

CHAPTER 4: IMPLEMENTATION

A critical component to implementation of the Landover Metro Area/MD 202 Corridor Approved Sector Plan's recommendations is identifying key stakeholders and/or agencies that should be responsible for implementing actions discussed in the previous chapter and placing priorities on those actions to allow for phasing given the limited resources available. In some cases, actions will require public/private partnerships. This chapter summarizes the actions that are necessary to implement the plan's recommendations and overall visions.

The sector plan lays out a blueprint for change in key focus areas over the next 10+ years with an emphasis on short-term improvements. It targets changes that build on the area's assets such as its strategic location within the region, its strong public infrastructure network that includes the Landover Metro Station, the large parcels of undeveloped or underdeveloped land near the Metro station, and the major employers and stable residential neighborhoods that surround the corridor. The three focus areas, the Metro, Dodge Park, and South Landover Road have been identified because change at these locations is essential to the economic future of the corridor. Additionally, corridorwide transportation and

environmental improvements are needed to support the focus area improvements and are critical to creating the sustainable communities envisioned for the corridor.

It is expected that some changes can take place in the short-term where redevelopment and site enhancements are already being considered or planned or where strong market forces can help drive change. Changes in other focus areas and elsewhere along the MD 202 Corridor will be slower, take more community and public sector support, and require innovative approaches.

This sector plan was drafted prior to the release of the 2014 *Plan Prince George's 2035 Approved General Plan* for the county. It should be noted that the Landover Metro Area/MD 202 Corridor Approved Sector Plan has been developed largely around short-term improvements. In it are recommendations for only a few zoning changes and instead focuses on enhancing and improving development and connectivity along the corridor. Long-term land use changes are recommended, particularly for the Metro Focus Area, but it will rely on new zoning categories that are expected to be developed as part of a new zoning ordinance. The action plan recognizes that a sectional map

amendment should be undertaken to determine appropriate zoning categories for the Metro Focus Area to implement Plan Prince George's 2035's density and intensity recommendations for the center.

The changes proposed in this plan necessitate both public and private actions, and the success of the plan's recommendations will require collaboration between the community, county and state governments, business and property owners, nonprofit organizations, and other key stakeholders to focus consistent efforts on implementation. Some efforts will utilize existing tools and programs, such as public funding for key infrastructure improvements, but others will require new tools or programs to be successful such as updating the zoning ordinance to promote appropriate land uses and utilizing new incentives to promote redevelopment.

IMPLEMENTATION ACTION STEPS

Recommendations in the sector plan call for land use changes and transportation and environmental actions necessary to enhance the quality of life for residents in the community. They are intended to change the character of the area by creating a greatly improved transportation network that promotes walking, biking, and increased

Metro ridership; upgraded shopping centers; an expanded variety of housing choices; and new transit-supporting uses at the Metro station. The recommendations are intended to create a “sense of place” that is safe and inviting for those that live and work along the corridor.

Action steps are presented for the focus areas and for the entire corridor. It should be noted that these action steps include studies and programmatic requirements that are necessary to implement many of the identified transportation and environmental recommendations. The actions have been phased according to importance and

identified as short-, mid-, or long-term for implementation. Short-term recommendations are defined as 1–5 years, mid-term recommendations are 6–10 years, and long-term recommendations are 10 years and beyond.

TABLE 11: FOCUS AREA IMPLEMENTATION ACTIONS

Recommendation	Focus Area (Location)	Time Frame	Lead Agency/Party
Implement pilot program to revitalize older shopping centers by improving façades and signage, enhancing landscaping, and adding new signage. Retrofit with environmentally sensitive design (ESD) features to improve stormwater management.	Dodge Park Focus Area (Dodge Plaza)	Short-Term	DoE, RDA, EDC, County Executive's Office, M-NCPPC, Property Owner
Work to establish an indoor sport facility and/or marketplace that promotes a new identity for the area and increases the visibility of the Metro station.	Metro Focus Area (Old Landover Road)	Short-Term	EDC, M-NCPPC, Property Owner
Work with property owners of the future Hunter's Ridge development (former Stratford Woods Apartment site) to help facilitate quality residential development that provides improved east-west circulation and a strong pedestrian connection to the Metro station.	Metro Focus Area (Old Landover Road)	Short-Term	M-NCPPC, DPW&T, Property Owner(s)
Work with property owners to preserve the historic site and to ensure adequate connections to the future Hunter's Ridge development (former Stratford Woods Apartment site) and Beall's Pleasure from MD 202.	Metro Focus Area (Beall's Pleasure along Old Landover Road)	Short-Term	SHA, DPW&T, M-NCPPC, Property Owner(s)
Apply for sustainable communities designation with the state.	Corridorwide	Short-Term	M-NCPPC, Adjacent Municipalities
Explore possible programs to promote retrofitting older shopping centers with ESD features to improve watershed quality.	South Landover Road Focus Area (Kent Village Shopping Center, Stadium Station Shopping Center, and shopping center with Auto Zone)	Short-Term Mid-Term	DoE, RDA, EDC, County Executive's Office, M-NCPPC, Property Owner(s)
Identify gaps in the types of goods and services available along the corridor. Provide assistance, as needed, to attract potential businesses to commercial properties along the corridor.	Metro, Dodge Park, and South Landover Road Focus Areas (Dodge Plaza Shopping Center, Kent Village Shopping Center, Stadium Station Shopping Center, shopping center with Auto Zone, Landover Park Shopping Center, and Other Smaller Commercial Areas along corridor)	Short-Term Mid-Term	EDC, RDA, County Executive's Office, Property Owner(s)

TABLE 11: FOCUS AREA IMPLEMENTATION ACTIONS			
Recommendation	Focus Area (Location)	Time Frame	Lead Agency/Party
Develop programs to incentivize development and redevelopment in the sector plan area.	Corridorwide	Short-Term Mid-Term	EDC, RDA, County Executive's Office, M-NCPPC
Develop a brand for the area that will promote an enhanced community identity and create a long-term action plan to implement the brand.	Corridorwide	Short-Term Mid-Term	EDC, Property and Business Owner(s), Residents
Work with property owners to upgrade their façades and signage to promote enhanced identity for the corridor.	Corridorwide	Short-Term Mid-Term	RDA, EDC, County Executive's Office, M-NCPPC, Property Owner(s)
Develop new flexible, mixed-use zoning categories that will promote redevelopment of older shopping centers.	Corridorwide	Short-Term Mid-Term	M-NCPPC, RDA, EDC
Explore creating a streamlined permit process that can promote development and redevelopment projects that implement plan recommendations.	Corridorwide	Short-Term Mid-Term	DPIE, DoE, RDA, EDC, County Executive's Office
Rezone properties along the corridor to the appropriate zoning classifications in order to allow for a mix of uses and to implement Plan Prince George's 2035 land use and density recommendations for this center.	Corridorwide	Mid-Term	M-NCPPC

TABLE 12: TRANSPORTATION AND ENVIRONMENTAL IMPLEMENTATION ACTIONS			
Recommendation	Type (Location)	Time Frame	Responsible Parties
Enhance overhead lighting along MD 202 to lessen conflicts between pedestrians, bicyclist, and vehicles.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T
Enhance pedestrian connections to the Landover Metro Station.	Transportation (From Landover Road immediately west of US 50 to Landover Metro Station)	Short-Term	WMATA, SHA, DPW&T, M-NCPPC, County and State Elected Officials
Clean up and maintain excess SHA right-of-way to create an attractive streetscape on the south side of Landover Road. Incorporate improvements such as landscaping, bus shelter, fencing, and other amenities.	Transportation (South side of Landover Road between Kent Village Drive and Firehouse Road)	Short-Term	WMATA, SHA, DPW&T, County Elected Officials, County Executive's Office

IMPLEMENTATION

TABLE 12: TRANSPORTATION AND ENVIRONMENTAL IMPLEMENTATION ACTIONS

Recommendation	Type (Location)	Time Frame	Responsible Parties
Enhance bus stop amenities at key locations along the corridor.	Transportation (Eastbound Landover Road at Pinebrook Avenue, Eastbound and Westbound Landover Road at 75th Avenue, Eastbound and Westbound Landover Road at Firehouse Road, Westbound 7700 Block of Landover Road, Eastbound and Westbound Landover Road at Matthew Henson Avenue, and Eastbound and Westbound Landover Road at Kenmoor Drive)	Short-Term	WMATA, SHA, DPW&T
Work with SHA, DPTW&T, and bicycle advocacy organizations to identify limits and evaluate the type of bikeway design appropriate for MD 202 (Landover Road) and to evaluate planned trails within the sector plan area for connections to existing trails, Metro stations, large-scale development, and other amenities such as the Sports and Learning Complex.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T, M-NCPPC
Reevaluate the timing sequences at signalized intersections to allow pedestrians adequate time to cross the roadway. Determine if existing Walk/Don't Walk signals should be replaced by pedestrian countdown signals, which are considered easier for pedestrians to understand.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T
Develop a comprehensive corridor study of the necessary intersection improvements along the MD 202 Corridor between Barlowe Road and the MD 295 (Baltimore-Washington Parkway) (include in an Access Management Study). Use the information from this sector plan for the more detailed study.	Transportation (US 50 at Westbound Landover Road, Old Landover Road at Pennsy Drive, Landover Road at the future Hunter's Ridge Development Site (former Stratford Woods Apartment site), 75th Avenue and Landover Road, Dodge Park Road and Landover Road, Firehouse Road and Landover Road, and Kenmoor Drive and Landover Road)	Short-Term	SHA, DPW&T, M-NCPPC
Pursue system preservation funding for transportation intersection improvements.	Transportation (Corridorwide)	Short-Term	SHA, DPW&T, M-NCPPC, County and State Elected Officials
Obtain access permit from state to extend Pennsy Drive. Reevaluate the timing sequences of signalized intersections to allow pedestrians adequate time to cross the roadway. Determine if existing "Walk/Don't Walk" signals should be replaced by pedestrian countdown signals, which are considered easier for pedestrians to understand.	Transportation (From intersection of Pennsy Drive and Old Landover Road to Landover Road)	Short-Term	SHA, DPW&T

TABLE 12: TRANSPORTATION AND ENVIRONMENTAL IMPLEMENTATION ACTIONS

Recommendation	Type (Location)	Time Frame	Responsible Parties
Investigate implementing retrofit projects, including the nearby community center, that will improve the health and quality of the watershed, including low-impact design (LID) bioretention, LID storm filters, LID tree box filters, and underground pipe storage.	Environmental (Kentland Community Center, 2929 and 3129 Pennsy Drive, and the Landover Metro Station in the Metro Focus Area)	Short-Term Mid-Term	DoE, WMATA, M-NCPPC, Property Owner(s)
Develop incentives to incorporate sustainable design features such as solar panels, ESD retrofits, and permeable pavers.	Environmental (Corridorwide)	Short-Term	EDC, DoE, DPIE, M-NCPPC
Require development projects to meet their woodland conservation requirement either on-site or within the sector plan area’s watersheds to expand tree and forest canopy.	Environmental (Corridorwide)	Short-Term	DoE, DPIE, M-NCPPC
Evaluate improvements to the US 50 and MD 704 Interchanges intersecting Landover Road.	Transportation (US 50 and Landover Road and MD 704 and Landover Road)	Long-Term	SHA, DPW&T, M-NCPPC
Construct a pedestrian bridge	Transportation (From the Landover Hills community over US 50 to the Landover Metro Station)	Long-Term	SHA, WMATA

The Maryland-National Capital Park and Planning Commission (M-NCPPC)
 Department of the Environment (DoE)
 State Highway Administration (SHA)
 Department of Public Works and Transportation (DPW&T)
 Washington Metropolitan Area Transit Authority (WMATA)
 Department of Permits, Inspections and Enforcement (DPIE)
 Redevelopment Authority (RDA)
 Economic Development Corporation (EDC)

