

Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan

Appendix E

Functional Master Plan
and Other Relevant
Plans and Studies

Functional Master Plans

In addition to area master or sector plans, the Adelphi Road-UMGC-UMD Purple Line Station Area is subject to Prince George’s County’s nine functional master plans.

Table E-1. Functional Master Plans

Functional Master Plan	Description	Key Recommendations Relevant to the Adelphi Road-UMGC-UMD Purple Line Station Area
1983 <i>Adopted and Approved Functional Master Plan Public School Sites in Prince George’s County</i>	This plan re-evaluated the need for more than 200 undeveloped school sites in the County’s area and subregional master plans and removed more than 140 privately owned sites, and 47 undeveloped sites owned by the Board of Education from the master plans.	N/A
2001 <i>Anacostia Trails Heritage Area Management Plan: Functional Master Plan for Heritage Tourism</i>	The plan describes Anacostia Trails Heritage Area (ATHA) and tourism resources; provides strategies for heritage tourism, interpretation, stewardship, and linkages; and discusses implementation.	<ul style="list-style-type: none"> Construct new trails that are environmentally sensitive.
2008 <i>Public Safety Facilities Master Plan</i>	This plan addresses facility needs for each public safety agency— Prince George’s County Police Department, Prince George’s County Fire and Emergency Medical Services Department, Department of Corrections, Office of the Sheriff, M-NCPPC Park Police Division, and the Office of Emergency Management.	<ul style="list-style-type: none"> Recommends the replacement of one Hyattsville Fire/ EMS Station #801, 6200, Belcrest Road, Hyattsville https://www.princegeorgescountymd.gov/DocumentCenter/View/29041/Fire_EMS-Department Recommends the rehabilitation of seven Chillum Fire/ EMS #834 7411 Riggs Road, Hyattsville https://www.princegeorgescountymd.gov/DocumentCenter/View/29041/Fire_EMS-Department
2009 <i>Approved Countywide Master Plan of Transportation</i>	This plan’s goals, policies, and strategies seek to ensure an efficient multimodal transportation infrastructure in the County that accommodates the needs of all user groups.	<ul style="list-style-type: none"> Create new or expanded bicycle, pedestrian, and road improvements that traverse the plan area. Ensure that countywide transportation system planning, and land use planning are integrated to achieve County growth and development goals. Provide strategic planning guidance that reflects major transportation and transit system changes. Capitalize on the economic development and revitalization potential of the Purple Line Policies that encourage transit-supportive density and diversity will not matter unless the TOD project is well designed. Provide incentives to attract and encourage TOD. Integrate the County transit system with land uses to ensure that all countywide growth and development goals are achieved. Capitalize on all opportunities for attracting quality transit-oriented development. Provide standard sidewalks along both sides of all new road construction Design all road frontage improvements and road capital improvement projects to provide needed connections for all transportation modes. Include continuous sidewalks and on-road bicycle facilities to the extent feasible and practical.

Functional Master Plan	Description	Key Recommendations Relevant to the Adelphi Road-UMGC-UMD Purple Line Station Area
<i>2010 Approved Historic Sites and Districts Plan for Prince George's County</i>	This plan identifies and guides preservation of historic sites and resources, sets implementation priorities, and proposes an implementation plan.	N/A
<i>2010 Water Resources Functional Master Plan</i>	This plan identifies necessary policies and strategies to maintain adequate drinking water supply and wastewater treatment capacity to 2030 and to meet water quality regulatory requirements as the County continues to grow.	<ul style="list-style-type: none"> • Protect and enhance/restore areas within the green infrastructure network. • Protect and enhance water quality within each watershed. • Encourage environmental awareness through outreach and education. • Control flooding and reduce flood-related property damage. • Preserve, protect, and enhance surface and groundwater features and restore lost ecological functions. • Prepare and implement major watershed management plans to address the preservation and restoration of ecological functions within watersheds, with an emphasis on the restoration and maintenance of water quality, protection of the aquatic living resources, and the control of water quality with consideration of the development pattern of the General Plan. • Periodically employ a water quality model that evaluates existing water quality and use the results to determine where additional efforts are needed. • Evaluate the effectiveness of current ordinances and regulations regarding stream and wetland buffer widths. Consider revising the current regulations to provide varying buffer widths. • Augment current forest conservation and sediment and erosion control enforcement efforts. • Continue implementation of available federal and state programs to control flooding and losses due to flooding without impairing water quality. Seek additional funding sources to augment current efforts.
<i>2012 Approved Priority Preservation Area Functional Master Plan</i>	This plan recommends an approach to sustaining farm and forest operations, prioritizes agricultural land preservation, and provides an implementation framework.	N/A
<i>Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2013)</i>	This plan establishes a framework that will ensure the Department of Parks and Recreation (DPR) can meet future parks and recreation, programmatic, and facility needs.	<ul style="list-style-type: none"> • Construct of a 60,000 – 80,000 square foot multigenerational center at Prince George's Plaza. • Build upon prior public meeting and other outreach engagement feedback
<i>2017 Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan</i>	This plan combines related elements of green infrastructure planning, rural and agricultural conservation, forestry conservation, and rural character conservation into one functional plan.	<ul style="list-style-type: none"> • Use low-density zoning and the existing and proposed conservation methods to protect environmentally sensitive areas • Provide multiple functions for open and green spaces such as gathering, wayfinding, stormwater management, parks, open space, and tree canopy.

Relevant Studies

This area master or sector plan is informed by several recent and ongoing studies conducted by the Planning Department and partner agencies since 2010.

2013 Purple Line Transit-Oriented Development Study

The Maryland Transit Administration is managing the Purple Line project, with the close coordination of the Washington Metropolitan Area Transit Authority, Montgomery and Prince George's Counties, The Maryland-National Capital Park and Planning Commission, State Highway Administration, and local municipalities. The study focuses on the proposed station areas to help plan for future development that would be spurred by the new transit stations.

KEY RECOMMENDATIONS

- Establish complete streets to provide safe and convenient accommodation for all potential events, including pedestrians, cyclists and motorists and transit riders alike.
- Emphasize mixed-use within a 1/8 to 1/4 mile radius of the station stop to energize this core and serve transit riders.
- Locate buildings close to the street to help activate the street as well as provide vertical definition of the street.
- Regulate parking surface or structured behind buildings away from the public realm.
- Define gateways for the study area that establish the place and welcome people to the plan area as currently the communities within the study area lack definition and identification.
- Strengthen trail and pedestrian connections to the proposed Purple Line station area and current office development.
- Provide open space near the station that will reinforce the placemaking within the study area and provide an area for formal and informal activities and community gathering.
- An at-grade station that is accessible.
- A station plaza located at the intersection of Adelphi and Campus Drive
- A well-lit streetscape along trails and corridors.
- A walkable environment. Including safe sidewalks buffered from traffic and shaded with trees and pedestrian amenities such as benches and lighting.

2013 Economic Drivers and Catalysts: A Targeted Economic Development Strategy for Prince George's County, Maryland

This report presents the results of a year-long effort to create a targeted economic development strategy that will maximize the generation of new jobs in Prince George's County and diversify and grow the tax base that supports the County's government services and quality of life.

KEY RECOMMENDATIONS

Working with the industry cluster of University of Maryland College Park and the University of Maryland Global Campus to enhance the vision of the area and retain employment.

2019 Prince George's County Comprehensive Housing Strategy: Housing Opportunity for All (CHS)

This strategy will help us—as a community—create a roadmap to guide the County's and its partners' housing investments. The strategy will help build sustainable, diverse, and inclusive communities connected to economic opportunity.

KEY RECOMMENDATIONS

- Enhance policies and incentives to promote housing development and preservation throughout the County.
- Increase collaboration, coordination and transparency.
- Expand funding and diversify financing mechanisms to increase development and other housing opportunities.
- Encourage new, context-sensitive development that expands housing types to serve the County's diverse population and distinct geographic character.
- Use new housing development and coordinated public investments to build stronger economic opportunity
- Attract new residents. Make Prince George's County a community of choice for millennials, families, employers, and developers.
- Build on strategic investments and submarket conditions. Expand economic opportunities

through our housing investments and tailor those investments to the many unique submarket conditions throughout the County.

- Create more consistency within the County's development process.
- Increase capacity of external partners (e.g., nonprofit developers).
- Increase the County's Housing Investment Trust Fund (HITF).
- Market available resources and programs to local and regional developers.
- Build more mixed-use and mixed-income developments.
- Identify opportunities for new housing development on publicly owned land (including infill sites and brownfields).
- Target underused or obsolete properties for new housing production.
- Engage major employers and anchor institutions to initiate place-based investments that increase access to opportunity.
- Use placemaking to cultivate and celebrate neighborhood identity.
- Coordinate targeted public investments with housing activities or other revitalization activities.

2021 City of College Park Complete and Green Streets Project

This policy seeks to provide immediate and long-term benefits for community residents by incorporating safe multimodal transportation options throughout the city. This can be accomplished by reconstructing streets to incorporate complete and green principles such as sidewalks, bicycle routes, low impact development (LID) stormwater best management practices and street trees.

KEY RECOMMENDATIONS

- Prioritize streets near Purple Line stations and commercial districts
- Identify stormwater drainage issues that could be alleviated through green streets practices or other roadway alterations.
- Seek supplemental sources of funding including public and private sources to assist in the implementation of this policy.
- Examine complete and green streets design standards and practices during the development review process for all new development in the city

and make every effort to implement them.

- Utilize interdepartmental coordination and provide appropriate staff to promote the efficient and responsive implementation of this policy.
- Include implementation of this policy in the city's strategic action plan.

2021 Northern Gateway Wayfinding Systems and Signage Plan

A Wayfinding System and Signage Plan is currently being developed to inform, guide, and navigate residents and visitors from place to place throughout the Northern Gateway, including vibrant commercial districts on University Boulevard, new Purple Line transit stations, and community destinations such as schools, libraries and services.

- Different neighborhoods should have their own unique wayfinding signage treatment.
- Prioritize the wayfinding signage locations initially at the following locations:
 - › Purple Line station
 - › Key entry points into the Northern Gateway and the seven neighborhoods
 - › Key retail clusters
 - › Main travel paths within a half-mile radius of the above destinations
- Locate signage at key points of interest only in the beginning.
- Kiosks that provide information about the surrounding area should be installed first.

SPACES Sidewalk & Streetscape Improvements Project

Significant investment in a new transit rail line, the Purple Line, has begun and the alignment for the portion that will serve the Northern Gateway area will run along University Boulevard, also known as the International Corridor. The International Corridor is a vibrant retail strip of African American, South and Central American, Asian, and African businesses that provide essential goods and services to area residents. Along with new investment in transit, the new alignment provides the opportunity to link the corridor to a greater network of improved access and circulation, and to integrate streetscape enhancements to a public realm that promotes a multimodal environment and enhances a unique cultural and neighborhood identity. This project seeks to improve biking and pedestrian safety, better connect neighborhoods to the corridor, and enhance the public realm.

KEY RECOMMENDATIONS

Pedestrian Facilities

- Ensure sidewalks have a minimum of five feet of width, are constructed to clearly differentiate pedestrian paths across driveways (per MDOT SHA standards for entrances), and that obstacles such as utility boxes, light posts, trash cans, and benches be moved to ensure a minimum of five feet of clear space for pedestrians.
- Enhance crossing locations with high-visibility crosswalks or other features to make pedestrians more visible and prominent to motorists.
- Consider additional mid-block crossing opportunities, pedestrian-scale lighting, and wayfinding signage.

Bicycle Facilities

- As part of the MTA Purple Line project, construct five-foot bike lanes along MD 193.
- Incorporate a two- to three-foot buffer for the bike lanes and provide painted bike lanes through intersections to better separate bicycle and motor vehicle traffic. This will clarify the expected routes for bicyclists on the street.
- Incorporate bicycle amenities, such as bicycle racks, wayfinding signage, and bikeshare facilities into the design of the SPACEs study for MD 193.
- Evaluate future bicycle connections throughout the corridor and beyond the SPACEs MD 193 study area as off-street bicycle facilities or the creation of bicycle boulevards to adjacent neighborhoods.

Public Environment

- Install landscape buffers along with other landscape features such as trees, bioswales, and rain gardens.
- Relocate overhead wires to rear alleys or the rear of properties and evaluate the feasibility of installing underground utilities.
- Incorporate adequate trash receptacles and management into the SPACEs study for MD 193 30% design drawings.

Transit Facilities

- Feature enlarged waiting areas and amenities such as benches, shelters, and lighting at transit stops.
- Provide real-time travel information at transit stops.

Parking Facilities and Transportation Demand

Management

- Unbundle parking costs from housing or commercial space costs.
- Employ transportation demand management strategies, such as encouraging shared parking agreements between retail and office facilities.
- Establish a Transportation Management Association to coordinate between residents, property owners, and businesses and promote and encourage transportation options both to/from and within the corridor.

DPW&T's TLC Cool Spring Rd, Adelphi Rd, Pedestrian and Bicycle Access Improvement Project

DPW&T applied for and received competitive grant from Metropolitan Washington Council of Governments' (MWCOC) Transportation Land Use Connections (TLC) Program project funding: \$80K to develop 30% Design Drawings for providing bike and pedestrian access to connect the Cool Spring Neighborhood from the NW Branch Trail to UMD and the PL Station.

KEY RECOMMENDATIONS

- External Sidewalk along Adelphi Road and MD 193
- Internal Sidewalk in the neighborhood
- Temple Street Closure
- Traffic Calming
- Wayfinding/LED Lighting Upgrades

Anacostia Trails Heritage Area (ATHA) Wayfinding and Signage Study

Anacostia Trails Heritage Area (ATHA) Wayfinding and Signage Study is a tourism strategic plan to assist in revitalization efforts by providing recommendations for improving wayfinding within the Anacostia Trails Heritage Area. ATHA is approximately 100 square miles, with a central corridor along US Route 1 and the Rhode Island Avenue Trolley Trail. Three elements of this project are: documenting the existing situation; designing concepts for interpretive wayfinding signs and kiosks; and recommending locations to install these features.

KEY RECOMMENDATIONS

The Sector Plan area is entirely within ATHA. Anticipated project completion: Fall 2022.