

Environmental Infrastructure

VISION

The environmental infrastructure is an interconnected system of public and private lands that contain woodlands, wetlands, wildlife habitat, floodplains, and other sensitive areas with minimal intrusions from land development and light and noise pollution. The Bladensburg Town Center sector plan area consists of well-designed and strategically located open spaces connected by tree-shaded walks and streets making Bladensburg a desirable community in which to live, work, and shop. An improved Anacostia waterfront connects the green infrastructure network and enhances the environmental health of its urban setting. Stormwater impacts are mitigated through green roofs, bioretention areas, and vegetation.

BACKGROUND

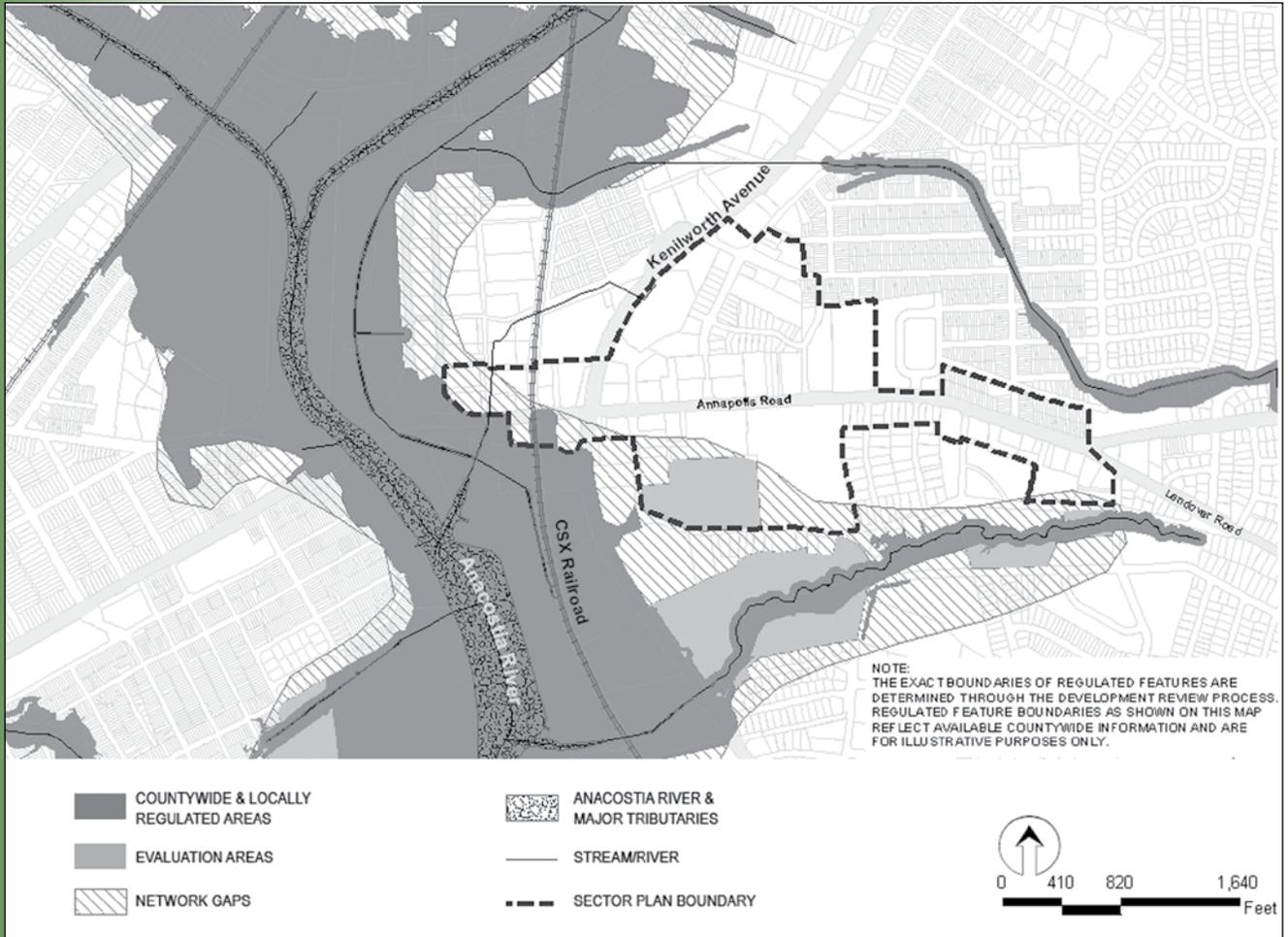
The sector plan area is characterized as having well-established residential neighborhoods and nearby areas of commercial and industrial uses. Much of the sector plan area was developed prior to the adoption of environmental protections that exist today. As a result, sections of some streams have been piped and/or the stream buffers have been eliminated. Piping, channeling, and the removal of stream buffers significantly impact water quality of the individual streams and the Anacostia River. In addition, the area was mostly developed prior to requirements for stormwater management. Limited stormwater management controls, combined with a relatively high percentage of impervious surfaces and a low percentage of tree and forest coverage, have resulted in very poor water quality for this area. Reducing the amount of impervious surfaces, increasing the amount of tree cover and riparian vegetation, and restoring stream channels, where applicable, will result in improved water quality and an improved quality of life. The green infrastructure network and specific water quality concerns within the Bladensburg Town Center sector plan area are described below.

Green Infrastructure

The green infrastructure network is delineated to protect, enhance, and/or restore important environmental features of local and countywide significance. This network was developed by modifying the countywide green infrastructure network identified in the 2005 Approved Countywide Green Infrastructure Plan to include all locally regulated environmental features.

The green infrastructure network is divided into three categories: countywide and locally regulated areas, evaluation areas, and network gaps. The countywide and locally regulated areas contain environmentally sensitive features, such as streams, wetlands, buffers, the 100-year floodplain, and adjacent steep slopes. All of these features are currently regulated (i.e., protected) during the land development process. The countywide and locally regulated areas, as shown on Map 9, reflect the best available countywide information on the boundaries of all regulated features. The exact boundaries for regulated features, however, are determined through the development review process. Evaluation areas contain environmentally sensitive features, such as wooded areas, interior forests, and unique habitats, that are not currently regulated (i.e., not protected) during the development review process. Evaluation areas of countywide significance may also contain adjacent historic sites with conservation value. Network gaps are those areas that are critical to the connection of the regulated and evaluation areas and are targeted for restoration where possible.

The 2005 Approved Countywide Green Infrastructure Plan identifies the main stem of the Anacostia River as a special conservation areas (SCA) of countywide significance in need of additional attention. As an SCA, the main stem of the Anacostia River should receive priority consideration when land development activities are proposed in the vicinity and when land is being considered for public acquisition.² Within the sector plan area, the main stem of the Anacostia River has also been identified as a primary corridor.

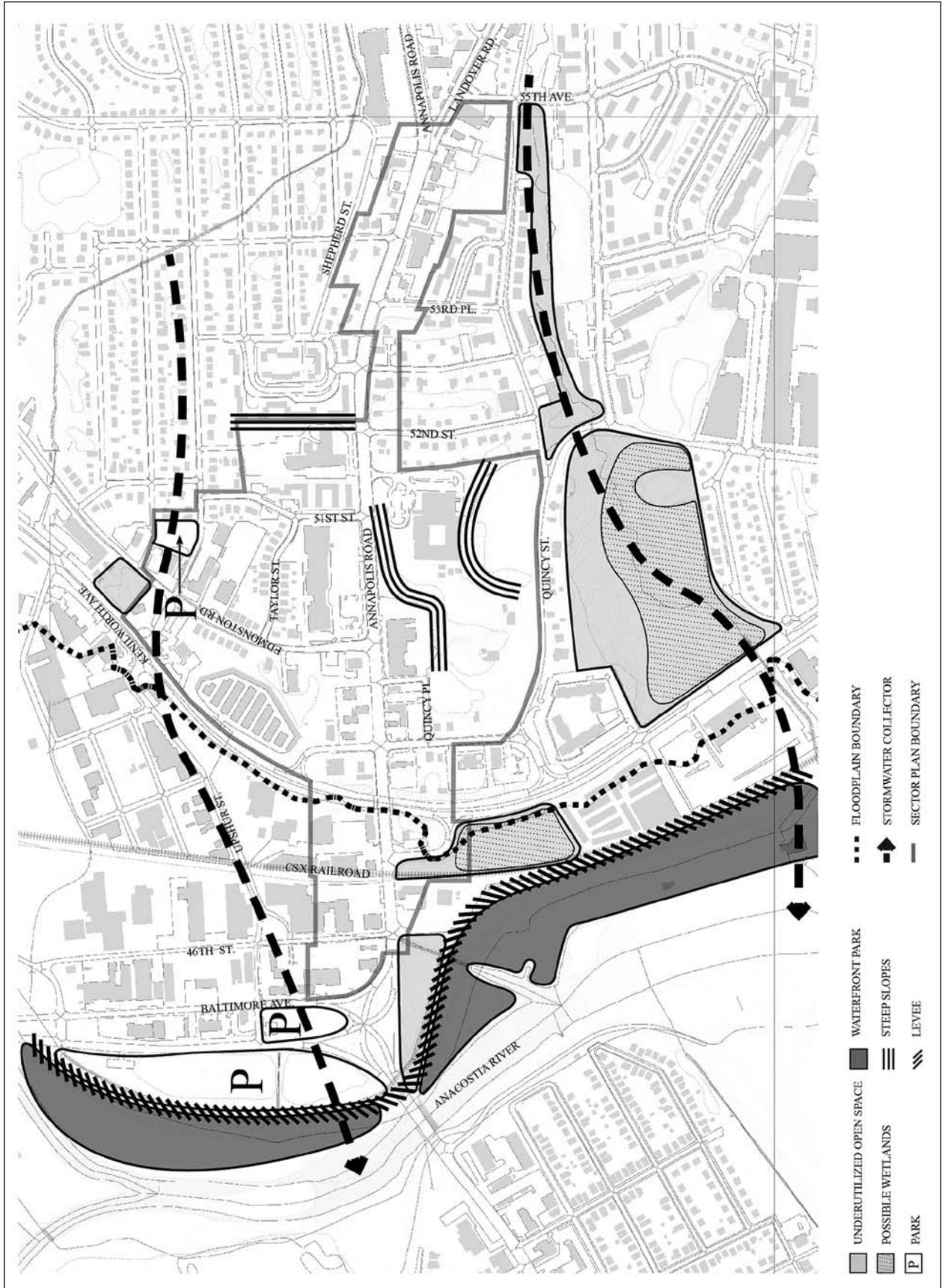


Map 9: Green Infrastructure Network

Water Quality Concerns

In order to understand the impact of future land use changes on water resources, it is important to view the Bladensburg Town Center sector plan area and its vicinity within a watershed context. The area falls equally within two watersheds of the Anacostia River basin—the Upper Northeast watershed and the Upper Anacostia River watershed.

² See Appendix I for a description of the Main Stem of the Anacostia Special Conservation Area.



Map 10: Open Space and Environmental Constraints

The Anacostia River basin has been the source of numerous studies over the years due to its large size, multiple contaminant sources, and complex tidal flow. According to data provided by the Maryland Department of Natural Resources Fisheries Service, water quality and overall watershed health in the Anacostia watershed suffers from high levels of nutrients, sediment, bacteria, trash, and toxic substances. In 1996, the Anacostia River was listed for impairments associated with nutrients and sediment loads to the river from point, nonpoint, and natural sources. It was again listed in 2002 for impairments associated with fecal coliform bacteria, for biologic impairments associated with unknown causes, and for impairments associated with two synthetic compounds: polychlorinated biphenols (PCBs) and the pesticide heptachlor epoxide. Maryland is currently establishing a total maximum daily load (TMDL) for bacteria, and future TMDLs are expected to follow for other pollutants listed above.

As reported in the Countywide Green Infrastructure Plan, the habitat of the Upper Anacostia subwatershed is rated “very poor” and the water quality rating for invertebrates is also rated “very poor.” The habitat of the Upper Northeast Branch subwatershed is rated “very poor” and the water quality rating for invertebrates is “poor.” These two ratings are based on water quality sampling and on-site observations within the watershed.

GOALS

- Protected, preserved, enhanced, and where appropriate, restored environmentally-sensitive features through the identification of a green infrastructure network of local significance and local and countywide special conservation areas.
- Protected sensitive environmental features to meet the full intent of environmental policies and regulations.
- Restored and enhanced water quality in areas that have been degraded and preserved water quality in areas not degraded.
- Addressed issues of energy consumption, light pollution, noise impacts, and the quality and aesthetics of the natural environment.

POLICY 1:

PROTECT, PRESERVE AND ENHANCE THE IDENTIFIED GREEN INFRASTRUCTURE NETWORK WITHIN THE BLADENSBURG TOWN CENTER SECTOR PLAN AREA.

Strategies:

- Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.
- Protect primary corridors during the review of land development proposals to ensure the highest level of preservation and restoration possible and limiting the negative environmental impact of essential development elements.
- Carefully evaluate land development proposals in the vicinity of identified countywide and local SCAs to ensure that the SCAs are not impacted and those connections are either maintained or restored.

- Address existing flooding concerns in conformance with the county code on all new development and elevate new buildings out of the floodplain when redevelopment occurs.
- Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.
- Preserve unique habitat areas to the fullest extent possible during the land development process.
- Incorporate flexible and low-impact design (LID) techniques to minimize negative impacts to environmentally sensitive areas.
- Protect stream restoration sites during land development to ensure that ongoing mitigation efforts maintain a high level of value.

POLICY 2:

RESTORE AND ENHANCE WATER QUALITY IN AREAS THAT HAVE BEEN DEGRADED AND PRESERVE WATER QUALITY IN AREAS NOT DEGRADED.

Strategies:

- Identify opportunities for restoration within the primary corridors and target mitigation efforts and sites in these areas.
- Restore stream and wetland buffers to the fullest extent possible during the land development process.
- Restore and reestablish network gaps to a natural state when opportunities arise during the land development process.
- Support revisions to the Chesapeake Bay Critical Area legislation that impose a limit on impervious surfaces in the Intense Development Overlay Zone.
- Promote the use of LID techniques to the fullest extent possible during the development process, particularly in the use of bioretention and underground stormwater facilities.
- Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.
- Minimize the number of parking spaces and provide for shared parking solutions that will reduce the area of impervious surfaces.
- Reduce the area of impervious surfaces by supporting vertical development in centers and nodes.
- Address existing flooding concerns in conformance with the county code on all new development.
- Require stream corridor assessments as part of the development review process and include them with the submission of a natural resource inventory as development is proposed for each site.
- Include a trash removal strategy for urban stormwater management and storm drainage programs.
- Encourage both new and redevelopment projects to incorporate trash reduction measures into their design.

POLICY 3:

REDUCE OVERALL ENERGY CONSUMPTION AND IMPLEMENT MORE ENVIRONMENTALLY SENSITIVE BUILDING TECHNIQUES.

Strategies:

- Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in building and site design, e.g., LEED. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.
- Encourage the use of alternative energy sources such as solar, wind, and hydrogen power.
- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings for county residents and workers.

POLICY 4:

ESTABLISH STREET TREE CORRIDORS ALONG ROADWAYS AND ON INDIVIDUAL PROPERTIES TO IMPROVE AIR QUALITY STORMWATER MANAGEMENT, AND AESTHETICS OF THE NATURAL ENVIRONMENT.

Strategy:

- Allow for the planting or preservation of street trees on or adjacent to sites under development in conformance with a municipal street tree-planting program, (e.g.: Tree City USA).
- Explore the feasibility of relocating the pumping facility further south within the waterfront park.

POLICY 5:

REDUCE LIGHT POLLUTION AND INTRUSION INTO RESIDENTIAL AREAS.

Strategies:

- Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and vehicle sales establishments so that light intrusion on adjacent properties is minimized. Full cut-off optic light fixtures should be used for all proposed development.
- Light glare and spillover should be controlled.

POLICY 6:

REDUCE ADVERSE NOISE IMPACTS TO MEET STATE OF MARYLAND NOISE STANDARDS.

Strategies:

- Evaluate development proposals using Phase I noise studies and noise models.
- Provide for adequate setbacks for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.
- Provide for the use of approved attenuation measures when noise issues are identified.
- Encourage businesses in the waterfront retail and entertainment district to orient outdoor activities away from Baltimore Avenue to allow buildings to serve as sound barriers to the adjacent communities.

Transportation

VISION

The sector plan area contains a fully integrated multi-modal system of vehicular, pedestrian, bicycle, bus transit, and transportation elements.

BACKGROUND

The Bladensburg Town Center planning area lies in the county's Developed Tier and along the Annapolis Road Corridor as designated in the 2002 General Plan.

GOALS

Transportation goals for the Developed Tier include:

- Capitalize on investments in transportation and other infrastructure
- Maintain/renovate existing public infrastructure
- Promote transit-supporting, mixed-use, pedestrian-oriented neighborhoods
- Renew/redevelop commercial strips

Transportation goals of the centers and corridors include:

- Capitalize on public investment in the existing transportation system
- Ensure transit supportive and transit serviceable development
- Require pedestrian-oriented and transit-oriented design



Kenilworth Avenue as it passes over Annapolis Road.

ROADS

BACKGROUND

The Kenilworth Avenue overpass at Annapolis Road was created to lessen regional congestion during those times when the CSX trains block traffic on Annapolis Road. With the elevation of the CSX line over Annapolis Road it may be possible to lower Kenilworth Avenue and create an at-grade intersection at this crossing, resolving various urban design and transportation problems.

There is a need to improve vehicular and pedestrian safety along Edmonston Road and 48th Street and eliminate nonlocal and truck traffic.

Annapolis Road needs improved pedestrian facilities including wider, passable sidewalks, street trees and landscaping, and where possible and desirable, a landscaped median. In places where a median is determined to be inappropriate, alternate methods of achieving traffic calming, pedestrian safety, and aesthetic goals of the plan should be used. A large number of pedestrians access public transit facilities along this road.

Baltimore Avenue/Alternate US 1 is currently used as a high-speed, bypass road for traffic going to and from the District of Columbia. Unrestricted entrance points along both sides of these parallel one-way roads lack traffic control devices. Dangerous high speeds, and lack of adequate sidewalks and pedestrian crossings, have resulted in an unsafe environment for all users.

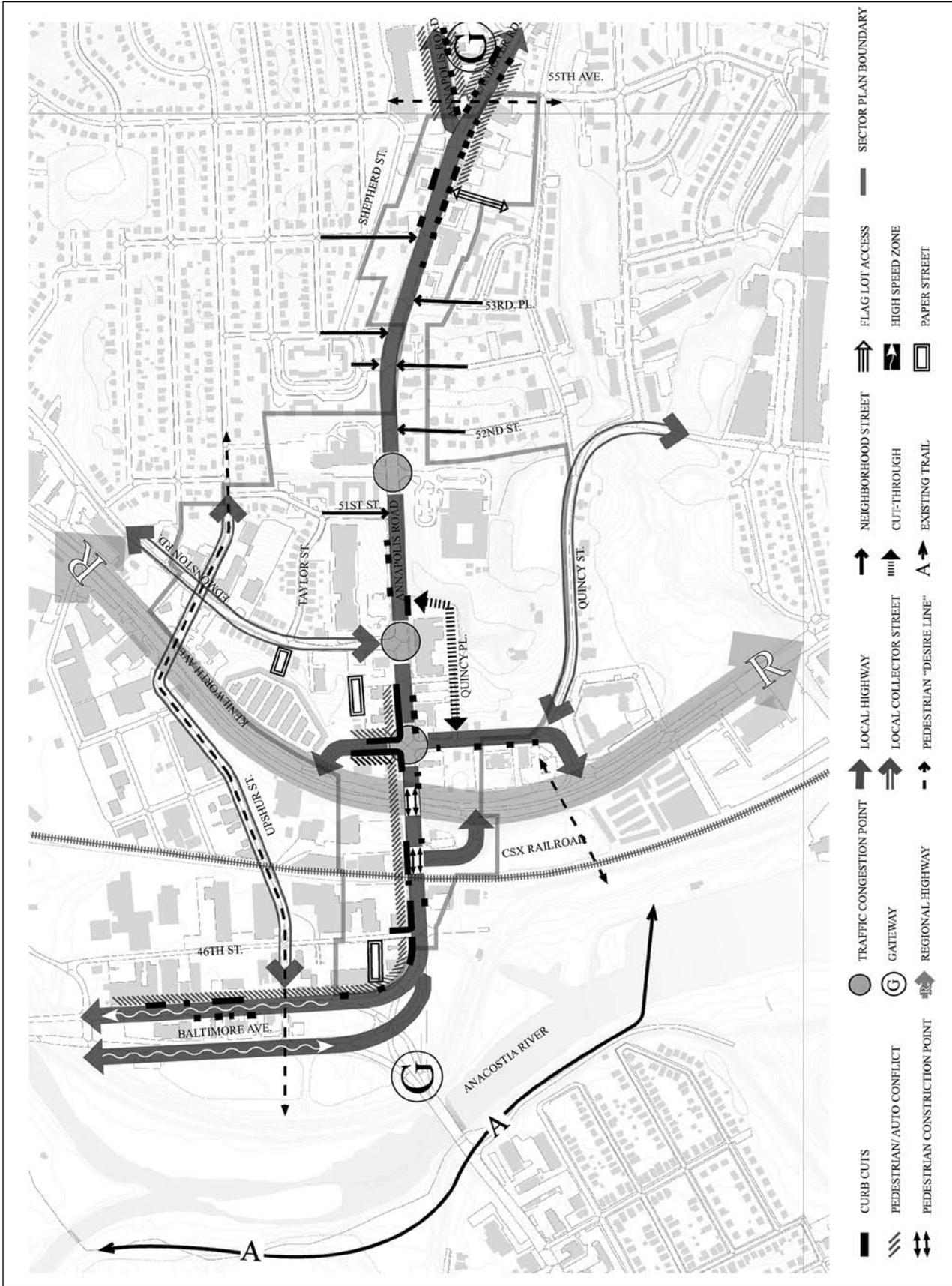
The convergence of Annapolis and Landover Roads, two major east/west arterial roadways serving the plan area, is unattractive and unsafe for the level of pedestrian activity that is proposed in this plan. This intersection currently creates disjointed neighborhoods, providing very limited connections for vehicular and pedestrian movements between neighborhoods north and south of these roadways.

Roadway Name	Lanes	Road Classification	Right of Way (ft.)
A-14: Kenilworth Avenue (MD 201)	4-6	Arterial	Varies/Minimum 120
A-15: Annapolis Road (MD 450)	4-6	Arterial	100-120
A-20: Landover Road (MD 202)	4-6	Arterial	120
C-209: Baltimore Avenue (US 1 Alt.)	4	Collector	80
C-418: Quincy Street	2-4	Collector	80

Table 1: Roadways

GOALS

- Well-designed, safe and efficient roadways
- Traffic-calming strategies that support the town center
- Reduced conflicts between local and nonlocal traffic within residential neighborhoods
- Amenities that minimize conflicts between pedestrian and vehicular movement
- Thoroughfares that meet Americans with Disabilities Act (ADA) requirements



Map II: Access and Circulation

POLICY 1:

PROVIDE ROADWAY IMPROVEMENTS THAT ARE FULLY INTEGRATED WITH LAND USE TO ACHIEVE ACCESSIBILITY, CIRCULATION, AND DEVELOPMENT GOALS.

Strategies

Arterial Roads: Divided highways with at grade intersections and traffic controls intended to expedite the movement of through traffic.

- Upgrade Annapolis Road between 46th Street and 51st Street to develop a pedestrian “main street” environment that includes wide sidewalks extending to the back of the curb, a planted center median, pedestrian crosswalks with “safe haven” areas and additional signalization with timed pedestrian crossings as needed. Maintain the existing curb line and drainage wherever possible. Consider underground utilities at this location as part of this improvement.
- Upgrade Annapolis Road between 51st Street and 55th Avenue to develop a pedestrian boulevard environment that includes a wide planted strip between the back of the curb and the sidewalk, a planted center median, pedestrian crosswalks with “safe haven” areas, and additional signalization with timed pedestrian crossings. Provide safe pedestrian crossings at the intersection of Annapolis Road with Landover Road. Maintain existing curb lines and drainage wherever possible.
- Upgrade the intersection of Annapolis Road and Landover Road with a roundabout that contains a gateway feature. Study the feasibility of providing at least one point of pedestrian access into the roundabout center. Consider underground utilities at this location as part of this improvement.
- Upgrade Kenilworth Avenue between Quincy Street and Tilden Road to allow for pedestrian access along each side. Study the possibility of removing the Kenilworth Avenue overpass, as well as the existing access ramps, and create an at-grade intersection with Annapolis Road and a parkway-like quality for Kenilworth Avenue, with multiuse trails on both sides, separated where possible by deep-set lawns and plantings. The State Highway Administration should initiate a study to investigate the feasibility and costs related to the option of creating an at-grade intersection at Kenilworth Avenue and Annapolis Road as well as the option of replacing the Kenilworth Avenue bridge with a new bridge that is pedestrian-friendly, compatible with the Hilleary-Magruder House, Market Master’s site, and the CSX bridge, serving as a gateway feature for the town center.

Collector Roads: Multilane or two-lane roadways designed to carry medium-speed traffic between arterial and internal local streets.

- Evaluate the possibility of creating two-way traffic on the east and west segments of Baltimore Avenue. The eastern segment becomes a slower traffic “main street” environment, as a local road (with possible on-street parking and bike lane), and the western segment becomes two-way through traffic and remains a collector road. Consider underground utilities at this location.
- Study the simplification of the intersection of Baltimore Avenue and Annapolis Road to allow pedestrian access through to Peace Cross and the parks. Study the feasibility of signalizing the intersection of Annapolis Road and 46th Street to create safer bicycle and pedestrian access to the Bladensburg Waterfront Park.

Local Roads: Two-lane roads that provide access to, from, and through residential areas or provide very slow traffic on pedestrian-oriented local retail main streets.

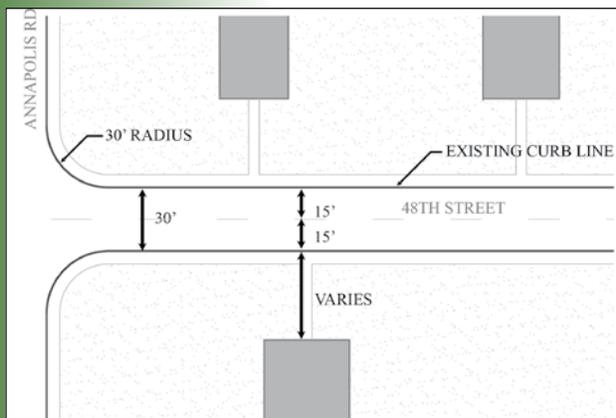
- Spring Street (new street): Create a new street connecting Edmonston Road to 48th Street from the north edge of the proposed public green at the town hall/public library complex. The north and eastern portion of the street should feature on-street parking and pedestrian sidewalks adjacent to retail storefronts to become a local neighborhood retail main street. Consider underground utilities along Edmonston Road in and around the town center.
- Bostwick Place (new street): Create a new access street between Annapolis Road and Quincy Place that creates a sightline from the library/town hall site to the Bostwick House.
- New Street (unnamed): Create a new residential street connecting to Spring Street at its south end, crossing Taylor Road, then turning east at the north end to connect to Edmonston Road at the fire station/visitor center site. This street parallels Edmonston Road for the bulk of its length.
- Taylor Street: Extend Taylor Street west to connect to Kenilworth Avenue.
- Edmonston Road: Treat Edmonston Road as a local retail main street between “New Street” and Annapolis Road and as a local residential street north of “New Street.”
- 48th Street: Downgrade this roadway from industrial road to a local street and create a historic-themed landscape treatment on 48th Street and Quincy Place to reinforce this area as a special historic zone.

POLICY 2:

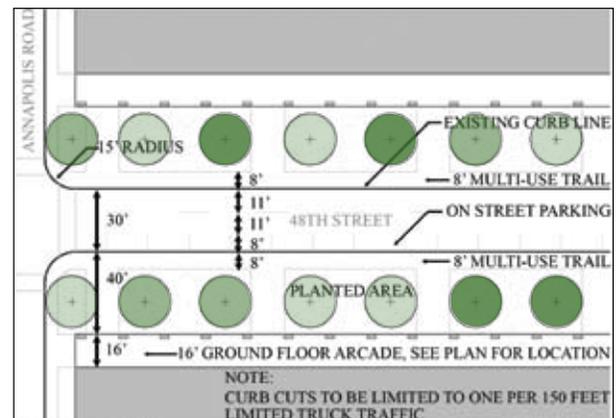
REMOVE CONFLICTS BETWEEN NONLOCAL AND LOCAL VEHICULAR TRAFFIC WITHIN RESIDENTIAL NEIGHBORHOODS.

Strategies

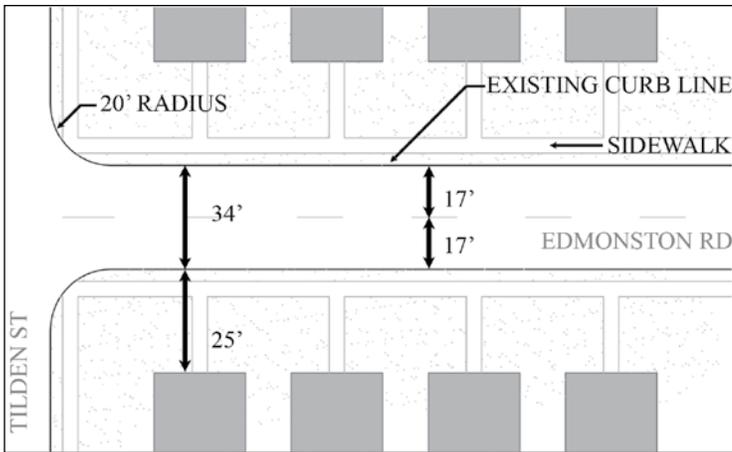
- Utilize on-street parking and “no through-truck traffic” designation to curtail nonlocal vehicular traffic on both Edmonston Road and 48th Street within the sector plan area.
- Utilize on-street parking and traffic-calming techniques such as lane narrowing, signage, and speed bumps to discourage nonlocal vehicular traffic on residential streets.



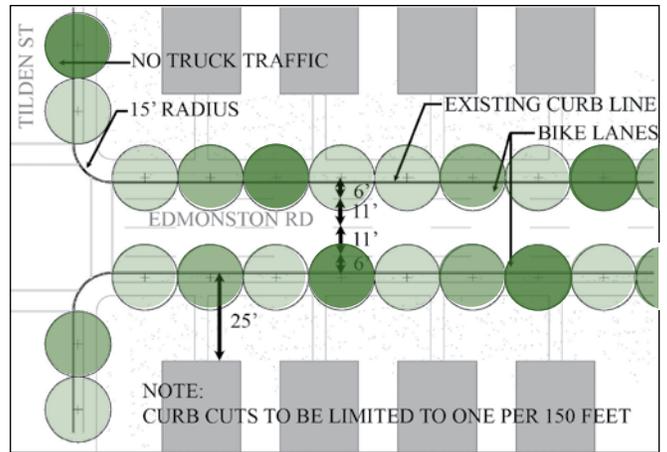
48th Street—Existing.



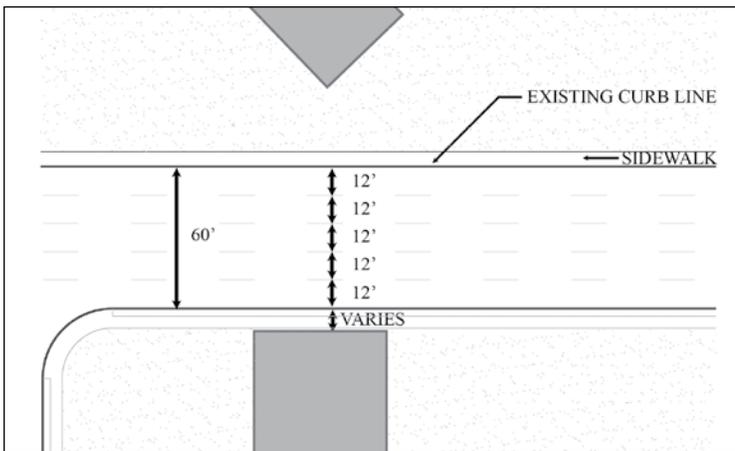
48th Street—Proposed.



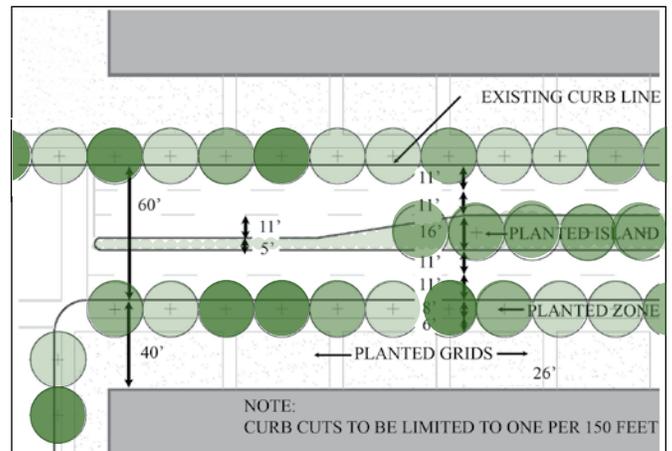
Edmonston Road at Tilden Street—Existing.



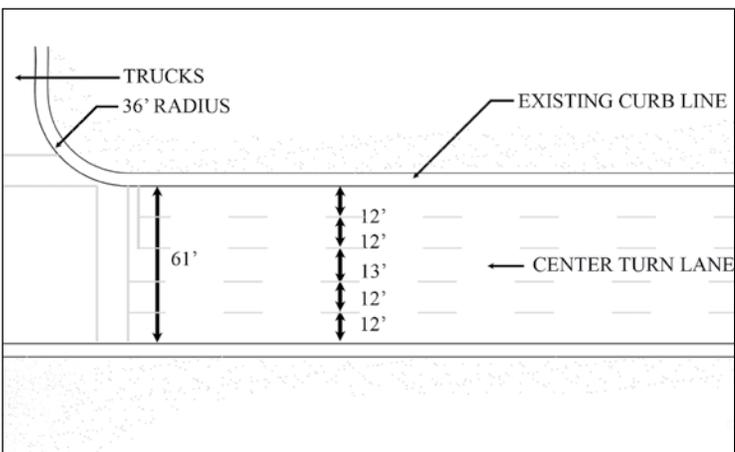
Edmonston Road at Tilden Street—Proposed.



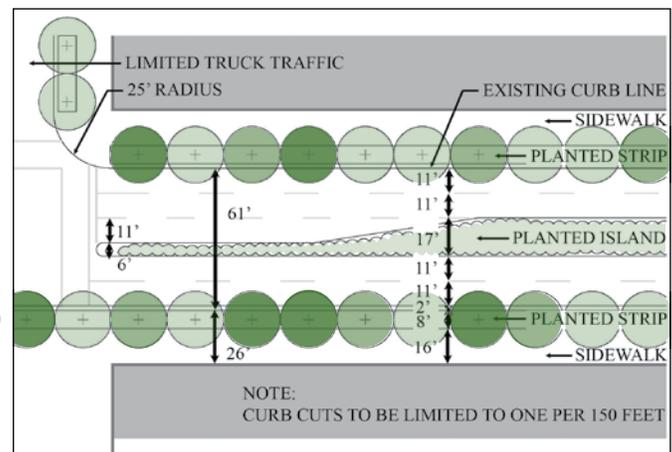
Annapolis Road at 53rd Place—Existing.



Annapolis Road at 53rd Place—Proposed.



Annapolis Road at Town Center—Existing.



Annapolis Road at Town Center—Proposed.

POLICY 3:

MAKE IMPROVEMENTS TO THE THOROUGHFARE SYSTEM WITH AS LITTLE COST AND OPERATIONAL IMPACT AS POSSIBLE.

Strategies

- Maintain the existing curb lines and storm drainage system wherever possible as part of thoroughfare improvement design.
- Use on-street parking and simple curb bump outs to calm traffic on Edmonston Road and 48th Street.
- Efficiently re-lane existing road sections to find space for medians and other pedestrian-safe havens on Annapolis Road.
- Develop a survey of area teens and the elderly to identify desired destinations/activities (schools, parks, waterfront, library, etc.) and provide bus service to these locations during appropriate times of the year, to promote community ownership, involvement, and participation.

POLICY 4:

INCORPORATE EXISTING AND PROPOSED OPEN SPACES INTO THE CIVIC CHARACTER OF THE THOROUGHFARES.

Strategies

- Signalize the intersection at 46th Street and Annapolis Road to ease automobile, bicycle and, pedestrian access into and out of the Waterfront Park.
- Maintain a visual and physical relationship between the Historic Market Square and the surrounding thoroughfares.
- Maintain a visual and physical relationship between the new civic green or plaza at the county library and town hall site and from the adjacent roadways.
- Make clear and accessible connections to the wider system of bicycle and multiuse trails.

POLICY 5:

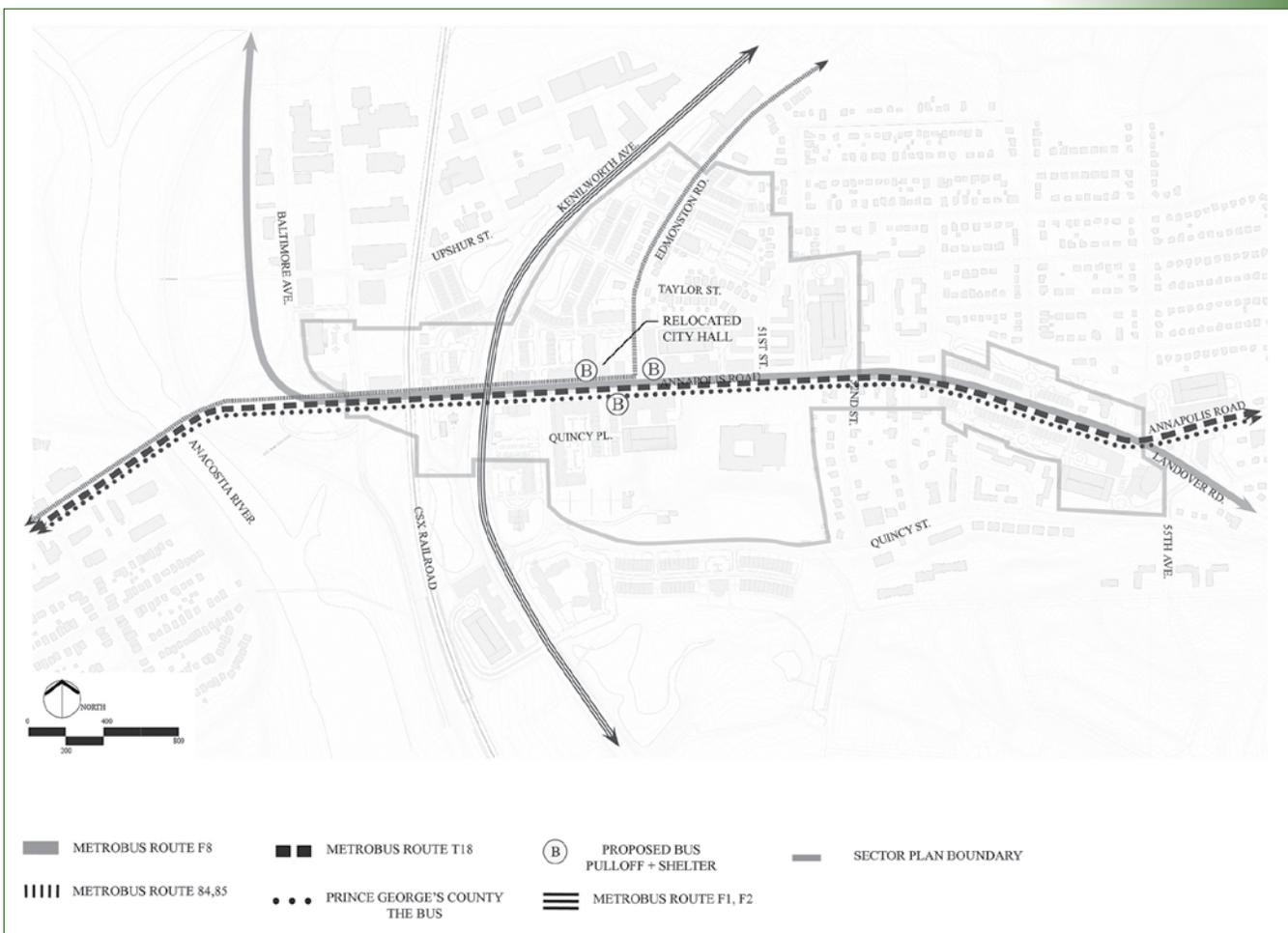
LOCATE CIVIC FACILITIES AT IMPORTANT CROSSROADS AND PEDESTRIAN AREAS WITHIN THE THOROUGHFARE SYSTEM.

Strategies

- Relocate the town hall adjacent to the existing county library in order to concentrate public facilities at one location.
- Renovate the site around the Market Master's House as a public market reminiscent of its historic use.
- Maintain clear pedestrian access to the municipal police, fire and rescue, and post office facilities.

TRANSIT BACKGROUND

The Washington Metropolitan Area Transit Authority (WMATA) provides mass transit service to the Bladensburg and vicinity area. This area has benefited from the county's Five-Year Transit Development Program, which added over \$2,266,000 countywide since 1986 in the form of new routes, route extensions and frequency improvements.³ Metro bus routes in and around the area provide over 15,500 daily passenger trips. In addition to buses, WMATA provides Metro rail service to the area via the Orange Line to New Carrollton, Landover, and Cheverly and the Green Line to West Hyattsville, Prince George's Plaza, College Park, and Greenbelt, which began service in December 1993, thus augmenting the existing capacity and expanding the service area.



Map 12: Bus Routes

³ *Approved Master Plan and Sectional Map Amendment for Bladensburg–New Carrollton and Vicinity (Planning Area 69) 1994.*

Key transit planning issues for the Bladensburg area are reflective of past and present development patterns, projected transportation facility needs based on recommended land use proposals, lack of availability of land suitable for construction of major new facilities, recognition of existing problems concerning the circulation system, and the desirability to promote alternative forms of transportation.

WMATA and the Prince George's County Department of Public Works and Transportation are responsible to provide bus service to the area. The WMATA bus routes that serve the area are F1, F2, and F8. Although Maryland Railroad Commuter (MARC) tracks pass near the area, there is no direct access to MARC service from the sector plan area.

GOALS

- Attractive, durable, all-weather transit shelters that are adjacent to active uses and recognizable by the public
- Safe and convenient access to bus stops
- Accessible bus and Metrorail services that reduce dependency on the automobile and reduce traffic congestion

POLICY 1:

ALLOW PULL-OFF FOR BUS PICK-UP AND DISCHARGE AT THE INTERSECTION OF ANNAPOLIS ROAD AND EDMONSTON ROAD.

Strategies

- Repair or replace existing transit shelters to withstand vandalism, the elements, and intense use and to integrate the shelters with the urban design theme established for the town center.
- Design safe, attractive, accessible, lighted, and convenient pedestrian connections to and from transit stops.

POLICY 2:

PROVIDE ACCESS BETWEEN PUBLIC TRANSPORTATION DEPOTS.

Strategy

- Implement a shuttle service from bus stops to nearby Metro and MARC stations and provide a bus connection between Metro and MARC stations.

TRAILS

BACKGROUND

The Bladensburg waterfront is connected to the Anacostia Tributary Trails Network. The concept of the Anacostia Trails Heritage Area (ATHA) Management Plan was inspired in part by the Anacostia Tributary Trails Network. Built by The Maryland-National Capital Park and Planning Commission (M-NCPPC) along the Anacostia's Northwest Branch and Paint Branch, the system encompasses 18 miles of off-road trails, generally via an eight-foot-wide paved path.⁴ The potential exists to extend the Paint Branch segment through Beltsville north to Laurel and back to Greenbelt, approximately doubling the size of the current system.

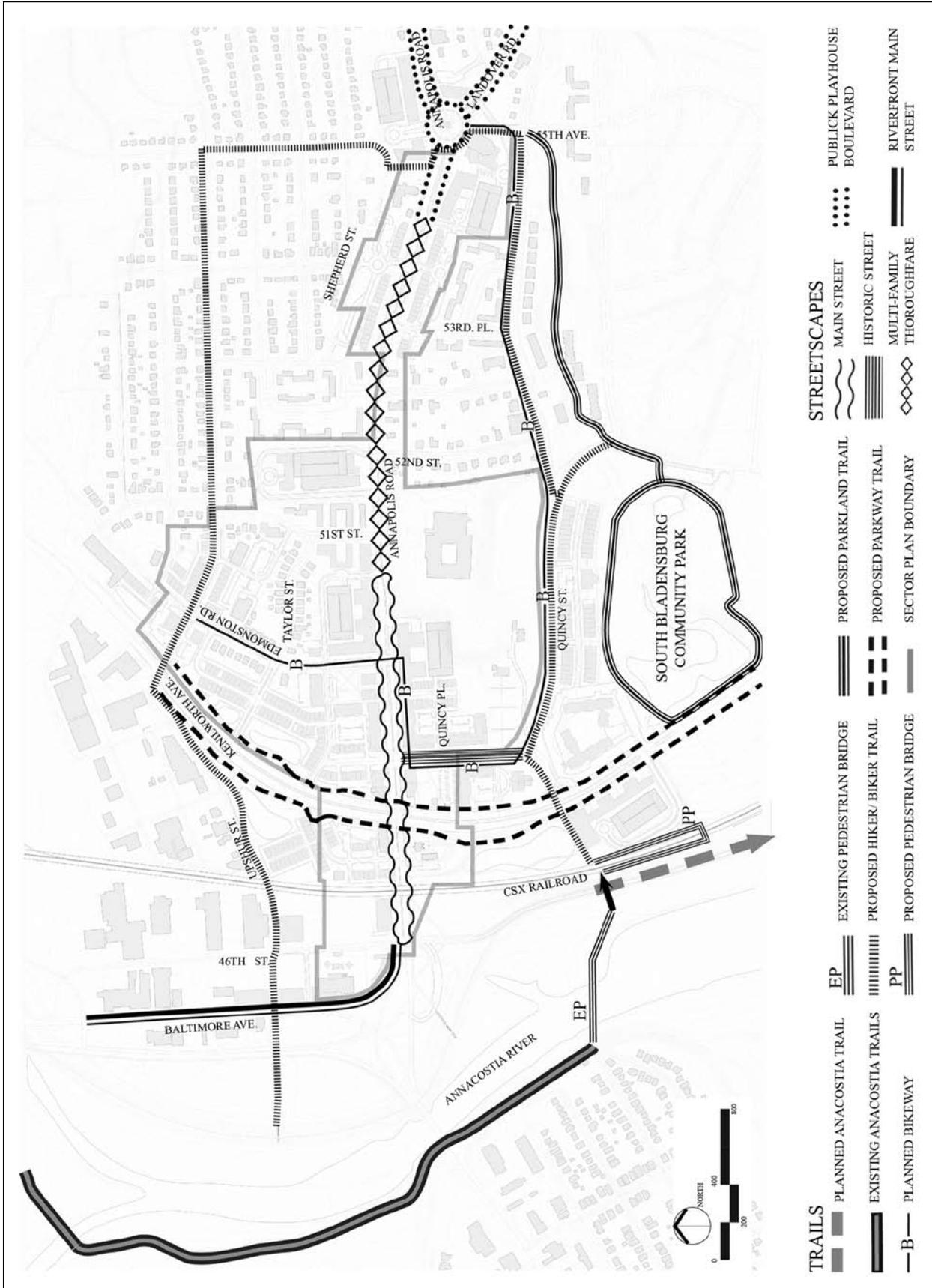
The M-NCPPC Department of Parks and Recreation has completed many recent improvements to Bladensburg Waterfront Park, including a walkway along the river, playground equipment, visitor's center, and a picnic shelter. In 2005 a pedestrian bridge connecting the Anacostia Tributary Trails Network with the waterfront park was opened. This bridge links Bladensburg with Colmar Manor, and provides access to the 25-mile Anacostia Tributary Trails Network. The Department of Parks and Recreation is currently designing and applying for permits for the extension of the Anacostia River Trail. This trail will run along the eastern side of the Anacostia River from Bladensburg Marina south into the District of Columbia, where it will link to the Kenilworth Aquatic Garden and the planned D.C. riverwalk.

The community has identified improved pedestrian safety and walkability as important issues to be addressed in and around the Bladensburg Town Center. Sidewalks are fragmented or missing in many areas. Major roads and the CSX railroad tracks provide barriers to pedestrian travel. Frequently, the automobile is the only practical way to make even short trips in the Bladensburg area.

Because of the existing and planned facilities at the waterfront park, pedestrian access from the town center to the park was identified as a community priority for the town center sector plan. It should also be noted that the Department of Parks and Recreation is constructing a sidewalk connection along the park entrance road from Annapolis Road to the waterfront, thus improving pedestrian access within the park.

The sector plan recommends that accommodations for bicycles and pedestrians be provided throughout the town center as development occurs, or as road improvements are completed. This proposed network will include trail connections, continuous standard or wide sidewalks, and on-road accommodations for bicyclists such as designated bike lanes. As trails, sidewalks, and facilities for on-road bicyclists are provided, it will become more feasible for area residents to make some trips by walking or bicycling.

⁴ *Approved Anacostia Trails Heritage Area Management Plan, A Functional Master Plan of Heritage Tourism*, 2001.



Map 13: Trails and Streetscapes

GOALS

- A continuous multiuse trail system along both sides of the Anacostia River
- Trail connections that join the Anacostia River trails, the neighborhoods to the east, and Annapolis Road
- Clear and safe pedestrian access into Bladensburg Waterfront Park
- North/south pedestrian routes along Kenilworth Avenue

POLICY 1:

INCORPORATE APPROPRIATE PEDESTRIAN-ORIENTED FEATURES IN ALL NEW DEVELOPMENT.

Strategies

- Develop a pedestrian/bicycle loop around the perimeter of the Bladensburg Town Center. This loop will provide for continuous pedestrian facilities around and to the town center, and provide a pedestrian alternative to the high speed, high volume traffic of Annapolis Road. Pedestrian improvements should include the provision of continuous standard or wide sidewalks, as well as “Share the Road with a Bike” signage and appropriate pavement markings. Designated bike lanes should be considered if right-of-way conditions permit. Roads proposed for sidewalk and bikeway improvements on this loop include: Upshur Street, Tilden Road, 55th Avenue, Quincy Street, and 54th Place. These improvements, in conjunction with a trail connection to the Anacostia River Trail and a pedestrian bridge to Bladensburg Waterfront Park, will greatly enhance pedestrian accessibility throughout the town center and to area recreation facilities.
- Accommodate pedestrian crossings with well-marked, attractive crosswalks. Contrasting surface materials should be used, and pedestrian amenities and safety features should be incorporated where appropriate. These features can include benches, trash receptacles, bus shelters, and pedestrian-scale lighting. Safety features can include curb extensions, raised crosswalks, in-pavement lighting at crosswalks, pedestrian refuges or “safe havens,” and pedestrian count down signals.
- Provide a wide sidewalk with landscaping and pedestrian amenities along the town center’s frontage of Baltimore Avenue and Annapolis Road.
- Provide standard sidewalks along both sides of all roads within the town center. Roads with a designation of boulevard, main street, and local/retail street should include wide sidewalks and pedestrian amenities.

POLICY 2:

DEVELOP ANNAPOLIS ROAD AS A PEDESTRIAN-FRIENDLY CORRIDOR WITH SAFETY IMPROVEMENTS AND A MAIN STREET/BOULEVARD STREETScape.

Strategies

- Provide a pedestrian-friendly, “main street” environment along Annapolis Road between 46th Street and 51st Street. Improvements should include wide sidewalks extending to the back of the curb, a planted center median, and pedestrian crosswalks with pedestrian refuges or “safe haven” areas. Crosswalk treatments should include visible, contrasting surface material and pavement markings, and may also include additional signalization for timed pedestrian crossings, in-pavement lighting along the crosswalk, curb extensions, and other safety features.
- Provide a pedestrian boulevard environment along Annapolis Road between 51st Street and 55th Avenue. Improvements should include standard or wide sidewalks, a planted strip between the back of the curb and the sidewalk, a planted center median, and pedestrian crosswalks with pedestrian refuges or “safe haven” areas. Crosswalk treatments should include visible, contrasting surface material and pavement markings, and may also include additional signalization for timed pedestrian crossings, in-pavement lighting along the crosswalk, curb extensions, and other safety features.
- Provide for safe north/south pedestrian travel across Annapolis Road in the vicinity of the Landover Road and Annapolis Road intersection.
- Increase pedestrian access and connection to the town center from adjacent residential neighborhoods to the north and east.
- Provide designated bike lanes or striped wide outside curb lanes to the extent feasible and practical due to existing conditions and right-of-way constraints.



Road share bike lane.



Raised pedestrian crosswalk.

POLICY 3:

DEVELOP BICYCLE-FRIENDLY ROADWAYS IN CONFORMANCE WITH THE LATEST STANDARDS AND GUIDELINES.

Strategies

- Develop on-road bicycle facilities in accordance with the AASHTO Guidelines for the Development of Bicycle Facilities. On-road bicycle facilities can include designated bike lanes, wide outside curb lanes, paved shoulders, and appropriate bikeway signage.
- Provide designated bike lanes along Edmonston Road, Baltimore Avenue, and 51st Street.

POLICY 4:

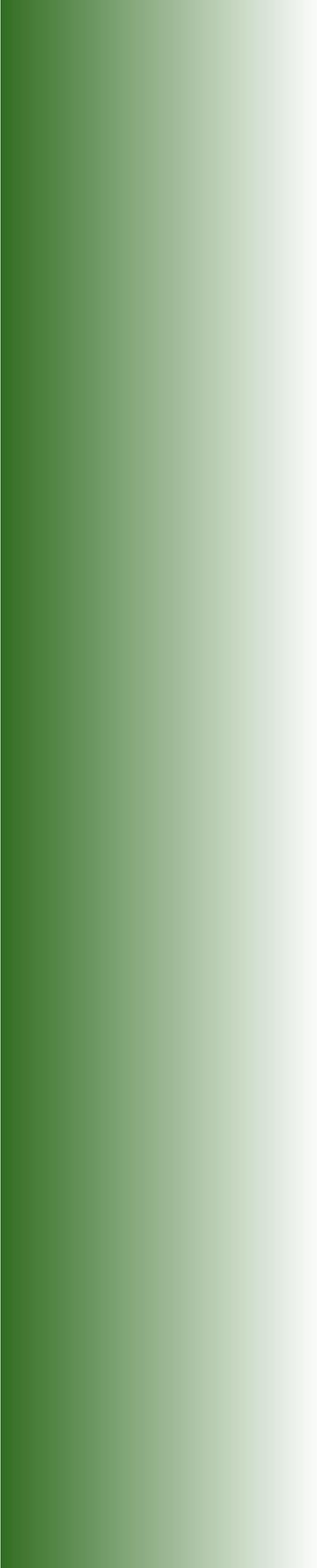
PROVIDE NEW TRAIL, PEDESTRIAN, AND BICYCLE CONNECTIONS TO THE BLADENSBURG WATERFRONT PARK AND THE ANACOSTIA TRIBUTARY TRAILS NETWORK.

Strategies

- Provide a trail connection from Baltimore Avenue to the existing Anacostia River Trail in the vicinity of Upshur Street.
- Provide a stream valley trail along the east side of the Anacostia River north of Annapolis Road. This trail will complement the existing multiuse trail along the west side of the Anacostia River.
- Extend the Anacostia River Trail along the east side of the Anacostia River from Bladensburg Waterfront Park into the District of Columbia. This trail will extend the existing Anacostia Tributary Trails Network, provide a future connection to the planned D.C. riverwalk, and provide for improved trail connectivity between Prince George’s County and the existing and proposed trails in the District of Columbia.
- Provide a pedestrian bridge over the railroad tracks to Bladensburg Waterfront Park. This bridge will connect the pedestrian/bicycle loop along Quincy Street and the town center with the waterfront park, the existing pedestrian bridge to Colmar Manor, and the planned extension of the Anacostia River Trail into the District of Columbia.



Bladensburg Waterfront Park



POLICY 5:

PROVIDE NEW TRAILS AND IMPROVE TRAIL CONNECTIVITY.

Strategies

- Develop a trail along Quincy Run within a developed greenway. This trail will utilize existing M-NCPPC parkland and will require some additional parkland acquisition or public use easements along this urban greenway.
- The planned sidewalk network within Bladensburg Waterfront Park will link the western edge of the Quincy Run stream valley trail with a potential pedestrian bridge over Kenilworth Avenue and the CSX Railroad to the waterfront park. Provide trails around and to the future stormwater management facilities and recreation areas of Bladensburg South Community Park. The Quincy Run Trail will provide the major trail connection into and through this park.
- Provide trail and sidewalk connections between and to land uses, as opportunities become available and development occurs. Short pedestrian connections between residential communities or from residential areas to the town center can greatly enhance the overall walkability of the community.

Public Facilities

VISION

Public facilities are provided in locations that serve and promote a more livable community. Schools are not overcrowded and are convenient to foster learning. Police, fire and rescue services are located where response time is minimal and library services are located in proximity to users.

BACKGROUND

Schools

There are four elementary schools, Port Towns, Bladensburg, Rodger Heights and Templeton and a high school, Bladensburg High School, in the immediate study area. The middle school servicing the area is William Wirt, which is located in Riverdale, approximately two miles north.

The current pupil yield rates are based on the following factors: (.24) for elementary school, (.06) for middle school and, (.12) for high school. Elementary schools are built to accommodate 600-750 students, middle schools have a capacity for 900-1,200 students and high schools have a capacity for 1,500-2200 students. In addition, elementary schools have a neighborhood orientation while middle schools and high schools have a more regional orientation.

The children in the study area are served by the following schools; The schools name, address, 2005 enrollment, state rated capacity, percent of capacity, and acreage are listed in the following table:

School Name	Address	Enrollment 9/05	Capacity	Percent Capacity	Acreage	Construction Date	Square Feet
Port Towns Elementary School	4351 58th Avenue	782	750	104	7	08/04	77,586
Bladensburg Elementary School	4915 Annapolis Road	641	648	98.9	12.8	1990	62,000
Rogers Heights Elementary School	4301 58th Avenue	594	572	103.8	7.5	1959-1997	56,588
Templeton Elementary School	6001 Carters Lane	589	521	113	10	1968-1998	63,432
William Wirt Middle School	62nd Place and Tuckerman Street	784	816	96	18.5	1964	106,318
Bladensburg High School*	5610 Tilden Lane	2,061	1,923	107.1	21.4	1950-2005	304,000
*Bladensburg High School reopened in August 2005 after a total reconstruction.							

Table 2: School Capacity

■ **POPULATION PROJECTION⁵**

The population projections used for determining future school needs were taken from the dwelling unit forecasts provided by the Council of Government’s Round 7 forecast. These projections forecast an increase of 50 dwelling units in the study area by 2030. Based on current pupil yield factors, these dwelling units are projected to yield 12 additional elementary school students, 3 additional middle school students, and 6 additional high school students. The additional projected student population would not generate a need for additional schools.

■ **PROGRAMMED FACILITIES**

There are no programmed schools in the study area.

Library Facilities

The Bladensburg library branch is located at 4820 Annapolis Road in the center of Bladensburg. The library is a former school site, which was erected in 1925. The 7,300 square foot building is on 1.25 acres. The branch has a 20,000-volume capacity and had a 2004 circulation of 43,948 volumes and an increase in 2005 book circulation of 48,771 volumes.

Public Safety

■ **COUNTY POLICE FACILITIES**

The District I Station in Hyattsville provides county police services for the town center. The District I Station is housed in the Hyattsville Justice Center. The 47,446 square feet facility was recently completed as part of the Hyattsville court construction project. District I comprises the Bladensburg community and the surrounding areas located between the Capital Beltway and the District of Columbia on the north side of the county.

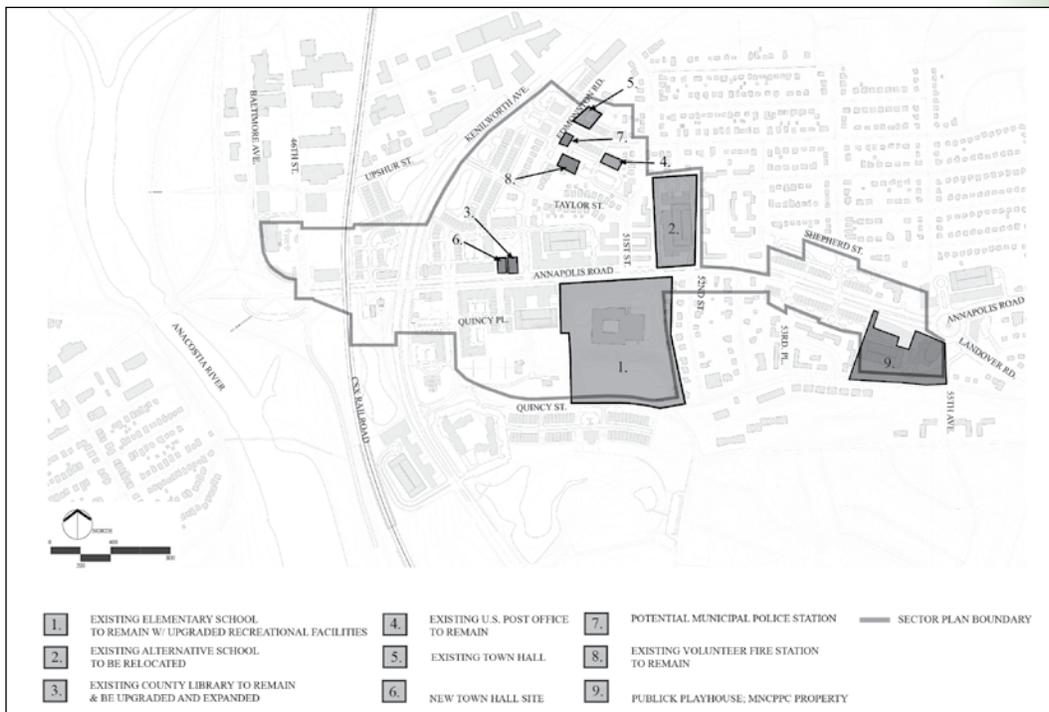
■ **MUNICIPAL POLICE FACILITIES**

The Town of Bladensburg Police Department has a staff of 25 officers and 15 civilians that augment the county police force. The municipal police dispatch facilities share space in the existing town hall. The police have additional office space in the visitor center building on Edmonston Road, across Tilden Road from the town hall site, and this space is shared with the Port Towns Community Development Corporation. Consolidating the municipal police facilities is a priority redevelopment strategy for the Tilden Road and Edmonston Road area.

Municipal Police Departments	Number Sworn Officers	Number Civilian Staff	Total
Bladensburg	25	15	40

Table 3: Municipal Police

⁵ The Round 7 Cooperative Forecast is the product of a joint effort by individual jurisdictions in the Washington area to produce forecasts that are based on a common set of assumptions about growth in the region. The forecasts are produced under the auspices of the Washington Council of Governments and represent the Planning Department’s assessment of the timing and location of population, household, dwelling unit, and employment growth in Prince George’s County through the year 2030



Map 14: Public Facilities and Amenities (Within the Sector Plan Boundary)

■ FIRE AND RESCUE FACILITIES

Fire and Rescue Company 9, which is located at 4213 Edmonston Road, serve the study area along with Company No.55 Bunker Hill located at 3716 Rhode Island Avenue.

The primary fire and rescue facility in the subject area is the Company 9 Bladensburg station, which is a volunteer owned station built in 1956. It was rehabilitated in FY2004. The station is equipped with 3 engines, 2 ambulances, one truck and a tele-squirt water supply vehicle. In addition, the newest station Bunker Hill provides paramedic, ladder truck, mini-pumper, and engine service.

■ PROGRAMMED FACILITIES

There are no programmed fire and rescue facilities in the study area.

GOAL

Provide residents of the Bladensburg study area with needed public facilities in locations, which serve existing and future populations.

POLICY 1:

CONSTRUCT THE APPROPRIATE NUMBER OF SCHOOLS IN ORDER TO ACHIEVE A SCHOOL SYSTEM THAT OPERATES AT 100 PERCENT OF CAPACITY OR LESS AT EVERY SCHOOL.

Strategy

- Current forecast provided by the Information Management Division shows that there will not be a need for additional schools by 2030. The school enrollment projections indicate a small amount of growth in student population, which can be accommodated by the school system.

■ **POLICY 2:**

PROVIDE THE POLICE FACILITIES THAT MEET THE SIZE AND LOCATION NEEDS OF THE COMMUNITY BASED UPON ESTABLISHED COUNTY STANDARDS.

Strategy

- Upon redevelopment of the visitor center site, the Town of Bladensburg should construct a new, approximately 5,500-square-foot state-of-the-art municipal police facility, creating a critical mass of public facilities in that area.

POLICY 3

PROVIDE FIRE AND EMERGENCY MEDICAL SERVICE FACILITIES THAT MEET NEEDS OF THE COMMUNITY BASED UPON ESTABLISHED COUNTY STANDARDS.

Strategy

- Service to continue from Company 9, Bladensburg and Company 55, Bunker Hill.

POLICY 4

PROVIDE LIBRARY FACILITIES IN PROXIMITY TO THE RESIDENTS THAT WILL USE THEM.

Strategy

- Provide adequate interior space for reading groups and other educational uses.
- Utilize the library for employment assistance and educational programming to support residents' needs.
- Capitalize on the high visibility of the library's location to promote and support revitalization efforts in Bladensburg.
- Explore the structural capacity of the second floor of the library for use as municipal offices.
- Integrate the municipal administrative functions into the existing library and provide for shared community meeting space in the new town hall building.

Parks And Recreation

VISION

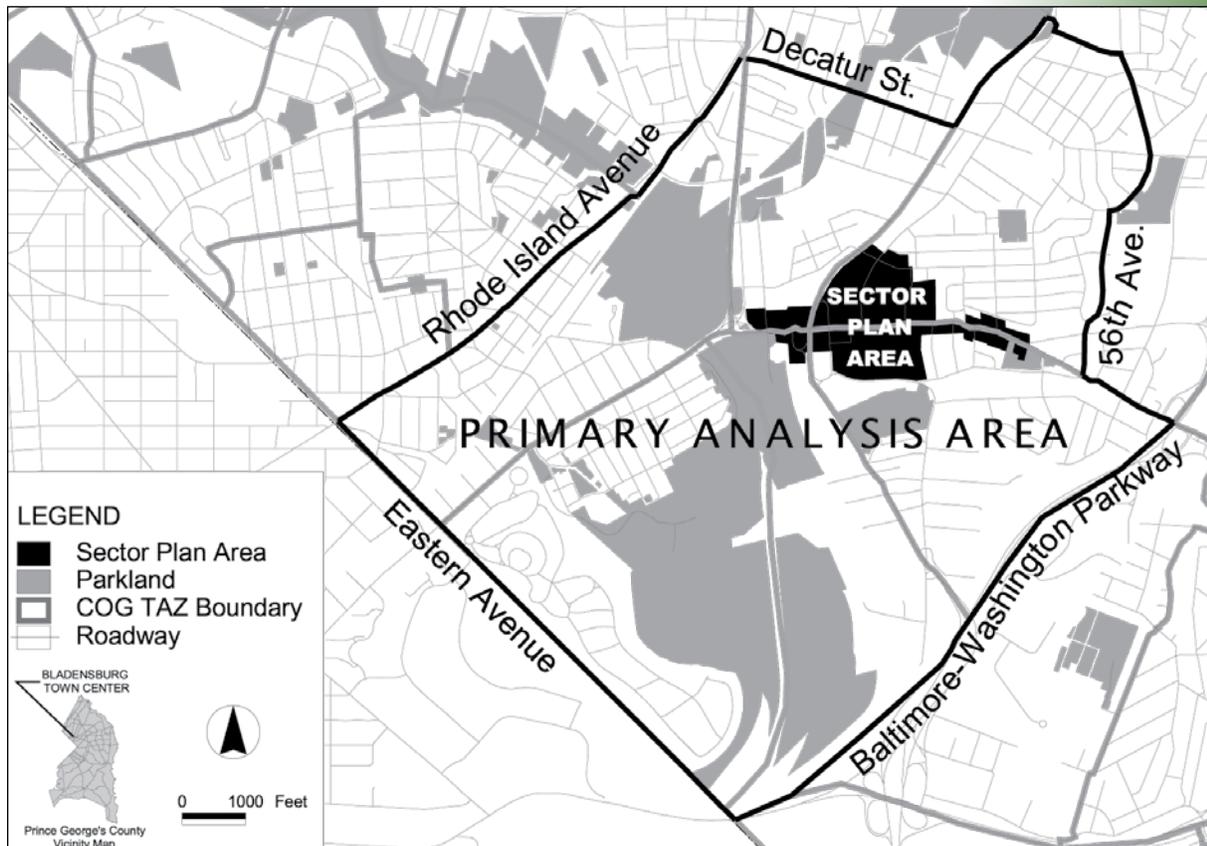
There are a variety of high quality, safe, and convenient recreational facilities to service all residents. Recreational opportunities significantly contribute to community desirability and are critical to creating a preferred and livable community.

BACKGROUND

In Prince George’s County there are two basic park types: (1) local parks serving neighborhood and community needs (up to 200 acres in size); and (2) regional parks (200 acres or greater in size), countywide parks, and special facilities. Since the sector plan area is very limited in land area, the primary analysis area was used to determine parkland needs.

Resources Analysis	Existing M-NCPPC Parkland	Portion of Public School Acreage (1/3) Counted for Parkland	Total Existing Parkland Provided	Parkland Needs by 2025	Surplus (Deficit) Parkland
Primary Analysis Area	471 Acres	6 Acres	477 Acres	405 Acres	72 Acres

Table 4: Parkland Needs Assessment

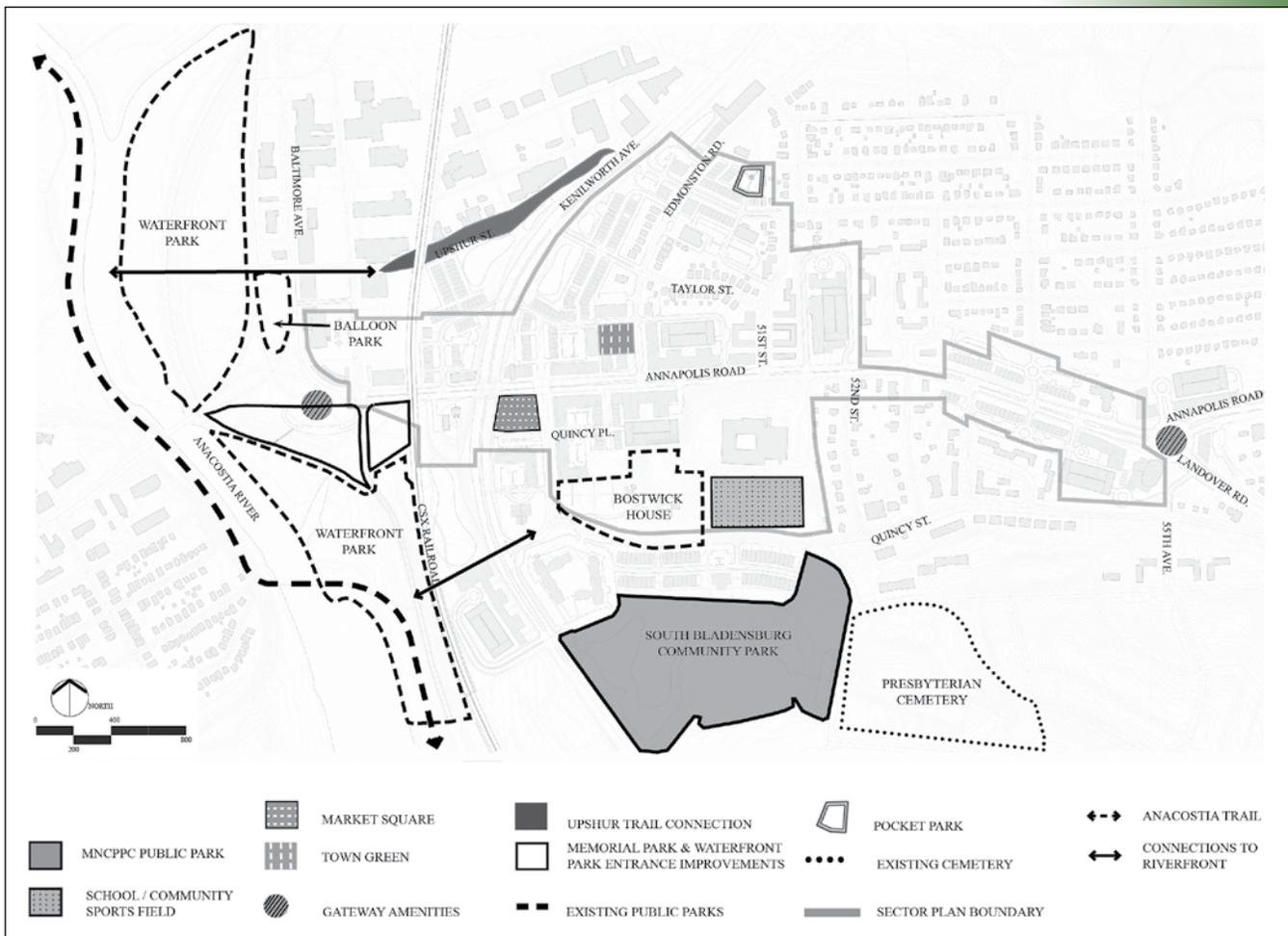


Map 15: Primary Analysis Area

In the primary analysis, the sector plan area has the great fortune of being proximate to the Anacostia River Stream Valley Park, associated neighborhood and community parks, Bladensburg Waterfront Park, Bladensburg Community Center, the Publick Playhouse, and the Anacostia Tributary Trail System. Existing parkland acreage exceeds the acreage needs for the projected population in 2025. There are also great opportunities for additional active and passive park facilities to serve the needs of sector area residents at Bladensburg South Community Park, which is currently underdeveloped.

GOALS

- Park and recreation acreage that complies with the standards set by the National Recreation and Parks Association, the State of Maryland, and the 2002 General Plan:
 - A minimum of 15 acres of M-NCPPC local parkland for every 1,000 residents; and
 - A minimum of 20 acres of regional, countywide, and special M-NCPPC parks for every 1,000 residents
- A variety of recreational facilities
- All community and regional parks are linked to the stream valley trail network.
- Stream valleys and other natural heritage sites are conserved



Map 16: Parks, Recreation, and Open Space Resources

POLICY 1:

CREATE COMMUNITY PARKS WITH ACTIVE AND PASSIVE RECREATIONAL FACILITIES WITHIN TWO MILES OF ANY RESIDENCE AND NEIGHBORHOOD PARKS WITHIN A TEN-MINUTE WALKING DISTANCE OF ALL DWELLINGS.

Strategies

- Incorporate recreational resources and facilities into the development of Bladensburg South Community Park.
- Provide trail access to Bladensburg Waterfront Park from neighborhoods located to the east of the CSX Railroad.
- Create a partnership between the Board of Education and the Town of Bladensburg to support efforts to improve the Bladensburg Elementary School ball field and provide shared public access.

POLICY 2:

DEVELOP A VARIETY OF PARK AND RECREATIONAL FACILITIES BASED ON COMMUNITY NEEDS AND INTERESTS.

Strategies:

- Complete the Anacostia River Trail to the District of Columbia.
- Complete the construction of the Anacostia Wetlands Creation project that will provide a canoe launch and environmental education opportunities at the Bladensburg Waterfront Park.
- Continually upgrade, renovate, and expand new and existing park facilities through the Capital Improvement Program, environmental mitigation projects, and the mandatory dedication of parkland requirement of Zoning Subtitle 27 of the County Code.
- Encourage residents and community organizations to submit recommendations for park and recreational facilities at the annual Planning Board budget hearings in the fall.
- Work with recreational councils and civic organizations to make recommendations for recreation programs.
- Explore private/public partnerships for the expansion of the Publick Playhouse.
- Work with the town and agencies to develop creative solutions for meeting park, recreation, and environmental stewardship goals.