is identifying feasible programs that can ensure financial sustainability while bolstering Fairmont Heights High School's legacy and providing a hub for community engagement.



## COMMUNITY CULTURE

In addition to historic preservation, the diversity, stories, and traditions of the distinct neighborhoods that comprise the Greater Cheverly Sector Plan area should be supported and articulated so that residents and visitors are aware of the community's character. As part of broader revitalization efforts, neighborhoods can establish a strong sense of place through creative programming and collaboration with local cultural organizations. The Greater Cheverly Sector Plan recommendations include strategies to integrate cultural placemaking with broader historic preservation, transportation, and economic development improvements. Key to strengthening cultural placemaking is supporting ongoing community events such as the Cheverly

Day Parade, holiday events, and civic events, as well as launching new traditions that promote broad community engagement and highlight the area's unique character.

### POLICY 5

Promote cultural and arts awareness, exploration, and expression in the Greater Cheverly Sector Plan area.

#### STRATEGIES

**CH 5.1** Increase awareness of diverse community heritage and traditions by promoting cultural programs and activities.

**CH 5.2** Encourage coordination between local nonprofit cultural and heritage organizations, including the Prince George's Arts and

Humanities Council, and for-profit arts, culture, music, and educational organizations to foster opportunities for life-long cultural exploration.

**CH 5.3** Establish partnerships to identify and create performance spaces, exhibit areas, and entertainment venues. Key locations may include the Fairmont Heights High School, local businesses, parks, and community centers.

**CH 5.4** Support existing cultural initiatives in Cheverly and leverage resources to identify and market a local heritage and public art trail.



Public art helps express the community's character and create a sense of place.

**POLICY 6**

Integrate historic resources, sites, and districts in the Greater Cheverly Sector Plan area into the County’s development pattern by promoting compatible urban design and enhanced transportation connectivity.

*STRATEGIES*

**CH 6.1** Encourage context-sensitive design, streetscape enhancements, and façade improvements to ensure compatibility with surrounding development.

**CH 6.2** Link historic resources and sites with the County’s trails and sidewalk system, where appropriate.

**POLICY 7**

Integrate historical and cultural resources with local and regional economic development initiatives.

*STRATEGIES*

**CH 7.1** Develop a sense of place and branding within the Greater Cheverly Sector Plan industrial areas by highlighting their potential as an innovation district (see Economic Prosperity Element).

**CH 7.2** Support the Town of Cheverly in its efforts to become incorporated into the Anacostia Trails Heritage Area in order to spur heritage and bicycle tourism, and to provide access to funding.



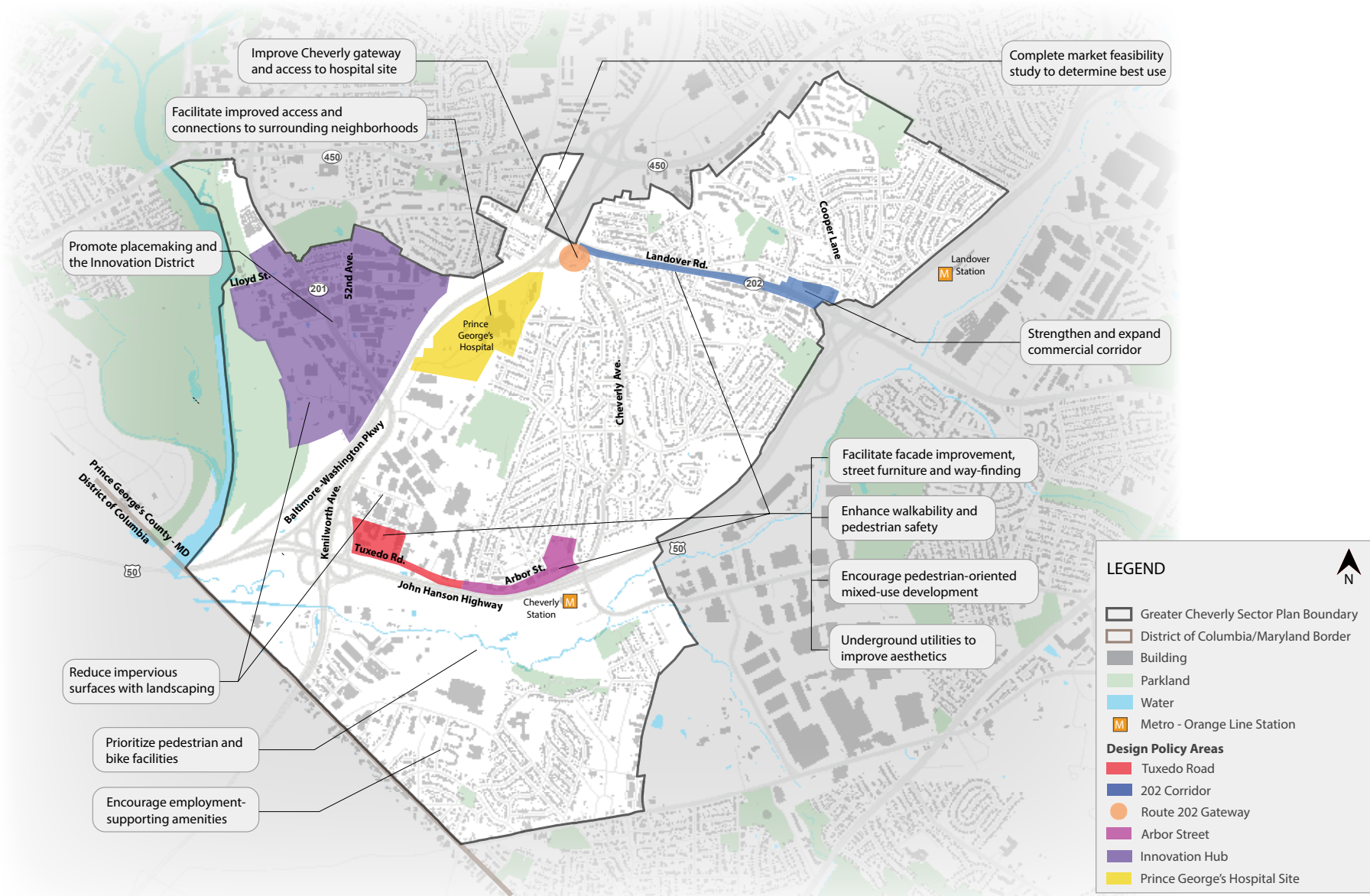
Banners brand business and innovation districts, and contribute to a sense of place.



Integrating Cheverly into the Anacostia Trails Heritage Area can spur heritage and bicycle tourism in the area.



Interpretive signage connects area historic resources to broader wayfinding and placemaking initiatives.



Map 17. Design Element Overview

## DESIGN ELEMENT

The built form of the Greater Cheverly Sector Plan area is characterized by established suburban residential neighborhoods, employment-supporting industrial areas, and a stable commercial hub that serves its immediate neighborhoods. Reflecting the traditional suburban character common in this part of the County, the established residential neighborhoods primarily include single-family homes with pockets of multifamily garden apartments. The street networks provide internal connectivity within neighborhoods and most have sidewalks to facilitate pedestrian safety. Neighborhood streets connect to major thoroughfares, and commercial amenities and Metro stations are located within a short driving distance.

However, the area's traditional suburban development patterns—dead-end streets, natural boundaries, and large thoroughfares—make connectivity through and across the Greater Cheverly sector plan area challenging. Safe pedestrian and bicycle connections across major roads are limited. Commercial areas are generally characterized by older strip commercial buildings set deep behind large surface parking lots. High-speed through-traffic and auto-centric

building design limit opportunities for public gathering and pedestrian-focused shopping patterns. Community residents have expressed a desire for more pedestrian-scale development and design changes that can facilitate new opportunities for public gatherings, connections, and retail experiences.

In recent years, the sector plan area has experienced some commercial reinvestment, including the development of a new Aldi grocery store. However, many retail and commercial buildings are dated and show signs of deferred maintenance, particularly along Arbor Street. The regional real estate market has rebounded, which has improved the local market and new redevelopment opportunities are on the horizon, including the proposed mixed-use development on Addison Road, the relocation of Fairmont Heights High School operations to a new facility, the transfer of medical services at Cheverly Hospital to the Prince George's County Regional Medical Center in Largo, and the acquisition of The Pointe property by the Redevelopment Authority. Each of these impending changes in the sector plan area provide opportunities to create new neighborhood destinations and amenities. The policies and strategies that

goal

**To create sustainable places that reflect community character, establish physical relationships between communities, and encourage walkable infill and redevelopment.**

follow provide a foundation for walkability and connection, and the strengthening of the sector plan area's distinct neighborhoods and community placemaking.

**POLICY 1**

Strengthen and expand the existing commercial node located near the intersection of MD 202 (Landover Road) and Kilmer Street by fostering a sense of place and enhancing the retail experience.

*STRATEGIES*

**UD 1.1** Implement tactical urbanism design strategies to encourage the creation of temporary public spaces for activities in the commercial center parking lots.

**UD 1.2** Facilitate property owner access to funding for façade improvements, street furniture, and wayfinding elements that reflect a cohesive character throughout the Landover Road commercial area.

**UD 1.3** Improve pedestrian connections and safety by improving or closing the Landover Road entrance to the Aldi Shopping Center and implementing landscaped walkways and islands throughout the parking lot.

**UD 1.4** Encourage the development of out-parcels on surface parking lots that front onto Kilmer Street and Maryland Avenue, and encourage pedestrian-scale development in order to create an active streetscape.

**UD 1.5** Following the redevelopment of the Prince George’s County Hospital site, support redevelopment along MD 202 (Landover Road) to create a cohesive commercial corridor between the Baltimore-Washington Parkway and Route 50.

**UD 1.6** Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.

**UD 1.7** Ensure that new development and redevelopment reflects urban design best practices by reducing setbacks, strengthening on-site pedestrian pathways, and connecting roads to enhance walkability.



Infill development of surface parking around the Kilmer St. and MD 202 intersection can create new opportunities for pedestrian-oriented retail and services.



The images above illustrate potential improvements to Maryland Avenue that can create neighborhood gathering spaces. (top) Maryland Avenue today; (center) Maryland Avenue with public space improvements and landscape beautification; (bottom) Maryland Avenue with infill development on the exist parking lot.



Streetscape and redevelopment can enhance 52nd Avenue as an attractive innovation district.

**POLICY 2**

Support the establishment of an innovation district for the industrial areas near 52nd Avenue to strengthen the business environment, encourage pedestrian access, and attract employment-supporting amenities.

*STRATEGIES*

- UD 2.1** Develop a central green space at Kenilworth and 52nd Avenues that is complemented by increased permeable groundcover and landscape improvements.
- UD 2.2** Promote ongoing creative installations and programming.
- UD 2.3** Construct pedestrian and bike facilities along Lloyd Street in conjunction with the development of the bicycle trails in the area.
- UD 2.4** Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.

**POLICY 3**

Facilitate redevelopment of The Pointe at Cheverly that prioritizes connecting these sites to their surrounding neighborhoods.

*STRATEGIES*

- UD 3.1** Complete a market feasibility study to determine the highest and best use of each site.
- UD 3.2** Implement urban design best practices, to include reduced setbacks and multimodal access.

**POLICY 4**

Redevelop the Cheverly Professional Buildings at the Cheverly Gateway along MD 202 (Landover Road) to diversify

tenants and uses, and to facilitate improved access to the Prince George’s County Hospital site.

*STRATEGIES*

- UD 4.1** Increase vehicular visibility at the entrance to Cheverly to improve pedestrian and bicyclist safety.
- UD 4.2** Encourage site redevelopment that diversifies the commercial mix to include local-serving retail, a pocket park, plaza or other public space.
- UD 4.3** Prioritize improved visibility, connection, and access to future redevelopment at the Prince George’s County Hospital site by redesigning the entrance from the Cheverly Gateway.



Redevelopment and reconfiguration of the Cheverly Professional Building property will improve access to the hospital site.

## CHEVERLY PROFESSIONAL BUILDING REDEVELOPMENT SCENARIOS

The following conceptual drawings illustrate three redevelopment scenarios that celebrate the northern entry into Cheverly, contribute to walkable development along the Route 202 Corridor, and improve access to the hospital site.<sup>24</sup> However, any new development or redevelopment will be largely determined by market needs and property owners; new road configurations will be determined by the Town of Cheverly, the Department of Public Works and Transportation, and the State Highway Administration.

**Scenario 1:** Retain existing buildings and add street fronting retail along MD 202 (Landover Road). This scenario includes approximately 10,000 square feet of retail with existing parking relocated in order to create a pedestrian plaza. The intersection of Landover Road and Cheverly Avenue is reconfigured without a slip lane.

**Scenario 2:** Redevelop along MD 202 (Landover Road), realign the intersection with Cheverly Avenue, and create a new entrance to the Prince George’s Hospital Center site. This scenario includes approximately 20,000 square feet of retail and a community gathering space. The new entrance to the Hospital Site branches off Cheverly Avenue.

**Scenario 3:** Redevelop and create a public space on MD 202 (Landover Road) with a new entrance to the Prince George’s Hospital Center site. This scenario includes approximately 40,000 square feet of retail along both Landover Road and Cheverly Avenue, as well as a large plaza. The new entrance to the Hospital Site branches off from Cheverly Avenue.



**POLICY 5**

Support the evolution of Arbor Street into a pedestrian-oriented, mixed-use retail destination with improved street design that encourages access and safety between the Town of Cheverly and the Cheverly Metro Station.

*STRATEGIES*

**UD 5.1** Connect existing sidewalks and expand the sidewalk network to both sides of Arbor Street.

**UD 5.2** Encourage and facilitate relocation of utilities underground in conjunction with

roadway improvement or redevelopment projects to create a more attractive environment.

**UD 5.3** Reduce impervious surfaces on lots between buildings and sidewalks, and replace with vegetation and pervious paving to improve stormwater runoff and visual quality.

**UD 5.4** Assist businesses in securing funding for façade enhancement projects.

**UD 5.5** Encourage pedestrian-scale, mixed used development, to include multifamily housing and retail, at the corner of Belleview Avenue and Arbor Street.

**POLICY 6**

Encourage the revitalization of Tuxedo Road into a pedestrian-oriented, mixed-use retail destination with improved street design to support the establishment of a new main street destination in Cheverly.

*STRATEGIES*

**UD 6.1** Connect existing sidewalks and expand the sidewalk network to both sides of Tuxedo Road.

**UD 6.2** Reduce impervious surfaces on lots between buildings and sidewalks, and replace



Arbor Street revitalization and enhanced street design improve access to Cheverly Metro Station and create a pedestrian-oriented main street.

with vegetation and pervious paving to improve stormwater runoff and visual quality.

**UD 6.3** Encourage and facilitate relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.

**UD 6.4** Assist businesses in securing funding for redevelopment and façade enhancement.

**UD 6.5** Encourage pedestrian-scale, mixed-used development, including commercial, light industrial, and destination retail uses.

## POLICY 7

Facilitate redevelopment of the Prince George's Hospital property that prioritizes connections to the surrounding neighborhoods.

### STRATEGIES

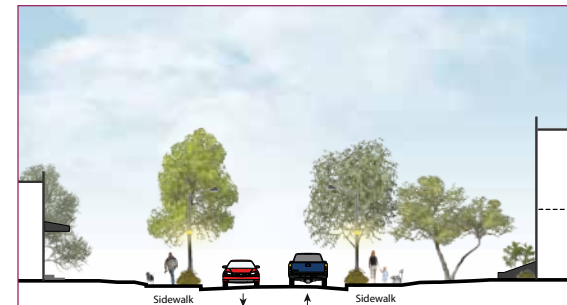
**UD 7.1** Complete a market feasibility study to determine the best use of each site based on market conditions at the time of redevelopment.

**UD 7.2** Implement urban design best practices, including reduced setbacks, multimodal transportation networks and access, and walkable blocks.

**UD 7.3** Encourage developers to integrate the viewshed into new development and site configurations.

**UD 7.4** Create public use and gathering spaces and encourage creative programming, such as permanent or rotating art installations and musical performances.

**UD 7.5** Connect the Town of Cheverly to new development through existing dead end streets, where appropriate.



Pedestrian safety improvements along Arbor Street can create a new main street destination in Cheverly.



Sidewalk improvements, landscaping, and facade enhancement can improve the pedestrian experience along Tuxedo Road.

The following conceptual drawings have been presented as potential redevelopment scenarios for the Prince George’s Hospital Site, as facilities are slated to relocate to the Regional Medical Center at Largo Town Center in 2019. Each of these scenarios include the existing Gladys Spellman Specialty Hospital & Nursing Center building and the Prince George’s County Health Department building, which will remain in use on the site following relocation. These scenarios incorporate a mix of uses with an emphasis on residential development; however, any new development or redevelopment will be largely determined by market needs and property owners.<sup>25</sup>



**Scenario 1:** Primarily Mixed Use. In this scenario, vacating buildings will be demolished and replaced with a variety of medium-density housing types including duplexes, townhomes, and multifamily residential buildings. Approximately 870 multifamily residential units, 80 duplexes and townhomes, and 5,000–10,000 square feet of retail can be developed as part of this concept. This proposal includes roadway connections into Cheverly via Lockwood Road and Inwood Street, with a pedestrian connection onto Jason Street.



**Scenario 2:** Primarily residential with amenities. This scenario proposes the retention of the parking garage, adaptive reuse of the existing hospital tower for residential units, and redevelopment of the rest of the site for medium-density residential use. Approximately 1,215 multifamily residential units, 60 duplexes and townhouses, and 5,000–10,000 square feet of retail can be developed as part of this concept. This proposal includes roadway connections into Cheverly via Lockwood Road and Inwood Street.



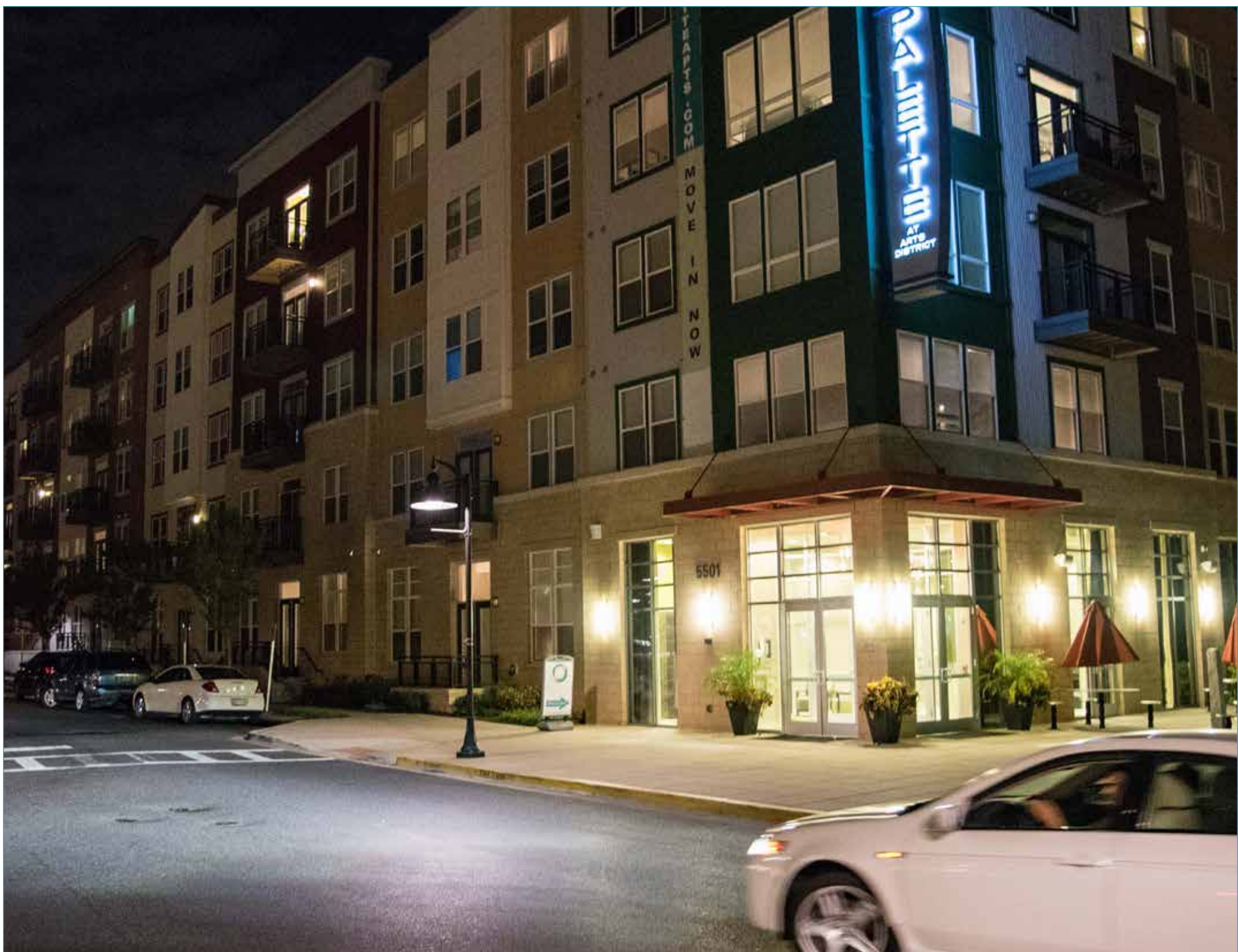
**Scenario 3:** Primarily mixed use with a senior living facility. In this scenario, the hospital tower is adaptively reused as a 100-room hotel and the remaining vacating buildings are redeveloped for mixed-use development and facilities for a continuing care retirement community. Approximately 150 continuing care units, 520 multifamily residential units, 92 duplexes and townhomes, and 10,000 square feet of retail can be developed as part of this concept. This proposal includes roadway connections into Cheverly via Lockwood Road and Inwood Street, with a pedestrian connection onto Jason Street.



**Scenario 4:** Primarily residential. This scenario proposes the demolition of all vacant buildings, to be replaced with medium- to low-density residential development. Approximately 250 multifamily residential units, 92 duplexes and townhouses, 7 single-family detached houses, and 8 live-work units can be developed as part of this concept. This proposal includes roadway connections into Cheverly via Lockwood Road and Inwood Street.







A map of Chevy Chase, Maryland, showing various neighborhoods and transportation routes. The map is overlaid with a semi-transparent light green and blue color scheme. A horizontal teal line runs across the middle of the map, intersecting the main title. The title 'SECTION 4 IMPLEMENTATION' is centered on this line. The map shows neighborhoods including Newton Village, Oaklyn, Landover Knolls, Radiant Valley, and Englewood. Major roads like Route 450, Route 201, Route 202, and Route 50 are marked. Metro stations Cheverly and Landover are also indicated.

# SECTION 4 IMPLEMENTATION

NEWTON VILLAGE

OAKLYN

LANDOVER KNOLLS

RADIANT VALLEY

ENGLEWOOD

M Cheverly Station

M Landover Station

450

450

201

202

50

Baltimore Washington Pkwy

Kenilworth Ave.

Tuxedo Rd.

Arbor St.

Addison Rd.

Cooper Lane

Landover Rd.

George's County - MD

50

Columbia

## TIMELINE AND STAKEHOLDER COORDINATION

The Greater Cheverly Sector Plan serves as a policy guide for elected officials, government agencies, property owners, the real estate and development industries, and preservation and environmental organizations. The plan offers many policies and strategies to address planning issues in the area. Its goals, policies and strategies will be realized through a variety of implementation mechanisms. These approaches include legislative changes to applicable ordinances, capital improvement program commitments, operating budget initiatives, the incorporation of policy guidance in master and sector plans, and a strategic plan for implementation. The plan for implementation establishes a full set of priorities and benchmarks of progress. Successful implementation will take time and require the efforts of all stakeholders—government, the private sector, nonprofit organizations, property owners, and residents.

Implementing the policies and strategies recommended in this plan will rely on coordination between multiple stakeholders and agencies to achieve the vision. Plan recommendations are intended to occur over a 15-year horizon, and implementation strategies have been categorized according to priority and projected time of completion. The assigned timeframes are not fixed; rather, they are intended to be flexible, and to allow for implementation to occur as opportunities and resources arise.

Implementation timeframes are as follows:

**Short-term:** Strategies intended to be implemented in the first 1–5 years of the plan. These strategies may require fewer resources, and so they may be easier to accomplish in the near-term. Alternately, they may be high-priority

strategies that lay the foundation for the implementation of later strategies.

**Mid-term:** Strategies intended to be implemented within years 5–10 of the plan. These strategies may require interagency collaboration or additional resources prior to implementation.

**Long-term:** Strategies intended to be implemented in 10 or more years. These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets shift favorably to support full implementation.

The following implementation matrices identify agencies and partners that may have a role in implementing each strategy. The matrices may not be inclusive of all agencies and partners; rather, the list is intended to support interagency collaboration and spur timely implementation of sector plan recommendations. As strategies are implemented over time, additional partners may be identified to assist with implementation.

## **IMPLEMENTATION MATRICES**

The following implementation matrices are presented by element. Policies and strategies are listed with suggested timeframes and coordinating agencies.

**Table 2. Land Use Element**

Policy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Agencies
<b>Policy 1: Redevelop the Prince George’s County Hospital site into a mixed-use neighborhood after the hospital relocates to a new campus in Largo.</b>			
LU 1.1	Rezone the Prince George’s Hospital site to allow medium- to medium-high-density residential development, along with other forms of development that support residential living and walkability, including a mix of uses such as retail, entertainment, personal, and other services.	Short	M-NCPPC
LU 1.2	Ensure that future development is compatible with surrounding neighborhoods while providing new residential options through a mix of housing types and tenures, including units to meet the needs of seniors and other special needs populations.	Mid	Dimensions Healthcare, M-NCPPC
LU 1.3	Prioritize site design that is environmentally sensitive, preserves natural areas and publicly accessible recreational and open spaces, respects natural features, and promotes sustainability.	Mid	Dimensions Healthcare, DoE, M-NCPPC
LU 1.4	Include public gathering areas such as patios, plazas, benches, and dog parks.	Mid	Dimensions Healthcare, M-NCPPC
LU 1.5	Incorporate any remaining medical uses into overall site design so that they integrate seamlessly with new development.	Mid	Dimensions Healthcare, M-NCPPC
LU 1.6	Prioritize access to the site through improvements to ingress and egress routes, as well as new connections to the existing street grid in the Town of Cheverly at Lockwood Road and Inwood Street.	Mid	Town of Cheverly, Dimensions Healthcare, DPW&T, SHA, M-NCPPC
<b>Policy 2: Amend the Local Transit Center (LTC) boundary as identified in Plan Prince George’s 2035 to focus redevelopment in core and edge areas around the Cheverly Metrorail station and Arbor Street, and to limit development in the floodplain.</b>			
LU 2.1	Promote redevelopment along Arbor Street from the CSX Railroad tracks to Cheverly Avenue in order to allow a mix of residential, retail, and office uses.	Short	M-NCPPC, Property Owner(s)

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
LU 2.2	Facilitate parcel assembly along Arbor Street to encourage redevelopment in the Local Transit Center Core and implement the vision of a walkable main street.	Short		M-NCPPC, Property Owner(s)
LU 2.3	Support redevelopment at the Cheverly Metro Station to allow a mix of residential, retail, and office uses, while ensuring the preservation of surrounding environmentally sensitive lands.	Mid		M-NCPPC, WMATA
<b>Policy 3: Adaptively re-use Fairmont Heights High School (Historic Site 72-064) as a financially-sustainable community resource.</b>				
LU 3.1	Rezone the Fairmont Heights High School property (currently R-55) to allow for small-scale, low-intensity, and mixed-use development, including commercial development that provides goods and services serving the needs of neighborhood residents such as retail sales and services, personal services, educational and institutional uses, arts and entertainment uses, and multifamily residential.	Short		M-NCPPC
LU 3.2	Conduct a feasibility study that examines financially sustainable adaptive reuse and rehabilitation opportunities at the site, including an analysis of potential uses such as affordable housing, senior housing, housing for special-needs populations, community education and recreation, and performing arts and cultural uses.	Short		M-NCPPC, BOE
<b>Policy 4: Preserve industrial uses along Tuxedo Road, Kenilworth Avenue and south of US 50 in order to capitalize on the area's strategic locational advantages, strengthen the local economy and increase employment in Prince George's County.</b>				
LU 4.1	Protect industrial uses that are important for the County's economic growth.	Short		M-NCPPC, Property Owner(s)
LU 4.2	Allow the inclusion of retail and commercial uses in the industrial areas to serve residents, businesses, and their employees.	Mid		M-NCPPC, Property Owner(s)

Policy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Agencies
LU 4.3	Mitigate negative impacts of industrial uses on surrounding neighborhoods through the inclusion of buffers—such as landscaping, screening, or other measures—that limit noise, pollution, stormwater runoff, and unsightly properties.	Mid	M-NCPPC, Property Owner(s)
<b>Policy 5: Limit new development in the floodplain, and encourage maintenance and repair of existing properties.</b>			
LU 5.1	Consider rezoning properties located in the FEMA Floodplain (see figure xx) in order to limit further development and maintain the primary use of the land for the preservation and protection of significant environmental features and functions.	Long	M-NCPPC, DoE, Property Owner(s)
LU 5.2	Preserve and protect natural resources in the sector plan area while providing for their use and enjoyment, including recreation and entertainment, visitor accommodation, and supporting public facilities.	Long	M-NCPPC, Property Owner(s)
LU 5.3	Ensure any new development is designed to be compatible with ecological preservation and protection.	Long	M-NCPPC, Property Owner(s)
<b>Policy 6: Protect neighborhood character while providing opportunities for residential housing choice.</b>			
LU 6.1	Facilitate infill development and redevelopment that is compatible with neighborhood context and character.	Mid	M-NCPPC, Property Owner(s)

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
		Long (10+ years)		
LU 6.2	<p>"Encourage development that provides for residential housing choice, affordability, and diversity with varying housing types, densities, and designs including multifamily, two-family, three-family, and townhouse dwellings; small-lot, single-family detached dwellings; live/work units; and accessory apartments. Potential locations include:</p> <ul style="list-style-type: none"> <li>• Prince George's County Hospital property</li> <li>• Fairmont Heights High School</li> <li>• Hoyer Elementary School</li> <li>• "Addison Row" property</li> <li>• The Pointe property</li> <li>• Others identified as the market evolves over time"</li> </ul>	Mid		M-NCPPC, Property Owner(s)
<b>Policy 7: Strengthen Landover Road (MD 202) as a commercial corridor that accommodates a mix of uses and provides local shopping, dining and gathering opportunities for residents in the surrounding areas.</b>				
LU 7.1	Promote infill development and redevelopment on commercially zoned properties that concentrate retail sales and services, office, and dining establishments near existing activity nodes.	Long		M-NCPPC, SHA, Property Owner(s)
LU 7.2	Encourage development that is pedestrian-oriented and serves to strengthen Landover Road's sense of place as a main street to surrounding residential neighborhoods.	Long		M-NCPPC, SHA, Property Owner(s)
LU 7.3	Ensure that redevelopment and infill development are consistent with the context and character of the surrounding neighborhoods.	Long		M-NCPPC, SHA, Property Owner(s)
LU 7.4	Encourage medium-density residential development on the upper floors of nonresidential establishments.	Long		M-NCPPC, SHA, Property Owner(s)

Policy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Agencies
LU 7.5	Consider future rezoning of residential properties fronting on Landover Road to accommodate neighborhood-serving retail, services, and dining, and to extend the commercial corridor from the existing retail node at the intersection with Kilmer Street toward future redevelopment of the Prince George’s County Hospital site.	Long	M-NCPPC, SHA, Property Owner(s)
<b>Policy 8: Catalyze revitalization in the Kenilworth Avenue industrial area through right-of-way and public space improvements, promoting redevelopment and encouraging a mix of uses.</b>			
LU 8.1	Ensure that zoning for parcels fronting Kenilworth and 52nd Avenues allows the inclusion of employment-serving retail, commercial, and mixed uses.	Short	M-NCPPC
LU 8.2	Facilitate redevelopment and façade improvements to key properties near the intersection of MD 201 (Kenilworth Avenue) and 52nd Avenue to create a visual focus within the industrial district.	Long	M-NCPPC, Property Owner(s)
LU 8.3	Create a pedestrian-friendly gathering space that improves aesthetics and provides a public amenity by making improvements in the right-of-way at the intersection of MD 201 (Kenilworth Avenue) and 52nd Avenue.	Mid	M-NCPPC, SHA
LU 8.4	Incorporate streetscaping, landscaping, and public art to improve the area’s visual appeal.	Mid	M-NCPPC, EDC, SHA, DPW&T
LU 8.5	Conduct an inventory and evaluation of industrial property conditions in the area to determine which properties have high levels of pollution or contamination due to industrial uses.	Short	M-NCPPC
<b>Policy 9: Redevelop the property owned by the Redevelopment Authority and the Town of Cheverly known as “The Pointe.”</b>			
LU 9.1	Conduct a market analysis and feasibility study to identify the most appropriate use for the redevelopment of the site.	Short	Town of Cheverly, RDA, M-NCPPC

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
LU 9.2	Release a Request for Proposals (RFP) for redevelopment based on market study findings that aligns with recommended commercial development along the MD 450 corridor as recommended in the 2009 Approved Port Towns Sector Plan and Sectional Map Amendment.	Short		RDA

**Table 3. Economic Prosperity Element**

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 1: Enhance MD 202 (Landover Road) as the Greater Cheverly Sector Plan area’s main street, with a focus on increasing walkability, providing gathering places, and diversifying retail and commercial offerings.</b>				
EP 1.1	Adopt a main street economic development approach to strengthening MD 202 (Landover Road) as a retail and commercial destination, with the first phase of improvements focused at the existing retail node centered around the intersection of Landover Road and Kilmer Street.	Short		EDC, Town of Cheverly, Business Owners
EP1.2	Create and support the organization of an MD 202 (Landover Road) business association to facilitate collaboration between community stakeholders, business and property owners, public agencies, and private investors.	Short		EDC, Town of Cheverly, Business Owners
EP1.3	Develop a Landover Road commercial district brand and identity that reflects local community character and markets the area as a retail destination.	Short		EDC, Town of Cheverly, Business Owners
EP1.4	Support ongoing coordination between businesses, residents, and public agencies around issues relating to streetscaping, capital, and public space improvements.	Mid		EDC, DPW&T, SHA
EP1.5	Encourage commercial property owners to locate temporary public events—such as farmers markets, vendor fairs, family events, and arts and cultural events—in parking lots and other underutilized areas in order to increase foot traffic and strengthen local retail visits.	Short		EDC, Town of Cheverly, Business Owners
EP1.6	Conduct outreach and provide technical assistance to businesses and property owners to identify grants, encourage physical improvements, and diversify tenants.	Short		EDC, M-NCPPC
EP1.7	Develop a façade improvement program that assists local property owners with dated building exteriors and improves commercial district aesthetics and retail attraction.	Short		EDC

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
EP1.8	Collaborate with property owners to help shape, support, and encourage redevelopment or improvements to their parcels to enhance the visual quality of the area and create new commercial opportunities and public outdoor gathering spaces.		Mid	EDC, Town of Cheverly, Business Owners, M-NCPPC
EP1.9	Encourage property owners to extend pedestrian-oriented retail opportunities along the length of Landover Road between US 50 and The Baltimore-Washington Parkway as the real estate market evolves.		Long	EDC, Town of Cheverly, Business Owners, M-NCPPC
EP 1.10	Support redevelopment of commercial properties located at the intersection of Hospital Drive and MD 202 (Landover Road) to provide an additional retail node along the main street and new opportunities for retail and public gathering. Redevelopment should coordinate with future development at the Prince George's Hospital property and any future redesign of Hospital Drive.		Long	Property Owners, EDC, M-NCPPC
EP 1.11	Facilitate installation of coordinated gateway artwork near the intersections of MD 202 (Landover Road), the Baltimore-Washington Parkway, and US 50 in order to clearly mark the main street and define a sense of place.		Mid	EDC, SHA, Town of Cheverly, Business Owners
<b>Policy 2: Create the social and physical infrastructure to support mixed-use redevelopment along Tuxedo Road and Arbor Street.</b>				
EP 2.1	Conduct a feasibility study of the commercial and residential mixed-use redevelopment potential of properties located along Arbor Street and Tuxedo Road, including key opportunity sites such as the Hoyer Elementary School, the Cheverly Metro Station, and the K. Neall property on the corner of Kenilworth Avenue and Tuxedo Road.		Short	M-NCPPC, Town of Cheverly, Property Owners
EP 2.2	Establish a Redevelopment Group comprised of local stakeholders and property owners to champion redevelopment in the area.		Short	Town of Cheverly, Property Owners, Business Owners

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
EP 2.3	Encourage the Redevelopment Group, property owners, and the Town of Cheverly to implement pilot projects and pop-up events that support the vision for revitalization and catalyze redevelopment interest in the area.	Short		Town of Cheverly, Property Owners, Business Owners
<b>Policy 3: Prioritize code enforcement and nuisance abatement.</b>				
EP 3.1	Implement the recommendations in Prince George’s County’s 2013 Property Standards Reform Action Plan.[i]	Short		M-NCPPC
EP 3.2	Collaborate with businesses in need of assistance to bring their properties into compliance through advanced notification of enforcement, technical assistance, and identification of funding needs and sources.	Mid		EDC, Town of Cheverly, Business Owners
EP 3.3	Identify high-impact opportunities to enhance appearance and environmental performance beyond minimum standards. Support partnerships between property owners and the County to implement and promote best practice standards.	Mid		Town of Cheverly, Business Owners
EP3.4	Coordinate capital improvements with owner-initiated improvement efforts so that public investments support the initiative of private property owners who organize with their neighbors to improve private property conditions.	Mid		EDC, Town of Cheverly, Business Owners
<b>Policy 4: Designate and support the launch of an industrial business improvement district (BID) in the industrial areas.</b>				
EP 4.1	Launch a BID and develop a long-term funding and institutional support strategy in order to support ongoing business organization and business development activities in the area.	Long		EDC, Town of Cheverly, Business Owners

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
EP 4.2	<p>"Create a front-office function for implementing revitalization by assigning a dedicated BID staff person to serve as a primary point of contact for the program, monitor progress on a more specific implementation work plan, undertake implementation activities not delegated to other public or private entities, and prioritize and coordinate activities of collaborating implementers. The following activities are key to supporting the success of the industrial improvement:</p> <ul style="list-style-type: none"> <li>• Business organization.</li> <li>• Industrial area marketing, branding, and business attraction and retention.</li> <li>• Technical assistance and portal to available funding for businesses and property owners interested in property improvements, attracting tenants and relationship building with environmental and innovation/technology focused entities to advance more sustainable, technology-focused land use in the area.</li> <li>• Coordination and liaison among businesses, residents, and government agencies around issues of enforcement and redevelopment.</li> <li>• Assistance and coordination with continued planning in the area.</li> <li>• Resource gathering to the area and the implementation of a funding strategy." </li></ul>	Mid		M-NCPPC, Town of Cheverly, Business Owners
<b>Policy 5: Strengthen regional industrial real estate market competitiveness through improved visual and environmental conditions.</b>				
EP 5.1	Encourage facility improvements as uses develop to support upgrades to parking, storage, and loading docks.	Short		Town of Cheverly, Property Owners, Business Owners
EP 5.2	Facilitate business connections to federal, state, County, and other funding sources that can increase business operations and facility improvements.	Mid		EDC, Town of Cheverly, Property Owners, Business Owners
EP 5.3	Address lack of buffering between housing and industrial activities by requiring the incorporation of additional fencing and vegetation to screen industrial uses.	Mid		Town of Cheverly, Property Owners

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs) Long (10+ years)	
EP 5.4	Promote the County’s Rain Check Program to property owners in order to support improved access to financial assistance for vegetative screening and stormwater improvements.	Short		EDC, Town of Cheverly, Property Owners, Business Owners
EP 5.5	Coordinate economic revitalization and urban design strategies in the industrial areas.	Mid		M-NCPPC, EDC
<b>Policy 6: Establish an innovation district in the industrial areas west of the Baltimore-Washington Parkway centered around the intersection of 52nd and Kenilworth Avenues.</b>				
EP 6.1	Encourage the inclusion of small-scale facilities to accommodate innovative, light-industrial production, such as co-working and “maker” spaces, shared commercial kitchens, start-up incubators, and other entrepreneurial enterprises.	Mid		Town of Cheverly, Property Owners, Business Owners
EP 6.2	Encourage the inclusion of new smaller-scale retail to provide dining and convenience shopping options for employees and consumers.	Mid		EDC, Town of Cheverly, Property Owners
EP 6.3	Develop districtwide branding, marketing, and technical assistance to property and business owners to support the attraction of new businesses and jobs.	Short		EDC, Town of Cheverly, Property Owners, Business Owners
<b>Policy 7: Allow temporary uses that can contribute economic benefits through minimal improvements while vacant and underutilized properties await full redevelopment.</b>				
EP 7.1	Reduce regulatory barriers to the establishment of creative, desirable temporary uses that advance the objectives and placemaking principles necessary for revitalization, including interventions such as pop-up parks, public art, landscaping, and public events.	Short		M-NCPPC, Prince George’s County Council, DPIE

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
EP 7.2	Establish appropriate standards, such as screening and mitigation of environmental impacts, which govern less desirable but permitted uses, allowing such uses to make a positive economic contribution.	Short		M-NCPPC, Prince George's County Council
<b>Policy 8: Support the attraction and retention of high-quality jobs in the area.</b>				
EP 8.1	Improve public transit connections and service to industrial areas, with particular attention to expanding service in off-peak hours to meet the needs of shift workers and others working nonbusiness hours.	Long		M-NCPPC, WMATA, SHA, DPW&T
EP 8.2	Support small-scale retail, convenience, and dining uses, where appropriate, to provide amenities to area workers, improve marketability of properties, and support revitalization goals.	Long		EDC, Town of Cheverly, Business Owners, Property Owners
EP 8.3	Facilitate connection to the Small Business Administration, the Economic Development Corporation, Financial Services Corporation, Maryland Department of Commerce, Maryland Technology Development Corporation (TEDCO) and other potential funding sources to support workforce development and increase hiring in the area.	Mid		EDC, Town of Cheverly, Business Owners
EP 8.4	Encourage employers to create additional high-quality jobs by supporting workforce development partnerships with the Economic Development Corporation and local community colleges, vocational schools, and universities.	Mid		EDC, Town of Cheverly, Business Owners

## Transportation And Mobility

Collectively, the sector plan's Transportation and Mobility recommended strategies have the ability to transform the plan area's transportation network into a multimodal network that better serves residents, employees, and commuters. To this end, specific implementation actions have been identified for each of the stated transportation and mobility policies. Each of these actions have been assigned a short-, mid-, or long-term priority time frame.

To achieve the desired program toward the overall goal of providing a complete multimodal transportation network, it is recommended that every version of the County's Capital Improvement Program and the County's Transportation Priority Letter include at least one or more of the recommended implementation actions.

Table 4. Transportation and Mobility Element

Policy	New / Existing	Project Category	Street	Location / Description	Timeframe		Coordinating Agencies
					Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 1: Encourage Complete Streets and Connectivity</b>							
TM 1.1	New	Pedestrian and Bicyclist	Beaverdam Creek Trail	Ensure that all street improvement, development, and redevelopment projects in the Greater Cheverly Sector Plan area follow Complete Streets principles and integrate active transportation improvements which meet Americans with Disabilities Acts standards into the street design. Transportation facilities should emphasize multimodal travel connecting all parts of the Greater Cheverly Sector Plan area.		Long	DPW&T, M-NCPPC, SHA, Town of Cheverly
TM 1.1	New	Pedestrian and Bicyclist	Cheverly to Bladensburg Waterfront Park Trail	"Build a shared use path along Lloyd Street from the Bladensburg Waterfront Park to 52nd Avenue, a shared-use path along 52nd Avenue from Lloyd Street to Kenilworth Avenue, a shared use path along Kenilworth Avenue from 52nd Street to Lydell Road, and a shared use path from Craftsmans Drive to Crest Avenue.  Install bicycle lanes along Lydell Road from Kenilworth Avenue to Schuster Drive, bicycle lanes along Schuster Drive from Lydell Road to Craftsman Circle, shared lane markings (sharrows) on Crest Avenue from Lockwood Road to 59th Avenue, and shared lane markings (sharrows) on 59th Avenue from Crest Avenue to Arbor Street."		Mid	DPW&T, SHA, M-NCPPC, Town of Cheverly

Policy	New / Existing	Project Category	Street	Location / Description	Timeframe		Coordinating Agencies
					Short (1-5 yrs)	Mid (5-10 yrs) Long (10+ yrs)	
TM 1.1	New	Pedestrian and Bicyclist	Old Landover Road	Build sidewalks from MD 202 to Gramby Street.	Mid		SHA
TM 1.1	New	Pedestrian and Bicyclist	Sector Plan Area	Build sidewalks along all residential streets.	Long		DPW&T, Town of Cheverly
TM 1.2	New	Road	Addison Road	Install high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting. Evaluate and implement traffic calming elements.	Mid		DPW&T
TM 1.2	New	Road	Cheverly Avenue	Install high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting. Evaluate and implement traffic calming elements.	Mid		DPW&T, Town of Cheverly
TM 1.2	Existing	Road	Cooper Lane	Install high visibility crosswalks, ADA curb ramps, and accessible pedestrian signals. Study and implement traffic calming elements.	Mid		DPW&T
TM 1.2	New	Road	MD 459 (Arbor Street / Tuxedo Road)	Install high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting. Evaluate and implement traffic calming elements.	Mid		SHA
TM 1.2	New	Road	MD 769 (52nd Avenue)	Install high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting. Evaluate and implement traffic calming elements.	Mid		SHA

Policy	New / Existing	Project Category	Street	Location / Description	Timeframe		Coordinating Agencies
					Short (1-5 yrs)	Mid (5-10 yrs)	
TM 1.2	New	Road	Old Landover Road	Install high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting. Evaluate and implement traffic calming elements.		Mid	DPW&T
TM 1.4	New	Pedestrian and Bicyclist	Columbia Park Road Bridge	Build a pedestrian bridge from Arbor Street to the Cheverly Metrorail Station, parallel to Columbia Park Road, crossing over US 50 and rail tracks.		Long	SHA, WMATA
<b>Policy 2: Balance comfort and safety of all road users</b>							
TM 2.1	New	Pedestrian and Bicyclist	Addison Road	Install buffered bicycle lanes from Eastern Avenue to North Englewood Drive.		Mid	DPW&T
TM 2.1	New	Pedestrian and Bicyclist	Cooper Lane	Install bicycle lanes from MD 450 to Old Landover Road.		Short	DPW&T
TM 2.1	New	Pedestrian and Bicyclist	MD 202 (Landover Road)	Construct protected bicycle lanes and buffered sidewalks from US 50 to the Baltimore Washington Parkway.		Mid	SHA
TM 2.1	New	Pedestrian and Bicyclist	North Englewood Drive	Install shared Lane markings (sharrows) from Addison Road to Jesse J Warr Recreation Center.		Short	DPW&T

Policy	New / Existing	Project Category	Street	Location / Description	Timeframe		Coordinating Agencies
					Short (1-5 yrs)	Mid (5-10 yrs)	
TM 2.2	New	Road	Columbia Park Road	<p>"Install high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and Pedestrian scaled lighting.</p> <p>Evaluate and implement traffic calming elements, and effective improvements to enhance pedestrian and bicyclist safety along Columbia Park Road bridge, including a crash worthy barrier to physically separate pedestrians and bicyclists from moving motor vehicle traffic."</p>	Short		DPW&T, SHA
<b>Policy 3: Improve transit quality of service.</b>							
TM 3.1	New	Transit	Sector Plan Area	Evaluate the feasibility of implementing a bike share system that can connect Sector Plan neighborhoods, destinations, and the regional bike share network.	Short		DPW&T, M-NCPPC, Town of Cheverly
TM 3.3	New	Transit	Sector Plan Area	Install ADA bus stop improvements, amenities, and bus shelters where feasible.	Mid		DPW&T, SHA, WMATA
TM 3.5	New	Transit	Sector Plan Area	Evaluate the expansion of transit service by providing new peak period and all day shuttle service that directly connects Metrorail Stations, industrial areas, and hospital area, and an increase of existing bus route frequency.	Short		WMATA, Town of Cheverly

Policy	New / Existing	Project Category	Street	Location / Description	Timeframe		Coordinating Agencies
					Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 4: Develop a wayfinding system.</b>							
TM 4.2	New	Pedestrian and Bicyclist	Sector Plan Area	Install wayfinding signage to create pedestrian and bicycle routes leading to Bladensburg Waterfront Park, Landover Hills Park, Landover Road shopping areas, and Metrorail Stations.	Short		DPW&T, M-NCPPC, SHA, WMATA
<b>Policy 5: Improve vehicular circulation and access.</b>							
TM 5.1	New	Road	MD 202 (Landover Road)	"Install high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting.  Evaluate the best locations for additional pedestrian crossings, off-Peak signal timing changes to reduce pedestrian wait times; removal of right turn slip-lane connecting to Cheverly Avenue, and feasibility of pedestrian crossing signals at Cheverly Avenue."	Short		SHA
TM 5.5	Existing	Road	Addison Road	Study to redesign and improve pedestrian and bicyclist safety and accommodation on all approaches to intersection with Sheriff Road.	Short		DPW&T
TM 5.5	Existing	Road	I-295, MD 201, and US 50 Interchange	Evaluate possible alternatives to improve motor vehicle, pedestrian, bicyclist, and transit user circulation at I-295, MD 201, and US 50 interchange.	Short		SHA
TM 5.5	Existing	Road	MD 50 and MD 202	Evaluate possible alternative to reconfigure MD westbound ramp to northbound MD 202 in order to improve pedestrian safety.	Short		SHA

**Table 5. Natural Environment Element**

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 1: Restore and enhance water quality in the Lower Beaverdam Creek stream systems and other areas that have been degraded, through stormwater management and water resource protection.</b>				
NE1.1	Discourage new development within the floodplain and encourage maintenance and repair of current development.	Ongoing		DPIE, Developer(s), M-NCPPC
NE1.2	Prioritize stormwater mitigation and stream stabilization projects from the Anacostia River Watershed Restoration Plan to facilitate County efforts to improve the water quality of local streams.	Short		Developer(s), DOE
NE1.3	Strengthen stormwater management with rain gardens, landscape strips with native plant species, bio-retention, and other green stormwater practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.	Ongoing		DPW&T, DPIE, M-NCPPC, DOE, Town of Cheverly
NE1.4	Conduct a study of current flood control volumes that exist within the sector plan area, and those projected due to redevelopment, in order to determine appropriate measures to manage stormwater runoff. Require approval of floodplain elevations by the approving authority and ensure appropriate control measures are installed.	Short		Developer(s), Town of Cheverly, DPIE
NE1.5	Preserve the woodlands located along or adjacent to streams and widen forested buffers where they do not meet the County Code.	Short		DOE, M-NCPPC
NE1.6	Stabilize the Beaverdam Creek tributary from its origin at 1208 Marblewood Avenue to its confluence with Cabin Branch south of the Cheverly Metro Station to make it an amenity, restore wildlife habitat, and create a more functional and esthetically pleasing system.	Mid		Developer(s), DOE, DPIE, M-NCPPC

Policy	Description	Timeframe		
		Short (1-5 yrs)	Mid (5-10 yrs)	Long (10+ years)
<b>Policy 2: Reduce impervious surfaces and increase tree canopy within the sector plan area.</b>				
NE2.1	Disconnect large expanses of impervious surfaces by incorporating areas of pervious pavement or landscape strips to improve air and water quality.	Short		DOE, Developer(s)
NE2.2	"Reconstruct existing streets to provide safe and convenient access for pedestrians, bicyclists, transit users, and motorists. Integrate tree planting, as per the Landscape Manual, along with stormwater management and environmental site design (ESD) techniques, to create a system of green and complete streets. Prioritize reconstruction efforts on the following streets: 52nd Avenue Lloyd Street Cooper Lane Addison Road Old Landover Road"	Short		"DPW&T, DOE, M-NCPPC Developer(s)"
NE2.3	Support efforts to preserve, protect, and increase biodiversity in areas identified as hubs in the Cheverly Green Infrastructure Plan. Work with local stakeholders to establish, preserve, and manage green corridors linking these natural hubs to facilitate the exchange of plant and animal species.	Short		Property Owner(s), Town of Cheverly, M-NCPPC
NE2.4	Protect, preserve, and enhance green infrastructure elements of local significance, such as headwater streams with their associated buffers and wetlands.	Short		Town of Cheverly, DOE, M-NCPPC
NE2.5	Partner with owners of properties developed prior to the enactment of stormwater management regulations to identify and pursue grant opportunities, loans, tax credits, and other funding to construct bioretention systems, remove impervious surfaces, plant trees, and take other actions to retain and treat stormwater runoff on-site. Target properties from 1208 to 1510 Marblewood Road for priority interventions.	Short		Developers, Property Owners, Town of Cheverly, DOE, DPIE

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
NE2.6	Minimize turf areas and discourage the use of pesticides and fertilizers in all landscaping.	Ongoing		HOAs DOE
<b>Policy 3: Implement environmental site design (ESD) techniques on-site and reduce overall energy consumption.</b>				
NE3.1	Encourage green building certification for all new buildings.	Ongoing		"Developer(s), Town of Cheverly, M-NCPPC DOE, County Energy Manager"
NE3.2	Encourage green building techniques such as the use of local building materials, low impact paints, or specialized heating and cooling systems.	Ongoing		County Energy Manager, Developers, M-NCPPC
NE3.3	Require the use of downward facing lights and the use of full cut-off optics that reduce overall energy consumption and light spillover.	Ongoing		Developer(s), Town of Cheverly, M-NCPPC, DOE, County Energy Manager
NE3.4	Plant trees in strategic places to cool buildings and mechanical equipment, as well as to reduce the higher temperatures caused by the urban heat island effect. Native species of plants are recommended.	Short		Property Owner(s), M-NCPPC, DOE
NE3.5	Facilitate the use of renewable energy technology within the sector plan area, where appropriate.	Mid		County Energy Manager, Developer(s), M-NCPPC, DOE, Town of Cheverly
<b>Policy 4: Address adverse impacts of transportation-related noise.</b>				
NE4.1	Provide adequate setbacks for projects located close to existing or proposed noise generators and roadways classified as arterial or greater.	Ongoing		Developer(s), M-NCPPC

Policy	Description	Timeframe		Coordinating Agencies	
		Short (1-5 yrs)	Mid (5-10 yrs)		
NE4.2	Ensure that proper noise mitigation is provided where residential, recreational, and congregational uses are located inside the 65 dBA Ldn noise contour.		Long (10+ years)	Ongoing	M-NCPPC, DPW&T
NE4.3	Construct noise barriers along major highways as part of future highway reconstruction in order to mitigate adverse traffic noise impacts on adjacent properties.		Mid		SHA, DPW&T, NPS

**Table 6. Housing and Neighborhoods Element**

Policy	Description	Timeframe		Coordinating Agencies	
		Short (1-5 yrs)	Mid (5-10 yrs)		
<b>Policy 1: Preserve and expand the range of housing types and ownership opportunities.</b>					
HN 1.1	"Encourage development that provides dedicated senior housing and units that offer age-in-place opportunities to residents throughout the sector plan area. Potential development opportunity sites include: Prince George’s County Hospital property Fairmont Heights High School Hoyer Elementary School “Addison Row” property The Pointe property Others identified as the market evolves over time"			Long	M-NCPPC, Property Owner(s)
HN 1.2	Support development that includes a mix of housing types and tenures at a range of affordability levels.			Long	M-NCPPC, Property Owner(s)
<b>Policy 2: Preserve and strengthen established neighborhoods.</b>					
HN 2.1	Encourage and support the designation of a County and/or National Register Historic District in the Town of Cheverly to ensure the preservation of its distinctive character.			Short	M-NCPPC, Town of Cheverly, Property Owner(s)
HN 2.2	Promote homeownership through outreach, financial counseling, and education about County, state, and federal first-time homebuyer programs.			Short	M-NCPPC, DHCD
HN 2.3	Increase access to foreclosure-prevention counseling and assistance.			Short	M-NCPPC, DHCD

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
HN 2.4	Support coordination between County and state agencies, municipal governments, and utility companies to improve outreach and access to funding that supports home improvement and maintenance, including energy-efficiency audits, upgrades and retrofits, weatherization assistance, solar installation, and age-in-place maintenance and construction.	Short		M-NCPPC, DHCD
<b>Policy 3: Increase community connection to address public safety concerns.</b>				
HN 3.1	Incorporate Crime Prevention Through Environmental Design (CPTED) guidelines in new development and redevelopment to increase security and perceived neighborhood safety.	Short		M-NCPPC, DoE, Property Owner(s)
HN 3.2	Partner with local and County law enforcement agencies to develop effective Neighborhood Watch programs and strengthen positive community-police engagement.	Short		M-NCPPC, Police Department, Property Owner(s)
HN 3.3	Strengthen neighborhood civic organizations and advocacy through the launch of neighborhood-led community-building efforts, including events such as community clean-up, gardening, walking groups, block parties, and picnics.	Short		M-NCPPC, Police Department, Civic Associations, HOAs
HN 3.4	Install streetlights and pedestrian-scale lighting to provide safe access throughout the sector plan area and to the Cheverly Metro Station.	Mid		M-NCPPC, SHA, DPW&T

**Table 7. Healthy Communities Element**

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 1: Establish the Greater Cheverly Sector Plan area as a model health and wellness community in Prince George’s County.</b>				
HC 1.1	Designate the Greater Cheverly Sector Plan area as a Wellness Opportunity District in order to support incentives and policies that strengthen community health and wellness.	Short		M-NCPPC, Health Department
HC 1.2	Partner with public agencies, nonprofit organizations, and entities such as the Prince George’s County Food Equity Council to secure grants and loans to support implementation of health and wellness policies and programs.	Mid		M-NCPPC, County Agency(s)
HC 1.3	Strengthen community outreach and education to ensure public engagement and community involvement in decision-making processes that effect community health and wellness.	Short		M-NCPPC, Health Department
HC 1.4	Encourage employers and developers to include showers and changing facilities for those who walk or bicycle to work.	Mid		M-NCPPC, Property Owner(s)
HC 1.5	Provide shuttle services to farmers markets and supermarkets from residential neighborhoods that lack access to healthy food shopping options.	Short		M-NCPPC, County Agency(s)
HC 1.6	Incentivize employers to subsidize employee public transit ridership costs in the industrial areas of the sector plan in order to limit congestion and mitigate auto emissions.	Short		Property Owner(s)
<b>Policy 2: Improve availability, accessibility and affordability of healthy food options across the sector plan area, with particular focus in neighborhoods categorized as “Low Access” or “Food Desert.”</b>				
HC 2.1	Allow and promote mobile healthy food markets, particularly in underserved neighborhoods.	Short		M-NCPPC, Health Department, County Agency (s)

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
HC 2.2	Allow and promote healthy prepared-food trucks to provide healthy food options.	Short		M-NCPPC, Health Department, County Agency (s)
HC 2.3	Encourage and promote urban farming in residential neighborhoods.	Short		M-NCPPC, Health Department, Property Owner(s)
HC 2.4	Encourage the installation of community gardens on underutilized and vacant parcels throughout the sector plan area, including the following locations: <ul style="list-style-type: none"> <li>Fairmount Heights High School grounds (once vacated)</li> <li>The Cheverly parcel on Kilmer Street</li> <li>Lloyd Street (concurrent with multimodal trail construction as recommended in the Transportation and Mobility Element)</li> <li>Others identified by the community</li> </ul>	Short		M-NCPPC, Town of Cheverly, Property Owner(s)
HC 2.5	Promote the installation and expansion of school community “kitchen” gardens to reinforce health and wellness curricula and augment school lunch programs.	Short		Health Department, BOE
HC 2.6	Support efforts to instill healthy eating habits in children and youth by encouraging healthy food options on school cafeteria menus, in vending machines, and during activities.	Short		Health Department, BOE
<b>Policy 3: Improve access to healthcare.</b>				
HC 3.1	Allow and promote mobile health services in the sector plan area to improve access to preventive medical health resources, including blood donation, blood pressure screening, diabetes care, HIV and STI screening, geriatric and women’s health services, mental health screenings, and more.	Short		M-NCPPC, Health Department, County Agency(s)

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
HC 3.2	Increase education and outreach on health insurance requirements and available plans, and provide technical assistance to expand health insurance coverage rates in the sector plan area.	Short		M-NCPPC, Health Department
HC 3.3	Encourage partnerships between County agencies and local medical centers to strengthen community-focused health programming in the sector plan area.	Short		M-NCPPC, Health Department
<b>Policy 4: Strengthen partnerships with County agencies, local advocacy organizations, churches, nonprofits and civic groups to develop and implement effective community health initiatives.</b>				
HC 4.1	Support partnerships between the Prince George’s County Food Equity Council and County agencies to address food security and access issues in the sector plan area.	Mid		M-NCPPC, County Agency(s)
HC 4.2	Provide technical assistance and project management support to community organizations seeking to provide health and wellness programming to neighborhoods located in the sector plan area.	Mid		M-NCPPC, County Agency(s)
<b>Policy 5: Expand awareness of community health and wellness.</b>				
HC 5.1	Initiate neighborhood-focused outreach and education campaigns that promote healthy lifestyle choices, including healthy food options, the benefits of regular exercise, and ways to maintain good health.	Mid		M-NCPPC, County Agency(s)
HC 5.2	Expand programming to promote and support youth and adult access to exercise and active living.	Mid		M-NCPPC, County Agency(s)
HC 5.3	Support initiatives to increase the total number of hours dedicated to physical education and physical activity in schools and in out-of-school youth programs.	Mid		M-NCPPC, BOE

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
HC 5.4	Expand health, recreation, and education programs to serve the community, including sports for youth and adults, drug and alcohol abuse counselling, school drop-out and gang prevention, and continuing education opportunities for personal and professional growth.		Mid	M-NCPPC
HC 5.5	Promote outdoor activities such as running, walking, hiking, and biking, and encourage commuters to explore active ways to get to work.		Mid	M-NCPPC, County Agency(s)
<b>Policy 6: Ensure that future land uses in the sector plan area benefit the health and wellness of the overall community.</b>				
HC 6.1	Encourage developers to complete health impact assessments and provide health and wellness amenities as a part of the development process.		Mid	M-NCPPC, Property Owner(s)
HC 6.2	Require that residential development proposals demonstrate their ability to provide access to community resources, including: grocery stores, parks, housing, and employment opportunities.		Mid	M-NCPPC, Property Owner(s)
HC 6.3	Encourage commercial and industrial development that supports a healthy economy and provides a variety of living wage jobs.		Short	M-NCPPC, Property Owner(s)
HC 6.4	Ensure that the neighborhood is served by establishments serving healthy alternatives, such as fresh fruit, vegetables, and salads.		Mid	M-NCPPC, Property Owner(s)

**Table 8. Public Facilities Element**

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>PUBLIC SCHOOLS</b>				
<b>Policy 1: Ensure the number and mix of schools achieves a system that operates at 100 percent of capacity or less at every school.</b>				
PF 1.1	Consider adding classrooms to the following schools to alleviate over-capacity and accommodate future growth: <ul style="list-style-type: none"> <li>• Cooper Lane Elementary</li> <li>• Roger Heights Elementary</li> <li>• Port Towns Elementary</li> <li>• Bladensburg Elementary</li> <li>• Dodge Park Elementary</li> <li>• William Wirt Middle</li> <li>• Kenmoor Middle</li> </ul>	Short		BOE
PF 1.2	Consider reconfiguring attendance boundaries to achieve 100 percent capacity or less at every school.	Short		BOE
PF 1.3	Explore the potential location for an urban school that meets the Plan 2035 guidelines to develop a standard minimum site size for new construction, rehabilitation, and adaptive reuse of structures for school use within urban settings.	Short		BOE
PF1.4	Encourage Prince George’s County Public Schools to expand educational programs in local schools in order to provide additional educational options to students, including language immersion, Gifted and Talented, Montessori, and others as identified by school administrators.	Short		BOE

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 2: Provide high-quality public school facilities for all students.</b>				
PF 2.1	Consider conducting a school facilities survey of all schools within the sector plan area to identify substandard physical conditions and mitigate adverse impacts on student learning.	Short		BOE
PF 2.2	Renovate existing Cooper Lane Elementary School facilities to ensure student and teacher safety and a conducive environment for learning. Key renovations may include: <ul style="list-style-type: none"> <li>• Additional classrooms</li> <li>• Lighting</li> <li>• Student and faculty bathrooms</li> <li>• Air conditioning and heating systems</li> <li>• Plumbing and drinking water quality</li> <li>• Others as identified in the facility survey</li> </ul>	Short		BOE
<b>Policy 3: Provide safe connections to public schools and other public facilities within and adjacent to the plan area.</b>				
PF 3.1	Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting along routes leading to schools, with particular attention to Cooper Lane, MD 202 (Landover Road), and Addison Road.	Short		M-NCPPC, DPW&T, SHA, Town of Cheverly
PF 3.2	Utilize funding sources, such as the Safe Routes to Schools program and developer contributions, to address infrastructure needs around school facilities.	Short		BOE, Developers
<b>LIBRARY</b>				
<b>Policy 4: Ensure access to high-quality library facilities and programming throughout the sector plan area.</b>				
PF 4.1	Expand library programming for children, teens, and adults.	Short		PGMLS

Policy	Description	Timeframe		
		Short (1-5 yrs)	Mid (5-10 yrs)	Long (10+ years)

PF 4.2	Support outreach and education programs that bring literacy services to the community, including mobile lending libraries and neighborhood book sharing.			Short	PGMLS
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**PUBIC SAFETY**

**Policy 5: Incorporate Crime Prevention through Environmental Design (CPTED) principles in all new development and redevelopment.**

PF 5.1	Ensure that CPTED principles will be a major consideration during the development review process as recommended by Plan 2035.			Short	M-NCPPC, Property Owner(s)
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**Policy 6: Ensure adequate lighting in neighborhoods and parks to support public safety.**

PF 6.1	Conduct surveys of residential neighborhoods to determine areas where low light levels and darkness contribute to real and perceived safety concerns.			Short	DPW&T
PF 6.2	Prioritize pedestrian safety and lighting when repairing and installing new lighting.			Short	M-NCPPC, Property Owner(s)

**Policy 7: Provide community based policing in order to address localized public safety concerns within Police District I.**

PF 7.1	Consider the acquisition and reuse of existing vacant or underutilized structures for public facilities, such as police substations, as recommended by Plan 2035.			Short	M-NCPPC, Property Owner(s)
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Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>PARKS AND RECREATION</b>				
<b>Policy 8: Ensure that M-NCPPC Department of Parks and Recreation goals, established through Formula 2040: Functional Master Plan for Parks, Recreations and Open Space, Land Preservation, Parks and Recreation Plan 2012, and Plan Prince George's 2035 Approved General Plan; are being reached.</b>				
PF 8.1	Strive to accomplish and maintain the Department of Parks and Recreation and State of Maryland's Level of Service Standard (LOS) goal of providing 35 acres of M-NCPPC parkland for every 1,000 residents.		Long	M-NCPPC
PF 8.2	Search for opportunities to acquire land near the intersection of routes MD 450 and MD 410 to build a multigenerational center.		Long	M-NCPPC, Property Owner(s)
<b>Policy 9: Maximize the value of park and recreation program offerings by matching them with facility space and community needs to achieve the highest level of productivity.</b>				
PF 9.1	Continue DPR partnerships with the Recreation Council and the Town of Cheverly to identify recreation programming for residents.		Mid	M-NCPPC, Town of Cheverly
PF 9.2	Monitor land, facilities, programs, and amenities service levels, and determine a balanced distribution of amenities.		Short	M-NCPPC
PF 9.3	Continue to protect and enhance M-NCPPC historic sites, including Publick Playhouse and Bladensburg Waterfront Park.		Short	M-NCPPC

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 10: Fund and maintain recreation facility improvements to meet demand.</b>				
PF 10.1	Seek future development and improvement opportunities with entities that are willing to partner with DPR and the Town of Cheverly.		Mid	M-NCPPC, Property Owner(s)
PF 10.2	Seek funding to improve the condition of the fields, lighting, and building at Landover Hill Park.		Short	M-NCPPC
<b>Policy 11: Develop bike and pedestrian infrastructure to connect to parks and recreation facilities within and adjacent to the sector area.</b>				
PF 11.1	<p>"Develop the trail between Bladensburg Waterfront Park (BWP) to Cheverly, including the following implementation recommendations:</p> <p>Collaborate with the Town of Cheverly to request that the State Highway Administration fund the design and construction of the bike/pedestrian facility along MD 201, including improvements for the pedestrian crossing of MD 201 at Lloyd Street.</p> <p>Collaborate with the Town of Cheverly to fund and construct bike/pedestrian facilities along 52nd Avenue and Lloyd Street.</p> <p>Encourage the Town of Cheverly to acquire right-of-way for the trail through private property located within the town.</p> <p>Support DPR in submitting a request in its CIP to fund the development of the proposed trail in Cheverly East Park."</p>		Mid	M-NCPPC, DPW&T, Town of Cheverly

Table 9. Community Heritage and Culture Element

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 1: Preserve and protect the architectural heritage of the Greater Cheverly Sector Plan area.</b>				
CH1.1	Nominate the historic core of Cheverly to the National Register of Historic Places to achieve recognition of its historic significance, and to unlock available state and federal tax incentives for the preservation and rehabilitation of contributing properties.	Short		M-NCPPC, MHT
CH1.2	Consider designation of the historic core of Cheverly as a Prince George’s County Historic District to ensure preservation of its historic fabric and character and unlock local available funding incentives for preservation and rehabilitation of contributing properties.	Short		M-NCPPC, MHT
CH1.3	Identify, document, evaluate, and designate historic properties—including those from the Modern Movement—that are eligible to be protected as Historic Sites under Subtitle 29 of the County Code, the Historic Preservation ordinance.	Long		M-NCPPC, MHT
CH1.4	Promote rehabilitation financing options, tax incentives, and grants available to designated Historic Sites and Districts.	Long		MNCPPC, MHT
<b>Policy 2: Prioritize archeological resource protection and preservation through site identification, and community outreach in the sector plan area.</b>				
CH2.1	Identify areas of potential archaeological significance as part of the evaluation process for properties seeking designation as historic sites or districts.	Long		M-NCPPC, MHT
CH2.2	Promote the public understanding of the significance of archeological resources.	Long		M-NCPPC, MHT

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 3: Protect the character of historic, cultural, and scenic viewsheds in the Greater Cheverly Sector Plan Area.</b>				
CH 3.1	Collaborate with the National Park Service and the State Highway Administration to incorporate management actions that support MD 202 (Landover Road) as a Star-Spangled Banner National Historic Trail.	Short		M-NCPPC, MHT, NPS, SHA
<b>Policy 4: Promote stewardship and adaptive reuse of the historic Fairmont Heights High School.</b>				
CH 4.1	Initiate a task force—comprised of members from the Board of Education, the Prince George’s County Economic Development Corporation, Fairmont Heights High School alumni, residents, nonprofit partners, the Prince George’s County Historic Preservation Commission, and M-NCPPC—to develop an adaptive reuse plan for the high school.	Short		M-NCPPC, MHT, PGCS
CH 4.2	Conduct a feasibility study for potential future adaptive reuse opportunities.	Mid		M-NCPPC, MHT, PGCS
CH 4.3	Identify and pursue economically viable opportunities to reuse the school structure to avoid potential blight and vandalism resulting from its vacancy.	Mid		M-NCPPC, MHT
CH 4.4	Support educational, programmatic, and wayfinding connections to the nearby Fairmount Heights National Register Historic District.	Long		M-NCPPC, MHT
<b>COMMUNITY CULTURE</b>				
<b>Policy 5: Promote cultural and arts awareness, exploration, and expression in the Greater Cheverly Sector Plan Area.</b>				
CH 5.1	Increase awareness of diverse community heritage and traditions by promoting cultural programs and activities.	Short		PGAHC, Town of Cheverly

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
CH 5.2	Encourage coordination between local nonprofit cultural and heritage organizations, including the Prince George's Arts and Humanities Council, and for-profit arts, culture, music, and educational organizations to foster opportunities for life-long cultural exploration.		Mid	PGAHC, Town of Cheverly
CH 5.3	Establish partnerships to identify and create performance spaces, exhibit areas, and entertainment venues. Key locations may include the Fairmont Heights High School, local businesses, parks, and community centers.		Short	M-NCPPC, PGCPs, Town of Cheverly
CH 5.4	Support existing cultural initiatives in Cheverly and leverage resources to identify and market a local heritage and public art trail.		Short	Town of Cheverly, M-NCPPC, DPW&T

**Policy 6: Integrate historic resources, sites, and districts in the Greater Cheverly Sector Plan area into the County's development pattern by promoting compatible urban design and enhanced transportation connectivity.**

CH 6.1	Encourage context-sensitive design, streetscape enhancements, and façade improvements to ensure compatibility with surrounding development.		Long	M-NCPPC, DPW&T
CH 6.2	Link historic resources and sites with the County's trails and sidewalk system, where appropriate.		Long	M-NCPPC, DPW&T, Town of Cheverly

**Policy 7: Integrate historical and cultural resources with local and regional economic development initiatives.**

CH 7.1	Develop a sense of place and branding within the Greater Cheverly Sector Plan industrial areas by highlighting their potential as an innovation district (see Economic Prosperity Element).		Long	EDC, M-NCPPC
CH 7.2	Support the Town of Cheverly in its efforts to become incorporated into the Anacostia Trails Heritage Area in order to spur heritage and bicycle tourism, and to provide access to funding.		Long	M-NCPPC

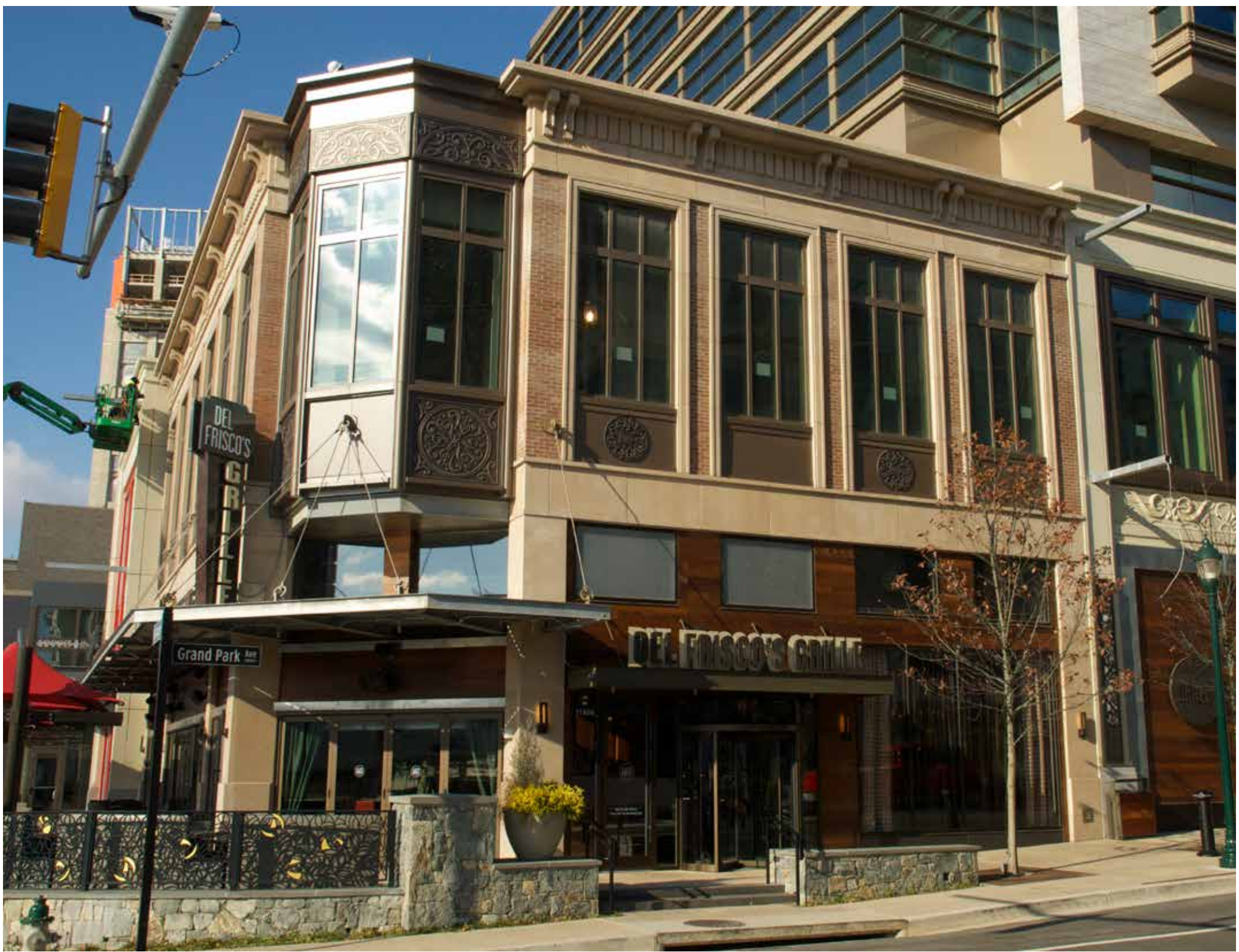
**Table 10. Design Element**

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 1: Strengthen and expand the existing commercial node located near the intersection of MD 202 (Landover Road) and Kilmer Street by fostering a sense of place and enhancing the retail experience.</b>				
UD 1.1	Implement tactical urbanism design strategies to encourage the creation of temporary public spaces for activities in the commercial center parking lots.	Short		MNCPPC, PGAHC
UD 1.2	Facilitate property owner access to funding for façade improvements, street furniture, and wayfinding elements that reflect a cohesive character throughout the Landover Road commercial area.	Mid		MNCPPC, EDC
UD 1.3	Improve pedestrian connections and safety by improving or closing the Landover Road entrance to the Aldi Shopping Center and implementing landscaped walkways and islands throughout the parking lot.	Long		DPW&T
UD 1.4	Encourage the development of out-parcels on surface parking lots that front onto Kilmer Street and Maryland Avenue, and encourage pedestrian-scale development in order to create an active streetscape.	Long		MNCPPC
UD 1.5	Following the redevelopment of the Prince George’s County Hospital site, support redevelopment along MD 202 (Landover Road) to create a cohesive commercial corridor between the Baltimore-Washington Parkway and Route 50.	Long		MNCPPC
UD 1.6	Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.	Long		DPW&T
UD 1.7	Ensure that new development and redevelopment reflects urban design best practices by reducing setbacks, strengthening on-site pedestrian pathways, and connecting roads to enhance walkability.	Long		MNCPPC, DPW&T

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
<b>Policy 2: Support the establishment of an innovation district for the industrial areas near 52nd Avenue to strengthen the business environment, encourage pedestrian access and attract employment-supporting amenities.</b>				
UD 2.1	Develop a central green space at Kenilworth and 52nd Avenues that is complemented by increased permeable groundcover and landscape improvements.		Long	MNCPPC
UD 2.2	Promote ongoing creative installations and programming.		Long	PGAHC, Business Owners
UD 2.3	Construct pedestrian and bike facilities along Lloyd Street in conjunction with the development of the bicycle trails in the area.		Long	DPW&T
UD 2.4	Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.		Long	DPW&T
<b>Policy 3: Facilitate redevelopment of The Pointe at Cheverly that prioritizes connecting these sites to their surrounding neighborhoods.</b>				
UD 3.1	Complete a market feasibility study to determine the highest and best use of each site.		Short	EDC, Redevelopment Authority
UD 3.2	Implement urban design best practices, to include reduced setbacks and multimodal access.		Mid	MNCPPC
<b>Policy 4: Redevelop the Cheverly Professional Buildings at the Cheverly Gateway along MD 202 (Landover Road) to diversify tenants and uses, and to facilitate improved access to the Prince George's County Hospital site.</b>				
UD 4.1	Increase vehicular visibility at the entrance to Cheverly to improve pedestrian and bicyclist safety.		Mid	DPW&T, Town of Cheverly

Policy	Description	Timeframe			
		Short (1-5 yrs)	Mid (5-10 yrs)	Long (10+ years)	
				Coordinating Agencies	
UD 4.2	Encourage site redevelopment that diversifies the commercial mix to include local-serving retail, a pocket park, plaza or other public space.			Long	MNCPPC, Town of Cheverly
UD 4.3	Prioritize improved visibility, connection, and access to future redevelopment at the Prince George’s County Hospital site by redesigning the entrance from the Cheverly Gateway.			Long	DPW&T
<b>Policy 5: Support the evolution of Arbor Street into a pedestrian-oriented mixed-use retail destination with improved street design that encourages access and safety between the Town of Cheverly and the Cheverly Metro station.</b>					
UD 5.1	Connect existing sidewalks and expand the sidewalk network to both sides of Arbor Street.			Mid	DPW&T
UD 5.2	Encourage and facilitate relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.			Long	DPW&T
UD 5.3	Reduce impervious surfaces on lots between buildings and sidewalks, and replace with vegetation and pervious paving to improve stormwater runoff and visual quality.			Long	DPIE
UD 5.4	Assist businesses in securing funding for façade enhancement projects.			Mid	MNCPPC
UD 5.5	Encourage pedestrian-scale, mixed used development, to include multifamily housing and retail, at the corner of Belleview Avenue and Arbor Street.			Long	MNCPPC, Town of Cheverly
<b>Policy 6: Encourage the revitalization of Tuxedo Road into a pedestrian-oriented mixed-use retail destination with improved street design to support the establishment of a new main street destination in Cheverly.</b>					
UD 6.1	Connect existing sidewalks and expand the sidewalk network to both sides of Tuxedo Road.			Long	DPW&T

Policy	Description	Timeframe		Coordinating Agencies
		Short (1-5 yrs)	Mid (5-10 yrs)	
UD 6.2	Reduce impervious surfaces on lots between buildings and sidewalks, and replace with vegetation and pervious paving to improve stormwater runoff and visual quality.		Long	DPIE
UD 6.3	Encourage and facilitate relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.		Long	DPW&T
UD 6.4	Assist businesses in securing funding for redevelopment and façade enhancement.		Long	MNCPPC, Town of Cheverly
UD 6.5	Encourage pedestrian-scale, mixed-used development, including commercial, light industrial, and destination retail uses.		Long	Town of Cheverly
<b>Policy 7: Facilitate redevelopment of the Prince George's Hospital property that prioritizes connections to the surrounding neighborhoods.</b>				
UD 7.1	Complete a market feasibility study to determine the best use of each site based on market conditions at the time of redevelopment.		Mid	EDC, MNCPPC
UD 7.2	Implement urban design best practices, including reduced setbacks, multimodal transportation networks and access, and walkable blocks.		Mid	MNCPPC
UD 7.3	Encourage developers to integrate the viewshed into new development and site configurations.		Mid	MNCPPC
UD 7.4	Create public use and gathering spaces and encourage creative programing, such as permanent or rotating art installations and musical performances.		Long	MNCPPC, PGAHC
UD 7.5	Connect the Town of Cheverly to new development through existing dead end streets, where appropriate.		Long	DPW&T, Town of Cheverly



DEL FRISCO'S GRILLE

DEL FRISCO'S GRILLE

Grand Park Ave

A detailed map of the Town of Chevy Chase, Maryland, showing various neighborhoods and transportation routes. The map is overlaid with a semi-transparent title. The neighborhoods shown include Newton Village, Oaklyn, Landover Knolls, Radiant Valley, and Englewood. Major roads like Route 450, Route 201, Route 202, and Route 50 are marked. Metro stations Cheverly and Landover are also indicated. The title 'SECTION 5 APPENDICES' is centered over the map, with 'SECTION 5' in black and 'APPENDICES' in teal. A teal horizontal line runs through the middle of the map, passing behind the title.

# SECTION 5 APPENDICES

## END NOTES

1. “Kenilworth Avenue and Town of Cheverly Industrial Study” Prince George’s County Planning Department, Maryland-National Capital Park and Planning Commission, 2015. <http://www.pgplanning.org/Resources/Publications/KATCIS.htm>
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## GLOSSARY

### **Americans with Disabilities Act (ADA)**

The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. ADA regulations require that development – e.g., public transit, sidewalks, trails, public spaces, etc. – is accessible to people with disabilities.

### **Bio-retention**

Bio-retention is the process by which contaminants are removed from stormwater runoff, and collected into a treatment area, such as a grass buffer strip, sand bed, pond, organic or mulch layer, planting soil, and landscaping.

### **Bioswale**

A landscape element designed to remove silt and pollution from surface runoff water. They typically consist of a swaled drainage course with sloped sides, and filled with vegetation, compost and/or stones.

### **Capital Improvement Program (CIP)**

A six-year comprehensive statement of the objectives of capital programs with cost estimates and proposed construction schedules for specific

projects. The CIP is submitted annually to the County Council by the County Executive.

### **Chicane**

A roadway design feature used in traffic calming that typically incorporates extra turns in a road or trail to require reductions in speed.

### **Complete Streets**

A transportation policy and design approach that requires streets to be planned, designed, operated and maintained to ensure safe, convenient and comfortable travel and access for uses of all ages, abilities and modes of transportation (e.g., walking, cycling, driving, riding public transit).

### **Connectivity**

A transportation concept that refers to the directness of links and connections in a transportation network to ensure more direct travel between local and regional destinations. High connectivity typically denotes a more accessible and resilient transportation system that provides more route options to travelers.

### **Crime Prevention through Environmental Design (CPTED)**

A multi-disciplinary approach to deterring criminal behavior through design of the built environment, involving design element such as landscaping, lighting landscaping, lighting, and opportunities for natural surveillance (i.e., “eyes on the street”).

### **Dwelling Unit**

A room or group of rooms occupied or intended for occupancy as separate living quarters.

### **Environmental Site Design (ESD)**

A comprehensive approach to stormwater management that provides a means for practitioners to support growth, while minimizing impacts to aquatic resources. ESD techniques can restore water quality in degraded waterways, and prevent degradation in healthy waterways. ESD techniques can remove pollutants, clean water and create healthy aquatic ecosystems. They can eliminate the need for stormwater ponds, which in turn can reduce development costs and increase buildable area. In addition, other ESD practices, such as green

roofs and walls can reduce heating and cooling costs, and greenhouse gas emissions.

### **Floodplain**

A relatively flat or lowland area adjoining a river stream, or watercourse, which is subject to periodic, partial, or complete inundation.

### **Green Building**

Practices that consider the impacts of buildings on the local, regional, and global environment, energy and water efficiency, reduction of operation and maintenance costs, minimization of construction waste, and eliminating the use of harmful building materials. May include features, such as green roofs, solar installations, drought-tolerant landscaping, pervious surfaces, etc.

### **Green Corridor**

A network of large undisturbed land areas (hubs) connected by designated pathways for the movement of wildlife and humans.

### **Green Infrastructure**

A network of large undisturbed land areas (hubs) connected by designated pathways for the movement of wildlife and humans.

### **Green Streets**

Roadway landscaping designs that reduce and filter stormwater runoff.

### **Historic District**

A group of buildings, properties, or sites that have been designated as historically or architecturally significant. Buildings, structure, objects and sites within a historic district are divided into two categories, contributing and non-contributing. Districts vary in size, and may include hundreds of structures or only a few.

### **Historic Site**

An individual historic resource that is significant in American history, architecture, archaeology, or culture and is so designated on the County's Historic Sites and Districts Plan.

### **Impervious Surface**

In environmental language, a surface, such as pavement or a building, that water cannot penetrate or permeate.

### **Infill Development**

Development that takes place on vacant or underutilized parcels within an area that is already characterized by urban development and has access to urban services.

### **Infrastructure**

The built facilities, generally publically funded, that are required in order to serve a community's developmental and operational needs. The infrastructure includes such things as roads and water and sewer systems.

### **Land use (or Use)**

The types of buildings and activities existing in an area or on a specific site. Land use is to be distinguished from zoning, the latter being the regulation of existing and future land uses.

### **Level of Service Standard (LOS)**

A set of operating conditions describing the ability of a road network to handle traffic. Level A specifies the best traffic condition; Level F indicates gridlock. The adequacy of the road and street network in the county transportation system is generally measured and expressed in terms of its LOS. Each level of service is one in a hierarchy of indices that evaluate the level and severity of automotive traffic congestion on a specific road segment or at specific intersections. The General Plan recommends the minimum acceptable LOS by Tier.

### **Low-income Low-access Areas (“Food Desert”)**

A geographic area where affordable and nutritious food is difficult to obtain, particularly for those without access to an automobile. Generally, affordable and nutritious food is measured by distance of an area to a full-service grocery store, or super market.

### **Mixed-use Zoning**

Zoning that permits a combination of uses within a single development. Many zoning districts specify permitted combinations of, for example, residential and office/commercial uses.

### **Multi-modal**

Roadways and trails designed to accommodate more than one mode of transportation (e.g., walking, cycling, driving, etc.)

### **Open Space (Land Use, Not Zoning)**

Areas of land not covered by structures, driveways, or parking lots. Open space may include homeowners association common areas, parks, lakes, streams, and ponds, etc.

### **Pedestrian-oriented Design**

Land use activities that are designed and arranged in a way that emphasized travel on foot rather than by car. The factors that encourage

people to walk are often subtle, but they most regularly focus upon the creation of a pleasant environment for the pedestrians. Elements include compact, mixed-use development patterns with facilities and design that enhance the environment for pedestrian in terms of safety, walking distances, comfort, and the visual appeal of the surroundings. Pedestrian-friendly environments can be created with painting strips or parked cars, small shops, street-level lighting and signs, and public art or displays.

### **Permeable/pervious pavements**

A range of sustainable materials and techniques that allow the movement of stormwater through the surface of pavement to reduce runoff and filter suspended solids and pollutants from water.

### **Placemaking**

A multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalized on a community’s assets, inspiration and potential, with the intention of creating public spaces that promote health, happiness and wellbeing.

### **Pollution**

The presence of matter or energy, the nature, location, or quantity of which produces undesirable environmental effects. (A) Nonpoint

source pollution – Pollution generated by diffuse land use activities rather than from an identifiable or discrete facility. It is conveyed to waterways through natural processes, such as rainfall, storm water runoff, or groundwater rather than by deliberate discharge. (B) Point source pollution – In air pollution, a stationary source of large individual emissions, generally of an industrial nature. In water pollution, a statutory source of wastewater discharge in to a stream, such as from a factory or sewage treatment plant.

### **Priority Funding Areas (PFA)**

State designated Smart Growth areas that include municipalities and other existing communities, industrial, and planned growth areas designated by counties. Projects proposed in these areas will receive priority funding over other projects.

### **Public Facility**

A facility such as a road, school, or sewage treatment plant financed by public revenues and available for use by the public.

### **Public Improvements**

A variety of facilities and services provided by government, such as street lighting, street widening, trash collection, and drainage systems.

**Rain Garden**

A planted depression that allows rainwater runoff from impervious urban areas, such as roofs, driveways, parking lots and compacted lawn areas, the opportunity to be absorbed.

**Redevelopment**

New construction in an area that was previously developed, including urban infill on vacant and underutilized parcels, construction of denser land usage, and adaptive reuse of older structure into a current, marketable use. Redevelopment projects can be small or large, and range from a single building to an entire new neighborhood.

**Revitalization**

A process of a city or neighborhood improving after a period of stagnation. Revitalization can include new development, adaptive reuse of existing structures, local economic development and placemaking.

**Right-of-Way (ROW)**

(A) A general term denoting land or an interest therein, usually in a strip, devoted to transportation or other public purposes (e.g., utilities). (B) The legal right to pass through the grounds of another.

**Road Diet**

A technique used in transportation planning to reduce the number and/or width of travel lanes in an existing roadway in order to improve function, safety, and bicycle and pedestrian access.

**Setback**

The distance between a building or structure (not including ground-level parking lots or other paved surfaces) from property lines or from other buildings.

**Smart Growth**

A land use and regional growth planning framework that seeks to save valuable remaining natural resources, support existing communities and neighborhoods, and save public funds in infrastructure costs needed to support sprawl.

**Star Spangled National Historic Trail**

A designated National Historic Trail that commemorates the Chesapeake Campaign of the War of 1812. The 290-mile trail consists of water and overland routes, and extends from Tangier Island, Virginia and the Chesapeake Bay, through southern Maryland, the District of Columbia and Baltimore, Maryland.

**Stormwater Management**

The collection, conveyance, storage, treatment, and disposal of stormwater runoff in a manner to prevent accelerated channel erosion, increased flood damage, and /or degradation of water quality.

**Streetscape**

The environment of a right-of-way as defined by adjacent private and public buildings, character of the pavement and street furniture, and use of the right-of-way.

**Sustainability**

A concept that supports creating and maintaining a balance between a community and its resources by meeting the needs of the current generation without hindering the ability of future generations to do the same; sustainable planning means proposing long-term strategies, and solutions to ensure that future generations have the ability to meet their needs and to uphold environmental, economic, and social equity values.

**Tactical Urbanism**

A broad term used to describe a variety of low-cost, temporary change to the built environment in order to improve local neighborhoods and gathering places. Examples of tactical urbanism

include pop-up parks, cafes and retail, food trucks, temporary public art, and events.

### **Transit Center Core/Edge**

Plan 2035 recommends that Regional Transit Districts and Local Centers should concentrate development within a half mile of a Metro station, and that local sector plans specify core and edge boundaries, as well as the necessary development pattern to meet growth targets. Core areas should include the densest and most intense uses in a mixed-use setting that supports walkability. Edge areas should include more of a residential mix with less of an emphasis on commercial uses.

### **Transit-oriented Development (TOD)**

Land uses that are sited, designed, and combined to maximize transit, particularly rail, ridership.

### **Urban Design**

The process of giving form, shape, and character to the arrangement of buildings, to whole neighborhoods, or the city. Urban design blends architecture, landscaping, and city planning concepts together to make an urban areas accessible, attractive, and functional.

### **Urban Heat Island Effect**

A phenomenon in which a city or metropolitan area is significantly warmer than its surrounding rural areas due to human activities, and modification of land surfaces, in particular. Mitigation of the urban heat island effect can be accomplished through the use of green roofs and lighter -colored surfaces, which reflect more sunlight and absorb less heat. The urban heat island effect is generally considered a key contributing factor to global climate change.

### **Viewshed**

A viewshed is the geographical area that is visible from a location.

### **Watershed**

An area of land with a common drainage point.

### **Wayfinding**

A system of signs, maps, and other graphic or audible methods used to communicate location and directions to multi-modal travelers.

### **Wetland**

An area inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions under normal circumstances.

Nontidal wetlands are also referred to as swamps, marshes, and bogs.

### **Zoning**

The classification of land by types of uses permitted and by densities and intensities permitted and prohibited in a district, including regulation regarding building location on lots.



# ACKNOWLEDGEMENTS

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## ***Special Thanks to:***

Prince George's County Office of the County Executive

Prince George's County Redevelopment Authority

Citizens, business and property owners, Community Advisory Committee, elected officials and County agencies

\*Former Employee

The Prince George's County Planning Board and The Prince George's County Council will hold a **Joint Public Hearing** on the

## The Preliminary Greater Cheverly Sector Plan

Tuesday, March 28, 2017

7:00 p.m.

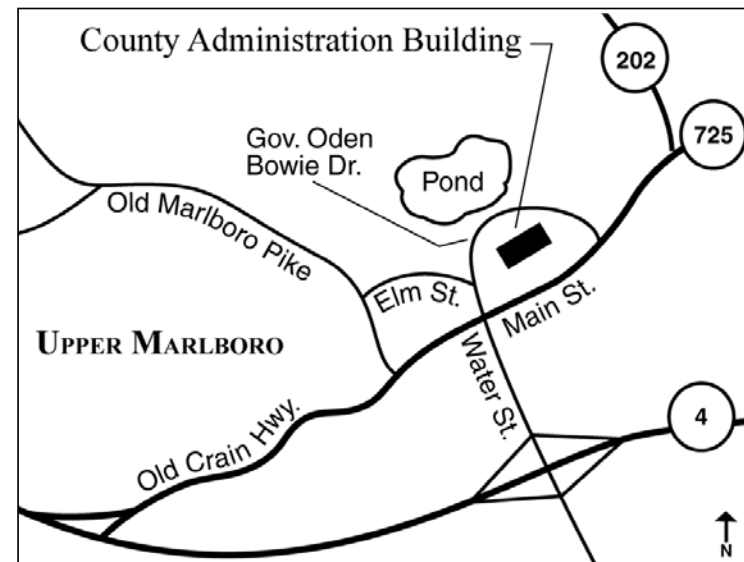
Doors will open at 6:00 p.m. for participants to view exhibits.  
Planning staff will be available to answer questions.

County Administration Building  
14741 Governor Oden Bowie Drive  
Council Hearing Room, First Floor  
Upper Marlboro, MD 20772

To register to speak prior to the hearing, contact the M-NCPPC Public Affairs Office at: 301-952-4584/TTY 301-952-4366. Written testimony will be accepted for 15 calendar days following the Planning Board Public Hearing and is due by the close of business on Thursday, April 12, 2017. Since the official plan records are kept by the Clerk of the County Council, all written testimony should be addressed to:

Redis Floyd, Clerk of the County Council  
County Administration Building, 2nd Floor  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Please be sure to visit the project web site at [http://www.pgplanning.org/Projects/Ongoing\\_Plans\\_and\\_Projects/Community\\_Plans\\_and\\_Studies/GCSP.htm](http://www.pgplanning.org/Projects/Ongoing_Plans_and_Projects/Community_Plans_and_Studies/GCSP.htm) and the Planning Department's web site at [www.pgplanning.org](http://www.pgplanning.org) to learn more about this project and confirm public hearing dates and times. For further information, please contact Susan Hartmann, Prince George's County Planning Department's Community Planning Division at 301-952-3972 or email to [susan.hartmann@ppd.mncppc.org](mailto:susan.hartmann@ppd.mncppc.org).



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
[www.pgplanning.org](http://www.pgplanning.org)