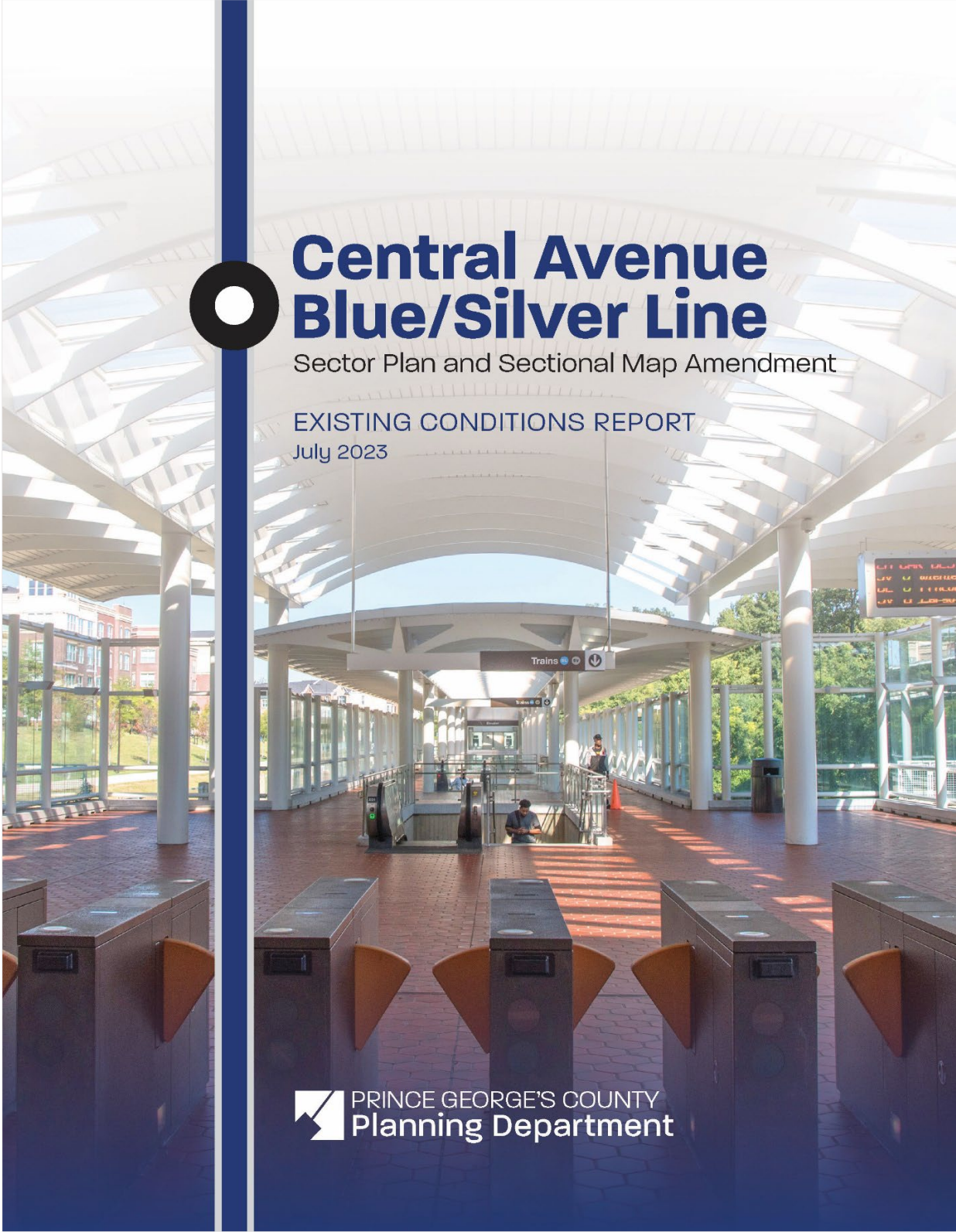




Central Avenue Blue/Silver Line

Sector Plan and Sectional Map Amendment

EXISTING CONDITIONS REPORT
July 2023

 PRINCE GEORGE'S COUNTY
Planning Department

Abstract

Date	July 2023
Title	Existing Conditions Report—Central Avenue-Blue/Silver Line Sector Plan and Sectional Map Amendment
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The existing conditions report will comprehensively assess the current state of the Central Avenue-Blue/Silver Line Sector Plan and Sectional Map Amendment (SMA) area. The report gathered and analyzed data on the eight planning elements outlined in the *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and provides a detailed overview of the area's existing conditions, challenges, and opportunities.

The existing conditions report will also help to identify gaps and disparities in resources and services. It highlights areas that may require attention, improvement, or targeted interventions. The report's findings will guide the preparation of the Central Avenue-Blue/Silver Line Sector Plan and SMA, and provide greater context to stakeholders and the greater community. The report will further assist the community in providing the input needed to guide the plan's vision for the area. The information will assist the project team with identifying priorities, setting goals, and developing strategies to address the identified needs and enhance the overall quality of life in the area.

Furthermore, the report and stakeholder and community input will help identify properties within the sector plan area that should be rezoned through the sectional map amendment. The rezoning will advance the goals of Plan 2035 and the community's vision for the sector plan area.

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The Commission has three primary functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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- Our mission: To promote economic vitality, environmental sustainability, design excellence, and quality development in Prince George's County.
- Our vision: Thriving communities—now and into the future.

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1. Introduction

This report aims to provide a comprehensive understanding of the current state of the Central Avenue-Blue/Silver Line Sector Plan area. It has been prepared to assist the Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George's County Planning Department staff in assessing the existing conditions, identifying potential issues and opportunities for future development, and determining the appropriate measures for improvement.

Through an extensive evaluation of publicly available information sources and the county's Geographic Information System (GIS), this report offers an overview of the baseline conditions of the sector plan area. The information presented here will help guide the planning process, providing valuable insights for future development and improvement opportunities.

As such, this report is a crucial resource for the M-NCPPC Prince George's County Planning Department staff and other stakeholders involved in the sector plan area. Using the data and analysis provided in this report, they will be better equipped to make informed decisions that shape this area's future.

This existing condition report will provide the status of the sector plan area based on the eight elements from Plan 2035.

Organized by topic, this report includes the following sections:

- **Land Use:** Analysis and discussion on the existing land use and land use regulations found within the sector plan area.
- **Economic Prosperity:** General analysis of the market potential for development and redevelopment within the sector plan area.
- **Transportation and Mobility:** Analysis of the existing types of roadways, transit networks, and non-motorized networks.
- **Natural Environment:** Analysis of the natural resources, protected environmental features, and restrictions found in the sector plan area.
- **Housing and Neighborhoods:** Analysis of demographics, housing, and neighborhood characteristics.
- **Community Heritage, Culture, and Design:** Analysis of the history of how the sector plan area was developed, formal historic designations, and the urban form that exists today.
- **Healthy Communities:** Analysis of the access to parks and open space, healthy food access, aging in place, and sustainability.
- **Public Facilities:** Analysis of the existing public and community facilities in the sector plan area.

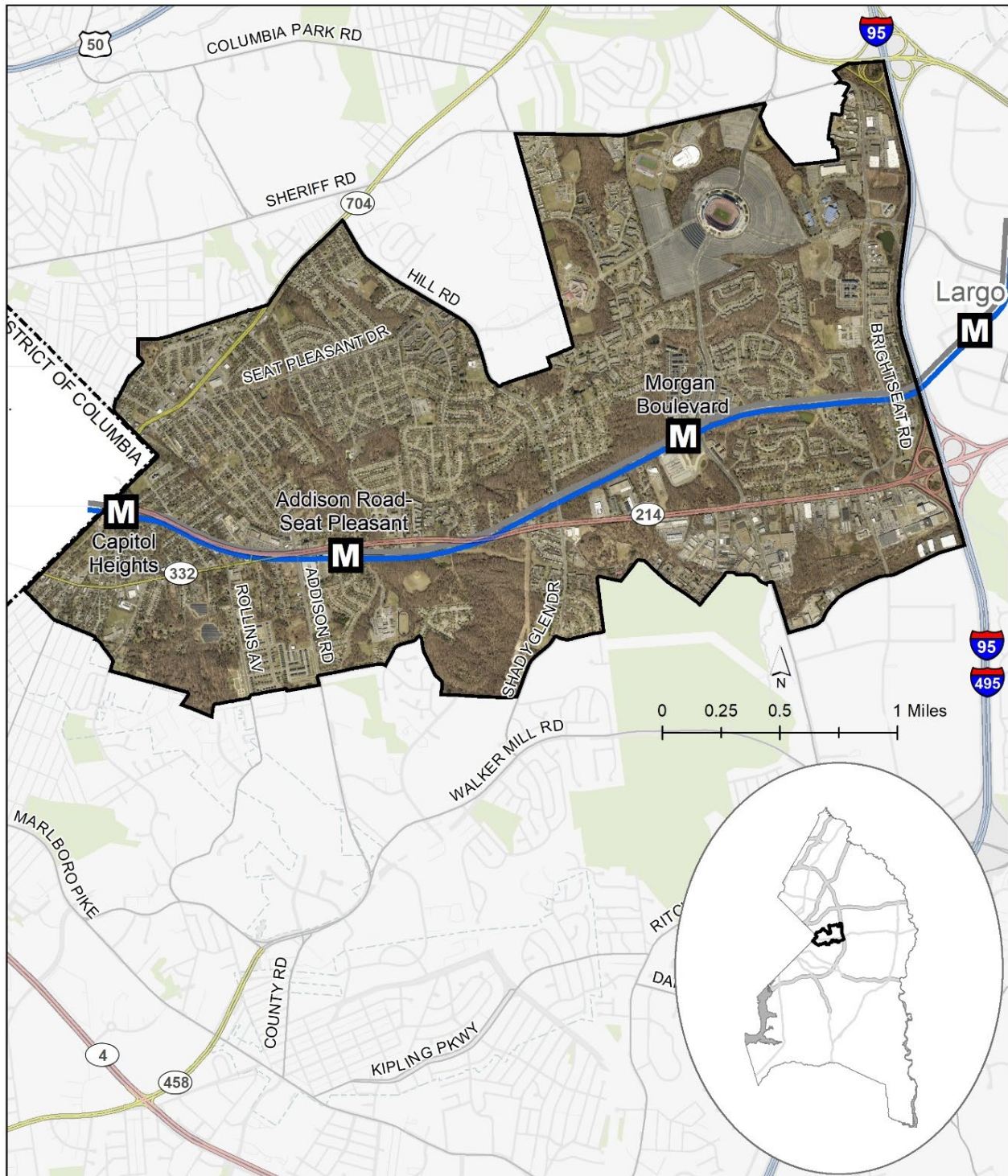
1.1 Planning Boundary and Regional Context

The Central Avenue-Blue Line Sector Plan and SMA area (Map 1) is approximately 4,020 acres and contains Councilmanic Districts Five, Six, and Seven. It encompasses portions of two municipalities, the City of Seat Pleasant and the Town of Capitol Heights, and is divided between Planning Areas 72, 75A, and 75B, all within Subregion 4. The area's primary transportation artery is MD 214 (Central Avenue), which extends from the easternmost corner of the District of Columbia to the eastern boundary of the planning area at I-495 (Capital Beltway). The roadway is a critical link between the District of Columbia and significant destinations in Prince George's County, such as FedEx Field, home of the Washington Commanders.

Commuters travel heavily between the Outer Beltway suburbs of Largo, Kettering and Lake Arbor, and the District of Columbia. Three Local Transit Centers (Metro stations)—Capitol Heights, Addison Road-Seat Pleasant, and Morgan Boulevard—anchor the planning area. The Capitol Heights Transit District Development Overlay Zone previously covered a portion of the sector plan, but it was eliminated on April 1, 2022, as part of implementing the County's new Zoning Ordinance.

The sector plan area comprises several M-NCPPC parks. Despite their abundance, these parklands remain underutilized environmental and recreational assets. The area's stream corridors and slopes present some challenges for development. The western section of the corridor includes several historic communities, such as Seat Pleasant, Capitol Heights, Fairmount Heights, and Carmody Hills. At the same time, the remaining residential areas are well-established neighborhoods constructed between the 1960s and 1990s. Commercial areas along the corridor have suffered from deterioration and a lack of significant investment in recent years. While several sector plans, studies, and reports have been completed over the last 20 years, a unified vision for the entire corridor is necessary to recommend land use changes, infrastructure improvements, and stimulate new investment.

Map 1. Central Avenue-Blue/Silver Line Sector Plan and SMA Boundary



Source: Prince George's County Planning Department. *GIS Data Catalog*. Metadata available from <https://gisdata.pgplanning.org/metadata/>.

1.2 Approved Area Plans

Prince George's Plan 2035:

Plan 2035 is the comprehensive 20-year general plan for Prince George's County, adopted in 2014. It articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. Plan 2035 specifies indicators of success and growth management targets to measure progress toward the vision and goals described in Plan 2035.

The plan's growth policy map visually communicates where and how we should grow as a county over the next 20 years and which parts of the County will not experience substantial change. Its growth boundary designates areas eligible to receive public sewer and water. The entire sector plan area is located within the Established Communities section, where communities are already served by public sewer and water.

Furthermore, Plan 2035 seeks to strategically direct growth to designated Regional Transit Districts and Local Transit Centers. Plan 2035 identified 26 Local Transit Centers and eight Regional Transit Districts. The eight Regional Transit Districts are high-density, vibrant, and transit-rich mixed-use areas envisioned to capture most future residential and employment growth and development in Prince George's County.

Local Transit Centers are smaller-scale, walkable, mixed-use centers that offer local-serving retail while placing less emphasis on office uses. They serve as focal points for development and civic activity based on their access to transit or major highways. Plan 2035 recommends medium to medium-high-density residential development in Local Transit Centers. The Central Avenue-Blue/Silver Line Corridor Sector Plan area includes Capitol Heights, Addison Road, and Morgan Boulevard Local Transit Centers.

2010 Approved Subregion 4 Master Plan and Sectional Map Amendment:

The 2010 Subregion 4 Master Plan and Sectional Map Amendment was developed to implement the goals and policy recommendations of the then-current 2002 Prince George's County Approved General Plan to improve the quality of life within the county's established communities, promote mixed-use development along transportation corridors and at targeted centers and nodes, encourage local economic development, and protect environmentally sensitive areas. The plan area is approximately twenty-nine square miles and is bordered by US 50 (John Hanson Highway) to the north, the District of Columbia to the west, Suitland Parkway to the south, and I-495 to the east, encompassing the entire Central Avenue-Blue Line Corridor Sector Plan area.

Visions and recommendations were outlined for the Industrial Areas, six Living Areas, and eight centers. Living areas consist of an eclectic mix of housing that includes historic neighborhoods, high-rise apartment and condominium developments, new urbanist transit-oriented housing communities, and expansive public housing developments. Growth centers provide a unique opportunity to create mixed-use, walkable districts that can serve as economic engines for the subregion and the county. Most of the new office, retail, and high-density residential development planned for Subregion 4 is focused on these areas. The sector plan area covers portions of five living areas and three growth centers outlined in the Subregion 4 Master Plan. Like their successors in Plan 2035, they are centered on and named according to the three Metro stations along the corridor.

2008 Capitol Heights Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment:

The goal of the Capitol Heights Transit District Development Plan (TDDP) was to provide transit-oriented development (TOD) within the former Capitol Heights Transit District Overlay Zone (TDOZ). All Transit District Overlay Zones were removed following the adoption of the new Zoning Ordinance in April 2022. The Zoning Ordinance was intended to ensure that land development in the vicinity of the Capitol Heights Metro Station maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that multimodal public transportation provides. The Capitol Heights Transit District encompassed 302 acres around the Capitol Heights Metro Station.

The TDDP envisioned the Town of Capitol Heights with a new mixed-use center at the Metro station and a revitalized business district along Old Central Avenue. Visions and recommendations were outlined for six Character Areas, each with unique building intensities and mix of uses. Finally, conceptual site plans were prepared for character areas, and a zoning map amendment was initiated for the transit district to allow for consistent application of the proposed uses. Unfortunately, the plan was unsuccessful at attracting desired development to the station area. No development has occurred at the Capitol Heights Metro Station since its opening in 1980.

2004 Morgan Boulevard and Largo Town Center Approved Sector Plan and Sectional Map Amendment:

The Morgan Boulevard and Largo Town Center Approved Sector Plan defined the development character desired for the then-newly constructed Morgan Boulevard Metro Station core area, a Regional Center, and Largo Town Center Metro Station core area, a Metropolitan Center, and the Central Avenue Corridor Node area, in accordance with the 2002 General Plan's recommendations for mixed-use, transit-oriented development in Centers and Corridors. The plan also included recommended transportation improvements to increase multimodal access to the stations and urban design standards to ensure high-quality development.

A Sectional Map Amendment was initiated to implement the desired development envisioned in the plan. A Development District Overlay Zone (DDOZ) was applied to portions of the station areas, the standards of which establish a consistent design framework to ensure quality in future development. The plan has been marginally successful in attracting high-density, multifamily and townhome development in the Morgan Boulevard Metro Station core area, although no mixed-use development has been constructed. Zoning was once again revised as part of the countywide zoning map amendment in April 2022, with a more consistent application of zoning across the station area. Like all other overlay zones, DDOZs were eliminated from the new ordinance.

2000 Addison Road Metro Town Center and Vicinity Approved Sector Plan and Sectional Map Amendment:

The Addison Road Metro Town Center and Vicinity Approved Sector Plan designated the area surrounding the Addison-Seat Pleasant Metro Station as a town center, recommending mixed-used development with high-quality residential, office, retail, and recreational spaces within convenient walking distance of the Metro. It covered a 3.6 square mile area centered on the Addison Road – Seat Pleasant

Metro Station, generally bounded on the north by MD 704 (Martin Luther King Jr Highway), to the east by Hill Road and the powerline corridor which parallels Shady Glen Drive, on the south by Walker Mill Road, and to the west by Rollins Avenue, the Palmer subdivision area, and Southern and Eastern Avenues on the Washington, DC, border.

The plan identifies a core area around the Metro station to be redeveloped as a town center, which would serve as a community focal point for retail, shopping, service/commercial uses, professional offices, public uses, and recreation. This accompanying Sectional Map Amendment applied a DDOZ to the station area core, which was a new addition to the Zoning Ordinance at the time. Specific block-level development standards, the redundancies of the former Zoning Ordinance, and challenging market conditions hindered the effectiveness of this plan. As a result, no major development has occurred in the plan area.

1.3 Area Designations and Incentives

The planning area is covered by seven economic incentive designations that are intended to stimulate sustainable economic development in the community. The designations are as follows:

Federal Designations

OPPORTUNITY ZONES (OZ)¹

The Internal Revenue Service gives this designation to economically distressed communities where new investments, under certain conditions, may be eligible for preferential tax treatment. Localities qualify as Opportunity Zones if they have been nominated for that designation by the state and that nomination has been certified by the Secretary of the US Treasury via his delegation authority to the Internal Revenue Service. Seventy-six percent of the plan area is located within an Opportunity Zone. Seven Opportunity Zones are designated within the plan boundary.

HISTORICALLY UNDERUTILIZED BUSINESS ZONE (HUBZ)²

This program is administered by the Small Business Administration and limits competition for certain government contracts to qualified businesses within these zones. Four HUBZs are designated within the plan area, covering much of Capitol Heights, Seat Pleasant, Peppermill Village, and the FedExField property.

¹ Internal Revenue Service. "Opportunity Zones." November 18, 2022. Available from <https://www.irs.gov/credits-deductions/businesses/opportunity-zones>.

² US Small Business Administration. "HUBZone Program." May 30, 2023. Available from <https://www.sba.gov/federal-contracting/contracting-assistance-programs/hubzone-program#section-header-5>.

State Designations

ENTERPRISE ZONE (EZ)³

Enterprise Zones (EZ) are administered by the Maryland Department of Commerce. The EZ program provides real property and state income tax credits for businesses in return for job creation and investments. Businesses located in Focus Areas may qualify for personal property tax credits on new investment in personal property and enhanced income tax credits for creating new jobs. Twenty-six percent of the plan area is located within an EZ, with the Addison Road Station Area, Capitol Height Station Area, and MD 704 Corridor in Seat Pleasant being designated as Focus Areas.

SUSTAINABLE COMMUNITIES⁴

The Sustainable Communities Program is a place-based designation administered by the Maryland Department of Housing and Community Development (DHCD), offering a comprehensive package of resources that support holistic strategies for community development, revitalization, and sustainability. Led by the Department, Sustainable Communities has provided local governments with a framework for promoting environmentally, economically, and socially responsible growth and development in existing older communities.

County Designations

REVITALIZATION TAX CREDIT⁵

Revitalization Tax Credits are designed to encourage revitalization in existing communities. The county offers eligible projects relief from taxes on any incremental value that they add because of making certain real property improvements. Improvements can be nonresidential or residential (though the approval of the County Council is required for developments of ten or more single-family dwellings and for multifamily units), and the tax reductions vary accordingly.

TAX INCREMENT FINANCING (TIF) DISTRICTS⁶

A TIF can assist with funding for public improvements related to economic development, such as parking facilities, roadways, and other public infrastructure. However, Kingdom Square Development District (CR-076-2010) is the only TIF district within the sector plan boundary.

³ Maryland Department of Commerce. "Enterprise Zone Tax Credit (EZ)." Available from <https://commerce.maryland.gov/fund/programs-for-businesses/enterprise-zone-tax-credit>.

⁴ Maryland Department of Housing and Community Development. "Sustainable Communities: Enhancing Maryland Communities by Prioritizing Investment." Available from <https://dhcd.maryland.gov/communities/pages/dn/default.aspx>.

⁵ Prince George's County. "Revitalization Tax Credit." Available from <https://www.princegeorgescountymd.gov/853/Revitalization-Tax-Credit>.

⁶ Prince George's County. "Tax Increment Financing Districts." Available from <https://www.princegeorgescountymd.gov/858/Tax-Increment-Financing-TIF-Districts>.

SCHOOL FACILITIES SURCHARGE REDUCTIONS/EXEMPTIONS⁷

Prince George's County applies a surcharge to new residential developments or redevelopments. This surcharge covers anticipated increases in public educational services required to accommodate the residents that new development brings into an area. To incentivize the development of multifamily housing near transit, Prince George's County offers a reduction in the surcharge fee when multifamily properties are within a quarter mile from a Metro station.

2. Land Use

2.1 Existing Land Use

Although the sector plan area is 4,020 total acres, approximately 3,468.6 acres of properties have a land use category. The remaining 533.4 acres are mostly comprised of right-of-way (ROW) areas that are not calculated into the land use acreage. Single uses dominate the area, reflecting its primary phases of development between the 1950s and 1970s. MD 214 (Central Avenue) bisects the sector plan area from east to west, creating a formidable barrier to pedestrian travel between the sections to its north and south. The sector plan contains the City of Seat Pleasant and a portion of the Town of Capitol Heights. The unincorporated areas of Carmody Hills and Peppermill Village are also within the sector plan area.

Table 1 details the existing land uses and their total acreage and percentage of land coverage in the sector plan area. Map 2 illustrates the various land uses and their locations. The primary (generalized) land use is residential, with a total of approximately 1,538.6 acres (44 percent) of the sector plan's land use acreage. Single-family dwellings are the dominant residential classification, with 825.4 acres (23.8 percent) of land use. Townhouses, multifamily, and attached units make up the remaining 713.2 acres (20.6 percent) of residential land uses.

The vacant land use classification is the second largest, making up 413.7 acres (11.93 percent). Twenty-one M-NCPPC parks are in the sector plan area and make up 391.1 acres (11.27 percent) of the sector plan area and is the third largest land use, followed by Institutional (excludes Institutional—Church) totaling 358 acres (10.32 percent).

The Transportation and Utilities land use makes up 270.4 acres (7.80 percent) of the sector plan area and is mostly comprised of parking and utility areas. The Institutional—Church land use makes up 154.5 (4.45 percent) and is applied to various properties throughout the sector plan area. Industrial land use makes up 150.6 (4.34 percent) acres and is concentrated in the eastern half of the sector plan area. Commercial land uses have 135.6 acres (3.91 percent) and consist of auto-oriented uses like strip shopping malls, gas stations, fast food establishments, and auto repair shops. Office, Agricultural Natural Resources, and non-

⁷ Prince George's County. "School Facilities Surcharge Reductions/Exemptions." Available from <https://www.princegeorgescountymd.gov/855/School-Facilities-Surcharge-Reductions-E>.

classified uses make up the remaining 43.3 acres (1.25 percent), 12.4 (0.36 percent), and 0.7 (0.02 percent), respectively.

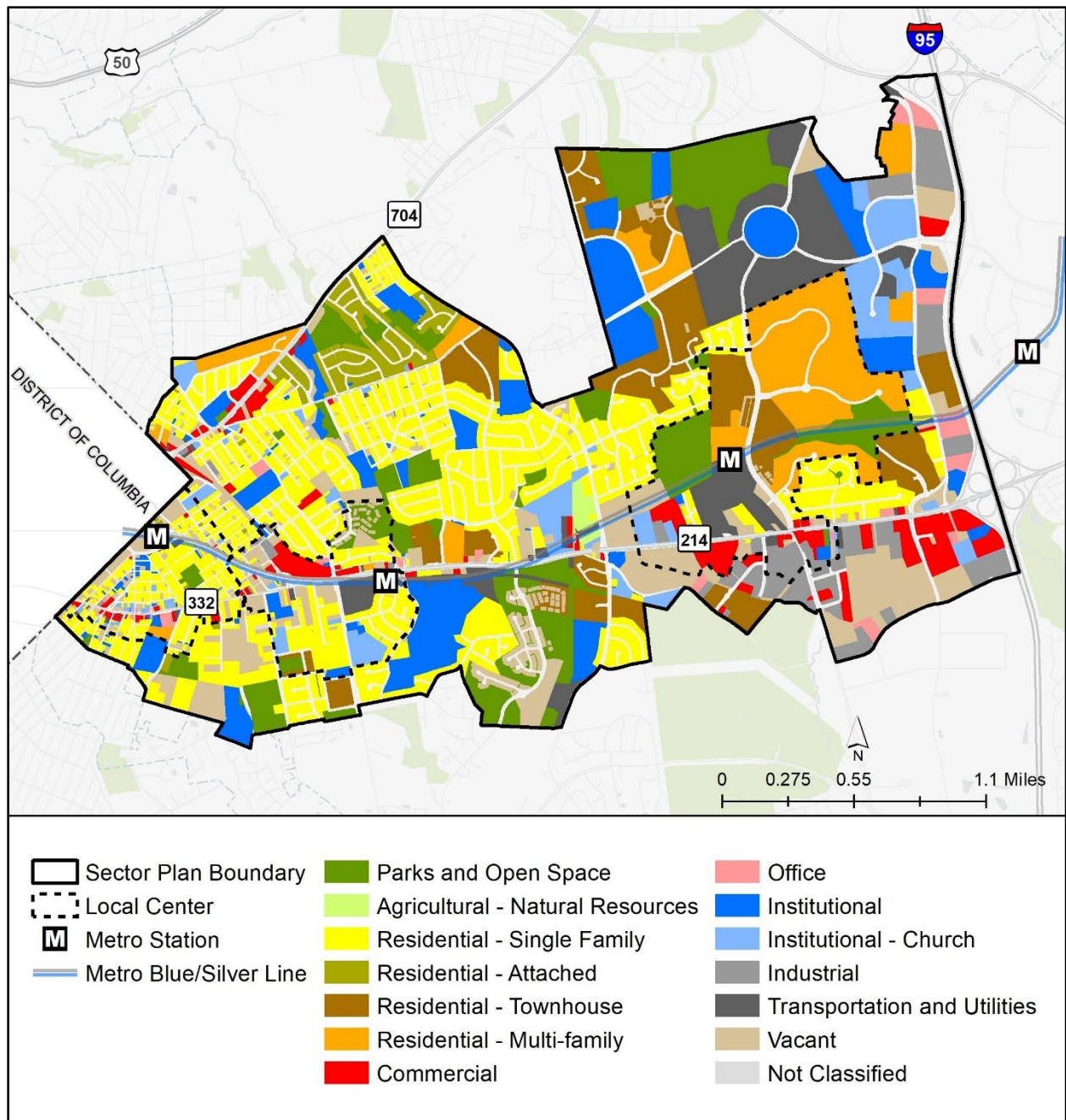
Despite the presence of three Metro stations along the corridor, two of which have existed for more than 40 years, there is no vertical mixed-use development in the sector plan area. There is no class A office space, although a 116,500 square ft. office building is nearing completion as part of the Kingdom Square shopping center redevelopment at 9033 Central Avenue.

Table 1. Existing Land Use Acreage

Land Use	Acres	Percentage
Residential—Single Family	825.4	23.80%
Vacant	413.7	11.93%
Parks and Open Space	391.1	11.27%
Institutional	358.0	10.32%
Residential—Multi-family	324.2	9.35%
Residential—Townhouse	311.4	8.98%
Transportation and Utilities	270.4	7.80%
Institutional—Church	154.5	4.45%
Industrial	150.6	4.34%
Commercial	135.6	3.91%
Residential—Attached	77.6	2.24%
Office	43.3	1.25%
Agricultural—Natural Resources	12.4	0.36%
Not Classified	0.7	0.02%
Grand Total	3,468.6	100.00%

Source: Prince George's County Planning Department, *GIS Data Catalog*, 2022, <https://gisdata.pgplanning.org/metadata/>.

Map 2. Existing Land Use

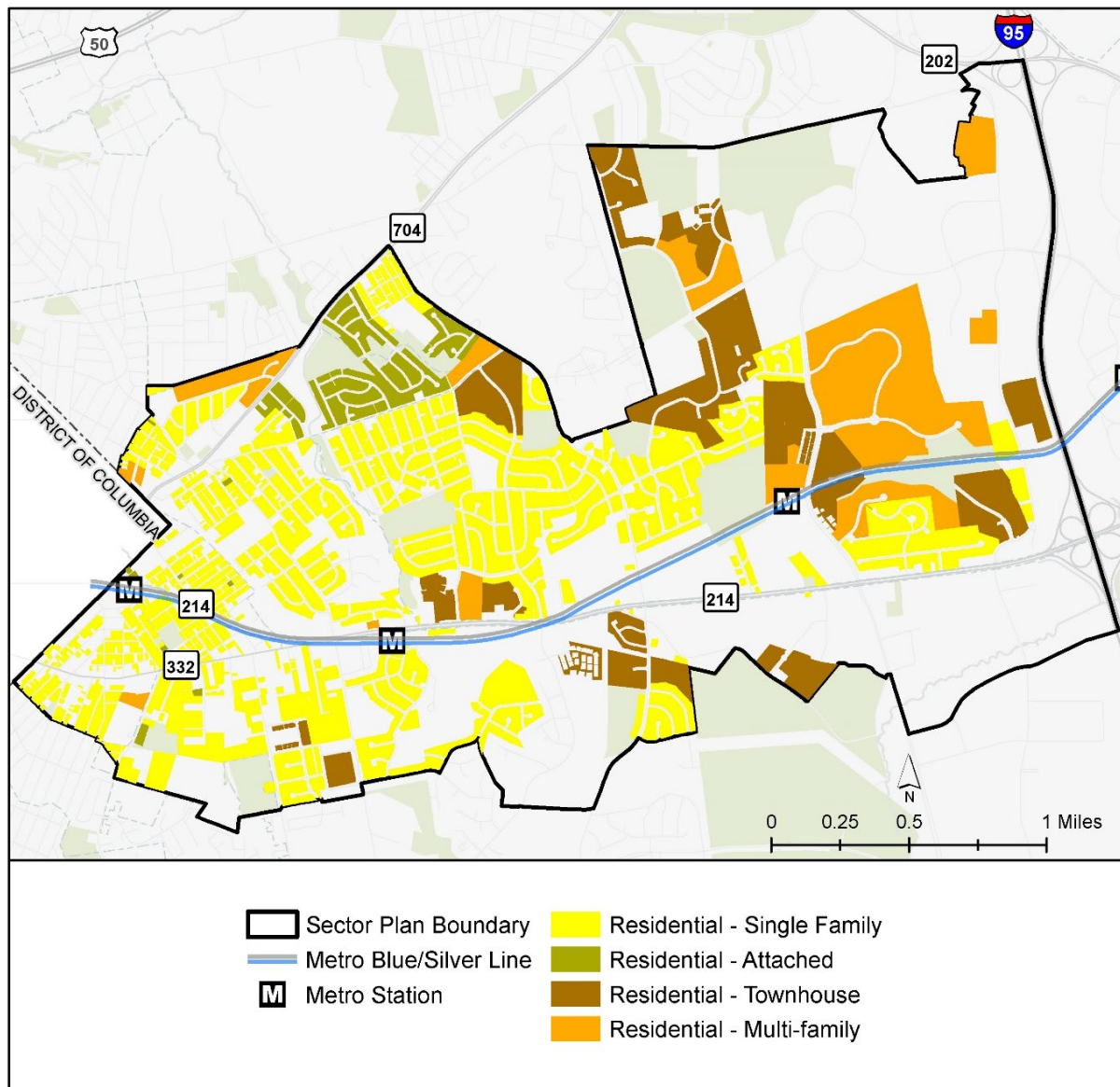


Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

2.1.1 Residential Density

Residential land uses make up 44 percent of properties and are found throughout the sector plan area, except in the southeast corner below MD 214 (Central Avenue). Single-family residential units make up most of the housing density around both the Capitol Heights and Addison Road-Seat Pleasant Metro Stations. A greater variety of housing types is found around the Morgan Boulevard Metro Station, with a mix of single-family, townhouse, and multifamily. Attached residential units are only located in one area between MD 704 (Martin Luther King Jr Highway) and Hill Road.

Map 3. Residential Density



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

2.2 Existing Zoning

Table 2 and Map 4 provide information about the distribution of land use across different zoning classes in the sector plan area. There are approximately 3,423.7 acres of zoned properties within the sector plan area. Out of those zoned properties, 2,242.5 acres (65.5 percent) are comprised of Residential, Single Family-65 (RSF-65) (876 acres or 25.6 percent); Residential, Single Family-Attached (RSF-A) (540.7 acres or 15.8 percent); Industrial, Employment (IE) zoning (439.2 acres or 12.8 percent); and Local Transit-Oriented - Edge (LTO-E) (386.5 acres or 11.29 percent).

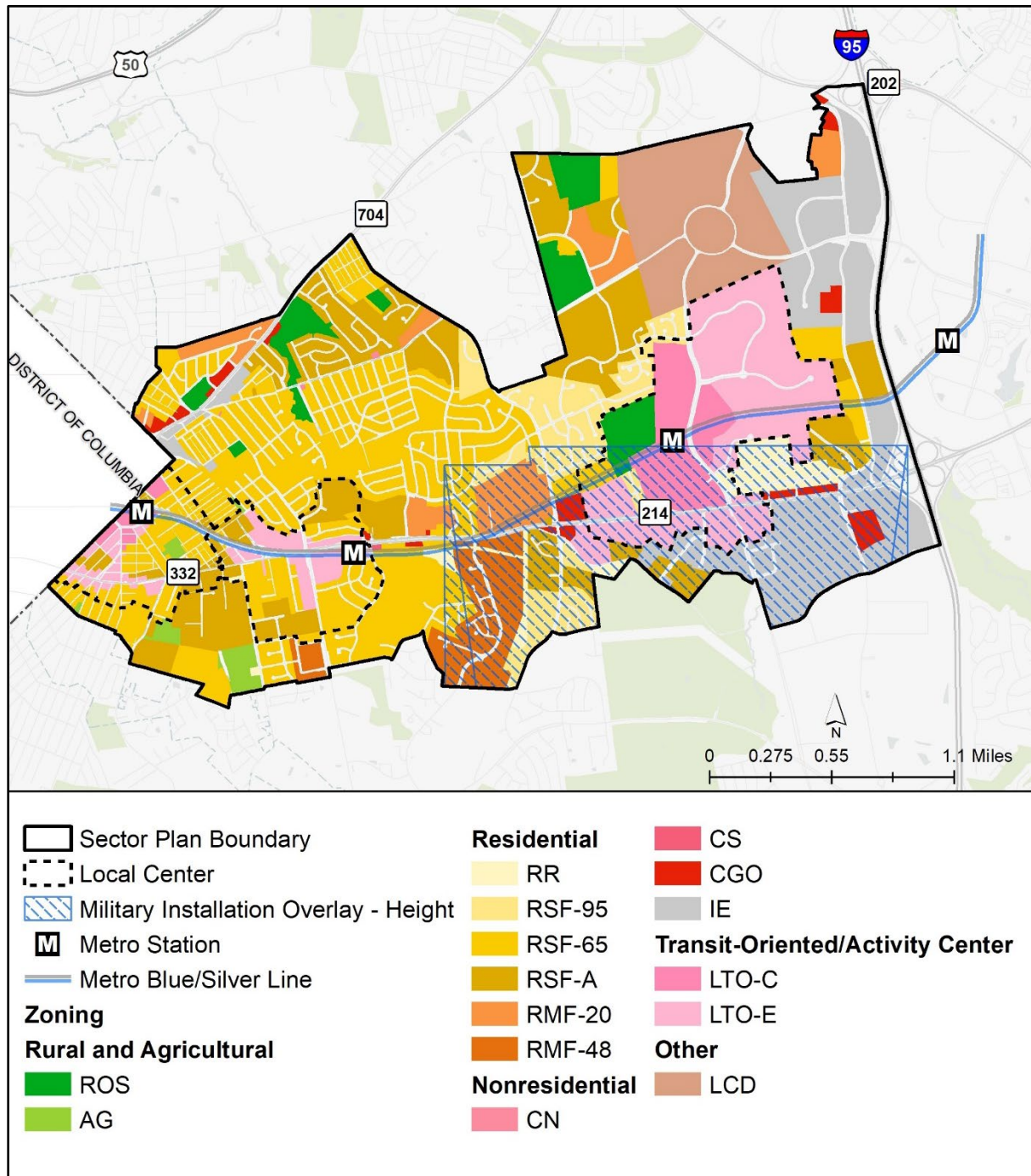
The southeast section of the plan area falls within the Military Installation Overlay Zone regulated for Height from Andrews Air Force Base. Falls within Approach-Departure Clearance Surface where "Structures in this area shall not exceed a height (in feet) equivalent to ten feet less than the height derived by dividing the distance between Surface A and nearest boundary of the subject property by 50. No structure shall exceed a height of five hundred feet (elevation 774 feet) in this area," as required in Section 27-4402(c)(5)(B)(iv)(II) of the Zoning Ordinance. And falls within Transitional Surface where structures between the edge of the Approach-Departure Clearance surface and Inner Horizontal surface cannot exceed a height equivalent to the total result of the equation outlined in Section 27-4402(c)(5)(B)(iv)(V).

Table 2. Existing Zoning Acreage

Zoning	Acres	Percentage
RSF-65 (Residential, Single-Family - 65)	876.02	25.59%
RSF-A (Residential, Single-Family - Attached)	540.70	15.79%
IE (Industrial, Employment)	439.16	12.83%
LTO-E (Local Transit - Oriented - Edge)	386.59	11.29%
LCD (Legacy Comprehensive Design)	266.83	7.79%
RSF-95 (Residential, Single-Family - 95)	190.70	5.57%
RMF-20 (Residential, Multifamily - 20)	149.86	4.38%
LTO-C (Local Transit - Oriented - Core)	147.90	4.32%
ROS (Reserved Open Space)	139.12	4.06%
RMF-48 (Residential, Multifamily - 48)	123.67	3.61%
RR (Residential, Rural)	74.44	2.17%
CGO (Commercial, General and Office)	55.72	1.63%
AG (Agriculture and Preservation)	31.20	0.91%
CN (Commercial, Neighborhood)	1.07	0.03%
CS (Commercial, Service)	0.68	0.02%
Grand Total	3,423.67	100.00%

Source: Prince George's County Planning Department, *GIS Data Catalog*, 2022, <https://gisdata.pgplanning.org/metadata/>.

Map 4. Existing Zoning



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

2.3 Key Takeaways

Land Use:

- The primary generalized land use is residential, making up 1,538 acres (44 percent) of the sector plan area, with single-family being the highest of the residential land uses at 23.8 percent. Single-family residential uses are clustered around the Capitol Heights and Addison Road-Seat Pleasant Metro Stations, while a greater housing diversity mix can be found around the Morgan Boulevard Metro Station.
- 413.7 acres (11.9 percent) of properties classified as vacant could present opportunities for redevelopment, infill, open space, and rezoning that could help implement the sector plan's vision and goals.
- Parks and Open Space is the third highest land use at 391.1 acres (11.3 percent). However, there is a need for additional open and community gathering space in the area.
- 358 (10.3 percent) acres of properties classified as Institutional (excludes Institutional—Church) is the second largest land use in the plan area. Unless there is a change in use, institutional properties do not present opportunities for new development. Although institutional land uses typically do not present major opportunities for development, they do have significant meaning and purpose for the community.
- Industrial uses make up 150.6 acres (4.3 percent) and are only found in the eastern half of the sector plan area, with proximity to the Capital Beltway.

Zoning:

- The top three zoning categories are Residential, Single Family-65 (RSF-65); Residential, Single Family-Attached (RSF-A); and Industrial, Employment (IE) at 25.6 percent, 15.8 percent, and 12.8 percent, respectively.
- The Local Transit-Oriented zones (LTO-C and LTO-E) make up 15.6 percent of the plan's area. Most of the LTO zone is within the Morgan Boulevard Local Center, with smaller pockets in the Addison Road and Capitol Heights Local Centers. Unlike Largo Town Center, the plan area does not have any Regional Transit-Oriented (RTO-L and RTO-H) zones.
- The southeast section of the plan area falls within the M-I-O-Z regulated for maximum height limits. Although not expected and depending on any development proposal, this could present restrictions on building height in the southern portion of the Morgan Boulevard Local Center.
- Compared to other zoning classifications, commercial zones make up a lower percentage (1.68 percent total) of the plan's area. Commercial, General, and Office (CGO) is the leading commercial zone at 1.6 percent. The CGO zone is intended to provide a diverse range of business, civic, and multi-use development.

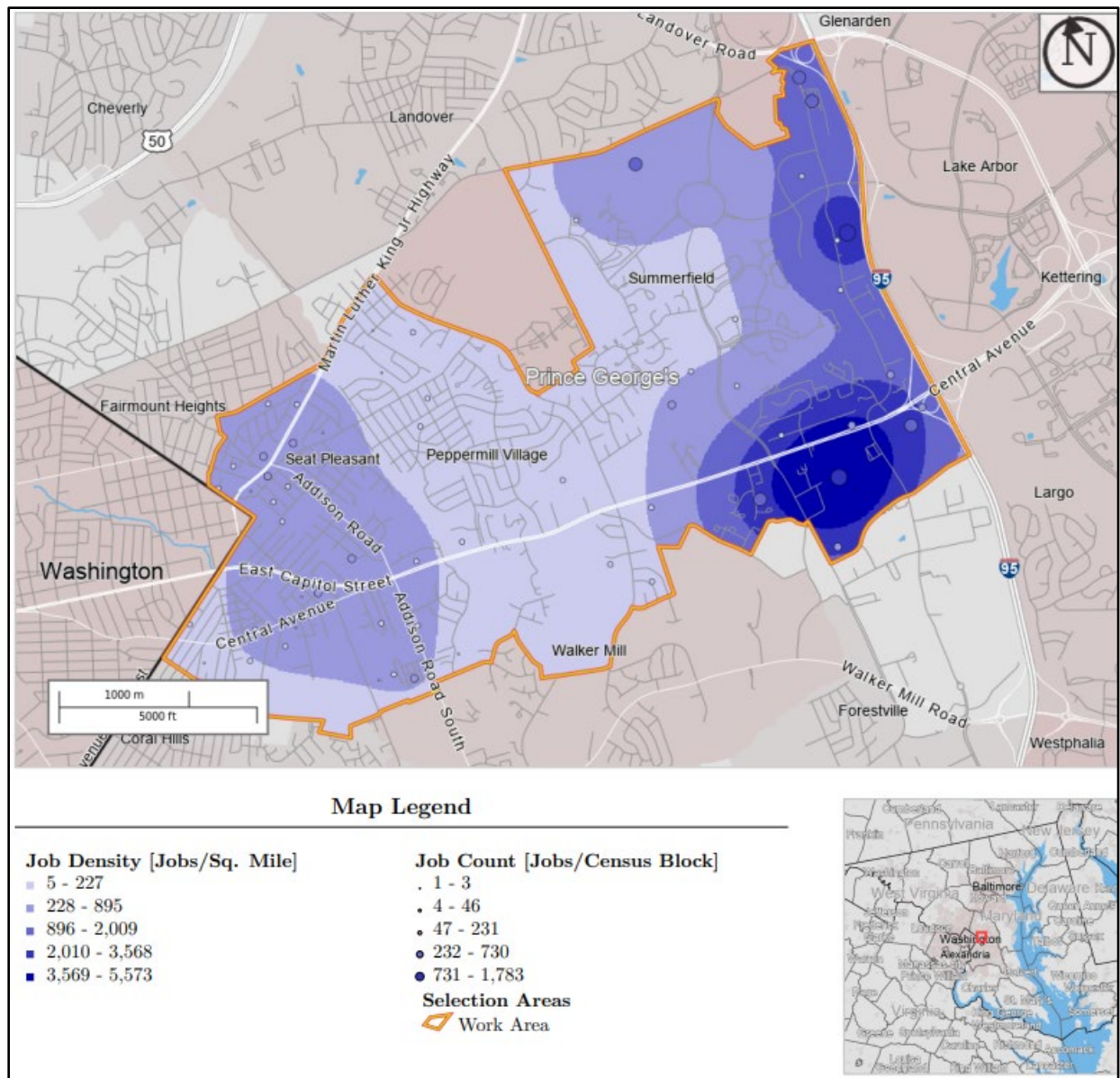
3. Economic Prosperity

The objective of this chapter is to provide a comprehensive overview of the existing office and retail market conditions within the designated sector plan area and evaluate the potential for development and redevelopment. To initiate this assessment, the project team conducted an initial examination to gauge the current state and performance of the retail and office markets within the sector plan area. However, it should be noted that during the plan preparation phase, a specialized consultant, proficient in conducting market and feasibility studies, will undertake a more in-depth analysis of the sector plan area's market potential.

The economic landscape in the plan area has presented certain challenges. Over the past two decades, there has been a scarcity of new construction for retail and office buildings, and numerous existing structures need substantial upgrades and improvements. Despite these hurdles, the vacancy rates for both office and retail spaces remain below five percent, indicating a steady influx of businesses entering and operating within the current market.

Aligned with the broader objectives of Plan 2035 for Economic Prosperity, the overarching goal is to foster a diverse, innovative, and regionally competitive economy that generates well-paying jobs and contributes to the expansion of the County's tax base. While the sector plan area may not hold an official designation as an economic submarket in Plan 2035, it nevertheless plays a crucial role in establishing local, transit-oriented, and neighborhood-serving economic centers that contribute to the realization of the plan's objectives.

Map 5. Counts and Density of All Jobs in Work Selection Area in 2000



Source: US Census Bureau, Work Area Profile Report, *OnTheMap*, 2022, <https://onthemap.ces.census.gov>.

While the weak office and retail markets present some challenges, existing conditions do offer some strengths and opportunities to catalyze investment. The amount of leasable space offers great opportunities for retail expansion. Multiple hotels were constructed near the Hampton Park area, with one currently under construction, demonstrating a strong local market for hotel expansion. The sector plan area is well suited for TOD due to the availability of transit, which provides excellent access to businesses.

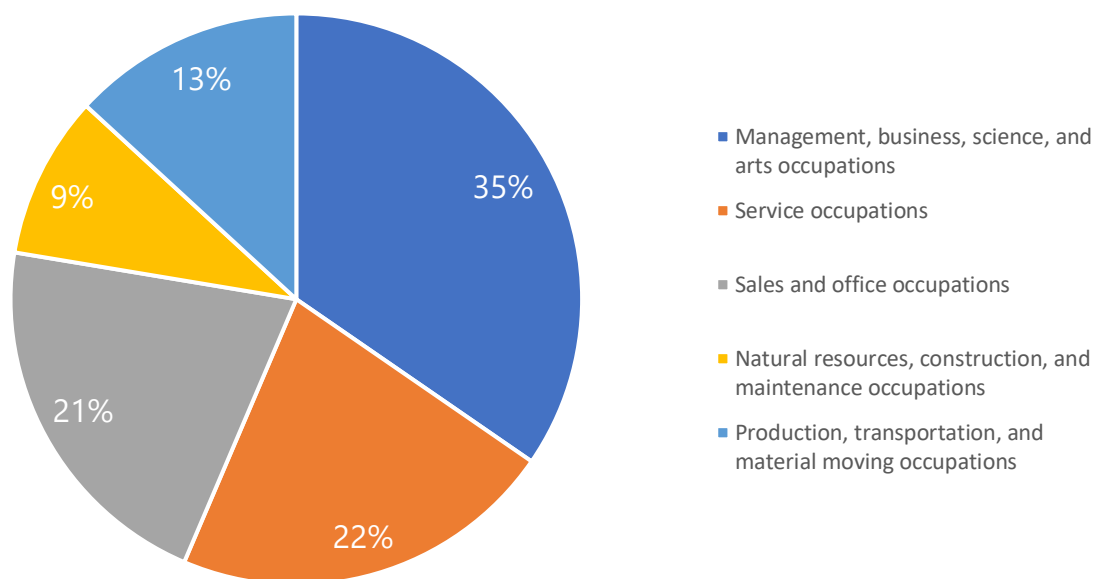
With resident households and office employees within walking distance of storefronts, retailers at successful TOD locations receive a continuous flow of shoppers and diners throughout the day.⁸

There has been limited change to the sector plan area office and retail market in recent years, but this is slowly changing as interest in the area's geographic advantage grows. If development or redevelopment occurs at and around the Metro stations and along the corridor, demand for office and retail space may increase in the future.

3.1 Employment—Current Occupation of Area Residents (ACS 2017-2021)

The sector plan area has a higher unemployment rate at 11.37 percent, compared to the County (4.8 percent) and the Washington Metropolitan Statistical Area (MSA), at 3.5 percent. Most employed residents work in management, business, science, and arts occupations (Figure 1).

Figure 1. Percent Civilian Employment by Occupation (2021 ACS)



Source: US Census Bureau. "American Communities Survey." 2021. Available from <https://www.census.gov/programs-surveys/acs>.

⁸ Maryland Department of Housing and Community Development. "Sustainable Communities: Enhancing Maryland Communities by Prioritizing Investment." Available from <https://dhcd.maryland.gov/communities/pages/dn/default.aspx>.

3.2 Office Market Analysis

This section examines the persistent trends and existing conditions of the office market in and around the sector plan area. In 2019, there were approximately 13,075 jobs in the plan area. Employment is well diversified, with the leading sectors being educational services (13 percent), construction (12.8 percent), retail trade (11.1 percent), and accommodation and food services (9.6 percent).⁹ According to the 2014 *Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study*, the projected office demand over the next 20 years lies between 180,000 and 280,000 square feet of new space.¹⁰ Local employment is concentrated in the Hampton Park and Center Pointe Industrial/Office Parks adjacent to the Capital Beltway, part of the designated Largo-Capital Beltway Corridor Economic Submarket. This submarket scored well for the office development potential of emerging industries.¹¹

The Training Source Inc., located at 59 Yost Place in Capitol Heights, is a community amenity that offers job training services, online classes, youth development, and Supplemental Nutrition Assistance Program resources. However, even with the work of this existing organization, community leaders still indicated “there is a lack of skills training and professional development opportunities for residents and employees” in the 2022 Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application.¹²

3.2.1 Existing Office Market Conditions

There are approximately 375,000 square feet of Class B and C office space across thirty-one properties already built in the sector plan area, spread out along MD 214 (Central Avenue) and MD 332 (Old Central Avenue). The existing inventory, as shown in Table 3, is old, with the newest building constructed in 1990. According to CoStar data, none of the buildings have been renovated, though six were sold within the last five years. The office properties are primarily one-story buildings with associated parking. The average vacancy rate in the office market is 4.75 percent, and there has been little to no change in the office market over recent years.

⁹ US Census Bureau. “Work Area Profile Analysis.” *OnTheMap*. Available from <https://onthemap.ces.census.gov/>.

¹⁰ Prince George’s County Planning Department. “Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study.” *The Maryland-National Capital Park and Planning Commission*, May 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=282&Category_id=2.

¹¹ Prince George’s County Planning Department. “Plan Prince George’s 2035 Approved General Plan.” *The Maryland-National Capital Park and Planning Commission*, pg. 75. May 2014. Available from <https://www.mncppcapps.org/planning/publications/PDFs/279/03-Plan%202035-Pgs%2051-86.pdf>.

¹² Prince George’s County Planning Department. “Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application.” *Maryland Department of Housing and Community Development*. June 2022. Available from https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/central_avenue_blue_line_corridor_app.pdf.

Table 3. Existing Office Properties - General Characteristics

Property Address	Building Class	Rentable Building Area (RBA)	Percent Leased	Year Built
1 Chamber Ave	C	8,468	100	1946
119 Capitol Heights Blvd	C	4,128	100	1921
1801-1823 Brightseat Rd	C	14,218	100	1989
1802 Brightseat Rd	B	57,630	69.77	1986
1827-1861 Brightseat Rd	C	20,931	100	1990
1863-1881 Brightseat Rd	C	12,970	91.20	1989
1883-1901 Brightseat Rd	C	11,701	100	1990
202 Maryland Park Ave	C	3,556	100	1935
311 68th Pl	C	22,744	100	N/A
337 Brightseat Rd	C	90,708	96.25	1986
425 Brightseat Rd	B	60,000	100	1987
5670 Central Ave SE	C	5,697	100	1968
5741 Martin Luther King Jr Hwy	C	1,627	100	1961
5825 Martin Luther King Jr Hwy	C	1,016	100	1915
5911 Addison Rd	C	2,416	100	1900
6015 Central Ave	C	1,397	100	1930
6047 Central Ave	C	935	100	1948
6049 Central Ave	C	1,927	100	1948
6058 Central Ave	C	609	100	1926
6070-6072 Central Ave	C	2,717	100	1964
6122 Central Ave	C	1,457	100	N/A
6190 Central Ave	C	1,817	100	1970
6701 Central Ave	C	1,272	0	1941
6900 Central Ave	C	3,358	100	1969
7306 Central Ave	C	6,000	100	1982
7310 Central Ave	C	2,044	100	1973
7900 Walker Mill Dr	C	2,982	100	1895
7902 Walker Mill Dr	C	3,900	100	1988
8600 Central Ave	C	1,868	100	1941
8628 Central Ave	C	3,469	100	1941
8700 Central Ave	B	22,277	95.51	1980

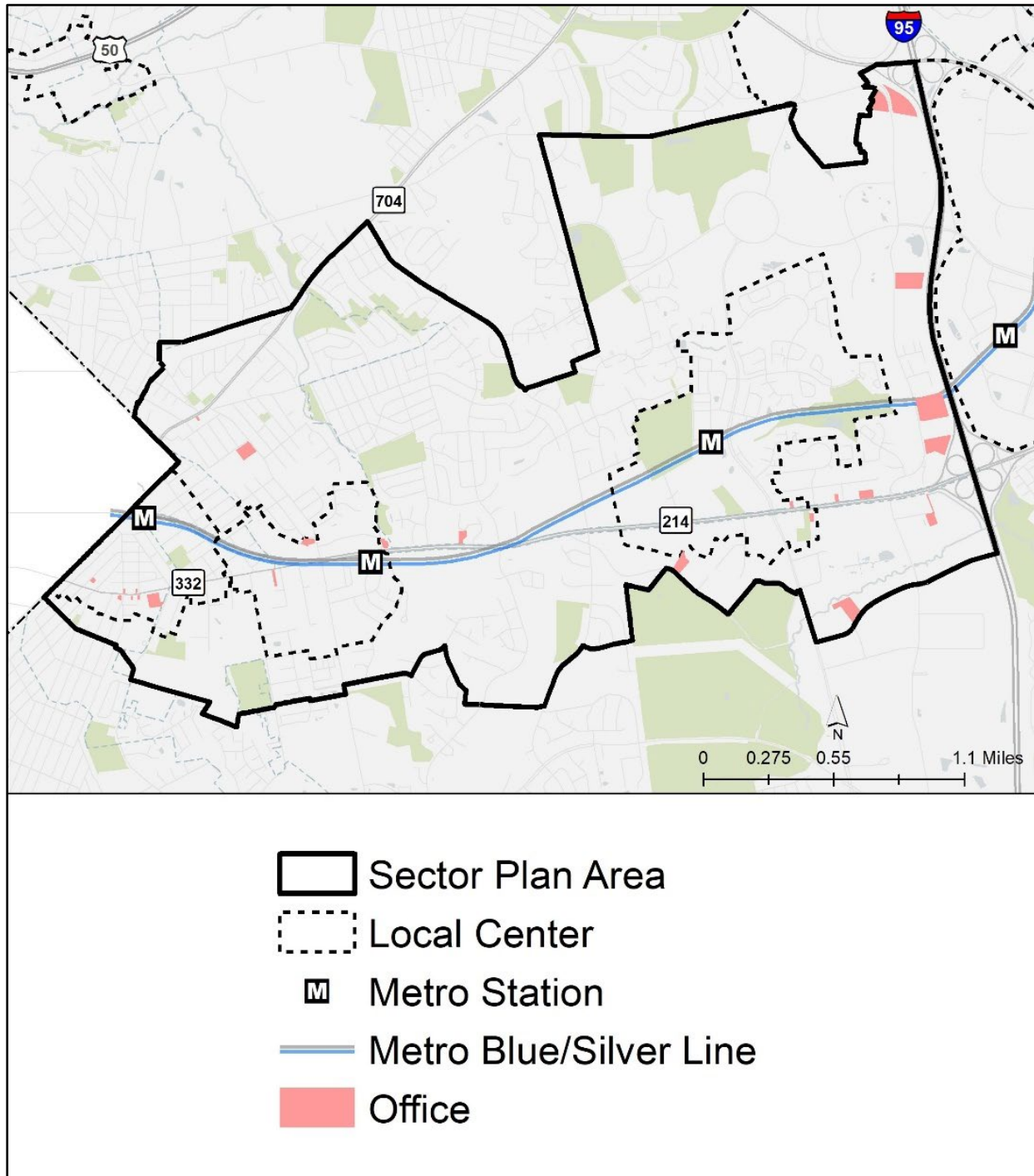
Source: CoStar. Data provided by IMD. Research revised March 23, 2023.

As Map 6 illustrates, office land use is low. Approximately 43 acres, or 1.2 percent of all properties, have the office land use designation. There is no existing Class A office space in the sector plan area, only Class B or C. A new Class A office building is nearing completion as part of the Kingdom Square Shopping Center redevelopment, called Hampton Park, which is expected to create 2,200 jobs, according to the developer. This development shows some promise for the office market in the area.¹³ Hampton Park, currently under construction, will feature over 100,000 square feet of office space with residential, hotel, and retail components as well.

Outside the sector plan area, Largo Town Center has a significant amount of existing office space, mostly County government agency offices. However, the COVID-19 pandemic reshaped the traditional office environment. Remote work may be a trend that continues, thereby decreasing the need for traditional/dedicated offices and shifting to new housing options that integrate office workspace into the design.

¹³ ARC Properties, Inc. and Velocity Capital, Inc. "Hampton Park." *The Velocity Companies*. 2023. Available from <https://thevelocitycompanies.com/portfolio/hampton-park/>.

Map 6. Office Land Use



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

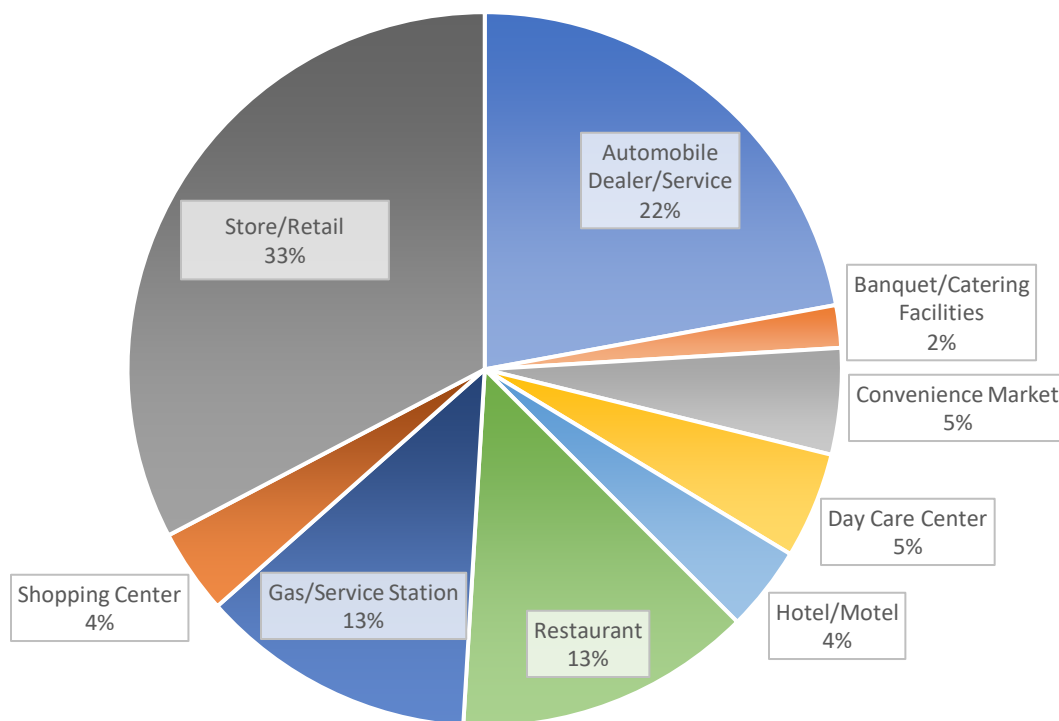
3.3 Retail Market Analysis

This section examines the persistent trends and existing conditions of the retail market in and around the sector plan area. According to existing land use information, there are about twenty-three auto-related businesses operating in the area, fourteen restaurants including fast food, 13 gas/service stations, and 34 retail stores selling discount goods, liquor, and other wares.

3.3.1 Existing Retail Market Conditions

According to CoStar, the sector plan area has approximately 1,151,000 square feet of existing leasable retail space across more than one hundred properties. The average vacancy rate of retail space in this area is 0.58 percent. There have been minor changes to the sector plan area retail market in recent years. Most of the retail space is located within the Kingdom Square Shopping center, Addison Plaza Shopping Center, and strip stores along MD 704 (Martin Luther King Jr Highway). Retail tenants in the sector plan area include a mix of national chains such as AutoZone, Dollar Tree, Domino's Pizza, and CVS, as well as independent businesses, including laundromats and barbershops. In general, the existing retail properties vary in age (constructed between 1905 and 2022), with a couple of properties completing renovations recently. The existing retail supply is a mix of Class B and C properties. Sector plan area retailers by category are shown in Figure 2.

Figure 2. Retailers by Category



Source: Land Use (Property Info) layer from IMD ArcMap data loader March 16, 2023.

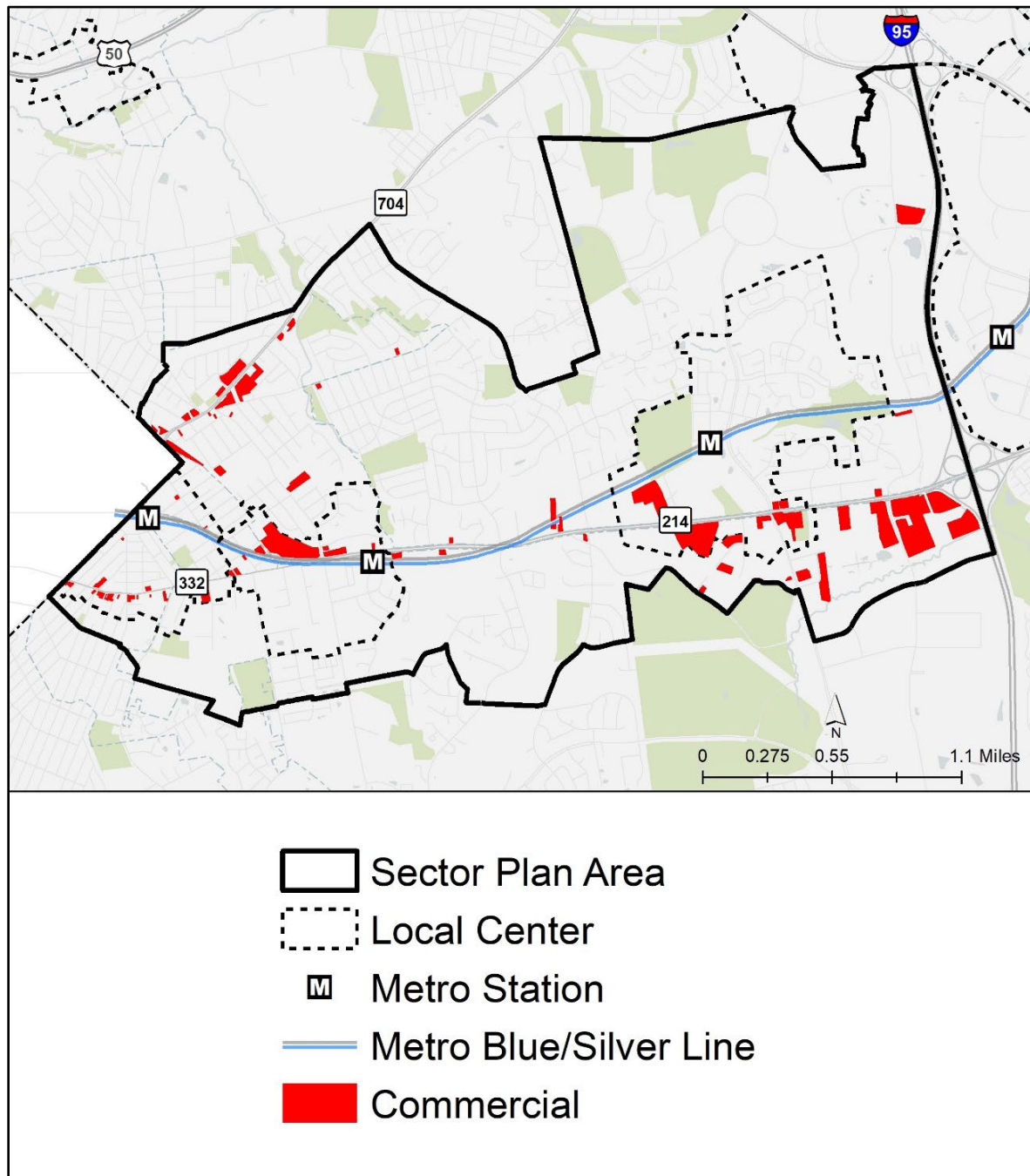
There are some projects in the development pipeline that plan to add retail and some office space to the sector plan area. Park Place at Addison (DSP-06001-05) proposes 193 residential units, 11,000 square feet of retail, and 10,000 square feet of community space in a mixed-use project. The Epiphany at 6500 Central (PPS-2022-010) proposes 112 residential units and 4,300 square feet of retail. Hampton Park, currently under construction, will feature approximately 400 residential units, a hotel, 100,000 square feet of retail, and 100,000 square feet of office space.¹⁴ As reported in the 2022 Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application, on May 4, 2022, The Town of Capitol Heights and the Argos-Pennrose Development Team signed a Land Disposition Agreement for mixed-use development of 150 apartments and 10,000 square feet of retail across from the Capitol Heights Metro Station.¹⁵

Map 7 below illustrates the existing commercial land use, which totals 135.6 acres (3.9 percent) of the sector plan area. The area's commercial properties are mostly clustered along major roads and intersections such as MD 214 (Central Avenue) and MD 704 (Martin Luther King Jr Highway).

¹⁴ ARC Properties, Inc. and Velocity Capital, Inc. "Hampton Park." *The Velocity Companies*. 2023. Available from <https://thevelocitycompanies.com/portfolio/hampton-park/>.

¹⁵ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application." *Maryland Department of Housing and Community Development*. June 2022. Available from https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/central_avenue_blue_line_corridor_app.pdf.

Map 7. Commercial Land Use



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

3.4 Industrial Market Analysis

This section examines the persistent trends and existing conditions of the industrial market in and around the sector plan area. According to CoStar, the sector plan area has approximately 1,600,000 square feet of existing leasable industrial space across more than fifty-four properties. All were built before the year 2000, and the majority operate as warehouses with some service, manufacturing, and showroom uses. The average vacancy rate of retail space in this area is 0.28 percent. According to existing land use information, most of the industrial space is located within the West Hampton subdivision and along Hampton Park Boulevard, in between Ritchie Road and the Capital Beltway south of MD 214 (Central Avenue). Some industrial uses are also located along Brightseat Road, north of MD 214 (Central Avenue), along the eastern edge of the sector plan boundary.

Healthy industrial areas play a key role in the County by providing higher-wage jobs with good benefits and upward mobility for residents with lower levels of formal education. Industrial uses are more likely to hire County residents, which would reduce out commuting for jobs, provide support to other job sectors, and nurture local start-ups and innovation.¹⁶

A development proposal in the pipeline with an approved conceptual site plan (CSP-88020-03) and preliminary plan of subdivision (4-21021) could potentially add 775,000 square feet of industrial warehouse and distribution uses.

3.5 Key Takeaways

- The sector plan area has a higher unemployment rate of 11.37 percent compared to the County and Washington MSA.
According to CoStar data, there are approximately 375,000 square feet of existing office space in the sector plan area, with over 100,000 square feet of office space in the pipeline.
The sector plan area has approximately 1,151,000 square feet of retail space clustered in three main spots. Approximately 125,000 square feet of retail space is proposed in the development pipeline close to Metro stations and along the corridor.
- The vacancy rate, according to 2023 CoStar data, is below five percent for both office and retail space, which is good compared to the rate in the County, which was 13 percent for office properties and four percent for retail properties in 2019.¹⁷ Although the office and retail vacancy rates are less than five percent, many of the existing structures are outdated and need significant improvement.
- The area also has industrial uses near the Capital Beltway, totaling about 1,600,000 square feet. There have been minor changes to the sector plan area retail and office markets in recent years.

¹⁶ Prince George's County Planning Department. "Plan Prince George's 2035 Approved General Plan." *The Maryland-National Capital Park and Planning Commission*. May 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=279&Category_id=1.

¹⁷ Prince George's County Planning Department. "Plan Prince George's 2035 Approved General Plan Five-Year Evaluation." *The Maryland-National Capital Park and Planning Commission*. September 2020. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=383&Category_id=2.

4. Transportation and Mobility

The Central Avenue-Blue/Silver Line Sector Plan area encompasses a corridor roughly following MD 214 (East Capitol Street and Central Avenue) from the border of the District of Columbia to I-95/495 (Capital Beltway). Its major roads and Metro stations play a crucial role in connecting neighborhoods along the corridor, the County's outer-beltway communities, and Washington, DC. The primary arterial roads within the plan area include MD 214 (Central Avenue and E. Capitol Street) and MD 704 (Martin Luther King Jr Highway).

Central Avenue serves as a principal arterial (Road ID A-32)¹⁸ with six to eight lanes, transitioning into an expressway at the Capital Beltway. The western section of the corridor (Southern Avenue to Cabin Branch Road) features a 100-foot right-of-way, three travel lanes in each direction, a raised median, and sidewalks on both sides of the street. The eastern portion features a 105-foot right-of-way and consists of six travel lanes (three in each direction), a raised median, and narrower sidewalks.¹⁹

The plan area benefits from a robust public transit system, including the Metrorail, Metrobus, and TheBus, which enhances connectivity and accessibility for residents and visitors. Each Metro station offers parking facilities, while taxicab and ride-sharing programs are actively available. In addition, the Central Avenue Connector Trail project represents a significant endeavor to improve pedestrian and bicycle safety, mobility, and access, promoting an active lifestyle.²⁰

However, there are persistent issues related to speeding along MD 214 (Central Avenue) and other major roadways, despite the presence of speed cameras. Pedestrian facilities and connections are often inadequate, with narrow or missing sidewalks and crosswalk markings. Bus stop infrastructure is lacking in many areas, with shelters being insufficient to protect riders from inclement weather. Signal timing is inefficient, and inadequate street lighting further contributes to an unsafe pedestrian environment, while infrastructure for cyclists is virtually nonexistent.²¹

According to the American Community Survey (ACS) data from 2017-2021, approximately 12.5 percent of the 9,958 households in the area do not have access to a vehicle. This percentage is higher than the corresponding figures for both Prince George's County (9.4 percent) and the Washington Metropolitan Statistical Area (10.1 percent). Among the 12,259 individuals in the work force within the area, 66 percent commute alone in a car, truck, or van, while 12 percent carpool using the same modes of transportation. In addition, 19 percent of commuters rely on public transportation for their daily commute.

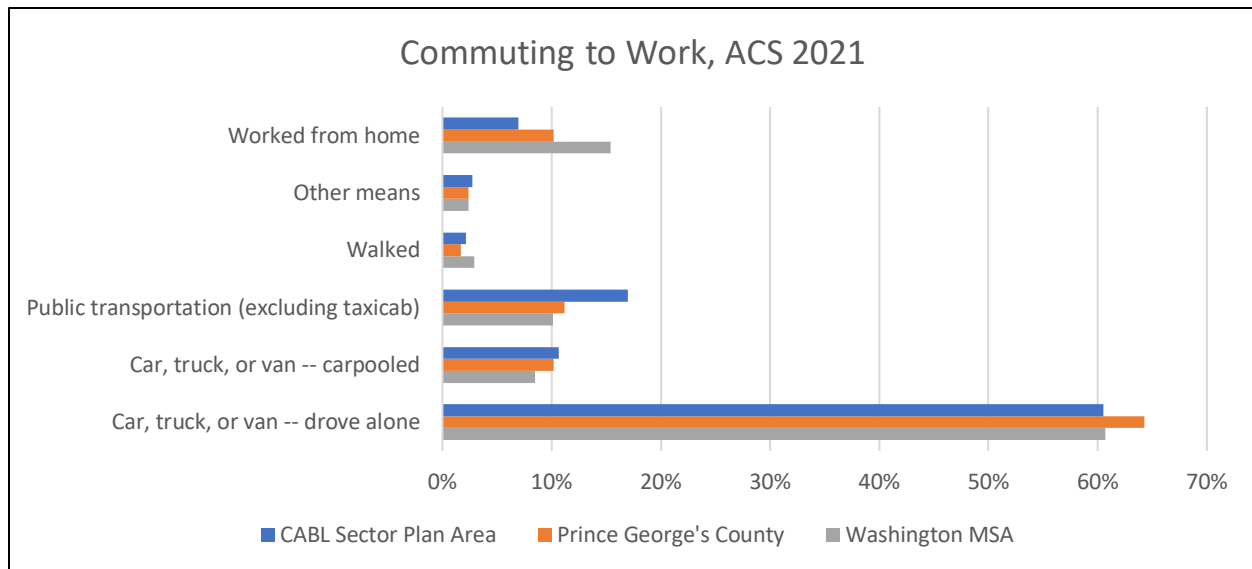
¹⁸ 2009 *Approved Countywide Master Plan of Transportation*. <https://issuu.com/mncppc/docs/approvedmpot>

¹⁹ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2

²⁰ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application." *Maryland Department of Housing and Community Development*, pg. 38. June 2022. Available from https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/central_avenue_blue_line_corridor_app.pdf.

²¹ M-NCPPC, Prince George's County Planning Department, Renewal Application, pg. 37.

Figure 3. Commuting to Work (ACS 2021)



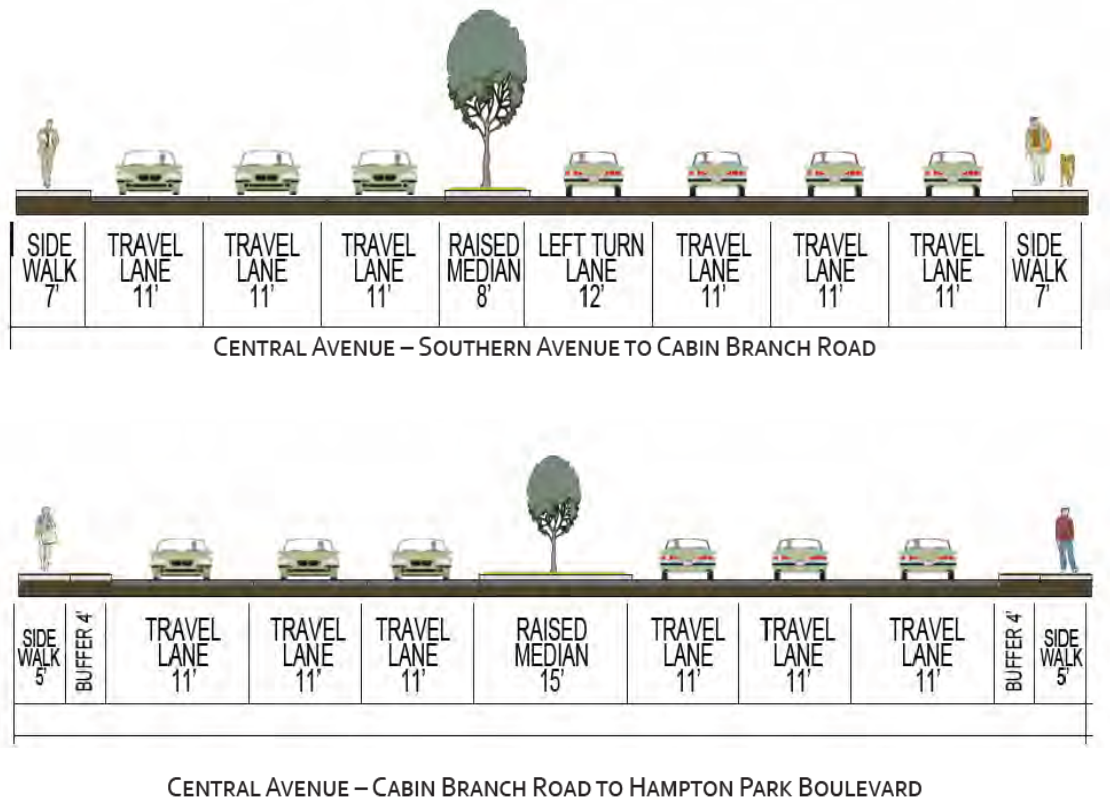
Source: US Census Bureau. "American Communities Survey." 2021. Available from <https://www.census.gov/programs-surveys/acs>.

4.1 Vehicles

Mobility studies of the corridor have determined that traffic congestion is not a significant issue and that the road network accommodates free movement of motor vehicles at the expense of mobility for other modes of transportation.²² However, persistent speeding and poor traffic calming infrastructure have resulted in a high incidence of fatal crashes along MD 214 (Central Avenue), particularly at major intersections along the corridor.

²² Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mnccppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

Figure 4. Central Avenue Typical Cross Sections



Source: Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*, pg. 30. July 2014. Available from https://www.mnccppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

4.1.1 Traffic Analysis

According to the 2014 *Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study*, most of the area operates at a Level-Of-Service (LOS) C or better except for the congested area near the I-495 ramp, which operates at LOS F. The corridor is designed for automobile users, and therefore, vehicles have the highest LOS compared to any other mode of transportation.²³

Addison Road and Martin Luther King Jr Highway currently operate consistently at LOS C during both a.m. and p.m. peak hours, indicating moderate levels of congestion where some delays and reduced speeds may be experienced. Under normal operating conditions, travel is still reasonably efficient, and many motorists pass through intersections without stopping.

²³ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mnccppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

Table 4. Annual Average Daily Traffic

#	Corridor	Orientation	Limits		Speed Limit (mph)	NB/EB		SB/WB	
			From	To		AM Peak Hour LOS	PM Peak Hour LOS	AM Peak Hour LOS	PM Peak Hour LOS
1	MD 214	EB/WB	Washington DC Line	Hill Road	30	A	A	A	A
			Hill Road	I-495	40	B	B	B	B
2	MD 704	NB/SB	Washington DC Line	Hill Road	40	C	C	C	C
3	MD 332	EB/WB	Washington DC Line	MD 214	25	A	B	B	B
4	Addison Road	NB/SB	61st Avenue/Jefferson Heights Drive	Walbridge Street/Wilburn Drive	30	C	C	C	C
5	Shady Glen Drive/Hill Road	NB/SB	MD 704 (Martin Luther King Jr Highway)	MD 214	35	B	C	B	C
			MD 214	Beechnut Road	25	B	B	B	B
6	Garrett A Morgan Boulevard /Ritchie Road	NB/SB	FedEx Way	MD 214	30	A	A	A	B
			MD 214	Ashwood Drive	35	B	C	A	A
7	Brightseat Road	NB/SB	Sheriff Road	Ashwood Drive/Hampton Overlook	30	B	B	A	B

Source: Data shared by Maryland Department of Transportation on May 9, 2023.

4.1.2 Safety Hot Spots

Vision Zero Prince George's has identified a High Injury Network that represents one-mile corridors in the County that have the greatest frequency and severity of bicycle and pedestrian crashes as calculated from 2015-2018 crash data provided by MD SHA. Central Avenue between Maryland Park Drive and Pepper Mill Drive was ranked eight out of ten as a high-injury network roadway. In addition, Ritchie Road between Central Avenue and Edgeworth Drive was ranked eight out of 10 as a high-injury network county road.²⁴ Vehicle crash incidents with pedestrians and bicyclists along the corridor are clustered along MD 214 (Central Avenue) and MD 704 (Martin Luther King Jr Highway) and in the Summerfield at Morgan Metro residential development north of the Morgan Boulevard Metro Station.

²⁴ Vision Zero Prince George's County. "Vision Zero Prince George's High Injury Network for Pedestrian and Bike Crashes." Available from <https://www.princegeorgescountymd.gov/DocumentCenter/View/35907/Vision-Zero-High-Injury-Network>.

Table 5. Sector Plan Area Pedestrian and Bicycle Crash Incidents

	Property Damage Crash		Injury Crash		Fatal Crash	
	Pedestrian	Bicycle	Pedestrian	Bicycle	Pedestrian	Bicycle
2020	0	1	6	1	2	1
2021	1	1	10	1	1	0
2022	0	0	5	0	0	0

Source: State of Maryland. "Maryland Statewide Vehicle Crashes." *Maryland Open Data Portal*. Accessed April 12, 2023. Available from <https://opendata.maryland.gov/Public-Safety/Maryland-Statewide-Vehicle-Crashes/65du-s3gu>.

In addition, the 2014 *Central Avenue - Metro Blue Line Corridor TOD Implementation Project Mobility Study* identified the following as priority areas for safety improvements:

- Addison Road/Central Avenue intersection
- Segment of Central Avenue between I-95 on/off ramps
- Hampton Park Boulevard/Central Avenue intersection
- Shady Glen Drive/Central Avenue intersection
- The Ritchie Highway/Central Avenue intersection

Safety mitigations could include:

- Implement a road diet for sections of MD 214 (Central Avenue)
- Installation of additional pedestrian refuges
- Implementing protected left-turn signal phasing on MD 214 (Central Avenue)
- Improvements at and on approaches to intersections
- Adjusting clearance times for both vehicles and pedestrians
- Making intersections more comfortable for pedestrians
- Installing pedestrian countdown signals
- Providing leading pedestrian interval (LPI) at select/various road crossings
- Improving weaving distance between I-95 on/off ramps²⁵

²⁵ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

4.2 Pedestrians

Pedestrian mobility within the plan area is significantly impeded by various challenges related to roadway segments, intersection designs, and network connectivity. These impediments create obstacles to safe and convenient pedestrian travel throughout the area.

Roadway segment deficiencies contribute to the hindrance of pedestrian movement. Inadequate sidewalks, the freeway-like nature of certain road segments, limited crossing opportunities, the absence of buffers between pedestrian pathways and vehicular traffic on MD 214 (Central Avenue), and the overall poor connectivity of the street network all contribute to the difficulties faced by pedestrians.²⁶ These deficiencies not only discourage walking but also compromise the safety and comfort of pedestrians navigating the area.

Intersection deficiencies further exacerbate the challenges faced by pedestrians. Unsignalized intersections often lead to delays for pedestrians, wide crossing distances pose additional obstacles, and the presence of channelized right turns and freeway ramps creates hazardous conditions. Moreover, low lighting levels, high traffic volumes, and elevated vehicle speeds further diminish the pedestrian experience and increase the risks associated with pedestrian travel.

Furthermore, pedestrian access to the three Metro stations along the corridor is severely limited due to the inadequate street connectivity resulting from scattered, low-density, single-use development patterns. This lack of connectivity forces pedestrians to rely heavily on MD 214 (Central Avenue) as the primary route for accessing the Metro stations. Such reliance on a single major roadway not only restricts pedestrian options but also compromises pedestrian safety and convenience.

Addressing these pedestrian challenges is essential to promote a more pedestrian-friendly environment and encourage active modes of transportation. Strategies should focus on enhancing the design and infrastructure of roadway segments, improving intersection safety and efficiency, and fostering better street connectivity within the plan area. By prioritizing pedestrian needs and implementing appropriate measures, the plan area can create a more walkable and accessible environment for residents and visitors alike.

4.2.1 Pedestrian Infrastructure and Circulation

Roadway segments within the plan area present deficiencies, such as the amount of consistently and strategically placed crosswalks. This forces pedestrians to cover long distances to cross from one side of MD 214 (Central Avenue) to the other.²⁷ This creates an environment that is inconvenient for pedestrians to travel between key destinations and transit services in the sector plan area. In addition, installing

²⁶ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

²⁷ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

effective visual warnings to motorists (e.g., signs and lighting), several of the existing crosswalks need to be restriped to improve visibility.

To address these issues, the 2014 *Central Avenue - Blue Line Corridor Mobility Study* suggests that most of the Central Avenue corridor can be within a 20-minute walking distance from a Metrorail station if given the presence of direct connections. However, the inadequate north-south connectivity and cul-de-sac street designs create barriers that force pedestrians to endure longer walk times.²⁸

Efforts to improve pedestrian infrastructure and connectivity are depicted in Map 6, which illustrates the existing and proposed pedestrian and bicycle facilities. It is important to note that ongoing projects, such as the new Countywide Master Plan of Transportation (MPOT) 2035 and its recommendations for the sector plan area, could be modified once the Central Avenue-Blue/Silver Line Sector Plan is approved.

Pedestrian access to the three Metro stations along the corridor is limited due to the low street connectivity resulting from scattered, low-density, single-use development. As a result, pedestrians can be overly reliant on MD 214 (Central Avenue) for their travel, further exacerbating the challenges they face.

Addressing these issues requires a comprehensive approach that includes the establishment of consistently spaced marked crosswalks to reduce pedestrian travel distances. It is also crucial to improve pedestrian facilities and ensure their continuity, creating better connections to key destinations and transit services. In addition, the evolving nature of transportation planning, as reflected in the new Master Plan of Transportation 2035, should be taken into consideration to adapt to potential revisions and optimize pedestrian travel.

By prioritizing pedestrian-friendly design and infrastructure enhancements, the plan area can overcome the existing obstacles and create a more favorable environment for pedestrians. This will facilitate safe and convenient travel while improving accessibility to important destinations and public transportation services.

4.3 Bicyclists

Cycling activity is hindered by land use patterns and lack of infrastructure and connectivity. Dedicated road space is not provided on Central Avenue or parallel alternatives that could provide low-volume/speed routes for cyclists. Bicycle parking is available at the three Metro stations, although it is underutilized due to the challenges of cycling in the corridor.²⁹

²⁸ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

²⁹ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

The sector plan area has one Capital Bike Share station at the Capitol Heights Metro Station. According to the Bike Share Station Map³⁰, five more stations are planned for the area, one each planned for the Addison Road-Seat Pleasant and Morgan Boulevard Metro Stations, and three other stations for key locations around the FedExField area.

To address these issues and promote cycling, the plan area must prioritize the development of dedicated cycling infrastructure and improve connectivity. Installation of dedicated bike lanes, separated paths, and traffic-calming measures, informed by best practices outlined in the National Association of City Transportation Officials Urban Bikeway Design Guide³¹, would significantly enhance cyclist safety and encourage more people to choose cycling as a mode of transportation. However, since Central Avenue is a state highway, coordination with the State Highway Administration (SHA) would be required. Other county roads would require coordination with the Prince George's Department of Public Works and Transportation, as well as Capital Improvement Program (CIP) funding in future county budgets.

By incorporating these improvements, the plan area can expect to see an increase in cycling activity and a corresponding reduction in vehicular congestion and carbon emissions. In addition, public awareness campaigns and educational initiatives, supported by data on the health and environmental benefits of cycling, can further encourage residents to embrace cycling as a sustainable and healthy transportation option.

4.3.1 Shared Use Paths—Infrastructure and Circulation

Map 8 illustrates the existing and proposed master plan pedestrian and bicycle facilities. However, there is a new Countywide Master Plan of Transportation (MPOT) 2035 in the works that could alter recommendations. There are approximately 8.5 miles of existing bicycle lanes and Shared Use Paths in the plan area, though cyclists may not be allowed on all Shared Use Paths. Currently, the wide sidewalks in and around FedExField are considered side paths. Other short loop Shared Use Paths are in Summerfield Park, Birchleaf Park, Highland Gardens Park, Highland Park, Capitol Heights Park, and Seat Pleasant Park, and around Peppermill Community Center and Millwood Park Building.

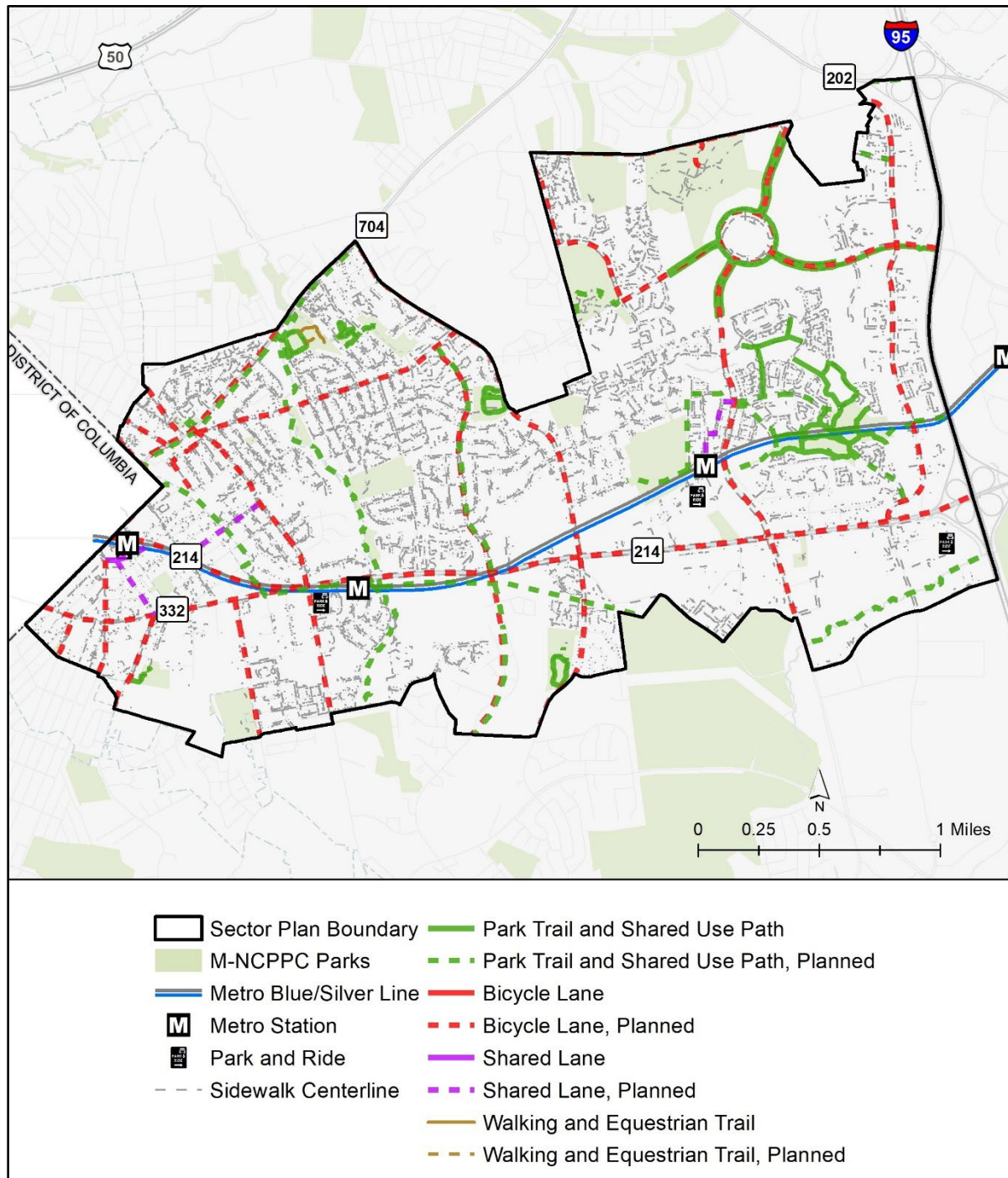
In the 2018 Strategic Trail Plan, the Parks and Recreation Department defines trail classifications to use for planning, including primary, secondary, and recreational trails. Primary trails are part of a Countywide network of off-road paved paths to be used for recreation and active transportation. Secondary trails, also intended for recreation and active transportation but with lower volumes of users, provide short links to extend the major network of primary trails connecting residential communities and commercial districts. Recreation trails, often natural surface trails, are intended for recreational uses only.³² Because the trails within the plan area are mostly contained within parks, they encourage recreational use but do not provide connections to major destinations, thereby preventing use for active transportation.

³⁰ "BikeShare Station Map 2020." 2020. Available from https://www.google.com/maps/d/viewer?mid=18QxXCIMGUyGQ5_O7nPheznSACLzN0CBu&ll=38.89662919397226%2C-76.92026400000002&z=12.

³¹ National Association of City Transportation Officials. "Urban Bikeway Design Guide". Available from <https://nacto.org/publication/urban-bikeway-design-guide/>.

³² Prince George's County Department of Parks and Recreation. "2018 Strategic Trails Plan, Department of Parks and Recreation." *The Maryland-National Capital Park and Planning Commission*, pg. 13. July 2018. Available from [Strategic Trails Plan | MNCPPC, MD.](#)

Map 8. Pedestrian and Bicycle Circulation



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

4.4 Transit

Several transit options exist within the corridor. Metro service throughout the system is dependable and was well utilized before the COVID-19 Pandemic, with over 626,000 average weekly weekday riders in 2019.³³ In the pandemic's aftermath, ridership declined sharply, which is consistent across the metro system. Bus service in the corridor is provided jointly by WMATA (Metrobus) and Prince George's County (TheBus). Bus routes serve most communities in the corridor, although their level of service is impacted by several issues. First, bus stops on several streets experience poor on-time performance and service gaps.³⁴ This is partially due to long and circuitous bus routes, which are required to achieve the maximum service area coverage across the corridor's scattered developments. In addition, many bus stops lack shelters, lighting, and sufficiently wide sidewalks; and are located away from pedestrian crossings.³⁵ WMATA receives a subsidy from jurisdictional funding partners to aid in the continuous and reliable operation of the system. For example, in 2023, the County contributed \$48.6 million for this purpose.

The 2014 *Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study* identified challenges to implementing transit-oriented development (TOD) in the corridor, highlighting an absence of a mid-block crossing policy, necessary refinement of the County complete streets policy, and lack of funding for sidewalks and lighting.³⁶

4.4.1 Metrorail

Residents within the sector plan area can take advantage of the fixed transit service at the three Metro stations, Capitol Heights, Addison Road-Seat Pleasant, and Morgan Boulevard. The stations are part of the Blue and Silver lines of the Metrorail system, which travel through downtown DC, connecting this corridor to Downtown Largo to the east and to Franconia-Springfield and Ashburn in Virginia to the west.

4.4.1.1 STATION OVERVIEW

Capitol Heights station is a park-and-ride station with 372 all-day parking spaces and ten short-term metered spaces, all surface-level, with a bus loop and twenty-five bicycle racks. Addison Road-Seat Pleasant station has 1,268 all-day parking spaces and fifty short-term metered spaces, as well as eight bicycle racks. The parking garage is currently undergoing construction for improvements. Morgan Boulevard station has 608 all-day parking spaces and seventy-eight short-term metered spaces, all

³³ Washington Metropolitan Area Transit Authority. "Metrorail ridership grew by 20,000 trips per weekday in 2019." January 15, 2020. Available from <https://www.wmata.com/about/news/2019-Metrorail-ridership.cfm#:~:text=Metrorail's%20average%20weekday%20ridership%20now,6.5%20percent%20to%20168%2C000%20trips>.

³⁴ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from https://www.mnccppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

³⁵ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application." *Maryland Department of Housing and Community Development*, pg. 38. June 2022. Available from https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/central_avenue_blue_line_corridor_app.pdf.

³⁶ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*, pg. 51. July 2014. Available from https://www.mnccppcapps.org/planning/publications/BookDetail.cfm?item_id=283&Category_id=2.

surface-level. The station also has an associated bus loop, as well as fourteen bicycle racks and four bicycle lockers.³⁷

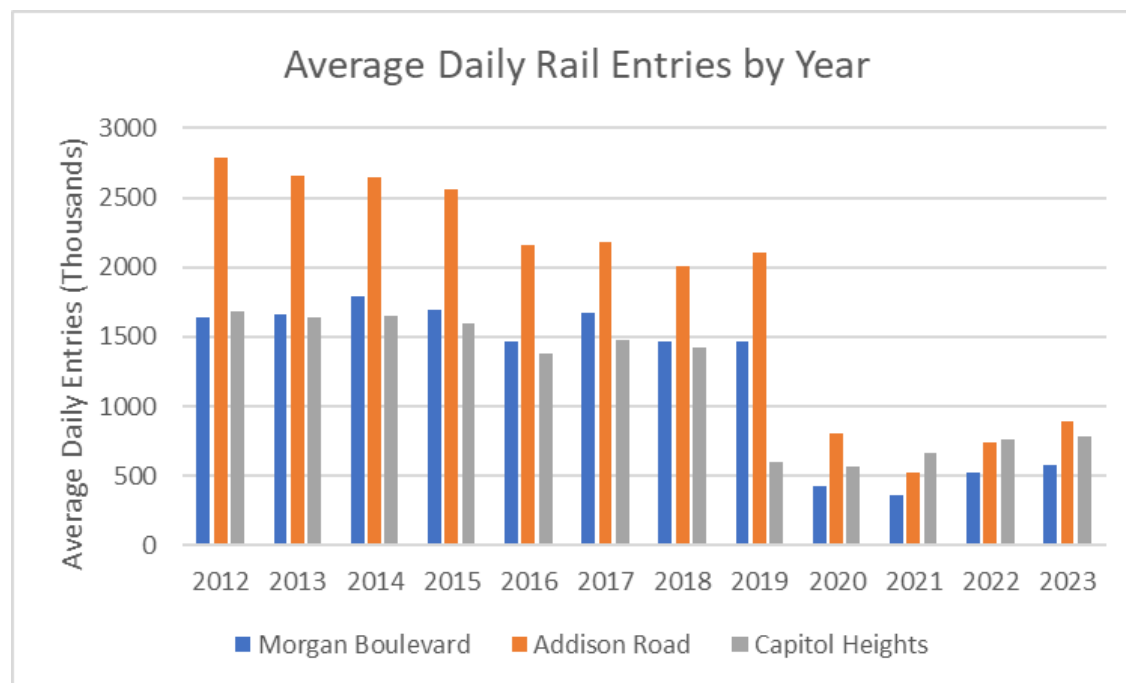
4.4.1.2 STATION ACCESS

Capitol Heights Metro Station has vehicular access from along Southern Avenue SE and Davey Street and pedestrian access points from MD 214 (E Capitol Street SE), Southern Avenue SE, and Davey Street. Addison Road-Seat Pleasant Metro Station has vehicular access along Addison Road South and Central Avenue, and pedestrian access points primarily from the north of MD 214 (Central Avenue), from the short-term parking and bus loop, and a raised walkway from the parking garage. Morgan Boulevard Metro Station has vehicular access along Garrett A Morgan Boulevard, and pedestrian access points along the north of SGT Hartman Lane and from the south at the parking and associated bus loop.³⁸

4.4.1.3 METRORAIL RIDERSHIP

The Addison Road-Seat Pleasant Metro Station consistently has had the greater average daily Metrorail ridership of the three stations since 2012 (Figure 5).³⁹

Figure 5. Average Daily Rail Entries by Year



Source: Metrorail Ridership Summary, Washington Metropolitan Area Transit Authority.

³⁷ Washington Metropolitan Transit Authority. "Stations." Accessed April 12, 2023. Available from <https://www.wmata.com/rider-guide/stations/>.

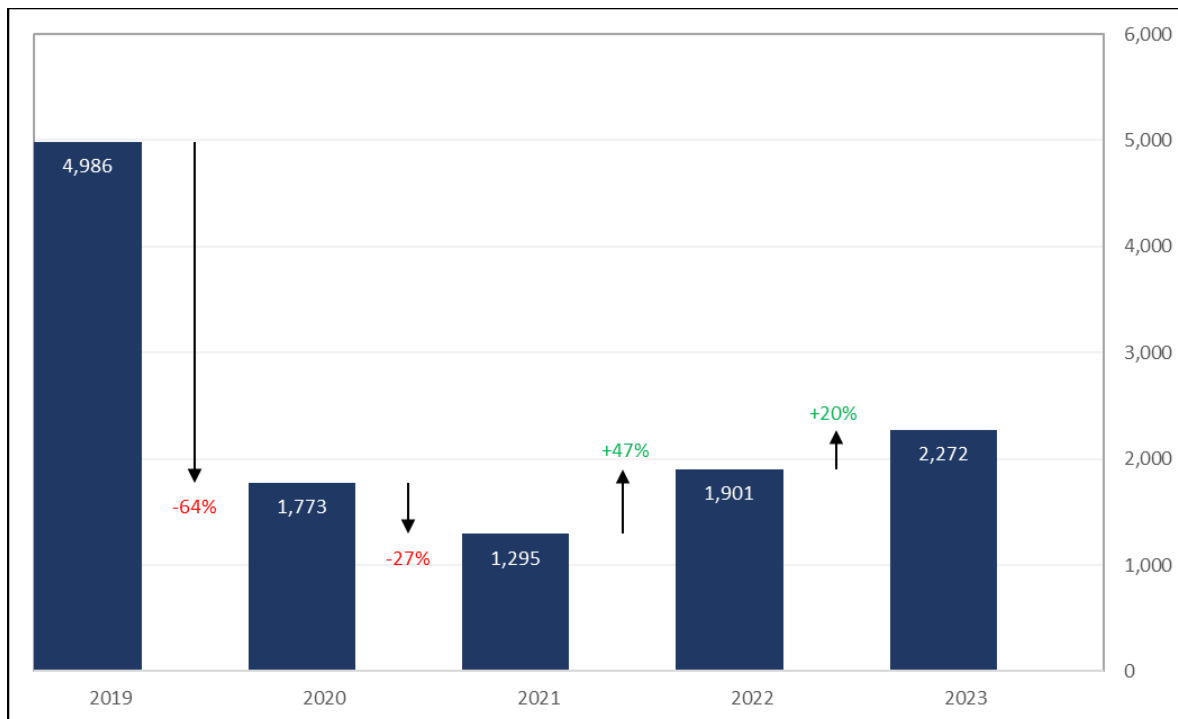
³⁸ Washington Metropolitan Transit Authority. "Stations." Accessed April 12, 2023. Available from <https://www.wmata.com/rider-guide/stations/>.

³⁹ Washington Metropolitan Transit Authority. "Metrorail Ridership Summary." Accessed April 12, 2023. Available from <https://www.wmata.com/initiatives/ridership-portal/Metrorail-Ridership-Summary.cfm>.

4.4.1.4 COVID-19 IMPACT ON WMATA METRORAIL RIDERSHIP

Metrorail ridership was severely impacted by the COVID-19 pandemic. The Capitol Heights, Addison Road-Seat Pleasant, and Morgan Boulevard Metro Stations experienced a 64 percent decrease in average daily entries from 2019 to 2020, decreasing by an additional 27 percent from 2020 to 2021. However, 2022 saw a 47 percent increase from the 2021 low. As of June 28, 2023, there was a 20 percent increase from the 2022 ridership, which is still a 55 percent decrease since 2019 (Figure 6).

Figure 6. Metrorail Average Daily Entries – All Days (Capitol Heights, Addison Road-Seat Pleasant, & Morgan Boulevard Metro Stations)



Washington Metropolitan Transit Authority. Metrorail Ridership. 2023. Available from: <https://www.wmata.com/initiatives/ridership-portal/Metrorail-Ridership-Summary.cfm>.

4.4.2 Bus

According to the 2014 *Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study*, bus routes in the sector plan area fail to provide reliable and frequent service, and there are significant gaps in service along Central Avenue. Both WMATA and the County operate multiple bus routes within the sector plan area, yet the bus routes in the area fail to provide reliable and frequent service. In Addition, none of the existing bus routes connect FedExField, a major entertainment destination, to Morgan Boulevard, the closest Metro station.

4.4.2.1 BUS ROUTES, FREQUENCY, AND ACCESS

Weekday and weekend service availability depends upon the bus route. Metrobus routes V2, V4, A12, and P12 have consistent service daily, while other local routes, like V12 and V14, have less frequent service with some evening and weekend service. TheBus runs regular service routes on Monday through Saturday.

4.4.2.2 WMATA BUS RIDERSHIP & IMPACTS FROM COVID-19

WMATA operates Metrobus, which has thirteen routes through a portion of the sector plan area: V2, V4, V12, V14, 96, X9, F14, A12, J12, P12, C21, C22, and C29. Routes V2, V4, F14, 96, X9, and A12 serve the area around the Capitol Heights Metro Station. Addison Road Metro Station is also serviced by Metrobus routes A12 and F14, as well as P12, C21, C22, C29, J12, V12, and V14. Morgan Boulevard Metro Station is serviced only by TheBus.⁴⁰

For the routes serving the sector plan area, the Metrobus ridership experienced a 73 percent decrease in average daily entries from pre-pandemic 2019 to 2020. However, the average daily entries have been steadily increasing. There was an increase of 73 percent from 2020 to 2021 and an increase of 18 percent from 2021 to 2022. As of June 21, 2023, there has been a 1.3 percent increase from 2022. Although there has been a 106 percent increase in ridership since the 2020 low, an additional 80 percent increase is needed to return to the 2019 pre-pandemic average daily entries (Figure 7).

⁴⁰ Washington Metropolitan Transit Authority. "Metrobus System Map." 2023. Available from https://www.wmata.com/schedules/maps/upload/WEB_WMA_MAG_PG_21x34_221012.pdf.

Figure 7. Metrobus Average Daily Entries – All Days (2019 to June 2023)



Source: Washington Metropolitan Transit Authority. Metrobus Ridership. 2023. Available from <https://www.wmata.com/initiatives/ridership-portal/Metrorail-Ridership-Summary.cfm>.

4.4.2.4 THEBUS

The County operates TheBus, which has seven routes through a portion of the sector plan area: 18, 20, 22, 23, 24, 26, and 28.

- Route 18 runs across the County, connecting the Takoma Langley Transit Center to the Addison Road Metro Station with stops at multiple shopping centers, community amenities, and other transit access points.⁴¹
- Route 20 provides service from the Addison Road Metro Station in Capitol Heights to Upper Marlboro, where users can access the County Administration Building and County Courthouse.⁴²
- Route 22 runs along MD 214 (Central Avenue), connecting the Prince George's Sports and Learning Complex, Morgan Boulevard Metro Station, and residential, office, and shopping centers. Service may be suspended due to COVID-19.⁴³
- Route 23 runs between the Addison Road Metro Station and the Cheverly Metro Station serving neighborhoods along Sheriff Road, the Cedar Heights Community Center, and the Prince George's Sports and Learning Complex.⁴⁴
- Route 24 connects the Capitol Heights neighborhoods to the Capitol Heights and Morgan Boulevard Metro Stations, as well as the Addison Plaza Shopping Center and portions of the Marlboro Pike and Pennsylvania Avenue corridors.⁴⁵
- Route 26 provides service between the Morgan Boulevard Metro Station and Downtown Largo Metro Station via Hampton Park Boulevard and Harry S. Truman Drive, with key stops at large shopping centers and businesses along Hampton Park Boulevard.⁴⁶
- Route 28 primarily circulates between the Downtown Largo Metro Station and residences along Campus Way North in Largo, with a few stops in the sector plan area along Brightseat Road.⁴⁷

⁴¹ Prince George's County. "Route 18." Accessed April 25, 2023. Available from <https://www.princegeorgescountymd.gov/3438/Route-18>.

⁴² Prince George's County. "Route 20." Accessed April 25, 2023. Available from <https://www.princegeorgescountymd.gov/3439/Route-20>.

⁴³ Prince George's County. "Route 22." Accessed April 25, 2023. Available from <https://www.princegeorgescountymd.gov/3442/Route-22>.

⁴⁴ Prince George's County. "Route 23." Accessed April 25, 2023. Available from <https://www.princegeorgescountymd.gov/3443/Route-23>.

⁴⁵ Prince George's County. "Route 24." Accessed April 25, 2023. Available from <https://www.princegeorgescountymd.gov/3444/Route-24>.

⁴⁶ Prince George's County. "Route 26." Accessed April 25, 2023. Available from <https://www.princegeorgescountymd.gov/3446/Route-26>.

⁴⁷ Prince George's County. "Route 28." Accessed April 25, 2023. Available from <https://www.princegeorgescountymd.gov/3448/Route-28>.

4.5 Key Takeaways

- About 20 percent of the sector plan population takes public transportation to commute to work compared to only about 10 percent of the County and Washington MSA area populations.
- Addison Road-Seat Pleasant Metro Station has seen consistently higher average daily ridership since 2012.
- Vehicle crash incidents with pedestrians and bicyclists along the corridor, but clustered along MD 214 (Central Avenue) and MD 704 (Martin Luther King Jr Highway).
- Two one-mile road segments are listed within the top ten high-injury roads within the County.
- None of the existing bus routes connect FedExField, a major entertainment destination, directly to Morgan Boulevard, the closest transit station.
- Because existing trails are mostly contained within parks, they encourage recreational use but do not provide connections to major destinations, thereby preventing use for active transportation.

5. Natural Environment

Many natural resources and environmental features are found within the sector plan area, including forests, wetlands, and streams. These resources and features are subject to local, state, and federal environmental regulations, including local laws concerning stormwater management, floodplains, and forest conservation. The 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* and Plan 2035 provide guidance for making land use decisions that could affect these elements. This chapter looks at the existing environmental conditions and summarizes key takeaways.

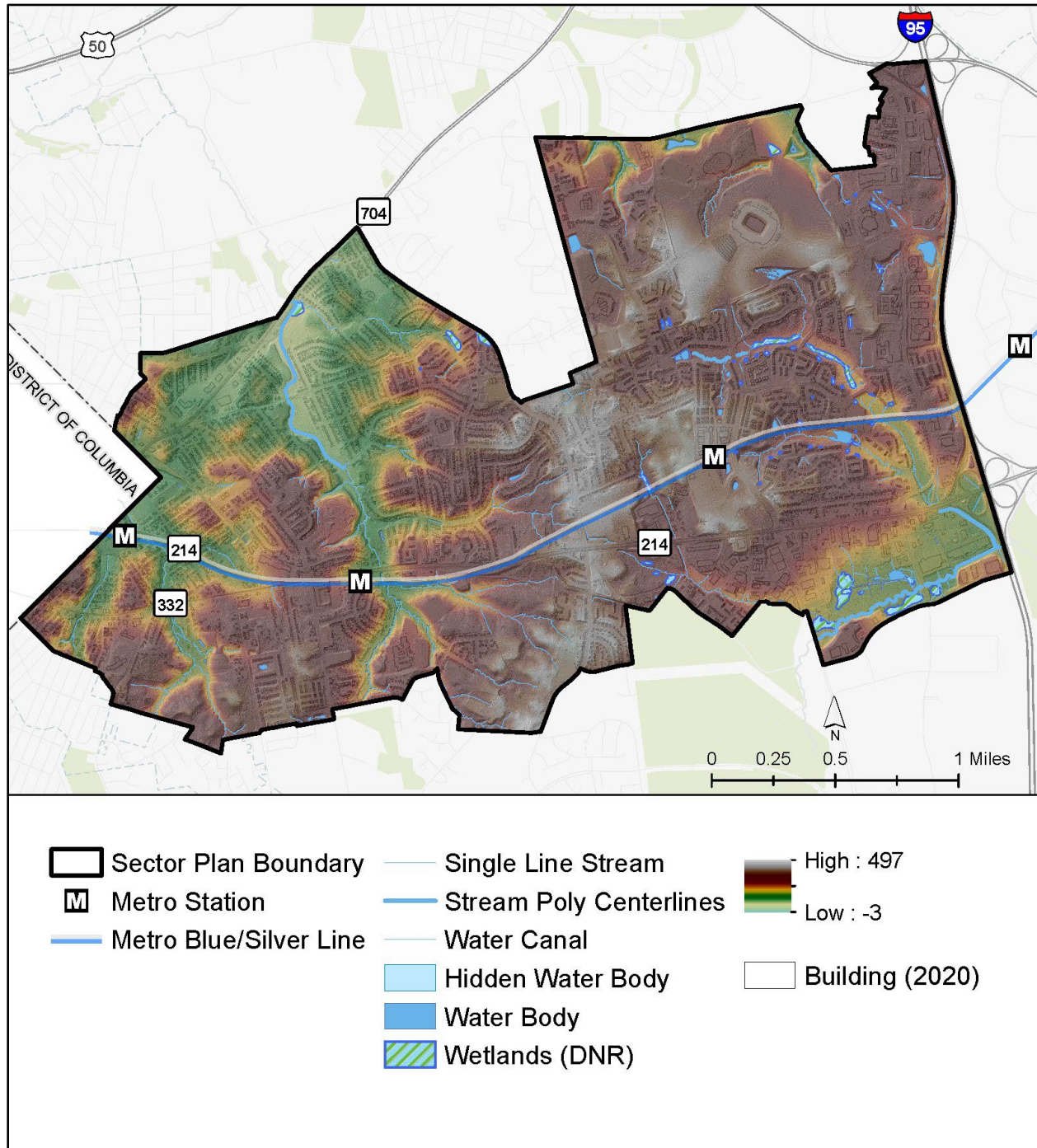
5.1 Topography

The sector plan area topography has the potential to influence the shape and intensity of development. Map 9 shows the elevation imagery for this area of the County. Potential development on property characterized by variable terrain and stream valleys faces limitations to size and type of facility and higher costs when compared to flat land property.

The topography of the sector plan area has been described as “gently rolling” to “rolling” terrain. Traveling east along Central Avenue, the grade dips into the Watts Branch Stream Valley as it crosses MD 214 (Central Avenue) and Old Central Ave. The grade rises and hits a high point where Addison Road runs north and south along a ridge. Further east, the grade dips again into the Cabin Branch Stream Valley and increases again to another ridge where Hill Road/Shady Glen Drive runs north and south. The elevation drops until the intersection of MD 214 (Central Avenue) and Jonquil Avenue, rises again to the Morgan Boulevard area, and then descends through the Hampton Park development to the Capital Beltway⁴⁸. Tributaries of the Southwest Branch of the Patuxent River run through and to the south of the Hampton Park Development.

⁴⁸ PBPlaceMaking. “Central Avenue Transit-Oriented Development Corridor Development Strategy.” June 15, 2006. Available from <https://www.wmata.com/initiatives/plans/upload/CentralAvenueforWeb.pdf>.

Map 9. Topography

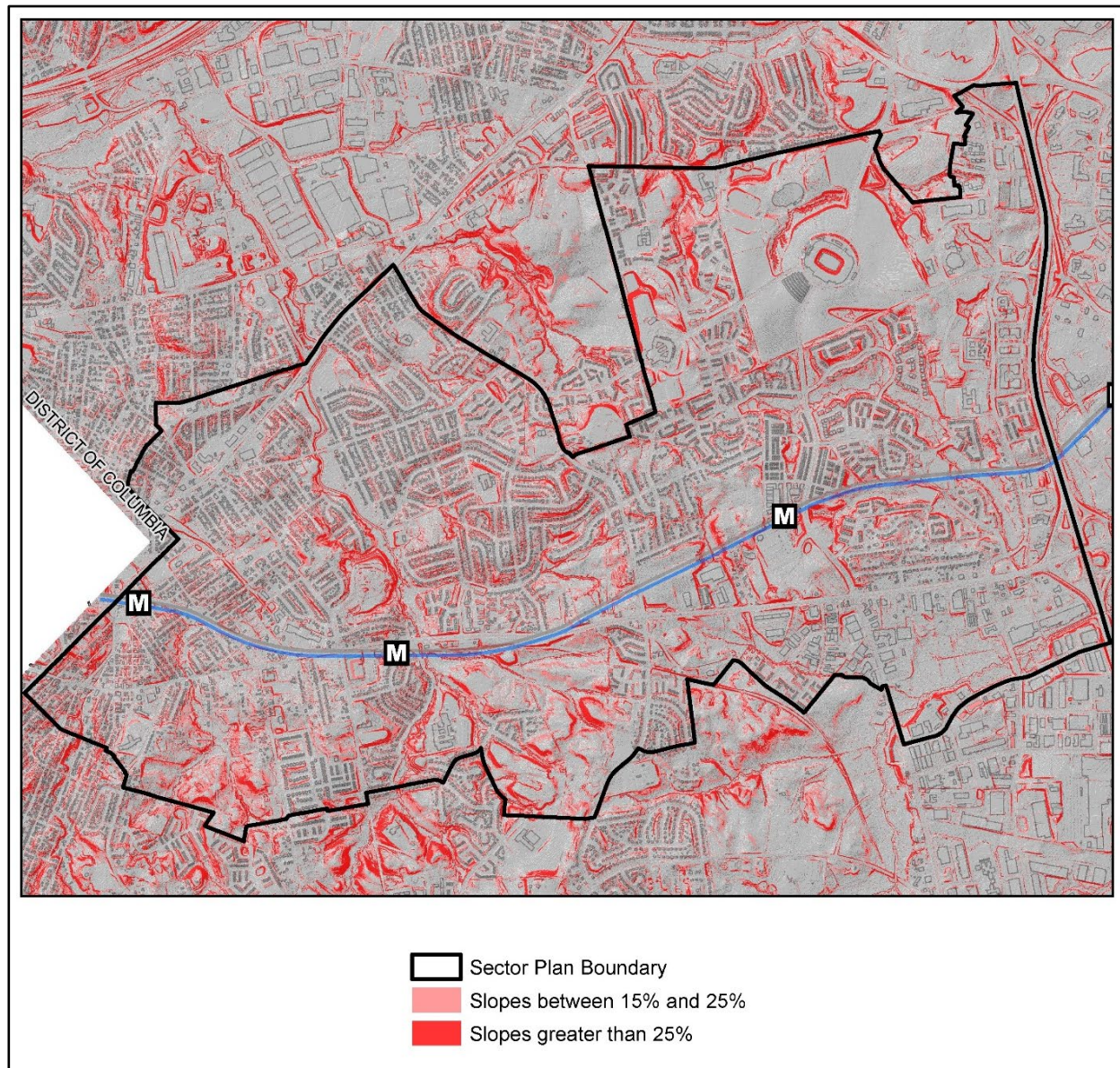


Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.1.2 Slopes

As shown in Map 10, there are steep and severe slopes around the Addison Road Dumpsite, a vacant brownfield site between Addison Road and Cabin Branch stream. Steep and severe slopes are also located around Central High School and FedExField. In total, 846 acres—or about 21 percent of the plan area—have a steep or severe slope. Slope instability and soil erosion are major concerns for certain soil complexes found on slopes. A soil investigation report may be recommended on certain properties to ensure future stable land conditions.

Map 10. Slopes



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.2 Watershed

The sector plan area lies within three watersheds of the Anacostia River and Patuxent River basins -- the Southwest Branch (Patuxent), Lower Beaverdam Creek (Anacostia), and the Lower Anacostia River. The relative acreages of these watersheds are shown in Table 7 below, while their locations in relation to the plan area boundaries are illustrated in Map 11.

Table 6. Watersheds Within the Sector Plan Area

Watershed	Watershed Acres Within	
	Plan Area	% of Plan Area
Lower Beaverdam Creek	1,899	47%
Southwest Branch	1,547	39%
Lower Anacostia River	570	14%
TOTAL	4,016	100%

Source: Prince George's County Planning Department, GIS Data Catalog, 2022, <https://gisdata.pgplanning.org/metadata/>.

5.2.1 History

Prince George's County is one of seven that borders the Patuxent River, the largest river completely within the State of Maryland. The majority of the County's public water supply is the responsibility of the Washington Suburban Sanitary Commission and is sourced from the Patuxent River.⁴⁹ There was high agricultural land use in the upper portions of the watershed, while the lower portion was mostly forested land.⁵⁰

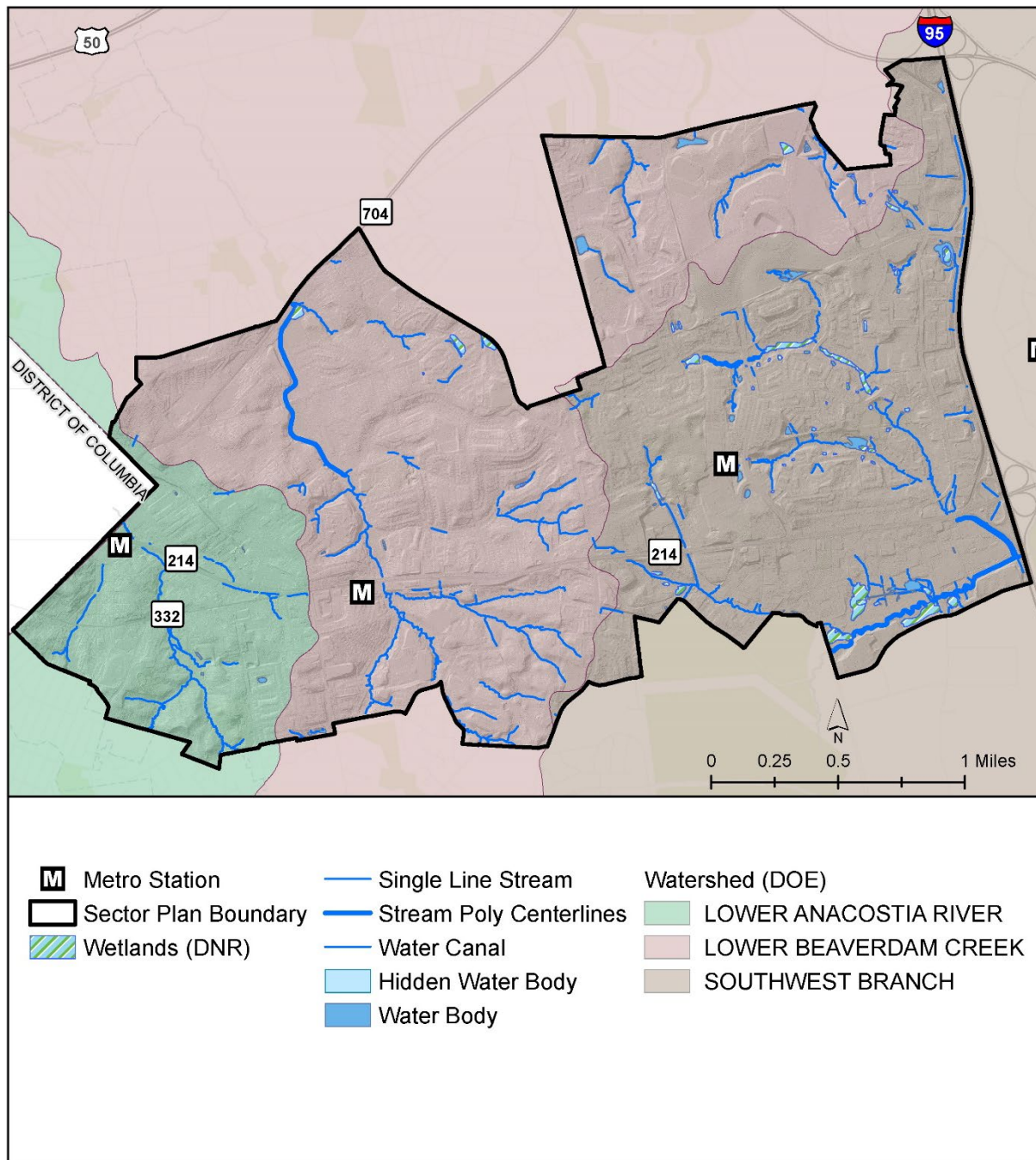
Historically, the Anacostia River watershed was forested, and agricultural uses dominated the area. However, in the present day, the river crosses the now highly urbanized areas of Montgomery and Prince George's Counties and the District of Columbia.

Decades of urbanization in these areas have resulted in the loss of wetlands and forest cover and the increased conversion of natural landscapes to impervious surfaces. These actions contributed to extreme runoff, poor water quality, and habitat loss. In addition, the increase in runoff due to land cover changes has reshaped the rivers over time. Now, a combination of non-point source pollution in runoff from roads, parking lots, and other impervious surfaces, combined with the sewer overflows from high-volume rain events, make the watersheds not safe for swimming and nearly uninhabitable for fish and other wildlife.

⁴⁹ Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." *The Maryland-National Capital Park and Planning Commission*. 2017. Available from http://mncppcapps.org/planning/publications/PDFs/329/Approved%20RCP_2017_II-GI%20Plan.pdf.

⁵⁰ Maryland Department of Natural Resources. "Patuxent River Water Quality and Habitat Assessment." https://eyesonthebay.dnr.maryland.gov/eyesonthebay/documents/Patuxent_WQ_and_H_Assessment_2013.pdf.

Map 11. Hydrologic Profile



Source: Prince George's County Planning Department, GIS Data Catalog, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.2.2 Hydrologic Land Use (Pervious vs. Impervious Surfaces)

Impervious surface coverage within the sector plan area is 1,441 acres or 36 percent of the area. Roads, buildings, and parking lots cover 1,165 acres accounting for 81 percent of the sector plan area's total impervious cover. Figure 6 and Map 14 show impervious area coverage within the sector plan boundaries.

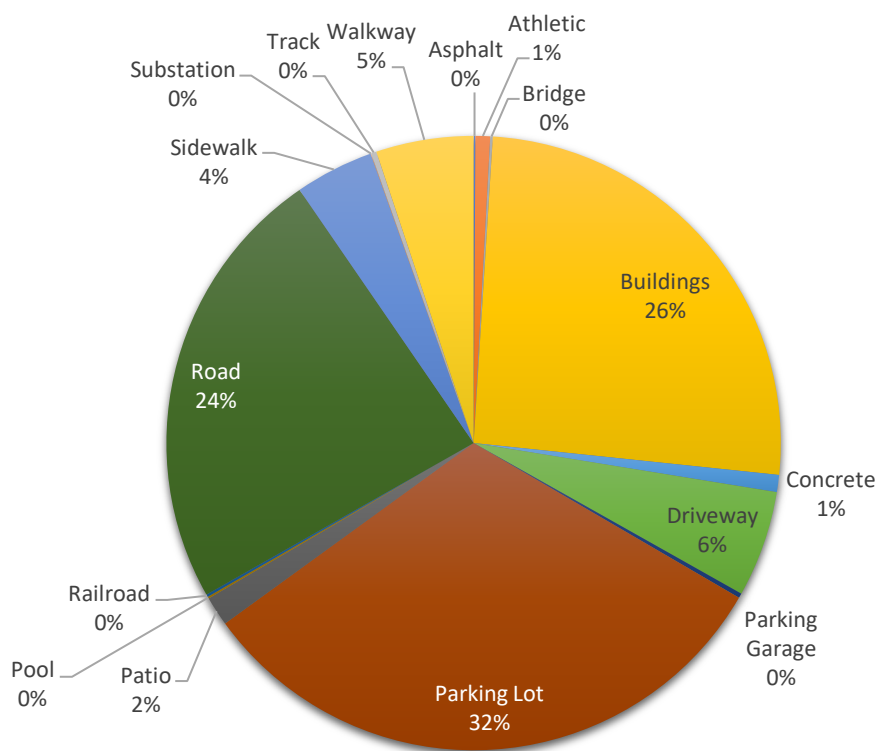
During rain events, the water runs off impervious surfaces, often increasing in temperature and carrying loose soil, trash, debris, and pollutants. The more impervious surfaces there are on a site, the more runoff there is during storm events. The increased runoff can lead to stream degradation, incision, widening of the stream channel, failing slopes, and severe erosion, all of which negatively impacts adjacent land and infrastructure.

Impervious surfaces also absorb and emit heat, creating surface, air, and stormwater runoff temperatures that are higher than in forested or undeveloped areas. Wooded stream buffers, street trees, and vegetated stormwater management systems that retain runoff can help mitigate the effects of thermal pollution.

Any further development within the sector plan area will be subject to the requirements of the Stormwater Management Ordinance. The Stormwater Management Ordinance, Subtitle 32 Division 3 of the County code, discusses using environmental site design (ESD) to control the negative impacts of stormwater runoff from land development.⁵¹ Treating stormwater runoff on-site using ESD could decrease the negative impacts of these surfaces.

⁵¹ Prince George's County. "DIVISION 3. - STORMWATER MANAGEMENT." Code of Ordinances. 2022. Available from https://library.municode.com/md/prince_george's_county/codes/code_of_ordinances?nodeId=PTITI17PULOLAPRGECOMA_SUBTITLE_32WAREPRGRCO_DIV3STMA.

Figure 8. Plan Area Impervious Surfaces by Type (2020)



Source: Prince George's County Planning Department, GIS Data Catalog, 2022, <https://gisdata.pgplanning.org/metadata/>.

5.3 Wetlands and Waters and Floodplain

Streams, wetlands, floodplains, and their buffers are key environmental features for improving water quality, slowing down runoff, and providing habitats. All features are present within the sector plan area and should be protected to enhance the benefits provided to the immediate community and the Patuxent and Anacostia watersheds.

There are about thirty-two miles (171,266 linear feet) of known streams, twenty-eight acres of known Maryland Department of Natural Resources (MD DNR) wetlands, and 257 acres of Maryland Department of the Environment (MDE) regulated 100-year floodplain. Maps 11 and 14 illustrate all the known streams, wetlands, and floodplains within the sector plan and adjacent areas. Watts Branch, part of the Lower Anacostia River watershed, is located south of Central Avenue between Capitol Heights Park and Rollins Park. This tributary of the Lower Anacostia River was piped and runs through a concrete channel or culverts to allow for roads, parking, and other infrastructure.⁵² Cabin Branch stream, part of the Lower Beaverdam Creek watershed, is north of Central Avenue along the west side of the J. Franklyn Bourne

⁵² Prince George's County Planning Department. "Approved Subregion 4 Master Plan and Sectional Map Amendment." *The Maryland-National Capital Park and Planning Commission*. June 2010. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=257&Category_id=1.

Aquatic Center and meets up with Watts Branch south of Central Ave outside the sector plan boundary. The Southwestern Branch of the Western Branch of the Patuxent crosses the Capital Beltway below the Hampton Park development.

The tributary of the Watts Branch that runs through the Town of Capitol Heights, parallel to Chamber Avenue, and a portion of Cabin Branch stream that runs through the City of Seat Pleasant, parallel to Addison Road, is channelized using concrete. Channelization is used for flood control to efficiently move water away from an area and alters a stream by straightening the natural curves, removing buffers, and increasing flow velocity. When the water moves too quickly and does not have an opportunity to interact with natural features, many pollutants are able to bypass the biological processes that could clean the water, and the quantity of water is not able to be absorbed into the soil.⁵³ Two areas near channelized streams were noted as having serious drainage problems on pages 200-203 of the 2010 Subregion 4 Master Plan. Lower Beaverdam Creek is an “Area that has substantial environmental constraints; evaluate for flooding, tree cover and potential water quality improvements” and is recommended for evaluation of flooding issues as some building footprints are within the 100-year floodplain and tree cover for stream buffers. For the lower Anacostia River tributary, the “Stream is piped to support roads, parking, and other infrastructure; evaluate for flooding and water quality problems” and is recommended for evaluation of flooding issues as some building footprints are within the 100-year floodplain and stormwater management retrofits.

Wetlands are scattered throughout the plan area, though clusters can be found near and around Summerfield Park and the Villages at Morgan Metro Apartments and along the Southwest Branch of the Western Branch of the Patuxent.

5.3.1 Regulations and Mitigation

Excess nutrients and sediments are the primary pollutants regulated because of the federal Clean Water Act of 1972, which required the state to establish water quality standards. Maryland established a total maximum daily load (TMDL), which determined the maximum amount of a pollutant that a waterbody can receive and still meet water quality standards. According to the Maryland Department of the Environment (MDE) Water Quality Assessment (IR) and TMDLs map⁵⁴, there are many other impairments in the Anacostia River in addition to the nutrient pollutants mentioned above. Improper disposal of pet waste increases bacteria in the water from runoff, and as residential density increases, so does the potential for more pet waste.

The abundance of sulfates and chlorides present in the watershed is a major stressor affecting the biological integrity of the watershed. These toxins may be a result of a variety of practices, including excessive road salting or unregulated wastewater from the municipal separate storm sewer system (MS4),

⁵³ Maryland Department of the Environment. “Watershed Report for Biological Impairment of the Non-Tidal Anacostia River Watershed, Prince Georges and Montgomery Counties, Maryland and Washington D.C. Biological Stressor Identification Analysis Results and Interpretation.” August 2022. Available from https://mde.maryland.gov/programs/water/TMDL/DocLibAnacostia/Anacostia_River_BSID_Report_08122022_revisedfinal.pdf.

⁵⁴ Maryland Department of the Environment. “Water Quality Assessments (IR) and TMDLs.” Available from <http://mdewin64.mde.state.md.us/WSA/IR-TMDL/index.html>.

and could increase with new roads and density. Other major stressors in the Anacostia River watershed are habitat alterations from channelization during urban development and trash from illegal dumping or inappropriate waste disposal. The Patuxent River is also impaired by stream biology, of which the stressor and cause are unknown, in addition to the excess nutrients and sediments. These pollutants continue to exceed the TMDL thresholds set by MDE. The Nash Run (stream) along Sheriff Road and Beaver Creek Dam need upkeep to maintain water quality.⁵⁵

5.3.2 Impairments

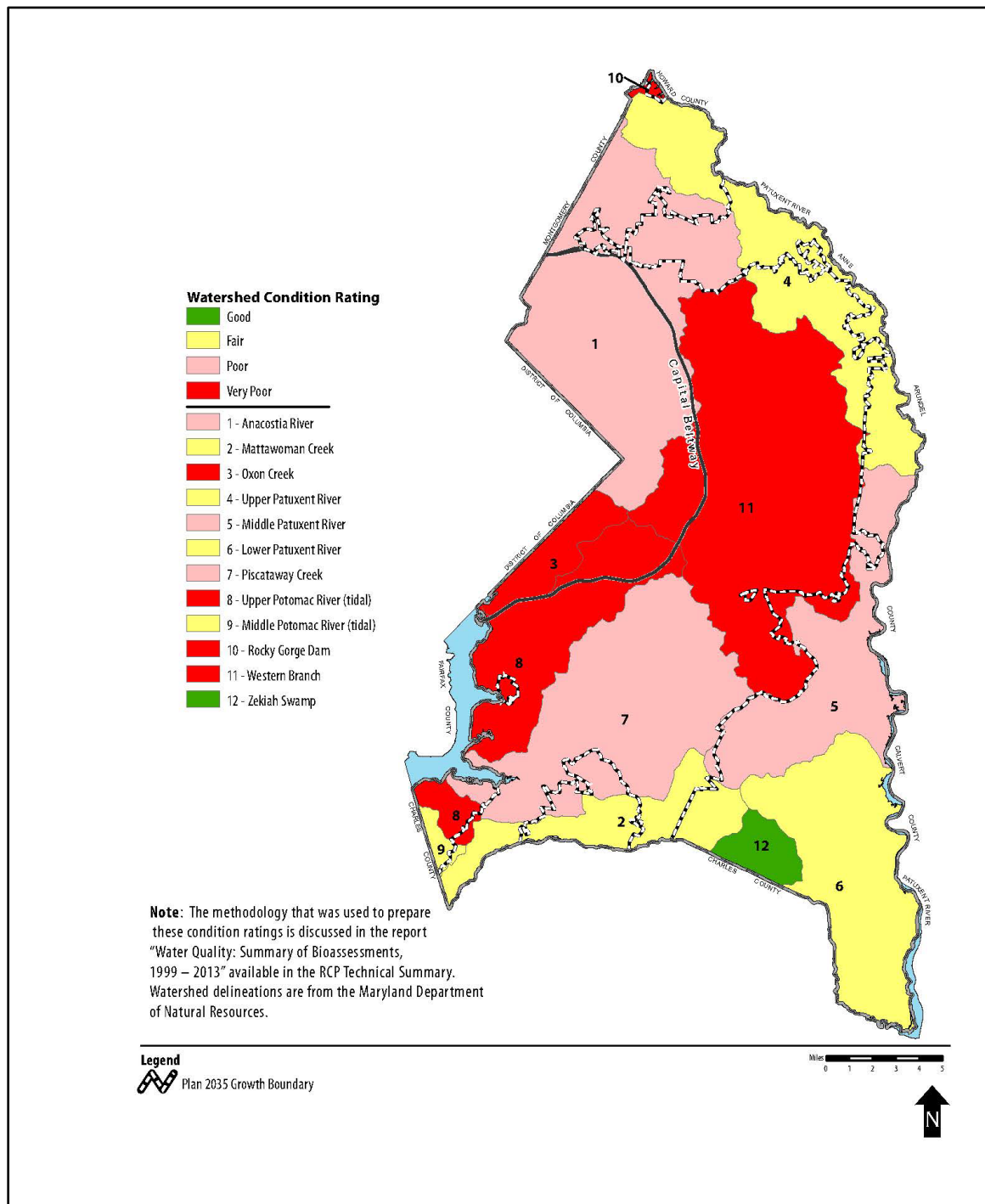
Within the sector plan area, the Anacostia River basin comprises the Lower Anacostia and Lower Beaverdam Creek. Lower Beaverdam Creek contains the Cattail Branch, Watts Branch, and other small and unnamed streams in the middle of the sector plan area. The Maryland Biological Stream Survey gave a Fair to Poor stream health rating to the Southwest Branch of the Patuxent River⁵⁶, as reported in 2008 from a catchment area next to Summerfield Park, while Cabin Creek in the Anacostia River watershed received a Poor stream health rating,⁵⁷ as reported in 2008 from a catchment area along the western edge of National Harmony Memorial Park. The 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* indicated the Anacostia Watershed in poor condition and the Western Branch of the Patuxent in very poor condition.

⁵⁵ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application." *Maryland Department of Housing and Community Development*, pg. 38. June 2022. Available from https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/central_avenue_blue_line_corridor_app.pdf.

⁵⁶ Maryland Department of Natural Resources. "MBSS Site Summary for: WEBR-107-R-2008." *Maryland Biological Stream Survey*. 2008. Available from https://eyesonthebay.dnr.maryland.gov/mbss/SA_site2k.cfm?siteyr=WEBR-107-R-2008.

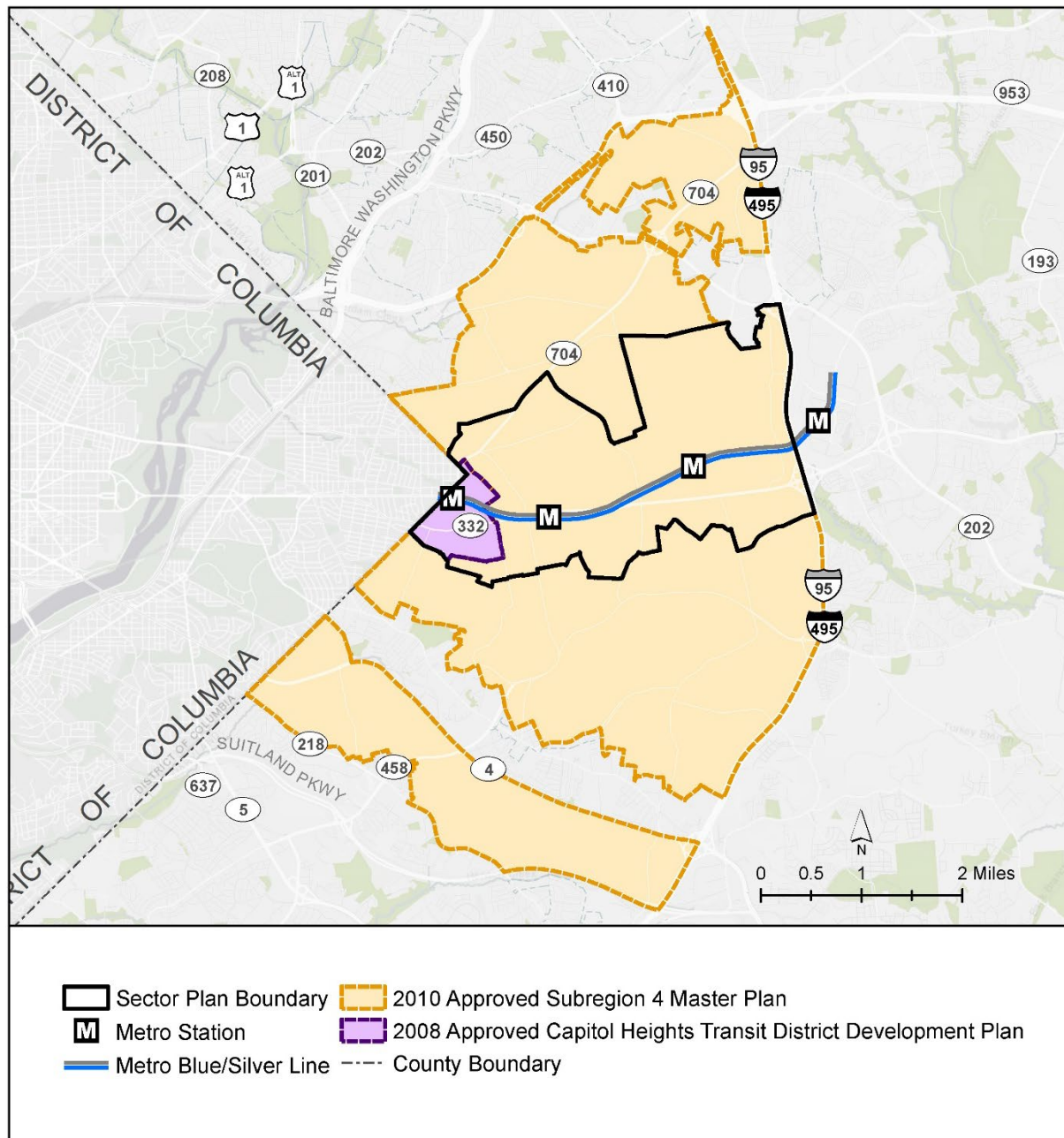
⁵⁷ Maryland Department of Natural Resources. "MBSS Site Summary for: ANAC-103-R-2008." *Maryland Biological Stream Survey*. 2008. Available from https://eyesonthebay.dnr.maryland.gov/mbss/SA_site2k.cfm?siteyr=ANAC-103-R-2008.

Map 12. Watershed Condition Rating



Source: Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." The Maryland-National Capital Park and Planning Commission. 2017. Available from http://mncppcapps.org/planning/publications/PDFs/329/Approved%20RCP_2017_II-GI%20Plan.pdf.

Map 13. Area Master and Sector Plans



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.3.3 Floodplain Regulations (FEMA/County)

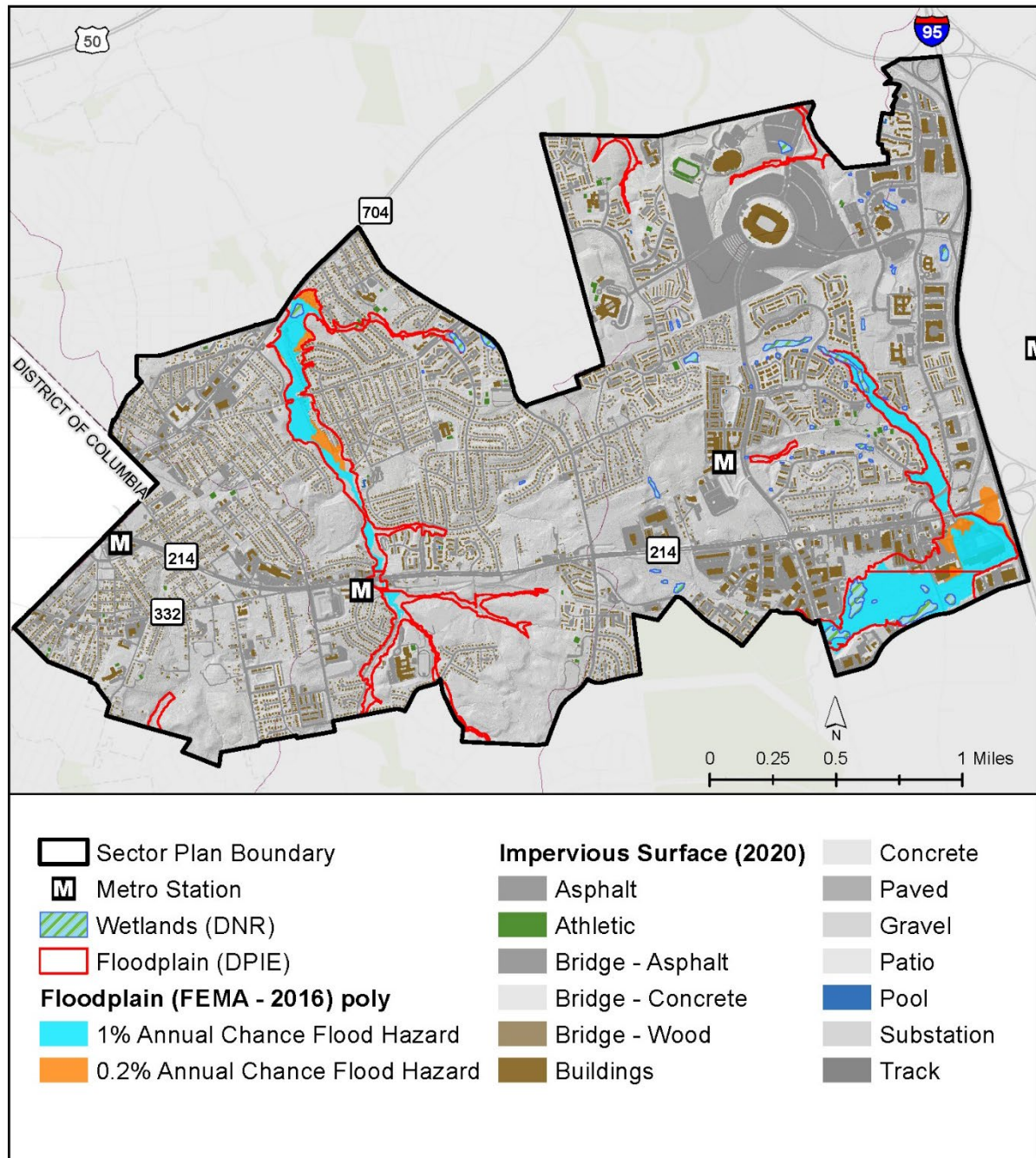
Approximately 257 acres of DoE-regulated 100-year floodplain, or approximately six percent. Map 14 illustrates all the known streams, wetlands, and floodplains within the sector plan area. Several properties in the Hampton Park Mall area are in the current 1-percent annual chance (100-year) floodplain for the Southwest Branch of the Patuxent River. A substantial portion of this area and 35 percent of the sector plan area overall are covered by impervious surfaces. Floodplain areas along Cabin Branch stream and Southwestern Branch of Patuxent River.

All future development within this sector plan area would need to adhere to the County Floodplain Ordinance⁵⁸ that requires new construction to be:

- Set back from the floodplain boundary.
- Structures to be raised above the anticipated 100-year flood elevation.
- If a property is filled in to meet the requirements and floodplain storage is thereby reduced, an equal volume of compensatory storage within the floodplain must be provided.
- Development proposals must adhere to the regulations of the Floodplain Ordinance (Subtitle 32, Division 4), Section 27-124.01 of the Zoning Ordinance, and Section 24-129 of the Subdivision Ordinance.
- The degree of development allowable and the stormwater or floodplain mitigation strategies required for these parcels must be determined by DPIE and DoE.

⁵⁸ Prince George's County. "DIVISION 4. - FLOODPLAIN ORDINANCE." *Code of Ordinances*. 2020. Available from https://library.municode.com/md/prince_george's_county/codes.

Map 14. Floodplains and Impervious Surfaces



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.4 Stormwater Management

Much of the sector plan area was developed prior to stormwater management or other environmental regulations and, as a result, streams were piped and channelized, and buffers were paved over, causing water quality issues. According to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (p. 196), the poor water quality was a result of nonpoint source pollution of trash and chemicals, high impervious surface coverage in development constructed without stormwater management, an aging sewer system, and loss of sensitive environmental features. Intense retrofitting and restorative methods are needed in the plan area, including stream bank stabilization and vegetation, impervious surface area reductions, and coordinating water quality improvement efforts.⁵⁹ These are some ways pollutants can be pretreated before entering the storm sewer system to manage stormwater quality as well as quantity.

5.4.1 Regulations and Environmental Site Design (ESD)

The 2022 Sustainable Community Renewal Application notes there are ongoing stormwater and flooding issues throughout the sector plan area and identifies stormwater management projects that are currently under development to address these issues, listed below.⁶⁰

- Onslow Way: Stream bank stabilization adjacent to 5648 Onslow Way, Town of Capitol Heights, just outside the sector plan boundary
- Watts Branch (Lower Anacostia River), Anacostia River Watershed Restoration Plan: A restoration plan for environmental and ecological restoration within the entire Anacostia River Watershed. (p. 11)
- Watts Branch (Lower Anacostia River), Anacostia River Watershed Restoration Plan: A restoration plan for environmental and ecological restoration within the entire Anacostia River Watershed. (p. 11)
- Summerfield #1: Designed One wet pond was designed at Summerfield #1.
- Construction of one micro-bioretenion, six disconnections, and impervious surface elimination at the Town of Capitol Heights Elementary School.

5.5 Countywide Green Infrastructure (GI) Network

The 2017 Green Infrastructure Plan realizes an interconnected network of significant countywide environmental features. The Countywide Green Infrastructure Network (p. 55) consists of two zones: regulated areas and evaluation areas. Regulated Areas represent environmentally sensitive features such as wetlands and streams with their regulated buffers, the 100-year floodplain, and adjacent steep (15 percent or greater) slopes. Impacts to these features are approved in few circumstances, such as the installation of necessary public utilities. Evaluation Areas represent lands outside

⁵⁹ Prince George's County Planning Department. "Approved Subregion 4 Master Plan and Sectional Map Amendment." *The Maryland-National Capital Park and Planning Commission*. June 2010. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=257&Category_id=1.

⁶⁰ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application." *Maryland Department of Housing and Community Development*, pg. 11. June 2022. Available from https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/central_avenue_blue_line_corridor_app.pdf.

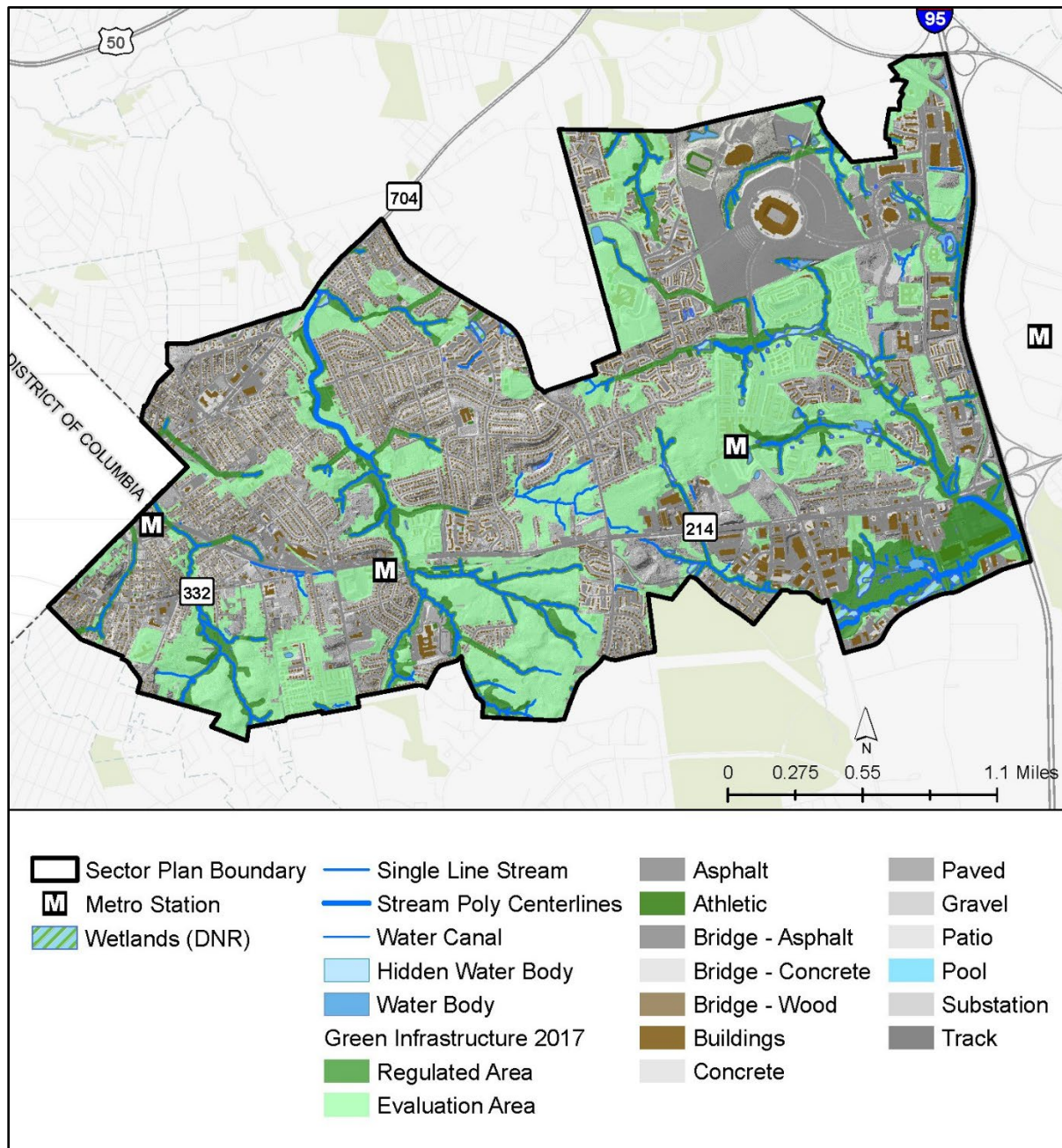
regulated areas that are not legally protected but may contain sensitive features like interior forests, unique habitats, or cultural resources. These areas are considered high priority for on-site woodland and wildlife habitat conservation.⁶¹

There are approximately 1,740 acres (43 percent) of the sector plan area within the 2017 Countywide Green Infrastructure Network. Approximately 14 percent of the network in this area is within a regulated area, with one-third (29 percent) of evaluation areas, as shown in Map 15. Some areas within the network are existing parkland, including Rollins Ave Park, Hill Road Park, Summerfield Park, Nalley Road Park, Capitol Heights Park, and some residential and industrial/commercial areas around existing streams and floodplains.

The regulated and evaluation areas of the GI Network will require certain levels of review during the land development process to try to prevent environmental degradation and a loss of critical natural connections. The visual representation of the green infrastructure network within the sector plan area can help guide decision-making for future development that considers impacts on the larger ecological system and county environmental features. This sector plan process presents an opportunity to explore and identify gaps in the GI network and urban tree canopy; however, approval of a Natural Resource Inventory is required to confirm the actual locations of any regulated environmental features.

⁶¹ Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." *The Maryland-National Capital Park and Planning Commission*. 2017. Available from http://mncppcapps.org/planning/publications/PDFs/329/Approved%20RCP_2017_II-GI%20Plan.pdf.

Map 15. Green Infrastructure Network (2017)



Source: Prince George's County Planning Department, GIS Data Catalog, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.5.1 Environmental Strategy Areas

The County Subdivision Ordinance defines regulated environmental features and Primary Management Areas (PMA) that are vital to the environmental, social, and economic health of the County. Plan 2035 indicates the sector plan area falls within Environmental Strategy Area (ESA) 1. Environmental Strategy Areas (ESAs) guide stream and wetland buffer requirements in the County. The regulated environmental features of PMAs and ESA 1, including streams, nontidal wetlands, and their associated buffers, provide key ecosystem services and should be preserved or restored to as close to their natural state as possible. Streams, wetlands, floodplains, and their buffers are key environmental features for improving water quality, slowing down runoff, and providing habitats. All features are present within the sector plan area and should be protected to enhance the benefits provided to the immediate community and the entire watershed.

5.5.2. Special Conservation Areas

Special Conservation Areas (SCAs), as defined in the 2017 Green Infrastructure Plan, are areas where protection of ecosystem services and surrounding ecological connections should be carefully considered when land development proposals in their vicinity are reviewed. The Suitland Bog area is partially located within the southwest section of the sector plan area. Suitland Bog includes approximately sixty acres of wetland habitat known as Magnolia Bogs or seepage bogs. Rare and threatened plants thrive in this unique environment that would be threatened by encroachment that causes habitat loss, sedimentation, and any changes in ground water flow patterns.⁶²

In addition, the main stem of the Anacostia River starting at the confluence of the Northeast and Northwest Branches in Bladensburg, northwest of the sector plan area, is an identified SCA. Part of the sector plan area is within the Anacostia River watershed. This urban waterway is an important spawning ground for many species of fish, and therefore the Anacostia River tributaries within the sector plan area require special attention to improve stream conditions. Efforts that may help meet the goal of improving the waterways to support fish habitats include stabilizing stream banks and replanting stream buffers.

5.5.3 Tree Canopy Coverage

The purpose of the Tree Canopy Coverage Ordinance is to minimize the loss of tree canopy coverage on developed and developing sites in the County.⁶³ The 2017 Green Infrastructure Plan identified a portion of the County where trees could be planted to increase canopy coverage, noting the importance of this action in built-out areas like the sector plan area.

Within the sector plan boundary there has been an approximately 6 percent decrease in tree canopy coverage from 1993 to 2020. From 1993 to 2020, the technology to capture tree and forest canopy

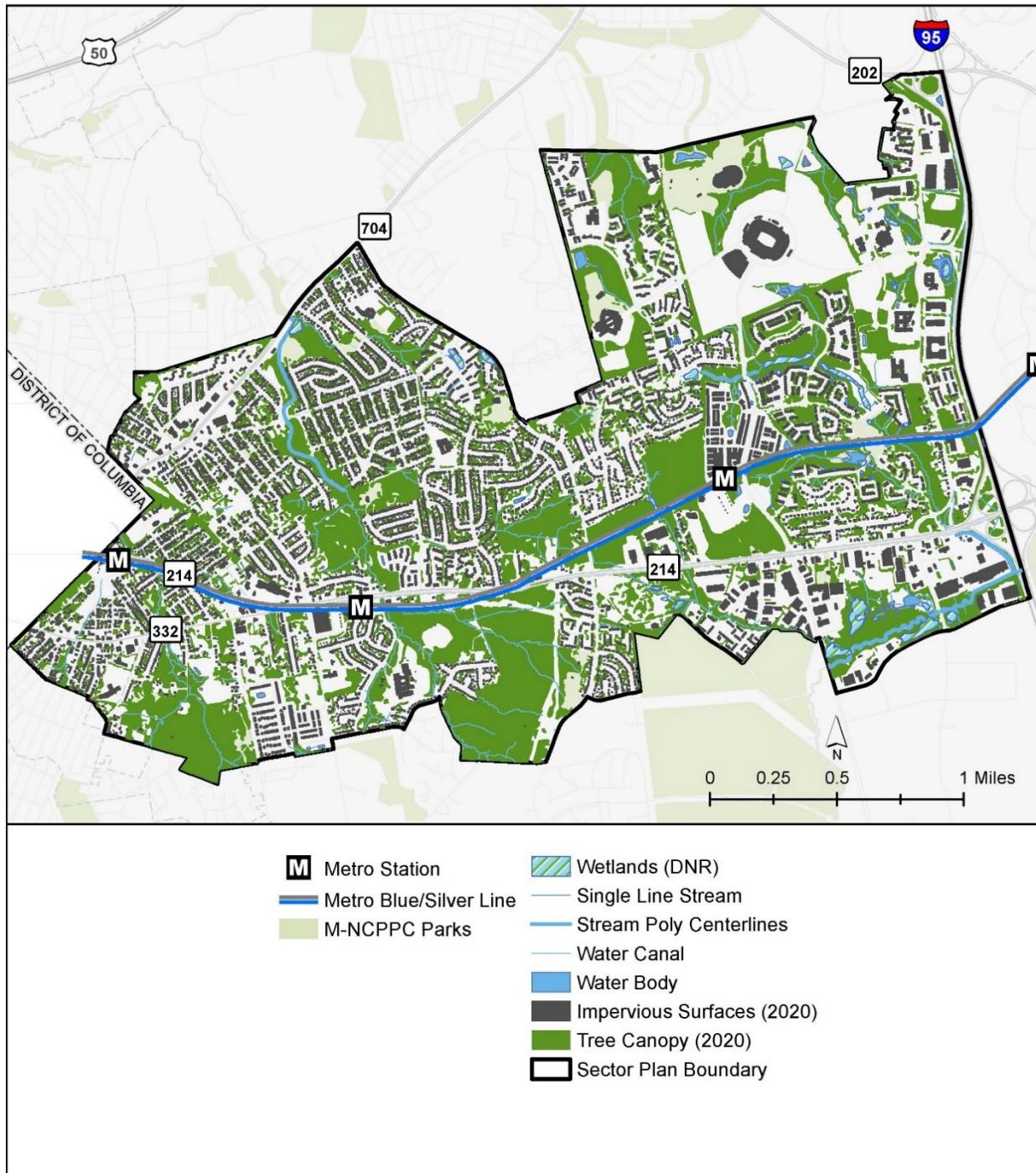
⁶² Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." *The Maryland-National Capital Park and Planning Commission*. 2017. Available from http://mncppcapps.org/planning/publications/PDFs/329/Approved%20RCP_2017_II-GI%20Plan.pdf.

⁶³ Prince George's County. "DIVISION 3. - TREE CANOPY COVERAGE ORDINANCE." *Code of Ordinances*. 2020. Available from https://library.municode.com/md/prince_george's_county/codes.

coverage became more advanced, providing more detail as the years went on, and there was a renewed focus on tree and woodland preservation during the land development process. As trees grow and mature, their coverage expands and they provide even more ecosystem benefits. The tree canopy coverage data captured in 2020 is shown in Map 16.

As of 2020, forest and tree canopy cover about 33 percent of the plan area, a high percentage for an Inner Beltway community. About 36 percent of the sector plan area is made up of impervious surfaces. However, the existing tree canopy covers only about one percent of those impervious surfaces. This may indicate higher ambient temperatures from these impervious surfaces that contribute to the urban heat island effect.

Map 16. Tree Canopy Coverage



Source: Prince George's County Planning Department, GIS Data Catalog, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.6 Woodland Conservation Areas

The Woodland Conservation Ordinance was adopted and first applicable on January 1, 1990. Woodland conservation areas capture and delineate planted and retained areas with conservation easements. The woodland conservation easements are approved as part of the approved Type II Tree Conservation Plans (TCP II).

5.6.1 Regulations

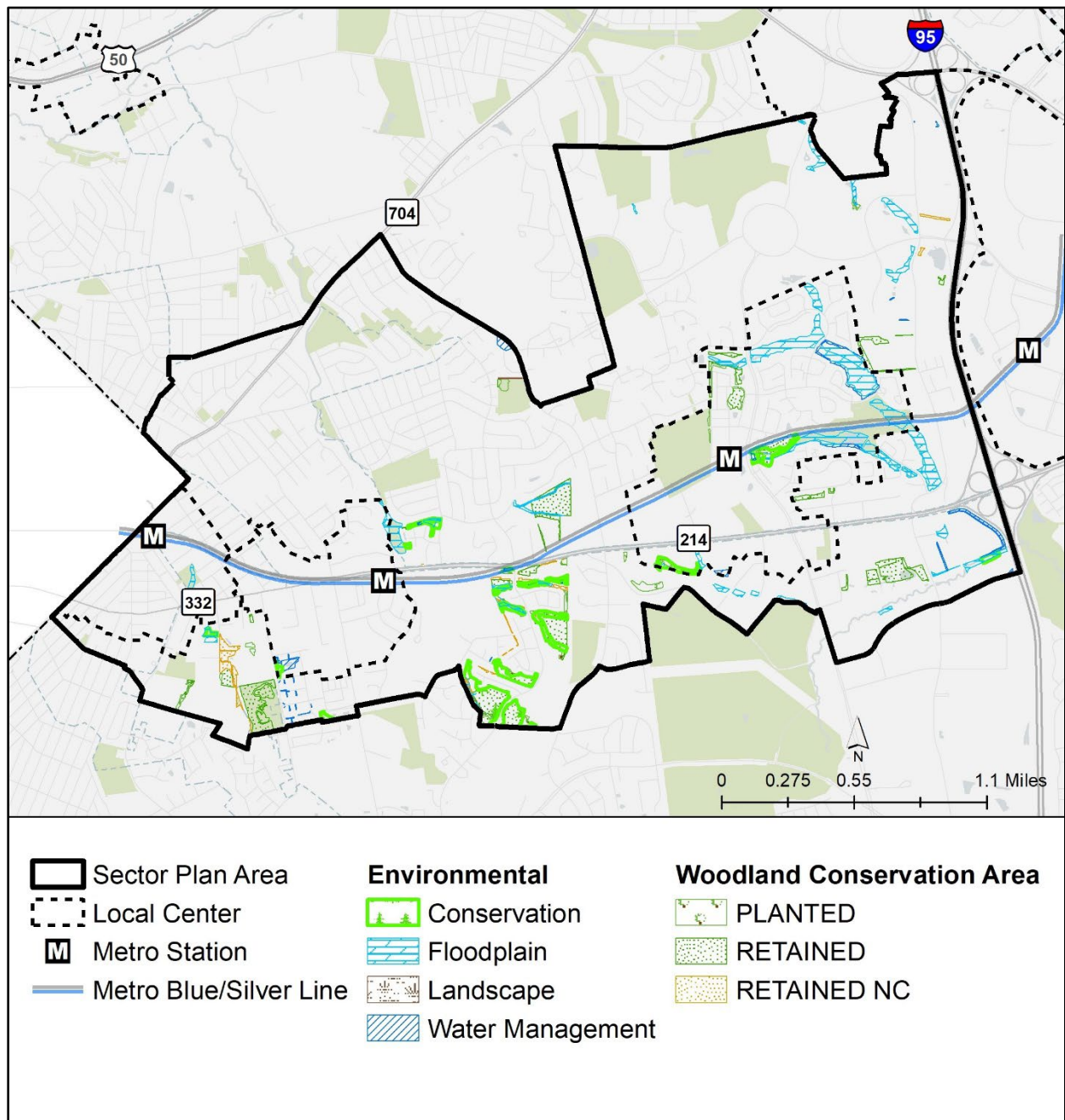
The Woodland and Wildlife Habitat Conservation Ordinance (Subtitle 25, Division 2) requires reviewing development plans for conformance with state laws regarding tree and forest conservation and wildlife habitat conservation. The ordinance also calls for coordination with the implementation of the Countywide Green Infrastructure Plan. The Woodland and Wildlife Habitat Conservation Ordinance requires the retention or replanting of woodlands during the development process based on the woodland conservation threshold, based on the zoning category, the amount of existing woodland on-site, and the amount of clearing proposed. Areas developed before the date of the ordinance were not considered, but if properties were to be redeveloped, the ordinance would now apply.

5.6.2 Easements

There are conservation, floodplain, landscape buffer, stormdrain, stormwater, and woodland conservation recorded easements in the sector plan area covering 144 acres, or about 4 percent, of the total plan area. These recorded easements, as platted, protect natural resources and limit development potential within the sector plan area, as shown on Map 17. Conservation easements: recorded easements established for the protection of woodland and wildlife habitat and identification of permanent protection areas for tree conservation as written in Subtitle 25-117, Division 2 of the County Code.⁶⁴

⁶⁴ Prince George's County. "DIVISION 2. - WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE." *Code of Ordinances*. 2020. Available from https://library.municode.com/md/prince_george's_county/codes.

Map 17. Easements



Source: Prince George's County Planning Department, GIS Data Catalog, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.6.3 Potential Forest Interior Dwelling Species (FIDS) Habitat

About 17 percent of the sector plan area was identified as a potential Forest Interior Dwelling Species (FIDS) habitat area. However, these spots would need to be field tested to determine their actual presence. The areas of potential FIDS habitat within the plan area boundaries include portions or all of the following:

- Vacant and forested land with some single-family houses, south of Old Central Avenue between Suffolk Ave and Rollins Ave, which contains Watts Branch stream
- Vacant and forested land north and south of MD 214 (Central Avenue) is the Cabin Branch stream valley between Addison Road and Shady Glen Drive, where the dumpsite is located
- Vacant and forested land north and west of the Morgan Boulevard Metro Station that the rail lines cut through
- Part of Walker Mill Regional Park
- South of MD 214 (Central Ave) between Ritchie Road and Hampton Park Boulevard

There is the potential for forest interior dwelling species to be present in a small portion of the sector plan area, which suggests that fragmentation of existing forests should be minimized when considering land cover changes and development. The interior forest is defined as a minimum of three hundred feet from the woodland edge. FIDS may exist and their presence would need to be confirmed if development is proposed in an area that fits the description. FIDS habitat is protected under the State Critical Areas Law.

5.7 Soils

The predominant soil series in the plan area is the Collington-Wist-Urban land complex series, covering about 35 percent of the sector plan area. This soil complex can be found on both sides of Central Avenue, along Addison Road and Hill Road/Shady Glen Road, and in the northeast part of the plan area around FedExField and along Brightseat Road.

Christiana clay soils shrink and swell at a greater rate than the soils around them, potentially creating shifting movement and slope failure that can cause considerable damage. Although Christiana clay is usually mixed in with other soils, its presence poses many limitations for the placement of structures and pipes. A soil report will be required for DPIE review when Christiana clay is present with existing or proposed slopes steeper than 20 percent. Soil complexes that include Christiana soil can be found in about 25 percent of the sector plan area, specifically in the western part of the sector plan area between the Washington, DC, line and Hill Road. Other areas around the Morgan Boulevard Metro Station and along the northern boundary of the sector plan area above FedExField.

Soils classified as “urban land complex” can have a higher density and may drain poorly due to compaction from historic land development disturbance during construction. Urban land complex soils with low infiltration rates present difficulties for siting stormwater management facilities. This soil can be found in about 70 percent of the sector plan area as much of the area is developed. Generally not found in Walker Mill Park, along Rollins Avenue, or around Morgan Boulevard station.

Engineers do not rely on the US Department of Agriculture’s Web Soil Survey mapping to design structures. Instead, they use it to better plan their soil investigation, which is required to confirm or disprove the presence of such soils.

Soil investigations should be conducted to determine the best methods of constructing building foundations and will also be needed when planning and locating stormwater management facilities to ensure good infiltration.⁶⁵

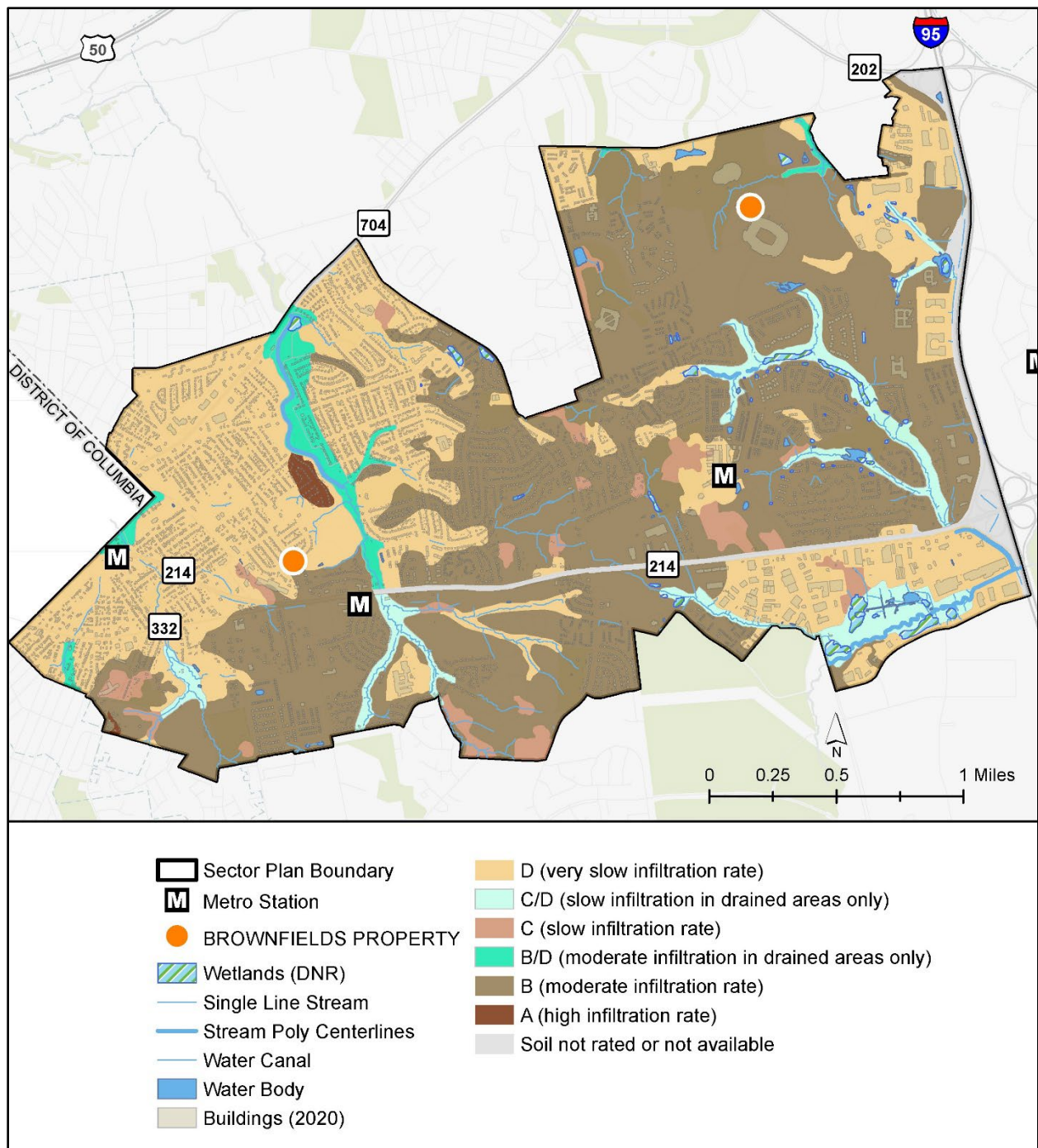
5.7.1 Soil Hydrology

The rate at which rainwater infiltrates into the soil in areas with permeable surfaces depends on the type of soil present. Map 18 shows that soils in Hydrologic Group D, meaning soils with slow infiltration rates and high rates of runoff, can be found throughout approximately 34 percent of the sector plan area, whereas soils in Hydrologic Group A, the well-drained soils, occur on less than one percent.

The soil hydrologic group rating reveals where soils in the sector plan area would be prone to runoff with the potential to contribute to sediment pollution of waterbodies or where well-drained soils would allow stormwater to infiltrate and refill underground water sources. A much greater percentage of the sector plan area contains soil that has low infiltration rates and a high potential for runoff. Soil erosion leads to increased sedimentation in streams and rivers, which can clog these downstream waterways creating uninhabitable water for fish and other animals and could cause flooding.

⁶⁵ Natural Resource Conservation Service (NRCS). “Web Soil Survey (WSS).” *United States Department of Agriculture*. Available from <https://websoilsurvey.nrcs.usda.gov/app/>.

Map 18. Soil Hydrologic Group Rating



Source: Prince George's County Planning Department, GIS Data Catalog, 2023, <https://gisdata.pgplanning.org/metadata/>.

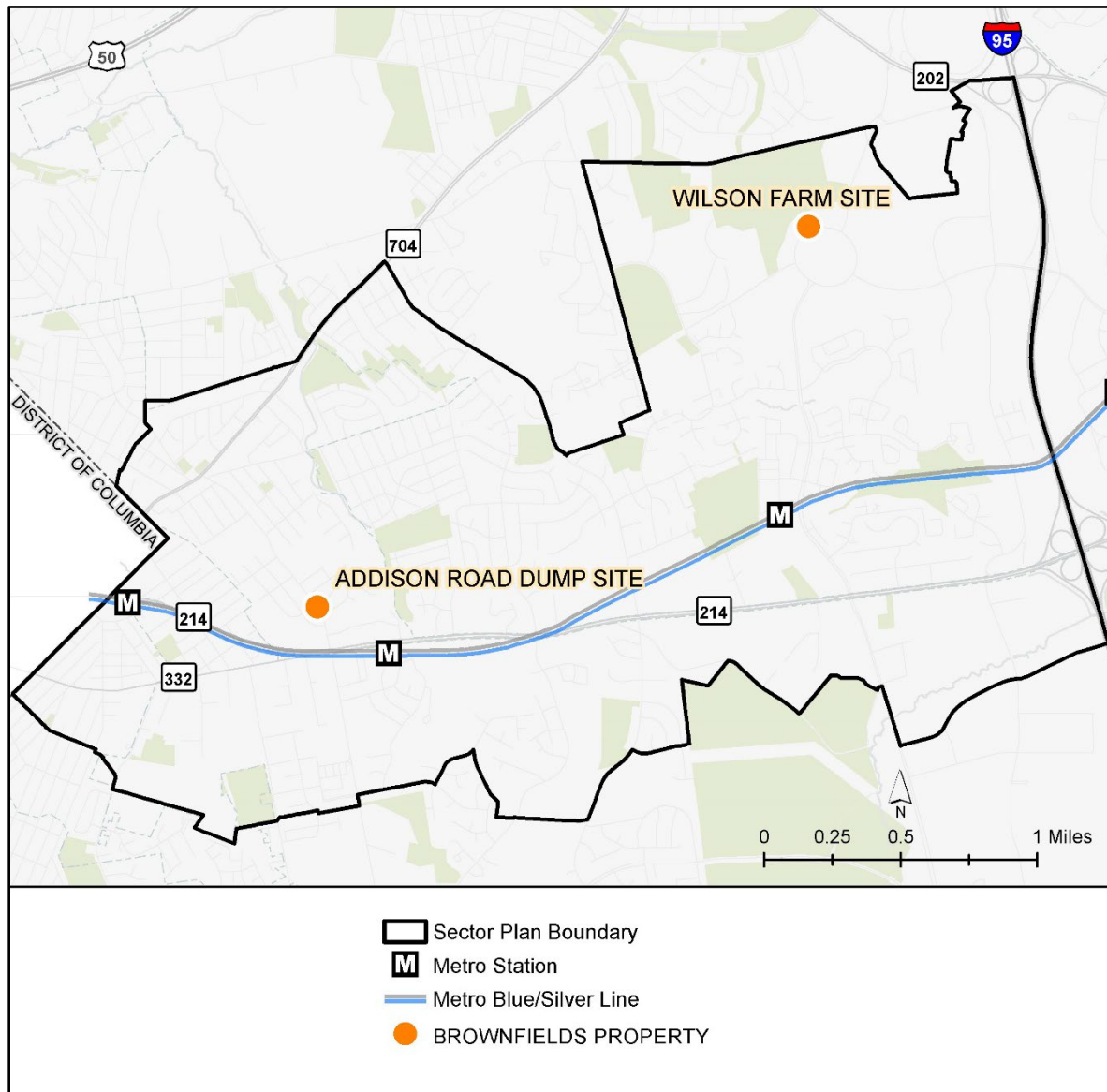
5.7.2 Brownfields

Two brownfield sites are in the sector plan area which are shown in Map 19. The first is the Wilson Farm Brownfield Site, which was bought by the County and redeveloped into FedExField and the Prince George's Sports and Learning Complex in 1996.⁶⁶ The second is the Addison Road Dumpsite, which was the former location of a 23-acre, class III rubble-fill on Addison Road just south of its intersection with Adel Street. Cyanide contamination was uncovered at the Addison Road site in 1986, and a cleanup effort followed in 1990. However, subsequent site inspections uncovered other contaminants in soil at the site. Following the Brownfields Assessment completed by MDE in October 2005, further investigation of contaminants will be necessary prior to site development.⁶⁷ There is an approved subdivision (case number 4-94031) from 1994 and final plats from 1995 for residential townhome development, but no construction has occurred to date.

⁶⁶ Pierre, R. E. and Jeter, J. "P.G. COUNCIL VOTES TO BUY WILSON FARM." *Washington Post*. April 5, 1995. Available from <https://www.washingtonpost.com/archive/local/1995/04/05/pg-council-votes-to-buy-wilson-farm/e77df36e-3be7-49c3-9841-e69ad4643124/>.

⁶⁷ Maryland Department of the Environment. "Facts About Addison Station Development (Brownfields Site)." Available from https://mde.maryland.gov/programs/LAND/MarylandBrownfieldVCP/Documents/www.mde.state.md.us/assets/document/brownfields/Addison_Station.pdf.

Map 19. Brownfield Sites



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

5.8 Air, Noise, and Light Pollution

Noise, air, and light pollution should be limited or reduced as these three forms of pollution significantly impact the health and well-being of humans and wildlife. Subtitle 19, Division 1 of the County Code explains regulations for air pollution and Division 2 explains noise control for the County. Light pollution is covered in Subtitle 27A Sec. 27A-608. Lighting and Mechanical Equipment.

5.8.1 Air Pollution

Prince George's County, as part of the Washington, DC-MD-VA area, is designated "moderate nonattainment" and currently does not meet the 2015 air quality standard set by the US Environmental Protection Agency for 8-hour ground-level ozone.⁶⁸ In addition, the American Lung Association gave the County a grade of "F" for air quality and respiratory problems because of continuously high concentrations of ground-level ozone⁶⁹.

Although there is no big contributor to air pollution in the area, such as a power plant, traffic congestion on major roads, the Capital Beltway, MD 214 (Central Ave), MD 704 (Martin Luther King Jr Highway), Garrett A Morgan Boulevard/Ritchie Road, and Addison Road South contribute to airborne pollutants. Air quality is federally regulated and a regional issue; however, recommendations included in sector plans can help address air pollution issues at the local level. Within the Prince George's County Code Subtitle 19 Pollution, Division 1 explains regulations for air pollution.⁷⁰

The County Draft Climate Action Plan outlines the goal to reduce total greenhouse gas emissions 50 percent by 2030 compared to 2005 levels.⁷¹ Nearly half of the County's emissions are from vehicles transporting people and goods (p. 24). Recommendations within the sector plan area and throughout the county can promote actions that reduce vehicle miles traveled and traffic congestion and encourage the use of transit and other modes of transportation that decrease the number of vehicles on the road. The Blue/Silver Metro line is a prime example of an alternative transportation mode intended to reduce the use of personal vehicles. Concentrating infill development and compact growth around transit centers may prevent greenfield development elsewhere in the County, thereby reducing sprawl and dependence upon personal vehicles. Efforts to preserve, maintain, enhance, and restore the urban tree canopy through the County's Tree Canopy Coverage Ordinance are also intended to improve air quality.

⁶⁸ US Environmental Protection Agency. "Current Nonattainment Counties for All Criteria Pollutants." *Green Book*. December 31, 2022. Available from <https://www3.epa.gov/airquality/greenbook/anc1.html>.

⁶⁹ Prince George's County Planning Department. "Plan Prince George's 2035 Approved General Plan." *The Maryland-National Capital Park and Planning Commission*, pg. 79. May 2014. Available from https://www.mnccppcapps.org/planning/publications/BookDetail.cfm?item_id=279&Category_id=1.

⁷⁰ Prince George's County. "DIVISION 1. - AIR POLLUTION." *Code of Ordinances*. 2022. https://library.municode.com/md/prince_george's_county/codes.

⁷¹ Prince George's County Climate Action Commission. "Climate Action Plan." *Prince George's County*, pg. 24. Available from <https://www.princegeorgescountymd.gov/DocumentCenter/View/38220/PGC-draft-Climate-Action-Plan--2021>.

5.8.2 Noise Pollution

The southern areas of the sector plan area may be affected by high levels of noise produced by military aircraft operations at Joint Base Andrews as the sector plan area lies just to the north of the noise intensity zone of the Military Installation Overlay Zone. The most recent air installation compatible use zone, completed in 2017, delineates noise zone contours in five-decibel (dB) increments, ranging from 60 dBA Ldn to at or above 85 dBA Ldn⁷². Section 27-4402(c)(5)(C) provides land use compatibility standards for each specific noise zone.

For noise comparison purposes, traffic on the Capital Beltway generates a noise level of approximately 65 dBA Ldn during rush hour in a location within 1,000 feet of the roadway.⁷³ The noise level is influenced by the speed and volume of traffic on local highways and topography.

The MDE accepted maximum noise level for residential land uses is 65 dBA Ldn during the day and 55 dBA Ldn at night (Maryland COMAR Sec. 26.02.03.02. Environmental Noise Standards). These restrictions are most stringent compared to the maximum allowable noise levels for commercial or industrial land uses. Federal, state, and County ordinances and guidelines are in place to identify noise level standards. Within the Prince George's County Code Subtitle 19 Pollution, Division 2 explains noise control regulations.⁷⁴

NOISE GENERATORS

Traffic:

- The Capital Beltway
- Central Avenue
- Martin Luther King Jr Highway
- Garrett A Morgan Boulevard/Ritchie Road
- Addison Road South

Mechanical:

- Metro Blue/Silver Line

Sporting and Other Events:

- FedExField

⁷² Maryland National Capital Park and Planning Commission. "Joint Base Andrews, Maryland Air Installations Compatible Use Zones (AICUZ) Study." Pg. 35. 2017. Available from https://issuu.com/mncppc/docs/jba_aicuz_final.

⁷³ Prince George's County Planning Department. "Approved Subregion 4 Master Plan and Sectional Map Amendment." *The Maryland-National Capital Park and Planning Commission*, pg. 231. June 2010. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=257&Category_id=1.

⁷⁴ Prince George's County. "DIVISION 2. - NOISE CONTROL." *Code of Ordinances*. 2022. https://library.municode.com/md/prince_george's_county/codes.

Noise pollution has negative impacts on human and animal populations, which is why the maximum allowable noise levels are dictated in the County Code. Special attention should be given to balancing noise in transit centers with the residential land uses close by.

5.8.3 Light Pollution

A potential point source of light pollution in the vicinity of the sector plan area would be FedExField, which holds sports and other events. Artificial light pollution has negative impacts on human and animal populations. Light pollution in residential areas and environmentally sensitive areas could be a concern within the sector plan area as more density is developed. Special attention should be given to balancing lighting in a transit center for public safety purposes with the overspill of light into neighboring land uses.

5.9 Key Takeaways

- Area developed prior to stormwater management regulations
- Special consideration for potential clean-up and development of the Addison Road Dumpsite brownfield site
- Channelized streams—water quantity and quality
- Loss of tree canopy in Inner Beltway neighborhoods
- Floodplain—areas at risk
- Climate change

6. Housing and Neighborhoods

The purpose of this chapter is to assess the demographic and housing profile for the sector plan area to evaluate the housing market potential for development and redevelopment within the designated sector plan area. The project team has conducted a comprehensive analysis by reviewing historical and current demographic and economic data, as well as evaluating trends in the residential markets both within the sector plan area and its surrounding areas. However, it should be noted that during the plan preparation phase, a consultant team will conduct a focused market analysis, specifically targeting the key areas within the sector plan.

The overarching goal of Plan 2035 for Housing and Neighborhoods is to facilitate a diverse range of housing options that attract and retain residents while concurrently promoting residential development that enhances community cohesion and supports local economic development. This objective emphasizes the importance of creating a vibrant and inclusive residential environment that accommodates the needs and preferences of various segments of the population.

By gaining a deeper understanding of the market dynamics, the sector plan aims to facilitate informed decision-making and strategic interventions that foster balanced and sustainable development within the area. The insights gained from the market analysis will provide valuable guidance for identifying opportunities, formulating housing policies, and implementing targeted initiatives to support the plan's objectives related to housing and neighborhoods.

6.1 Demographics

According to the US Census Bureau 2017-2021 ACS Five Year Estimates, the Central Avenue-Blue/Silver Line Sector Plan area was home to 26,257 people and 9,958 occupied households (Table 8). Table 7 provides a comparison of standard demographic data between the sector plan area, Prince George's County, and the Greater Washington, DC, region.

Table 7. Comparable Geographies Summary—Demographic Characteristics 2017-2021 ACS

Summary Characteristics (2017-2021 ACS)	Sector Plan Area	Prince George's County	Washington-Arlington- Alexandria CBSA
Population	26,257	957,767	6,332,069
Median Household Income	\$71,615	\$91,124	\$111,252
Education (bachelor's and above)	24%	34.9%	52.4%
Median Home Value	\$260,722	\$337,800	\$453,100
Employed (civilian labor force, 16+)	88.63%	65.6%	67.1%
Median Age	38.9	37.8	37.5

Source: US Census Bureau. "American Community Survey." 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

Table 8. Comparable Geographies, Population, and Households

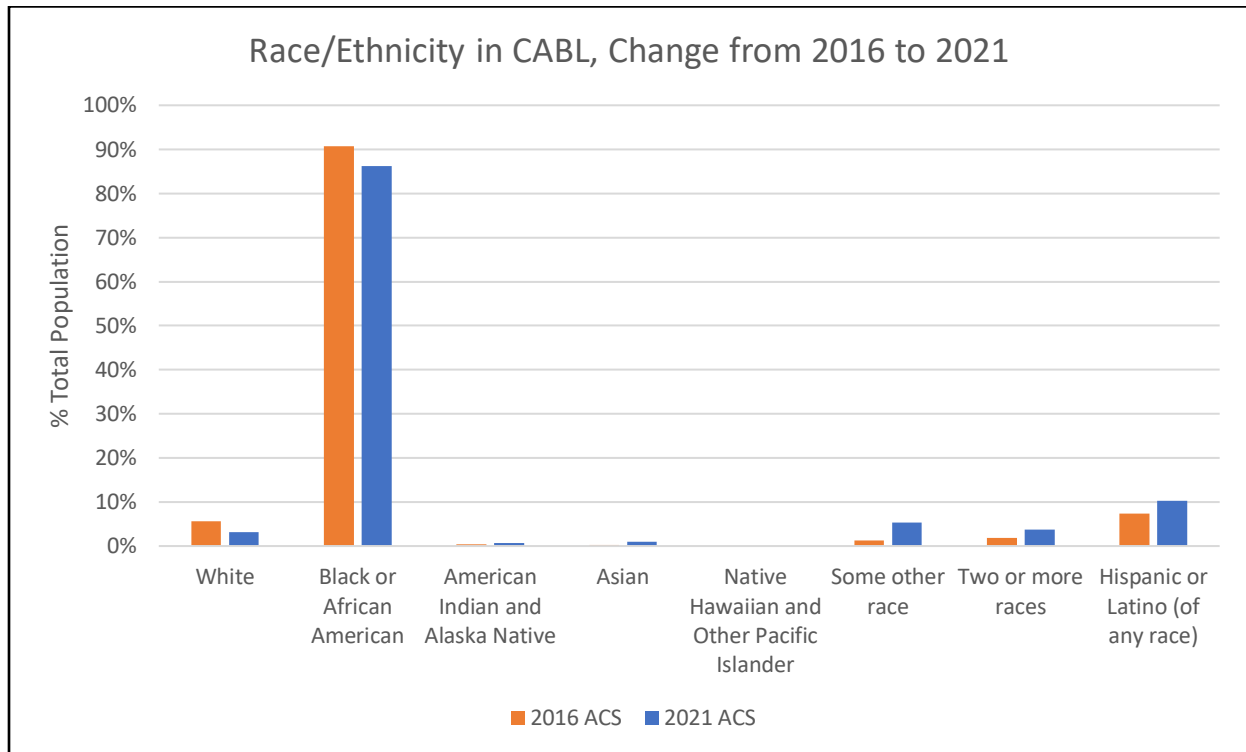
	CABL Sector Plan Area	Prince George's County	Washington MSA
Population			
2016	23,612	897,693	6,011,752
2021	26,257	957,767	6,332,069
Percent Change 2016-2021 CAGR (Percent)			
2016 – 2021	11%	7%	5%
Households			
2016	9,059	306,711	2,155,967
2021	9,958	337,366	2,332,981
Percent Change 2016-2021 CAGR (Percent)			
2016 – 2021	10%	10%	8%

Source: US Census Bureau. "American Community Survey." 2016 and 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

6.1.1 Race and Ethnicity (ACS 2017-2021)

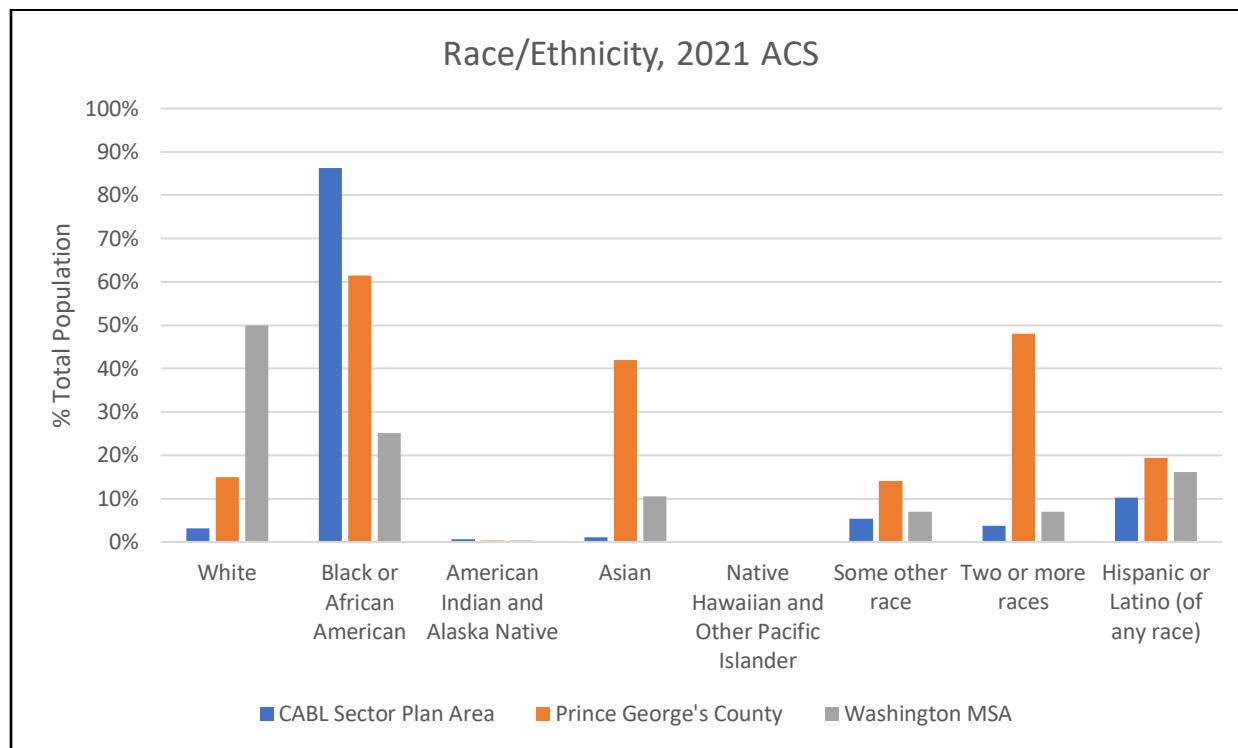
Like the County, a substantial percentage of the residents in the sector plan area identify as Black or African-American. According to the ACS 2021 data, more residents identify as Black or African-American in the sector plan area (86.25 percent) than in the County as a whole (61.5 percent). In addition, in 2021, over 10 percent of the sector plan area identified as Hispanic or Latino, which is an increase of 40.5 percent from 2016 (See Figures 9 and 10).

Figure 9. Race/Ethnicity—Change from 2016 to 2021 (ACS)



Source: US Census Bureau. "American Community Survey." 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

Figure 10. Race/Ethnicity 2021 (ACS)

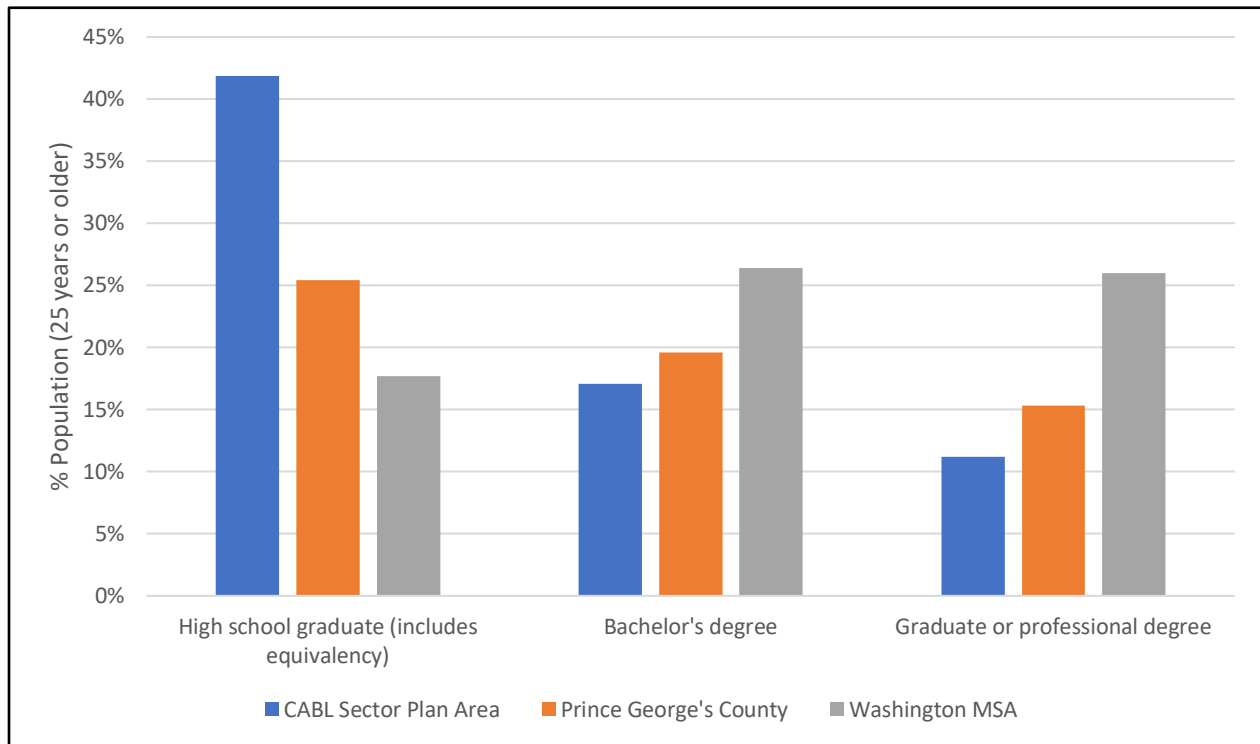


Source: US Census Bureau. "American Community Survey." 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

6.1.2 Educational Attainment (ACS 2017-2021)

According to the American Community Survey 2021 Five Year Estimates (Figure 11), 42 percent of those 25 years or older living in the sector plan area have a high school (or equivalent) diploma. Seventeen percent of residents in the sector plan area have a bachelor's degree, and 11 percent have a graduate degree. Prince George's County residents make up 20 percent and 15 percent of bachelor and graduate degrees, respectively. The Washington Metropolitan Statistical Area (MSA) degree attainment is higher, with 26 percent reporting to have earned a bachelor's degree and 26 percent a graduate or professional degree.

Figure 11. Educational Attainment 2021 (ACS)

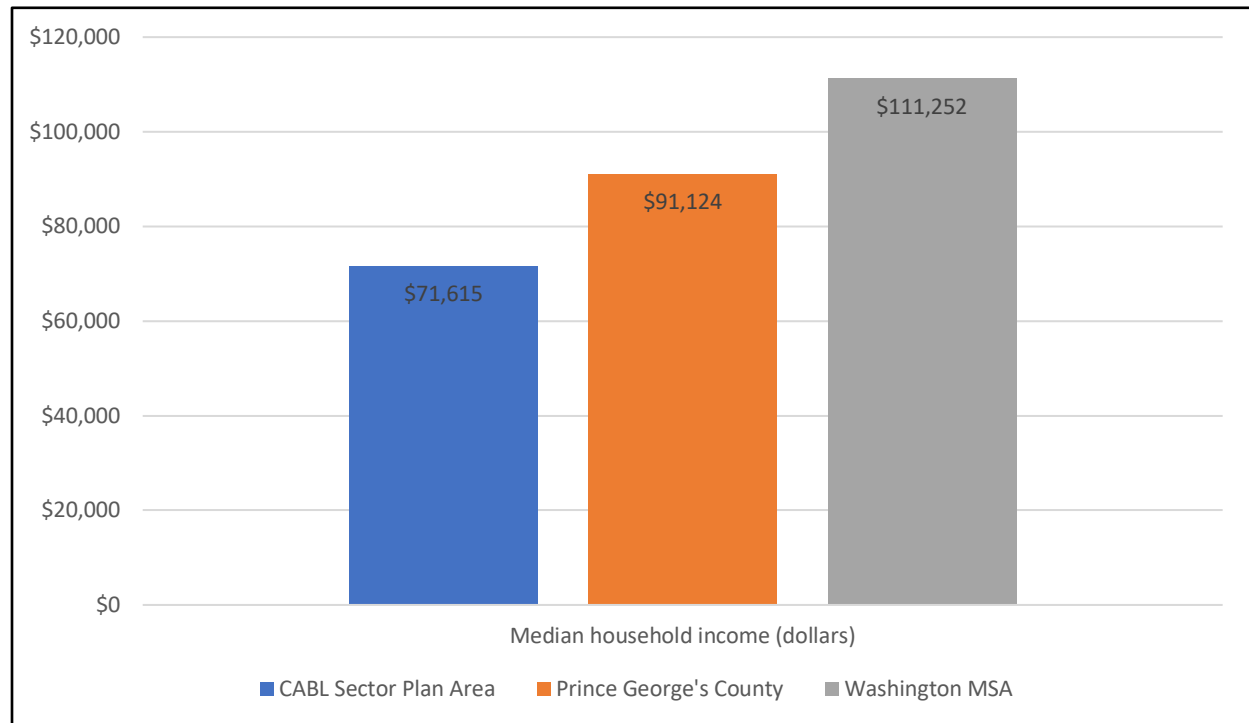


Source: US Census Bureau. "American Community Survey." 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

6.1.3 Household Income Distribution (ACS 2017-2021)

In 2021, the median household income for the sector plan area was lower than the County and Washington MSA. As shown in Figure 12 below, the median household income in the sector plan area is \$71,615. In comparison, the County and Washington MSA are \$91,124 and \$111,252, respectively. The income figures for the three survey areas show a direct correlation between education attainment rates and household income.

Figure 12. Median Household Income 2021 (ACS)



Source: US Census Bureau. "American Community Survey." 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

6.2 Residential Neighborhoods

This section examines historical trends and existing conditions of the residential market in and around the sector plan area. Opportunities for growth in home ownership within the residential market stem from affordable, established, stable neighborhoods near employment, cultural, and entertainment opportunities. According to the 2014 *Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study*, the residential market analysis indicates there is "a total demand of approximately 2,000 to 2,500 total units along the corridor by 2033, with the potential for work force housing, senior housing, or both."⁷⁵

In addition to traditional residential units, there is a group home/homeless shelter in the sector plan area. Transition Center at Prince George's House, located at 603 Addison Road South in Capitol Heights, is a

⁷⁵ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor TOD Implementation Market and Transit-Oriented Development Potential, Priorities, and Strategies Study." *The Maryland-National Capital Park and Planning Commission*. July 2014. Available from <https://www.mncppcapps.org/planning/publications>.

36-bed men’s shelter. In 2021, the County had plans to expand the shelter at the current location and has since withdrawn the plans to move forward with the project.⁷⁶

6.2.1 Existing Residential Market Conditions

The most recently completed residential development in the sector plan area is the townhouse development along Morgan Boulevard across from the Metro station, which was completed in 2022.

6.2.1.1 HOUSING TYPES

In the sector plan area, residential land use is categorized into four distinct housing types: single-family, attached, townhouse, and multifamily. Among these, single family housing constitutes the largest proportion of dwelling units, accounting for over one-third of the entire housing inventory. Following closely behind is the multifamily category, which includes the area's higher density apartment complexes, and represents the second largest share of dwelling units. When combined, single-family and multifamily units collectively comprise 65 percent of the sector plan area.

The townhouse housing type ranks third in terms of dwelling units, while attached units have a significantly lower representation compared to all other housing types, as indicated in Table 9. For a comprehensive visual representation, Map 20 displays the distribution of the sector plan's residential housing types, highlighting that single-family units occupy the largest portion of the sector plan area.

For reference, the table below provides the total number of dwelling units and their respective percentages for each housing type in the sector plan area:

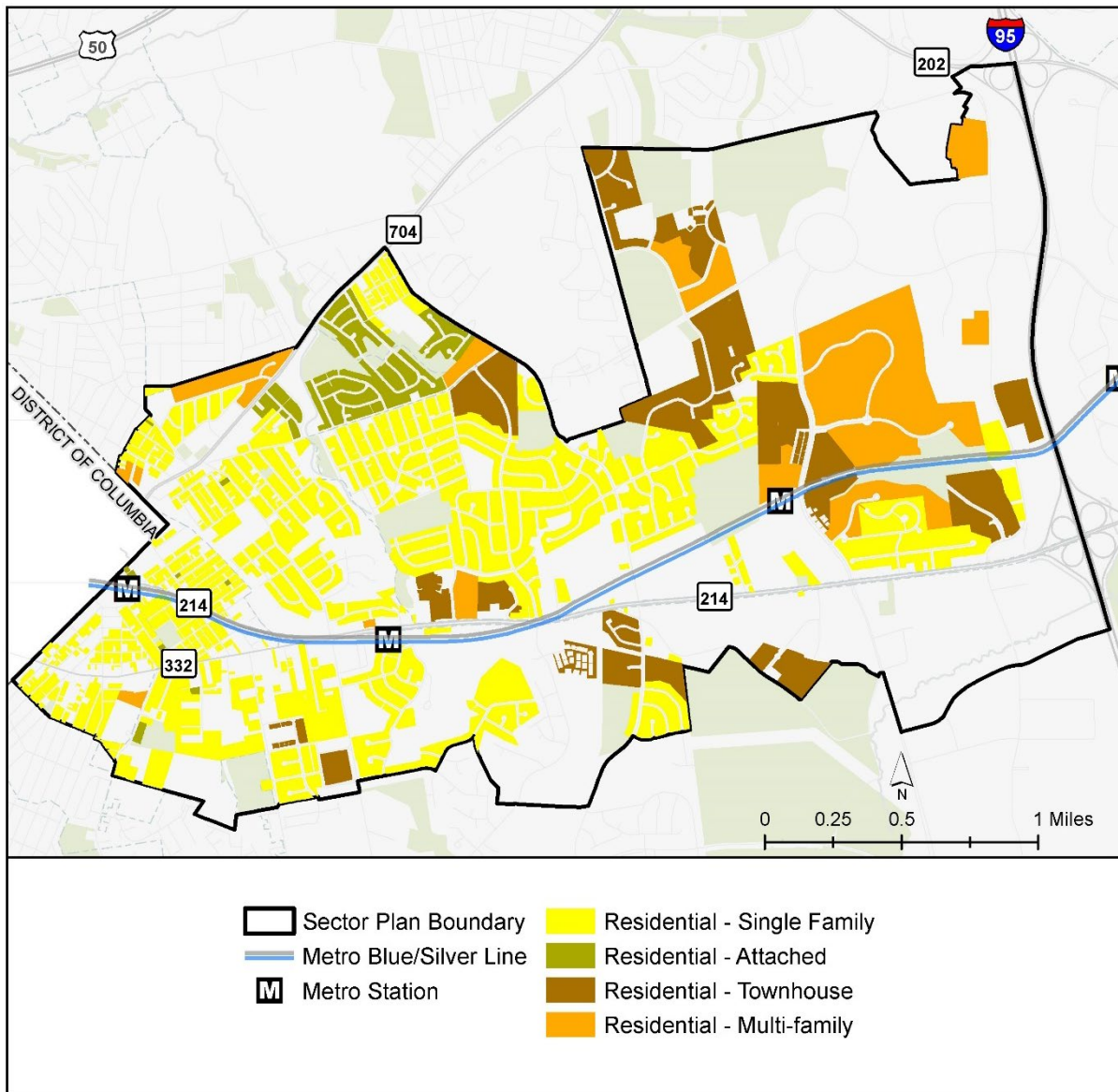
Table 9. Total Dwelling Units by Land Use Housing Types

Housing Types	# of Dwelling Units	% of Total
Single-family	3,987	35.68
Multifamily	3,286	29.40
Townhouse	3,096	27.70
Attached	806	7.21
Total	11,175	100.0

Source: Prince George's County Planning Department. "Land Use (Property Info)." 2023.

⁷⁶ Taylor, S. "County officials change minds on homeless shelter rebuild after 7 On Your Side story." February 17, 2021. Available from <https://wjla.com/news/local/county-officials-change-minds-on-homeless-shelter-rebuilt-after-7-on-your-side-story>.

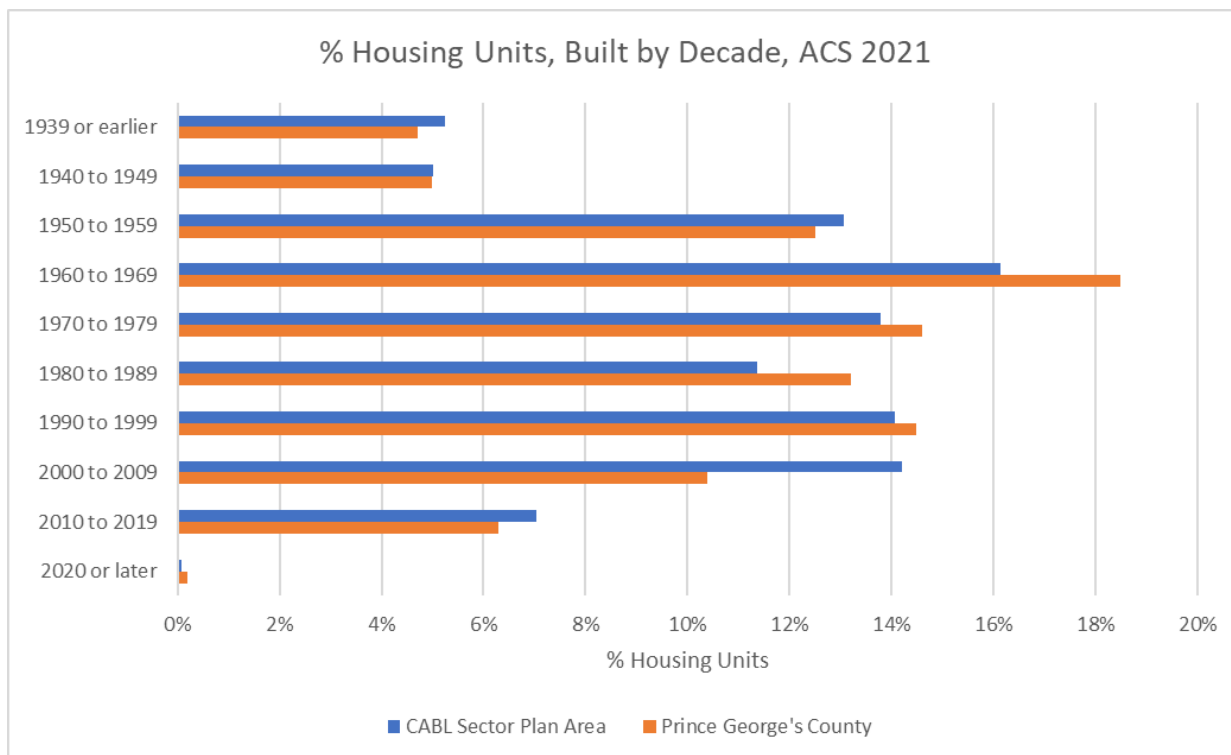
Map 20. Existing Housing Types (Land Uses)



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

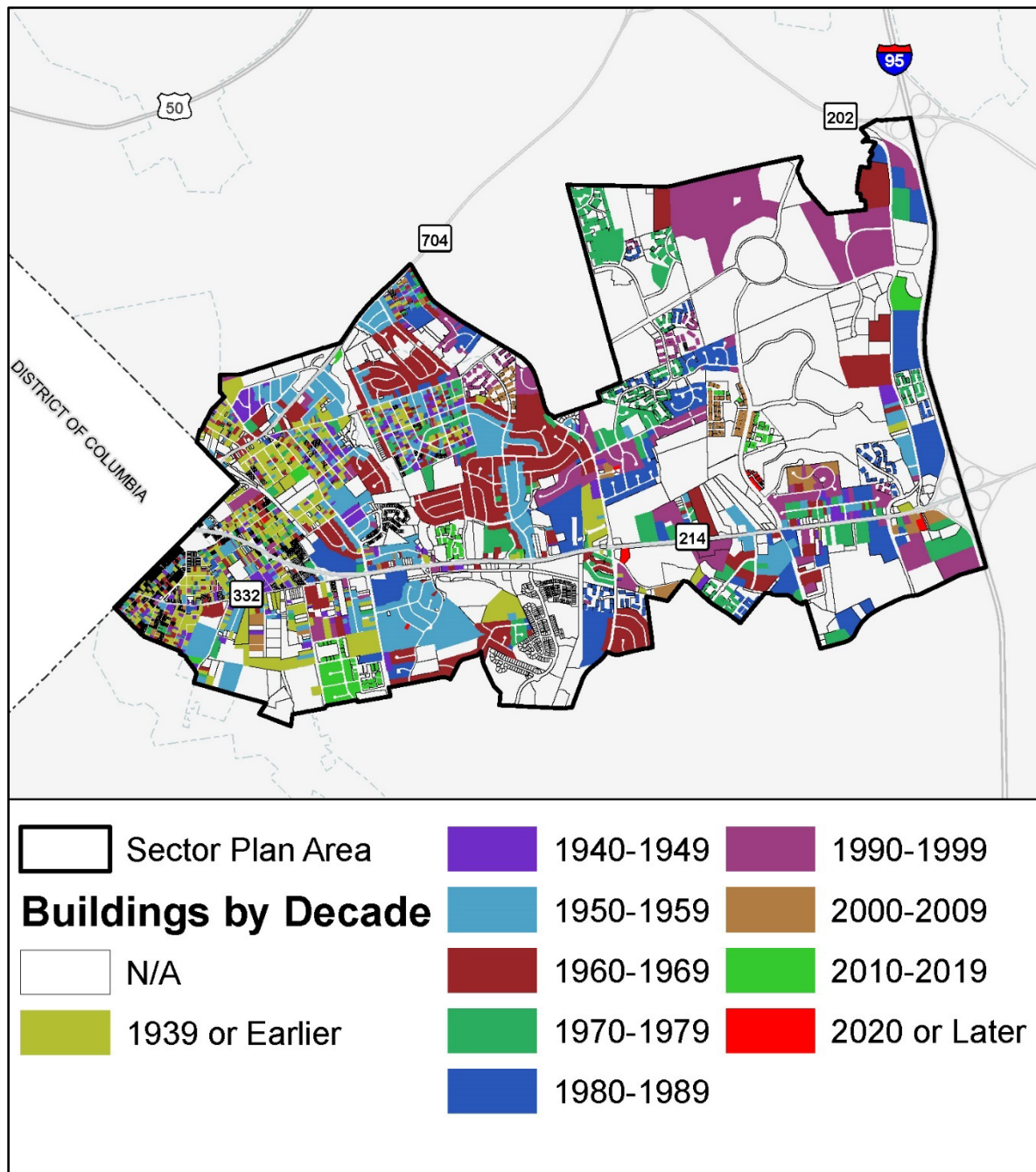
Based on ACS 2017-2021 data, over 60 percent of homes within the sector plan area were built in the 1960s and 1990s, as shown in Figure 13, along with Map 21. The bulk of the most recent new development activity in the sector plan area has occurred in the western portion of the sector plan area. However, two major clusters of development are found at Summerfield townhomes along Garrett A Morgan Boulevard, Park at Addison Metro/Brighton Place townhomes, and single-family detached homes off Addison Road.

Figure 13. Percentage of Housing Units, Built by Decade (2021 ACS)



Source: US Census Bureau. "American Community Survey." 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

Map 21. Building Built by Decade



Source: Prince George's County Planning Department, GIS Data Catalog, 2023, <https://gisdata.pgplanning.org/metadata/>.

According to available new construction records from Prince George's County Information Management Division (IMD) for new housing construction, 192 housing units were built in the sector plan area between 2014 and 2022. However, none were attached or multifamily units (Table 10). In general, the sector plan area has not seen significant housing development in the last five years, outside of forty-three housing units delivered in 2022. Between 2014 through 2022, 15,544 housing properties were added in Prince George's County, including 7,360 total single-family residences, 7,485 townhomes, 132 attached residential properties, and 567 multifamily residences.

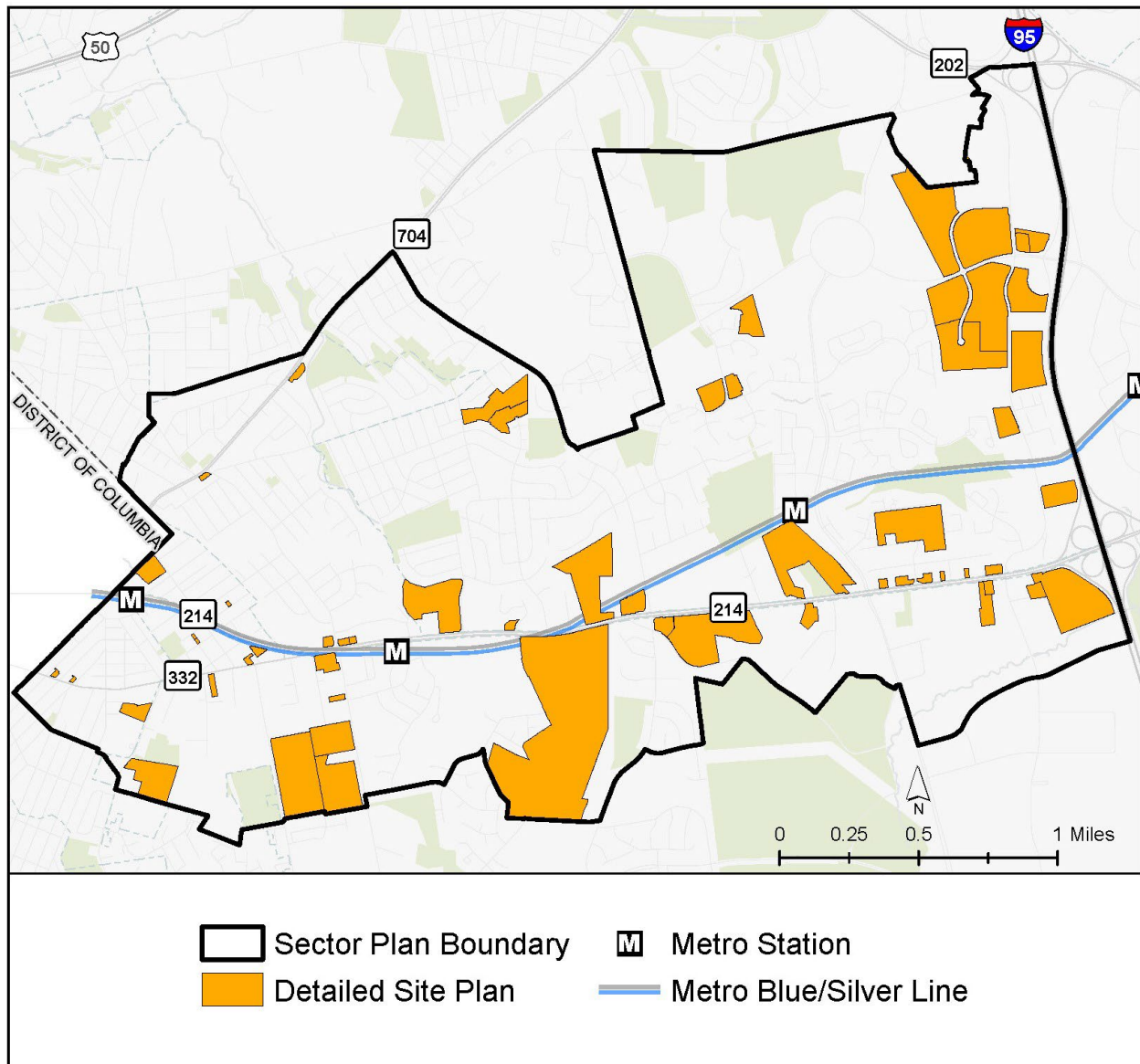
There are projects in the development pipeline that include a residential component. For example, 210 Maryland Park (DSP-15045) is set to include 165 multifamily housing units and thirteen townhouse units, while Park Place at Addison Road Metro (DSP-06001-03) is set to include 183 multifamily units. See Map 22 for the locations of all development activities (Detailed Site Plans) for the sector plan area.

Table 10. New Housing Construction

CABL Sector Plan Area	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total
Residential—Single-family (Detached)	15	31	10	3	3	1	4	1	0	68
Residential—Townhouse	75	0	0	0	0	0	0	6	43	124
Residential—Attached	0	0	0	0	0	0	0	0	0	0
Residential—Multifamily	0	0	0	0	0	0	0	0	0	0
Total	90	31	10	3	3	1	4	7	43	192

Source: Prince George's County Planning Department. "New Construction." Accessed March 16, 2023.

Map 22. Development Activities (Detailed Site Plans)



Source: Prince George's County Planning Department, GIS Data Catalog, 2023, <https://gisdata.pgplanning.org/metadata/>.

6.2.2 Housing Occupancy (2016-2021 ACS)

In the sector plan area, the total housing units increased by 9.92 percent. As of 2021, just over half of the *occupied* housing units in the sector plan area are owner-occupied (53.93 percent). This is lower than in Prince George's County (62.2 percent) and the Washington Metropolitan Statistical Area (MSA) (63.7 percent). Compared to the County and Washington MSA 2021 data, renter-occupied units within the sector plan area are higher at 46.07 percent, compared to 37.8 percent and 36.3 percent, respectively. See Table 11 below for more information pertaining to housing occupancy and tenure.

Table 11. Sector Plan Area Housing Occupancy

	CABL Sector Plan Area					Prince George's County (2021)	Washington MSA (2021)
	2016		2021				
Housing Units	#	%	#	%			
Total Housing Units	10,043	100	10,512	100		356,061	2,474,190
Vacant Housing Units	983	9.79	555	5.28		18,695 (5.3%)	141,209 (5.7%)
Occupied Units	9,059	90.21	9,958	94.72		337,366 (94.7%)	2,332,981 (94.3%)
Owner-occupied	4,904	54.13	5,370	53.93		209,794 (62.2%)	1,486,166 (63.7%)
Renter-occupied	4,156	45.87	4,587	46.07		127,572 (37.8%)	846,815 (36.3%)

Source: US Census Bureau. "American Community Survey." 2016-2021. Available from <https://www.census.gov/programs-surveys/acs>.

6.2.3 Value and Cost of Housing

As outlined in Table 12 below, the current median home value in the sector plan area is \$260,722, which is lower than Prince George's County and the Washington MSA.

Table 12. Comparable Geographies Median Home Value

Summary Characteristics (2021)	CABL Sector Plan Area	Prince George's County	Washington MSA
Median Home Value	\$260,722	\$337,800	\$453,100

Source: US Census Bureau. "American Community Survey." 2017-2021. Available from <https://www.census.gov/programs-surveys/acs>.

6.2.4 Rental Values

High rental prices are common throughout the Greater Washington, DC, Metropolitan Area and can be a key indicator of the region's prohibitive cost of living compared to national averages.

In the sector plan area, the median rent is \$1,679 a month, which is above the median for the County (\$1,593) but lower than the Washington MSA (\$1,783). Given the median household income in the sector plan area of approximately \$71,615 and the current median rent of \$1,679, portions of the sector plan area households may be considered rent burdened. About 55 percent are renters that are rent-burdened and spend more than a third of their household income on rent.⁷⁷ Rent-burdened households are defined as spending more than 30 percent of their total household income on housing.

6.2.5 Household Size + Composition

Table 13 below compares the household size of the sector plan area with that of the County and the Washington MSA. Average household size in the sector plan area has not changed much in five years (between 2016 and 2021), remaining around 2.6 persons. Out of the 9,958 total households within the sector plan area in 2021, 34.06% had at least one child and 32.83% had at least one person aged sixty-five or older. Of the eight census tracts, there is also a larger average percentage (55%) of single-parent households in the plan area compared to 33% in the County.⁷⁸

Table 13. Comparable Geographies - Households and Household's Size Summary

	CABL Sector Plan Area	Prince George's County	Washington MSA
# of Households			
2016	9,059	306,711	2,155,967
2021	9,958	337,366	2,332,981
Average Household Size			
2016	2.67	2.87	2.74
2021	2.61	2.80	2.67

Source: US Census Bureau. "American Community Survey." 2017-2021. Available from <https://www.census.gov/programs-surveys/acs>.

⁷⁷ Prince George's County. "PGHealthZone." Available from <https://www.pghealthzone.org>.

⁷⁸ Prince George's County. "PGHealthZone."

6.3 Key Takeaways

- Over half of area housing is single-family and over 70 percent are individual units, either detached or attached
- No new multifamily development in the last eight years
- Only a quarter of the sector plan population at or over 25 years old has a bachelor's degree or higher, while over a third of the County population and over half of the Washington MSA population has a bachelor's degree or higher.
- Significant population of retirees (aged 65+) within the sector plan area (17.2 percent)
- Over 60 percent of the housing units were built before 1990.
- Larger percentage of single-parent households in the plan area (55 percent) compared to (33 percent) in the County.
- Most of the housing units in the sector plan area are owner occupied (53.93 percent); however, the percentage is lower than in Prince George's County (62.2 percent) and the United States (63.7 percent).
- About 55 percent are renters that are rent-burdened and spend more than a third of their household income on rent.

7. Community Heritage, Culture, and Design

Central Avenue, functioning as a pivotal transportation corridor, has exerted significant influence on the social, economic, and physical evolution of the county for over a century. Consequently, the development patterns and urban design within the sector plan area have been primarily shaped by transportation considerations. Within this context, numerous historic structures stand as poignant reflections of the community's narrative and distinctive character. Notably, the urban design styles of residential dwellings in the established neighborhoods of historic subdivisions, particularly within the municipalities, showcase considerable variation. Broadly speaking, closer to the boundary with Washington, DC, one encounters denser, small lot structures organized in a grid-like configuration, while farther toward the Capital Beltway, larger and more spread-out residences epitomize the characteristics of suburban sprawl.

7.1 Community History

1878-1945

Although the 19th century saw increasing development of small-scale industry associated with local textile mills and iron works, particularly in the northern part of the county, most of Prince George's County remained agrarian until after the Civil War. The postbellum period saw a shift from the slave-based economy of large-scale tobacco plantations to smaller and more diversified agricultural enterprises. Significant numbers of formerly enslaved African-Americans who stayed in the area eventually purchased farms and small businesses and built the foundations for the area's strong African-American communities.⁷⁹ Central Avenue was built in 1878, serving as an important rural route for moving commodities from area farms into Washington, DC.

At the turn of the century, suburbanization began as subdividers and real estate agents platted communities close to the district line. Skilled and semi-skilled workers began to migrate from congested neighborhoods in the city to the newly subdivided areas of Capitol Heights, Highland Park, Carmody Hills, and Seat Pleasant. Highland Park School was constructed in 1928, making it one of three schools in the area that served African-American residents. The school was renovated and expanded in 2002 and remains in operation today as an elementary school. Through the 1930s, the communities in the plan area grew slowly, remaining principally rural in nature with rolling hills and open space.

The expansion of metropolitan and suburban train and streetcar lines accelerated the development of the suburban residential and commercial areas that characterize the study area today. The Columbia Railway

⁷⁹ PBPlaceMaking. "Central Avenue Transit-Oriented Development Corridor Development Strategy." June 15, 2006. Available from <https://www.wmata.com/initiatives/plans/upload/CentralAvenueforWeb.pdf>.

Company, chartered by Congress on May 24, 1870,⁸⁰ operated a horse-drawn streetcar until 1889, when Washington, DC, authorized the company to switch to a cable system. Ten years later, the company switched to underground electricity and extended its route. East of the Anacostia, the line split and one branch terminated in Seat Pleasant, the terminus of the Chesapeake Beach Railway. The Columbia Railway Company was acquired by the Washington Railway and Electric Company which, in 1933, merged with two other railways to form the Capital Transit Company.

The Chesapeake Beach Railway (CBRy) began operations in 1896 to carry vacationers from the Washington, DC, area to a new resort at Chesapeake Beach. The new line traveled east from Seat Pleasant to stops near the Brooks and Ritchie properties. Construction and maintenance of the railway depended heavily on African-American workers.⁸¹ "African-Americans could travel on the CBRy but had separate cars and waiting areas."⁸² CBRy ran until 1935.⁸³

The Washington, Baltimore, & Annapolis (WB&A) Electric Railroad began service from Baltimore to Washington, DC, through the sector plan area in 1908. The WB&A ceased operations in 1935 as the automobile became more popular. The tracks were eventually removed, and the train's route through the planning area was converted to a two-lane highway in 1944, known today as MD 704 (Martin Luther King Jr Highway).⁸⁴

⁸⁰ District of Columbia Board of Commissioners. "[Laws Relating to Street-railway Franchises in the District of Columbia](https://archive.org/details/lawsrelatingtos00commgoog)." Pg. 200. 1896. Available from <https://archive.org/details/lawsrelatingtos00commgoog>.

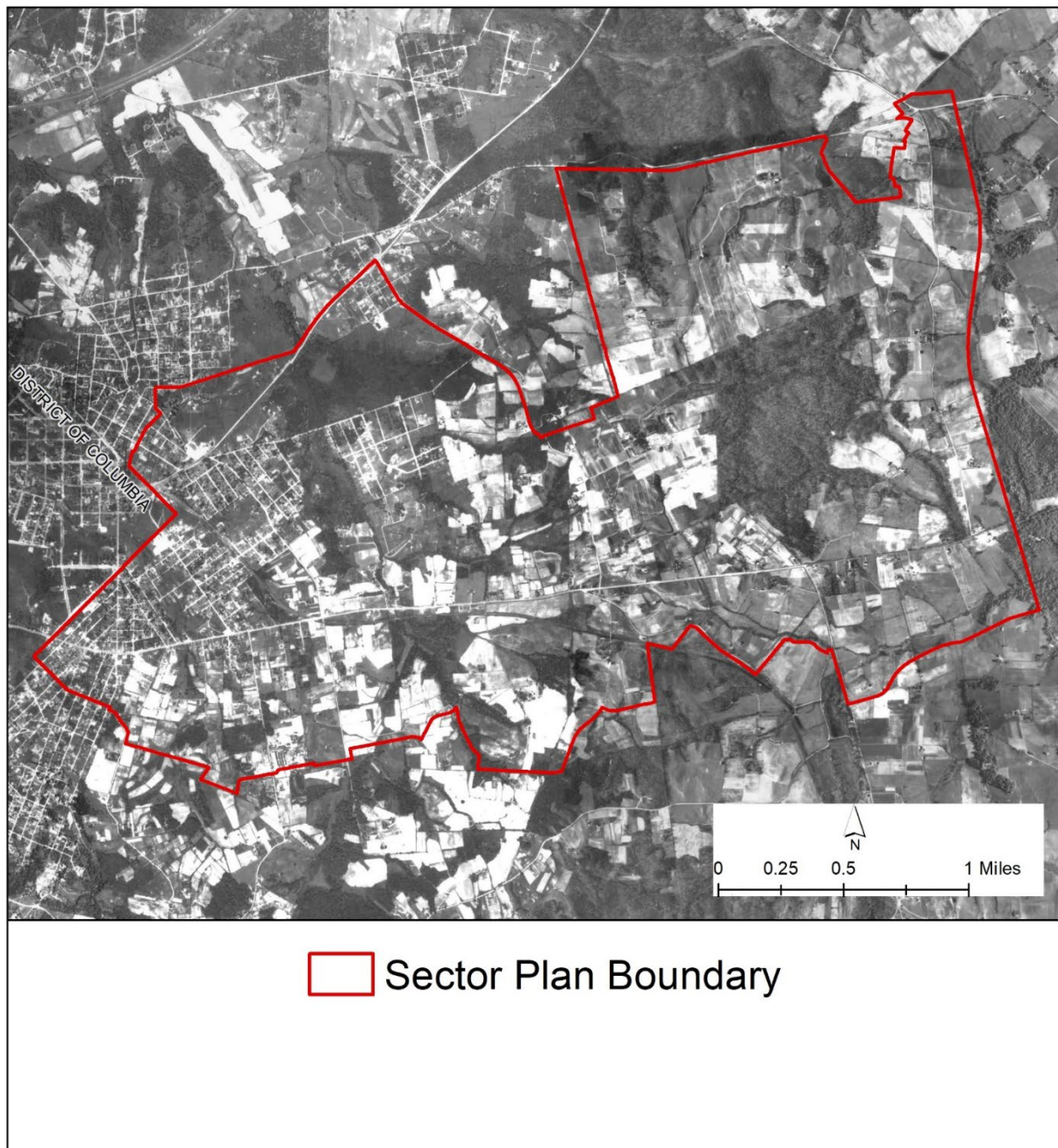
⁸¹ Chesapeake Beach Railway Museum. "History: The Roles African Americans Played." Available from https://chesapeakebeachrailwaymuseum.com/?page_id=126.

⁸² Chesapeake Beach Railway Museum. "History: The Roles African Americans Played."

⁸³ Chesapeake Beach Railway Museum. "History: The Roles African Americans Played."

⁸⁴ Prince George's County Planning Department. "Approved Subregion 4 Master Plan and Sectional Map Amendment." *The Maryland-National Capital Park and Planning Commission*. June 2010. Available from <https://www.mncppcapps.org/planning/publications>.

Map 23. Planning Area in 1938



Source: Prince George's County Planning Department, GIS Data Catalog, 2022, <https://gisdata.pgplanning.org/metadata/>.

1946-1965

During the period 1946-1965, the area underwent significant changes and development. At the end of World War II in 1945, there was a surge of African-Americans moving to the area seeking better job opportunities and escaping racial segregation in the South. Many settled in the area, which became a hub of Black business and culture. The area also became a popular destination for African-American entertainers and musicians, with venues such as the Crossroads and the Royal Theater hosting performances by artists such as Duke Ellington, Ray Charles, and James Brown. However, the community faced many challenges, including discriminatory housing practices and poor infrastructure.

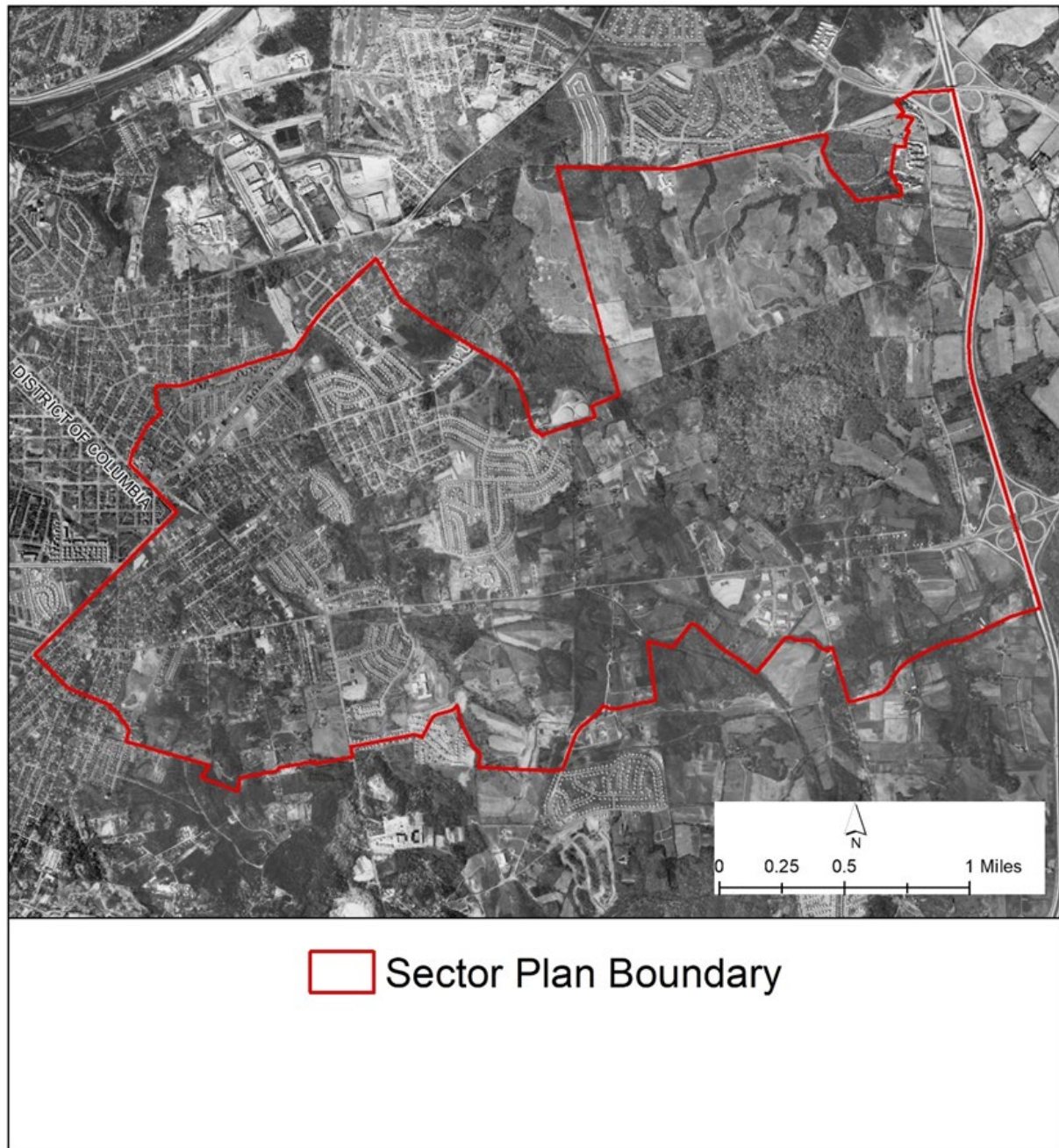
In 1948, the Supreme Court's ruling in *Shelley v. Kraemer* declared that racially restrictive housing covenants were unconstitutional, paving the way for African-Americans to move into previously all-white neighborhoods. This led to an increase in African-American home ownership in the area. Suburban residential subdivisions with curvilinear street grids were constructed in the area, the largest being Peppermill Village between MD 214 (Central Avenue) and MD 704 (Martin Luther King Jr Highway) in Seat Pleasant.

Throughout this period, the area experienced a building boom, with new housing developments, shopping centers, and schools being constructed. Most of the housing developments consisted of single-family attached dwellings, like those in the Booker T. Homes and Highland Gardens neighborhoods. In the 1960s, developers moved toward building single-family detached dwellings such as those in Peppermill Village and Wilburn neighborhoods. Garden apartments were also developed in the area, like those found in Pleasant House and Central Gardens.

The development of more affordable neighborhoods, notably the Gregory Estates (now Pleasant Homes) in 1949, was the catalyst for the migration of African-American families from the District of Columbia. Several Prince George's County public schools serving the growing population were also constructed during this period, such as Carmody Hills Elementary School in 1957 and Central High School in 1961.

Despite this growth and cultural significance, the Central Avenue area continued to face challenges. Discrimination and segregation remained prevalent, and the area experienced racial tension and unrest in the wake of the assassination of Martin Luther King Jr. in 1968.

Map 24. Planning Area in 1965



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2022, <https://gisdata.pgplanning.org/metadata/>.

1966-1980

During this time, Central Avenue was a bustling commercial hub for African-Americans in the Washington, DC, metropolitan area. Many African-American-owned businesses were located along the avenue, including restaurants, barber shops, and clothing stores. The area was also home to several popular nightclubs, such as the Crossroads Club and the Celebrity Room, where jazz and R&B musicians would perform. However, in the late 1960s and early 1970s, many of these businesses began to close because of urban renewal projects and changing demographics in the area.

The construction of single-family attached dwellings began to decline in favor of townhomes, some of which were sold as owner-occupied housing while others were offered as cooperative or rental housing. Development patterns became increasingly scattered during this period, with most subdivisions “leapfrogging” over vacant lots. Light industrial development began along Ritchie Road and Hampton Park Boulevard, along with the construction of the Kingdom Square shopping center.

Seat Pleasant Elementary School, Oakcrest Elementary School, John Carroll Elementary School, and Thomas G. Pullen School were constructed to serve the continually growing population.

In 1969, East Capitol Street was extended from the Washington, DC, line through Capitol Heights to Addison Road, with MD 214 being reassigned to the new roadway from the corresponding portion of Central Avenue, resulting in the seizure of several homes by eminent domain. This change had a significant impact on the town’s small businesses as those traveling to and from Washington, DC, began to bypass the once-bustling central business district.⁸⁵

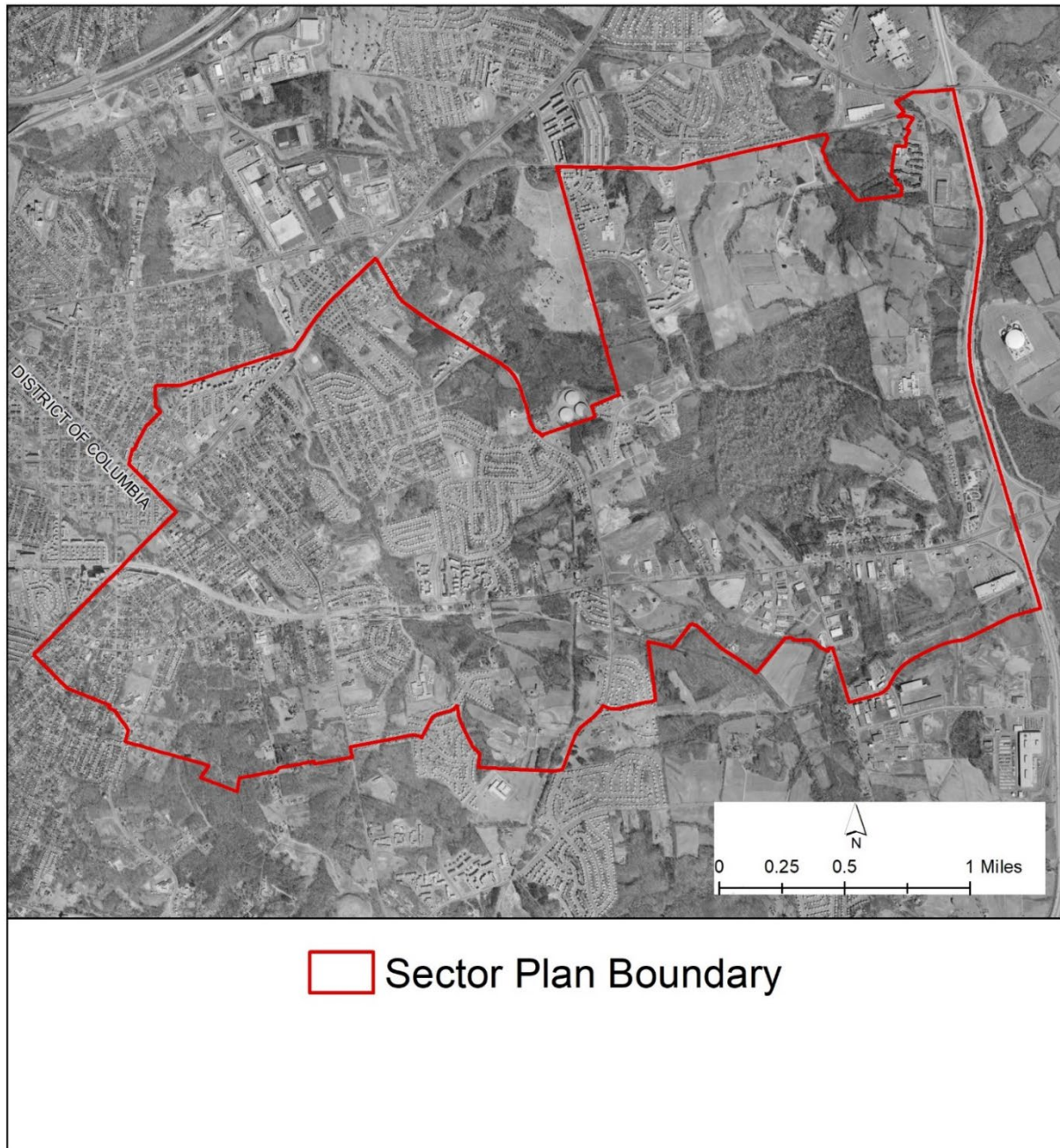
Capitol Heights and Seat Pleasant also experienced significant changes during this time. The areas were African-American and working-class, and many residents were employed in government jobs. In the late 1960s and early 1970s, the areas experienced an influx of low-income residents, many of whom were African-American and had been displaced from parts of Washington, DC, due to urban renewal projects. This led to increased poverty and crime in the area.

In response to these changes, community leaders organized to advocate for better housing, education, and job opportunities for residents. The Central Avenue Business Association was formed in 1968 to promote economic development in the area, and community groups such as the Capitol Heights Civic Association and the Seat Pleasant Citizens Association worked to improve living conditions for residents.

Despite these efforts, the area continued to struggle with poverty and crime throughout the 1970s. However, in the late 1970s, the construction of the Washington Metro's Blue Line brought new opportunities for economic development and revitalization to the area. New businesses and housing developments were built around the Metro stations, and the area began to experience a resurgence in the 1980s.

⁸⁵ The Maryland-National Capital Park and Planning Commission. “Capitol Heights and Greater Capitol Heights (75A-056).” 2010. Available from <https://www.mnccppcapps.org>.

Map 25. Planning Area in 1977



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2022, <https://gisdata.pgplanning.org/metadata/>.

1981-1995

In the early 1980s, the sector plan area was primarily residential, with a mix of single-family homes and apartment buildings. Central Avenue was the main commercial corridor, with numerous small businesses and retail establishments. The Capitol Heights, Seat Pleasant, and Morgan Boulevard areas were primarily working-class neighborhoods, with a mix of African-American and white residents.

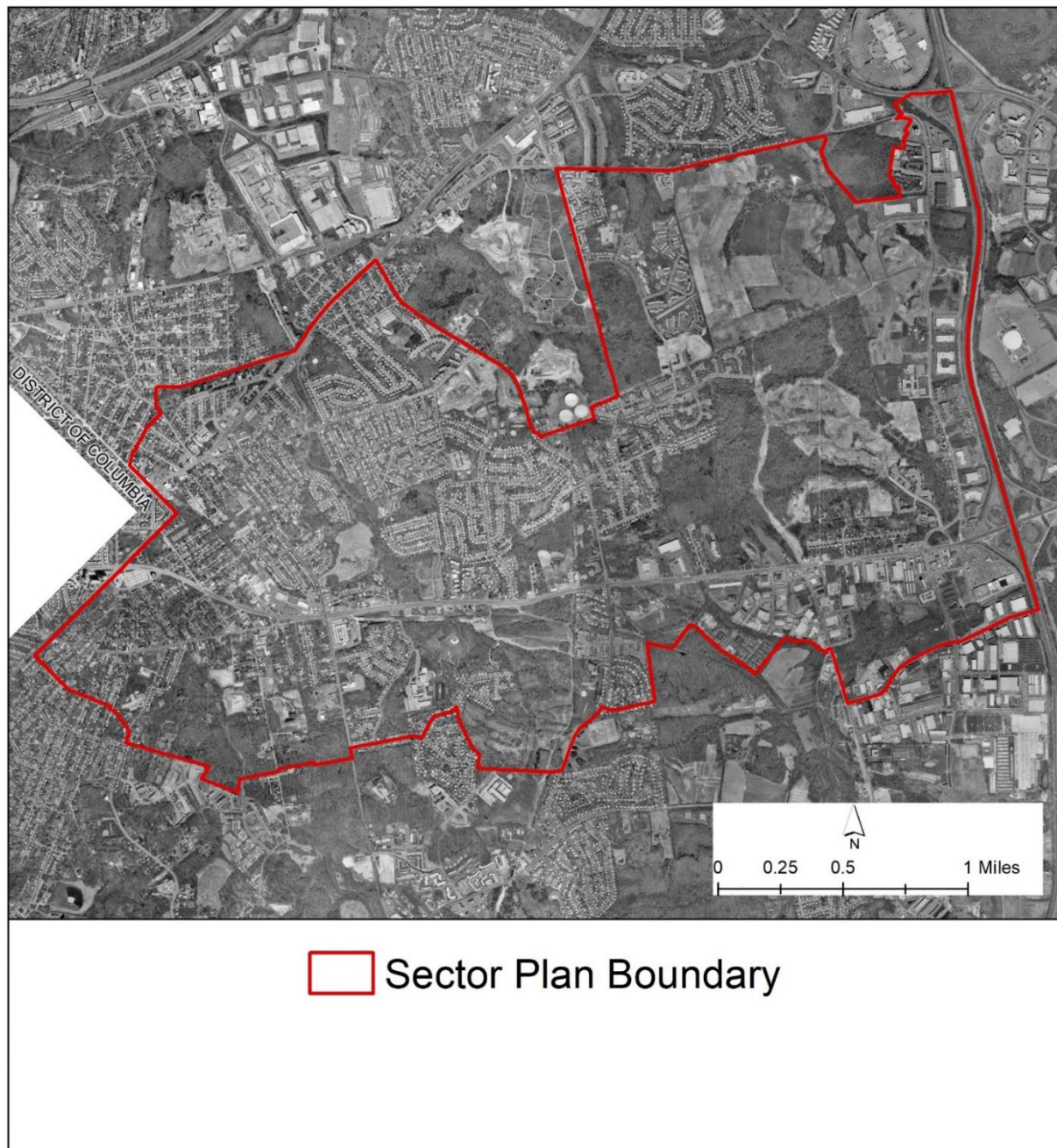
The Capitol Heights and Addison Road-Seat Pleasant stations opened in 1980. The Addison Road-Seat Pleasant Metro Station was the Metro blue line's terminus until the Morgan Boulevard and Largo Town Center stations opened in 2004. Access to the Metro provided easy access to Washington, DC, and other parts of the region, which led to an influx of new residents and businesses to the area. By 1984, MD 214 (Central Avenue) was expanded to six lanes to accommodate growing traffic levels.

During this time, the area around the current Morgan Boulevard Metro location was largely undeveloped. In the early 1990s, Summerfield Military Housing—consisting of townhouses, duplexes, and garden apartments—was built for lease to the US government to provide housing for enlisted military personnel. In 1993, Summerfield Boulevard, the first section of the current Garret A. Morgan Boulevard, opened.

Strip commercial development along Central Avenue also accelerated during this period, including the construction of the Park Central and Addison Plaza shopping centers. Another significant development was the construction of the Capital Centre, a large shopping mall and entertainment complex in Largo, just south of the future Morgan Boulevard station. The Capital Centre, which was constructed in 1973, became a major regional destination and helped to spur economic growth in the surrounding area. Several small community churches were also constructed in the area.

During this period, the region also saw demographic changes, as more African-Americans moved into the area and the white population declined. This shift was in line with broader demographic trends in Prince George's County, which became a majority African-American county during this period.

Map 26. Planning Area in 1993



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2022, <https://gisdata.pgplanning.org/metadata/>.

1996-2010

In the late 1990s, the sector plan area saw a rise in commercial and residential development. In addition, a new community center was built, offering residents access to various recreational facilities. Overall, the sector plan area experienced significant growth and development during this period, with a focus on revitalization, creating more economic opportunities, and improving transportation options. These efforts resulted in the creation of new businesses, homes, and amenities, making the area a more attractive place to live and work.

In 1996, the Wilson Dairy Farm site in Landover was chosen as the site for FedEx Field, the new home of the Washington football team⁸⁶. The Stadium opened on September 14, 1997, creating an immediate increase in traffic congestion on gamedays. A portion of the sale of land for FedExField was dedicated to constructing the Prince George's Sports and Learning Complex immediately to its north, which opened in 2000. In addition, a large church (City of Praise) was built east of the stadium.

In 2000, there was an effort to revitalize the MD 214 (Central Avenue) corridor. The Central Avenue Revitalization Plan was launched to improve the physical appearance of the area, create more economic opportunities, and reduce crime. The plan involved several public-private partnerships and community involvement initiatives. The plan resulted in significant improvements to the Central Avenue corridor, including new retail and commercial developments, streetscaping, and infrastructure improvements.

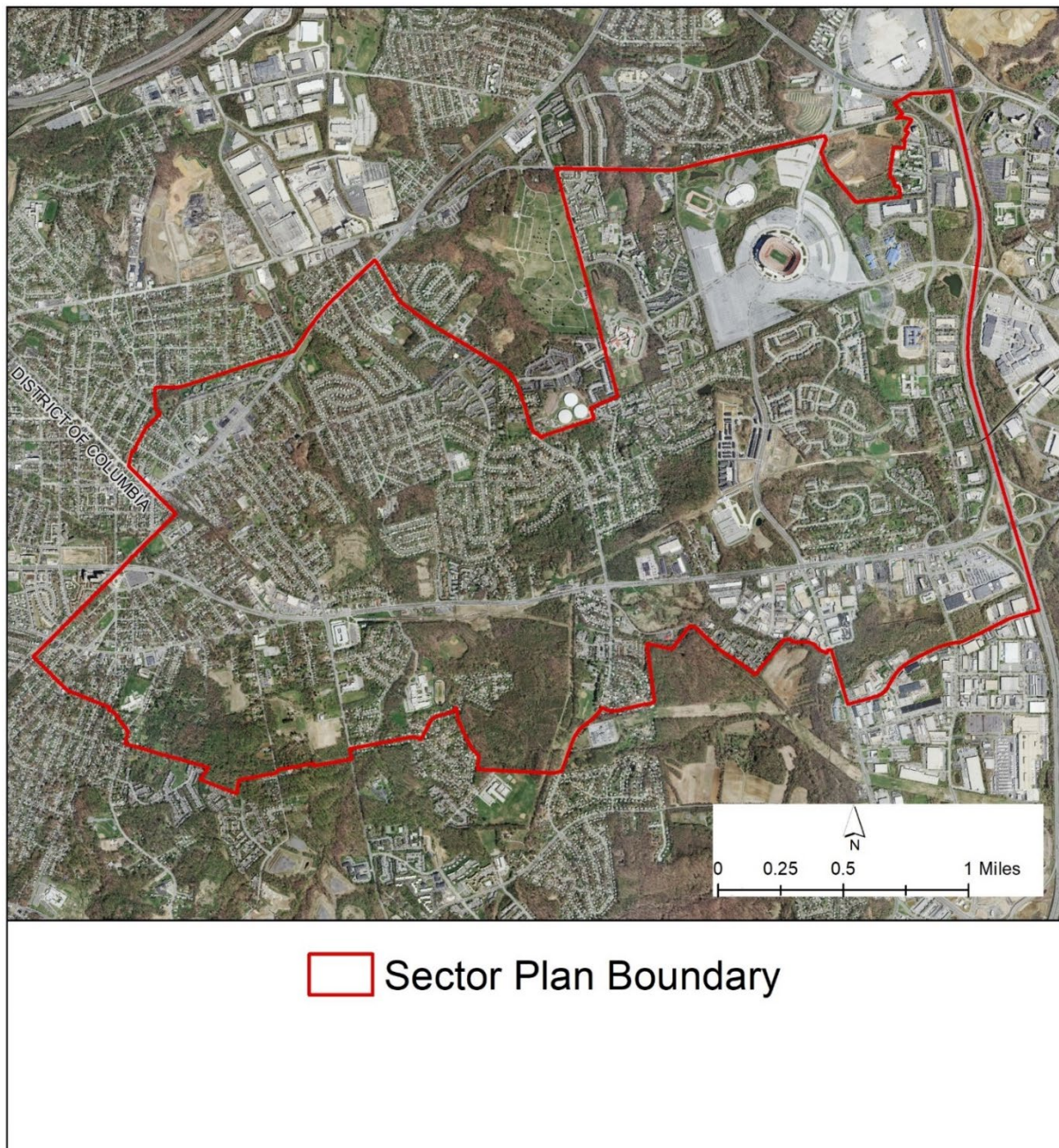
Between 2000 and 2006, Prince George's County government invested in infrastructure improvements in the area. This included road improvements, such as the widening of MD 214 (Central Avenue) and the expansion of public transportation options through the creation of new bus routes and the extension of the Metro rail system. However, the area was still experiencing challenges with high crime rates, particularly in Capitol Heights, and the area struggled with poverty and unemployment. In addition, in 2008, the national economic recession hit the area hard, leading to a decrease in property values and a rise in foreclosures.

In the Capitol Heights area, there were several new residential developments that were built during this period. The Seat Pleasant area also saw significant redevelopment during this period, including the development of the Addison Plaza shopping center. The Boulevard at Capital Centre shopping mall opened in 2003, which provided additional shopping and entertainment options for residents. The Addison Road Metro Station opened in 2004, which provided easier access to the area and contributed to its growth.

Far less housing was built during this fifteen-year period (718 dwelling units) than in the preceding three years, partly due to challenging market conditions following the 2008 financial crisis. Most of the housing constructed during this era were townhomes, most notably the Victory Promenade townhomes adjacent to the Morgan Boulevard Metro Station. A few single-family detached homes were also constructed during this period, along with one multifamily housing development (Century Summerfield Apartments).

⁸⁶ Pierre, R. E. and Jeter, J. "P.G. Council Votes to Buy Wilson Farm." *The Washington Post*. April 5, 1995. Available from <https://www.washingtonpost.com/archive/local>.

Map 27. Planning Area in 2009



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2022, <https://gisdata.pgplanning.org/metadata/>.

2011-Present

One significant development in the area is the extension of the Metro Silver Line. In 2014, the Silver Line began service at Capitol Heights, Addison Road-Seat Pleasant, Morgan Boulevard, and Downtown Largo Metro Stations. It helped to spur economic development in the sector plan area with new businesses and residential developments being completed. The extension of the line was part of a larger effort to expand the region's transit infrastructure and improve access to jobs, education, and other amenities.

In 2015, the County's Department of Public Works and Transportation launched a new bus transit system along the Central Avenue corridor. The system, called "TheBus," provides faster and more frequent service along the busy corridor, connecting residents to job centers, schools, and other destinations.

The area around FedExField has also seen some changes in recent years. In 2016, the county approved a plan to redevelop the area into a mixed-use development with housing, retail, and office space. The project, known as the "Rally," is still in the planning stages but could bring significant economic benefits to the area.

Victory Promenade Townhomes and Century Summerfield Apartments were fully completed by 2013. Brighton Place and The Park at Addison Metro were also completed that year, bringing a mix of single-family homes and townhomes within a half-mile walkshed of the Addison Road-Seat Pleasant Metro Station. The Kingdom Square shopping center is currently undergoing redevelopment, with a Class A office building and warehouse facility nearing completion on the site.

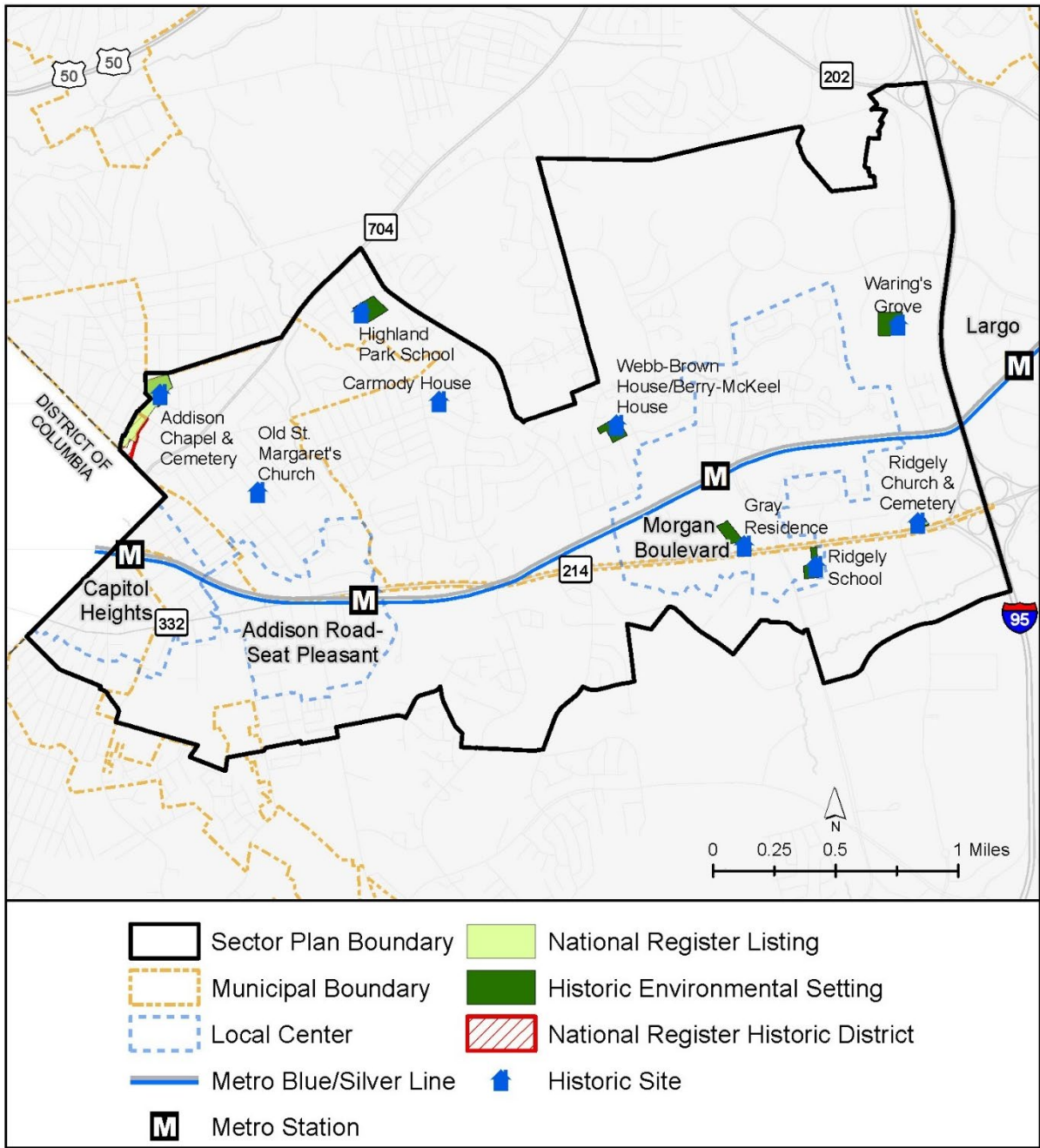
In 2020, the COVID-19 pandemic brought significant challenges to the area, as it did to the rest of the country. However, the local government, community organizations, and businesses worked together to address the challenges and support the community during the pandemic.

7.2 Historic Features

The sector plan area contains nine county-designated historic sites identified in the 2010 *Prince George's County Historic Sites and Districts Plan* (Map 28). Three of these sites, Addison Chapel and Cemetery, Ridgeley Church and Cemetery, and Ridgely School, are also on the National Register of Historic Places (NRHP).

Two additional properties, identified in the 2012 *African-American Historic and Cultural Resources in Prince George's County, Maryland*, are documented as State of Maryland historic properties. The DeAtley and Lillian Ridgely House (72-65) and the Arthur Jr. and Louise Ridgely Farmstead Site (72-43) have been documented on a Maryland Inventory of Historic Properties (MIHP) form and are not regulated by Subtitle 29 of the County Code. In addition, there are three MIHP documented communities: Seat Pleasant Historic Community (72-7), Capitol Heights Historic Community (75A-56), and Greater Capitol Heights Historic Community (75B-5).

Map 28. Historic Features



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

7.2.1 The Ridgley Family

Five of the eleven historic sites in the sector plan area have ties to the Ridgley Family, a prominent African-American family who, for more than a century, influenced community development and education in the sector plan area. In 1871 Lewis and Mary Ridgley purchased 52 acres of land at what is now the northwest corner of the intersection of modern-day Central Avenue and Morgan Boulevard.⁸⁷ Mary Eliza Dyson Ridgley, the wife of Lewis and Mary's son Arthur, "purchased 5 1/3 acres on the south side of Central Avenue to the east of Ritchie Road"⁸⁸ - the future site of the Ridgeley Rosenwald School. Arthur Ridgley, Sr. was a trustee of the school as well as the Ridgely Methodist Episcopal Church. Arthur and Mary Eliza's daughters Mattie Ridgeley Greene and Mildred Ridgeley Gray both taught at the Ridgeley Rosenwald School. Mildred Ridgeley Gray also attended the school before becoming a teacher and eventually serving as the school's principal.

Figure 14. Ridgeley School



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

⁸⁷ The Maryland-National Capital Park and Planning Commission. "African-American Historic and Cultural Resources in Prince George's County, Maryland." Pg. 124. 2012. Available from <https://issuu.com/mncppc/docs/aapgc>.

⁸⁸ M-NCPPC. "African-American Historic and Cultural Resources in Prince George's County, Maryland." Pg. 125.

RIDGELEY SCHOOL (NRHP), 8507 CENTRAL AVENUE, CAPITOL HEIGHTS (75A-028)

Built in 1927, the Ridgeley School, named for a prominent local African-American family, along with a church and society hall, were the focal points of the community of the same name.⁸⁹ The one-story, hip-roof frame school building "originally consisted of two large classrooms, separated by a central passage and an "Industrial Room," but a rear wing with a third classroom was added within 20 years."⁹⁰ Partially supported by the Rosenwald School Fund grant for the education of African-American children, the Ridgeley School is "the best example of only nine surviving Rosenwald schools of the 28 originally built in the County."⁹¹ The segregated school provided education to African-American children in the central part of the County until the 1950s, when it served as a special education center until the 1970s. Later, it was used as a bus lot before being restored and reopened as a museum in 2011.⁹² It is still owned and operated as a museum by Prince George's County Department of Parks and Recreation today.

⁸⁹ "Ridgeley Rosenwald School." *The Historical Marker Database*. <https://www.hmdb.org/m.asp?m=91958>.

⁹⁰ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 143. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

⁹¹ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 143. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

⁹² "Ridgely Rosenwald School." *The Maryland-National Capital Park and Planning Commission*. Available from <https://www.pg parks.com/3022/Ridgeley-Rosenwald-School>.

Figure 15. Ridgley Methodist Episcopal Church and Cemetery



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

RIDGLEY METHODIST EPISCOPAL CHURCH AND CEMETERY (NRHP), 8900 CENTRAL AVENUE, LANDOVER (72-005)

A farming community was established after the Civil War by former slaves from local tobacco plantations. Ridgley Methodist Episcopal Church was first built in the late 1870s, a cemetery was added in 1892, and in 1921 the church was replaced after the original burned to serve the local black Methodist community.⁹³⁹⁴ The building is "a one-story, front-gabled frame structure with pointed-arch windows filled with

⁹³ "Ridgley." *The Historical Marker Database*. Available from <https://www.hmdb.org/m.asp?m=89553>.

⁹⁴ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 120. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

commemorative stained glass” as memorials to past church members.⁹⁵⁹⁶ “The pews, altar rail, and chairs feature a pointed-arch, Gothic Revival motif.”⁹⁷

“Listed in the National Register of Historic Places in 1985, the church illustrates how rural forms and models persisted even as Prince George’s County became increasingly suburban in character.”⁹⁸

“Ridgley Methodist Episcopal Church is significant for its association with the end of reconstruction in Prince George’s County (1872-1896), the institution of government-sanctioned segregation in Prince George’s County (1896-1916), and the African-American experience of suburban settlement in Prince George’s County (1896-1964). These themes are set forth in the Multiple Property Documentation for African-American Historic Resources in Prince George’s County.”⁹⁹

⁹⁵ “Illustrated Inventory of Historic Sites and Districts: Prince George’s County, Maryland.” *The Maryland-National Capital Park and Planning Commission*, pg. 120. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

⁹⁶ US Department of the Interior and National Park Service. “Ridgley Methodist Episcopal Church.” National Register of Historic Places. October 1990. Available from https://mht.maryland.gov/secure/medusa/PDF/NR_PDFs/NR-1402.pdf.

⁹⁷ US Department of the Interior and National Park Service. “Ridgley Methodist Episcopal Church.” National Register of Historic Places. October 1990. Available from https://mht.maryland.gov/secure/medusa/PDF/NR_PDFs/NR-1402.pdf.

⁹⁸ “Illustrated Inventory of Historic Sites and Districts: Prince George’s County, Maryland.” *The Maryland-National Capital Park and Planning Commission*, pg. 120. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

⁹⁹ Maryland Historical Trust. “Maryland’s National Register Properties: Ridgley Methodist Episcopal Church.” *Maryland Department of Planning*. March 13, 2005. Available from <https://mht.maryland.gov/nr/NRDetail.aspx>.

Figure 16. William and Mildred Ridgley Gray Residence



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

WILLIAM AND MILDRED RIDGLEY GRAY RESIDENCE, 8118 CENTRAL AVENUE, LANDOVER (72-061)

In 1945 Arthur and Mary Ridgley subdivided their 52-acre tract and gave each of their children a parcel.¹⁰⁰ Mildred Ridgley received parcels 6 and 7 and later constructed a residence. Built by Black architect Robert Hill circa 1955, this brick one-story western ranch-style house has French Provincial stylistic elements. It was built on land owned by the Ridgley family, who were prominent African-American landowners, farmers, and teachers in the area. The house style and setting represent the suburban, post-WWII Black professional class, breaking from traditional farm structures and houses previously on the property.¹⁰¹ The house is representative of the increasing prosperity of the Ridgley family from the late nineteenth through the twentieth century and their transition from farming to other occupations, especially the education of Prince George's County African-American children. The house also reflects the gradual subdivision and development of land in Prince George's County in the twentieth century as it transitioned from rural to suburban. In 2001, Mildred Ridgeley Gray transferred the property to the Mildred Ridgley Gray Charitable

¹⁰⁰ The Maryland-National Capital Park and Planning Commission. "African-American Historic and Cultural Resources in Prince George's County, Maryland." Pg. 128. 2012. Available from <https://issuu.com/mncppc/docs/aapgc>.

¹⁰¹ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 127. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

Trust, Inc., with the intent to bring “public awareness to the historical background of a community in Prince George’s County, formerly known as Ridgeley, Ridgely or Ridgley.”¹⁰²

[DEATLEY AND LILLIAN RIDGLEY HOUSE, 7900 CENTRAL AVENUE \(72-065\)](#)

In 1938 DeAtley Ridgley received a 100-square-foot parcel from his parents’ tract on which he and his wife built a house. In 1945 when Arthur and Mary Ridgley subdivided their 52-acre tract, DeAtley received parcels 1 and 3. Parcel 1 was platted as the “Ridgley Manor” subdivision.¹⁰³ Parcel 3 was eventually sold and became the site of the Randolph Village Elementary School.¹⁰⁴

[ARTHUR JR. AND LOUISE RIDGLEY FARMSTEAD SITE, 8302-8304 CENTRAL AVENUE \(72-043\)](#)

The farmstead site consists of part of the original 52-acre tract purchased by Arthur and Mary Ridgley and parcels acquired by Arthur Jr. It is now owned by the Washington Metropolitan Transit Authority.¹⁰⁵

¹⁰² Dayton, M. and Weisha, P. “Maryland Historical Trust: Maryland Inventory of Historic Properties Form.” *EHT Tracerics, Inc.* December 2009. Available from <https://www.mnccppcapps.org/planning/HistoricCommunitiesSurvey/Documentations>.

¹⁰³ The Maryland-National Capital Park and Planning Commission. “African-American Historic and Cultural Resources in Prince George’s County, Maryland.” Pg. 129. 2012. Available from <https://issuu.com/mnccppc/docs/aapgc>.

¹⁰⁴ The Maryland-National Capital Park and Planning Commission. “African-American Historic and Cultural Resources in Prince George’s County, Maryland.” Pg. 130. 2012. Available from <https://issuu.com/mnccppc/docs/aapgc>.

¹⁰⁵ The Maryland-National Capital Park and Planning Commission. “African-American Historic and Cultural Resources in Prince George’s County, Maryland.” Pg. 131. 2012. Available from <https://issuu.com/mnccppc/docs/aapgc>.

7.2.2 Historic Sites

Figure 17. Addison Chapel



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

ADDISON CHAPEL (NRHP) (ST. MATTHEW'S EPISCOPAL CHAPEL), 5610 ADDISON ROAD, SEAT PLEASANT (72-008)

Built in 1810 and renovated circa 1905, Addison Chapel is a simple, gable-roof brick chapel, replacing an earlier frame structure as the upper chapel of St. John's Episcopal Church at Broad Creek.¹⁰⁶ "Although St. Matthew's has undergone several alterations, it remains an example of a plain style Anglican Church of the early period."¹⁰⁷ St. Matthew's is also significant for its association with several prominent individuals and families, including the Addison and Calvert families.¹⁰⁸ "The chapel was deconsecrated in 1990 and is

¹⁰⁶ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 121. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

¹⁰⁷ Maryland Historical Trust. "Maryland's National Register Properties: St. Matthew's Church." *Maryland Department of Planning*. April 10, 1972. Available from <https://mht.maryland.gov/nr/NRDetail.aspx?NRID=85>.

¹⁰⁸ Maryland Historical Trust. "Maryland's National Register Properties: St. Matthew's Church." *Maryland Department of Planning*. April 10, 1972. Available from <https://mht.maryland.gov/nr/NRDetail.aspx?NRID=85>.

now maintained for nondenominational services and educational purposes; it is protected by a preservation easement held by the Maryland Historical Trust.”¹⁰⁹

Figure 18. Old St. Margaret's Catholic Church



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

OLD ST. MARGARET'S CATHOLIC CHURCH, 6020 ADDISON ROAD, SEAT PLEASANT (72-007-01)

"Built in 1908, St. Margaret's (now Mount Victory Baptist) Church is a front-gabled frame church with pointed-arch stained-glass windows and bracketed eaves." The church, built in 1908, "is significant for its Gothic Revival architecture and for its connection with Francis S. Carmody, an early developer of Seat Pleasant." ¹¹⁰

¹⁰⁹ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 121. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

¹¹⁰ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 121. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

Figure 19. Carmody House



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

CARMODY HOUSE, 6808 DRYLOG STREET, SEAT PLEASANT VICINITY (72-006)

The Carmody House was "the home of Francis S. Carmody, banker, contractor, and developer of the Town of Seat Pleasant." Built in 1895, with several additions in the twentieth century, the Carmody House is a two-and-one-half story, cross-gabled frame dwelling" that "is one of the few remaining examples of turn-of-the-twentieth-century rural residential architecture in the developed tier."¹¹¹

¹¹¹ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 120. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

Figure 20. Waring's Grove



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

WARING'S GROVE, 900 BRIGHTSEAT ROAD, LANDOVER (72-004)

Nestled within a modern residential complex for active older adults, Waring's Grove hearkens to the time of plantation owners and slavery.¹¹² "Built in the late eighteenth century, and remodeled circa 1860, Waring's Grove incorporates a one-and-one-half-story frame house with Gothic Revival detail on porch and dormers."¹¹³ Historic outbuildings included a corncrib, shed, barn, icehouse, and smoke house.^{114,115} The house is an interesting example of an early dwelling form with later Victorian trim.¹¹⁶

¹¹² Prince George's County Planning Department. "Antebellum Plantations in Prince George's County." *The Maryland-National Capital Park and Planning Commission*. June 2009. Available from <https://www.mncppcapps.org/planning/publications>.

¹¹³ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 119. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

¹¹⁴ Prince George's County Planning Department. "Approved Prince George's County Historic Sites and Districts Plan." *The Maryland-National Capital Park and Planning Commission*, pg. 126. June 2010. Available from <https://www.mncppcapps.org/planning/publications>.

¹¹⁵ M-NCPPC, Prince George's County Planning Department, "Antebellum Plantations in Prince George's County: Plantation Analysis," Pg. 77.

¹¹⁶ M-NCPPC, Prince George's County Planning Department, "Approved Prince George's County Historic Sites and Districts Plan," Pg. 126.

Figure 21. Webb-Brown House



Source: Photograph by Ryan Craun. Prince George's County Planning Department. 2023.

WEBB-BROWN HOUSE, 7600 WILLOW HILL DRIVE, LANDOVER (72-016)

On a main block built by lawyer John Webb is the former home of Richard Brown, hence the name Webb-Brown house.¹¹⁷ "Built circa 1870, the Webb-Brown House is a two-part, two-story, side-gabled, frame house; its cornice is embellished with ornate console brackets, and there is a facade-wide porch with openwork jigsaw brackets."¹¹⁸ The house, also known as the Berry-McKeel House, stands on a terraced knoll and represents a prominent Victorian landmark in a developed residential area.¹¹⁹

¹¹⁷ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 126. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

¹¹⁸ "Illustrated Inventory of Historic Sites and Districts: Prince George's County, Maryland." *The Maryland-National Capital Park and Planning Commission*, pg. 126. Available from https://issuu.com/mncppc/docs/illustrated_inventory_of_historic_sites_and_distri/127.

¹¹⁹ Prince George's County Planning Department. "Approved Prince George's County Historic Sites and Districts Plan." *The Maryland-National Capital Park and Planning Commission*, pg. 129. June 2010. Available from <https://www.mncppcapps.org/planning/publications>.

HIGHLAND PARK HIGH SCHOOL, 6501 LOWLAND DRIVE, HIGHLAND PARK (72-021)

"Built in 1928, Highland Park High School was the second high school for African-Americans in Prince George's County, Maryland. It was one of twenty-three 'Rosenwald Schools' constructed"¹²⁰ in the county. The original building is now a wing of the Highland Elementary School.

7.3 Arts and Culture

A community's culture is demonstrated through its practices, including music, dance, performance, arts, food, festivals, fashion, and sports activities. These practices may be on display in public spaces and dedicated facilities such as museums, art galleries, music halls, and theatres.

There is little public art in the form of sculptures, murals, and creative placemaking in the sector plan area. The nonprofit Prince George's Arts & Humanities Council has a municipality bus shelter project along the blue line corridor planned. As part of the project, bus shelters will become works of art representing architectural elements, culture, and stories of each area.

Ridgeley Rosenwald School (75A-028) was restored and reopened as a museum.

Aside from community centers and public parks, only one venue for art display and performance is in the sector plan area. Located in a shopping center south of the Morgan Boulevard Metro Station, Serengeti Gallery displays and sells artworks created by African artists and hosts events in addition to providing custom framing services.

There are venues for art creation targeted to youth, including the Abundant Dance & Artistry Studio, The Foreman Arts School, Main Attraction Performing Arts Center, and the Thomas G. Pullen K-8 Creative and Arts School.

Playing and watching basketball is a favorite pass time of residents of the sector plan area. NBA star, Kevin Durant, calls Seat Pleasant home. He supports the Seat Pleasant Activity Center, which provides a variety of recreational, educational, and social programs for youth in the community where he grew up.

7.4 Urban Design

Investments in transportation facilitated the development that exists along the corridor today, which consists of traditional suburban residential neighborhoods, auto-oriented commercial centers, and industrial development.¹²¹ Starting at the Washington, DC, boundary and traveling east, the development pattern transitions from walkable communities to suburban sprawl. Buildings close to the boundary are generally older, smaller, closer together, and organized in a grid pattern, while those farther from the DC line are larger and widely spaced. Denser residential uses are closer to Washington, DC, while larger-scale

¹²⁰ "Highland Park School." *The Historical Marker Database*. July 2008. Available from <https://www.hmdb.org/m.asp?m=40025>.

¹²¹ Prince George's County Planning Department. "Subregion 4 Transit-Oriented Development Implementation Project: The Central Avenue-Metro Blue Line Corridor Summary and Assessment of TOD Plans and Design Standards Report." *The Maryland-National Capital Park and Planning Commission*. August 2011. Available from <https://www.mnccppc.org/DocumentCenter>.

industrial uses are toward the Capital Beltway, and clusters of suburban development with some commercial uses are scattered in between.¹²²

7.4.1 City of Seat Pleasant

Seat Pleasant was first platted for subdivision in 1873, but development did not happen until over thirty years later.¹²³ Trolley cars and electric train cars made it easier for those working and living in Washington, DC, to move out of the congested city. Seat Pleasant quickly became a commuter transportation hub, commonly known as a streetcar suburb. In the first decade of the 1900s, several new subdivisions were platted in and around the areas now considered to be Old Town Seat Pleasant.¹²⁴ "Popular house styles of the period (front-gables, cross-gables, foursquares, etc.) began to be built...later in the 1920s and 1930s, examples of the popular bungalow style were built on unimproved lots, giving the Seat Pleasant community a mix of residential architecture typical of early twentieth century developing communities."¹²⁵ The city was incorporated in 1931 with the intention of improving services for residents.

Structures in the community reflect "a variety of popular architectural styles including Queen Anne, Italianate, Colonial Revival, Craftsman, and the Modern Movement." "Foursquare, bungalow, Cape Cod, ranch houses, minimal traditional houses, and split-levels" and the detached row house are common building forms found in the area.¹²⁶ Detached row houses are usually two stories with a porch and flat or shed roof.¹²⁷ "Houses typically have an even setback along a streetscape, although lots are of varying sizes."¹²⁸

By the 1960s, the population of African-Americans began to increase in what had previously been a predominately white community.^{129, 130} The Old Town commercial area of the City of Seat Pleasant runs along both sides of Martin Luther King Jr Highway. However, "due to its uncoordinated pattern of development, the strip presents an image of visual chaos, clutter and deteriorating structures."¹³¹

¹²² PBPlaceMaking. "Central Avenue Transit-Oriented Development Corridor Development Strategy." June 15, 2006. Available from <https://www.wmata.com/initiatives/plans/upload/CentralAvenueforWeb.pdf>.

¹²³ Prince George's County Planning Department. "Addison Road Metro Area Approved Sector Plan & Section Map Amendment." *The Maryland-National Capital Park & Planning Commission*, pg. 123. October 2000. Available from <https://www.mncppcapps.org/planning/publications>.

¹²⁴ Prince George's County Planning Department. "Addison Road Metro Area Sector Plan." *The Maryland-National Capital Park & Planning Commission*, pg. 123. October 2000. Available from <https://www.mncppcapps.org/planning/publications>.

¹²⁵ Prince George's County Planning Department. "Addison Road Metro Area Sector Plan." *The Maryland-National Capital Park & Planning Commission*, pg. 123. October 2000. Available from <https://www.mncppcapps.org/planning/publications>.

¹²⁶ Prince George's County Planning Department. "PG 72-007 Seat Pleasant Community Survey." *HSDP Historic Resource and Community Survey Update Database*, pg. 2. 2008. Available from <https://www.mncppcapps.org/planning/HistoricCommunitiesSurvey>.

¹²⁷ Prince George's County Planning Department, "Seat Pleasant Community Survey," pg. 2.

¹²⁸ Prince George's County Planning Department, "Seat Pleasant Community Survey," pg. 2.

¹²⁹ KCI Technologies, Inc. "Suburbanization Historic Context and Survey Methodology." *Maryland Department of Transportation*. November 1999. Available from <https://roads.maryland.gov/mdotsha/pages/Index.aspx?Pagelid=213>.

¹³⁰ Prince George's County Planning Department. "Approved Historic Sites and Districts Plan." *The Maryland-National Capital Park and Planning Commission*. June 2010. Available from <https://www.mncppcapps.org/planning/publications>

¹³¹ M-NCPPC, Prince George's County Planning Department. "Addison Road Metro Area Sector Plan," pg. 117.

Fairmount Heights, located northwest of Seat Pleasant and outside of the sector plan area, was subdivided in 1900 and has the distinction of being one of the first African-American communities settled in Prince George's County.¹³²

7.4.2 Carmody Hills-Pepper Mill Village

Named after the Carmody family, "the unincorporated community of Carmody Hills was platted in the 1930s".¹³³ "By 1942, the community was well established...by the 1960s, nearly one-third of the homes were in need of enhancement"¹³⁴ The houses in the community were developed on small lots on a grid pattern.

7.4.3 Town of Capitol Heights

Capitol Heights was platted in 1904 into small lots that were originally advertised to white people only. Although residents were not directly served by railroad or streetcar service, they were within a mile of the stops at Seat Pleasant.¹³⁵ The town was incorporated in 1910 to improve public services. "Detached bungalows, cottages and small cape cods compose most of the neighborhoods and give Capitol Heights much of its distinct town character."¹³⁶ The middle- and working-class residences are modest and typically one- or one-and-a-half stories.¹³⁷ Capitol Heights has a grid of urban blocks that are generally no more than 400 feet in length, representing short blocks that allow for more direct trips between uses.¹³⁸ As the popularity of automobiles increased and a bus line started to service the neighborhoods, African-Americans began to move into the previously segregated community. Commercial uses formed a district clustered along MD 332 (Old Central Avenue), but in the 1970s, the realignment of what is MD 214 (Central Avenue) today bypassed this commercial area resulting in a loss of businesses.¹³⁹

¹³² Prince George's County Planning Department. "Subregion 4 Approved Master Plan and Sectional Map Amendment." *The Maryland-National Capital Park and Planning Commission*. June 2010. Available from <https://www.mncppcapps.org/planning/publications>.

¹³³ "Subregion 4 Transit-Oriented Development Implementation Project – The Central Avenue-Metro Blue Line Corridor Phase I: Consolidated Report." *The Maryland-National Capital Park and Planning Commission*, pg. 7. 2011.

¹³⁴ "Subregion 4 Transit-Oriented Development Implementation Project – The Central Avenue-Metro Blue Line Corridor Phase I: Consolidated Report." *The Maryland-National Capital Park and Planning Commission*, pg. 8. 2011.

¹³⁵ "Subregion 4 Transit-Oriented Development Implementation Project – The Central Avenue-Metro Blue Line Corridor Phase I: Consolidated Report." *The Maryland-National Capital Park and Planning Commission*, pg. 8. 2011.

¹³⁶ Lee and Associates. "Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment." *The Maryland-National Capital Park and Planning Commission*. July 2008. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=221&Category_id=1.

¹³⁷ Prince George's County Planning Department. "Subregion 4 Approved Master Plan and Sectional Map Amendment." *The Maryland-National Capital Park and Planning Commission*, Pg. 94. June 2010. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=257&Category_id=1.

¹³⁸ Lee and Associates. "Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment." *The Maryland-National Capital Park and Planning Commission*. July 2008. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=221&Category_id=1.

¹³⁹ KCI Technologies, Inc. "Suburbanization Historic Context and Survey Methodology." *Maryland Department of Transportation*. November 1999. Available from <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PagelD=213>.

In the 1970s, a new Central Avenue was constructed that bypassed the Town of Capitol Heights, many businesses fled, and the once bustling commercial corridor declined.¹⁴⁰ MD 332 (Old Central Avenue) is a historic main street in Capitol Heights, however many of the structures are vacant, underutilized, and visually unattractive or incompatible with adjacent uses.¹⁴¹

7.4.4 Walker Mill-Ritchie

To the south of Central Avenue and east of Capitol Heights, the Walker Mill-Ritchie neighborhood has developed unevenly, with rural and older developments in the west section and modern post-1950s large developments in the east section.¹⁴² The area is comprised of isolated subdivisions with cul-de-sac connected by Walker Mill Road.

7.5 Key Takeaways

- From the construction of Central Avenue in 1878 to the electric and streetcars at the turn of the century to the Metro Blue Line, transportation is a key driver of the development history, pattern, and racial makeup of the communities along Central Avenue.
- There is a 100-year-plus history of incorporated municipalities with strong identities in this area.
- Several historic structures located throughout the sector plan area represent the legacy of formerly enslaved and free African-Americans and their descendants.
- The buildings closest to Washington, DC, are generally smaller, closer together, and organized in a grid pattern. As you move away from the Washington, DC, line toward the Capital Beltway, the buildings become larger and widely spaced.
- The Central Avenue Blue Line Corridor sector plan area has well-established, stable residential neighborhoods. Residential neighborhoods display traditional architectural design.

¹⁴⁰ Prince George's County Planning Department. "Subregion 4 Approved Master Plan." *The Maryland-National Capital Park and Planning Commission*. June 2010. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=257&Category_id=1.

¹⁴¹ *M-NCPPC, Lee and Associates*, Approved Capitol Heights Transit District Development Plan.

¹⁴² *M-NCPPC*, Subregion 4 Transit-Oriented Development Implementation, pg. 8.

8. Healthy Communities

A healthy and sustainable community is characterized by its residents' access to quality open spaces, diverse transportation options, healthy food and nutrition, and suitable living conditions for people of all ages. The sector plan area, which includes the Town of Capitol Heights, City of Seat Pleasant, and Morgan Boulevard vicinity (including FedExField), benefits from natural features and amenities such as open spaces, parks, and trails. However, the sector plan area faces challenges in terms of limited access to healthy food, senior housing, and senior activity center amenities.

According to the Sustainable Community Renewal Application of June 2022, the existing public space infrastructure within the sector plan area is in poor condition, and the absence of community amenities, such as retail offerings and gathering spaces, may hinder new development and investment.¹⁴³

Analyzing the data from eight census tracts that either fully or partially fall within the sector plan boundary, it is observed that, on average, just over half of the population visited a dentist based on 2020 data, indicating a propensity for tooth loss, with 12.8 percent of adults aged 65 and older experiencing complete tooth loss compared to 8 percent in the county. Approximately 15 percent of the population in the sector plan area does not have health insurance, and there may be others who are underinsured. The area also exhibits a slightly higher rate of asthma, with about 11 percent of adults affected, compared to 10 percent in the County. Moreover, high blood pressure, a contributing factor to heart disease, is more prevalent in the sector plan area, with a rate of 41.35 percent compared to 36.5 percent for the entire county. In addition, the average rate of adults classified as obese in designated places such as Walker Mill, Summerfield, Seat Pleasant, Peppermill Village, and Capitol Heights is 41.4 percent, higher than the county's average of 31.9 percent. Furthermore, 14.76 percent of the population in these areas has diabetes, compared to 11.2 percent of adults in the County.¹⁴⁴

Addressing these health-related concerns and improving access to healthcare, nutritious food, and suitable community amenities will be vital for promoting a healthier and more sustainable living environment within the sector plan area.

¹⁴³ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application." *Maryland Department of Housing and Community Development*. June 2022. Available from <https://dhcd.maryland.gov/Communities>.

¹⁴⁴ Prince George's County. "

8.1 Open Space and Trails

Between M-NCPPC and multiple authorities within the sector plan area, there are twenty-three parks with approximately 372 acres of M-NCPPC- or city-owned parks and open space. Trails are in approximately one-third of the parks in the sector plan area.¹⁴⁵

The most common outdoor park amenities are basketball courts and playgrounds. Some other outdoor park amenities include tennis courts, picnic areas, football and soccer fields, baseball fields, and multi-purpose fields, with the highest concentration of outdoor park amenities in Morgan Boulevard and the vicinity. Some other less common amenities include community gardens, dog parks, exercise stations, grills, and softball fields. See Table 16 in Section 9.6.3 of the Public Facilities chapter for a complete list of parks and amenities.

8.1.1 Park and Open Space Equity

Green space provides a range of economic, social, and environmental benefits for individuals of all age groups. However, the Maryland Department of Natural Resources (MD DNR) highlights the potential risks faced by children in underserved communities who lack access to nature, including higher rates of childhood obesity, attention deficit disorder, and depression. To address this issue, MD DNR, in collaboration with the University of Maryland, has developed the Park Equity Analysis, a tool aimed at identifying areas in Maryland where residents encounter cultural, socioeconomic, and health-related barriers to green space. These identified areas are recommended for the development of new park infrastructure and green spaces.¹⁴⁶

Based on the data provided by the Maryland Park Equity Mapper tool, the Park Equity Total Score for all three areas within the sector plan area, as determined by Census Block Group, is exceptionally low. The total park equity score is derived from a combination of demographic and environmental factors, including the proximity to parks and public transportation, walkability, and the concentration of households with youth, elderly individuals, low-income residents, and diverse populations.

Furthermore, as stated in the 2022 Sustainable Community Renewal Application, existing trails and green spaces in the area are deemed unsafe due to insufficient lighting and necessitate improvements. One proposed solution is to establish a comprehensive strategy for enhancing parks and green spaces in collaboration with various partners. This strategy would involve engaging the community in the process of prioritizing, establishing, and implementing improvement projects at key locations within the area.¹⁴⁷

¹⁴⁵ "Park Finder." *Prince George's County Department of Parks and Recreation*. Available from <https://www.pg parks.com/parks-trails/park-finder>.

¹⁴⁶ Adaptation Clearinghouse. "Maryland Park Equity Mapper." *Georgetown Climate Center*. 2019. Available from <https://www.adaptationclearinghouse.org/resources/maryland-park-equity-mapper>.

¹⁴⁷ Prince George's County Planning Department. "Central Avenue-Metro Blue Line Corridor Sustainable Communities Renewal Application." *Maryland Department of Housing and Community Development*. June 2022. Available from <https://dhcd.maryland.gov/Communities>

8.2 Access to Healthy Food

Access to healthy food is a critical element in fostering healthy communities. The accessibility of such food options is determined by several factors, including the proximity of residents to stores offering fresh and nutritious foods, the availability of transportation options to reach these stores, and the financial resources residents can allocate toward a healthy food budget.¹⁴⁸

According to the 2022 Sustainable Community Renewal Application, municipalities within the area face a scarcity of food retailers that provide healthy food choices.¹⁴⁹ The sector plan area currently has several food retailers, such as Best One Food, Excel International African Food, K & Y Grocery, T-A Best One Food Mart, and Save a Lot. In addition, there are establishments like Discount Mart and Dollar Tree. However, there is a lack of national chain stores within the sector plan area, with Shoppers and Aldi stores situated outside its boundaries. Although a development proposal (DSP-06015-01) has received approval for a grocery store along Walker Mill Road, construction has not commenced.

Previously, a Safeway store operated within the plan area, but it closed in 2016 due to financial losses incurred over the preceding three years.¹⁵⁰ To address the resulting food desert, Good Food Market opened at Addison Plaza in 2021. Good Food Market aims to enhance food access and promote overall wellness in underserved communities. However, the store closed in spring 2023. Consequently, residents within the plan area need to drive for 15 to 20 minutes to reach a major grocery store¹⁵¹ with healthy food options.

A farmers' market known as The Capital Market operates annually from June through October at the Hampton Park development. Located at the southwestern corner of the intersection of Central Avenue and the Capital Beltway, this market showcases locally sourced fruits, vegetables, baked goods, and other products. It operates on Friday afternoons from 12 to 4 pm, providing a valuable avenue for accessing fresh and regionally produced food items.

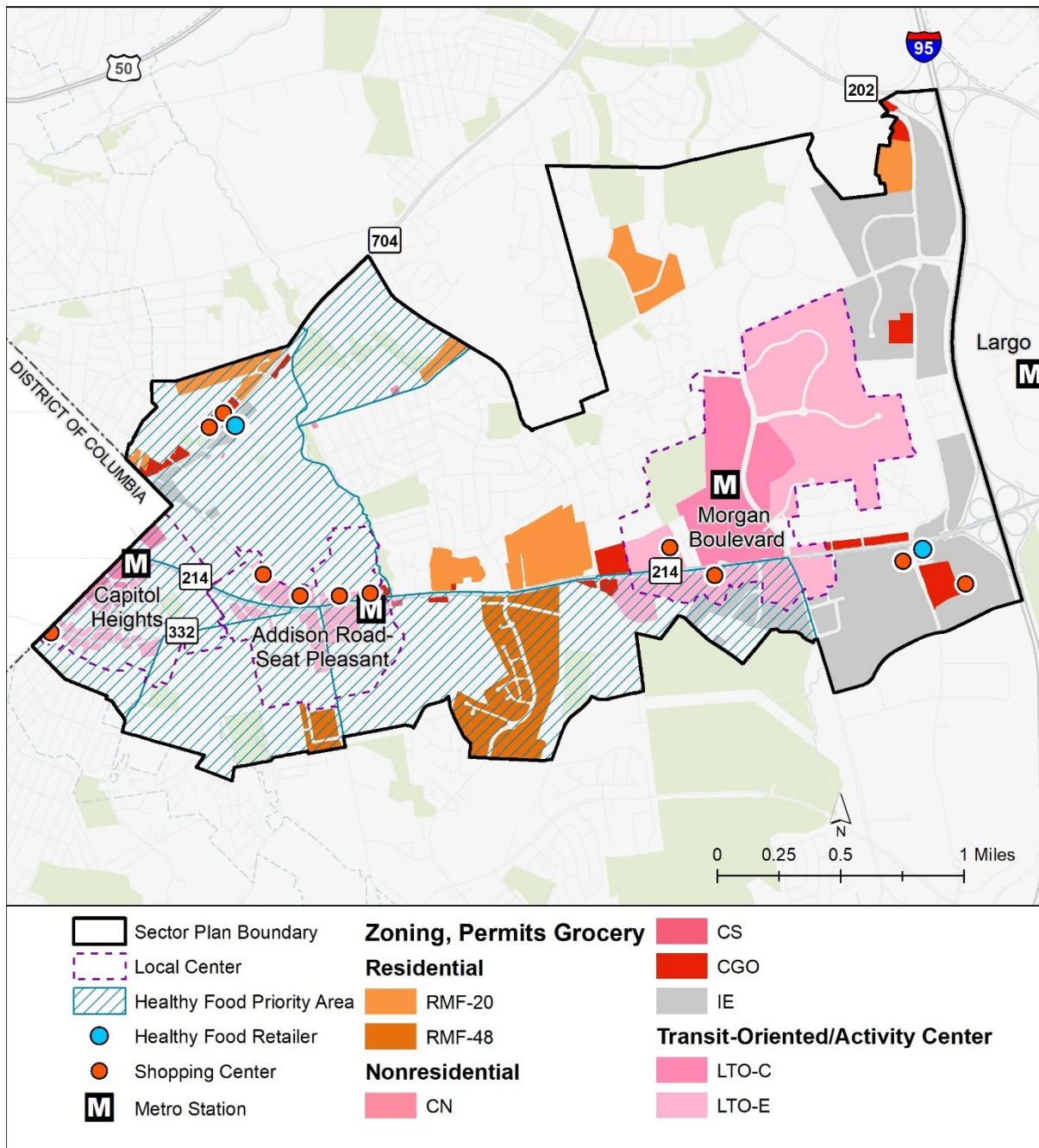
¹⁴⁸ "Report: 'Food Desert' Gets a Name Change in Response to Baltimore Community Feedback." *Johns Hopkins Center for a Livable Future*. January 17, 2018. Available from <https://clf.jhsph.edu/about-us/news/news-2018/report-food-desert-gets-name-change-response-baltimore-community-feedback>.

¹⁴⁹ Prince George's County Planning Department, Renewal Application.

¹⁵⁰ "Amid Food Desert, Seat Pleasant Loses Grocery Store." *News4 Washington*. July 1, 2016. <https://www.nbcwashington.com/news/local/amid-food-desert-seat-pleasant-loses-grocery-store/1999088/>.

¹⁵¹ Prince George's County Planning Department, Renewal Application.

Map 29. Grocery Permitted Zones



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

8.2.1 Healthy Food Priority Area

A Healthy Food Priority Area (HFP) is identified based on the location of grocery stores and fresh food options, as well as the number of unhealthy options, such as fast food restaurants, income, and transportation availability. In Prince George's County, HFP is an area where the ratio of healthy to unhealthy food retailers is low, median household income is below \$67,553 (i.e., Maryland Self Sufficiency Standard for a family of four), and over 5.2 percent of households do not have a vehicle available. Food retailers and fresh food locations in the sector plan area listed in the HFP include those in Capitol Heights—M&M International Market, Save-A-Lot #8045, and Cameron's Seafood Restaurant, the latter of which is closer to Morgan Boulevard Metro Station.¹⁵²

Fast food restaurants, with often unhealthy food options, are more prevalent in the sector plan area than supermarkets. A report looking at food equity in the County reports that in the Walker Mill, Yorkshire Knolls, and Carmody Hills neighborhoods as part of the sector plan area, "supermarkets have less than one store accessible to high vulnerability residents, the only one is not within walking distance. Meanwhile, there are up to four fast food options within walking distance. This region's density of fast food retailers is about 4.000 per square mile, demonstrating that unhealthy food sources outweigh healthier ones almost four-fold and showing that food is not equitable in this region compared to others in the county."¹⁵³

As illustrated on Map 29, a variety of zoning categories allow grocery store use by-right, including residential multifamily, commercial, industrial, and mixed-use zones. These zones are clustered around the Metro stations and along the MD 214 (Central Avenue) and MD 704 (Martin Luther King Jr Highway) corridors. Increasing the zoning categories that permit a grocery store by-right could encourage small-scale grocery stores or supermarkets to develop in the area, thereby increasing the fresh food options.

8.2.2 Urban Agriculture

The sector plan area has two community gardens—Rollins Avenue Park in Capitol Heights and one located at Prince George's Sports & Learning Complex at Morgan Boulevard and vicinity. All community gardens operate annually from March 1-December 15 and feature a few plots for individual gardeners to manage.¹⁵⁴ Residents also have access to East Capitol Urban Farm, a multi-functional three-acre farm located in Washington, DC, across Southern Avenue SE from the Capitol Heights Metro Station. The farm includes "community beds for gardening, an aquaponics system, walking trails, community art, and play

¹⁵² Prince George's County Food Equity Council. "Healthy Food Priority Areas Map," "Healthy Food Priority Areas: Prince George's County, Maryland." Accessed May 18, 2023. Available from <https://princegeorges.maps.arcgis.com/apps/dashboards/9f9202c51cc345ab9e0e1aa21a23bb76>.

¹⁵³ Drewyer, D. et al. "Food Access and Equity in Prince George's County." *Partnership for Action Learning in Sustainability*, pg. 40-41. 2021. Available from <https://www.pgiparks.com/DocumentCenter/View/17932/Food-Equity-FinalReport>

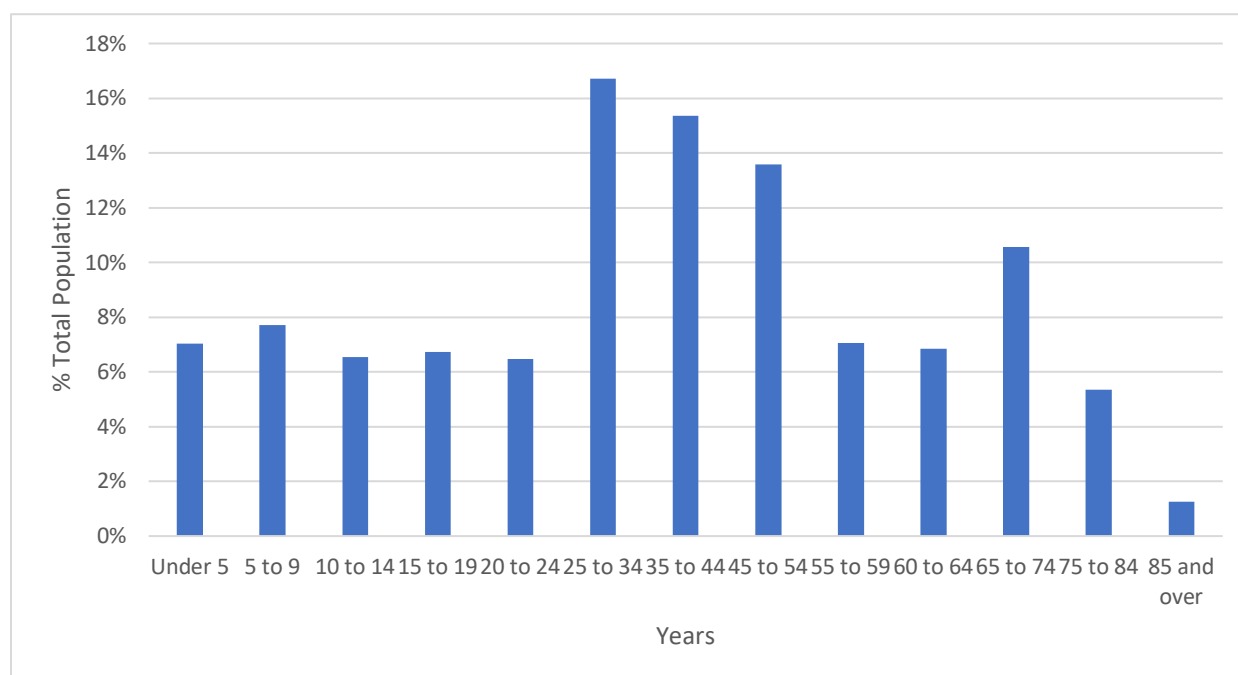
¹⁵⁴ Prince George's County Department of Parks and Recreation. "Rental Permits and Policies: Community Garden Plots." *The Maryland-National Capital Park and Planning Commission*. Accessed May 18, 2023. Available from <https://www.pgiparks.com/facilities-rentals/rental-permits-policies>.

space for children.”¹⁵⁵ This urban farm is being operated as an urban food hub concept with “food production, food preparation, food distribution, and closing the loop of waste recycling.”¹⁵⁶

8.3 Aging in Place

Most of the sector plan area is aged 25 to 54 years old. There is also a significant population of retirees (aged 65+) within the sector plan area. Compared to the County (13.4 percent) and Washington MSA (13.1 percent), there is a larger percentage (15.4 percent) of retirees aged 65+ within the sector plan area. The older residents in this area are especially burdened as approximately 17.5 percent of people 65+ are below the poverty level. In addition, approximately 34 percent of adults 65+ have a disability, with approximately 7 percent having difficulty taking care of themselves and approximately 12 percent having trouble living independently.¹⁵⁷

Figure 22. Total Population Percentage by Age (2021 ACS)



Source: US Census Bureau. “American Community Survey.” 2021 (5-Year Estimates). Available from <https://www.census.gov/programs-surveys/acs>.

¹⁵⁵ “East Capitol Urban Farm.” *University of the District of Columbia*. Available from <https://www.udc.edu/causes/east-capitol-urban-farm/>

¹⁵⁶ “Welcome to the East Capitol Urban Farm.” Northeast Climate Hub. Video accessed May 18, 2023. Video available from https://www.youtube.com/watch?v=fiMzg4l_wjY.

¹⁵⁷ Prince George’s County. “PGCHHealthZone.” Available from <https://www.pgchealthzone.org/indicators>

Residents look forward to staying in their communities as they age, whether through renovating their current homes or moving to smaller homes within their same communities. Those with limited physical mobility may choose to move to senior living or continuum of care communities. The ability to age in place is a key component of healthy communities.

Features that facilitate aging in place rely on a diversity of housing types and senior living facilities. Besides senior housing facilities, amenities, and services critical for aging in place include senior activity centers, health care services, public gathering spaces, and an accessible transportation system that offers alternatives to driving.

In the sector plan area, there are only two senior housing facilities. In Capitol Heights, there is Gateway Village, part of National Church Residences and located at 505 Suffolk Avenue. It is about a 10-minute walk to the Metro and has approximately 20 studio units and 60 one-bedroom units for seniors 62 years of age and older.^{158, 159} Housing is available for low-income seniors who meet the HUD criteria. In Seat Pleasant, there are Pleasant Homes Apartments located at 6606 Greig St, an approximately 21-minute walk to Capitol Heights Metro Station.¹⁶⁰ This apartment complex has approximately 190 one- or two-bedroom units, though they are not restricted to senior housing.¹⁶¹ In Landover, located outside the plan boundary north of FedExField, there is a nearby senior housing facility called Victory House of Palmer Park which offers one-bedroom apartments for seniors 62 years of age and older. And to the south, outside the plan boundary along Addison Road South, St. Paul Senior Living Apartments also offers housing options. There are also a few small-scale assisted living facilities in the sector plan area, according to the Maryland Department of Health Office of Health Care Quality (OHCQ) Assisted Living Programs as licensed by OHCQ as of May 1, 2023.¹⁶²

According to the Health Investment Zones for the State of Maryland, there is a high need for primary care in the 20743 (Capitol Heights and Seat Pleasant) and 20784 (Landover) zip codes. There is a medium need for the 20785 (Seat Pleasant) zip code. There is no record of need for primary care for the 20731 zip code for Seat Pleasant.¹⁶³ One Senior activity center is located within the sector plan area, the Evelyn Cole Senior Activity Center in Seat Pleasant. Owned and operated by M-NCPPC, the senior activity center offers a variety of classes (including computer), arts and crafts, card games, day trips, exercise classes, fitness rooms, senior nutrition programs, and special events.¹⁶⁴ A new senior day center will be included in the

¹⁵⁸ "Gateway Village." *National Church Residences*. Available from <https://www.nationalchurchresidences.org/communities/gateway-village/>.

¹⁵⁹ "GATEWAY VILLAGE, Capitol Heights MD - Subsidized, Low-Rent Apartment." *Housing Apartments*. https://housingapartments.org/rental_detail/23744.

¹⁶⁰ "Pleasant Homes Apartments." Available from <https://www.edgewoodmgmt.com/apartments/md/seat-pleasant/pleasant-homes-apartments/>.

¹⁶¹ "Pleasant House Apartments." *Apartment Finder*. Available from <https://www.apartmentfinder.com/Maryland/Seat-Pleasant-Apartments/Pleasant-House-Apartments>.

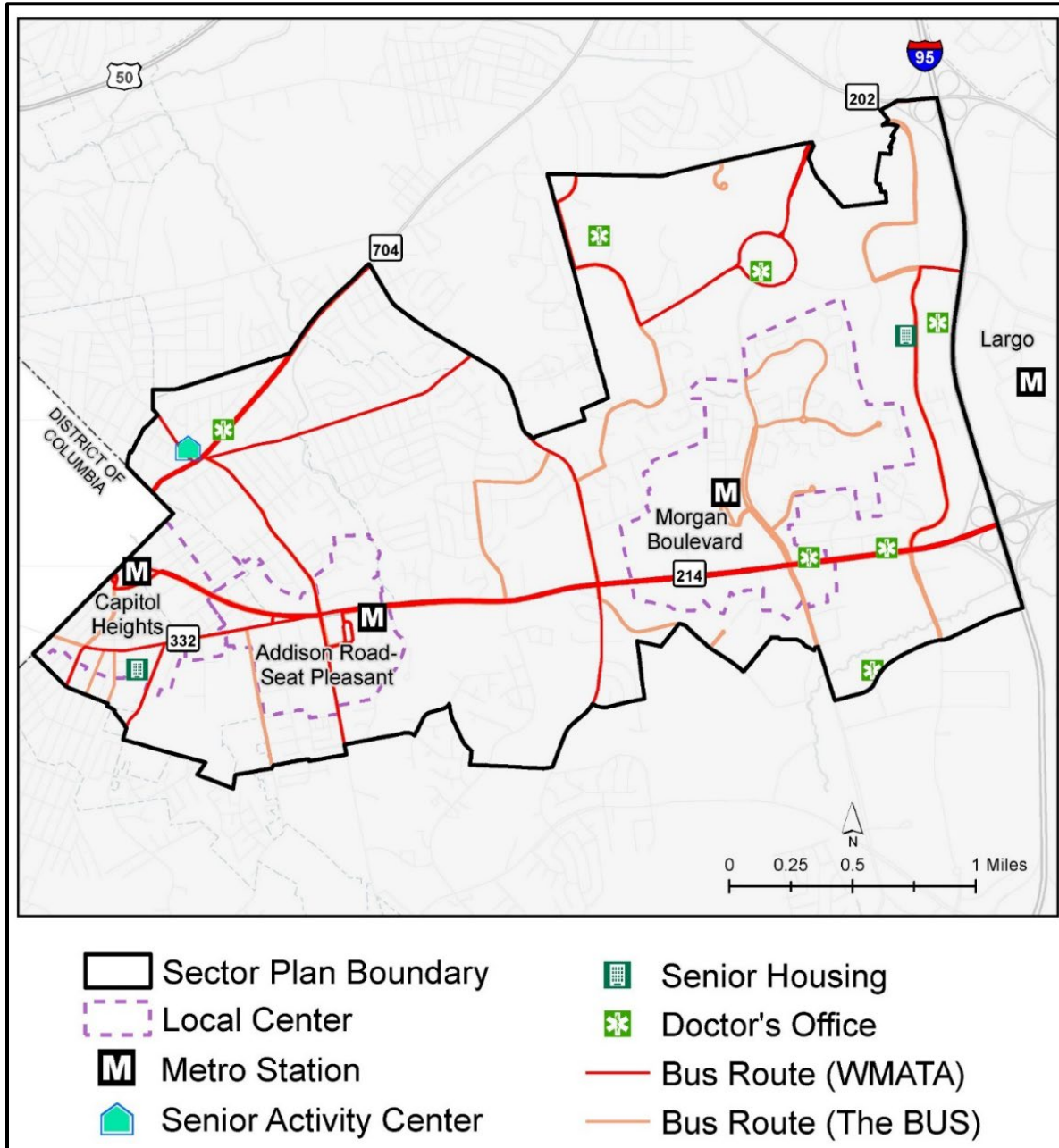
¹⁶² "Assisted Living Programs." *Maryland Department of Health*. Available from https://health.maryland.gov/ohcq/docs/Provider-Listings/PDF/WEB_ALP.pdf.

¹⁶³ "Prince George's County Primary Healthcare Strategic Plan." *Prince George's County*, pg. 3. Available from https://www.princegeorgescountymd.gov/DocumentCenter/View/23897/Primary_Healthcare_Strategic_Plan?bidId=.

¹⁶⁴ Prince George's County Department of Parks and Recreation. "M-NCPPC Prince George's County Senior Activity Centers." The Maryland-National Capital Park and Planning Commission. Available from <https://www.mncppc.org/906/Senior-Activity-Centers>.

County Health and Human Services office building, part of the Hampton Park development currently under construction, located at the intersection of MD 214 (Central Avenue) and the I-495 Capital Beltway.

Map 30. Senior and Healthcare Facilities



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2022, <https://gisdata.pgplanning.org/metadata/>.

8.4 Health Services

The Health Department has multiple programs operating within the sector plan area, including a maternal & child health program; women, infants, and children program; adolescent clubhouse; and health teens programs. These programs provide services to address issues, including addiction, behavioral health outreach, and family planning, that are especially evident in this community and the County.

Capitol Heights was one of five areas selected for Maryland's Health Enterprise Zone (HEZ) Initiative, which started in fall 2011 though not implemented until spring 2014. The HEZ Initiative was a four-year pilot program with a budget of \$4 million per year to reduce racial and ethnic health disparities, reduce health care costs, and improve health care access and outcomes.¹⁶⁵ Capitol Heights was selected as the suburban area for Prince George's County Health Enterprise Zone, and major goals were to reduce hospital and emergency visits for chronic conditions, expand the health work force, and focus on diabetes, cardiovascular disease, and asthma. As a result of this program, four new and one expanded healthcare service sites were added within zip code 20743.¹⁶⁶

"Minority health disparities cost Maryland between 1 and 2 billion dollars per year of direct medical costs" in hospital charges, not including "physician fees for hospital care, emergency department charges, nor any outpatient costs." It was realized that "the areas with the worst health outcomes and most health disparities cost the State the most money."¹⁶⁷

Although there are no hospitals within the sector plan area, there are seven healthcare clinics.¹⁶⁸ Note that most healthcare clinics are small facilities located in strip mall settings. Refer to the Public Facilities chapter for more information about additional healthcare options and other community amenities.

Capitol Heights:

- Gerald Family Care (medical)
- Global Vision Community Health Center (medical)
- MHC HealthCare (physical therapy)
- Greater Baden Medical Services (medical)
- Walker Mill Health Center (medical)

Seat Pleasant:

- Family and Medical Counseling Service, Inc. (medical)

Morgan Boulevard and Vicinity:

- Healthy Choice Family Clinic & Urgent Care (medical)

¹⁶⁵ "HEZ Initiative." *Maryland Department of Health*. Accessed April 24, 2023. Available from <https://health.maryland.gov/healthenterprisezones>

¹⁶⁶ Health Equity Resource Community Advisory Committee. "Maryland's Health Enterprise Zone Initiative." *Johns Hopkins Bloomberg School of Public Health*. August 11, 2021. Available from <https://health.maryland.gov/mchrc/Documents>

¹⁶⁷ Health Equity Resource Community Advisory Committee. "Maryland's Health Enterprise Zone Initiative." *Johns Hopkins Bloomberg School of Public Health*. August 11, 2021. Available from <https://health.maryland.gov/mchrc/Documents>

¹⁶⁸ *Bloomberg School of Public Health*, Maryland's Health Enterprise Zone Initiative.

8.5 Sustainability and Environment

Community and environmental sustainability are crucial elements of a healthy community. Plan 2035 defines sustainability as “meeting the needs of present generations without compromising the ability of future generations to meet their needs.”¹⁶⁹ This definition facilitates a broad approach to sustainability and accommodates the collective health of residents, preservation and enhancement of the natural environment, and promotion of a vibrant local economy. This section looks at the existing sustainability policies and plans within the sector plan area.

Sustainability in Prince George’s County

The Sustainability Division in Prince George’s County’s Department of the Environment is responsible for “the management, restoration, and protection of water, air, and natural resources” found within the County.¹⁷⁰ The County also has several programs related to clean energy, flood management, sustainable communities, and green business. These programs, aligned with Plan 2035, seek to promote sustainable lifestyles and development within the County.

Sustainability in the Sector Plan Area

Both municipalities are taking steps to encourage sustainability and increase energy efficiency, though note that “citizens have a lack of knowledge and awareness of their community’s carbon footprint and environmental impact.”¹⁷¹

The Town of Capitol Heights received federal funding to implement energy-efficient improvements and upgrades.¹⁷² In addition, the proposed development in and around the Capitol Heights Metro Station can incorporate Low-Impact Development (LID) features. Typical LID features, such as green roofs, rain gardens, and bioswales, can mitigate the potential environmental impacts of excess stormwater runoff and encourage more compact and environmentally friendly development.¹⁷³

The City of Seat Pleasant established a Green Improvements Program “that provides residents with energy-efficient appliances and upgrades for the interior and exterior of their homes.” The city installed a solar panel on the City Hall roof to generate electricity and reduce the city’s carbon footprint. The city also runs a street cleaning program to capture pollutants that would otherwise enter stormwater runoff.¹⁷⁴ The contaminated brownfield at Addison Road Dumpsite property remains a health issue until clean-up

¹⁶⁹ Prince George’s County Planning Department. “Plan Prince George’s 2035 Approved General Plan.” *The Maryland-National Capital Park and Planning Commission*. May 2014. Available from <https://www.mncppcapps.org/planning/publications>.

¹⁷⁰ Prince George’s County. “Sustainability Division.” Available from <https://www.princegeorgescountymd.gov/335/Sustainability>.

¹⁷¹ M-NCPPC, Prince George’s County Planning Department, Renewal Application.

¹⁷² M-NCPPC, Prince George’s County Planning Department, Renewal Application.

¹⁷³ Lee and Associates. “Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment.” *The Maryland-National Capital Park and Planning Commission*. July 2008. Available from <https://www.mncppcapps.org/planning/publications>

¹⁷⁴ M-NCPPC, Prince George’s County Planning Department, Renewal Application.

and remediation are complete. According to the City of Seat Pleasant March 2021 Newsletter, the city has discussed the site with the Environmental Protection Agency (EPA) and has submitted another application for an updated assessment of the site. The city hopes this property could become an example of energy-efficient, affordable homes within walking distance of transit.¹⁷⁵

8.6 Key Takeaways

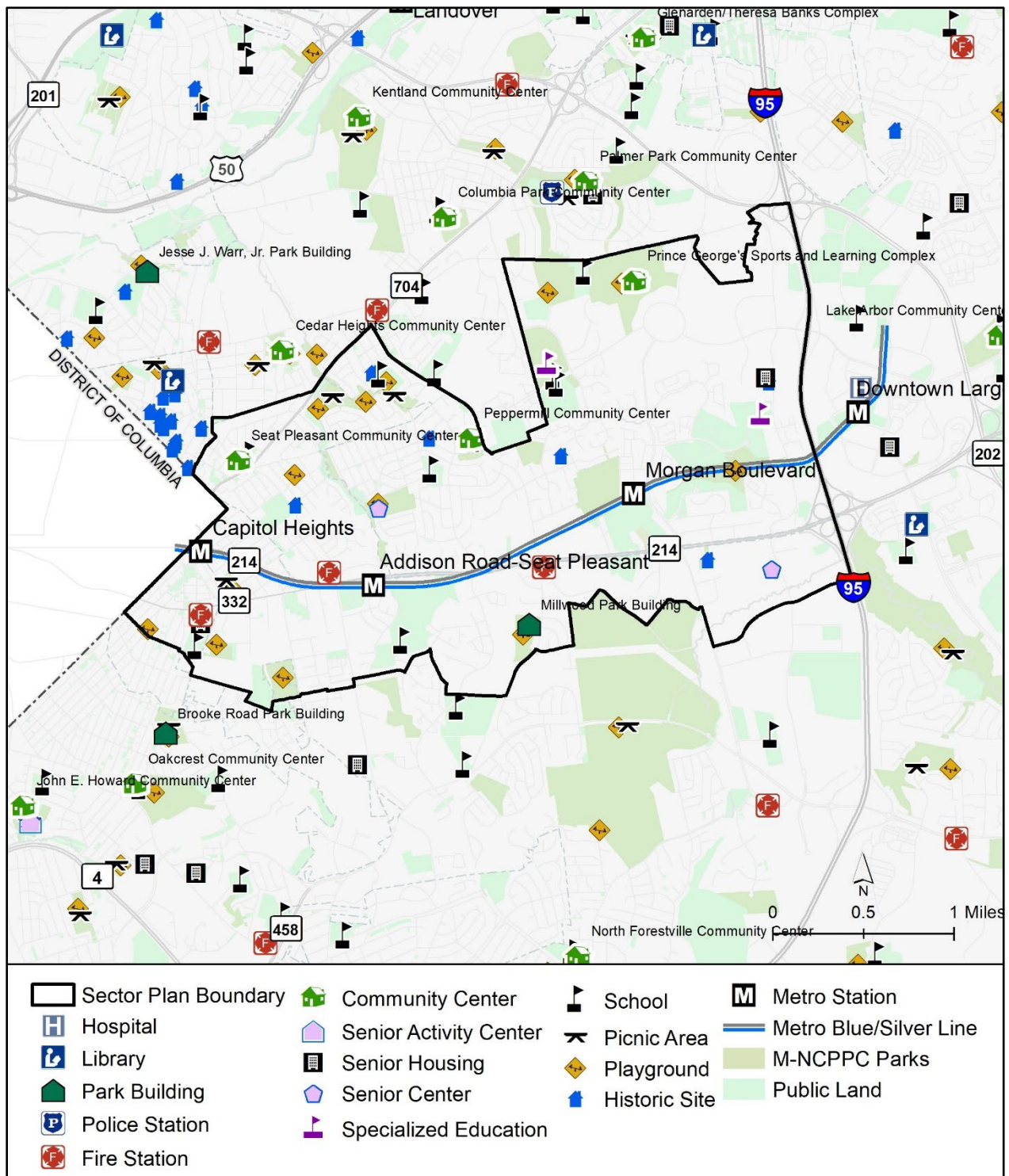
- There are twenty-three parks combined with about 372 acres of M-NCPPC- and/or city-owned parks and open space. Trails are in approximately one-third of the parks in the sector plan area.
- There is a lack of food retailers that make healthy food options available to residents; part of the plan area is within an HFWA.
- Demand for housing that supports aging in place and continuum of care options is beginning to outpace the supply. There are only three senior housing facilities in the sector plan area—two in Capitol Heights and one in Seat Pleasant. The closest senior housing facility is a 10-minute walk to its nearest Metro station.
- Compared to the County (13.4 percent) and Washington MSA (13.1 percent), there is a larger percentage (17.2 percent) of retirees aged 65+ within the sector plan area. The older residents in this area are especially burdened as approximately 17.5 percent of people 65+ are below the poverty level. In addition, approximately 34 percent of adults 65 years of age and older have a disability, with approximately 7 percent having trouble taking care of themselves and approximately 12 percent having trouble living independently.

¹⁷⁵ The City of Seat Pleasant. "City of Seat Pleasant Master Plan Recap." City of Seat Pleasant Newsletter. March 2021. Available from <https://www.seatpleasantmd.gov/ArchiveCenter/ViewFile/Item/106>.

9. Public Facilities

Public facilities encompass a diverse range of institutions that play a vital role in serving the community. Libraries, community centers, fire and police stations, hospitals and health clinics, parks, and schools are prominent exemplars of such establishments. The purpose of this chapter is to present a comprehensive account of the County and municipal facilities that cater to the area, regardless of whether they are situated within or near the sector plan boundary. This comprehensive survey serves as a fundamental evaluation of existing resources, which will inform the assessment of forthcoming demands for services and facilities. For visual reference, Map 31 delineates the precise locations of all public facilities situated within and encircling the sector plan boundary.

Map 31. All Public Facilities



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

9.1 Water and Sewer

Water and sewer services within the sector plan area are provided through the Washington Suburban Sanitary Commission. The Adopted 2018 Water and Sewer Plan, administered by the Prince George's County Department of Permitting, Inspection, and Enforcement, contains the water and sewer plan for the County. Almost the entire sector plan area is served by existing public water and sewer and categorized as water and sewer Category 3. The parcel owned by the Board of Education located at 900 Nalley Road is in water and sewer Category 4, while the parcels owned by M-NCPPC located at End Jonquil Street, part of Hill Road park, are in water and sewer Categories 4 and 5. Category 4, Community System Adequate for Development Planning, includes properties inside the sewer envelope that are eligible for public water and sewer but must go through the subdivision process while Category 5, Future Community Service, includes properties that are also inside the sewer envelope, but that may not be developed until adequate water and sewer lines are available to serve the site.

9.2 Libraries

There are nineteen branch libraries in Prince George's County, with eight of them located within the Capital Beltway. Two facilities within the Prince George's County Memorial Library System serve the sector plan area. However, none are located directly within the plan's boundary, as shown on Map 31. The Largo-Kettering Branch Library, located at 9601 Capital Lane in Largo to the east on the other side of the Capital Beltway, and Fairmount Heights Branch Library, located at 5904 Kolb Street in Fairmount Heights to the northwest. The Largo-Kettering Branch opened in 1987 and features community amenities, including electric vehicle charging. The Fairmount Heights Branch opened in the early 1970s, with renovation work completed in 2014. The Fairmount Heights Branch highlights the Digital Resources for Electronic Applications in Media (DREAM) lab as a space to learn and use recording, production, and other software and technology.¹⁷⁶ The Fairmount Heights Branch is currently undergoing additional renovations, including replacing collection shelving and expansion of the DREAM Lab.¹⁷⁷

9.3 Schools

There are 10 public schools, six elementary, one middle, and one high, located in the sector plan area listed in Table 14 and shown in Map 31. Part of School Cluster 3, Carmody Hills Elementary School, Highland Park Elementary School, Cora L. Rice Elementary School, and Seat Pleasant Elementary School all feed into G. James Gholson Middle School, which feeds into Central High School. Capitol Heights Elementary School, located in the southwest corner of the sector plan area, also part of cluster 3, instead feeds into Walker Mill Middle and then Central High School. William Paca Elementary School, located on the northeastern edge of the sector plan boundary next to the Prince George's Sports and Learning

¹⁷⁶ "D.R.E.A.M Lab @ Fairmount Heights Branch." *Prince George's County Memorial Library System*. Accessed January 11, 2023. Available from <https://www.pgcmlls.info/dream-lab-748>.

¹⁷⁷ Prince George's County. "2023 Fiscal Year Approved CIP Budget." *Management & Budget*. Accessed January 11, 2023. Available from <https://www.princegeorgescountymd.gov/4329/2023-Fiscal-Year-Approved-CIP-Budget>.

Complex, is part of School Cluster 4 and feeds into Kenmoor Middle School and Charles Herbert Flowers High School outside of the plan boundary.¹⁷⁸ The building located at 1400 Nalley Terrace used to be the John Carroll Elementary School and now holds administrative offices of the school system.

There are also two specialized education facilities within the sector plan boundary. The Thomas G. Pullen K-8 Creative and Performing Arts School, located at 700 Brightseat Road in Landover, is a public school that highlights visual art, drama, dance, music, media production, and computer art programs.¹⁷⁹ The Junior Achievement Finance Park Center, a collaboration between the Junior Achievement of Greater Washington nonprofit organization and Prince George's County Public Schools, is located at 960 Nalley Road in Hyattsville next to Cora L. Rice Elementary and G. James Gholson Middle. This center is a financial education facility for middle school students that provides personal finance education through teaching and simulations.¹⁸⁰

Overutilization (95 percent or more capacity) of school facilities is an ongoing concern in addition to the aging school buildings in the County. The Prince George's County Public Schools' ideal utilization rate per school is in the range of 80 to 95 percent. Overcrowded classrooms and bus pick-up areas, inadequate parking, and portable classrooms are indicators of overutilization. A Comprehensive School Boundary Initiative began in fall 2020 to assess existing conditions, develop adjustment scenarios, and redraw school boundaries to balance enrollment needs.¹⁸¹ One of the methods the school system is undertaking is moving all 6th grades out of elementary schools and into middle schools. This will be applied to Seat Pleasant Elementary School, where the utilization rate is 96 percent. In addition, students will be moved out of G. James Gholson Middle School, which has a current utilization rate above 100 percent, to attend the new Kenmoor or Glenridge middle schools.

Per Section 24-4510(b)(2) of the Subdivision Ordinance, a subdivision is considered adequate and meets the Level of Service (LOS) standard for school adequacy when the future student enrollment does not exceed 105 percent of the state-rated capacity (i.e., utilization rate). The sector plan is located within Clusters 3 and 4, as identified in the 2022 *Pupil Yield Factors & Public-School Clusters 2021 Update*. School adequacy is further evaluated for a property at the time of subdivision.

¹⁷⁸ Prince George's County Planning Department. "Pupil Yield Factors & Public School Clusters 2021 Update." *The Maryland-National Capital Park and Planning Commission*. 2021. Available from https://issuu.com/mncppc/docs/2021_pupil_yield_study

¹⁷⁹ Thomas G. Pullen Creative and Performing Arts Academy. "About Our School." Prince George's County Public Schools. Accessed January 11, 2023. Available from <https://schools.pgcps.org/Thomas-Pullen/About-Our-School/>.

¹⁸⁰ "JA Finance Park," *Junior Achievement of Greater Washington*. Accessed January 11, 2023. Available from <https://www.myja.org/financepark/>.

¹⁸¹ "School Boundary Initiative." *Prince George's County Public Schools*. Available from <https://www.pgcps.org/boundary>.

Table 14. Public Schools in the Sector Plan Area

Public School	2021 Enrollment	Utilization rate
Carmody Hills Elementary (Grades Pre-K-5)	411	91%
William Paca Elementary (Grades Pre-K-5)	522	87%
Capitol Heights Elementary (Grades Pre-K-5)	254	70%
Highland Park Elementary (Grades Pre-K-6)	258	45%
Cora L. Rice Elementary (Grades Pre-K-5)	536	77%
Seat Pleasant Elementary (Grades Pre-K-6)	340	96%
G. James Gholson Middle (Grades 6-8)	897	103%
Central High (Grades 9-12)	750	66%
Thomas G. Pullen (Combination) (Grades K-8)	722	82%
Junior Achievement Finance Park Center (Grades 6-8)	N/A	N/A

Source: Prince George's County Planning Department. "Pupil Yield Factors & Public School Clusters 2021 Update." *The Maryland-National Capital Park and Planning Commission*. 2021.

9.4 Police and Fire

The closest police station is the Prince George's Police Department (PGPD) District III Station, located at 7600 Barlowe Road in Landover to the northeast of the sector plan area. This station service area covers the northern and southeast portions of the sector plan area. The southwestern portion of the sector plan area is within Police District VIII, Westphalia, located at 8803 Police Plaza in Upper Marlboro. Each municipality also has a police department: the Capitol Heights Police Department, located at 401 Capitol Heights Boulevard, and the Seat Pleasant Police Department, located at 6011 Addison Road. The WMATA Metro Transit Police Department also provides service to the three Metrorail stations.

There were three fire stations in the sector plan area Fire Station Co. 802 Shady Glen, Fire Station Co. 808 Seat Pleasant, and Fire Station Co. 805 Capitol Heights. However, the Seat Pleasant Fire Station Co. 808, located at 6305 Addison Road, was staffed by volunteers and recently closed. The Shady Glen Fire Station Co. 802 is located at 100 Shady Glen Drive in Capitol Heights, as shown in Map 31. This new career facility

opened mid-2022 and has an engine, tiller truck, and paramedic ambulance.¹⁸² The Capitol Heights Fire Station Co. 805 is located at 6061 Central Avenue in Capitol Heights. This volunteer station's fleet includes an engine and an ambulance.¹⁸³

9.4.1 County Crime Data

Within the sector plan area, there have been approximately 4,000 crime events between February 2017 and May 4, 2023 (Figure 23), based on data provided through the County's open data portal by PGPD and excludes data from the County's Park Police. This includes approximately 200 assaults, 750 stolen vehicles, 340 breaking and entering (commercial, residential, etc.), nine homicides, 200 robberies, 35 sex offenses, 1,600 thefts (including theft from auto), and 140 cases of vandalism.¹⁸⁴ Per the 2022 Sustainable Communities Renewal Application, there is a perception that crime incidents, including homicide, vandalism, theft, and robbery are on the rise in this area.¹⁸⁵ The number of these crime incidents reported by the Prince George's County Police Department was decreasing from 2018 to 2021 but began increasing from 2021 to 2022. This data does not include every call for service handled by the police department or from other police (city, town, WMATA) departments and may contain errors due to geocoding mismatches.

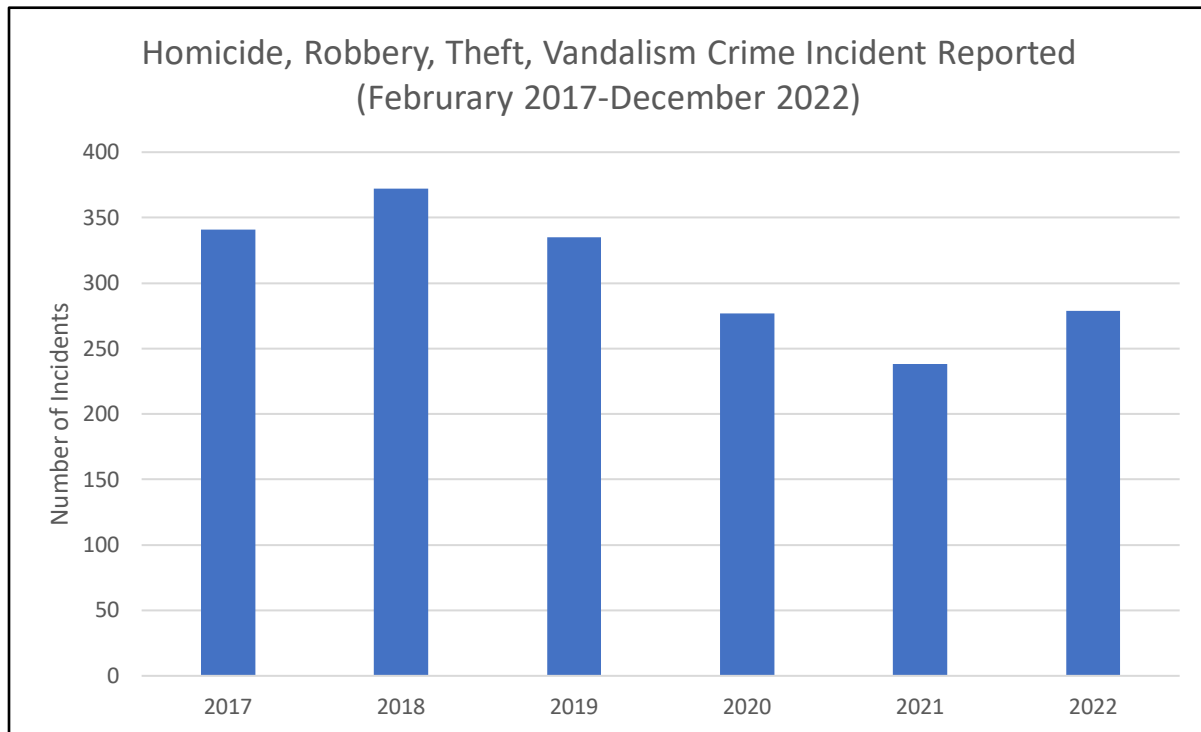
¹⁸² "Prince George's Proud of New Fire and Health Locations." *Prince George's Suite*. Accessed January 11, 2023. Available from <https://www.pg suite.com/news/2022/6/6/prince-georges-proud>.

¹⁸³ Prince George's County, "Company 805 - Capitol Heights VFD." Accessed January 11, 2023. Available from <https://www.princegeorgescountymd.gov/Facilities/Facility/Details/Company-805-Capitol-Heights-VFD-11>.

¹⁸⁴ "Crime incidents 2017 to Present." *Data Prince George's*. Data updated June 2, 2023. Available from <https://data.princegeorgescountymd.gov/Public-Safety/Crime-Incidents-February-2017-to-Present/wb4e-w4nf>.

¹⁸⁵ M-NCPPC, Prince George's County Planning Department, Renewal Application.

Figure 23. Crime and Incidents Reported



Source: "Crime Incidents February 2017 to Present." Data Prince George's. Accessed May 8, 2023.

9.5 Hospitals

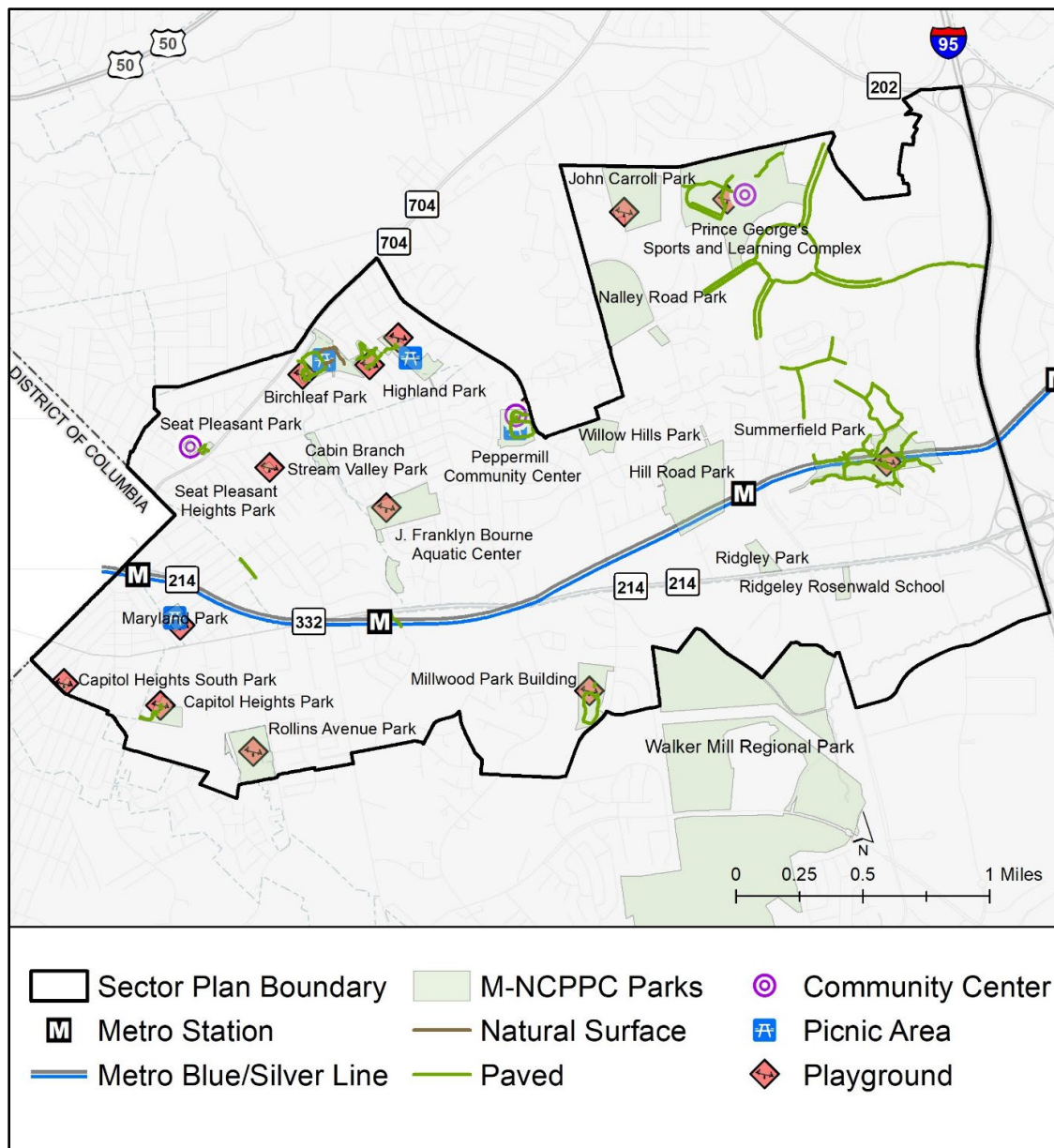
The University of Maryland Capital Region Medical Center in Largo, which opened in 2021, is the closest hospital just to the east of the sector plan area on the other side of the Capital Beltway, as shown in Map 31. The hospital features a Level II trauma center, Level III Neonatal Intensive Care Unit, Heart and Vascular Institute, and Designated Stroke Center, among other services and amenities. The sector plan area shares a boundary with the District of Columbia, and there are two additional hospitals within approximately a 5-mile radius from the sector plan boundary—Saint Elizabeth's Hospital (Behavioral Health) located at 1100 Alabama Avenue SE and Bridge Point Hospital Capitol Hill (Long-Term Acute Care) located at 223 7th Street NE.¹⁸⁶

¹⁸⁶ City of Washington, D.C. "Hospitals." *Open Data DC*. Accessed January 11, 2023. Available from <https://opendata.dc.gov/datasets/hospitals/explore?location=38.898679%2C-76.945183%2C12.00>.

9.6 Parks and Community Centers

There are 372 acres of park and three recreation centers owned by the M-NCPPC or municipalities located within the sector plan area (Table 15 and Map 32). M-NCPPC parkland is managed, maintained, and operated by the Department of Parks and Recreation and comprises approximately 11 percent of the sector plan area. The parks and trails provide active and passive recreation opportunities for the sector plan area residents. Park facilities in the sector plan include trails, basketball and tennis courts, multipurpose fields, playgrounds, picnic areas, and more.

Map 32. Parks, Open Space, and Community Centers



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

Residents of the sector plan area have access to M-NCPPC community or senior activity centers, a seasonal outdoor pool, and a recreation center within the sector plan area.

- Evelyn Cole Senior Activity Center - 5720 Addison Road. The senior center has classes, fitness, meeting, multipurpose rooms, and a range of senior-focused activities. A new senior day center will be included in the County Health and Human Services building, which is part of the Hampton Park development.
- Peppermill Community Center - 610 Hill Road in Landover. The center was recently renovated and now features a fitness room, multi-purpose rooms, space for seniors and youth programs, a pantry, indoor basketball court and athletic field, loop trail, playground, sports courts, and outdoor patios.
- Prince George's Sports and Learning Complex - 8001 Sheriff Road. This facility is just north of FedExField and has an aquatic center, field house, fitness center, gymnastics center, learning center, and outdoor stadium. This facility currently serves as the Multigenerational Center for Service Area 5.
- The J. Franklyn Bourne Memorial Pool - 6500 Calmos Street. This facility has an outdoor pool that is only open during the summer.
- Millwood Recreation Center - 499 Shady Glen Drive. This facility has tennis courts, a basketball court, loop trail, and covered picnic tables.

9.6.1 Inventory

Table 15. Inventory of Parks and Community Centers

Owner	Park Name	Location	Acres	Land Use	Land Use Detail	Facilities
M-NCPPC	Birchleaf Park	801 Birchleaf Avenue, Capitol Heights, MD 20743	15.96	Parks and Open Space	Prince George's County - Park and Recreation	•Playground (1) •Softball Diamond (1) •Picnic Shelter (1) •Football/Soccer Combination Field (1) •Walking Loop Trail (1) •Basketball, Full Court, Lighted (1) •Picnic Area (1)
M-NCPPC	Cabin Branch Stream Valley Park	Funderburg Drive, Capitol Heights, MD 20743	8.57	Parks and Open Space	Prince George's County - Park and Recreation	•Green Space
M-NCPPC	Capitol Heights Park	630 Suffolk Avenue, Capitol Heights, MD 20743	6.91	Parks and Open Space	Prince George's County - Park and Recreation	•Basketball, Half Court (4) •Playground (1) •Natural Surface Trail (1)
M-NCPPC	Capitol Heights South Park	511 Larchmont Avenue, Capitol Heights, MD 20743	0.88	Parks and Open Space	Prince George's County - Park and Recreation	•Basketball, Full Court (1) •Playground (1)
M-NCPPC	Highland Gardens Park	838 Carrington Avenue, Capitol Heights, MD 20743	4.27	Parks and Open Space	Prince George's County - Park and Recreation	•Outdoor Tennis Court (1) •Playground (1) •Basketball, Half Court (2) •Walking Loop Trail (1)
M-NCPPC	Highland Park	900 Elsa Avenue, Capitol Heights, MD 20743	9.86	Parks and Open Space	Prince George's County - Park and Recreation	•Basketball court •Grill •Picnic area •Playground •Tennis court
M-NCPPC	Hill Road Park	410 SGT.Hartman Lane, Hyattsville, MD 20785	43.25	Parks and Open Space	Prince George's County - Park and Recreation	•Green Space
M-NCPPC	J. Franklyn Bourne Aquatic Center	6500 Calmos St, Capitol Heights, MD 20743	19.51	Parks and Open Space	Prince George's County - Park and Recreation	•Basketball, Full Court (1) •Playground (1) •Pool, Outdoor (1)

Owner	Park Name	Location	Acres	Land Use	Land Use Detail	Facilities
M-NCPPC	John Carroll Park	1414 Nalley Terrace, Landover, MD 20785	28.01	Parks and Open Space	Prince George's County - Park and Recreation	•Baseball w/ Football Soccer Overlay (1) •Basketball, Full Court (1) •Playground (1) •Outdoor Tennis Court, Lighted (2)
M-NCPPC	Maryland Park	Bugler Street, Capitol Heights, MD 20743	4.01	Parks and Open Space	Prince George's County - Park and Recreation	•Basketball, Half Court (2) •Picnic Area (1) •Playground (1)
M-NCPPC	Millwood Park Building	499 Shady Glen Dr, Capitol Heights, MD 20743	15.74	Institutional	Gymnasium	•Outdoor Tennis Court (2) •Recreation Center (1) •Walking Loop Trail (1) •Softball Diamond (1) •Pavilion (1) •Basketball, Full Court (1) •Football/Soccer Combination Field (1) •Playground (1)
M-NCPPC	Nalley Road Park	950 Nalley Road, Landover, MD 20785	37.06	Institutional	Prince George's County School	•Basketball court •Playground
M-NCPPC	Peppermill Community Center	610 Hill Rd, North Englewood, MD 20785	11.38	Institutional	Gymnasium	•Softball Diamond (1) •Outdoor Tennis Court (2) •Playground (1) •Picnic Area (1) •Football/Soccer Field, Lighted (1) •Fitness Cluster (1) •Walking Loop Trail (1) •Community Center (1) •Basketball, Full Court (1) •Gymnasium (1)

Owner	Park Name	Location	Acres	Land Use	Land Use Detail	Facilities
M-NCPPC	Prince George's Sports and Learning Complex	8001 Sheriff Rd, Landover, MD 20785	79.95	Parks and Open Space	Recreation Property	•Outdoor Track, Running Trails (1) •Indoor Track, Running (1) •Indoor Track, Walking (1) •Rental Facility (1) •Computer Lab (1) •Computer Classrooms (2) •Meeting Rooms (5) •Gymnastics (1) •Weight Room (1) •Cardio Room (1) •Artificial Turf Field (1) •Cafe (1) •Fitness Studio (2) •Field House (1) •Indoor Pool (2) •Throwing Field (1)
M-NCPPC	Ridgeley Rosenwald School	8507 Central Avenue Capitol Heights, MD 20743	3.15	Parks and Open Space	Prince George's County - Park and Recreation	•Historic Sites and Museums (Ridgeley School)
				Institutional	School	
M-NCPPC	Ridgley Park	8118 Central Avenue, Hyattsville, MD 20785	5.02	Residential Single Family	Standard Unit Vacant - Transit-Oriented/Activity Center Zoning	Historic Site (William and Mildred Ridgley Gray Residence)
				Vacant		
M-NCPPC	Rollins Avenue Park	701 Rollins Avenue, Capitol Heights, MD 20743	19.23	Parks and Open Space	Prince George's County - Park and Recreation	•Basketball court •Community garden •Dog park •Playground •Tennis court •Walking Loop Trail (1)
Seat Pleasant	Seat Pleasant Community Center	5720 Addison Rd, Seat Pleasant, MD 20743	1.26	Institutional	Multi-Purpose School Building	•School Community Center (1) •Gymnasium (1)
M-NCPPC	Seat Pleasant Heights Park	501 70th Street, Capitol Heights, MD 20743	0.82	Parks and Open Space	Prince George's County - Park and Recreation	•Playground (1) •Picnic Shelter

Owner	Park Name	Location	Acres	Land Use	Land Use Detail	Facilities
M-NCPPC	Seat Pleasant Park	5900 Martin Luther King Jr Highway, Capitol Heights, MD 20743	0.90	Parks and Open Space	Prince George's County - Park and Recreation	•Basketball, Full Court (4)
M-NCPPC	Summerfield Park	8550 Chatsfield Way, North Englewood, MD 20785	35.80	Parks and Open Space	Prince George's County - Park and Recreation	•Picnic Shelter (2) •Walking Loop Trail (1) •Outdoor Tennis Court, Lighted (2) •Outdoor Tennis Court (2) •Playground (2) •Lake/Pond, Storm Water Management (1) •Football/Soccer Combination Field (1) •Fitness Station (1) •Basketball, Half Court (12) •Softball Diamond (1)
Seat Pleasant	Goodwin Park	311 68th Place, Seat Pleasant, MD 20743	10.34	Institutional	Town and Cities - Public Works Property / Other	•Basketball court •Grill •Picnic area
M-NCPPC	Willow Hills Park	500 Nalley Road, Hyattsville, MD 20785	10.31	Parks and Open Space	Prince George's County - Park and Recreation	•Green Space
		Total acres	372.18			

Source: Prince George's County Department of Parks and Recreation. "Land Use (Property Info)" and "Park Finder."

9.6.2 Level of Service (LOS) — Parks Service Area 5

According to the 2022 *Land Preservation, Parks and Recreation Plan* (LPPRP), Level of Service (LOS) "standards used by the Department to determine the required acreage of parkland and number of facilities needed to serve County residents. This includes a proximity analysis examining the locations of parkland and existing facilities in relation to population density to identify gaps in service."¹⁸⁷ The 2013 *Formula 2040: Functional Master Plan for Parks and Recreation and Open Space* (Formula 2040) delineates the County's nine parks service areas (Map 33) and provides recommendations for each area. The center

¹⁸⁷ Prince George's County Department of Parks and Recreation. "Land Preservation, Parks, and Recreation Plan." *The Maryland-National Capital Park and Planning Commission*. 2023. Available from <https://www.mncppc.org/DocumentCenter>.

of each service area is within a 15-minute travel time from a facility, and each resident is within 15 minutes from an indoor community center facility. The sector plan area is completely within Park Service Area 5. Service Area 5 partly covers the land inside I-95/495 (Capital Beltway), bounded by Landover Road to the north and Pennsylvania Avenue to the south.

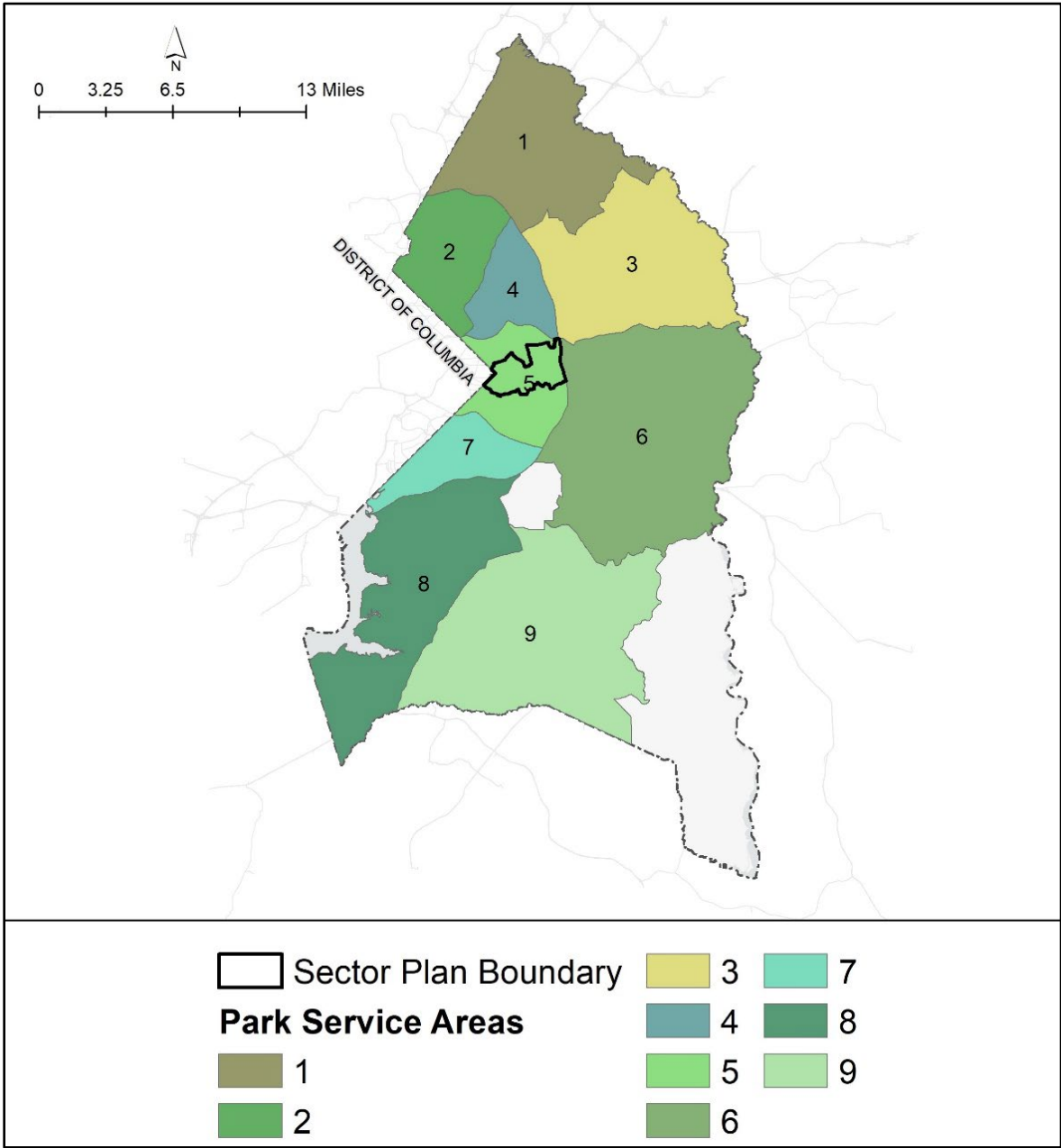
Formula 2040 repeals and replaces the previous functional master plan adopted in January 1982. This plan is the culmination of work that commenced in 2008 with a Needs Assessment project called Parks and Recreation: 2010 and Beyond. The Formula 2040 plan is based on the concept that Parks plus Recreation equals Experience. This Plan establishes a framework that will ensure the Department can meet future parks and recreation programmatic and facility needs.¹⁸⁸

Formula 2040 contains:

- A profile of where Prince George's County and its parks, recreation, and open space system are today
- A description of demographic, recreation, and leisure trends that will influence the future direction of parks and recreation in Prince George's County
- A strategic framework consisting of a vision, goals, objectives, and policies to guide decision-making by county officials, boards, and staff
- Specific strategies and action steps that will be taken to implement the plan

¹⁸⁸ Prince George's County Department of Planning. "Formula 2040: Functional Master Plan for Parks, Recreation, and Open Space." *The Maryland-National Capital Park and Planning Commission*. January 2013. Available from <https://www.pg parks.com>

Map 33. Parks Service Areas



Source: Prince George's County Planning Department, *GIS Data Catalog*, 2023, <https://gisdata.pgplanning.org/metadata/>.

9.6.2.1 LEVEL OF SERVICE (LOS)—NEEDS AND RECOMMENDATIONS

Formula 2040 anticipates the population in this service area will grow nearly 10 percent by 2040, and the existing indoor recreation space will meet the projected population's needs. The ten-plus existing community centers exceed the nonaquatic square footage needs. The plan recommends only one additional outdoor aquatic facility at the Walker Mill Regional Park, south of the sector plan boundary, to meet the aquatic facility needs for the service area.

While the most recent 2022 Land Preservation Parks and Recreation Plan (LPPRP) identifies this service area as an equity focus area, there have been substantial CIP investments in this area as well. According to the 2022 LPPRP, Service Area 5 has not met the undeveloped parkland target but is very close to meeting the level of service goals for developed parkland types with a need for diamond and rectangular fields, dog parks, and picnic facilities.¹⁸⁹ The plan recommends meeting the service area demands by redesigning the existing parks to include additional facilities and/or acquiring parkland in the central and eastern parts of the service area (such as the Peppermill Village and Addison Road Metro Station communities).

The plan also recommends enhancing connectivity by connecting trails to park facilities, schools, activity centers, transit hubs, and new development along the Central Avenue Connector Trail (CACT). The plan identifies the phases of the CACT as priority projects to continue design and development (2022 LPPRP, p. 135) and a major acquisition goal of 25 acres for this trail development (2022 LPPRP, p. 75). Other recommendations for this service area include using the Parkland Dedication Program to increase the number of urban parks, especially near Metro stations, and using the Park Enhancement Program to retrofit aging existing facilities and infrastructure.

9.6.3 Capital Improvement Program (CIP) Park Projects

In the Fiscal Years 2023-2028 Approved Capital Improvement Program and Budget,¹⁹⁰ the following park projects are in the sector plan area:

- **J. Franklyn Bourne Aquatic Center**—This project involves maintenance of aquatic components to ensure safe and healthy facility operation.
- **Prince George's Sports and Learning Complex**—This project involves maintenance of aquatic components, installation of outdoor lights, and replacement of the artificial turf field at this multi-generational facility.
- **Ridgeley Rosenwald School**—This project involves historic preservation maintenance and repairs to the historic school property. Work to repair the chimney and wood post bearings, drainage improvements, and pipe insulation.

¹⁸⁹ Prince George's County Department of Parks and Recreation. "Land Preservation, Parks, and Recreation Plan." *The Maryland-National Capital Park and Planning Commission*, pg. 275-276. July 31, 2022. Available from <https://www.mnccppc.org/DocumentCenter>.

¹⁹⁰ Prince George's County. "2023 Fiscal Year Approved CIP Budget." *Management & Budget*. Accessed January 11, 2023. Available from <https://www.princegeorgescountymd.gov/4329/2023-Fiscal-Year-Approved-CIP-Budget>.

- **Rollins Avenue Park**—This project involves the installation of playground equipment, a loop trail, tennis court, multi-purpose court, dog park, community garden, and parking spaces (at an undeveloped park site).
- **Central Avenue Connector Trail**—This project is planned under three phases, which involves constructing an 8.5-mile multi-use trail to provide safe connections to the Blue/Silver Line Metro stations, park amenities, and major destinations.

9.7 Blue Line Corridor Initiative

The Office of County Executive Angela Alsobrooks released an Economic Development Platform presentation in June 2021 that highlighted and outlined a vision for the Blue Line Corridor. The corridor encompasses much of the sector plan area and includes Largo Town Center and surrounding areas outside the sector plan boundary to the east. The County had already secured over \$45 million for urban design, mobility and safety improvements, and placemaking projects, including an amphitheater in the area. In January 2023, the Maryland Department of Public Works approved up to \$400 million in bonds for the Maryland Stadium Authority to invest in economic development along the corridor. This includes funding for the feasibility, design, and construction of four sports and entertainment public facilities; Central Library; Cultural Center; Magnet Charter School; Basketball/Volleyball Fieldhouse; Central Avenue Market Hall; and a Civic Plaza. Funding for the demolition of FedExField stadium is also included if necessary.¹⁹¹ The placement of these facilities within the corridor is yet to be determined.

9.8 Key Takeaways

- Overutilization/reallocation of pupils and grades of schools.
- Design and construction of the Central Avenue Connector Trail is a key project.
- Per the 2022 Sustainable Communities Renewal Application, there is a perception that crime—including homicide, vandalism, theft, and robbery—is on the rise in this area.
- There are 23 M-NCPPC- and municipal-owned parks and open space and community centers.
- Existing and targeted funding for the development of key public facilities for the catalyzation of growth in this area.

¹⁹¹ "Prince George's County Blue Line Corridor Sports and Entertainment Facilities – Feasibility Study & Design/Build Services." *Maryland Stadium Authority*. Available from <https://mdstad.com/projects/prince-georges-county-blue-line-corridor-sports-and-entertainment-facilities-feasibility>.

10. Stakeholder Interview Summary

Twenty-six stakeholder interviews were conducted by the project team from February through May 2023. A broad range of public and private stakeholder groups participated in the interview process (Appendix A: Stakeholder Interview List). The interviews were confidential; therefore, individual responses will remain anonymous. Each stakeholder was asked a series of questions pertaining to the sector plan area, with some questions focused on their purview within it. Response data were entered into a spreadsheet, wherein each response was classified by the Plan 2035 elements. The following subsections contain summaries of the elements based on the stakeholders' responses.

10.1 Land Use

During the stakeholder interviews, several key points were discussed on the Land Use element. One recurring concern was the need for a streamlined permitting and entitlement process to ensure timely development. Stakeholders also highlighted the presence of abandoned properties, which are owned but not properly maintained or utilized. The community expressed a desire to seize opportunities tied to these properties and avoid a cookie-cutter approach to development. Instead, they emphasized the importance of diverse housing options, such as garden apartments and duplexes, as opposed to solely high-rise buildings.

Developers' concerns focused on uncertainty in zoning regulations. They expressed a need for proper zoning designations to make informed investment decisions. Stakeholders also noted that land near Metro stations offered the potential for development at a lower cost compared to other areas in the region. The importance of density, particularly around transit stops, was highlighted by multiple respondents. Strategies to address the issue of vacant and abandoned land were called for, including identifying landowners and implementing smart growth transit-oriented development (TOD) principles.

Stakeholders expressed support for increasing density and mixed-use development, especially around Metro stations, while also maintaining a balance of affordability. There was a consensus against segregation by income type and a recognition that market-rate housing would be created through the private sector. However, concerns were raised regarding the current regulatory scheme, which does not align with the vision for the area. Height limits and density restrictions were seen as impediments to economically feasible projects, and impact fees were identified as a hindrance to development.

The community expressed a desire for walkable retail clusters and the improvement of pedestrian and bike infrastructure. Future considerations included the redevelopment of the FedExField area and the consolidation of land for new development. Stakeholders also highlighted the need for more independent restaurants, limited-format grocery stores, and a market shift from office space to residential development. There was a recognition that density, improved amenities, and connectivity would attract businesses and people to the area, reinforcing the vision of a more urban corridor.

In summary, stakeholders stressed the importance of aligning zoning regulations, development processes, and policy goals to provide predictability and support for developers. They called for clarity, education, and a unified approach from decision-makers to ensure a thriving community. The emphasis on mixed-

use development, affordable housing, and transit-oriented principles was apparent, with a vision of creating a vibrant, diverse, and sustainable living environment along the corridor.

10.2 Economic Prosperity

Stakeholders provided valuable insights and suggestions regarding economic prosperity in the sector plan area. The key issues highlighted include the need for land consolidation, concerns about excessive retail space, and the importance of creating an entertainment corridor anchored by the proposed amphitheater and park-like settings. Stakeholders emphasized the need for density in the area to support entertainment venues effectively. In addition, there is a call to address planning and zoning barriers that have hindered investment in the area, emphasizing the need for equity.

Regarding retail, stakeholders suggested the introduction of smaller grocery stores and advocated for changes in beer and wine regulations that permit sales in grocery stores along the corridor. They also emphasized the importance of quality supermarkets (healthy food retailers), diversity of shopping and dining options, and safety and ease of movement in the area.

Stakeholders expressed the desire for a shortened development and permitting process time to attract developers. They emphasized the importance of securing funding to support small businesses and promote their growth. In addition, stakeholders highlighted the need for a reliable pipeline of employees and emphasized the significance of job training programs and a reputable school system.

The stakeholders also proposed various ideas, such as supporting local-serving retail, establishing a food truck facility, partnering with a community college culinary arts program, and addressing the struggling areas close to DC. They stressed the importance of minimizing displacement, maximizing community participation, placemaking events, and creating a welcoming environment.

Furthermore, stakeholders identified opportunities for office and retail spaces to support housing and emphasized the importance of attracting companies that rely on transit access. They highlighted the potential for industrial and warehouse development and questioned the barriers to investment in the Central Avenue area. They suggest making the cost of redevelopment comparable to greenfield development to attract investment in these sectors.

In terms of challenges, stakeholders expressed concerns about high impact fees, the involvement of the County Council in all development, a jaded community, and the need to explain the benefits of density and improvement. They emphasized the importance of addressing zoning and density issues, providing resources and tools for diverse development, and supporting both affordable and market-rate housing.

The stakeholders mentioned the potential for redevelopment in Addison Plaza and highlighted the need for improvements in connectivity and parking in certain Metro station areas. They also discussed the market demand, interest from developers, and the importance of creating a thriving economic environment in the corridor.

Overall, stakeholders emphasized the significance of attracting businesses, creating an urban feel with diverse amenities, and capitalizing on transit accessibility to stimulate economic growth. They called for collaboration between different entities and a balanced approach that considers market needs and fosters meaningful development in the corridor.

10.3 Transportation and Mobility

The stakeholder responses regarding transportation and mobility encompassed a wide range of perspectives and concerns, reflecting the significance of transportation and connectivity to the community. One significant proposal under consideration is a road diet project by the State Highway Administration (SHA) along MD 214 (Central Avenue), extending from the DC line to the Addison Road Shopping Center. This project aims to enhance the area's overall living experience by improving traffic flow and safety. However, stakeholders expressed concerns about specific intersections, such as the intersection of MD 214 (Central Avenue) and Cabin Branch Road, which is in a valley and presents challenges in slowing vehicles down. SHA is actively looking into these concerns and exploring options, including the potential installation of a signal and the relocation of the crossing of MD 214 (Central Avenue) from Maryland Park Drive to Coolidge Street.

The implementation of bike lanes emerged as a significant topic of discussion among stakeholders. They emphasized the need to prioritize dedicated bike lanes wherever feasible, as opposed to shared lane markings (sharrows). Stakeholders noted that while adding bike lanes is challenging due to the narrow roads in certain sections, efforts should be made to accommodate cyclists, particularly along the stretch from the Addison Road Shopping Center to Hill Road. This section has been identified as the most feasible area for narrowing lanes to make room for bike lanes. However, stakeholders acknowledged that beyond Hill Road, implementing bike lanes becomes more challenging due to road conditions.

Connectivity emerged as a recurring theme, with stakeholders emphasizing the need for improved access to parks, schools, and public transportation. They discussed the extension of the B & A Trail to the DC line and the importance of enhancing the Blue Line Corridor Trail. Stakeholders also emphasized the need for safe pedestrian and bicycle crossings at major highways, particularly the critical I-495 (Capital Beltway) crossing. The topographical challenges in the area were acknowledged, urging transportation planning to address the complexities of the existing landscape while striving to improve connectivity.

Furthermore, stakeholders discussed the need for comprehensive planning that incorporates transformative placemaking and urban street design guidelines. They emphasized the desire for complete street boulevards, where streets are designed to accommodate multiple modes of transportation, including pedestrians, bicycles, and public transit. Stakeholders suggested implementing traffic calming measures, safety enhancements, and dedicated infrastructure for pedestrians and bicycles along MD 214 (Central Avenue), Addison Road, Hill Road, Shady Glen Drive, Morgan Boulevard, and Ritchie Road. They also highlighted the importance of integrating street improvements with new developments and ensuring that sidewalks and shared paths are part of the community's overall transportation network.

The community's transportation needs were not limited to roadways and trails but also included concerns about public transit. Stakeholders expressed the need for improved bus service, shelters, and enhanced connectivity to Metro stations. They questioned the capacity and convenience of transit systems, highlighting that pre-pandemic levels of transit usage may not be sustainable overall. Stakeholders emphasized the importance of considering realistic transit forecasts and addressing the convenience and time efficiency of transit options, particularly for multi-stop and short-distance trips. They also expressed the desire to enhance non-automotive connections to Metro stations and create walkable environments around transit hubs.

In summary, the stakeholder responses emphasized the community's strong interest in transportation and connectivity. They underscored the importance of implementing transportation improvements that prioritize safety, multimodal options, and enhanced accessibility to parks, schools, and public transportation. The input provided by stakeholders will inform the planning process and help shape transportation strategies that cater to the community's needs and aspirations.

10.4 Natural Environment

Stakeholders expressed concerns and suggestions regarding the natural environment in the community. There is a desire to complete the Central Avenue Connector Trail, but stakeholders emphasized the need to address environmental and stormwater management issues associated with it. The maintenance of the trail was also raised as a concern. Stakeholders highlighted the importance of recognizing the movement of the floodplain and assessing areas already experiencing nuisance flooding and drainage problems. It is suggested to allow water to flow naturally and create space for wildlife while ensuring the trail's maintenance. They stressed that the highly urbanized area has streams of fair or poor quality due to development occurring before modern techniques were implemented.

Stakeholders identified the management of the choke point where the floodplain intersects with MD 214 (Central Avenue) as crucial to prevent neighborhood flooding. They also suggested integrating bike and pedestrian passages with the proposed trail. Stakeholders proposed using tree trenches instead of small tree boxes and designing public spaces to accommodate water. Complete daylighting of channelized streams to enhance habitat and roughness was recommended, and stakeholders encouraged the exploration of engineering options for existing neighborhoods and seeking grant funding from the Office of Water and Watersheds and the US Environmental Protection Agency (EPA).

Addressing brownfield sites and considering options like capping or phytoremediation for remediation purposes was seen as an opportunity to develop parks or rebuild wetlands. Concerns were raised about drainage issues in Seat Pleasant. Stakeholders emphasized the need for higher-quality development to ensure environmental protection and sustainability, although they acknowledged the potential challenge of attracting developers. It was suggested to establish realistic environmental and sustainable standards for plans and development.

As floodplains are shifting, stakeholders advocated for working toward Net Zero stormwater standards. The declining tree canopy in the county, currently at 32 percent but ideally should be 50 percent, necessitated overplanting for the future. Tree trenches designed to handle heavy rainfall and implementing blue-green infrastructure were recommended. To promote sustainable practices, stakeholders propose capturing excess water for reuse and creating water features. While the benefits and cost savings may not be immediate, they can contribute to the area's attractiveness and long-term profitability. Stakeholders also highlight the need to address litter, understand the impacts of development laws on environmental sustainability, and consider green building standards, especially for affordable housing.

The Capitol Heights channelized stream was identified as an opportunity to create a neighborhood focal point with habitat enhancements through small-scale alterations. Planting vegetation to absorb water volume and addressing water quality issues were emphasized. Stakeholders stressed the need for investment to support environmental ideas and adaptation to climate change.

Balancing real-world development with environmental stewardship was a key consideration, and stakeholders encouraged exploring green building practices and higher standards for affordable housing, particularly when public funds are involved. Litter was also identified as an issue in the area. Understanding the impacts of development laws on environmental sustainability, particularly regarding streams, was deemed important. Pervious pavement was not preferred for the trail but could be considered in specific sections. Stakeholders emphasized the importance of staying informed and aligning development with sustainable goals and trends.

10.5 Housing and Neighborhoods

Stakeholders expressed a clear goal of increasing density and diversifying the housing stock through transit-oriented development (TOD), with a specific focus on incorporating multifamily housing options such as apartments and condominiums. However, they also voiced concerns about potential negative impacts (gentrification and displacement) of development in the community and emphasized the importance of addressing the fears while supporting existing residents. In addition, stakeholders emphasized the need to improve the awareness and accessibility of existing home improvement programs.

To foster inclusive neighborhoods, stakeholders strongly advocate against creating economically segregated areas and instead emphasize the importance of promoting a mix of affordable and market-rate housing. They believe that incorporating affordable housing alongside market-rate options is essential for the success of the County and the sector plan area. In this regard, stakeholders have called for the implementation of transformative placemaking principles to increase the supply of both market-rate and affordable multifamily housing.

Encouraging the development of "missing middle" housing options around the Metro stations is seen as a key driver for overall growth and community development. Stakeholders recognize that vibrant communities with dense residential areas, featuring a combination of affordable and market-rate housing, attract residents and contribute to the area's vitality. They also highlight the potential benefits of utilizing tax credits to make affordable housing projects financially viable.

In recognition of the importance of proactive measures, the county has recently introduced a right of first refusal for pilots or nonprofits to increase affordable housing in the area. This demonstrates a commitment to addressing the challenge of affordable housing through innovative approaches.

Stakeholders are calling for a strengthening of neighborhood-scale housing and an infusion of urban energy throughout the entire corridor. They stress the necessity of rezoning to unlock housing opportunities around Metro stations, as existing zoning regulations can sometimes hinder investments and limit housing development. Visionary thinking is encouraged, particularly in underserved areas, to push beyond the status quo and foster innovative solutions.

Stakeholders expressed a desire for mixed-use, multifamily developments that incorporate retail and office spaces. This vision was shaped by the changing work landscape, with an increasing number of individuals working remotely and seeking housing options outside of Washington, DC. They also anticipated a potential surge in housing demand around the Metro stations as interest rates improve. Importantly, stakeholders emphasized the need to avoid limiting housing options solely to townhouses and instead focus on transformative sites suitable for TOD, mirroring the successful model of College Park.

Furthermore, stakeholders emphasized the need to address the housing requirements of senior citizens in the Inner Beltway area. They advocate for the integration of diverse, affordable, and senior housing options to accommodate population aging and allow seniors to age in place comfortably. Responding to the post-COVID work-from-home trend, stakeholders propose incorporating dedicated workspaces within housing units.

While stakeholders are committed to affordable housing initiatives, concerns are raised regarding the associated challenges. Compliance restrictions and increased costs can impact the return on investment and long-term maintenance expenses, necessitating careful consideration and planning. In addition, stakeholders expressed fears of gentrification and potential tax increases resulting from rising property values, underscoring the importance of equitable development practices and inclusive growth strategies.

10.6 Community Heritage, Culture, and Design

Stakeholders recognize the rich cultural history of Seat Pleasant, Capitol Heights, and Fairmount Heights as significant African-American communities that emerged after the Civil War. They believe that capitalizing on this cultural heritage is crucial for the area's development. However, concerns have been raised about the adverse effects of taller buildings, particularly in terms of heat islands and air circulation, which hinder cooling efforts.

A key consideration is how to connect all historic sites, including the Ridgeley School and Church, the Gray Trust site at Morgan Boulevard, and the Manor at Walker Mill. They envision creating an experiential loop or streetscape on Brightseat Road that integrates these sites, potentially through the County Arts, Culture, and Tourism program. In addition, stakeholders emphasize the importance of establishing third spaces that go beyond traditional establishments like barber shops, instead focusing on parks, walking trails, and coffee shops.

The issue of physical and cultural displacement is a significant concern among stakeholders. They question how developers and the county can safeguard against such displacement to protect the community's identity. A key element in forming this identity is the establishment of a permanent arts and cultural hub in the area. Stakeholders advocate for the creation of a cultural arts designation within the corridor to further enhance its cultural significance.

Enhancing the aesthetics of the neighborhoods is a shared desire among stakeholders. They call for the underground placement of overhead utilities along MD 214 (Central Avenue) and the boulevards. In addition, stakeholders express a strong dislike for billboards, particularly illuminated (LED)¹⁹² ones, which they believe devalue properties. They urge the implementation of signage and lighting standards to enhance the area's appearance.

Stakeholders emphasize the need for community involvement in the planning process, encouraging homeowners associations' agents to inform members about progress and engage with neighborhood residents. They recommend decorative streetlights that illuminate the ground rather than polluting the

¹⁹² Light Emitting Diode (LED).

sky. Addressing issues such as proper screening of dumpsters and establishing design guidelines are also crucial for creating visually appealing spaces. In addition, to create an inviting and amenity-rich community attractive to diverse demographics, stakeholders suggest applying the principles of transformative placemaking. Similarly, stakeholders prefer flexibility in street-level activation under multifamily developments, understanding that ground-floor retail may not always be viable.

Parks and neighborhood amenities play a significant role in creating a sense of place, and stakeholders highlight the importance of investments by the county in placemaking initiatives. The post-COVID era has underscored the premium on outdoor spaces, both private and public, that offer usability and a connection to nature. Flexibility in housing options, such as including dedicated workspaces or den/office spaces, is also seen as essential.

The proximity of the Capitol Heights and Addison Road Metro Stations presents an opportunity for urban design and density with improved connections. Stakeholders note the need to develop urban infrastructure beyond the Metro stations to create a vibrant area. Historical perspectives, particularly related to African-American history in Seat Pleasant, Capitol Heights, and Fairmount Heights, are valued and could be integrated into entertainment concepts.

10.7 Healthy Communities

During the stakeholder responses related to the Healthy Communities theme, several key issues and needs were highlighted. The primary concern raised by stakeholders was the area's classification as a food desert, with limited access to diverse and healthy food options. The population in the area suffers from health issues such as hypertension and obesity, and there is a desire for healthy food outlets and decreasing the number of liquor and tobacco stores, which are seen as attracting the wrong type of crowd.

Stakeholders also expressed a need for community gathering spaces, parks, and open spaces that promote play and enhance the quality of life. The lack of a formalized community network or group was identified as a challenge, leading to fragmented conversations and a disconnect between what seniors and millennials desire and what would help residents avoid being taxed out of the area.

In terms of healthcare, stakeholders emphasized the need for behavioral health programs, preventative services, access to doctors' offices, and improved connections to existing services. There were concerns about lower cancer screening rates, lack of insurance or underinsurance, oral healthcare deficiencies, and higher rates of asthma. In addition, the community faces issues related to substance abuse, youth violence, and a higher percentage of the elderly living in poverty.

To reinforce equitable development and access, stakeholders emphasized the importance of protecting against physical and cultural displacement and addressing the fear of gentrification. Long-term affordable housing integration was seen as a crucial element of the sector plan. The stakeholders also discussed the need for a corridor coalition to lead the area and the inclusion of amenities in development projects that cater to different demographics, including seniors, families, and younger professionals.

Overall, the stakeholder responses highlighted the need for comprehensive efforts to address food access, healthcare, community spaces, and social issues while ensuring equitable development and preserving the community's character. Collaboration among stakeholders, including community organizations, developers, and the county, was identified as essential to achieve these goals.

10.8 Public Facilities

The stakeholder input on Public Facilities focuses on the schools and parks in the sector plan area. Overcrowding is a concern in the northern part of the county, while schools in the central area have lower enrollment. Efforts are underway to address this by relocating sixth-grade students from Seat Pleasant Elementary School to middle schools across the county. In addition, students from Gholson Middle School will be transferred to new Kenmoor, Walker Mill, and Glenridge Middle Schools, aiming to balance enrollment and optimize facility utilization.

The area's slower population growth rate suggests that building a new school may not be immediately necessary in the area. The south of the plan area has additional capacity to accommodate potential population increases. However, maintaining an appropriate enrollment rate of about 85 percent is desired for schools south of Central Avenue to avoid underutilization.

Concerns have been raised regarding access to and congestion near certain schools. For example, Central High School's access road passing under the railroad tracks poses minimal impact but raises walkability concerns due to congestion and narrowness. Cora Rice and Gholson Middle Schools share the same building and are situated close to the stadium, resulting in significant traffic impacts on game days. The Thomas Pullen School to Brightseat Road route is considered a crucial connector, particularly during game days.

Enhancing the relationship between the Department of Parks and Recreation and Prince George's County Public Schools is desired, allowing for better utilization of school facilities in line with the county's emphasis on youth sports. There are opportunities for park expansion and land acquisition near existing parks, supported by significant acquisition funds. Placemaking investments by the county, including the development of live/work/play environments and public parks (including children's and dog parks), are crucial for community development.

Flexibility in parking requirements is emphasized, with decisions driven by marketing considerations rather than strict mandates. The cost-effectiveness of underground parking is being evaluated, and alternative approaches, such as shared parking resources and shared cars, are being considered to optimize parking solutions.

Improving zoning and infrastructure, including the development of sidewalks and streetlights, is crucial. The aim is to create neighborhood and community-serving amenities, with a particular focus on sports-related facilities in the vicinity of FedExField and Morgan Boulevard.

Recognizing the importance of schools, stakeholders propose pairing an arts theme with a performing arts school to enhance the area's reputation. In addition, addressing maintenance concerns regarding the Summerfield Park trail, which is part of the Central Avenue Connector Trail (CACT), is crucial for ensuring a well-maintained and accessible trail system.

Glossary

100-year floodplain: the area that would be inundated by a flood event that is so intense it has only a 1 percent (1 in 100 chance) of occurring in any given year¹⁹³

Anacostia River watershed: a watershed that covers 176 square miles of parts of Montgomery County, Prince George's County, and Washington, DC. The watershed is composed of three main drainage areas: The Northeast Branch, the Northwest Branch, and the tidal river. The main stem begins at the confluence of the Northeast and Northwest branches in Bladensburg, MD, south of the plan area. This main stem forms the tidal river, which flows through Maryland and Washington, DC, and discharges into the Potomac River at Hain's Point headed into the Chesapeake Bay.¹⁹⁴

Bioswale: a long, channeled depression or trench that receives rainwater runoff (as from a parking lot) and has vegetation (such as grasses, flowering herbs, and shrubs) and organic matter (such as mulch) to slow water infiltration and filter out pollutants.

Brownfield: A property where the presence or potential presence of a hazardous substance, pollutant, or contaminant complicates the expansion, redevelopment, or reuse of the site.¹⁹⁵

Building class: The office building class designation is a way of differentiating buildings of the same type into different categories of quality. These classes represent a combination of a subjective and objective quality rating that indicates the competitive ability of each building to attract similar types of tenants. For the purposes of comparison, CoStar groups office buildings into four classes. The options are Class A, B, C, or F, with assignment depending on a variety of building characteristics, such as total rentable area, age, building finishes and materials, mechanical systems standards and efficiencies, developer, architect, building features, location/accessibility, property manager, design/tenant layout, and much more. The perceived quality of the building is highest in Class A, with the perceived quality decreasing with each subsequent classification.¹⁹⁶

Cloud burst: A Cloud burst is a sudden, very heavy rainfall, usually local in nature and of brief duration. Most so-called cloudbursts occur in connection with thunderstorms. In these storms, there are violent uprushes of air, which at times prevent the condensing raindrops from falling to the ground. A large amount of water may thus accumulate at high levels, and if the upward currents are weakened, the whole of this water falls at one time.¹⁹⁷

¹⁹³ "DIVISION 4. - FLOODPLAIN ORDINANCE." *Prince George's County, Maryland - Code of Ordinances*. 2020. Available from https://library.municode.com/md/prince_george's_county/codes.

¹⁹⁴ Anacostia Watershed Society. "The Region United by the Anacostia River." *Our Watershed*. Available from <https://www.anacostiaws.org/our-watershed.html>.

¹⁹⁵ "Overview of EPA's Brownfields Program." *United States Environmental Protection Agency*. Available from <https://www.epa.gov/brownfields/overview-epas-brownfields-program>.

¹⁹⁶ "Glossary." CoStar. Available from https://www.costar.com/about/costar-glossary#go_b.

¹⁹⁷ Ray, M. "Cloudburst." *Britannica*. Available from <https://www.britannica.com/science/cloudburst>.

Compensatory Storage: the floodplain provides a valuable function by storing floodwaters. When fill or buildings are placed in the flood fringe, the flood storage areas are lost, and flood heights will go up because there is less room for the floodwaters. One approach that may be used to address this issue is to require compensatory storage to offset any loss of flood storage capacity.¹⁹⁸

Complete streets: streets designed and operated to enable safe use and support mobility for all users, including people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments.¹⁹⁹

Conservation easements: recorded easements established for the protection of woodland and wildlife habitat and identification of permanent protection areas for tree conservation as written in Subtitle 25-117, Division 2 of the County Code.²⁰⁰

Environmental Site Design (ESD): a smaller-scale design approach for managing stormwater onsite. These systems often mimic natural hydrological runoff flow, therefore minimizing the impact of land development on water resources.²⁰¹

Environmental Strategy Area (ESA) 1 (from Plan 2035): a section of the County with a designated minimum stream buffer requirement of 60 feet and a minimum wetland buffer requirement of 25 feet.²⁰²

Evaluation Areas (from 2017 Green Infrastructure Plan): represent lands outside the regulated areas that are not currently protected and may contain sensitive features such as interior forest, unique habitats, or cultural resources. These areas are considered high priority for on-site woodland and wildlife habitat conservation.²⁰³

Federal Emergency Management Agency (FEMA) floodplain: areas that are in and out of the 100-year floodplain based upon current land use in the watershed. The floodplain maps are used for insurance purposes as part of the National Flood Insurance Program.²⁰⁴

¹⁹⁸ "Compensatory Storage." FEMA. 2020. Available from <https://www.fema.gov/glossary/compensatory-storage>.

¹⁹⁹ "Complete Streets." United States Department of Transportation. 2015. Available from <https://www.transportation.gov/mission/health/complete-streets>.

²⁰⁰ "DIVISION 2. - WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE." Prince George's County, Maryland - Code of Ordinances. 2020. Available from https://library.municode.com/md/prince_george's_county/codes/code_of_ordinances.

²⁰¹ Prince George's County Planning Department. "Plan Prince George's 2035 Approved General Plan." *The Maryland-National Capital Park and Planning Commission*. May 2014. Available from <https://www.mnccppcapps.org/planning/publications>.

²⁰² Prince George's County Planning Department. "Plan Prince George's 2035 Approved General Plan." *The Maryland-National Capital Park and Planning Commission*. May 2014. Available from <https://www.mnccppcapps.org/planning/publications>.

²⁰³ Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." *The Maryland-National Capital Park and Planning Commission*. 2017. Available from <http://mnccppcapps.org/planning/publications>.

²⁰⁴ "DIVISION 4. - FLOODPLAIN ORDINANCE." Prince George's County, Maryland - Code of Ordinances. 2020. Available from https://library.municode.com/md/prince_george's_county/codes.

Floodplain: relatively flat or low-lying land adjoining a stream, river, pond, stormwater management structure, or other waterbody that is subject to periodic, partial, or complete inundation²⁰⁵

Forest and tree canopy cover: the leaves, branches, crowns, and stems of forests, individual trees, and other vegetation, as viewed from above.

Green Infrastructure Network (from 2017 Countywide Green Infrastructure Network Map): a concept of the interconnected natural areas, including regulated areas, evaluation areas, and potential network gaps²⁰⁶

Ground-level ozone: the main ingredient in urban and regional smog and creates health issues for vulnerable populations such as children, the elderly, and others with pre-existing health conditions such as asthma and other respiratory problems. Power plants, motor vehicles, small gasoline-powered engines (e.g., lawnmowers, chainsaws), and solvents, paints, or cleaning solutions, are some of the main sources of the pollutants that form ground-level ozone. In addition, smog is unhealthy for animals, and it can kill plants.²⁰⁷

Impervious surfaces: surfaces that are covered by materials such as asphalt and concrete that do not allow water to directly infiltrate into the soil.

Leading Pedestrian Interval (LPI): This gives pedestrians the opportunity to enter an intersection crosswalk 3-7 seconds before vehicles are given a green light to allow pedestrians to establish their presence in the intersection crosswalk before vehicles are given priority to turn right or left.²⁰⁸

Level of Service (LOS): a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. The level of service of a facility is designated with a letter, A to F, with A representing the best operating conditions and F the worst.²⁰⁹

Light pollution: unwanted light and glare from excessive or inappropriate use of outdoor, artificial light. Light pollution affects human health by interrupting natural body rhythms and wildlife behavior, such as migration patterns and habitat formation.

Local transit center: Plan 2035 designates 26 Local Centers as focal points for small-scale, mixed-use development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium to medium-high residential development along with local-serving

²⁰⁵ "DIVISION 4. - FLOODPLAIN ORDINANCE." *Prince George's County, Maryland - Code of Ordinances*. 2020. Available from https://library.municode.com/md/prince_george's_county/codes.

²⁰⁶ Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." *The Maryland-National Capital Park and Planning Commission*. 2017. Available from http://mncppcapps.org/planning/publications/PDFs/329/Approved%20RCP_2017_II-GI%20Plan.pdf.

²⁰⁷ Prince George's County. "Air Quality & Your Health." *Sustainability Division*. Available from <https://www.princegeorgescountymd.gov/339/Air-Quality-Your-Health>.

²⁰⁸ "Leading Pedestrian Interval." *United States Department of Transportation*. Available from <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>.

²⁰⁹ "Appendix B: Traffic Level of Service Calculation Methods." *City/County Association of Governments of San Mateo County*. Available from https://ccag.ca.gov/wp-content/uploads/2014/07/cmp_2005_Appendix_B.pdf.

retail and limited office uses. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.²¹⁰

Marginal nonattainment: the US EPA publishes a list of geographic areas and their status of compliance with the National Ambient Air Quality Standards (NAAQS). Nonattainment areas are those that regularly exceed the NAAQS for a certain pollutant. Ozone nonattainment areas are further broken down into marginal, moderate, serious, severe, or extreme, representing a range of degrees of severity.²¹¹

National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permits: issued by the US EPA, these permits require the County to develop stormwater management programs. The overall goals of this permit program are to control stormwater pollutant discharges, reduce pollutants, and improve water quality.²¹²

Noise pollution: unwanted sound from manufactured or natural sources. Noise is an environmental concern for people who live, work, and recreate near a noise source such as a highway, airport, or railway. Noise pollution also makes it difficult for animals to use sound to navigate, find food, attract mates, and avoid predators, which affects their ability to survive, especially in urban areas. Noise levels are measured in decibels and reported for day and night to account for the sensitivity of sleeping people. The MDE accepted maximum noise level for residential land uses is 65 dBA Ldn during the day and 55 dBA Ldn at night (Maryland COMAR Sec. 26.02.03.02. Environmental Noise Standards).²¹³ These restrictions are most stringent compared to the maximum allowable noise levels for commercial or industrial land uses.

Nonpoint source pollution: pollution coming from many diffuse sources rather than a single outlet. When water from rainfall or snowmelt moves over, and through the ground, it picks up and carries away natural and human-made pollutants. Eventually, this water, with the pollutants it carries, reaches lakes, rivers, wetlands, coastal waters, and even our underground sources of drinking water.²¹⁴

Nontidal wetland: areas inundated by surface or ground water at a frequency and duration sufficient to support vegetation specifically adapted for life in saturated soils, hold and filter pollutants that make them important for water quality.²¹⁵

Phytoremediation: the treatment of pollutants or waste (as in contaminated soil or ground water) by the use of green plants that remove, degrade, or stabilize the undesirable substances (such as toxic metals).

²¹⁰ Prince George's County Planning Department. "Plan Prince George's 2035 Approved General Plan." *The Maryland-National Capital Park and Planning Commission*, pgs. 19 and 108. May 2014. Available from https://www.mncppcapps.org/planning/publications/BookDetail.cfm?item_id=279&Category_id=1.

²¹¹ "Ozone Designation and Classification Information." *United States Environmental Protection Agency Green Book*. September 17, 2018. <https://www.epa.gov/green-book/ozone-designation-and-classification-information>.

²¹² Prince George's County. "NPDES MS4 Permit." Available from <https://www.princegeorgescountymd.gov/293/NPDES-MS4-Permit>.

²¹³ "Sec. 26.02.03.02. Environmental Noise Standards." *Code of Maryland Regulations*. 2020. Available from <http://mdrules.elaws.us/comar/26.02.03.02>.

²¹⁴ "Nonpoint Source Program [§319(h)] Management and Financial Assistance." *Maryland Department of the Environment*. Available from <https://mde.maryland.gov/programs/water/319nonpointsource/pages/index.aspx>.

²¹⁵ "DIVISION 4. - FLOODPLAIN ORDINANCE." *Prince George's County, Maryland - Code of Ordinances*. 2020. Available from https://library.municode.com/md/prince_george's_county/codes.

Potential Forest Interior Dwelling Species (FIDS) Habitat: a GIS layer that was created by MD DNR to evaluate whether large patches of forest contain portions of interior forest habitat. FIDS habitat areas are where forest fragmentation should be avoided, if possible, in future land designs. In Prince George's County, the forest interior is defined as woodlands that are located a minimum of 300 feet from the nearest forest edge.²¹⁶ The FIDS habitat is protected under the State Critical Areas Law, however, the sector plan area is not within the Chesapeake Critical Area Overlay.

Regulated Areas (from 2017 Green Infrastructure Plan): represent environmentally sensitive features such as wetlands and streams with their regulated buffers, the 100-year floodplain, and adjacent steep (15% or greater) slopes. Impacts to these features are only approved in very few circumstances, such as for the installation of necessary public utilities.²¹⁷

Primary Management Area (PMA): a vegetated buffer established and/or preserved along all regulated streams, wetlands, and the 100-year floodplain. PMAs are of high priority for woodland conservation.²¹⁸

Right-of-Way (ROW): the strip of land over which a public road, railroad, or public utility is built.

Soil hydrological groups: the USDA NRCS classifies soil into four soil hydrologic groups (A, B, C, D) based on their runoff potential or the rate at which they allow water to infiltrate, with group A generally having the smallest runoff potential and group D the highest. Dual Group B/D consists of soils given dual classification based on their proximity to a water table or other impermeable layer where the "B" represents the drained portions, and the "D" represents the undrained portions.²¹⁹

Special Conservation Areas (SCAs): areas where protection of ecosystem services and surrounding ecological connections should be carefully considered when land development proposals in their vicinity are reviewed.²²⁰

Steep slopes: slopes with a 15 to 25 percent grade range that are susceptible to erosion and suitable for limited land development.²²¹

Severe slopes: slopes with a greater than 25 percent grade that are usually unstable and highly erosive, making land development very difficult.²²²

²¹⁶ Prince George's County Planning Department. "Part B Preparation of a Natural Resource Inventory." *2018 Environmental Technical Manual*. August 27, 2019. <http://mncppcapps.org/planning/publications>.

²¹⁷ Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." *The Maryland-National Capital Park and Planning Commission*. 2017. Available from <http://mncppcapps.org/planning/publications>.

²¹⁸ "DIVISION 1. - GENERAL PROVISIONS." *Prince George's County, Maryland - Code of Ordinances*. 2021. Available from https://library.municode.com/md/prince_george's_county/codes.

²¹⁹ "Hydrologic Soil Group." Natural Resources Conservation Service. 2016.

²²⁰ Prince George's County Planning Department. "Section II Green Infrastructure Plan: A Countywide Functional Master Plan." *The Maryland-National Capital Park and Planning Commission*. 2017. Available from http://mncppcapps.org/planning/publications/PDFs/329/Approved%20RCP_2017_II-GI%20Plan.pdf.

²²¹ "DIVISION 2. - URBAN AND RURAL LAND DEVELOPMENT." *Prince George's County, Maryland - Code of Ordinances*. 2020. https://library.municode.com/md/prince_george's_county/codes.

²²² "DIVISION 2. - URBAN AND RURAL LAND DEVELOPMENT." *Prince George's County, Maryland - Code of Ordinances*. 2020. https://library.municode.com/md/prince_george's_county/codes.

Stormwater management/stormdrain easement: recorded easements to ensure the permanent protection and construction and maintenance access to stormwater management infrastructure.

Stream buffer: the land immediately adjacent to a stream. Vegetated buffers provide habitats for wildlife and shade streams, keeping them cool and protecting them from adjacent land uses.

Thermal pollution: increase or decrease in the base temperature of the receiving streams, often when heated stormwater runoff mixes a natural body of water. This can cause degradation of water quality and natural ecology of the water body.

Third Spaces: places where people spend time between home ('first' place) and work ('second' place). They are locations where we exchange ideas, have a good time, and build relationships.²²³

Tier II waters: MDE-designated, high-quality waters, such as stream segments and their drainage areas/catchments, which exceed minimum applicable water quality standards and criteria. Anti-degradation regulations outlined in the Code of Maryland Regulations (COMAR 26.08.02.04-1) require states to identify and protect these high-quality waters.²²⁴

Total Maximum Daily Loads (TMDLs): establish the maximum amount of a pollutant allowed in a waterbody to continue meeting water quality standards.²²⁵

Transit Oriented Development (TOD): the creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around train systems.²²⁶

Urban Heat Island effect: where ambient temperatures in urbanized areas are higher than surrounding non-urbanized areas due to the ability of impervious surfaces to absorb the sun's heat. The urban heat island effect can cause increased energy consumption, public health issues, including people suffering from heat exhaustion and respiratory conditions, and degraded water quality.²²⁷

Watershed: an area of land that drains rainfall and all the water in streams to a common outlet - usually a single, larger body of water.

²²³ Butler, S. M. and Diaz, C. "'Third Places' as community builders." *The Brookings Institution*. September 14, 2016. Available from <https://www.brookings.edu/blog/up-front/2016/09/14/third-places-as-community-builders/>.

²²⁴ Maryland Department of the Environment. "Maryland's High Quality Waters (Tier II)." Antidegradation – Tier II Waters. Available from https://mde.maryland.gov/programs/Water/TMDL/WaterQualityStandards/Pages/Antidegradation_Policy.aspx.

²²⁵ United States Environmental Protection Agency. "Overview of Total Maximum Daily Loads (TMDLs)." *Impaired Waters and TMDLs*. September 13, 2018. Available from <https://www.epa.gov/tmdl/overview-total-maximum-daily-loads-tmdls>.

²²⁶ "Transit Oriented Development." *Transit Oriented Development Institute*. Available from <http://www.tod.org/>.

²²⁷ "About Urban Heat Islands." *National Integrated Heat Health Information System*. Available from <https://www.heat.gov/pages/urban-heat-islands>.

Appendix:

A. Stakeholder Interview List:

- ❖ State of Maryland
 - Maryland Department of Transportation, State Highway Administration (SHA)
 - Maryland Department of Transportation, Maryland Transit Administration (MTA) & Office of Planning and Capital Programming
 - Maryland Department of Commerce
- ❖ Prince George's County
 - Prince George's County Public Schools (PGCPS)
 - Revenue Authority of Prince George's County
 - Prince George's County Office of Community Relations (OCR)
 - Prince George's County Economic Development Corporation (EDC)
 - Prince George's County Office of the County Executive, Office of Community Affairs
 - Redevelopment Authority of Prince George's County
 - Prince George's County Department of Environment
 - Prince George's County Department of Housing and Community Development
 - Prince George's County Department of Parks and Recreation
 - Prince George's County Fire/EMS Department
 - Prince George's County Department of Health
 - Prince George's County Department of Public Works and Transportation (DPW&T)
- ❖ Municipalities
 - Town of Capitol Heights
 - City of Seat Pleasant
- ❖ Other Government Agencies
 - Washington Metropolitan Area Transit Authority (WMATA)
- ❖ Community Stakeholders
 - Bradley Heard (Greater Capitol Heights Improvement Corporation)
 - Mark Falzone (Scenic America)
 - Yuri Borovsky
- ❖ Nonprofit Organizations
 - Local Initiatives Support Corporation (LISC) D.C. (Bryan Franklin)
 - Coalition for Smarter Growth (Cheryl Cort and Kyle Reeder)
- ❖ Developers and Property Owners
 - The Community Builders, Inc./Harambee Development
 - Banneker Ventures
 - Horning



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