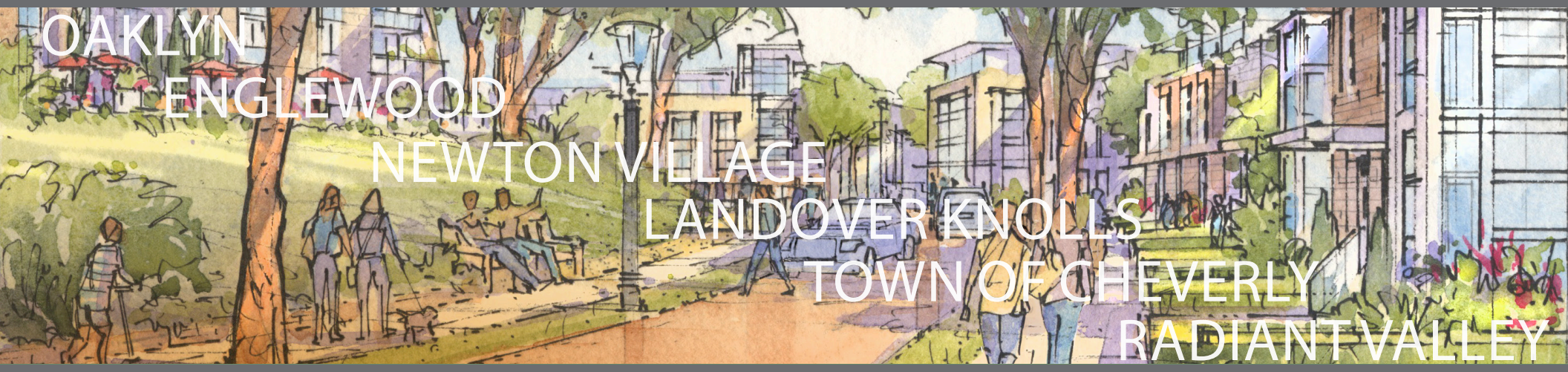
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THE APPROVED GREATER Cheverly SECTOR PLAN

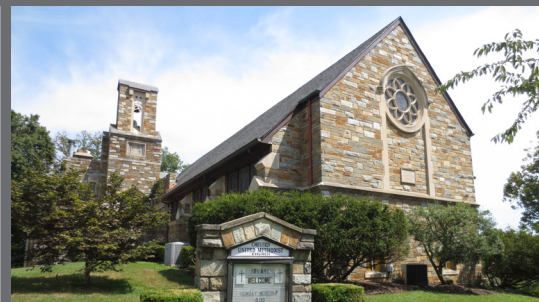








Note: The Administrative Corrections, AC 2020-005 (Signed 2020-07-31), AC 2026-005 (Signed 2026-10-01), and AC 2026-008 (Signed 2026-10-01) modifies the contents of the 2018 *Approved Greater Cheverly Sector Plan*; and must be used in conjunction with the approved plan/SMA document.



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org

2018

ABSTRACT

DATE: January 2018

TITLE: The Approved Greater Cheverly Sector Plan

AUTHOR: The Maryland-National Capital Park and Planning Commission

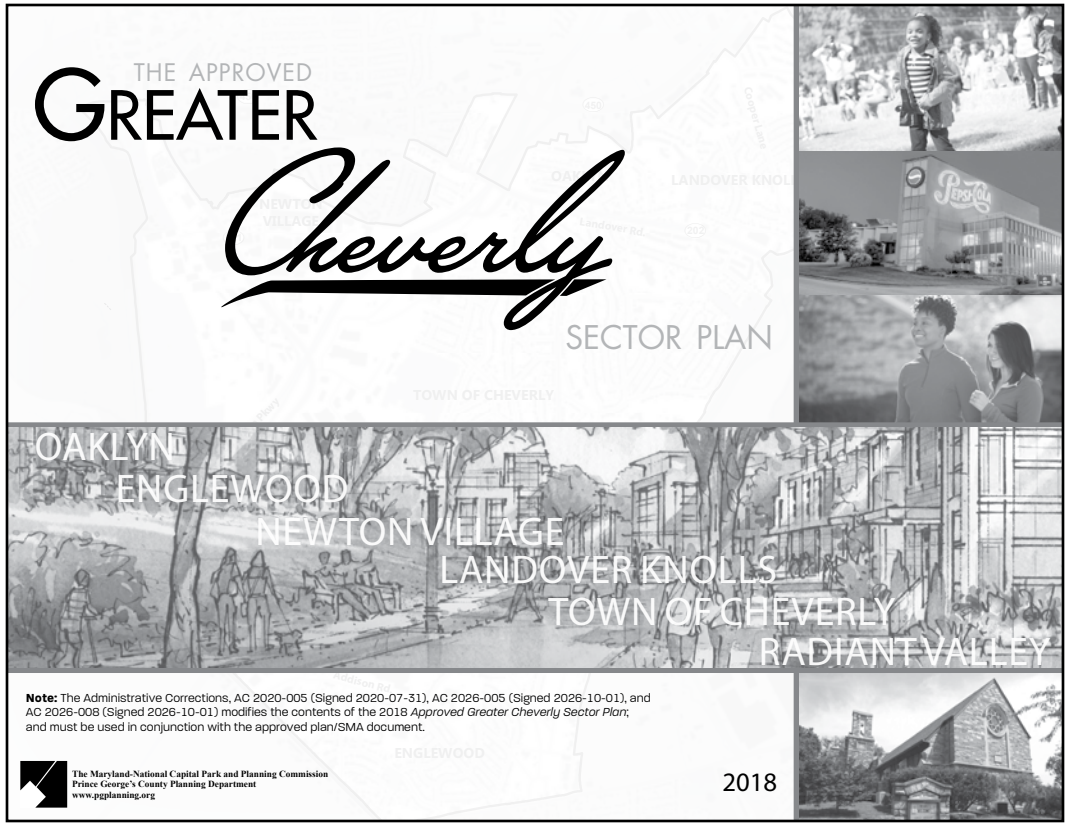
SUBJECT: Approved Greater Cheverly Sector Plan (Portions of Planning Area 69 and 72)

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

NUMBER OF PAGES: 167

The Greater Cheverly Sector Plan amends the 2014 *Prince George's County 2035 Approved General Plan* (Plan 2035) by defining the boundary of the Cheverly Metro Local Transit Center. The sector plan replaces the 2005 *Approved Sector Plan for the Tuxedo Road/Arbor Street/Cheverly Metro Area* in its entirety and the 1994 *Approved Bladensburg, New Carrolton, and Vicinity Master Plan*, the 2009 *Approved Port Towns Sector Plan*, the 2010 *Approved Subregion 4 Master Plan*, and the 2014 *Landover Metro Area and MD 202 Corridor Approved Sector Plan* for the portions of Planning Areas 69 and 72 within the sector plan boundaries. In addition, this sector plan amends the 2009 *Approved Countywide Master Plan of Transportation* and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2015).* The sector plan was developed with assistance from civic associations, municipalities, business and property owners, government officials and agencies, and an extensive planning effort engaged property owners, citizens, residents, civic associations, and other stakeholders in public participation activities, which resulted in valuable contributions to the sector plan. The sector plan represents an effort to chart a direction for future planning policy in the sector plan area. This document includes goals, policies and strategies for planning elements in order to improve conditions in the sector plan area in the coming years.

Note: The Administrative Corrections, AC 2020-005 (Signed 2020-07-31), AC 2026-005 (Signed 2026-10-01), and AC 2026-008 (Signed 2026-10-01) modifies the contents of the 2018 *Approved Greater Cheverly Sector Plan*; and must be used in conjunction with the approved plan/SMA document.



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major 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; and
- 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.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is: 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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The County Council has three main responsibilities in the planning process: (1) setting policy; (2) plan approval; and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual budget, the water and sewer plan, and adoption of zoning map amendments.

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FOREWORD

The Prince George's County Planning Board is pleased to make available the Approved Greater Cheverly Sector Plan. The sector plan provides a new vision to guide future growth and redevelopment at the commercial properties along MD 202 (Landover Road), MD 459 (Tuxedo Road/Arbor Street) and MD 769 (52nd Avenue) areas, the industrial areas near the US 50 (John Hanson Highway)/Baltimore-Washington Parkway/MD 201 (Kenilworth Avenue) interchange, east of the Washington, D.C. line, and north of Sheriff Road. Additionally, it focuses on the Redevelopment Authority and Town of Cheverly-owned properties (The Pointe at Cheverly) at the corner of 57th Avenue and MD 450 (Annapolis Road), the areas around the Cheverly Metro Station, and the University of Maryland Prince George's Hospital Center property.

The sector plan amends the 2014 *Prince George's 2035 Approved General Plan* by defining the boundary of the Cheverly Metro Local Transit Center. The sector plan replaces the 2005 *Approved Sector Plan for the Tuxedo Road/Arbor Street/Cheverly Metro Area* and the 1994 *Approved Bladensburg, New Carrollton, and Vicinity Master Plan*, the 2009 *Approved Port Towns Sector Plan*, the 2010 *Approved Subregion 4 Master Plan*, and the 2014 *Landover Metro Area and MD 202 Corridor Approved Sector Plan* for the portions of Planning Areas 69 and 72 within the sector plan boundary. In addition, this sector plan amends the 2009 *Approved Countywide Master Plan of Transportation* and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2015)*. Additional policy guidance for this sector plan was derived from the 2015 *Kenilworth Avenue and Town of Cheverly Industrial Study*, and County functional master plans including the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan*, 2008 *Approved Public Safety Facilities Master Plan*, and 2010 *Water Resources Master Plan*. No sectional map amendment was developed with this sector plan; the existing zoning of properties within the sector plan area remains the same, including retention of the Tuxedo Road/Arbor Street/Cheverly Metro Area Development District Overlay Zone.

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

The 2014 Plan *Prince George's 2035 Approved General Plan* designated the Cheverly Metro Station as a Local Center. Local Centers are focal points of concentrated residential development and limited commercial activity serving Established Communities. Established Communities make up the County's heart—its established neighborhoods, municipalities, and unincorporated area outside designated centers.

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

Sincerely,

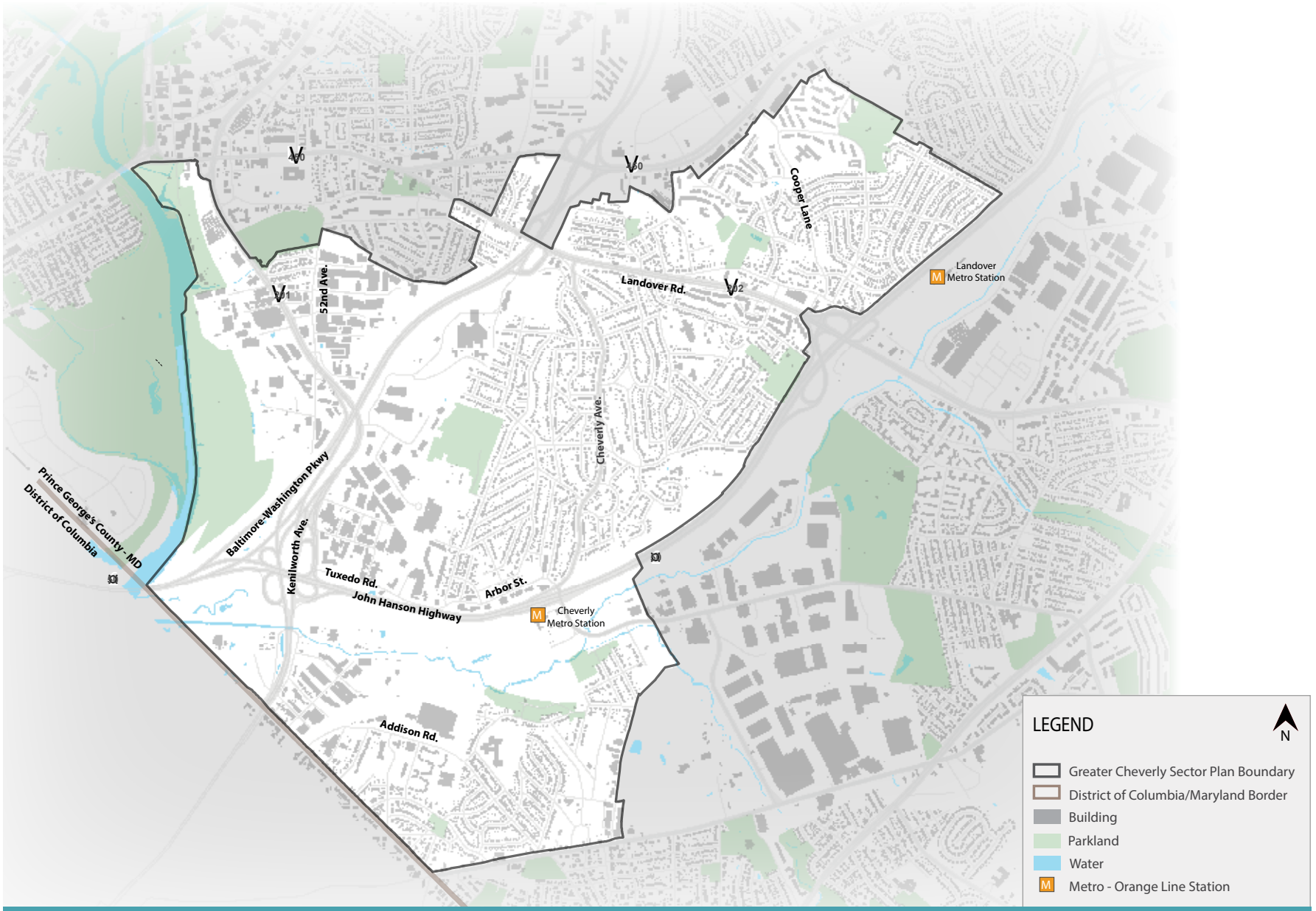


Elizabeth M. Hewlett
Chairman
Prince George's County Planning Board


ANACOSTIA TRAILS
HERITAGE
AREA



SECTION 1
BLUEPRINT FOR TOMORROW



Map 1: Greater Cheverly Sector Plan Area

INTRODUCTION

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

WHY A PLAN FOR THIS AREA?

This sector plan expands upon previous planning efforts and refines recommendations for implementation within the sector plan area. It lays out a comprehensive vision for the sector plan area that unifies concepts from previous plans and studies, positioning the sector plan area to evolve into a dynamic, walkable, and mixed-use neighborhood that will meet and address current and future needs and market demands.

CONSISTENCY WITH STATE AND COUNTY POLICIES AND REGULATIONS

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

State Policy

The 1992 Maryland Economic Growth, Resources Protection and Planning Act

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

Acts

The 1997 Smart Growth and Neighborhood Conservation Act

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

The Maryland Smart Growth program has three goals:

1. To save valuable remaining natural resources.
2. To support existing communities and neighborhoods.
3. To save taxpayers unnecessary costs for building infrastructure to support sprawl.

A significant aspect of this act is the Smart Growth areas legislation, which requires that state funding for projects in Maryland municipalities, other existing communities, industrial, and planned growth areas designated by counties will receive priority funding over other projects. These Smart Growth areas are called Priority Funding Areas

(PFA). The entirety of the sector plan area is designated a PFA by the County and the state. The sector plan identifies additional tools to implement its recommendations to take full advantage of the PFA designation.

2007 Stormwater Management Act

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

The 2009 Smart and Sustainable Growth Act

The 2009 Smart and Sustainable Growth Act clarifies the link between local comprehensive plans and local land use ordinances. The bill reinforces the importance of planning for sustainable growth and development in all local jurisdictions within the state. The 12 established visions for all Maryland jurisdictions to follow as they plan for the future are listed below. The Greater Cheverly Sector Plan addresses some of these visions.

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

managed to restore and maintain healthy air, water, natural systems, and living resources.

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

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

Zoning Rewrite

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

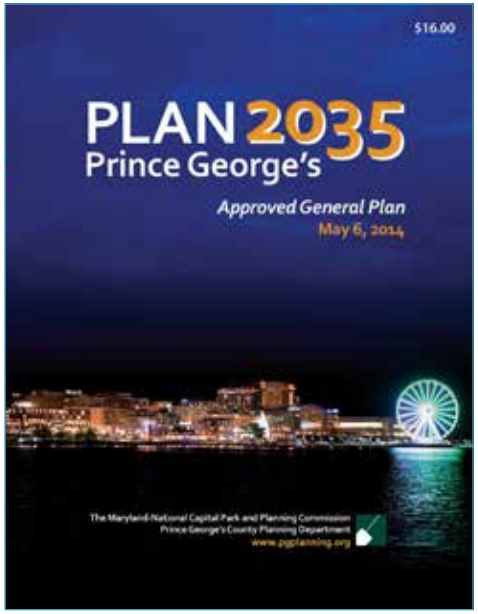
Goals:

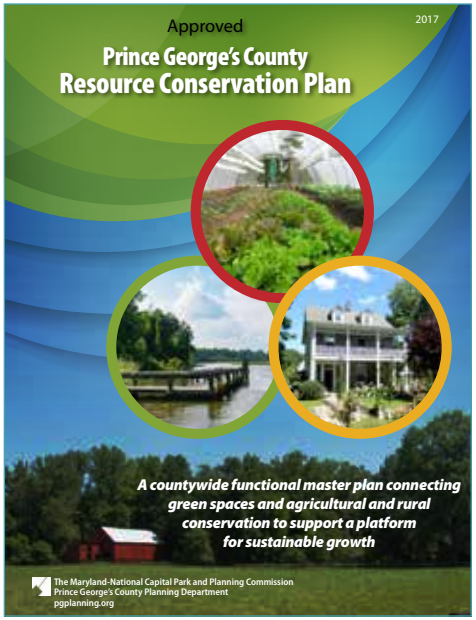
- Streamline the ordinance and development approval processes
- Modernize and consolidate County zones and development standards
- Stimulate revitalization and economic, transit-oriented, and mixed-use development
- Protect stable residential neighborhoods



The sector plan includes policies and strategies to guide future development and efforts to support established residential neighborhoods. Recommended zoning changes support efforts to revitalize the industrial areas and bolster investment in mixed-use redevelopment, particularly at the University of Maryland Prince George's Hospital Center site, and along MD 459 (Tuxedo Road and Arbor Street).[a]

a Subsequent to approval of the Greater Cheverly Sector Plan but prior to its publication, the District Council adopted CB-13-2018, creating a new Zoning Ordinance for Prince George's County.





Countywide Plans

2014 Plan Prince George's 2035 Approved General Plan (Plan 2035)

The purpose of Plan 2035 is to provide broad guidance for the future growth and development of the County and to lay the foundation for all future planning and development activities. The plan designates eight Regional Transit Centers, which are the focus of the County's planned growth and mixed-use development, and which have the capacity to become major economic generators. Six Neighborhood Reinvestment Areas are designated for coordinated funding and resources needed to stabilize and revitalize these areas. Also identified in the plan are Rural and Agricultural Areas composed of low density residential, agricultural uses, and significant natural resources.

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

2017 Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan

The 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* replaces the *2005 Approved Countywide Green Infrastructure Plan.* This countywide functional master plan combines the related elements of green infrastructure planning and rural and agricultural conservation into one functional master plan in order to streamline the process, meet state requirements for planning elements, and more efficiently update existing plans and maps. It contains goals, measurable objectives, policies, and strategies pertaining to green infrastructure planning, agricultural and forestry conservation, and rural character conservation.

Of particular importance to the sector plan area, the Green Infrastructure element of this functional master plan supports "the desired development pattern of Plan 2035 by:

- Preserving, enhancing, and/or restoring an interconnected network of significant countywide environmental features that retains ecological functions and improves water quality.
- Increasing connectivity of built and natural green spaces.
- Improving wildlife habitat.

- Addressing energy efficiency and the need for green buildings and jobs.
- Improving overall human health by providing equitable access to connected open and green spaces throughout the County.

2009 Approved Countywide Master Plan of Transportation

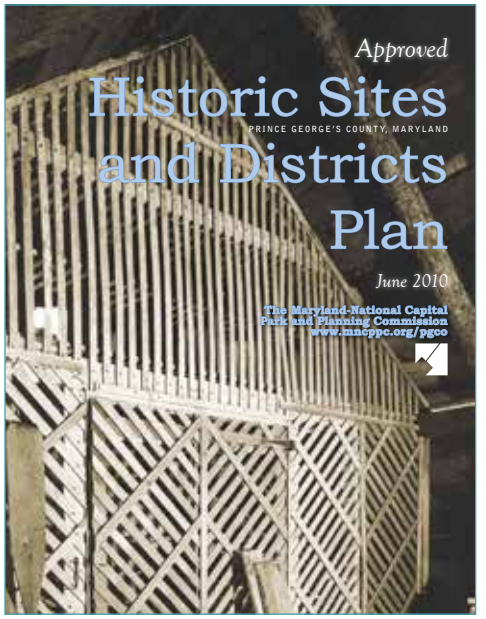
The 2009 *Master Plan of Transportation* (MPOT) is the functional master plan addressing the strategic transportation issues for all modes in Prince George's County. The 2009 MPOT updated the 1982 MPOT, and incorporated transportation recommendations included in subsequent approved master and sector plans. The MPOT trail and transit recommendations provide guidance for improvements detailed in this sector plan.

2010 Water Resources Functional Master Plan (Water Resources Plan)

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

2010 Approved Historic Sites and Districts Plan

The 2010 *Approved Historic Sites and Districts Plan* updated the 1992 *Historic Sites and Districts Plan* by including additional historic sites, historic resources, and a set of goals, policies, and strategies to guide future preservation planning efforts. The plan also includes an initial set of implementation priorities and a proposal for a strategic plan of implementation. Appendices provide updated County and community histories, a summary of historic themes, and lists of cemeteries, organizations, and sources of additional information.

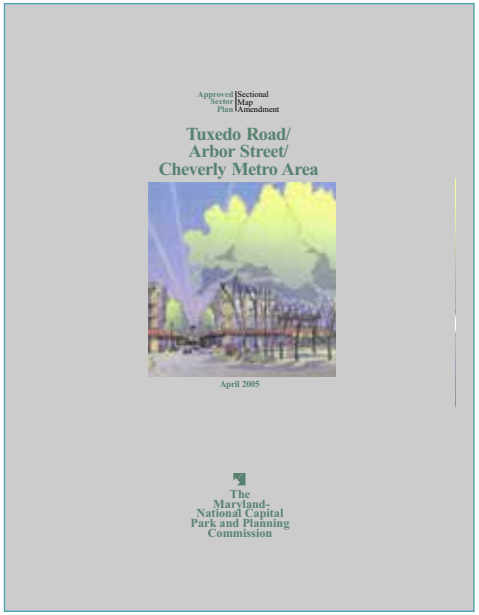


Master and Sector Plans

Within the Greater Cheverly Sector Plan area, this sector plan replaces the following master and sector plans:

1994 Approved Master Plan for Bladensburg-New Carrollton and Vicinity (Planning Area 69)

This master plan covered much of the Greater Cheverly area within Planning Area 69 outside of the MD 459 (Tuxedo Road/Arbor Street) and Cheverly Metro Areas (see below) and included policies and recommendations to preserve and enhance established residential areas, and protect them from encroachment by incompatible uses. It recommended improved integration of the shopping centers with surrounding communities, and the repurposing of select declining shopping centers for limited industrial uses.



2005 Approved Sector Plan for the Tuxedo Road/Arbor Street/Cheverly Metro Area
This sector plan recommended flexible land use and zoning regulations that encourage revitalization and redevelopment of the MD 459 (Tuxedo Road) industrial area and MD 459 (Arbor Street) commercial area, and promoted transit-oriented development in the vicinity of the Cheverly Metro Station.[b]

2009 Approved Port Towns Sector Plan
This sector plan provided recommendations for communities immediately north and west of the Town of Cheverly to ensure green, healthy, and pedestrian-friendly communities and destinations that respected and built upon the area's diversity, strategic location, and industrial base, as well as historic, cultural, recreational, and environmental resources. The Greater Cheverly Sector Plan emphasizes these character-defining attributes.

2010 Approved Subregion 4 Master Plan
This master plan provides strategies to improve the quality of life within the County's established communities, promote mixed-use development along transportation corridors at targeted centers and nodes, improve mobility for multiple modes of transportation, encourage local economic development, and protect environmentally sensitive areas. The sector plan builds upon these strategies.

Studies

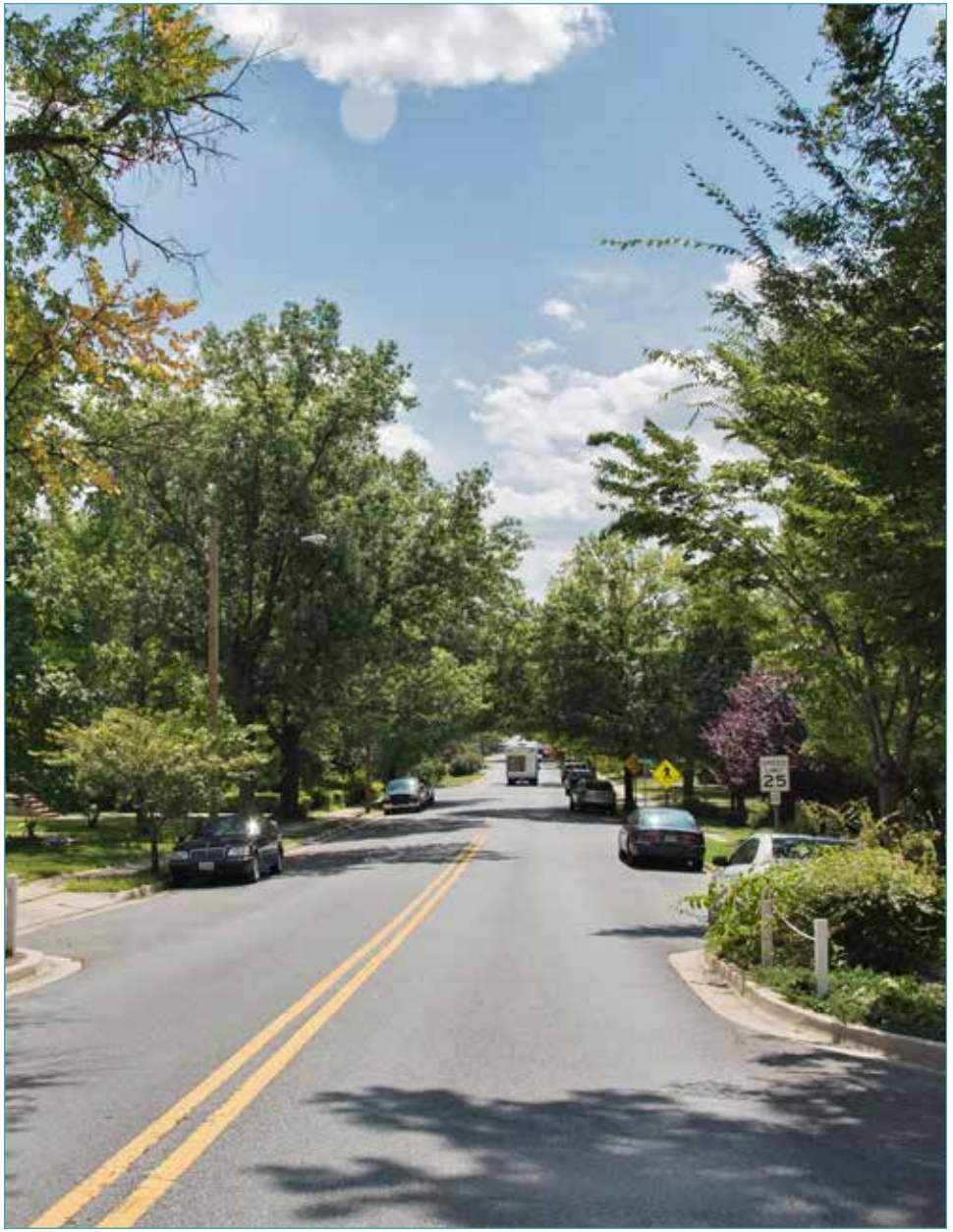
The 2015 *Kenilworth Avenue and Town of Cheverly Industrial Study* included recommendations for policies and strategies based on a regional market analysis of the industrial areas, and potential redevelopment opportunities.



b The 2005 Approved Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area included a Development District Overlay Zone (DDOZ) containing design standards and a table of uses to facilitate implementation of land use and community character recommendations. Subsequent to approval of the Greater Cheverly Sector Plan but prior to its publication, the District Council adopted CB-13-2018, creating a new Zoning Ordinance for Prince George's County. Approval of a Countywide Map Amendment to apply the new Ordinance pursuant to CB-14-2018 will eliminate this DDOZ; until such an amendment is approved, the DDOZ will remain in effect.

VISION AND GOALS

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



In 2030, the Greater Cheverly area is ...

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

The sector plan area has distinct and identifiable residential neighborhoods that include housing opportunities for singles, couples, families, and the elderly. Each of these unique neighborhoods—Landover Knolls, Radiant Valley, Englewood, Newton Village, Oaklyn, and the Town of Cheverly—have a strong sense of place with municipalities and active civic groups providing local leadership and advocacy. Strong community engagement enhances the sector plan area's reputation as highly sought-after destination of choice. Years of protecting and preserving historic sites and resources have provided the Town of Cheverly a regional and national spotlight as an important example of 20th Century suburban development. The adaptive reuse of the historic Fairmont Heights High School has created a valuable community asset that honors deep community legacies while providing spaces to accommodate a diverse array of community services, programs and amenities.

Characterized by safe, historic and walkable neighborhoods, the sector plan area features high-quality schools, plentiful parks and recreation opportunities, active libraries and community gathering places. New higher-density developments include a mix of residential, commercial, and retail uses at the former University of Maryland Prince George's Hospital Center site, on Addison Road, and in transitioning industrial areas along MD 459 (Tuxedo Road and Arbor Street). These newly redeveloped areas blend well with existing neighborhoods, while accommodating evolving market demands for additional housing types and mixed-use community amenities. Publicly accessible community gathering places in new developments host regular vendors' markets and seasonal cultural programming that bring the community together. MD 202 (Landover Road) is a thriving main street and a link between the Town of Cheverly and the nearby neighborhoods, providing a corridor of activity that is popular for dining and shopping.

The industrial areas along MD 201(Kenilworth Avenue) and MD 459 (Tuxedo Road) are thriving industrial districts, characterized by innovation and strong employment. Aesthetic improvements include attractive new and rehabilitated buildings reflecting the area's importance to the region. While remaining a prime location for production, distribution,

and repair businesses, the sector plan area's industrial districts have experienced growth in a variety of continuing and emerging sectors, including new technologies, start-ups, and small-scale production enterprises. Improved physical site conditions in industrial districts support investment and attract commercial tenants that serve local, resident, and worker needs by clustering retail and offering attractive streetscaping and signage. Residents and visitors can easily and safely walk or bicycle to the Cheverly Metro Station via improved roadways leading to and across US 50 (John Hanson Highway).

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

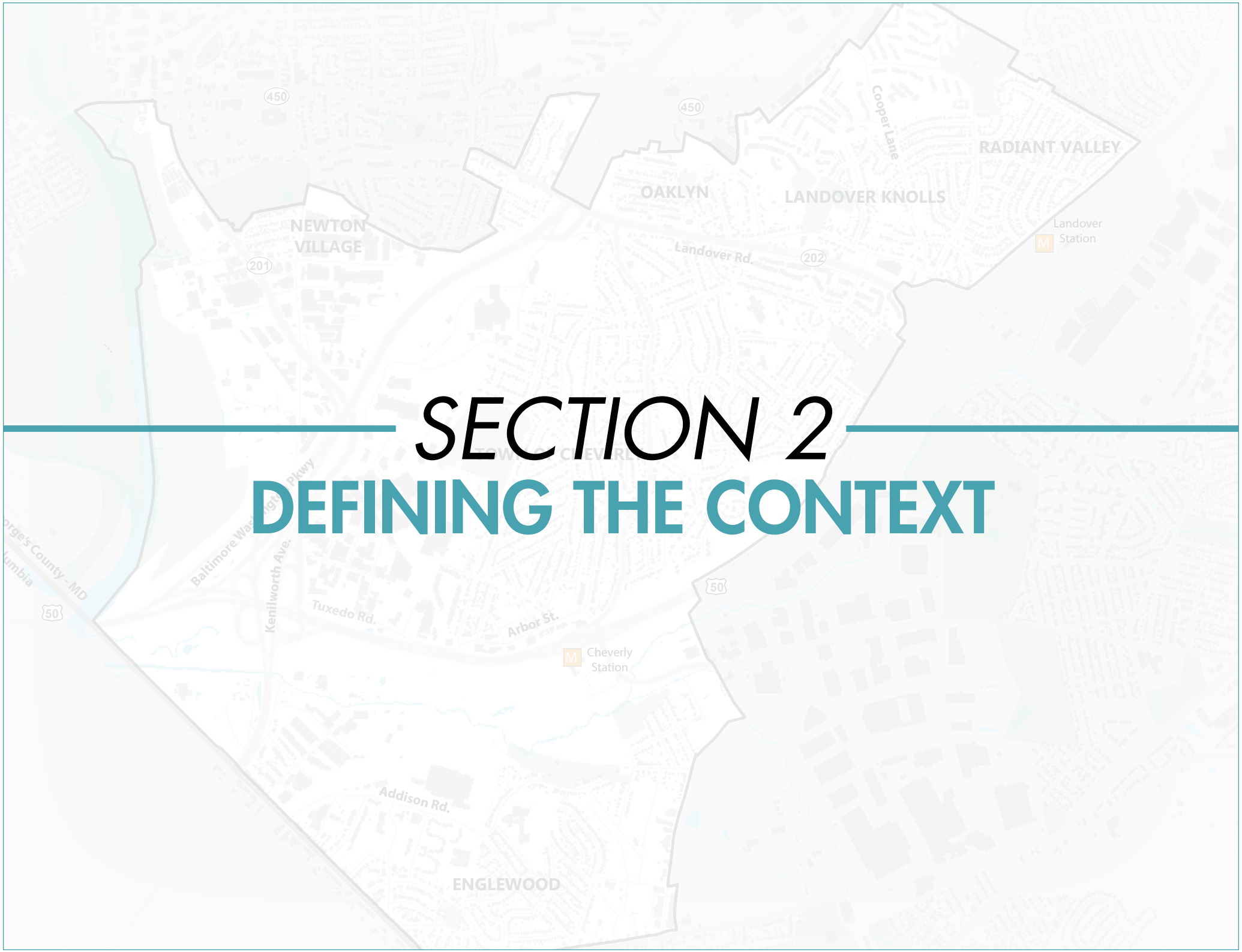


PLAN GOALS

- To preserve existing cultural and historic resources, thereby strengthening the expression of local identity to enhance the sector plan area's sense of place. (Community Heritage and Culture Element)
- To create sustainable places that reflect community character, establish physical relationships between communities, and encourage walkable infill and redevelopment. (Design Element)
- To create a diverse, innovative, and competitive economy that generates a range of well-paying jobs, while providing desired goods and services to residents and businesses. (Economic Prosperity Element)
- To transform the sector plan area to benefit the overall health and wellness of residents and employees through improved access to healthy foods, safe pedestrian and bicycle connections, open space, and employment opportunities. (Healthy Communities Element)
- To preserve, protect, and strengthen established communities while providing housing opportunities for an aging and changing population. (Housing and Neighborhoods Element)
- To provide a comfortable, healthy, safe, and pleasant environment in which to live, work, and play. (Land Use Element)
- To achieve healthy, green, and sustainable residential, commercial, and industrial areas characterized by a preserved, restored, and enhanced natural environment. (Natural Environment Element)
- To provide high-quality, efficient, and equitable public safety, public education, and parks and recreation facilities that support an outstanding quality of life in the sector plan area. (Public Facilities Element).
- To develop and maintain a multimodal transportation system that facilitates safe and accessible movement of people seamlessly between transit nodes, residential neighborhoods, shopping districts, recreational areas, employment centers, and industrial zones. (Transportation and Mobility Element)


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SECTION 2
DEFINING THE CONTEXT

EXISTING CONDITIONS

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

LAND USE AND ZONING

Land Use

The sector plan area spans 2,506.82 acres and includes residential neighborhoods, institutional properties, commercial and industrial areas, parks and open spaces. The sector plan area is divided by four major roadways: including MD 201 (Kenilworth Avenue), MD 202 (Landover Road), US 50 (John Hanson Highway), and the Baltimore-Washington Parkway. The sector plan area is served by the Landover and Cheverly Metro Stations, and the Cheverly Metro Station is located within the sector plan boundary. The sector plan area includes the Town of Cheverly, as well as, the unincorporated neighborhoods of Englewood, Landover Knolls, Newton Village, Oaklyn, and Radiant Valley.

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

Industrial uses make up the second largest percentage of land uses and include 338.77 acres, or 13.51 percent of total land area. Industrial areas are located along MD 201 (Kenilworth Avenue), south of US 50 (John Hanson Highway), and near the US 50 (John Hanson Highway), MD 201 (Kenilworth Avenue), and Baltimore-Washington Parkway interchange. Industrial uses extend toward the Cheverly Metro Station along MD 459 (Tuxedo Road and Arbor Street). Industrial uses include a variety of services, such as material recycling, manufacturing, vehicle repair, storage and sales, distribution, and production.

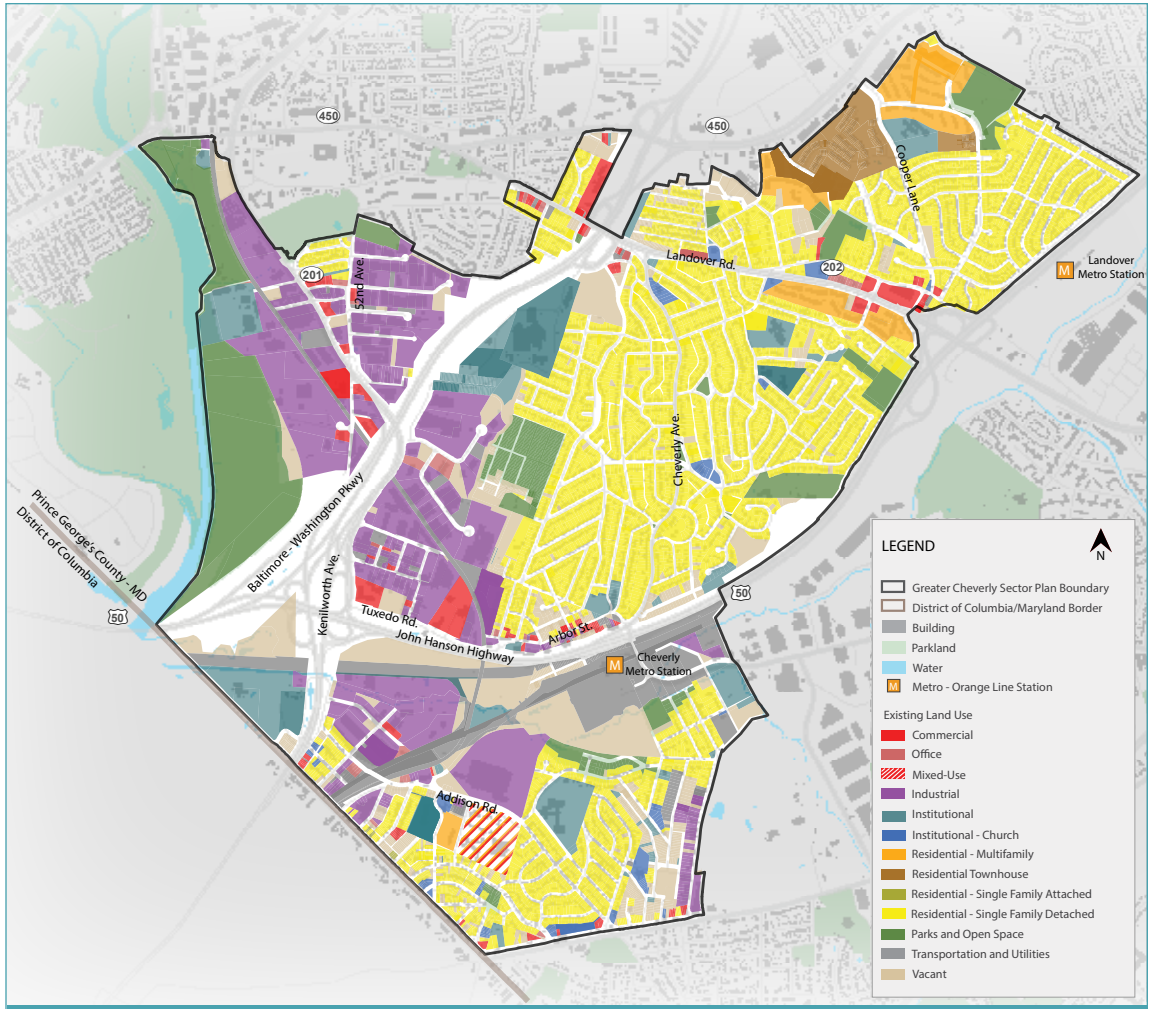
Zoning

Zoning in the sector plan area generally reflects current land use patterns. Residentially zoned properties make up the largest proportion of land area, with 1,241 acres or 49.5 percent of total land area. Industrially zoned properties comprise 456 acres or 18.2 percent of total land area. Mixed-use and commercially zoned properties comprise much smaller proportions of total land area, at 3.7 percent and 2.1 percent, respectively. The largest category of residential properties is zoned R-55 (single-family detached, 38.44 percent). R-55-zoned properties are located north and south of MD 202 (Landover Road), and between Addison Road and Marblewood Avenue south of US 50 (John Hanson Highway). Industrially zoned properties are nearly evenly divided between light industrial (I-1) and heavy industrial (I-2) at 9.5 percent and 8.4 percent, respectively. Heavy industrial properties zoned I-2 are concentrated east and west of MD 769 (52nd Avenue), east of the Baltimore-Washington Parkway, and south of US 50 (John Hanson Highway).

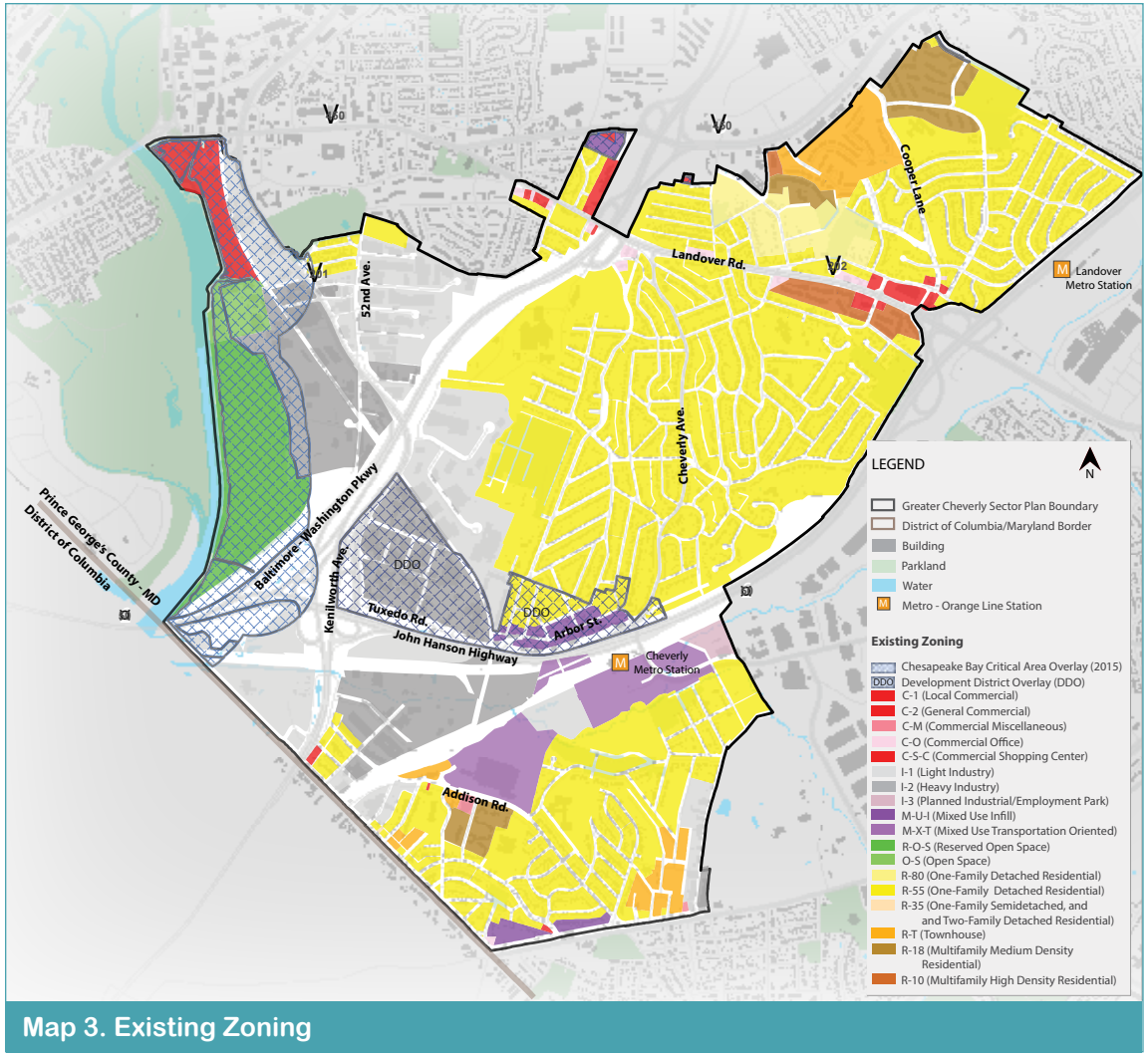
ECONOMICS

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

There are approximately 588 businesses and 9,906 employees in the sector plan area. In 2015, the three leading employment sectors were health care and social assistance (22.9 percent), construction (19.4 percent), and wholesale trade (13.1 percent). This indicates that local employment is concentrated at the hospital and within the industrial areas. However, due to decreased demand for hospital services at the University of Maryland Prince George's Hospital Center, and competition expected from the new regional medical center currently under construction in Largo, health care employment figures can be expected to decline substantially in the coming years. Conversely, the large number of contractors and wholesale distribution centers in the sector plan's industrial areas contribute to high employment in the construction and wholesale trade industries—trends that will likely continue.



Map 2: Existing Land Use



Map 3. Existing Zoning

INDUSTRIAL AREAS

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

Although the industrial properties within the sector plan area are almost evenly split between the heavy industry zone (I-2) and the light industry zone (I-1), the majority of businesses working in the sector plan area are light industry. Across the sector plan area, the aesthetic quality of light industrial uses varies greatly. Many properties include large outdoor storage lots,

and aging, unattractive buildings. This is typical of industrial areas in that there is negligible return on investments in aesthetic, façade, or site improvements. Elsewhere in the sector plan area, particularly in the Tuxedo and Town of Cheverly Industrial Parks, the buildings are generally newer and more attractive, with indoor activities and striped parking lots. Local business owners, residents, and community leaders express concern that code enforcement in the industrial areas is irregular and insufficient to ensure safe, attractive, and environmentally sensitive uses.

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

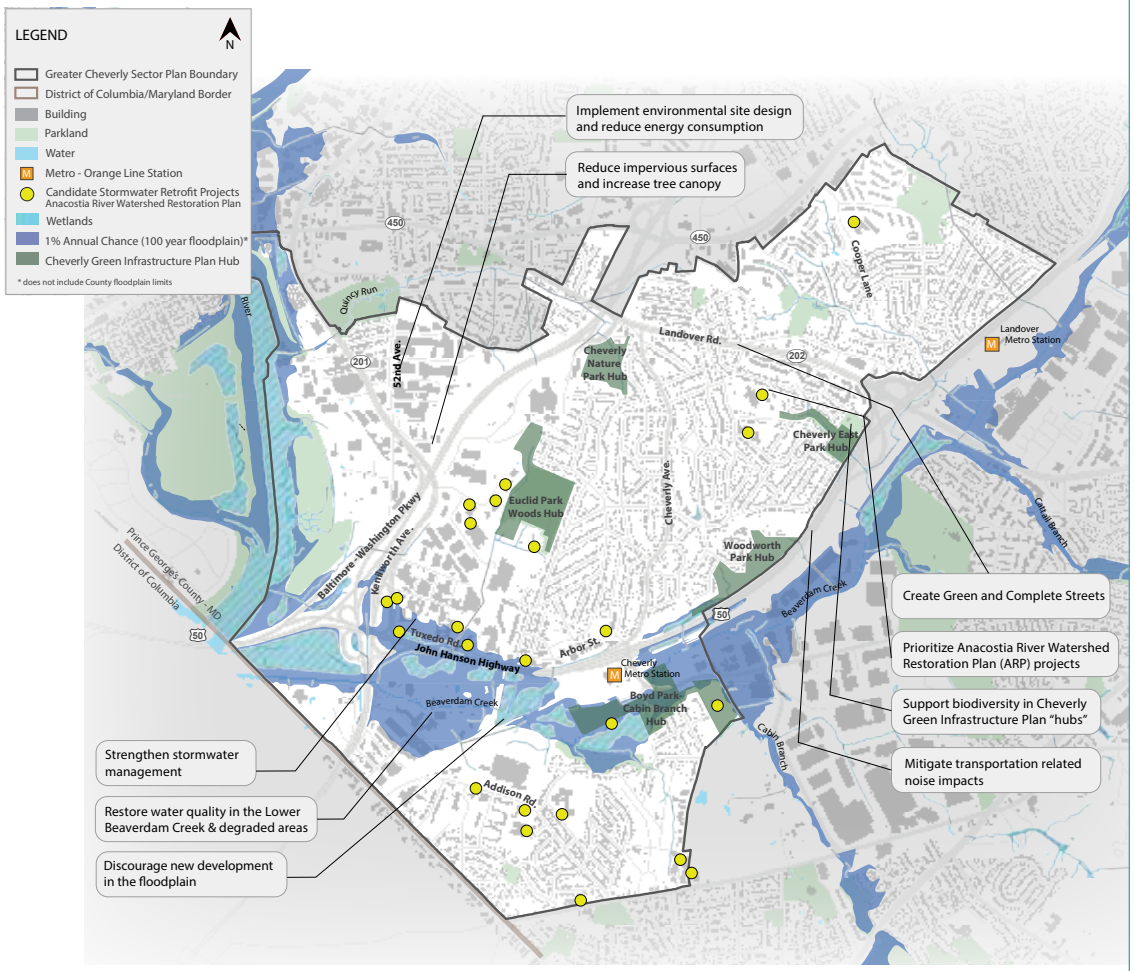
Several of the previous plans and studies in the sector plan area have noted the success of industrial land uses in the sector plan area. In fact, the 2010 *Prince George's County Industrial Land Needs and Employment Study*, conducted by the University of Maryland's Urban Studies and Planning Program, found that this area of the County had very low industrial vacancy rates.[1] The study recommended maintaining and improving the area's infrastructure and assisting firms, as necessary, to ensure that older buildings continue to meet modern industrial needs. Industrial uses in the sector plan area have been vital and viable for over a century, and it is important to ensure that property owners are able to address growing environmental and community concerns, while also having the flexibility they need to continuously evolve and take advantage of emerging trends in twenty-first century sustainable industry.



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



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



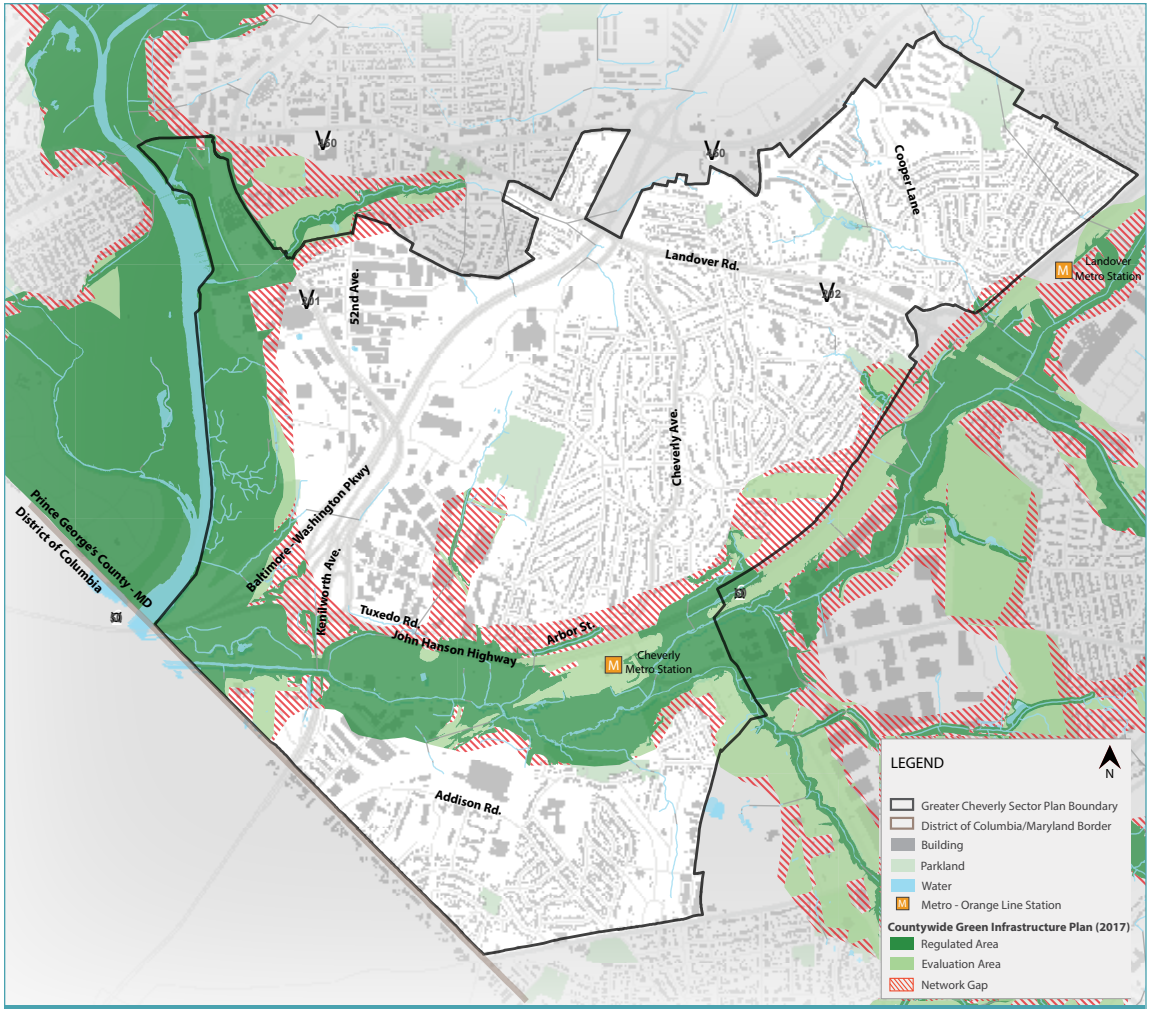
Map 4. Floodplain

NATURAL ENVIRONMENT

The Green Infrastructure Plan element of the 2017 *Approved Resource Conservation Plan: A Countywide Functional Master Plan* identified a network of ecological resources that meet the designation of countywide significance. This network of green infrastructure includes forests and other ecological resources that occupy approximately 980 acres of land, or 39 percent of the total sector plan area. Forest and tree canopy coverage in the sector plan area is approximately 40 percent, and there has been a net increase in forest and tree canopy coverage between 1938 and 2009 (see Map 5).

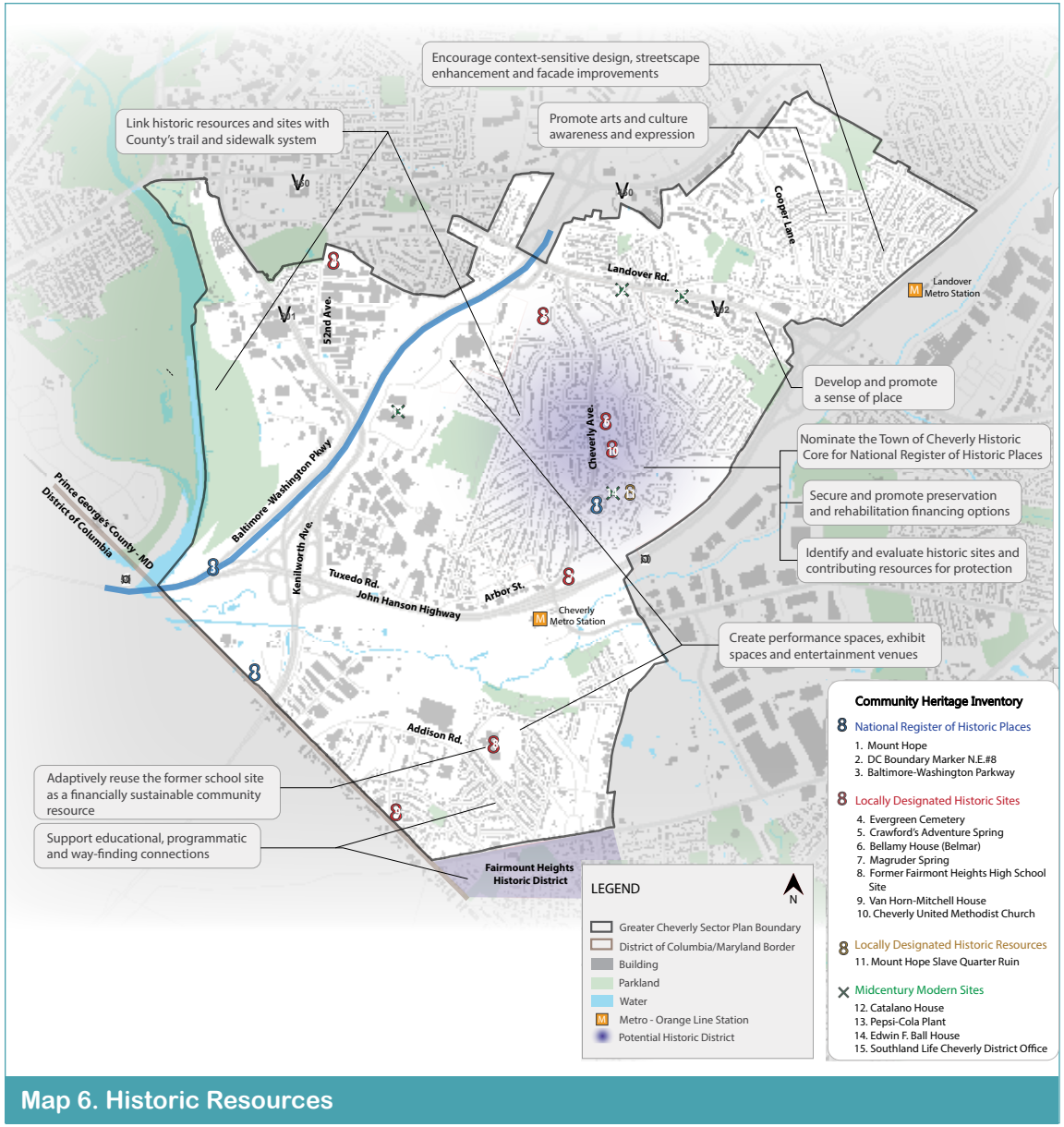
The sector plan area also contains places with green infrastructure elements of local significance that should be preserved, protected, and enhanced. These include pockets of woodlands in areas identified as hubs in the *Cheverly Green Infrastructure Plan*, and within the Baltimore-Washington Parkway right-of-way, which provide important ecological functions. Some of the small streams that originate or flow through these areas (e.g., Quincy Run, Tributary 1, Tributary 3, Tributary 4, etc.) are impacted by land uses on adjacent properties.[2]

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



Map 5. Green Infrastructure

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



Map 6. Historic Resources

COMMUNITY HERITAGE AND CULTURE

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

HISTORIC SITES AND RESOURCES

Cheverly (Documented Historic Community 69-024)

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

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

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

Fairmont Heights High School (Historic Site 72-064)

Fairmont Heights High School opened in September 1950 and was originally known as Fairmont Heights Junior-Senior High School. Constructed as the larger of two high schools for African-American students in the County, and designed by the noted Hyattsville architect Paul H. Kea, FAIA, Fairmont Heights was the culmination of many years of struggle for the area's African-American citizens seeking a school facility equal to schools attended by White students. Serving the western part of the County, Fairmont Heights was the first to offer twelfth grade to its students. Although alterations made following a fire in 1980 diminished the school building's midcentury architectural character, Fairmont Heights High School was recognized for its distinguished history and was designated a Prince George's County Historic Site in 2010.

Outmoded and located on too small a site, the former Fairmont Heights High School closed



The Town of Cheverly contains a variety of buildings constucted between 1920 and the 1950s.



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



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



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

following the 2016-2017 school year. The new Fairmont Heights High School is located approximately 1.5 miles to the northeast at 6501 Columbia Park Road. Defining realistic and sustainable adaptive reuse opportunities for this historic site should be a priority to ensure community security and the protection of the school's cultural legacy. The site's future as a community asset will require effective collaboration between government agencies, nonprofit organizations, neighborhood advocacy groups and alumni.

COMMUNITY CULTURE

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

Community cultural events outside of the Town of Cheverly are limited by the lack of public spaces available to host events. The Radiant Valley Civic Association meets regularly at Cooper Lane Elementary School to discuss community concerns and advocacy. Expanding opportunities for community engagement and cultural connection in Landover Knolls, Radiant Valley, Oaklyn and Newton Village can strengthen and amplify the unique characters of these neighborhoods, and establish a stronger sense of place.

HOUSING AND NEIGHBORHOODS

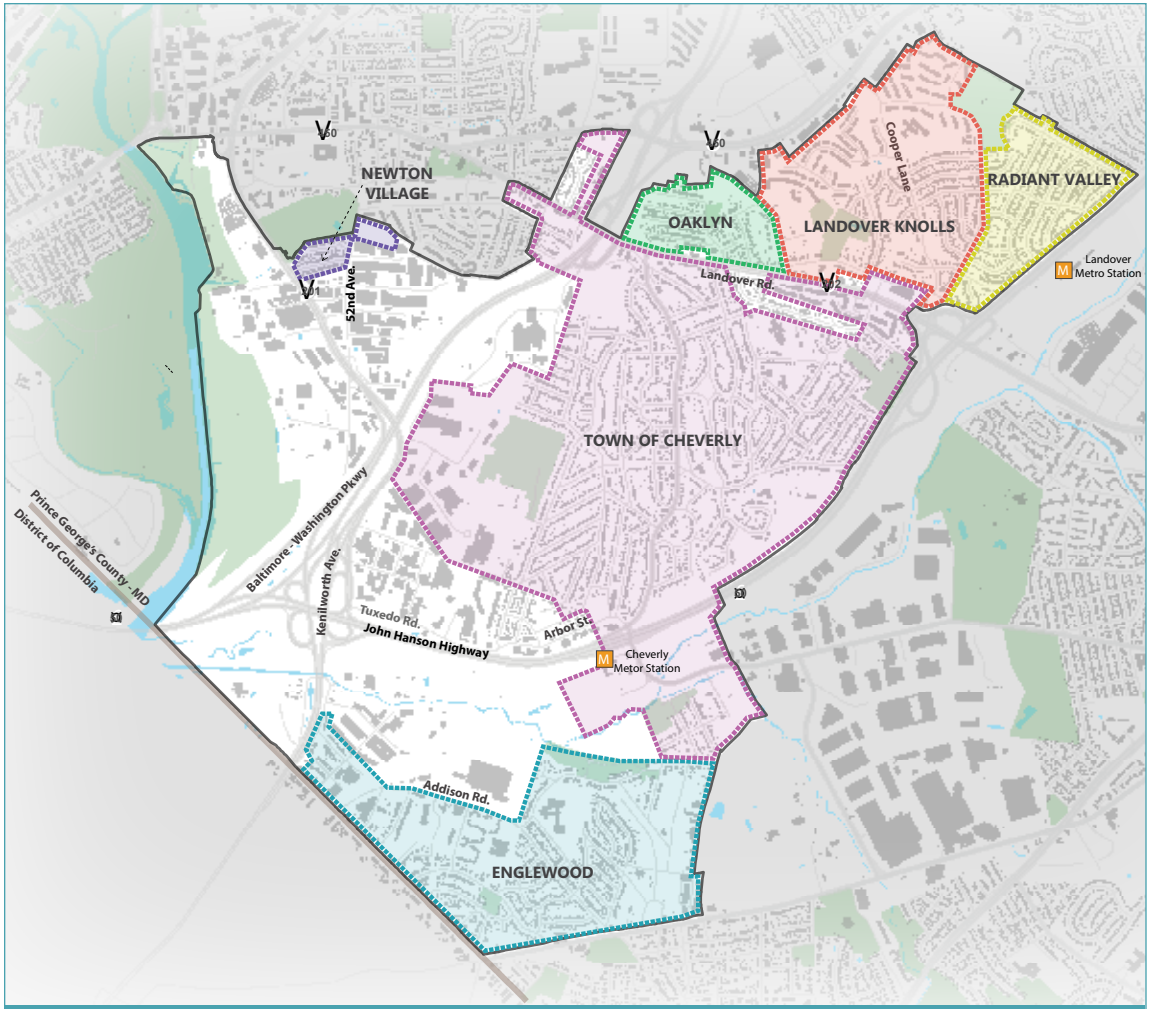
The sector plan area is primarily residential, and includes the Town of Cheverly, and unincorporated areas known as Newton Village, Landover Knolls, Oaklyn, Radiant Valley and Englewood. Each neighborhood has a distinct architectural character and built form that reflects the County's development during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

In 2010, the sector plan area contained 4,552 households and is projected to increase to approximately 4,800 by 2020. In 2015, there were a total of 5,041 housing units in the sector plan area, representing an occupancy rate of approximately 93 percent. Also in 2015, approximately 70 percent of households were families, with the remaining 30 percent representing nonfamily households. The average household size was 2.89.

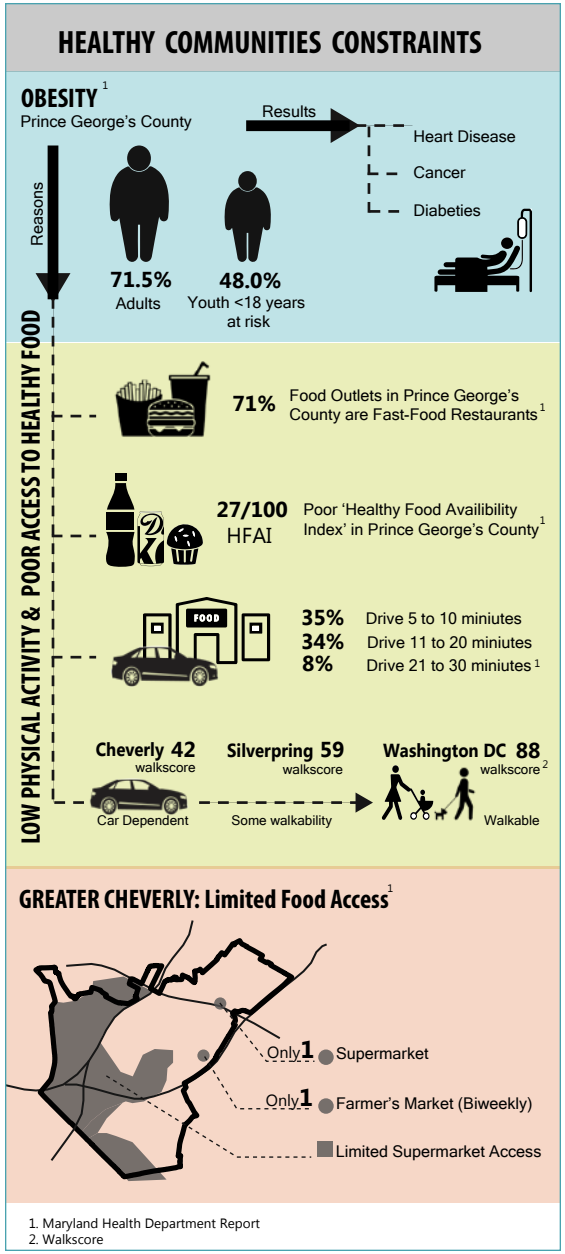
In 2015, nearly 65 percent of housing units were owner-occupied, with an average length of residence of 17 years. In the 35 percent of renter-occupied units, the average length of residence is 7.8 years. These figures mirror countywide trends and indicate stable residential neighborhoods characterized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

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

Most of the sector plan area's housing stock was constructed between 1940 and 1979, which suggests that many houses are aging, and may need maintenance and rehabilitation to strengthen and support housing prices over time. In addition, in light of various housing design improvements that have occurred in recent decades, including: fire/life safety, energy efficiency, structural improvements, and other design improvements, some property owners may elect to redevelop their properties in whole or in part.



Map 7. Neighborhoods



COMMUNITY HEALTH

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

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

In 2015, The Prince George's County Planning Department released *Healthy Food for All Prince Georgians: An Assessment of Access to Healthy Food in Prince George's County, Maryland*. The study analyzed access to healthy food in Prince George's County, with a particular focus on Greenbelt, Oxon Hill and communities located inside the Capital Beltway. It concluded that the Englewood neighborhood located south of US 50 (John Hanson Highway) in the sector plan area should be categorized as a low income-low access area (sometimes referred to as food deserts) according to criteria set out in the *2010 U.S. Department of Agriculture Food Access Research Atlas*.[3] These areas are low income with limited access to supermarkets. Low income areas are defined as those in census tracts in which median family income is less than or equal to 80 percent of the metropolitan area's median family income.

In 2016, to improve access to healthy food in the County, the Prince George's County Council unanimously approved Council Bill (CB) 25-2016, legislation that broadened the definition of an urban farm to increase access to fresh foods. The sector plan includes policies and strategies to improve residents' access to healthy foods.

TRANSPORTATION AND MOBILITY

The sector plan area is largely defined by a network of highways, arterials, collectors, industrial roadways, and residential streets that provide local and regional access to destinations inside and outside of the sector plan area. In addition to the Baltimore-Washington Parkway and US 50 (John Hanson Highway), which are designated by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) as limited access freeways, other major roadways serving the sector plan area include MD 201 (Kenilworth Avenue), MD 202 (Landover Road), and MD 459 (Tuxedo Road/Arbor Street). These arterial and collector facilities provide vital and needed vehicular connections within the sector plan area. Local roads and streets supplement these roadways to provide neighborhood and local access to and from numerous industrial, commercial, residential, recreational, and institutional land uses.

The US 50 (John Hanson Highway)/MD 201/MD 295 (Baltimore-Washington Parkway) interchange provides access to the sector plan industrial areas from US 50 (John Hanson Highway), Baltimore-Washington Parkway, MD 201 (Kenilworth Avenue), and Columbia Park Road via MD 459 (Tuxedo Road/Arbor Street). As constructed, this interchange includes short and substandard merge and diverge lanes, and complex weaving patterns and ramp configurations, which contribute to challenging traffic operations, particularly for trucks. Any traffic entering and/or leaving nearby industrial areas must maneuver to access MD 201 (Kenilworth Avenue), unsignalized and fast moving MD 295 and US 50 (John Hanson Highway) in order to traverse the area.

Heavy truck traffic volumes on MD 201 (Kenilworth Avenue) contribute to congestion during peak periods. Minimal building setbacks in proximity to multiple unsignalized intersections on MD 201 (Kenilworth Avenue)



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



The US 50 (John Hanson Highway)/MD 201/MD 295 (Baltimore-Washington Parkway) interchange is complex, and regularly includes heavy truck traffic and challenging traffic conditions.



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



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

contribute to sight distance limitations. Maryland State Highway Administration traffic count data in the sector plan area indicates a maximum weekday daily traffic volume of approximately 35,850 and 6,600 vehicles per day on MD 201(Kenilworth Avenue) and MD 459 (Tuxedo Road), respectively.

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

Transit Facilities And Operations

The sector plan area is served by two Orange Line Metrorail stations—Cheverly and Landover. Landover Station is located just outside the sector plan area, but is closest to the Landover Knolls, Radiant Valley, Oaklyn, and Newton Village neighborhoods. The Cheverly Metro Station is located within the sector plan area and is easiest to reach from the Town of Cheverly. Due to limited trails and sidewalks leading to the station, residents of the Englewood neighborhood have expressed a desire for improved pedestrian access to the station. The Cheverly Metro Station is a commuter station, with a 500 space surface parking lot for daily commuters, and is a destination for regional bus service. It has one of the lowest daily ridership counts in the County. The Cheverly Metro Station also provides several Zipcar car-sharing vehicles.

The Washington Metropolitan Area Transit Authority (WMATA) and Prince George's County both operate public bus services in the sector plan area. The public bus service is primarily provided along MD 201 (Kenilworth Avenue), MD 202 (Landover Road), MD 459 (Tuxedo Road), Addison Road, and Pepsi Place. Primary destinations of the public bus system in and around the sector plan area include Cheverly Metro Station, Deanwood Metro Station, and University of Maryland Prince George's Hospital Center.

Bus stops throughout the sector plan area are in poor condition. Bus shelters are virtually absent,

except at the Cheverly Metro Station. Pedestrian accessibility to bus stops in the sector plan area is absent at many stations, particularly along MD 201 (Kenilworth Avenue) and MD 459 (Tuxedo Road). Many bus stops consist of a signpost mounted in the grass along the road shoulder or on a raised asphalt island without wheelchair ramps or sidewalk facilities. A bus stop serving the industrial district along MD 201 (Kenilworth Avenue) is located in the median of the complex US 50 (John Hanson Highway)/MD 201/MD 295 ramp network, without any accessible facilities for passengers.

Pedestrian And Bicycle Facilities

During development of the sector plan, pedestrian and bicycle activity was observed in several locations throughout the sector plan area, particularly in proximity to residential neighborhoods along MD 459 (Tuxedo Road) and MD 769 (52nd Avenue), and in proximity to the Cheverly Metro Station. However, much of the sector plan area is characterized by the absence of adequate pedestrian and bicycle facilities.

Sidewalks are virtually absent along MD 201 (Kenilworth Avenue), MD 459 (Tuxedo Road and Arbor Street), MD 769 (52nd Street), and most local streets in the sector plan area. Where present, sidewalks and crosswalks are often in deteriorating condition or fail to comply with the Americans with Disabilities Act (ADA) standards. These conditions force many pedestrians, including those with mobility impairments, to travel in the street or in narrow shoulders along the roadside. Informal trails, or "goat paths," where pedestrians walk in the grass along the roadside are visible along MD 459 (Arbor Street) and MD 769 (52nd Street). The limited roadway width, vertical curvature, lack of shoulders, and significant side slopes along MD 769 (52nd Street), north of Monroe Place, are extremely constraining for pedestrians.

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

Pedestrian and bicycle connectivity is a challenge, especially between the Cheverly Metro Station and the residential neighborhoods north of US 50 (John Hanson Highway). Access to the Metro station is provided exclusively from Columbia Park Road. The US 50 (John Hanson Highway) and WMATA tracks are major barriers between the Cheverly Metro Station and much of the sector plan area. Sidewalk is provided only along the west side of Columbia Park Road Bridge crossing over US 50 (John Hanson Highway). To the south of the Metro station access road, pedestrians are forced to use the shoulders on Columbia Park Road. There is no accommodation for bikes on the bridge or on either approach of Columbia Park Road. The lack of sidewalks and bicycle accommodations, along with heavy truck activity on Columbia Park Road and MD 459 (Arbor Street) near the Metro station access road, contribute to a challenging environment for pedestrian and bicycle activity in this area.

The Town of Cheverly and the areas immediately surrounding the town provide numerous opportunities and constraints for bicycle and pedestrian movement. The town features a comprehensive and well connected sidewalk network that enables residents to walk within the town's residential areas relatively easily



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



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

and comfortably. However, some of the large roads that abut and surround the Town of Cheverly create barriers to pedestrian and bicycle movement, making it difficult to walk from the town to many destinations nearby, such as shopping along MD 202 (Landover Road), the residential communities north of MD 202 (Landover Road), and both the Cheverly and Landover Metro Stations. On-road bicycle facilities are nonexistent along most roads. The Town of Cheverly itself has a well-connected street network that disperses traffic within town, while also calming traffic. These roads are fairly comfortable for bicyclists to travel, although adding pavement markings and wayfinding signage may be appropriate at some locations. However, the large regional highways around the Town of Cheverly are much more difficult for bicyclists to navigate and can discourage residents from making some trips by bicycle.

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

PUBLIC FACILITIES

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

Schools

Students living in the sector plan area attend 17 public schools serving grades K–12. The greatest concern facing public schools is overcrowding. Current enrollment exceeds 95 percent capacity at 11 of the 17 schools serving students living in the sector plan area. This is particularly pronounced at the elementary school level. Community stakeholders express concern that educational opportunities in local schools are limited, and that many parents choose to enroll their students in private schools or move out of the area altogether. Additional concerns include the physical conditions of classrooms and other school facilities.[4]

Libraries

The Prince George's County Memorial Library System (PGCMLS) has two branches that serve the sector plan area— Bladensburg Branch Library (4820 Annapolis Road) and Fairmount Heights Branch Library (5904 Kolb Street). The Bladensburg Branch Library is programmed in the *FY 2018–2023 Capital Improvement Program* for design and construction of a new library to replace the existing branch built in 1974.[5] The new facility will be approximately 25,000 square feet on 1.26 acres. The project is expected to be complete in 2019. The Fairmount Heights Branch Library, erected in 1974, underwent major interior renovation in 2013.



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



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



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



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

PUBLIC SAFETY

Police Department

The sector plan area is served by Police Districts I and III. Both Districts meet established emergency and non-emergency response time targets. Police District I serves the largest portion of the sector plan area, and is located at the Hyattsville Justice Center (5000 Rhode Island Avenue). Police District I includes a 36-square-mile area and is the most densely populated in the County. It borders Washington, D.C. to the east and Montgomery County to the north. The PGPD Special Operations Center is located to the north of the sector plan area (6700 Riverdale Road). Police District III serves the areas south of US 50 (John Hanson Highway), and is located at 7600 Barlowe Road, which is also the Prince George's County Police Headquarters. District III borders the District of Columbia to the northwest and southwest. The Town of Cheverly maintains its own police force, which partners with the Prince George's County Police Department to respond to calls within its municipal boundaries.

Fire/Emergency Medical Services (EMS) Department

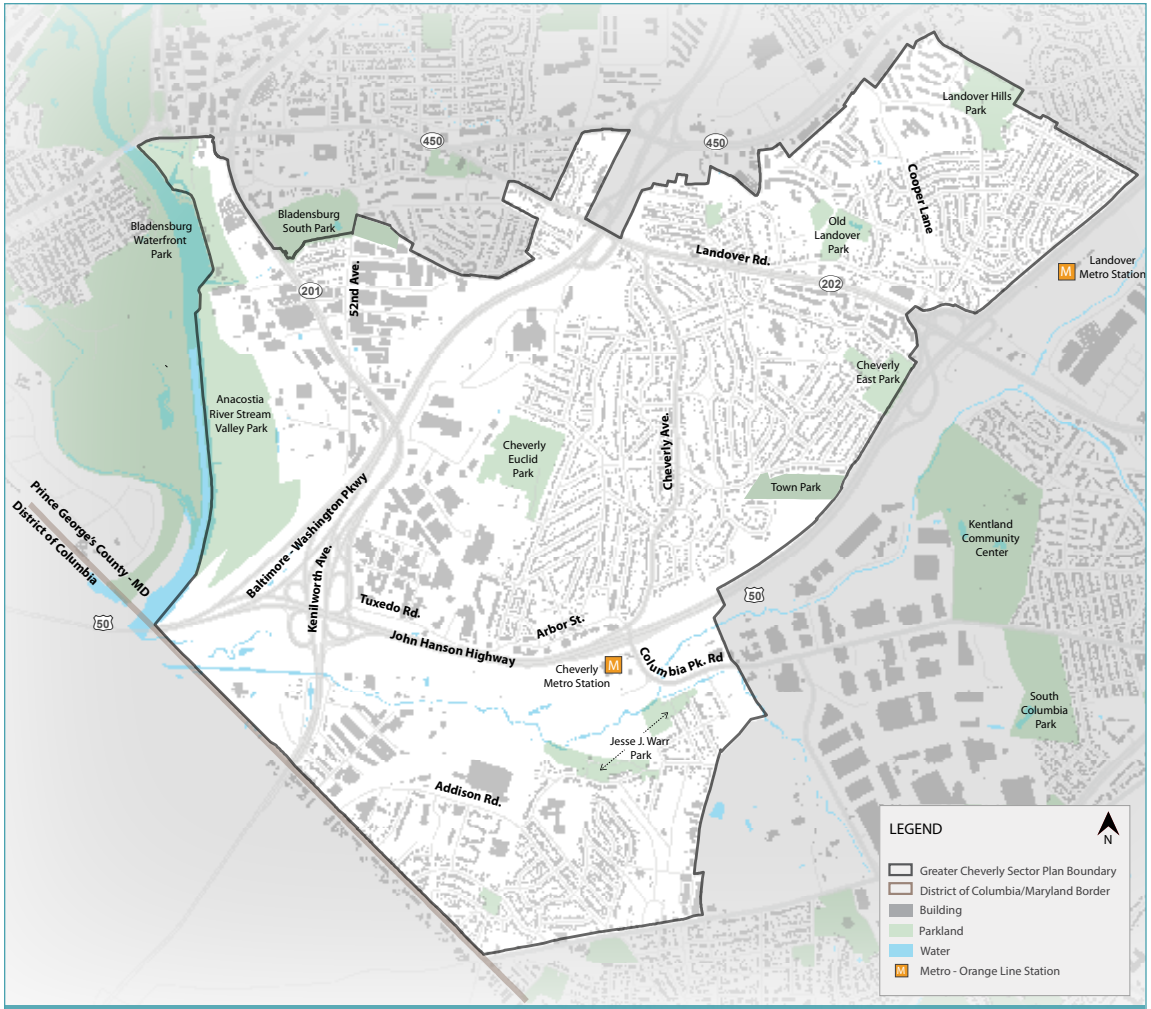
The sector plan area is served by four fire and EMS stations that meet the required maximum seven-minute response time. They include the following stations:

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

PARKS AND RECREATION

The sector plan recognizes the importance of access by residents to amenities within the community, including parks and recreational facilities. Through Plan 2035; *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2015)* (Formula 2040); and the *Land Preservation, Parks and Recreation Plan 2012*, M-NCPPC has established three main goals for maintaining and enhancing Commission parks: Connectivity, Health and Wellness, and Economic Development. These strategic goals will provide direction and guide the Department of Parks and Recreation into the future.[6]

Prince George's County is projected to have over one million residents in 2040. Formula 2040 recommends constructing a multigenerational community recreational center in each of the nine parks and recreation core service areas to accommodate a growing population. Multigenerational centers can provide a variety of programs and facilities to serve the needs and interests of several communities simultaneously. The service areas were divided based on population and level of service needs for each community. Portions of the sector plan area are within Service Areas 4 and 5. Service Area



Map 8. Parks and Open Spaces

4 is projected to have over 80,000 residents by 2040. To meet the service standard for this area, Formula 2040 proposes a multigenerational community center near the intersection of MD 450 (Annapolis Road) and MD 410 (East West Highway). The portion of the sector plan area that is within Service Area 5 is served by the Prince George's Sports and Learning



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

Complex, which includes a field house, fitness center, gymnastics facility, learning center, and aquatic center. These multineighborhood-serving community centers will continue to deliver parks and recreation services in an efficient and effective manner, while also supplementing the existing community centers and parks that serve citizens within the sector plan area.

M-NCPPC owns 10 parks inside the sector plan area and an additional 14 parks and facilities located outside of the sector plan boundary, including Kentland Community Center, Prince George's Ballroom, Publick Playhouse, and Prince George's Sports and Learning Complex. These facilities are recognized as vital recreational resources for the sector plan area communities. Furthermore, five Town of Cheverly-owned parks provide essential recreational facilities and programming opportunities for the sector plan area.

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

Residents have the advantage of accessing large roadways, which connect to different parts of the County. Unfortunately, these same roadways, coupled with the lack of pedestrian transportation facilities, limit residents' and employees' opportunities to use nonmotorized travel alternatives within the sector plan area. Through guidance from area residents, previous Prince George's County transportation studies, and the 2016 *Strategic Trails Plan for the Department of Parks and Recreation*, the sector plan highlights the need for an interconnected system of trails. The trail system envisions connecting to existing parks, recreational facilities, neighborhoods, places of employment, and transit stations to alleviate the demand for alternative transportation. Continuous sidewalks and trail connections can improve safety and comfort for all walking, bicycling, and public transit users.

PUBLIC PARTICIPATION PROCESS

A public participation program is a critical element of any planning process. Adequate public notice and comment are vital to ensure that the planning documents truly reflect the views of the stakeholders, interested organizations, and agencies in the County. Therefore, the public participation process for the sector plan encouraged participation by all stakeholders potentially affected by the plan. Prior to the initiation of the sector plan, the planning team conducted a series of interviews with local stakeholders to learn more about key concerns, issues, and opportunities in the sector plan area. The stakeholders represented a spectrum of views and experiences in the area, including civic associations, municipal leaders and committees, religious organizations, business

owners, property owners, government officials, implementing agencies, and advocacy groups. Their input provided essential insight into existing conditions, and directly informed issues and concerns addressed in the sector plan.

The sector plan was formally initiated by the Prince George's County Council in September 2015. Following plan initiation, the planning team held two community meetings to expand community engagement. The first community meeting took place in December 2015 and focused on new infill and redevelopment opportunities at the University of Maryland Prince George's Hospital Center site, MD 459 (Tuxedo Road/Arbor Street), MD 769 (52nd Avenue), and Cheverly Metro Station. It also included an in-depth discussion of transportation and environmental conditions in the sector plan area. The second community meeting was held in January 2016 to present, discuss, and refine short-, medium-, and long-term design and improvement concepts. The improvement concepts, which stemmed from community insights discussed during the December 2015 meeting, ultimately shaped the vision for the sector plan.

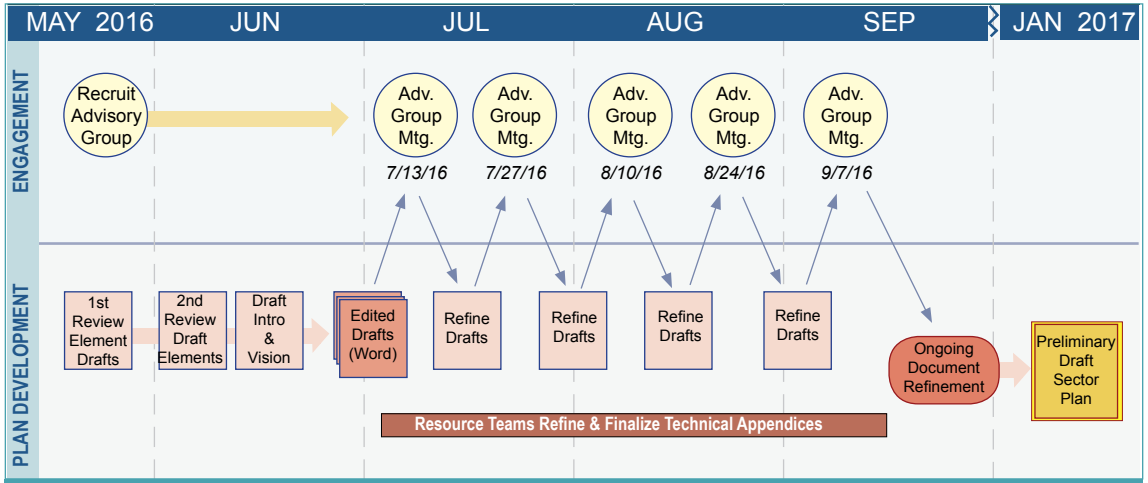
In June 2016, the planning team launched a Community Advisory Committee comprised of key community stakeholders to review and comment on the policies and strategies included in early draft sector plan elements. The Community Advisory Committee held five meetings between July and September 2016, and provided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



Community Advisory Committee members discuss plan policies and strategies.



Area residents providing input at a public workshop.



Community Advisory Committee and Plan Development Process

ASSETS AND CHALLENGES

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

Assets

The area has significant assets, including:

- Civically engaged municipal and residential communities.
- Proximity to Washington, D.C.
- Industrial areas supporting approximately 4,000 jobs.
- The US 50/Baltimore-Washington Parkway/Kenilworth Avenue interchange is a gateway into the industrial area and Prince George's County.
- Opportunity sites for infill and redevelopment, including the University of Maryland Prince George's Hospital Center property, properties owned by the Redevelopment Authority and the Town of Cheverly on MD 450 (Annapolis Road), and the former Fairmont Heights High School site at 1401 Nye Street.
- Stable, family-friendly residential neighborhoods with long-time residents and community pride.
- Proximity to parks and recreation facilities, the Anacostia River and the Anacostia Heritage Trail network.
- The Cheverly and Landover Metro Stations provide direct access to Washington, D.C.







Challenges

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

- A lack of sidewalks and pedestrian safety features in the industrial and commercial areas.
- Ridership at the Cheverly Metro Station is the lowest of any station in the Metrorail system.
- Numerous physical barriers hindering access to the Cheverly Metro Station (e.g., US 50, industrial uses, environmentally-sensitive lands).
- US 50, the Baltimore-Washington Parkway and MD 201 (Kenilworth Avenue) are major physical barriers.
- Lack of access and wayfinding markers throughout the area, particularly leading to the University of Maryland Prince George's Hospital Center and the Cheverly Metro Station.
- Existing stormwater management features are inadequate and there is a lack of easy and affordable solutions to manage heavy rainfall, leading to regular flooding on US 50 and in industrial areas along MD 459 (Arbor Street) and MD 459 (Tuxedo Road).
- Truck traffic through industrial areas is high, with poor access to major roadways causing cut-through traffic in residential neighborhoods.
- Vacant and underutilized industrial properties are unattractive and show signs of deferred maintenance.
- Lack of high-quality local-serving retail and commercial uses, and neighborhood-focused gathering places.



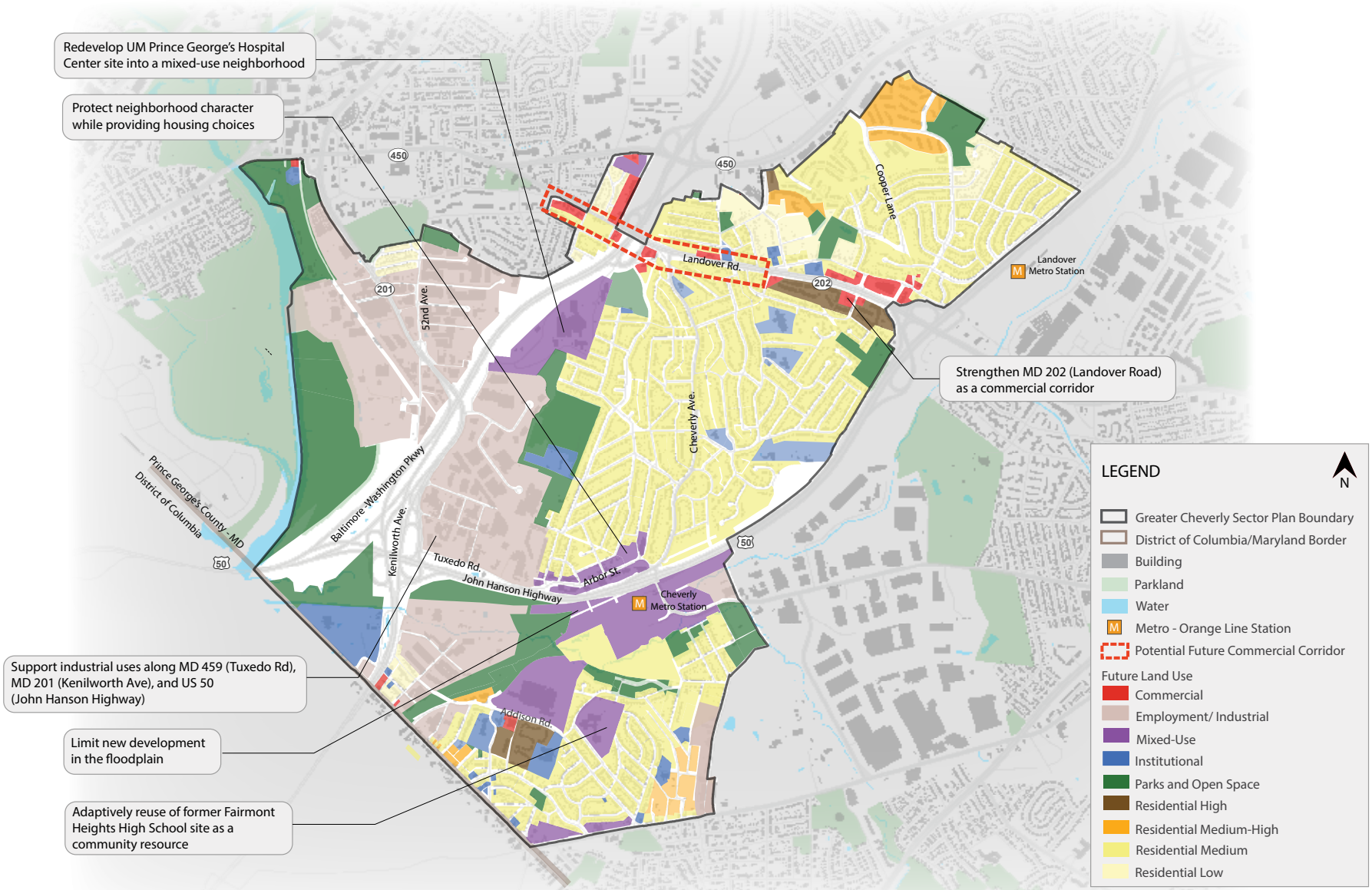








SECTION 3
ELEMENTS



Map 9. Land Use Element Overview

LAND USE ELEMENT

The sector plan area is predominately residential, with 32 percent (790 acres) of land area dedicated to housing. Residential uses are located along three state roadways—MD 202 (Landover Road), US 50 (John Hanson Highway), and the Baltimore-Washington Parkway—and include single-family houses, townhouses, apartments, and condominiums. Industrial uses comprise 14 percent (339 acres) of the total sector plan area and are generally located along MD 201 (Kenilworth Avenue), MD 459 (Tuxedo Road and Arbor Street), and just south of US 50 (John Hanson Highway). Industrial uses in the area include storage and warehousing, vehicle repair, distribution and production services, and material recycling. The sector plan includes the University of Maryland Prince George's Hospital Center, and is served by the Cheverly and Landover Metro Stations.

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

a Subsequent to approval of the Greater Cheverly Sector Plan but prior to its publication, the District Council adopted CB-13-2018, creating a new Zoning Ordinance for Prince George's County.



goal

To provide a comfortable, healthy, safe, and pleasant environment in which to live, work, and recreate.



POLICY LU 1

Redevelop the University of Maryland Prince George's Hospital Center site into a mixed-use neighborhood after the hospital ceases operation.

STRATEGIES

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

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

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

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

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

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



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

POLICY LU 2

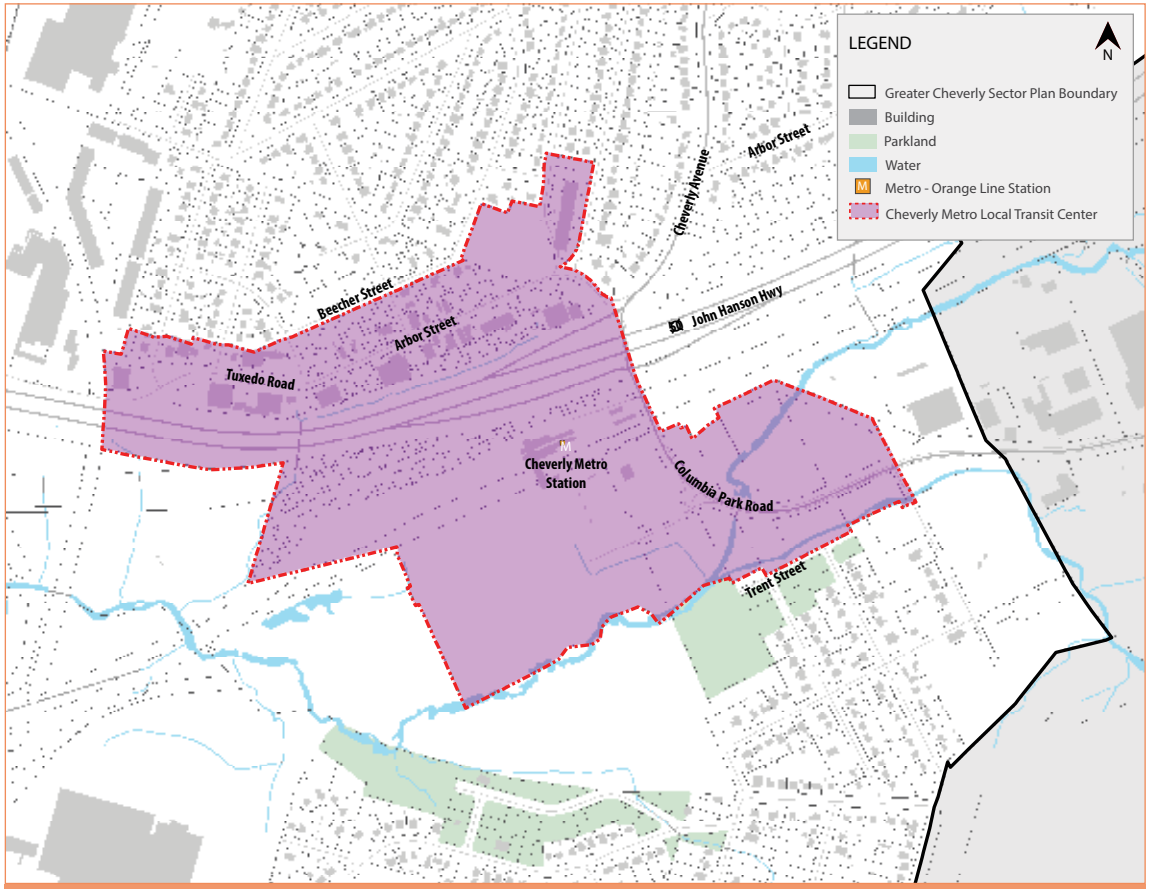
Define the Local Transit Center (LTC) boundary to focus redevelopment at the Cheverly Metro Station and along the MD 459 (Arbor Street and Tuxedo Road) corridor east of the CSX Railroad tracks, and to limit development in the floodplain

STRATEGIES

LU 2.1 Promote redevelopment from east of the CSX Railroad tracks along MD 459 (Tuxedo Road and Arbor Street) to Cheverly Avenue to allow a mix of residential, retail, and office uses.

LU 2.2 Facilitate parcel assembly from east of the CSX Railroad tracks along MD 459 (Tuxedo Road and Arbor Street) to encourage redevelopment in the Local Transit Center and implement the vision of a walkable main street.

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



Map 10 Cheverly Metro Local Transit Center.



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



Expanding retail options supports local businesses and employees.

POLICY LU 3

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

STRATEGIES

LU 3.1 Rezone the Fairmont Heights High School property (currently R-55) to allow for small-scale, low-intensity, and mixed-use development, including commercial development that provides goods and services serving the needs of neighborhood residents such as retail sales and services, personal services, educational and institutional uses, arts and entertainment uses, and multifamily residential. (See also Policy CH 4.)

POLICY LU 4

Preserve industrial uses west of CSX Railroad tracks along MD 459 (Tuxedo Road), MD 201 (Kenilworth Avenue), and south of US 50 (John Hanson Highway) in order to capitalize on the area's strategic locational advantages, strengthen the local economy, and increase employment in Prince George's County.

STRATEGIES

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

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

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

POLICY LU 5

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

STRATEGIES

LU 5.1 Consider rezoning properties located in the 1% Annual Chance (100-year) Floodplain (see Map 4: Floodplain) in order to limit further development and maintain the primary use of the land for the preservation and protection of significant environmental features and functions.

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

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



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



Landscape screening improves aesthetics and supports broader ecological goals.



Varying housing types provide opportuntiies for residential choice.

POLICY LU 6

Protect neighborhood character while providing opportunities for residential housing choice.

STRATEGIES

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

LU 6.2 Encourage development that provides for residential housing choice, affordability, and diversity with varying housing types, densities, and designs including multifamily, two-family, three-family, and townhouse dwellings; small-lot, single-family detached dwellings; live/work units; and accessory apartments. Potential locations include:

- University of Maryland Prince George's Hospital Center property
- The former Fairmont Heights High School site (1401 Nye Street)
- Judith P. Hoyer Early Childhood Center
- "Addison Row" property
- The Pointe at Cheverly property

See Strategy HN 1.1.



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

POLICY LU 7

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

STRATEGIES

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

LU 7.2 Encourage development that is pedestrian-oriented and serves to strengthen MD 202's (Landover Road) sense of place as a main street to surrounding residential neighborhoods.

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

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

LU 7.5 Consider future rezoning of residential properties fronting on MD 202 (Landover Road) to accommodate neighborhood-serving retail, services, and dining, and to extend the commercial corridor from the existing retail node at the intersection with Kilmer Street toward future redevelopment of the University of Maryland Prince George's Hospital Center site.



Large surface parking lots along MD 202 (Landover Road) offer opportunites for pedestrian-scale infill development.



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



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



Facade improvements and public art improve visual appeal.

POLICY LU 8

Catalyze revitalization in the MD 201 (Kenilworth Avenue) industrial area.

STRATEGIES

LU 8.1 Ensure that zoning for parcels fronting MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue) allow the inclusion of employment-serving retail, commercial, and mixed uses.

LU 8.2 Facilitate redevelopment and façade improvements to key properties near the intersection of MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue) to create a visual focus within the industrial district.

LU 8.3 Create a pedestrian-friendly gathering space that improves aesthetics and provides a public amenity by making improvements in the public right-of-way at the intersection of MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue).

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

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

POLICY LU 9

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

STRATEGIES

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

LU 9.2 Release a Request for Proposals (RFP) for redevelopment based on market study findings that aligns with recommended commercial development along the MD 450 (Annapolis Road) corridor as recommended in the 2009 *Approved Port Towns Sector Plan*.

POLICY LU 10

Eliminate split-zoned properties.

LU 10.1 Ensure that each parcel is zoned to implement the future land use and development recommendations of this plan. Properties include the following:

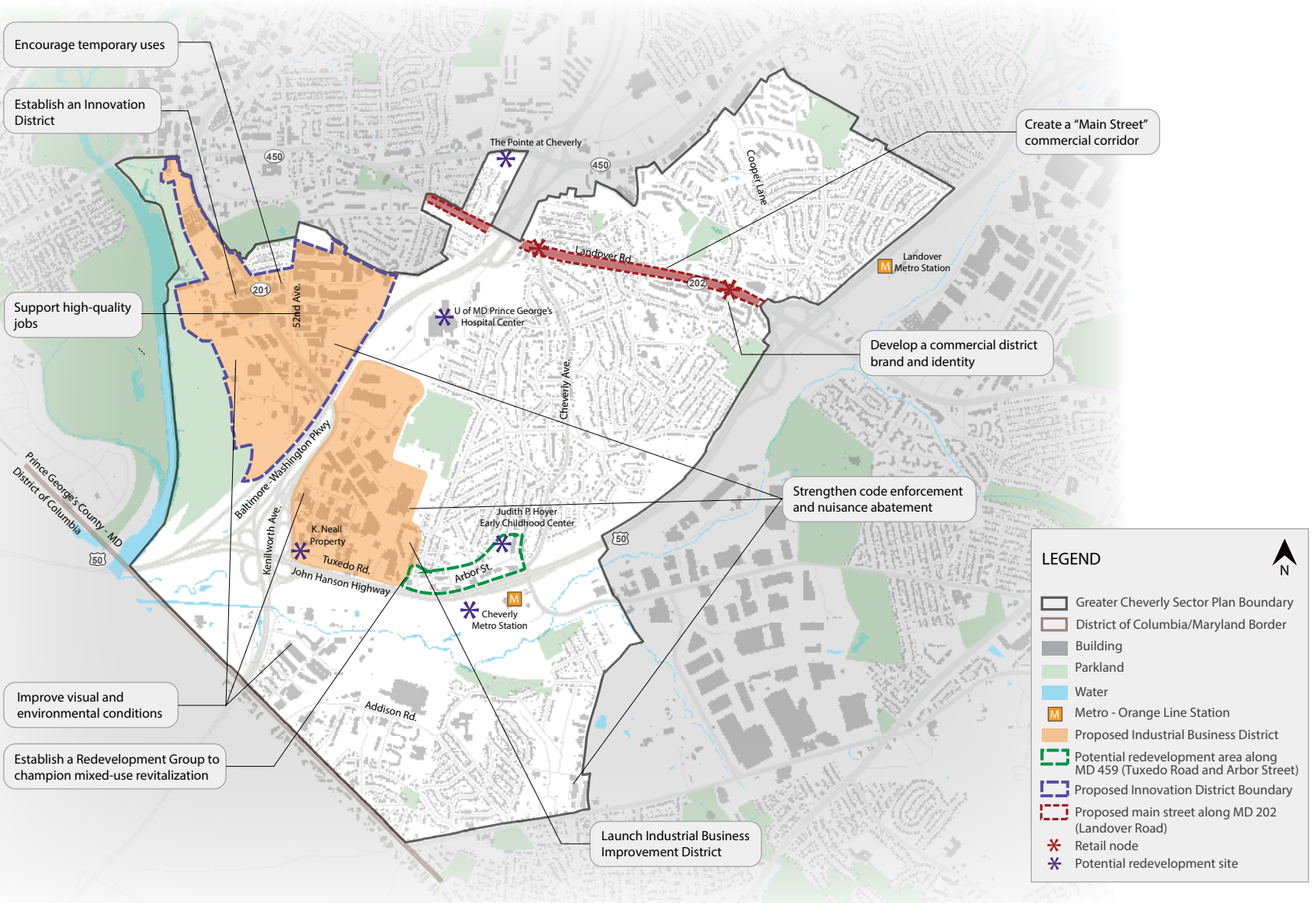
- 60th Avenue (Tax ID 2062321): Currently zoned I-1 (light industrial) and R- (One-Family Detached Residential), this parcel should be zoned for single-family residential use.
- 4601 Annapolis Road (Tax ID 0146241): This property is owned by the M-NCPPC. Currently zoned Resource Conservation Overlay/Commercial Shopping Center (R-C-O/C-S-C), Intense Development Overlay/Commercial Shopping Center (I-D-O/C-S-C), Open Space (O-S), and Resource Conservation Overlay/Open Space (R-C-O/O-S), this parcel should be zoned to support park and recreation uses.



Redevelopment of "The Pointe at Cheverly" should align with recommended commercial development along MD 450 (Annapolis Road).



Economic Prosperity Overview



Map 11. Economic Prosperity Overview

ECONOMIC PROSPERITY ELEMENT

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

At the heart of the sector plan area's economic vitality are its industrial districts, which include The Cheverly Industrial Park, the Tuxedo Industrial Park, and unnamed areas along MD 201 (Kenilworth Avenue) and south of US 50 (John Hanson Highway). The industrial districts support approximately 4,000 jobs and are important to the County's economic prosperity. However, in many cases, industrial, commercial, residential, and parkland uses are located adjacent to one another with limited buffering between incompatible uses.

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

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

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

goal

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

residents support visual quality enhancements to existing commercial areas along MD 202 (Landover Road) through façade improvements, streetscaping, public art, and redevelopment in order to establish the sector plan area as a County retail destination. In addition, the Town of Cheverly residents have expressed strong support for walkable, mixed-use redevelopment along MD 459 (Tuxedo Road and Arbor Street) and at the Cheverly Metro Station. Therefore, the sector plan includes policies and strategies to initiate a multipronged economic development approach that supports and strengthens revitalization in retail and industrial districts, and lays the foundation for redevelopment and economic growth.

POLICY EP 1

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

STRATEGIES

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

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

EP 1.3 Develop a MD 202 (Landover Road) commercial district brand and identity that reflects local community character and markets the area as a retail destination.

EP 1.4 Support ongoing coordination between businesses, residents, and public agencies regarding issues relating to streetscaping, capital, and public space improvements.

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

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

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

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

EP 1.9 Encourage property owners to extend pedestrian-oriented retail opportunities along the length of MD 202 (Landover Road) between US 50 (John Hanson Highway) and the Baltimore-Washington Parkway as the real estate market evolves.

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

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

The Main Street Approach[7]

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

The Main Street Approach is a revitalization methodology that balances communities' desires for long-term change with short-term, inexpensive and place-based activities that attract people and generate momentum. It begins with the creation of a community-driven vision for Main Street success that is grounded in a solid understanding of an area's local and regional market competitiveness. The vision provides a foundation for the community's unique identity, while balancing expectations and ideals, perceptions, opportunities and challenges. Achieving the vision relies on community leadership to identify Community Transformation Strategies that provide clear priorities and direction to achieve measurable revitalization efforts. Effective transformation strategies target an area's economic vitality, design, promotion and organization.

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





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



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

POLICY EP 2:
Create the social and physical infrastructure to support mixed-use redevelopment along MD 459 (Tuxedo Road and Arbor Street).

STRATEGIES

EP 2.1 Conduct a feasibility study of the commercial and residential mixed-use redevelopment potential of properties located along MD 459 (Tuxedo Road and Arbor Street), including key opportunity sites such as the Judith P. Hoyer Early Childhood Center, the Cheverly Metro Station, and the property at 5000 Tuxedo Road (Tax Account 0131706).

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

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

POLICY EP 3
Prioritize code enforcement and nuisance abatement.

STRATEGIES

EP 3.1 Implement the recommendations in Prince George's County's 2013 *Property Standards Reform Action Plan.*[8]

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

EP 3.3 Identify high-impact opportunities to enhance appearance and environmental performance beyond minimum standards. Support partnerships between property owners and the County to implement and promote best practice standards.

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

POLICY EP 4

Designate and support the launch of an industrial business improvement district (BID) in the industrial areas.[9]

STRATEGIES

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

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

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

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



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



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



Stronger code enforcement improves visual and environmental conditions.



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

POLICY EP 5

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

STRATEGIES

EP 5.1 Encourage facility improvements as uses develop to support upgrades to parking, storage, and loading docks.

EP 5.2 Facilitate business connections to federal, state, County, and other funding sources that can increase business operations and facility improvements.

EP 5.3 Address lack of buffering between housing and industrial activities by requiring the incorporation of additional fencing and vegetation to screen industrial uses.

EP 5.4 Promote the County's Rain Check Program to property owners in order to support improved access to financial assistance for vegetative screening and stormwater improvements.

EP 5.5 Coordinate economic revitalization and urban design strategies in the industrial areas.

POLICY EP 6

Establish an innovation district in the industrial areas west of the Baltimore-Washington Parkway that is centered around the intersection of MD 769 (52nd Avenue) and MD 201(Kenilworth Avenue).

STRATEGIES

EP 6.1 Encourage the inclusion of small-scale facilities to accommodate innovative, light-industrial production, such as co-working and "maker" spaces, shared commercial kitchens, start-up incubators, and other entrepreneurial enterprises.

EP 6.2 Encourage the inclusion of new smaller-scale retail to provide dining and convenience shopping options for employees and consumers.

EP 6.3 Develop districtwide branding, marketing, and technical assistance to property and business owners to support the attraction of new businesses and jobs.

POLICY EP 7

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

STRATEGIES

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

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

POLICY EP 8

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

STRATEGIES

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

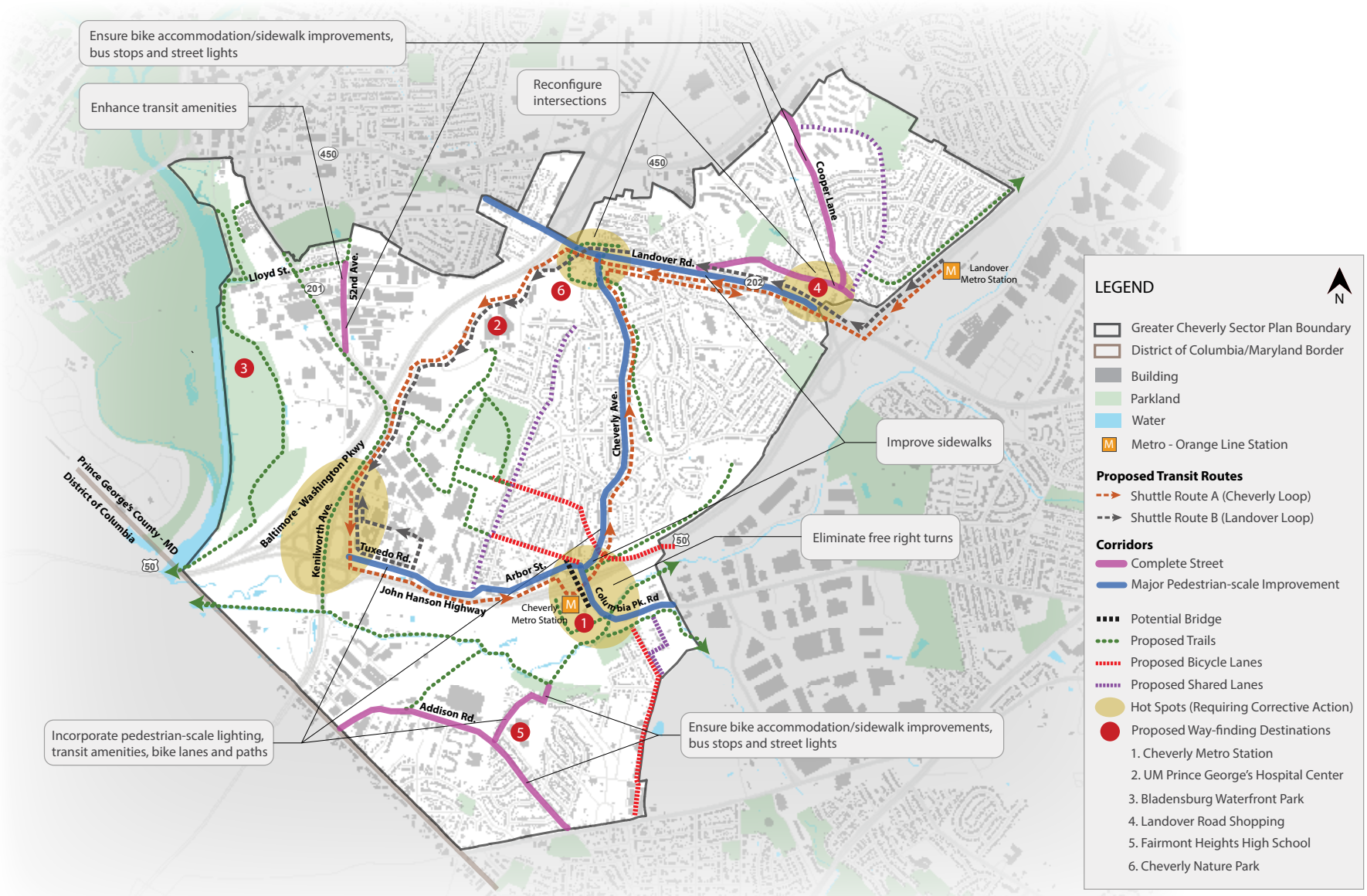
EP 8.2 Support small-scale retail, convenience, and dining uses, where appropriate, to provide amenities to area workers, improve marketability of properties, and support revitalization goals.

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

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



Vigilante Coffee in Hyattsville is located in a building formerly used for auto servicing



Map 12. Transportation and Mobility Element Overview

TRANSPORTATION AND MOBILITY ELEMENT

The sector plan area is located at the confluence of the Baltimore-Washington Parkway, US 50 (John Hanson Highway), and MD 202 (Landover Road). While these roads provide convenient access for motorists, they act as barriers to people walking, bicycling, and riding transit. Relatively high traffic volumes, peak period congestion, and high operational speeds discourage people from using these alternative transportation modes, which perpetuates the traffic congestion and transportation operational challenges. In particular, the Columbia Park Road bridge, which connects MD 459 (Arbor Street) to the Cheverly Metro Station over US 50 (John Hanson Highway) has insufficient right-of-way to safely accommodate pedestrian and cyclists.

Previous planning efforts and studies have explored methods to address the significant barriers to walking, bicycling, and transit use while reducing truck and automobile congestion in the sector plan area. These plans envisioned a truly multimodal vision through the construction of pedestrian bridges, reconfiguring of freeway ramps, and comprehensive re-engineering of existing routes that leverage the proximity to two Metrorail stations and the Anacostia River Trail. These projects are still important to actualizing the multimodal vision, but are not implementable in the near- or mid-term due to high construction costs, and the lack of needed rights-of-way. Although this sector plan continues to support these large-scale projects, the sector plan's implementation section recommends a series of short- and mid-term measures that focus on improving walking, bicycling, and transit use within the existing transportation system. The sector plan aims to increase the comfort and convenience of active transportation, and to establish a foundation for multimodal transportation that is necessary to implement the large-scale recommendations of the previous plans. The recommended measures are also consistent with the recommendations outlined in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2016 *Strategic Trails Plan for the Department of Parks and Recreation.*

This sector plan further recognizes that road, sidewalk, and trail maintenance and construction responsibilities are shared among developers and different implementing agencies that operate in the sector plan area, including the Maryland State Highway Administration (SHA), the Washington Metropolitan Area Transit Authority (WMATA), Prince George's County Department of Public Works & Transportation (DPW&T), the Department of Parks and Recreation (DPR), and the Town of Cheverly. To this end, the sector plan recommends that all developers and implementing agencies continue to coordinate with each other regarding new construction, maintenance, and studies in the sector plan area to help create a comprehensive transportation network for all users.

goal

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



Bicycle parking supports active transportation and multimodal connectivity.

POLICY TM 1

Encourage Complete Streets and connectivity.

STRATEGIES

TM 1.1 Ensure that all street improvement, development, and redevelopment projects in the sector plan area follow Complete Streets principles and integrate active transportation improvements which meet Americans with Disabilities Act (ADA) standards into the street design. Transportation facilities should emphasize multimodal travel connecting all parts of the sector plan area.

TM 1.2 Promote agency and developer collaboration toward building active and accessible transportation amenities, such as sidewalks, bicycle facilities, high-visibility crosswalks, mid-block crossings (when appropriate), ADA-compliant curb ramps, pedestrian scaled lighting, and bicycle parking.

TM 1.3 Promote improved and expanded bicycle parking for short- and long-term uses at the Cheverly Metro Station, hospital site, the Town of Cheverly Town Hall, Cheverly Swim and Racquet Club, and parks.

TM 1.4 Evaluate and implement a pedestrian and bicycle bridge (T-25) crossing the Amtrak Northeast Corridor and US 50 (John Hanson Highway) as part of the redevelopment of the Cheverly Metro Station or the industrial area along MD 459 (Tuxedo Road and Arbor Street).



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



Separating nonmotorized from motorized transportation facilities enhances comfort and safety.

TM 1.5 Reaffirm and/or modify the recommendations of the MPOT for the streets identified in Table 1. Existing and Proposed Roadway and Trail Facilities.

TM 1.6 Reaffirm and/or modify the recommendations of the MPOT for the trails identified in Table 1. Existing and Proposed Roadway and Trail Facilities. See also Policy PF 10.

POLICY TM 2

Balance comfort and safety for all road users.

STRATEGIES

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

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

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

TM 2.4 Use photo red-light enforcement at selected intersections and investigate the use of new technologies, such as photo-red light enforcement, along the designated pedestrian improvement corridors [MD 202 (Landover Road), MD 459 (Tuxedo Road and Arbor Street), Columbia Park Road, and Cheverly Avenue].

TM 2.5 Discourage provision of free-right-turn lanes and intersection approach widening to accommodate through traffic and unimpeded right turns.

TM 2.6 Investigate road diet and reductions in vehicle travel lanes and support better curb-to-curb width management by designating on-road bicycle lanes and/or buffered side paths for people walking, bicycling, or riding transit.

TM 2.7 Evaluate and implement the recommended enhanced safety intersection layout modifications and roadway enhancements, or any other comparable and corrective actions to address the stated safety or operational concerns identified as key "hot-spots."

POLICY TM 3

Improve transit quality of service.

STRATEGIES

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

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



Well-lit bus stops improve comforat and safety for transit riders.



Redesigning the intersecton of Columbia Park Road, Cheverly Avenue and MD 459 (Arbor Street) can address pedestrian safety concerns leading to the Cheverly Metro Station.



Wayfinding signs provide directional assistance to pedestrians and cyclists.

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

TM 3.4 Evaluate provision of peak period bus-, HOV-, or transit-only lanes along the sector plan's major corridors, including MD 201(Kenilworth Avenue), MD 202 (Landover Road), and US 50 (John Hanson Highway).

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

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

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

TM 3.8 Collaborate with WMATA, DPW&T, and PGCPS to align student bus routes and stops with local bus routes, and offer free student ridership on public transit during non-peak after school hours.

POLICY TM 4

Develop a wayfinding system.

STRATEGIES

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

TM 4.2 Provide appropriate directional signs between key destinations throughout the sector plan area. Destinations include:

- Transit stations
- Hospital Area
- Bladensburg Waterfront Park
- Shopping corridor on MD 202 (Landover Road)
- All Area Schools
- Cheverly Nature Park

POLICY TM 5

Improve vehicular circulation and access.

STRATEGIES

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

TM 5.2 Require a connected, more direct, and continuous street system that provides shorter connections to Cheverly Avenue and the industrial area as part of any hospital site redevelopment.

TM 5.3 Reaffirm and/or modify the recommendations of the MPOT for the roads and trails identified in Table 1, Transportation Improvements.



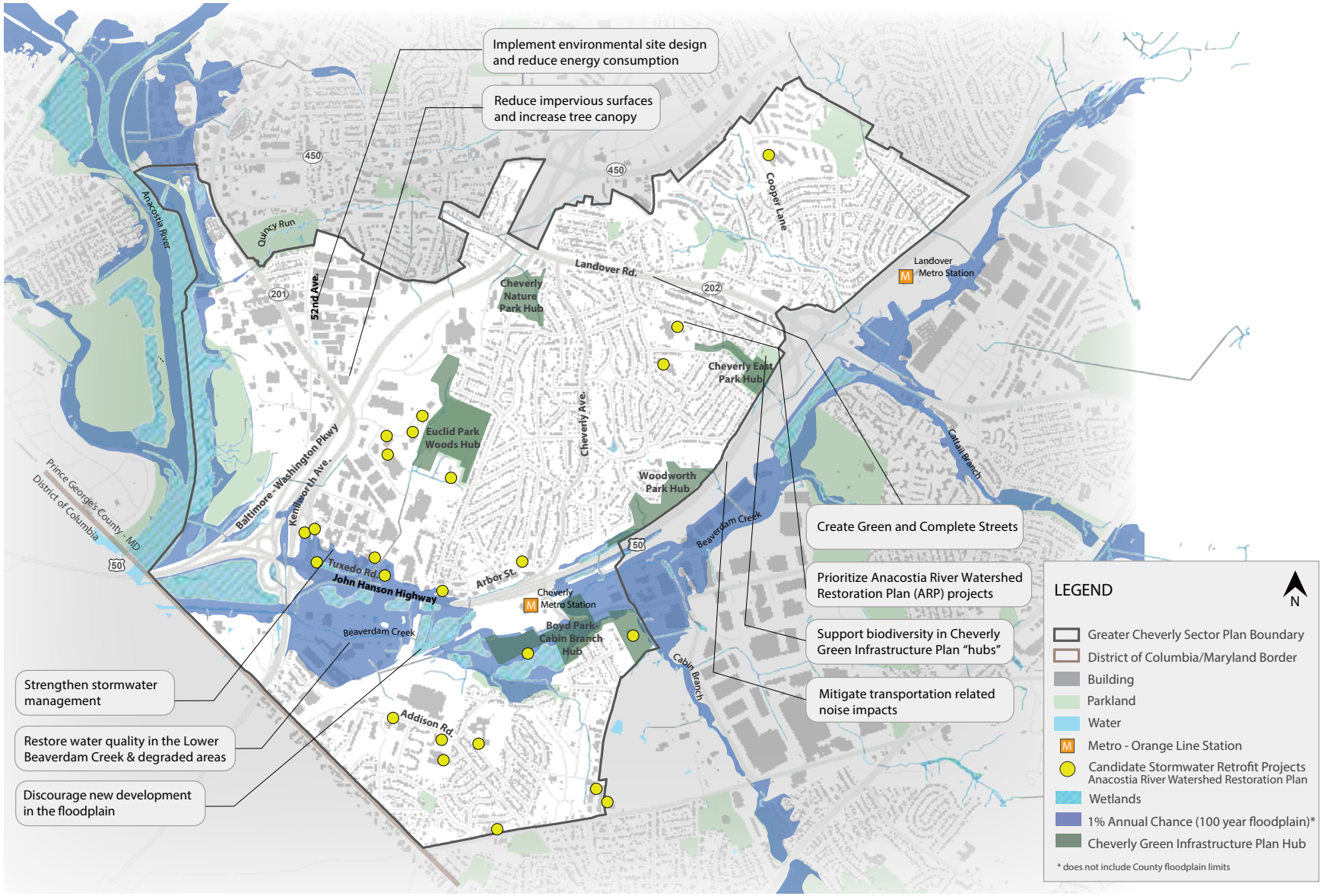
Table 1. Transportation Improvements

Route ID	Street Name	From	To	MIN. ROW (feet)	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element
A-14	MD 201 (Kenilworth Avenue)	MD 769 (52nd Avenue)	Lydell Road	130[a]	Arterial	6	8-12' Wide asphalt shared use path
A-20	MD 202 (Landover Road)	57th Avenue	US 50 (John Hanson Highway)	120	Arterial	4	Sidewalks, separated bicycle lanes
C-222	MD 769 (52nd Avenue)	Lloyd Street	MD 201 (Kenilworth Avenue)	83[b]	Collector	2	8-12' Wide asphalt shared use path
C-225	Cooper Lane	MD 450 (Annapolis Road)	Old Landover Road	70	Collector	2	Bicycle lanes
C-404	Marblewood Avenue	Sheriff Road	62nd Avenue	80	Collector	2	Bicycle lanes, sidewalks
C-408	Addison Road	Eastern Avenue	Sheriff Road	82	Collector	2	Buffered bicycle lanes
C-411	Columbia Park Road	MD 459 (Arbor Street)	64th Avenue	90	Collector	4	Sidewalks, Buffered bicycle lanes
I-204	MD 459 (Tuxedo Road)	MD 201 (Kenilworth Avenue)	57th Place	70	Industrial	2	Bicycle lanes, sidewalks
I-204	MD 459 (Arbor Street)	57th Place	Columbia Park Road	70	Industrial	2	Bicycle lanes
P-207	Cheverly Avenue	MD 459 (Arbor Street)	MD 202 (Landover Road)	60	Primary	2	Bicycle lanes
P-212	Crest Avenue/Carlyle Street/59th Avenue	Lockwood Road	MD 459 (Arbor Street)	60	Primary	2	Bicycle lanes
P-214	62nd Avenue/State Street/64th Avenue	Marblewood Avenue	Columbia Park Road	50	Primary	2	Shared lane markings
P-215	Old Landover Road/ Warner Avenue	MD 202 (Landover Road)	Warner Avenue	60	Primary	2	Sidewalk, bicycle lanes

a. It is recommended that the shared use path is located on the east and north side of MD 201 (Kenilworth Avenue).
b. Right-of-Way on MD 769 (52nd Avenue) is to be 40 feet on the west side and 43 feet on the east side to allow for a sidewalk on the west side and a wide shared use path in lieu of a sidewalk on the east side.

Table 1. Transportation Improvements

Route ID	Street Name	From	To	MIN. ROW (feet)	Roadway Type	Motor Vehicle Lanes	Multi-Modal Element
P-216	Lloyd Street	Park Trail Entrance	MD 201 (Kenilworth Avenue)	60	Primary	2	Sidewalks, 8-12' wide asphalt shared use path on one side
P-217	North Englewood Drive	Jesse J Warr Recreation Center	Addison Road	50	Primary	2	Shared lane markings
P-218	Lydell Road	MD 201(Kenilworth Avenue)	End of street	80	Primary	2	8–12' Wide asphalt shared use path
P-219	Schuster Drive Road	Lydell road	End of street	80	Primary	2	8–12' Wide asphalt shared use path
T-20	Lower Beaverdam Trail	Cheverly Metro Station	Englewood Avenue	20	Trail	-	8-12' Wide asphalt shared use path
T-21	Lower Beaverdam Trail	Englewood Avenue	Doewood Lane	20	Trail	-	8-12' Wide asphalt shared use path
T-22	Lower Beaverdam Trail	Englewood Avenue	Anacostia River Trail	20	Trail	-	8-12' Wide asphalt shared use path
T-23	Lloyd Street Trail	MD 201 (Kenilworth Avenue)	MD 769 (52nd Avenue)	20	Trail	-	8-12' Wide asphalt shared use path
T-24	Schuster Drive to Crest Avenue Trail	End of Shuster Drive (Craftmans Circle)	Crest Avenue	20	Trail	-	8-12' Wide asphalt shared use path
T-25	Pedestrian-Bicycle Bridge	MD 459 (Arbor St)	Cheverly Metro Station	20	Trail	-	Pedestrian- bicycle bridge over US 50 (John Hanson Highway), rail lines



Map 13. Natural Environment Element Overview

NATURAL ENVIRONMENT ELEMENT

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

Spaces of special importance within the sector plan area include pockets of woodlands at Cheverly Euclid Park, Cheverly Nature Park, and portions of the Baltimore-Washington Parkway right-of-way, as well as potential habitat for forest interior dwelling species (FIDS) that can be found in the Euclid Park Woods. An additional area of importance is a low-lying wooded area south of the Cheverly Metro Station that contains a network of streams with associated floodplain and wetlands that provides vital stormwater management benefits. This area is located within the Countywide Green Infrastructure Network and is adjacent to an area that the Cheverly Green Infrastructure Plan has identified as the Boyd Park-Cabin Branch Hub.[10] The Maryland Department of Natural Resources (DNR) has determined that it contains potential habitat for forest interior dwelling species (FIDS). These areas should be protected to the maximum extent possible by restricting tree removal for right-of-way clearance.

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

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

goal

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





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

POLICY NE 1

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

STRATEGIES

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

NE 1.2 Prioritize stormwater mitigation and stream stabilization projects from the *Anacostia River Watershed Restoration Plan* to facilitate County efforts to improve the water quality of local streams.

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

NE 1.4 Conduct a study of current flood control volumes that exist within the sector plan area, and those projected due to redevelopment, in order to determine appropriate measures to manage stormwater runoff. Require approval of floodplain elevations by the approving authority and ensure appropriate control measures are installed.

NE 1.5 Preserve the woodlands located along or adjacent to streams and widen forested buffers to meet current County Code requirements.

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

POLICY NE 2

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

STRATEGIES

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

NE 2.2 Reconstruct existing streets to provide safe and convenient access for pedestrians, bicyclists, transit users, and motorists. Integrate tree planting, as per the Landscape Manual,

along with stormwater management and Environmental Site Design (ESD) techniques, to create a system of green and complete streets. Prioritize reconstruction efforts on the following streets:

- MD 769 (52nd Avenue)
- Lloyd Street
- Cooper Lane
- Addison Road
- Old Landover Road

See also Policy TM 1.

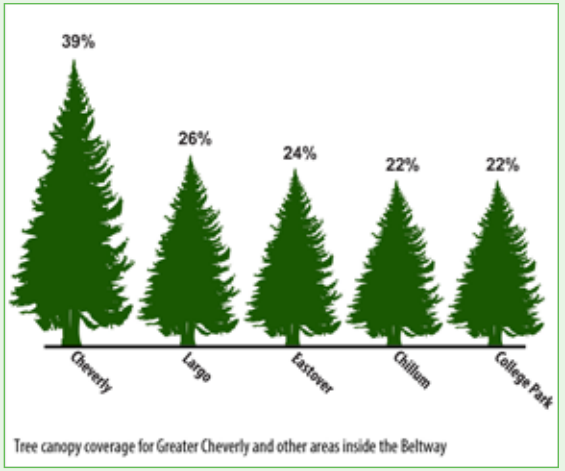
NE 2.3 Support efforts to preserve, protect, and increase biodiversity in areas identified as hubs in the *Cheverly Green Infrastructure Plan*. Work with local stakeholders to establish, preserve, and manage green corridors linking these natural hubs to facilitate the exchange of plant and animal species.

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

Trees are a Great Value!

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

- Wooded neighborhoods and business districts attract prospective buyers and consumers.
- Houses in urban neighborhoods with tree cover sell for 10–20 percent more across the country.
- Houses shaded by trees save 10–30 percent on air conditioning costs compared to homes with no shade.
- The appropriate addition of trees around a home can save a household between $100 and $250 annually in energy costs.
- Forests contribute to improved air quality by trapping dust and particulates, absorbing odors and pollutant gases, and breaking up heat islands in urban areas by shading buildings and streets.
- Each mature tree can absorb 48 pounds of carbon dioxide per year.[11]



Tree canopy coverage for Greater Cheverly and other areas inside the Beltway



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



Parking lot bioretention provides shade as well as stormwater management.

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

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

POLICY NE 3

Implement Environmental Site Design (ESD) techniques on-site and reduce overall energy consumption.

STRATEGIES

NE 3.1 Encourage green building certification for all new buildings.

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

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

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

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

POLICY NE 4

Address adverse impacts of transportation-related noise.

STRATEGIES

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

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

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

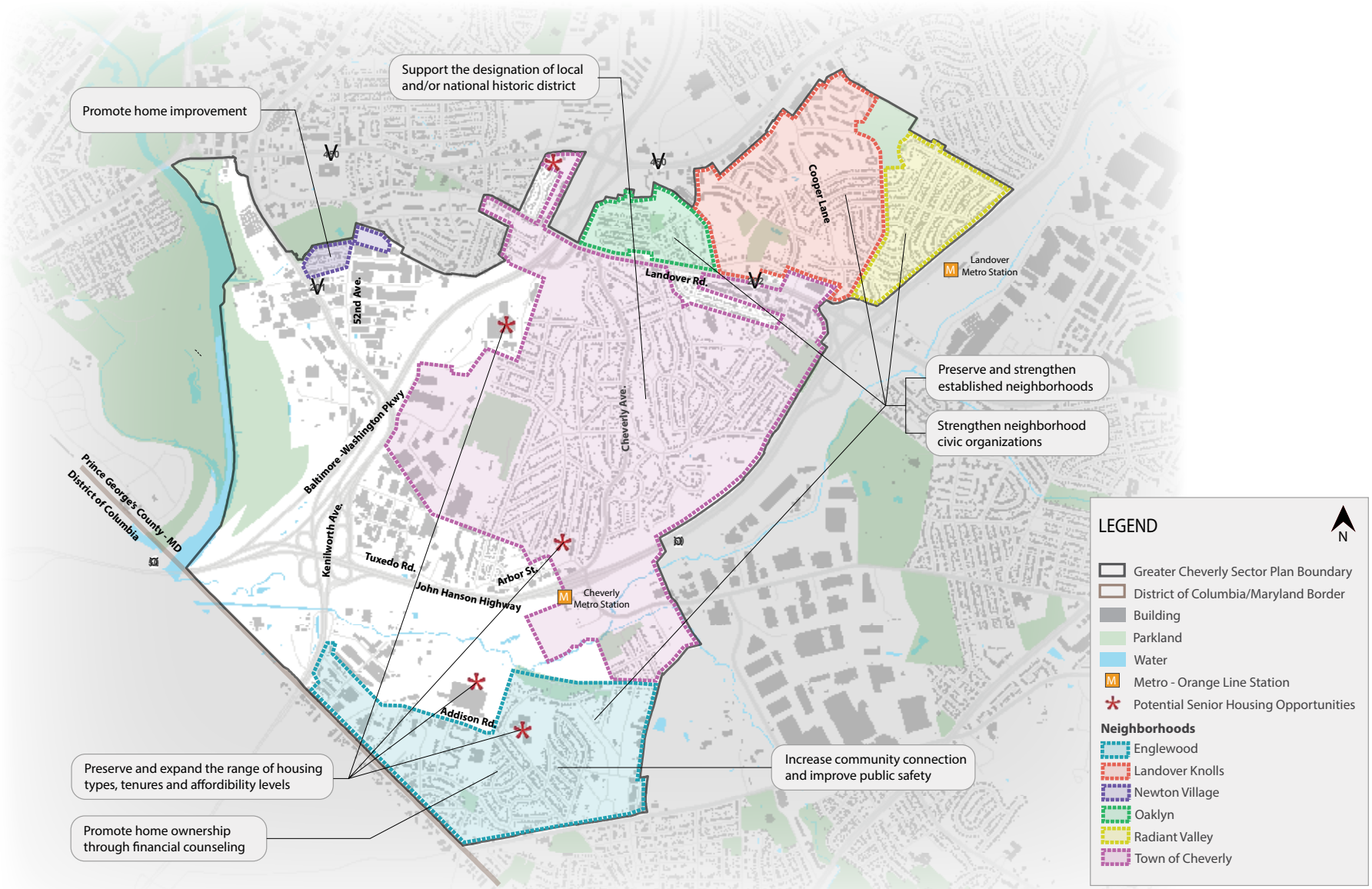


Bioswales are valuable interventions to treat runoff along linear facilities, such as roads, parking lots and buildings.

Environmental Site Design

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





Map 14. Housing and Neighborhoods Element Overview

HOUSING AND NEIGHBORHOODS

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

goal

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







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

POLICY HN 1

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

STRATEGIES

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

- University of Maryland Prince George's Hospital Center property
- The former Fairmont Heights High School site (1401 Nye Street)
- Judith P. Hoyer Early Childhood Center
- "Addison Row" property
- The Pointe at Cheverly property

See Strategy LU 6.2.

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

HN 1.3 Seek opportunities for the Prince George's County Department of Housing and Community Development to invest in new housing by providing financial incentives for the development of mixed-income housing, starter-homes and rental units.

HN 1.4 Implement a density bonus program to increase affordable housing options near the Cheverly Metro Station.



Technical and financial assistance can help preserve established neighborhoods.



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

POLICY HN 2

Preserve and strengthen established neighborhoods.

STRATEGIES

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

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

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

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

POLICY HN 3

Increase community connection to address public safety concerns.

STRATEGIES

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

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

HN 3.3 Strengthen neighborhood civic organizations and advocacy through the launch of neighborhood-led community-building efforts, including events such as community clean-up, gardening, walking groups, block parties, and picnics.

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



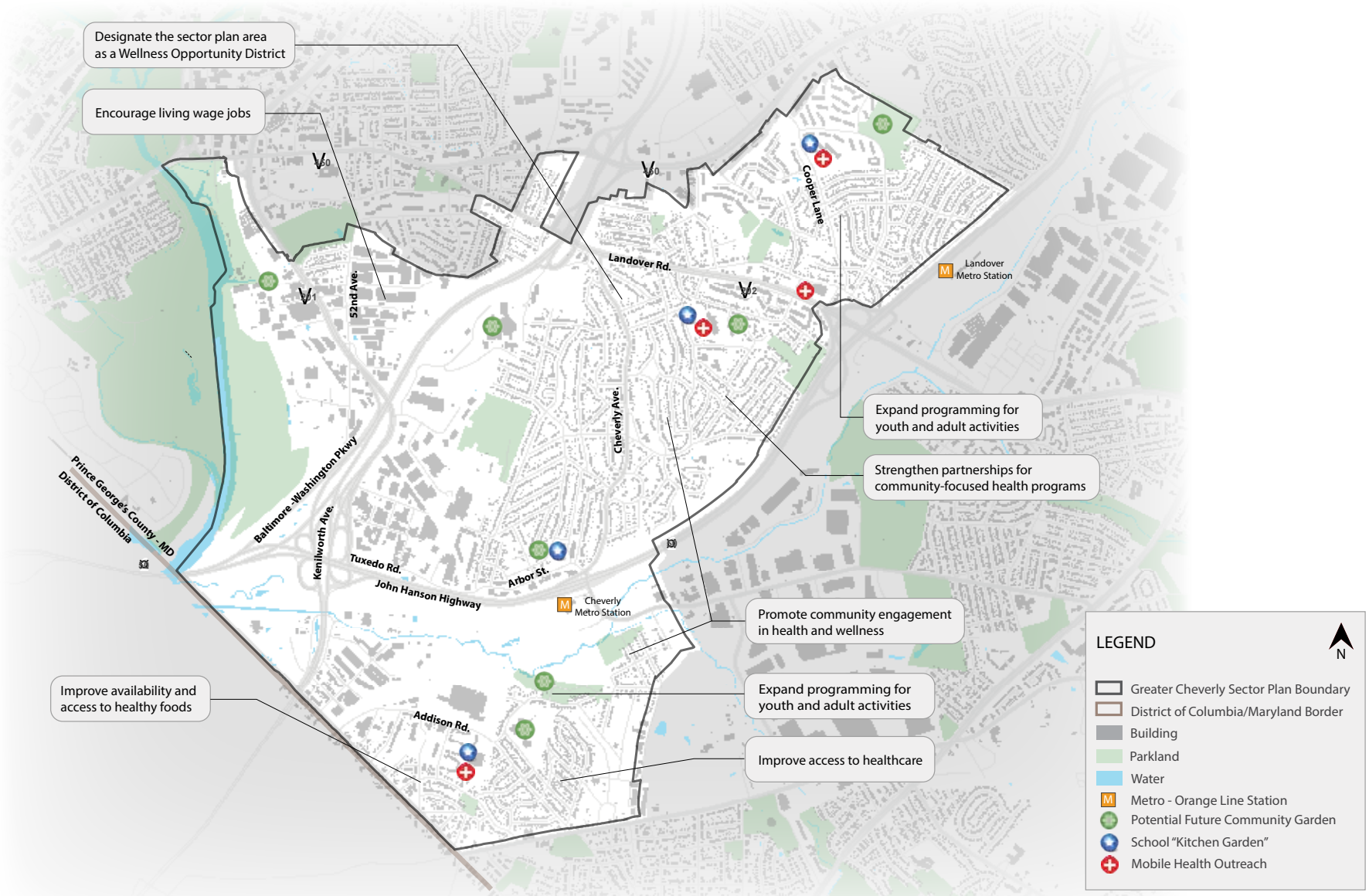
Coordination between government agencies improves access to home improvement funding for first-time homebuyers and homeowners in established neighborhoods.



Community events and block parties strengthen neighborhood engagement.



Neighborhood pedestrian-scale lighting increases security and safety.



Map 15. Healthy Communities Element Overview

HEALTHY COMMUNITIES ELEMENT

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

Many of the improvements that contribute to strengthening neighborhood health are included in other sector plan elements, in particular, the Transportation and Mobility, Economic Prosperity, and Public Facilities elements. The Healthy Communities Element includes policies and strategies that bridge these other plan elements to ensure that community health and wellness priorities are highlighted and intentionally integrated into the sector plan.

goal

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





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



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

POLICY HC 1

Establish the sector plan area as a model health and wellness community in Prince George's County.

STRATEGIES

HC 1.1 Designate the sector plan area as a Wellness Opportunity District in order to support incentives and policies that strengthen community health and wellness.

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

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

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

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

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

HC 1.7 Encourage DPW&T to subsidize student transit ridership costs in order to limit congestion and mitigate auto and school bus emissions.

POLICY HC 2

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

STRATEGIES

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

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

HC 2.3 Encourage and promote urban farming in residential neighborhoods.

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

- 1401 Nye Street (former Fairmont heights High School site).
- Lloyd Street (to be installed concurrent to construction of Trail T-23).

HC 2.5 Promote a pilot program to install greenhouses on high school property that can be used as "kitchen" gardens to reinforce health initiatives.

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

POLICY HC 3

Improve access to health care.

STRATEGIES

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

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

HC 3.3 Encourage partnerships between County agencies and local medical centers to strengthen community-focused health programming in the sector plan area. Ensure that the health facilities remaining at the hospital site have adequate facilities to support the community.



Mobile health services improve community access to preventive medical resources.

POLICY HC 4

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

STRATEGIES

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

HC 4.2 Provide technical assistance and project management support to community organizations seeking to provide health and wellness programming to neighborhoods located in the sector plan area.

POLICY HC 5

Expand awareness of community health and wellness.

STRATEGIES

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

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

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

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

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

HC 5.6 Develop signed fitness routes throughout the community.



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



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

POLICY HC 6

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

STRATEGIES

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

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

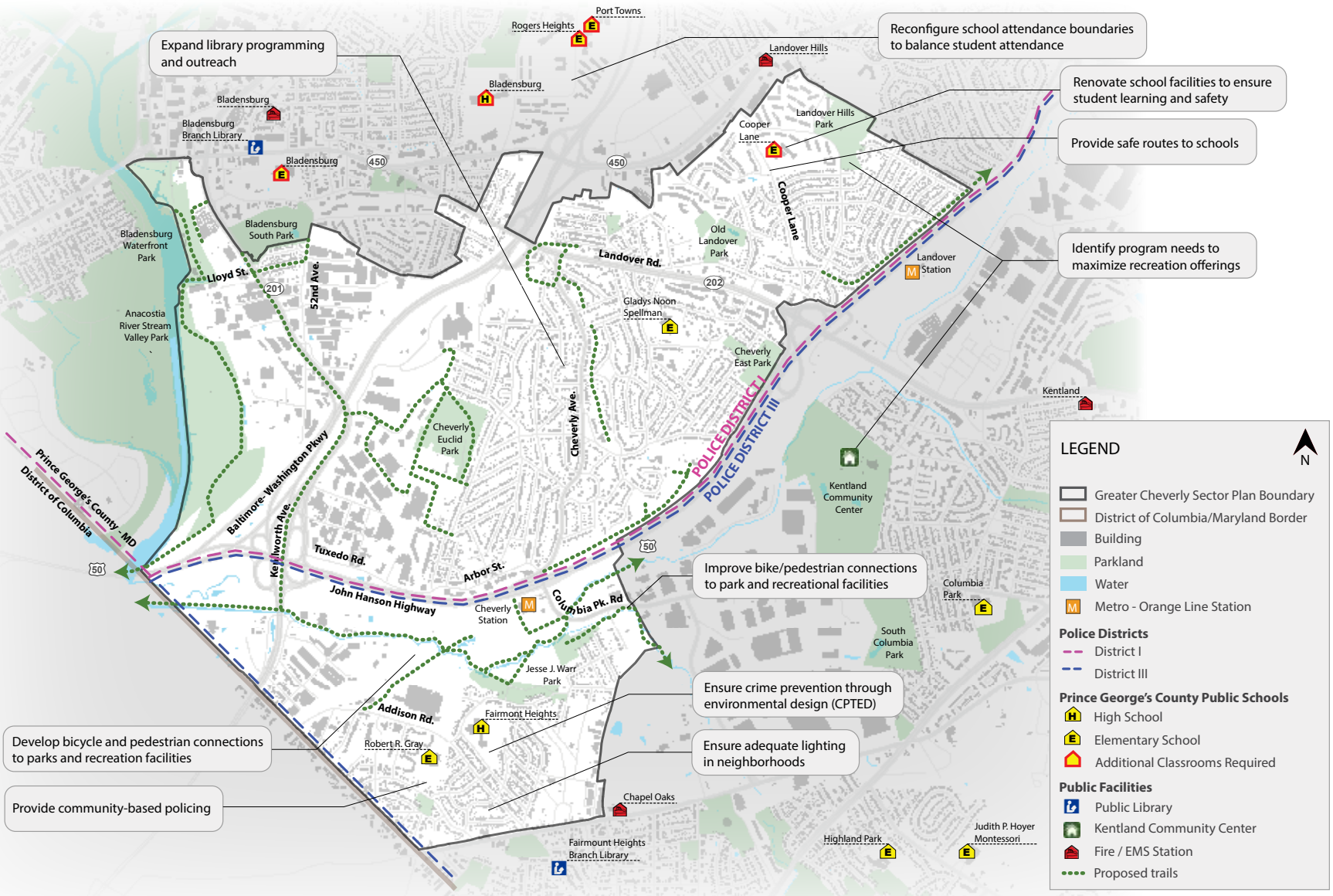
HC 6.3 Encourage commercial and industrial development that supports a healthy economy and provides a variety of living wage jobs.

HC 6.4 Ensure that neighborhoods are served by establishments serving healthy alternatives, such as fresh fruit, vegetables, and salads.

HC 6.5 Encourage plans for school modernizations and new construction to include a health impact assessment and provide health and wellness amenities such as co-located wellness centers and walking trails as a part of the development process.



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



Map 16. Public Facilities Element Overview

PUBLIC FACILITIES ELEMENT

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

goal

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







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



Expanded educational programming enhances learning.

PUBLIC SCHOOLS

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

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

POLICY PF 1

Ensure the number and mix of schools achieves a system that operates at 80–95 percent of capacity at every school.

STRATEGIES

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

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

PF 1.2 Consider reconfiguring attendance to achieve 80–95 percent capacity at every school.

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

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

POLICY PF 2

Provide high-quality public school facilities for all students.

STRATEGIES

PF 2.1 Renovate existing Cooper Lane Elementary School facilities to ensure student and teacher safety and a conducive environment for learning. Key renovations may include:

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

POLICY PF 3

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

STRATEGIES

PF 3.1 Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting along routes leading to schools, with particular attention to Cooper Lane, MD 202 (Landover Road), and Addison Road.

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

POLICY PF 4

Create a positive public school facility image in each neighborhood and community.

PF 4.1 Facilitate redevelopment and facade improvements to school properties.

PF 4.2 Incorporate streetscaping, parking lot improvements, landscaping, and public art on school properties to improve the area 's visual appeal.

PF 4.3 Develop a facade improvement program that assists local schools with dated building exteriors and improves school aesthetics and residential area attraction.

PF 4.4 Utilize stormwater funding sources to improve the appearance of parking lots and landscaping on school sites.



Pedestrian safety improvements on roadways benefit students walking to school.



Library programming includes reading and media literacy supports for youth.



Town of Cheverly's neighborhood book-sharing kiosk contributes to literacy in the sector plan area.

LIBRARIES

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

POLICY PF 5

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

STRATEGIES

PF 5.1 Expand library programming for children, teens, and adults.

PF 5.2 Support outreach and education programs that bring literacy services to the community, including mobile lending libraries and neighborhood book sharing.

PUBLIC SAFETY

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

POLICY PF 6

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

STRATEGIES

PF 6.1 Ensure that CPTED principles will be a major consideration during the development review process as recommended by Plan 2035.

POLICY PF 7

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

STRATEGIES

PF 7.1 Conduct surveys of residential neighborhoods to determine areas where low

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

PF 7.2 Prioritize pedestrian safety and visibility when repairing and installing new lighting.

POLICY PF 8

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

STRATEGIES

PF 8.1 Consider the acquisition and reuse of existing vacant or underutilized structures for public facilities, such as police substations, as recommended by Plan 2035.

PARKS AND RECREATION

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

POLICY PF 9

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

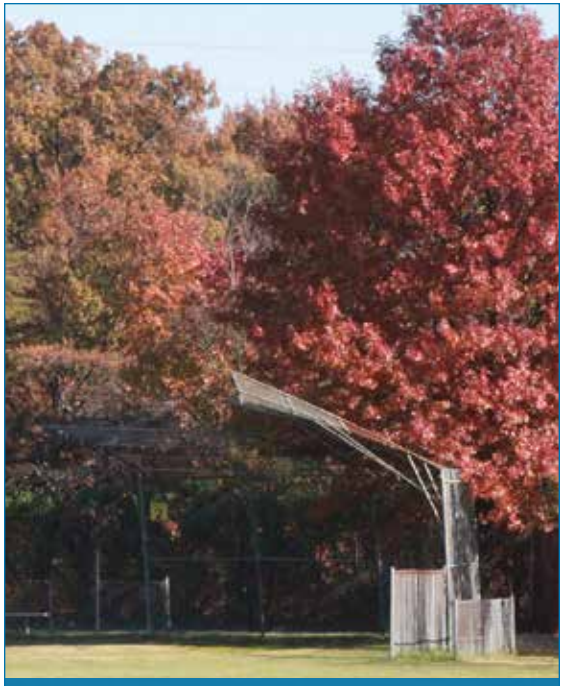
STRATEGIES

PF 9.1 Strive to accomplish and maintain the Department of Parks and Recreation and State of Maryland's Level of Service Standard (LOS) goal of providing 35 acres of M-NCPPC parkland for every 1,000 residents.

PF 9.2 Search for opportunities to acquire land near the intersection of MD 450 and MD 410 to build a multigenerational center.



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



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



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



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



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

POLICY PF 10

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

STRATEGIES

PF 10.1 Continue DPR partnerships with the Recreation Council and the Town of Cheverly to identify recreation programming for residents.

PF 10.2 Monitor land, facilities, programs, and amenities service levels, and determine a balanced distribution of amenities.

PF 10.3 Continue to protect and enhance M-NCPPC historic sites, including Publick Playhouse and Bladensburg Waterfront Park.

POLICY PF 11

Fund and maintain recreation facility improvements to meet demand.

STRATEGIES

PF 11.1 Seek future development and improvement opportunities with entities that are willing to partner with DPR and the Town of Cheverly.

PF 11.2 Seek funding to improve the condition of the fields, lighting, and building at Landover Hill Park.

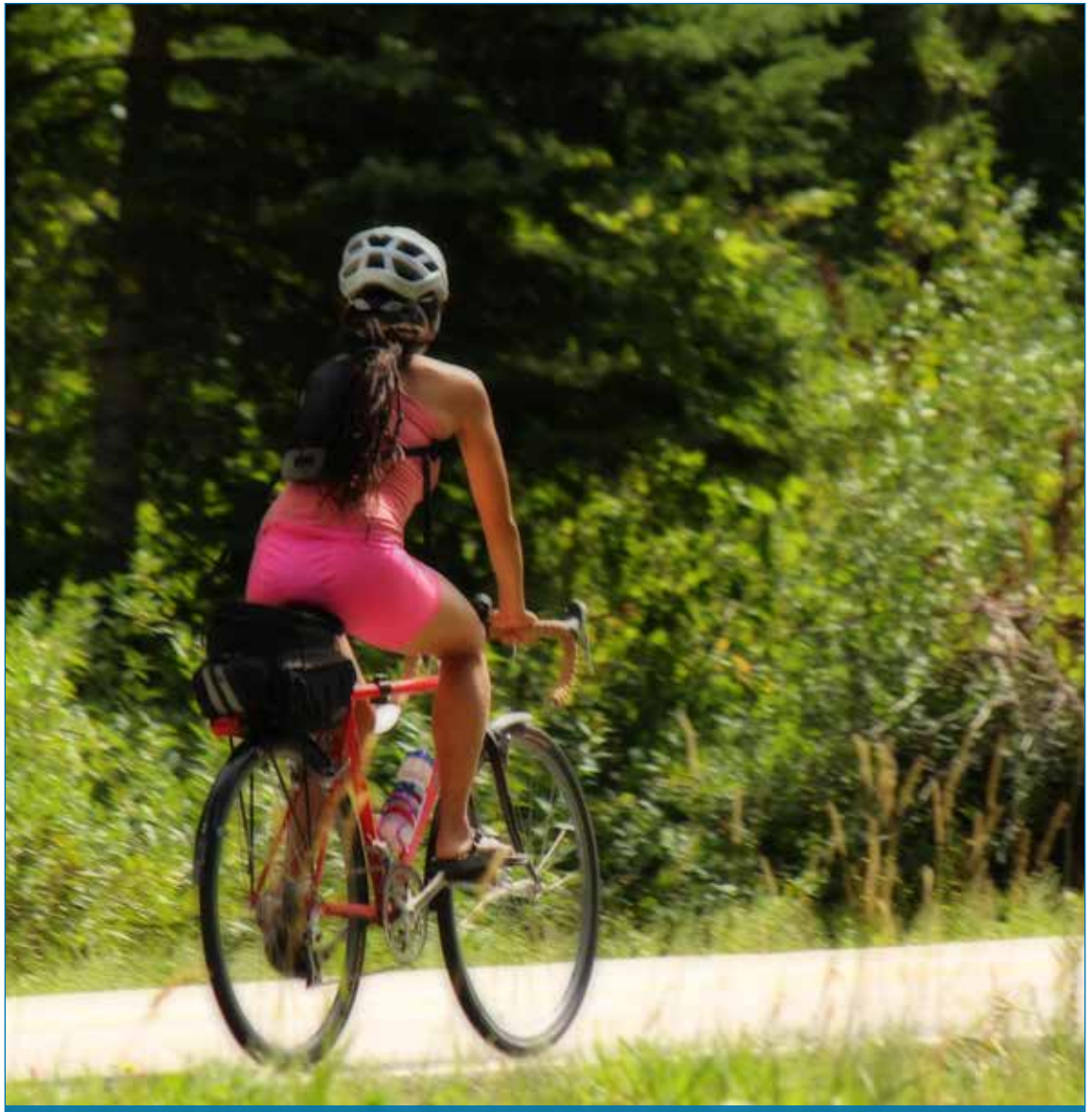
POLICY PF 12

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

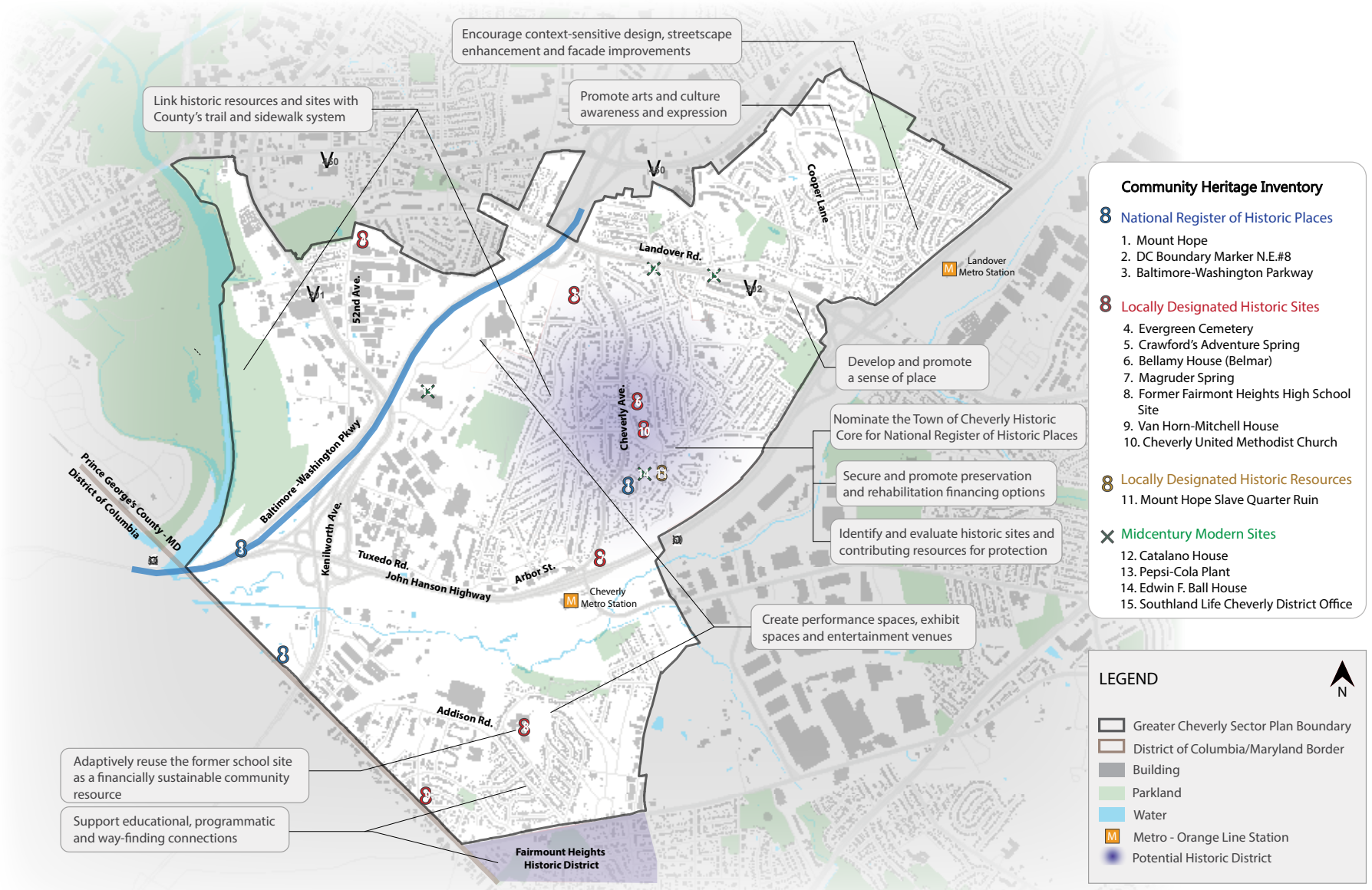
STRATEGIES

PF 12.1 Develop the trail between Bladensburg Waterfront Park (BWP) to Cheverly, including the following implementation recommendations:

- Collaborate with the Town of Cheverly to request that the State Highway Administration fund the design and construction of the bike/pedestrian facility along MD 201 (Kenilworth Avenue), including improvements for the pedestrian crossing of MD 201 (Kenilworth Avenue) at Lloyd Street.
- Collaborate with the Town of Cheverly to fund and construct bike/pedestrian facilities along MD 769 (52nd Avenue) and Lloyd Street.
- Encourage the Town of Cheverly to acquire right-of-way for the trail through private property located within the town.
- Support DPR in submitting a request in its CIP to fund the development of the proposed trail in Cheverly East Park.



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



Map 17. Community Heritage and Culture Element Overview

COMMUNITY HERITAGE AND CULTURE ELEMENT

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

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

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

goal

To preserve existing cultural and historic resources, thereby strengthening the expression of local identity to enhance the area's sense of place.





HISTORIC PRESERVATION

The sector plan area includes two identified locations that are important to preserving the County's historic legacy—Fairmont Heights High School and the Town of Cheverly. Fairmont Heights High School (Historic Site 72-064) will cease operation as a high school in 2017; its future use is uncertain. This element provides implementation strategies to support future adaptive reuse of the school building to preserve its important history and role as a source of pride in the community. The Town of Cheverly is eligible to be listed as a district on the National Register of Historic Places, but has yet to be nominated. Efforts to preserve Cheverly's historic integrity include the continued evaluation and designation of historic properties, outreach to current and future Historic Site property owners to highlight the Town of Cheverly's historic value, and coordination with the Town Council and local officials to designate the Town of Cheverly as a National Register Historic District.

POLICY CH 1

Preserve and protect the architectural heritage of the sector plan area.

STRATEGIES

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

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



District designation can preserve the Town of Cheverly's important architectural heritage and historic fabric.



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

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

POLICY CH 2

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

STRATEGIES

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

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



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



The Edwin Ball House is an example of a Modern Movement dwelling.



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

POLICY CH 3

Protect the character of historic, cultural, and scenic viewsheds in the sector plan area.

STRATEGIES

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



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

POLICY CH 4

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

STRATEGIES

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

CH 4.2 Conduct a feasibility study that examines financially sustainable adaptive reuse and rehabilitation opportunities at the site, including an analysis of potential uses such as affordable housing, senior housing, housing for special-needs populations, community education and recreation, and performing arts and cultural uses.

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

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



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

Fairmount Heights High School, 1401 Nye Street

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

Outmoded and located on too small a site, the building at 1401 Nye Street is closed following the 2016–2017 school year. The new Fairmont Heights High School, serving students from the Seat Pleasant, Chapel Oaks, Fairmount Heights, and Landover communities, is located at 6501 Columbia Park Road.

Fairmont Heights High School alumni and community stakeholders have expressed concern about the future of the historic school building and the potential negative impacts that an extended vacancy would have on the surrounding neighborhood. Many have expressed support for identifying opportunities to find a tenant or tenants for the building, while honoring the school's important history as a center for African-American education in Prince George's County.

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









COMMUNITY CULTURE

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

POLICY CH 5

Promote cultural and arts awareness, exploration, and expression in the sector plan area.

STRATEGIES

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

CH 5.2 Encourage coordination between local nonprofit cultural and heritage organizations, including the Prince George's Arts and Humanities Council, and for-profit arts, culture, music, and educational organizations to foster opportunities for life-long cultural exploration.

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

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



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

POLICY CH 6

Integrate historic resources, sites, and districts in the sector plan area into the County's development pattern by promoting compatible urban design and enhanced transportation connectivity.

STRATEGIES

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

CH 6.2 Link historic resources and assets with the County's trails and sidewalk system, where appropriate.

POLICY CH 7

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

STRATEGIES

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

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



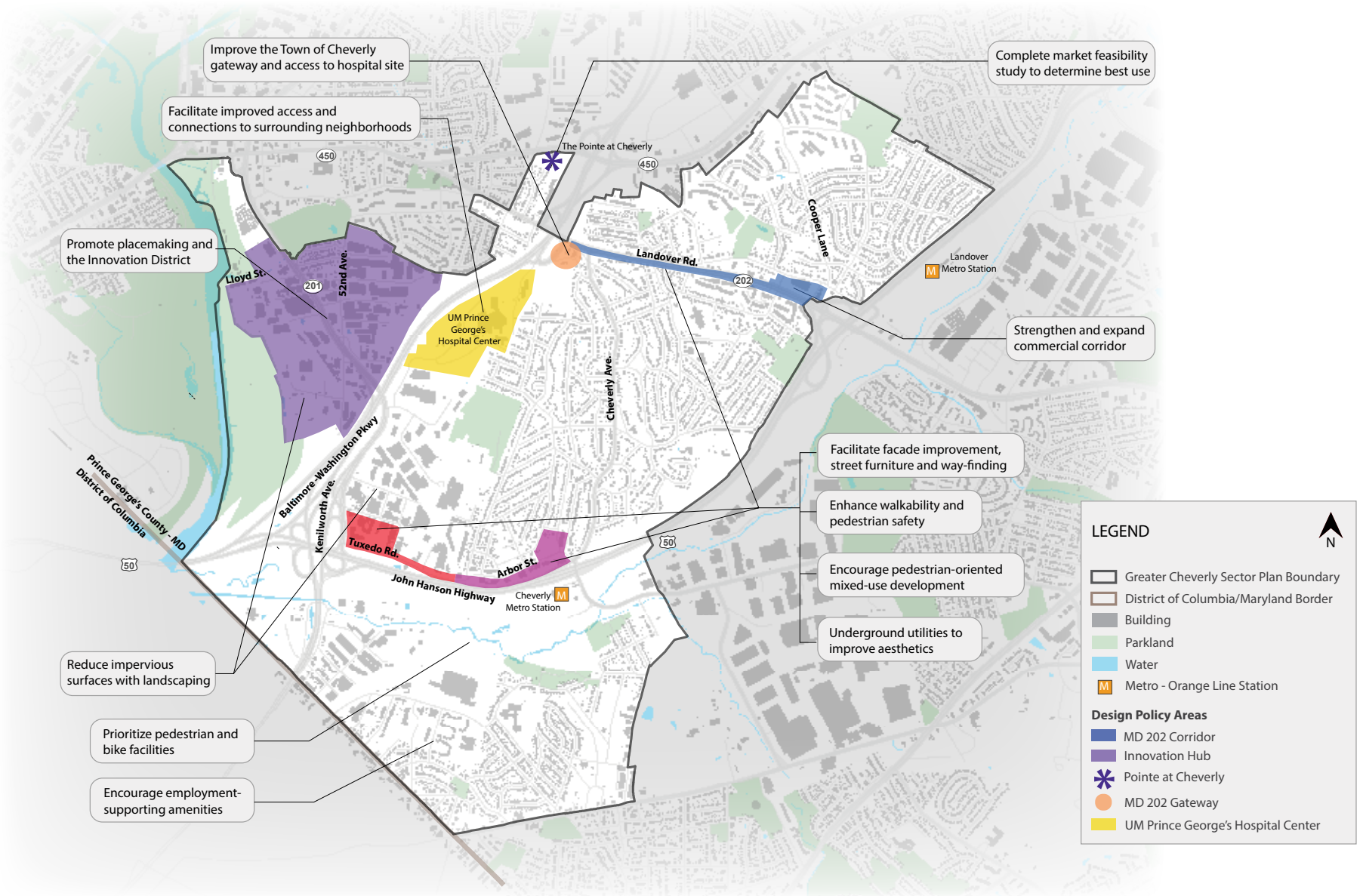
Banners brand business and innovation districts, and contribute to a sense of place.



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



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



Map 18. Design Element Overview

DESIGN ELEMENT

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

However, the area's traditional suburban development patterns—dead-end streets, natural boundaries, and large thoroughfares—make connectivity through and across the sector plan area challenging. Safe pedestrian and bicycle connections across major roads are limited. Commercial areas are generally characterized by older strip commercial buildings set deep behind large surface parking lots. High-speed through-traffic and auto-centric building design limit opportunities for public gathering and pedestrian-focused shopping patterns. Community residents have expressed a desire for more pedestrian-scale development and design changes that can facilitate new opportunities for public gatherings, connections, and retail experiences.

In recent years, the sector plan area has experienced some commercial reinvestment, including the development of a new Aldi grocery store. However, many retail and commercial buildings are dated and show signs of deferred maintenance, particularly along MD 459 (Arbor Street). The regional real estate market has rebounded, which has improved the local market; new redevelopment opportunities are on the horizon, including the proposed mixed-use development on Addison Road, the relocation of Fairmont Heights High School operations to a new facility, the transfer of medical services at the University of Maryland Prince George's Hospital Center to the University of Maryland Capital Region Medical Center in Largo, and the acquisition of the Pointe at Cheverly properties by the Redevelopment Authority and the Town of Cheverly. Each of these impending changes in the sector plan area provide opportunities to create new neighborhood destinations and amenities. The policies and strategies that follow provide a foundation for walkability and connection, and the strengthening of the sector plan area's distinct neighborhoods and placemaking efforts.

goal

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

POLICY UD 1

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

STRATEGIES

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

UD 1.2 Facilitate property owner access to funding for façade improvements, street furniture, and wayfinding elements that reflect a cohesive character throughout the MD 202 (Landover Road) commercial area.

UD 1.3 Improve pedestrian connections and safety by improving or closing the MD 202 (Landover Road) entrance to the Aldi Shopping Center and implementing landscaped walkways and islands throughout the parking lot.



Infill development of surface parking around the Kilmer Street and MD 202 (Landover Road) intersection can create new opportunities for pedestrian-oriented retail and services.

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

UD 1.5 Following the redevelopment of the University of Maryland Prince George's Hospital Center site, support redevelopment along MD 202 (Landover Road) to create a cohesive commercial corridor between the Baltimore-Washington Parkway and US 50 (John Hanson Highway).

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

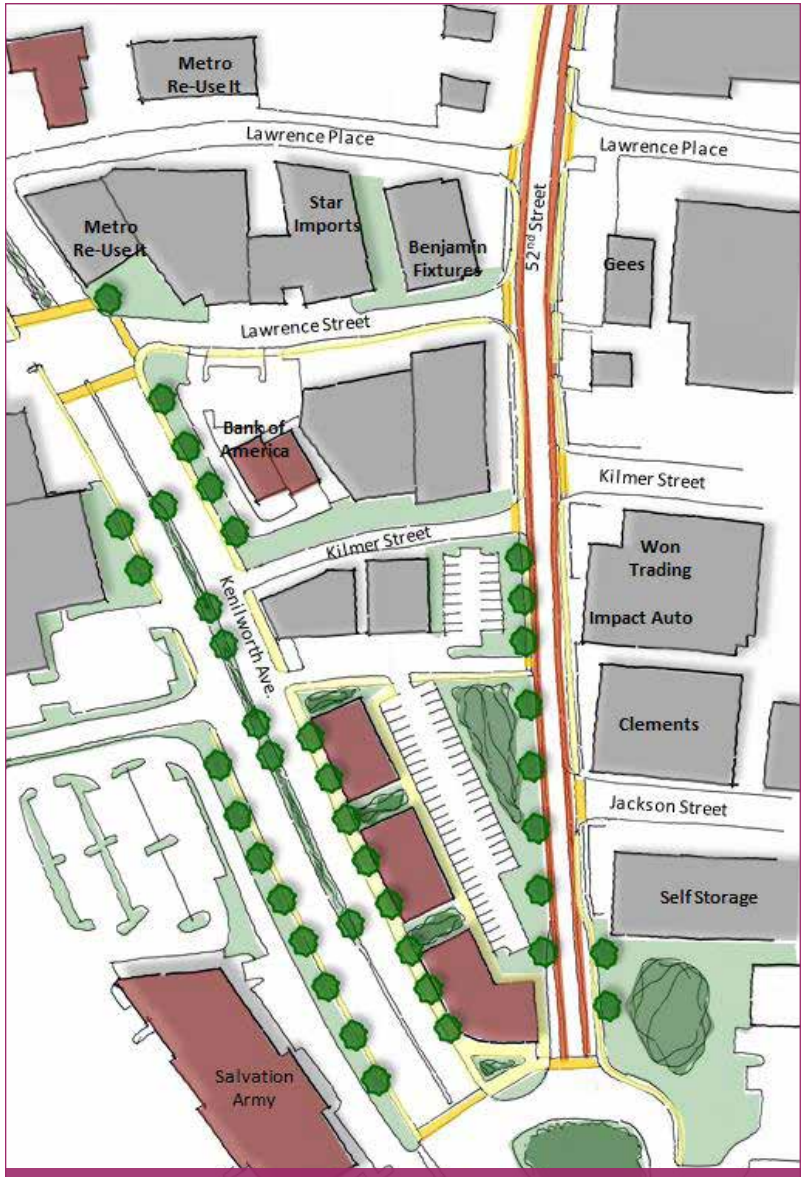
UD 1.7 Ensure that new development and redevelopment reflects urban design best practices by reducing setbacks, strengthening on-site pedestrian pathways, and connecting roads to enhance walkability.







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



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

POLICY UD 2

Support the establishment of an innovation district for the industrial areas near MD 769 (52nd Avenue) to strengthen the business environment, encourage pedestrian access, and attract employment-supporting amenities.

STRATEGIES

UD 2.1 Develop a central green space at MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue) that is complemented by increased permeable groundcover and landscape improvements.

UD 2.2 Promote ongoing creative installations and programming.

UD 2.3 Construct pedestrian and bike facilities along Lloyd Street in conjunction with the development of the bicycle trails in the sector plan area.

UD 2.4 Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.

POLICY UD 3

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

STRATEGIES

UD 3.1 Complete a market feasibility study to determine the highest and best use of each site.

UD 3.2 Implement urban design best practices, to include reduced setbacks and multimodal access.

POLICY UD 4

Redevelop the Cheverly Professional Buildings at the Town of Cheverly Gateway along MD 202 (Landover Road) to diversify tenants and uses, and to facilitate improved access to the University of Maryland Prince George's Hospital Center site.

STRATEGIES

UD 4.1 Increase vehicular visibility at the entrance to the Town of Cheverly to improve pedestrian and bicyclist safety.

UD 4.2 Encourage site redevelopment that diversifies the commercial mix to include local-serving retail, a pocket park, plaza or other public space.

UD 4.3 Prioritize improved visibility, connection, and access to future redevelopment at the University of Maryland Prince George's Hospital Center site by redesigning the entrance from the Town of Cheverly Gateway.



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

CHEVERLY PROFESSIONAL BUILDING REDEVELOPMENT SCENARIOS

The following conceptual drawings illustrate three redevelopment scenarios that celebrate the northern entry into the Town of Cheverly, contribute to walkable development along the MD 202 (Landover Road) Corridor, and improve access to the hospital site. However, any new development or redevelopment will respond to the plan's vision and market demand; new road configurations will be determined by the Town of Cheverly, the Department of Public Works and Transportation, and the State Highway Administration.

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



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



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





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

POLICY UD 5

Support the evolution of MD 459 (Arbor Street and Tuxedo Road) between Cheverly Avenue and the CSX Railroad bridge into a pedestrian-oriented, mixed-use new Main Street destination with improved street design that encourages access and safe travel between the Town of Cheverly and the Cheverly Metro Station.

STRATEGIES

UD 5.1 Connect existing sidewalks and expand the sidewalk network to both sides of MD 459 (Arbor Street).

UD 5.2 Encourage and facilitate undergrounding of utilities in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.

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

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

UD 5.5 Encourage pedestrian-scale, mixed-used development, to include multifamily housing and retail, at the corner of Belleview Avenue and MD 459 (Arbor Street).

POLICY UD 6

Encourage the revitalization of MD 459 (Tuxedo Road) into a pedestrian-oriented, mixed-use retail destination with improved street design to support the establishment of a new main street along MD 459 (Arbor Street) leading to, and within, the Town of Cheverly. See Policy LU 2.

STRATEGIES

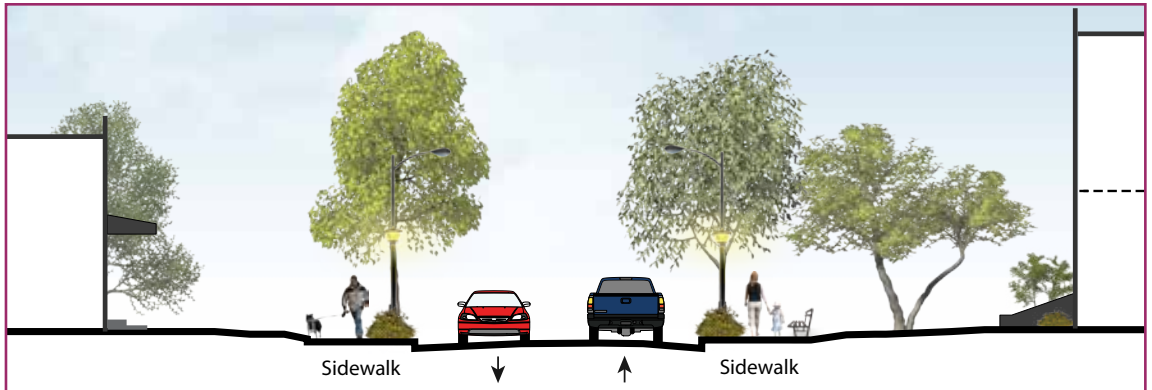
UD 6.1 Connect existing sidewalks and expand the sidewalk network to both sides of MD 459 (Tuxedo Road).

UD 6.2 Reduce impervious surfaces on lots between buildings and sidewalks, and replace with vegetation and pervious paving to improve stormwater runoff and visual quality.

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

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

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



Pedestrian safety improvements along MD 459 (Arbor Street) can create a new main street destination in the Town of Cheverly.



Sidewalk improvements, landscaping, and facade enhancement can improve the pedestrian experience along MD 201 (Kenilworth Avenue) and MD 459 (Tuxedo Road).

POLICY UD 7

Facilitate redevelopment of the University of Maryland Prince George's Hospital Center site that prioritizes connections to the surrounding neighborhoods.

STRATEGIES

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

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

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

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

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



UNIVERSITY OF MARYLAND PRINCE GEORGE'S HOSPITAL CENTER CONCEPTUAL DRAWINGS

The following conceptual drawings are presented as potential redevelopment scenarios for University of Maryland Prince George's Hospital Center site, following the opening of the University of Maryland Capital Region Medical Center at Largo Town Center. Each of these scenarios include the existing Gladys Spellman Specialty Hospital & Nursing Center building and the Prince George's County Health Department building, which will remain in use on the site following relocation. These scenarios incorporate a mix of uses with an emphasis on residential development; however, any new development or redevelopment will respond to the plan's vision and market demand.

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



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



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



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




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SECTION 4
IMPLEMENTATION

TIMELINE AND STAKEHOLDER COORDINATION

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

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

Implementation timeframes are as follows:

Short-term: Strategies intended to be implemented by 2023. These strategies may require fewer resources, and so they may be easier to accomplish in the near-term. Alternately, they may be high-priority strategies that lay the foundation for the implementation of later strategies.

Mid-term: Strategies intended to be implemented between 2023 and 2028. These strategies may require interagency collaboration or additional resources prior to implementation.

Long-term: Strategies intended to be implemented beyond 2028. These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets shift favorably to support full implementation.

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

IMPLEMENTATION MATRICES

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

- M-NCPPC—The Maryland-National Capital Park and Planning Commission
- DPW&T—Prince George's County Department of Public Works and Transportation
- WMATA—Washington Metropolitan Area Transit Authority
- SHA—Maryland State Highway Administration
- DPIE—Prince George's County Department of Permitting, Inspections and Enforcement
- BOE—Prince George's County Board of Education
- PGCMLS—Prince George's County Memorial Library System
- DoE—Prince George's County Department of the Environment
- MHT—Maryland Historical Trust
- NPS—National Park Service
- DHCD—Prince George's County Department of Housing and Community Development
- HOA—Homeowners' Association
- DPR—Prince George's County Department of Parks and Recreation
- PGCPS—Prince George's County Public Schools
- EDC—Prince George's County Economic Development Corporation
- PGAHC—Prince George's County Arts and Humanities Council

Table 2. Land Use Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
POLICY LU 1: Redevelop the University of Maryland Prince George's Hospital Center site into a mixed-use neighborhood after the hospital ceases operation.			
LU 1.1	Rezone the University of Maryland Prince George's Hospital Center site to allow medium- to medium- high-density residential development, along with other forms of development that support residential living and walkability, including a mix of uses such as retail, entertainment, personal, and other services.	Short	County Council, Property Owner(s), EDC, M-NCPPC
LU 1.2	Ensure that future development is compatible with surrounding neighborhoods while providing new residential options through a mix of housing types and tenures, including units to meet the needs of seniors and other special needs populations.	Mid	Property Owner(s), M-NCPPC, County Council
LU 1.3	Prioritize site design that is environmentally sensitive, preserves natural areas and publicly accessible recreational and open spaces, respects natural features, and promotes sustainability.	Mid	Property Owner(s), County Council, M-NCPPC
LU 1.4	Include public gathering areas such as patios, plazas, benches, and dog parks.	Mid	M-NCPPC, PGAHC, Property Owner(s)
LU 1.5	Incorporate any remaining medical uses at the University of Maryland Prince George's Hospital Center into overall site design so that they integrate seamlessly with new development.	Mid	Property Owner(s)
LU 1.6	Prioritize access to the site through improvements to ingress and egress routes, as well as new connections to the existing street grid in the Town of Cheverly at Lockwood Road and Inwood Street.	Mid	Town of Cheverly, DPW&T, SHA, M-NCPPC, Property Owner(s)

Table 2. Land Use Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy LU 2: Define the Local Transit Center (LTC) boundary to focus redevelopment at the Cheverly Metro Station and along the MD 459 (Arbor Street and Tuxedo Road) corridor east of the CSX railroad tracks, and to limit development in the floodplain.			
LU 2.1	Promote redevelopment from east of the CSX Railroad tracks along MD 459 (Tuxedo Road and Arbor Street) to Cheverly Avenue in order to allow a mix of residential, retail, and office uses.	Short	Property Owner(s)
LU 2.2	Facilitate parcel assembly from east of the CSX Railroad tracks along MD 459 (Tuxedo Road and Arbor Street) to encourage redevelopment in the Local Transit Center and implement the vision of a walkable main street.	Short	Property Owner(s)
LU 2.3	Support redevelopment at the Cheverly Metro Station to allow a mix of residential, retail, and office uses, while ensuring the preservation of surrounding environmentally sensitive lands.	Mid	WMATA
Policy LU 3: Adaptively reuse the former Fairmont Heights High School site (Historic Site 72-064) at 1401 Nye Street as a financially sustainable community resource.			
LU 3.1	Rezone the Fairmont Heights High School property at 1401 Nye Street (currently R-55) to allow for small-scale, low-intensity, and mixed-use development, including commercial development that provides goods and services serving the needs of neighborhood residents such as retail sales and services, personal services, educational and institutional uses, arts and entertainment uses, and multifamily residential.	Short	County Council, Property Owner(s), M-NCPPC

Table 2. Land Use Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy LU 4: Preserve industrial uses west of the CSX Railroad tracks along MD 459 (Tuxedo Road), MD 201 (Kenilworth Avenue), and south of US 50 in order to capitalize on the area's strategic locational advantages, strengthen the local economy, and increase employment in Prince George's County.			
LU 4.1	Protect industrial uses that are important for the County's economic growth.	Short	County Council, Property Owner(s), EDC
LU 4.2	Allow the inclusion of retail and commercial uses in the industrial areas to serve residents, businesses, and their employees.	Mid	Property Owner(s), County Council
LU 4.3	Mitigate negative impacts of industrial uses on surrounding neighborhoods through the inclusion of buffers—such as landscaping, screening, or other measures—that limit noise, pollution, stormwater runoff, and unsightly properties.	Mid	M-NCPPC, Property Owner(s), County Council
Policy LU 5: Limit new development in the floodplain, and encourage maintenance and repair of existing properties.			
LU 5.1	Consider rezoning properties located in the 1% Annual Chance (100-year) Floodplain (see Map 4) in order to limit further development and maintain the primary use of the land for the preservation and protection of significant environmental features and functions.	Long	County Council, M-NCPPC, DoE, Property Owner(s)
LU 5.2	Preserve and protect natural resources in the sector plan area while providing for their use and enjoyment, including recreation and entertainment, visitor accommodation, and supporting public facilities.	Long	M-NCPPC, Property Owner(s)
LU 5.3	Ensure any new development is designed to be compatible with ecological preservation and protection efforts.	Long	County Council, M-NCPPC, Property Owner(s)

Table 2. Land Use Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy LU 6: Protect neighborhood character while providing opportunities for residential housing choice.			
LU 6.1	Facilitate infill development and redevelopment that is compatible with neighborhood context and character.	Mid	M-NCPPC, Property Owner(s)
LU 6.2	Encourage development that provides for residential housing choice, affordability, and diversity with varying housing types, densities, and designs including multifamily, two-family, three-family, and townhouse dwellings; small-lot, single-family detached dwellings; live/work units; and accessory apartments. Potential locations include: • Prince George's Hospital Center property • The former Fairmont Heights High School site (1401 Nye Street) • Judith P. Hoyer Early Childhood Center • "Addison Row" property • The Pointe at Cheverly property	Mid	
Policy LU 7: Strengthen MD 202 (Landover Road) as a commercial corridor that accommodates a mix of uses and provides local shopping, dining, and gathering opportunities for residents in the surrounding areas.			
LU 7.1	Promote infill development and redevelopment on commercially zoned properties that concentrate retail sales and services, office, and dining establishments near existing activity nodes.	Long	Property Owner(s)
LU 7.2	Encourage development that is pedestrian-oriented and serves to strengthen MD 202 (Landover Road)'s sense of place as a main street to surrounding residential neighborhoods.	Long	Property Owner(s)
LU 7.3	Ensure that redevelopment and infill development are consistent with the context and character of the surrounding neighborhoods.	Long	Property Owner(s), M-NCPPC, County Council

Table 2. Land Use Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
LU 7.4	Encourage medium-density residential development on the upper floors of nonresidential establishments.	Long	Property Owner(s), County Council
LU 7.5	Consider future rezoning of residential properties fronting on MD 202 (Landover Road) to accommodate neighborhood-serving retail, services, and dining, and to extend the commercial corridor from the existing retail node at the intersection with Kilmer Street toward future redevelopment of the University of Maryland Prince George's Hospital Center site.	Long	M-NCPPC, County Council, Property Owner(s)
Policy LU 8: Catalyze revitalization in the MD 201 (Kenilworth Avenue) industrial area to strengthen the business environment, encourage pedestrian access, and attract employment-supporting amenities.			
LU 8.1	Ensure that zoning for parcels fronting MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue) allow the inclusion of employment-serving retail, commercial, and mixed uses.	Short	County Council, M-NCPPC
LU 8.2	Facilitate redevelopment and façade improvements to key properties near the intersection of MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue) to create a visual focus within the industrial district.[a]	Long	Property Owner(s), RDA
LU 8.3	Create a pedestrian-friendly gathering space that improves aesthetics and provides a public amenity by making improvements in the public right-of-way at the intersection of MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue).	Mid	M-NCPPC, SHA
LU 8.4	Incorporate streetscaping, landscaping, and public art to improve the area's visual appeal.	Mid	M-NCPPC, EDC, SHA, DPW&T, Property Owner(s), PGAHC

a Subsequent to approval of this Sector Plan but prior to its publication, the Prince George's County Redevelopment Authority (RDA) created a commercial façade improvement program similar to that recommended in Strategy EP 1.7

Table 2. Land Use Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
LU 8.5	Conduct an inventory and evaluation of industrial property conditions in the area to determine which properties have high levels of pollution or contamination due to industrial uses.	Short	TBD
Policy LU 9: Redevelop the properties owned by the Redevelopment Authority and the Town of Cheverly known as "The Pointe at Cheverly."			
LU 9.1	Conduct a market analysis and feasibility study to identify the most appropriate use for the redevelopment of the site.	Short	Town of Cheverly, RDA, M-NCPPC
LU 9.2	Release a Request for Proposals (RFP) for redevelopment based on market study findings that aligns with recommended commercial development along the MD 450 corridor as recommended in the 2009 *Approved Port Towns Sector Plan*.	Short	RDA
Policy LU 10: Eliminate split-zoned properties.			
LU 10.1	Ensure that each parcel is zoned to implement the future land use and development recommendations of this plan. Properties include the following: • 60th Avenue (Tax ID 2062321): Currently zoned I-1 (light industrial) and R-55 (One-Family Detached Residential), this parcel should be zoned for single-family residential use. • 4601 Annapolis Road (Tax ID 0146241): This property is owned by the M-NCPPC. Currently zoned C-S-C (Commercial Shopping Center) and O-S (Open Space), this parcel should be zoned to support park and recreation uses.	Short	M-NCPPC, County Council

Table 3. Economic Prosperity Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy EP 1: Enhance MD 202 (Landover Road) as the Sector Plan area's main street, with a focus on increasing walkability, providing gathering places, and diversifying retail and commercial offerings.			
EP 1.1	Adopt a main street economic development approach to strengthening MD 202 (Landover Road) as a retail and commercial destination, with the first phase of improvements focused at the existing retail node centered around the intersection of MD 202 (Landover Road) and Kilmer Street.	Short	EDC, Town of Cheverly, Business Owners
EP 1.2	Create and support the organization of an MD 202 (Landover Road) business association to facilitate collaboration between community stakeholders, business and Property Owner(s), public agencies, and private investors.	Short	EDC, Town of Cheverly, Business Owners
EP 1.3	Develop a MD 202 (Landover Road) commercial district brand and identity that reflects local community character and markets the area as a retail destination.	Short	EDC, Town of Cheverly, Business Owners
EP 1.4	Support ongoing coordination between businesses, residents, and public agencies regarding issues relating to streetscaping, capital, and public space improvements.	Mid	EDC, DPW&T, SHA, Business Owners
EP 1.5	Encourage commercial property owners to locate temporary public events—such as farmers markets, vendor fairs, family events, and arts and cultural events—in parking lots and other underutilized areas in order to increase foot traffic and strengthen local retail visits.	Short	EDC, Town of Cheverly, Business Owners
EP 1.6	Conduct outreach and provide technical assistance to businesses and Property Owner(s) to identify grants, encourage physical improvements, and diversify tenants.	Short	EDC

Table 3. Economic Prosperity Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
EP 1.7	Develop a façade improvement program that assists local Property Owner(s) with dated building exteriors and improves commercial district aesthetics and retail attraction.[a]	Short	RDA
EP 1.8	Collaborate with property owners to help shape, support, and encourage redevelopment or improvements to their parcels to enhance the visual quality of the area and create new commercial opportunities and public outdoor gathering spaces.	Mid	EDC, Town of Cheverly, Business Owners, M-NCPPC
EP 1.9	Encourage property owners to extend pedestrian-oriented retail opportunities along the length of MD 202 (Landover Road) between US 50 (John Hanson Highway) and the Baltimore-Washington Parkway as the real estate market evolves.	Long	EDC, Town of Cheverly, Business Owners,
EP 1.10	Support redevelopment of commercial properties located at the intersection of Hospital Drive and MD 202 (Landover Road) to provide an additional retail node along the main street and new opportunities for retail and public gathering. Redevelopment should coordinate with future development at the University of Maryland Prince George's Hospital Center property and any future redesign of Hospital Drive.	Long	Property Owner(s), EDC
EP 1.11	Facilitate installation of coordinated gateway artwork near the intersections of MD 202 (Landover Road), the Baltimore-Washington Parkway, and US 50 (John Hanson Highway) in order to clearly mark the main street and define a sense of place.	Mid	EDC, SHA, Town of Cheverly, Business Owners, PGAHC

a Subsequent to approval of this Sector Plan but prior to its publication, the Prince George's County Redevelopment Authority (RDA) created a Commercial Property Improvement Program similar to that recommended in Strategy EP 1.7.

Table 3. Economic Prosperity Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy EP 2: Create the social and physical infrastructure to support mixed-use redevelopment along MD 459 (Tuxedo Road and Arbor Street).			
EP 2.1	Conduct a feasibility study of the commercial and residential mixed-use redevelopment potential of properties located along MD 459 (Arbor Street and Tuxedo Road), including key opportunity sites such as the Judith P. Hoyer Early Childhood Center, the Cheverly Metro Station, and the property at 5000 Tuxedo Road (Tax Account 0131706).	Short	M-NCPPC, Town of Cheverly, Property Owner(s)
EP 2.2	Establish a Redevelopment Group comprised of local stakeholders and Property Owner(s) to champion redevelopment in the area.	Short	Town of Cheverly, Property Owner(s), Business Owners
EP 2.3	Encourage the Redevelopment Group, Property Owner(s), and the Town of Cheverly to implement pilot projects and pop-up events that support the vision for revitalization and catalyze redevelopment interest in the area.	Short	Town of Cheverly, Property Owner(s), Business Owners
Policy EP 3: Prioritize code enforcement and nuisance abatement.			
EP 3.1	Implement the recommendations in Prince George's County's 2013 Property Standards Reform Action Plan.	Short	Property Owner(s)
EP 3.2	Collaborate with businesses in need of assistance to bring their properties into compliance through advanced notification of enforcement, technical assistance, and identification of funding needs and sources.	Mid	EDC, Town of Cheverly, Business Owners
EP 3.3	Identify high-impact opportunities to enhance appearance and environmental performance beyond minimum standards. Support partnerships between Property Owner(s) and the County to implement and promote best practice standards.	Mid	Town of Cheverly, Business Owners

Table 3. Economic Prosperity Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
EP 3.4	Coordinate capital improvements with owner-initiated improvement efforts so that public investments support the initiative of private Property Owner(s) who organize with their neighbors to improve private property conditions.	Mid	EDC, Town of Cheverly, Business Owners, Property Owner(s)
Policy EP 4: Designate and support the launch of an industrial business improvement district (BID) in the industrial areas.			
EP 4.1	Launch a BID and develop a long-term funding and institutional support strategy in order to support ongoing business organization and business development activities in the area.	Long	EDC, Town of Cheverly, Business Owners
EP 4.2	Create a front-office function for implementing revitalization by assigning a dedicated BID staff person to serve as a primary point of contact for the program, monitor progress on a more specific implementation work plan, undertake implementation activities not delegated to other public or private entities, and prioritize and coordinate activities of collaborating implementers. The following activities are key to supporting the success of the industrial improvement: • Business organization. • Industrial area marketing, branding, and business attraction and retention. • Technical assistance and portal to available funding for businesses and Property Owner(s) interested in property improvements, attracting tenants and relationship building with environmental and innovation/technology focused entities to advance more sustainable, technology-focused land use in the area. • Coordination and liaison among businesses, residents, and government agencies around issues of enforcement and redevelopment. • Assistance and coordination with continued planning in the area. • Resource gathering to the area and the implementation of a funding strategy	Mid	M-NCPPC, Town of Cheverly, Business Owners

Table 3. Economic Prosperity Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy EP 5: Strengthen regional industrial real estate market competitiveness through improved visual and environmental conditions.			
EP 5.1	Encourage facility improvements as uses develop to support upgrades to parking, storage, and loading docks.	Short	Property Owner(s), Business Owners
EP 5.2	Facilitate business connections to federal, state, County, and other funding sources that can increase business operations and facility improvements.	Mid	EDC, Town of Cheverly, Property Owner(s), Business Owners
EP 5.3	Address lack of buffering between housing and industrial activities by requiring the incorporation of additional fencing and vegetation to screen industrial uses.	Mid	Town of Cheverly, Property Owner(s), County Council
EP 5.4	Promote the County's Rain Check Program to Property Owner(s) in order to support improved access to financial assistance for vegetative screening and stormwater improvements.	Short	EDC, Town of Cheverly, Property Owner(s), Business Owners
EP 5.5	Coordinate economic revitalization and urban design strategies in the industrial areas.	Mid	M-NCPPC, EDC
Policy EP 6: Establish an innovation district in the industrial areas west of the Baltimore-Washington Parkway centered around the intersection of MD 769 (52nd Avenue) and MD 201 (Kenilworth Avenue).			
EP 6.1	Encourage the inclusion of small-scale facilities to accommodate innovative, light-industrial production, such as co-working and "maker" spaces, shared commercial kitchens, start-up incubators, and other entrepreneurial enterprises.	Mid	Town of Cheverly, Property Owner(s), Business Owners
EP 6.2	Encourage the inclusion of new smaller-scale retail to provide dining and convenience shopping options for employees and consumers.	Mid	EDC, Town of Cheverly, Property Owner(s)
EP 6.3	Develop districtwide branding, marketing, and technical assistance to property and business owners to support the attraction of new businesses and jobs.	Short	EDC, Town of Cheverly, Property Owner(s), Business Owners

Table 3. Economic Prosperity Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy EP 7: Allow temporary uses that can contribute economic benefits through minimal improvements while vacant and underutilized properties await full redevelopment.			
EP 7.1	Reduce regulatory barriers to the establishment of creative, desirable temporary uses that advance the objectives and placemaking principles necessary for revitalization, including interventions such as pop-up parks, public art, landscaping, and public events.	Short	M-NCPPC, County Council, DPIE, PGAHC
EP 7.2	Establish appropriate standards, such as screening and mitigation of environmental impacts, which govern less desirable but permitted uses, allowing such uses to make a positive economic contribution.	Short	M-NCPPC, County Council
Policy EP 8: Support the attraction and retention of high-quality jobs in the area.			
EP 8.1	Improve public transit connections and service to industrial areas, with particular attention to expanding service in off-peak hours to meet the needs of shift workers and others working nonbusiness hours.	Long	WMATA, SHA, DPW&T
EP 8.2	Support small-scale retail, convenience, and dining uses, where appropriate, to provide amenities to area workers, improve marketability of properties, and support revitalization goals.	Long	EDC, Town of Cheverly, Business Owners, Property Owner(s)
EP 8.3	Facilitate connection to the Small Business Administration, the Economic Development Corporation, Financial Services Corporation, Maryland Department of Commerce, Maryland Technology Development Corporation (TEDCO) and other potential funding sources to support workforce development and increase hiring in the area.	Mid	EDC, Town of Cheverly, Business Owners
EP 8.4	Encourage employers to create additional high-quality jobs by supporting workforce development partnerships with the Economic Development Corporation (EDC) and local community colleges, vocational schools, and universities.	Mid	EDC, Town of Cheverly, Business Owners

Transportation And Mobility

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

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

Table 4. Transportation and Mobility Element

Strategy	New / Existing	Project Category	Facility Number	Location	Location / Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ yrs)	Coordinating Partners
Policy TM 1: Encourage Complete Streets and Connectivity							
TM 1.1	New	Pedestrian		All residential streets	Evaluate the construction of sidewalks along all residential streets.	Long	Town of Cheverly, DPW&T
TM 1.2	New	Pedestrian	P-215	Old Landover Road	Evaluate the installation of high-visibility crosswalks, ADA-compliant curb ramps, accessible pedestrian signals, and pedestrian-scaled lighting throughout, and evaluate the construction of sidewalks from MD 202 (Landover Road) to Gramby Street	Mid	DPW&T
TM 1.2		Complete Streets			Evaluate the installation of high-visibility crosswalks, ADA-compliant curb ramps, accessible pedestrian signals, and pedestrian-scaled lighting, and evaluate and implement traffic calming elements, on the following streets:		
			C-408	Addison Road		Mid	DPW&T
			P-207	Cheverly Avenue		Mid	Town of Cheverly
			C-225	Cooper Lane		Mid	DPW&T
			I-204	MD 459 (Arbor Street/ Tuxedo Road)		Mid	SHA
			C-222	MD 769 (52nd Avenue)		Mid	SHA

Table 4. Transportation and Mobility Element

Strategy	New / Existing	Project Category	Facility Number	Location	Location / Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ yrs)	Coordinating Partners
TM 1.2		Complete Streets	C-411	Columbia Park Road	Evaluate the installation of high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting. Evaluate and implement traffic calming elements, and effective improvements to enhance pedestrian and bicyclist safety along the Columbia Park Road bridge, including a crash worthy barrier to physically separate pedestrians and bicyclists from moving motor vehicle traffic.	Short	DPW&T, SHA
TM 1.3		Bicycle		Multiple	Promote improved and expanded bicycle parking for short- and long-term uses at the Cheverly Metro Station, hospital site, the Cheverly Town Hall, Cheverly Swim and Racquet Club, and parks.	TBD	WMATA, Town of Cheverly, Property Owner(s)
TM 1.4		Bicycle Pedestrian	T-25	Near Columbia Park Road Bridge	Evaluate and implement a pedestrian and bicycle bridge (T-25) crossing the Amtrak Northeast Corridor and US 50 (John Hanson Highway) as part of the redevelopment of the Cheverly Metro Station or the industrial area along MD 459 (Tuxedo Road and Arbor Street).	Long	SHA, WMATA, TBD
TM 1.5 LU 8.6 PF 11.1		Bicycle Pedestrian Complete Streets			Evaluate the potential of a bicycle/pedestrian connection between the Town of Cheverly and the Bladensburg Waterfront Park Trail with the following component facilities:	Mid	

Table 4. Transportation and Mobility Element

Strategy	New / Existing	Project Category	Facility Number	Location	Location / Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ yrs)	Coordinating Partners
			T-23	Lloyd Street	Shared Use Path between Bladensburg Waterfront Park Trail and MD 769 (52nd Avenue)	Mid	M-NCPPC, DPW&T
			C-222	MD 769 (52nd Avenue)	Shared Use Path from Lloyd Street to MD 201 (Kenilworth Avenue)	Mid	SHA
			A-14	MD 201 (Kenilworth Avenue)	Shared Use Path from MD 769 (52nd Avenue) to Lydell Road	Mid	SHA
			P-218	Lydell Road	Bicycle Lanes from MD 201 (Kenilworth Avenue) to Schuster Drive	Mid	DPW&T
			P-219	Schuster Drive	Bicycle Lanes from Lydell Road to Craftsman Circle	Mid	DPW&T
			T-24	New	Shared Use Path from Craftsman Circle to Crest Avenue	Mid	TBD
			P-212	Crest Avenue	Shared Lane Markings (Sharrows) from Lockwood Road to 59th Avenue	Mid	DPW&T
			P-212	59th Avenue	Shared Lane Markings (Sharrows) from Crest Avenue to MD 459 (Arbor Street)	Mid	DPW&T

Table 4. Transportation and Mobility Element

Strategy	New / Existing	Project Category	Facility Number	Location	Location / Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ yrs)	Coordinating Partners
TM 1.5		Complete Streets			Evaluate the potential of constructing the facilities in Table 1 not otherwise identified above.	TBD	DPW&T, SHA
TM 1.6		Bicycle Pedestrian	T-20	Lower Beaverdam Creek Trail	Evaluate the potential of constructing a shared use path between the Cheverly Metro Station and Englewood Avenue	Long	TBD
TM 1.6		Bicycle Pedestrian	T-21	Lower Beaverdam Creek Trail	Evaluate the potential of constructing a shared use path between Englewood Avenue and Doewood Lane	Long	TBD
TM 1.6		Bicycle Pedestrian	T-22	Lower Beaverdam Creek Trail	Evaluate the potential of constructing a shared use path between Doewood Lane and the Anacostia River Trail	Long	TBD
Policy TM 2: Balance comfort and safety of all road users							
TM 2.1	New	Bicycle Pedestrian Complete Streets			Evaluate the installation/construction of the following on-street bicycle facilities:		
			C-408	Addison Road	Buffered bicycle lanes from Eastern Avenue to Sheriff Road	Mid	DPW&T
			C-225	Cooper Lane	Bicycle Lanes from MD 450 (Annapolis Road) to Old Landover Road	Mid	DPW&T
			A-20	MD 202 (Landover Road)	Protected bicycle lanes and buffered sidewalks from US 50 (John Hanson Highway) to the Baltimore Washington Parkway	Mid	SHA
			P-217	North Englewood Drive	Shared Lane Markings (sharrows) from Addison Road to the Jesse J. Warr Recreation Center	Short	DPW&T

Table 4. Transportation and Mobility Element

Strategy	New / Existing	Project Category	Facility Number	Location	Location / Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ yrs)	Coordinating Partners
TM 2.4		Complete Streets	A-20 I-204 C-411 P-207	MD 202 (Landover Road MD 459 (Tuxedo Road) MD 459 (Arbor Street) Columbia Park Road Cheverly Avenue	Use photo red-light enforcement at selected intersections and investigate the use of new technologies, such as photo-red light enforcement, along the designated pedestrian improvement corridors.	TBD	DPW&T, SHA
TM 2.5 TM 2.6 TM 2.7		Complete Streets	A-20	MD 202 (Landover Road)	Evaluate the installation of high visibility crosswalks, ADA curb ramps, accessible pedestrian signals, and pedestrian scaled lighting. Evaluate the best locations for additional pedestrian crossings, off-peak signal timing changes to reduce pedestrian wait times; removal of right turn slip-lane connecting to Cheverly Avenue, and feasibility of pedestrian crossing signals at Cheverly Avenue.	Short	SHA
TM 2.1 TM 2.5 TM 2.7		Complete Streets	C-408	Addison Road	Study all approaches to the intersection of Addison Road and Sheriff Road to redesign and improve pedestrian and bicyclist safety and accommodation.	Short	DPW&T
TM 2.7		Complete Streets	F-2, F-4, A-14	Baltimore-Washington Parkway, MD 201, MD 459, and US 50 interchange.	Evaluate possible alternatives to improve motor vehicle, pedestrian, bicyclist, and transit user circulation at the Baltimore-Washington Parkway, MD 201, MD 459, and US 50 interchange.	Short	SHA, National Park Service

Table 4. Transportation and Mobility Element

Strategy	New / Existing	Project Category	Facility Number	Location	Location / Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ yrs)	Coordinating Partners
TM 2.7		Complete Streets	F-2, F-4, A-14	Baltimore-Washington Parkway, MD 201, MD 459, and US 50 interchange.	Evaluate possible alternatives to improve motor vehicle, pedestrian, bicyclist, and transit user circulation at the Baltimore-Washington Parkway, MD 201, MD 459, and US 50 interchange.	Short	SHA, National Park Service
TM 2.7		Complete Streets	F-4, A-20	US 50 and MD 202	Evaluate possible alternative to reconfigure US 50 westbound ramp to northbound MD 202 in order to improve pedestrian safety.	Short	SHA
Policy TM 3: Improve transit quality of service.							
TM 3.1	New	Transit, Bicycle		Sector Plan Area	Evaluate the feasibility of implementing a bike share system that can connect Sector Plan neighborhoods, destinations, and the regional bike share network.	Short	DPW&T, Town of Cheverly
TM 3.2		Transit, Complete Streets		Sector Plan Area	Build sidewalks and pedestrian-scaled lighting for routes connecting to bus stops and transit stations.	TBD	TBD
TM 3.3	New	Transit		Sector Plan Area	Evaluate the installation of ADA bus stop improvements, amenities, and bus shelters where feasible.	Mid	DPW&T, SHA, WMATA

Table 4. Transportation and Mobility Element

Strategy	New / Existing	Project Category	Facility Number	Location	Location / Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ yrs)	Coordinating Partners
TM 3.5	New	Transit		Sector Plan Area	Evaluate the expansion of transit service by providing new peak period and all- day shuttle service that directly connects Metrorail Stations, industrial areas, and hospital area, and an increase of existing bus route frequency.	Short	WMATA, Town of Cheverly, DPW&T
TM 3.8		Transit		Sector Plan Area	Collaborate with WMATA, DPW&T, and PGCPS to align student bus routes and stops with local bus routes, and offer free student ridership on public transit during non-peak after school hours.	TBD	WMATA, DPW&T, BOE
Policy TM 4: Develop a wayfinding system.							
TM 4.2	New	Signage		Sector Plan Area	Evaluate the installation of wayfinding signage to create pedestrian and bicycle routes leading to Bladensburg Waterfront Park, Landover Hills Park, MD 202 (Landover Road) shopping areas, and Metrorail Stations	Short	DPW&T, M-NCPPC, SHA, WMATA
Policy TM 5: Improve vehicular circulation and access.							
TM 5.2	New	Complete Streets		University of Maryland Prince George's Hospital Center	Require a connected, more direct, and continuous street system that provides shorter connections to Cheverly Avenue and the industrial area as part of any hospital site redevelopment.	TBD	Property Owner(s)

Table 5. Natural Environment Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy NE 1: Restore and enhance water quality in the Lower Beaverdam Creek sub-watershed, and other areas that have been degraded, through stormwater management and water resource protection.			
NE 1.1	Discourage new development within the floodplain and encourage maintenance and repair of current development.	Ongoing	DPIE, Developer(s), County Council
NE 1.2	Prioritize stormwater mitigation and stream stabilization projects from the Anacostia River Watershed Restoration Plan to facilitate County efforts to improve the water quality of local streams.	Short	Developer(s), DoE
NE 1.3	Strengthen stormwater management with rain gardens, landscape strips with native plant species, bio-retention, and other green stormwater practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.	Ongoing	DPW&T, DPIE, M-NCPPC, DoE, Town of Cheverly
NE 1.4	Conduct a study of current flood control volumes that exist within the Sector Plan area, and those projected due to redevelopment, in order to determine appropriate measures to manage stormwater runoff. Require approval of floodplain elevations by the approving authority and ensure appropriate control measures are installed.	Short	Developer(s), Town of Cheverly, DPIE
NE 1.5	Preserve the woodlands located along or adjacent to streams and widen forested buffers to meet current County Code requirements.	Short	DoE, M-NCPPC
NE 1.6	Stabilize the Beaverdam Creek tributary from its origin at 1208 Marblewood Avenue to its confluence with Cabin Branch south of the Cheverly Metro Station to make it an amenity, restore wildlife habitat, and create a more functional and esthetically pleasing system.	Mid	Developer(s), DoE, DPIE,

Table 5. Natural Environment Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy NE 2: Reduce impervious surfaces and increase tree canopy within the sector plan area.			
NE 2.1	Disconnect large expanses of impervious surfaces by incorporating areas of pervious pavement or landscape strips to improve air and water quality.	Short	DoE, Developer(s)
NE 2.2	Reconstruct existing streets to provide safe and convenient access for pedestrians, bicyclists, transit users, and motorists. Integrate tree planting, as per the Landscape Manual, along with stormwater management and environmental site design (ESD) techniques, to create a system of green and complete streets. Prioritize reconstruction efforts on the following streets: • MD 769 (52nd Avenue) • Lloyd Street • Cooper Lane • Addison Road • Old Landover Road	Short	DPW&T, DoE, Developer(s), M-NCPPC
NE 2.3	Support efforts to preserve, protect, and increase biodiversity in areas identified as hubs in the Cheverly Green Infrastructure Plan. Work with local stakeholders to establish, preserve, and manage green corridors linking these natural hubs to facilitate the exchange of plant and animal species.	Short	Property Owner(s), Town of Cheverly, M-NCPPC
NE 2.4	Protect, preserve, and enhance green infrastructure elements , such as headwater streams with their associated buffers and wetlands.	Short	Town of Cheverly, DoE, M-NCPPC

Table 5. Natural Environment Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
NE 2.5	Partner with owners of properties developed prior to the enactment of stormwater management regulations to identify and pursue grant opportunities, loans, tax credits, and other funding to construct bioretention systems, remove impervious surfaces, plant trees, and take other actions to retain and treat stormwater runoff on-site. Target properties from 1208 to 1510 Marblewood Road for priority interventions.	Short	Developers, Property Owner(s), Town of Cheverly, DoE, DPIE
NE 2.6	Minimize turf areas and discourage the use of pesticides and fertilizers in all landscaping.	Ongoing	HOAs, DoE, County Council
Policy NE 3: Implement Environmental Site Design (ESD) techniques on-site and reduce overall energy consumption.			
NE 3.1	Encourage green building certification for all new buildings.	Ongoing	Developer(s), County Council, Town of Cheverly, DoE,
NE 3.2	Encourage green building techniques such as the use of local building materials, low impact paints, or specialized heating and cooling systems.	Ongoing	County Council, Developers, County Council
NE 3.3	Require the use of downward facing lights and the use of full cut-off optics that reduce overall energy consumption and light spillover.	Ongoing	Developer(s), Town of Cheverly, DoE, M-NCPPC, County Council
NE 3.4	Plant trees in strategic places to cool buildings and mechanical equipment, as well as to reduce the higher temperatures caused by the urban heat island effect. Native species of plants are recommended.	Short	Property Owner(s), DoE, M-NCPPC
NE 3.5	Facilitate the use of renewable energy technology within the Sector Plan area, where appropriate.	Mid	Developer(s), DoE, County Council, Town of Cheverly

Table 5. Natural Environment Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy NE 4: Address adverse impacts of transportation-related noise.			
NE 4.1	Provide adequate setbacks for projects located close to existing or proposed noise generators and roadways classified as arterial or greater.	Ongoing	Developer(s), County Council
NE 4.2	Ensure that proper noise mitigation is provided where residential, recreational, and congregational uses are located inside the 65 dBA Ldn noise contour.	Ongoing	DPW&T, County Council
NE 4.3	Construct noise barriers along major highways as part of future highway reconstruction in order to mitigate adverse traffic noise impacts on adjacent properties.	Mid	SHA, DPW&T, NPS

Table 6. Housing and Neighborhoods Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy HN 1: Preserve and expand the range of housing types and ownership opportunities.			
HN 1.1	Encourage development that provides dedicated senior housing and units that offer age-in-place opportunities to residents throughout the sector plan area. Potential development opportunity sites include: • Prince George's Hospital Center property • The former Fairmont Heights High School site (1401 Nye Street) • Judith P. Hoyer Early Childhood Center • "Addison Row" property • The Pointe at Cheverly property	Long	Property Owner(s), DHCD
HN 1.2	Support development that includes a mix of housing types and tenures at a range of affordability levels.	Long	Property Owner(s), DHCD
HN 1.3	Seek opportunities for the Prince George's County Department of Housing and Community Development to invest in new housing by providing financial incentives to support development of mixed-income housing, starter-homes and rental units.	TBD	DHCD
HN 1.4	Implement a density bonus program to increase affordable housing options near the Cheverly Metro Station.	TBD	County Council
Policy HN 2: Preserve and strengthen established neighborhoods.			
HN 2.1	Encourage and support the designation of a County and/or National Register Historic District for the Town of Cheverly to encourage the preservation of its distinctive character.	Short	M-NCPPC, Town of Cheverly, Property Owner(s)
HN 2.2	Promote homeownership through outreach, financial counseling, and education about County, state, and federal first-time homebuyer programs.	Short	DHCD

Table 6. Housing and Neighborhoods Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
HN 2.3	Increase access to foreclosure-prevention counseling and assistance.	Short	DHCD
HN 2.4	Support coordination between County and state agencies, municipal governments, and utility companies to improve outreach and access to funding that supports home improvement and maintenance, including energy-efficiency audits, upgrades and retrofits, weatherization assistance, solar installation, and age-in-place maintenance and construction.	Short	DHCD
Policy HN 3: Increase community connection to address public safety concerns.			
HN 3.1	Incorporate Crime Prevention Through Environmental Design (CPTED) guidelines in new development and redevelopment to increase security and perceived neighborhood safety.	Short	DoE, M-NCPPC, County Council, Property Owner(s)
HN 3.2	Partner with local and County law enforcement agencies to develop effective Neighborhood Watch programs and strengthen positive community-police engagement.	Short	Police Departments, Property Owner(s)
HN 3.3	Strengthen neighborhood civic organizations and advocacy through the launch of neighborhood-led community-building efforts, including events such as community clean-up, gardening, walking groups, block parties, and picnics.	Short	M-NCPPC, Police Departments, Civic Associations, HOAs
HN 3.4	Install streetlights and pedestrian-scale lighting to provide safe access throughout the Sector Plan area and to the Cheverly Metro Station.	Mid	SHA, DPW&T

Table 7. Healthy Communities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy HC 1: Establish the sector plan area as a model health and wellness community in Prince George's County.			
HC 1.1	Designate the Sector Plan area as a Wellness Opportunity District in order to support incentives and policies that strengthen community health and wellness.	Short	Health Department
HC 1.2	Partner with public agencies, nonprofit organizations, and entities such as the Prince George's County Food Equity Council to secure grants and loans to support implementation of health and wellness policies and programs.	Mid	M-NCPPC, County Agencies, Food Equity Council
HC 1.3	Strengthen community outreach and education to ensure public engagement and community involvement in decision-making processes that effect community health and wellness.	Short	M-NCPPC, Health Department
HC 1.4	Encourage employers and developers to include showers and changing facilities for those who walk or bicycle to work.	Mid	TBD
HC 1.5	Provide shuttle services to farmers markets and supermarkets from residential neighborhoods that lack access to healthy food shopping options.	Short	TBD
HC 1.6	Incentivize employers to subsidize employee public transit ridership costs in the industrial areas of the Sector Plan in order to limit congestion and mitigate auto emissions.	Short	Property Owner(s), County Council
HC 1.7	Encourage DPW&T to subsidize student transit ridership costs in order to limit congestion and mitigate auto and school bus emissions.	TBD	DPW&T, BOE

Table 7. Healthy Communities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy HC 2: Improve availability, accessibility and affordability of healthy food options across the Sector Plan area, with particular focus in neighborhoods categorized as "Low Access" or "Food Desert."			
HC 2.1	Allow and promote mobile healthy food markets, particularly in underserved neighborhoods.	Short	Health Department, County Agencies
HC 2.2	Allow and promote healthy prepared-food trucks to provide healthy food options.	Short	Health Department, County Council, County Agencies
HC 2.3	Encourage and promote urban farming in residential neighborhoods.	Short	M-NCPPC, Health Department, Property Owner(s), County Council
HC 2.4	Encourage the installation of community gardens on underutilized and vacant parcels throughout the Sector Plan area, including the following locations: • 1401 Nye Street (former Fairmont Heights High School site) • Lloyd Street (to be installed concurrent to construction of Trail T-23)	Short	M-NCPPC, Town of Cheverly, Property Owner(s)
HC 2.5	Promote a pilot program to install greenhouses on high school property that can be used as "kitchen" gardens to reinforce health initiatives.	Short	Health Department, BOE
HC 2.6	Support efforts to instill healthy eating habits in children and youth by encouraging healthy food options on school cafeteria menus, in vending machines, and during activities.	Short	Health Department, BOE

Table 7. Healthy Communities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy HC 3: Improve access to healthcare.			
HC 3.1	Promote mobile health services in the Sector Plan area to improve access to preventive medical health resources, including blood donation, blood pressure screening, diabetes care, HIV and STI screening, geriatric and women's health services, mental health screenings, etc.	Short	M-NCPPC, County Council, Health Department, County Agencies
HC 3.2	Increase education and outreach on health insurance requirements and available plans, and provide technical assistance to expand health insurance coverage rates in the Sector Plan area.	Short	Health Department
HC 3.3	Encourage partnerships between County agencies and local medical centers to strengthen community-focused health programming in the Sector Plan area. Ensure that the health facilities remaining at the hospital site have adequate facilities to support the community.	Short	Health Department
Policy HC 4: Strengthen partnerships with County agencies, local advocacy organizations, churches, nonprofits and civic groups to develop and implement effective community health initiatives.			
HC 4.1	Support partnerships between the Prince George's County Food Equity Council and County agencies to address food security and access issues in the Sector Plan area.	Mid	County Agencies
HC 4.2	Provide technical assistance and project management support to community organizations seeking to provide health and wellness programming to neighborhoods located in the Sector Plan area.	Mid	County Agencies

Table 7. Healthy Communities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy HC 5: Expand awareness of community health and wellness.			
HC 5.1	Initiate neighborhood-focused outreach and education campaigns that promote healthy lifestyle choices, including healthy food options, the benefits of regular exercise, and ways to maintain good health.	Mid	County Agencies
HC 5.2	Expand programming to promote and support youth and adult access to exercise and active living.	Mid	M-NCPPC, County Agencies
HC 5.3	Support initiatives to increase the total number of hours dedicated to physical education and physical activity in schools and in out-of-school youth programs.	Mid	M-NCPPC, BOE
HC 5.4	Expand health, recreation, and education programs to serve the community, including sports for youth and adults, drug and alcohol abuse counselling, school drop-out and gang prevention, and continuing education opportunities for personal and professional growth.	Mid	M-NCPPC
HC 5.5	Promote outdoor activities such as running, walking, hiking, and biking, and encourage commuters to explore active ways to get to work.	Mid	M-NCPPC, County Agencies
HC 5.6	Develop signed fitness routes throughout the community.	TBD	TBD

Table 7. Healthy Communities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy HC 6: Ensure that future land uses in the sector plan area benefit the health and wellness of the overall community.			
HC 6.1	Encourage developers to complete health impact assessments and provide health and wellness amenities as a part of the development process.	Mid	Property Owner(s), County Council, M-NCPPC
HC 6.2	Require that residential development proposals demonstrate their ability to provide access to community resources, including: grocery stores, parks, housing, and employment opportunities.	Mid	M-NCPPC, County Council, Property Owner(s)
HC 6.3	Encourage commercial and industrial development that supports a healthy economy and provides a variety of living wage jobs.	Short	Property Owner(s)
HC 6.4	Ensure that neighborhoods are served by establishments serving healthy alternatives, such as fresh fruit, vegetables, and salads.	Mid	Property Owner(s)
HC 6.5	Encourage plans for school modernizations and new construction to include a health impact assessment and provide health and wellness amenities such as co-located wellness centers and walking trails as a part of the development process.	TBD	BOE

Table 8. Public Facilities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
PUBLIC SCHOOLS			
Policy PF 1: Ensure the number and mix of schools achieves a system that operates at 80–95 percent capacity at every school.			
PF 1.1	Consider adding classrooms to the following schools to alleviate over-capacity and accommodate future growth: • Cooper Lane Elementary • Roger Heights Elementary • Port Towns Elementary • Bladensburg Elementary • Dodge Park Elementary • William Wirt Middle • Kenmoor Middle	Short	BOE
PF 1.2	Consider reconfiguring attendance to achieve 80-95 percent capacity or less at every school.	Short	BOE
PF 1.3	Explore the potential location for an urban school that meets the Plan 2035 guidelines to develop a standard minimum site size for new construction, rehabilitation, and adaptive reuse of structures for school use within urban settings.	Short	BOE
PF 1.4	Encourage Prince George's County Public Schools to expand educational programs in local schools in order to provide additional educational options to students, including language immersion, Gifted and Talented, Montessori, and others as identified by school administrators.	Short	BOE

Table 8. Public Facilities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy PF 2: Provide high-quality public school facilities for all students.			
PF 2.1	Renovate existing Cooper Lane Elementary School facilities to ensure student and teacher safety and a conducive environment for learning. Key renovations may include: • Lighting • Student and faculty bathrooms • Air conditioning and heating systems • Plumbing and drinking water quality • Others as identified in the facility survey	Short	BOE
Policy PF 3: Provide safe connections to public schools and other public facilities within and adjacent to the sector plan area.			
PF 3.1	Provide and maintain continuous safe sidewalks with improved pedestrian crossings and lighting along routes leading to schools, with particular attention to Cooper Lane, MD 202 (Landover Road), and Addison Road.	Short	DPW&T, SHA, Town of Cheverly
PF 3.2	Utilize funding sources, such as the Safe Routes to Schools program and developer contributions, to address infrastructure needs around school facilities.	Short	BOE, Developers
POLICY PF 4: Create a positive public school facility image in each neighborhood and community.			
PF 4.1	Facilitate redevelopment and facade improvements to school properties.	TBD	BOE
PF 4.2	Incorporate streetscaping, parking lot improvements, landscaping, and public art on school properties to improve the area 's visual appeal.	TBD	BOE, PGAHC

Table 8. Public Facilities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
PF 4.3	Develop a facade improvement program that assists local schools with dated building exteriors and improves school aesthetics and residential area attraction.	TBD	BOE
PF 4.4	Utilize stormwater funding sources to improve the appearance of parking lots and landscaping on school sites.	TBD	BOE
LIBRARY			
Policy PF 5: Ensure access to high-quality library facilities and programming throughout the Sector Plan area.			
PF 5.1	Expand library programming for children, teens, and adults.	Short	PGCMLS
PF 5.2	Support outreach and education programs that bring literacy services to the community, including mobile lending libraries and neighborhood book sharing.	Short	PGCMLS
PUBIC SAFETY			
Policy PF 6: Incorporate Crime Prevention through Environmental Design (CPTED) principles in all new development and redevelopment.			
PF 6.1	Ensure that CPTED principles will be a major consideration during the development review process as recommended by Plan 2035.	Short	Property Owner(s), County Council, M-NCPPC, PGPD
Policy PF 7: Ensure adequate lighting in neighborhoods and parks to support public safety.			
PF 7.1	Conduct surveys of residential neighborhoods to determine areas where low light levels and darkness contribute to real and perceived safety concerns.	Short	DPW&T

Table 8. Public Facilities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
PF 7.2	Prioritize pedestrian safety and visibility when repairing and installing new lighting.	Short	M-NCPPC, Property Owner(s), DPW&T, SHA, Utilities, Town of Cheverly, WMATA
Policy PF 8: Provide community based policing in order to address localized public safety concerns within Police Districts I and III.			
PF 8.1	Consider the acquisition and reuse of existing vacant or underutilized structures for public facilities, such as police substations, as recommended by Plan 2035.	Short	M-NCPPC, Town of Cheverly, Property Owners, Central Services
PARKS AND RECREATION			
Policy PF 9: Ensure that M-NCPPC Department of Parks and Recreation goals, established through *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space, Land Preservation, Parks and Recreation Plan 2012*, and Plan 2035; are being reached.			
PF 9.1	Strive to accomplish and maintain the Department of Parks and Recreation and State of Maryland's Level of Service Standard (LOS) goal of providing 35 acres of M-NCPPC parkland for every 1,000 residents.	Long	M-NCPPC
PF 9.2	Search for opportunities to acquire land near the intersection of MD 450 and MD 410 to build a multigenerational center.	Long	M-NCPPC, Property Owner(s)
Policy PF 10: Maximize the value of park and recreation program offerings by matching them with facility space and community needs to achieve the highest level of productivity.			
PF 10.1	Continue DPR partnerships with the Recreation Council and the Town of Cheverly to identify recreation programming for residents.	Mid	M-NCPPC, Town of Cheverly

Table 8. Public Facilities Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
PF 10.2	Monitor land, facilities, programs, and amenities service levels, and determine a balanced distribution of amenities.	Short	M-NCPPC
PF 10.3	Continue to protect and enhance M-NCPPC historic sites, including Publick Playhouse and Bladensburg Waterfront Park.	Short	M-NCPPC
Policy PF 11: Fund and maintain recreation facility improvements to meet demand.			
PF 11.1	Seek future development and improvement opportunities with entities that are willing to partner with DPR and the Town of Cheverly.	Mid	M-NCPPC, Property Owner(s), Town of Cheverly
PF 11.2	Seek funding to improve the condition of the fields, lighting, and building at Landover Hill Park.	Short	M-NCPPC
Policy PF 12: Develop bike and pedestrian infrastructure to connect to parks and recreation facilities within and adjacent to the Sector Plan area.			
PF 12.1	Develop the trail between Bladensburg Waterfront Park (BWP) to the Town of Cheverly, including the following implementation recommendations: • Collaborate with the Town of Cheverly to request that the State Highway Administration fund the design and construction of the bike/pedestrian facility along MD 201 (Kenilworth Avenue), including improvements for the pedestrian crossing of MD 201 (Kenilworth Avenue) at Lloyd Street. • Collaborate with the Town of Cheverly to fund and construct bike/pedestrian facilities along MD 769 (52nd Avenue) and Lloyd Street. • Encourage the Town of Cheverly to acquire right-of-way for the trail through private property located within the town. • Support DPR in submitting a request in its CIP to fund the development of the proposed trail in Cheverly East Park.	Mid	M-NCPPC, DPW&T, Town of Cheverly, SHA

Table 9. Community Heritage and Culture Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy CH 1: Preserve and protect the architectural heritage of the sector plan area.			
CH 1.1	Nominate the historic core of the Town of Cheverly to the National Register of Historic Places to achieve recognition of its historic significance, enabling state and federal tax incentives for the preservation and rehabilitation of contributing properties.	Short	M-NCPPC, MHT, NPS
CH 1.2	Consider designation of the historic core of the Town of Cheverly as a Prince George's County Historic District to ensure preservation of its historic fabric and character, and enable local funding incentives for preservation and rehabilitation of contributing properties.	Short	Historic Preservation Commission, M-NCPPC, County Council
CH 1.3	Identify, document, evaluate, and designate historic properties—including those from the Modern Movement—that are eligible to be protected as Historic Sites under Subtitle 29 of the County Code, the Historic Preservation ordinance.	Short	MHT, Historic Preservation Commission, M-NCPPC, County Council
CH 1.4	Promote rehabilitation financing options, tax incentives, and grants available to designated Historic Sites and Districts.	Short	M-NCPPC, MHT
Policy CH 2: Prioritize archeological resource protection and preservation through site identification and community outreach in the sector plan area.			
CH 2.1	Identify areas of potential archaeological significance as part of the evaluation process for properties seeking designation as historic sites or districts.	Short	M-NCPPC
CH 2.2	Promote the public understanding of the significance of archeological resources.	Short	M-NCPPC
Policy CH 3: Protect the character of historic, cultural, and scenic viewsheds in the sector plan area.			
CH 3.1	Collaborate with the National Park Service and the State Highway Administration to incorporate management actions that support MD 202 (Landover Road) as a Star-Spangled Banner National Historic Trail.	Short	M-NCPPC, NPS, SHA

Table 9. Community Heritage and Culture Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy CH 4: Promote stewardship and adaptive reuse of the historic Fairmont Heights High School.			
CH 4.1	Initiate a task force—comprised of members from the Board of Education, the Prince George's County Economic Development Corporation, Fairmont Heights High School alumni, residents, nonprofit partners, the Prince George's County Historic Preservation Commission, and M-NCPPC—to develop an adaptive reuse plan for the high school.	Short	M-NCPPC, BOE
CH 4.2	Conduct a feasibility study that examines financially sustainable adaptive reuse and rehabilitation opportunities at the site, including an analysis of potential uses such as affordable housing, senior housing, housing for special-needs populations, community education and recreation, and performing arts and cultural uses[a]	Short	M-NCPPC, BOE
CH 4.3	Identify and pursue economically viable opportunities to reuse the school structure to avoid potential blight and vandalism resulting from its vacancy.	Mid	M-NCPPC,
CH 4.4	Support educational, programmatic, and wayfinding connections to the nearby Fairmount Heights National Register Historic District.	Long	TBD

a Subsequent to approval of this Sector Plan and prior to its publication, the Planning Department initiated a feasibility study for the adaptive reuse of the historic Fairmont Heights High School site, with anticipated completion in 2019.

Table 9. Community Heritage and Culture Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
COMMUNITY CULTURE			
Policy CH 5: Promote cultural and arts awareness, exploration, and expression in the sector plan area.			
CH 5.1	Increase awareness of diverse community heritage and traditions by promoting cultural programs and activities.	Short	PGAHC, Town of Cheverly
CH 5.2	Encourage coordination between local nonprofit cultural and heritage organizations, including the Prince George's Arts and Humanities Council, and for-profit arts, culture, music, and educational organizations to foster opportunities for life-long cultural exploration.	Mid	PGAHC, Town of Cheverly
CH 5.3	Establish partnerships to identify and create performance spaces, exhibit areas, and entertainment venues. Key locations may include the Fairmont Heights High School site, local businesses, parks, and community centers.	Short	M-NCPPC, BOE, Town of Cheverly
CH 5.4	Support existing cultural initiatives in the Town of Cheverly and leverage resources to identify and market a local heritage and public art trail.	Short	Town of Cheverly, M-NCPPC, DPW&T
Policy CH 6: Integrate historic resources, sites, and districts in the sector lan area into the County's development pattern by promoting compatible urban design and enhanced transportation connectivity.			
CH 6.1	Encourage context-sensitive design, streetscape enhancements, and façade improvements to ensure compatibility with surrounding development.	Long	M-NCPPC, DPW&T, SHA, County Council, RDA
CH 6.2	Link historic resources and assets with the County's trails and sidewalk system, where appropriate.	Long	M-NCPPC, DPW&T, Town of Cheverly

Table 9. Community Heritage and Culture Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy CH 7: Integrate historical and cultural resources with local and regional economic development initiatives.			
CH 7.1	Develop a sense of place and branding within the Sector Plan industrial areas by highlighting their potential as an innovation district (see Economic Prosperity Element).	Long	EDC
CH 7.2	Support the Town of Cheverly in its efforts to become incorporated into the Anacostia Trails Heritage Area in order to spur heritage and bicycle tourism, and to provide access to funding.	Long	M-NCPPC, MHT

Table 10. Design Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy UD 1: Strengthen and expand the existing commercial node located near the intersection of MD 202 (Landover Road) and Kilmer Street by fostering a sense of place and enhancing the retail experience.			
UD 1.1	Implement tactical urbanism design strategies to encourage the creation of temporary public spaces for activities in the commercial center parking lots.	Short	PGAHC, County Council, Property Owner(s)
UD 1.2	Facilitate property owner access to funding for façade improvements, street furniture and wayfinding elements that reflect a cohesive character throughout the MD 202 (Landover Road) commercial area.	Mid	EDC, RDA
	Improve pedestrian connections and safety by improving or closing the MD 202 (Landover Road) entrance to the Aldi Shopping Center and implementing landscaped walkways and islands throughout the parking lot.	Long	DPW&T
UD 1.3	Improve pedestrian connections and safety by closing the MD 202 (Landover Road) entrance to the Aldi Shopping Center and implementing landscaped walkways and islands throughout the parking lot.	Long	DPW&T, SHA, Property Owner(s)
UD 1.4	Encourage the development of out-parcels on surface parking lots that front onto Kilmer Street and Maryland Avenue, and encourage pedestrian-scale development in order to create an active streetscape.	Long	EDC, Property Owner(s)
UD 1.5	Following the redevelopment of the University of Maryland Prince George's Hospital Center site, support redevelopment along MD 202 (Landover Road) to create a cohesive commercial corridor between the Baltimore-Washington Parkway and US 50 (John Hanson Highway).	Long	M-NCPPC, EDC, County Council, Property Owner(s)

Table 10. Design Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
UD 1.6	Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.	Long	DPW&T, SHA, Utilities, Property Owner(s)
UD 1.7	Ensure that new development and redevelopment reflects urban design best practices by reducing setbacks, strengthening on-site pedestrian pathways, and connecting roads to enhance walkability.	Long	DPW&T, County Council, M-NCPPC, Property Owner(s)
Policy UD 2: Support the establishment of an innovation district for the industrial areas near MD 769 (52nd Avenue) to strengthen the business environment, encourage pedestrian access and attract employment-supporting amenities.			
UD 2.1	Develop a central green space at MD 201 (Kenilworth Avenue) and MD 769 (52nd Avenue) that is complemented by increased permeable groundcover and landscape improvements.	Long	M-NCPPC, SHA
UD 2.2	Promote ongoing creative installations and programming.	Long	PGAHC, Business Owners
UD 2.3	Construct pedestrian and bike facilities along Lloyd Street in conjunction with the development of the bicycle trails in the area.	Long	DPW&T
UD 2.4	Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.	Long	DPW&T, SHA, Utilities, Property Owner(s)
Policy UD 3: Facilitate redevelopment of The Pointe at Cheverly that prioritizes connecting these sites to their surrounding neighborhoods.			
UD 3.1	Complete a market feasibility study to determine the highest and best use of each site.	Short	EDC, RDA
UD 3.2	Implement urban design best practices, to include reduced setbacks, and multi-modal access.	Mid	M-NCPPC, County Council

Table 10. Design Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
Policy UD 4: Redevelop the Cheverly Professional Buildings at the Cheverly Gateway along MD 202 (Landover Road) to diversify tenanting and uses, and to facilitate improved access to the University of Maryland Prince George's Hospital Center site.			
UD 4.1	Increase vehicular visibility at the entrance to Cheverly to improve pedestrian and bicyclist safety.	Mid	DPW&T, Town of Cheverly, SHA
UD 4.2	Encourage site redevelopment that diversifies the commercial mix to include local-serving retail, a pocket park, plaza or other public space	Long	Town of Cheverly
UD 4.3	Prioritize improved visibility, connection and access to future redevelopment at the University of Maryland Prince George's Hospital Center site by redesigning the entrance from the Cheverly Gateway	Long	DPW&T
Policy UD 5: Support the evolution of MD 459 (Arbor Street and Tuxedo Road) between Cheverly Avenue and the CSX Railroad bridge into a pedestrian-oriented, mixed-use new Main Street destination with improved street design that encourages access to, and safe travel between, the Town of Cheverly and the Cheverly Metro Station.			
UD 5.1	Connect existing sidewalks and expand the sidewalk network to both sides of MD 459 (Arbor Street).	Mid	DPW&T, SHA, Property Owner(s)
UD 5.2	Encourage and facilitate undergrounding of utilities in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.	Long	SHA, Utilities, Property Owner(s)
UD 5.3	Reduce impervious surfaces on lots between buildings and sidewalks, and replace with vegetation and pervious paving to improve stormwater runoff and visual quality.	Long	DPIE, Property Owner(s)

Table 10. Design Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
UD 5.4	Assist businesses in securing funding for façade enhancement projects.	Mid	RDA, EDC
UD 5.5	Encourage pedestrian-scale, mixed used development, to include multi-family housing and destination retail, at the corner of Belleview Avenue and MD 459 (Arbor Street).	Long	Town of Cheverly
Policy UD 6: Encourage the revitalization of MD 459 (Tuxedo Road) into a pedestrian-oriented, mixed-use retail destination with improved street design to support the establishment of a new main street along MD 459 (Arbor Street) leading to, and within, the Town of Cheverly.			
UD 6.1	Connect existing sidewalks and expand the sidewalk network to both sides of MD 459 (Tuxedo Road).	Long	DPW&T
UD 6.2	Reduce impervious surfaces on lots between buildings and sidewalks, and replace with vegetation and pervious paving to improve stormwater runoff and visual quality.	Long	DPIE, Property Owner(s)
UD 6.3	Encourage and facilitate the relocation of utilities underground in conjunction with roadway improvement or redevelopment projects to create a more attractive environment.	Long	SHA, Utilities, Property Owner(s)
UD 6.4	Assist businesses in securing funding for redevelopment and façade enhancement.	Long	RDA, EDC
UD 6.5	Encourage pedestrian-scale, mixed used development, to include commercial, light industrial and destination retail uses.	Long	
Policy UD 7: Facilitate redevelopment of the University of Maryland Prince George's Hospital Center property that prioritizes connections to the surrounding neighborhoods.			
UD 7.1	Complete a market feasibility study to determine the best use of each site based on market conditions at the time of redevelopment.	Mid	EDC, M-NCPPC
UD 7.2	Implement urban design best practices, including reduced setbacks, multimodal transportation networks and access, and walkable blocks.	Mid	M-NCPPC

Table 10. Design Element

Strategy	Description	Timeframe Short (1-5 yrs) Mid (5-10 yrs) Long (10+ years)	Coordinating Partners
UD 7.3	Encourage developers to integrate the viewshed into new development and site configurations.	Mid	M-NCPPC
UD 7.4	Create public use and gathering spaces and encourage creative programing, such as permanent or rotating art installations and musical performances.	Long	M-NCPPC, PGAHC
UD 7.5	Connect the Town of Cheverly to new development through existing dead end streets, where appropriate.	Long	DPW&T, Town of Cheverly

END NOTES

1. *Prince George's County Industrial Land Needs and Employment Study,* The Urban Studies and Planning Program, University of Maryland, College Park, 2010. http://www.pgplanning.org/Assets/Planning/Countywide+Planning/Research/Facts+Figures/Reports/Industrial+Land+Needs+and+Employment+Study.pdf
2. *Cheverly Green Infrastructure Plan,* Town of Cheverly, 2011
3. United States Department of Agriculture, Economic Research Service, 2010. https://www.ers.usda.gov/data-products/food-access-research-atlas.aspx
4. *Prince George's County Public Schools Facility Condition Assessment Update,* Prince George's County Public Schools, 2012. www1.pgcps.org/WorkArea/DownloadAsset.aspx?id=173390
5. *FY 2016-2021 Proposed Capital Improvement Program,* Prince George's County, Office of the County Executive. 2015
6. *The Main Street Approach,* The National Main Street Center, a subsidiary of the National Trust for Historic Preservation, 2016. http://www.preservationnation.org/main-street/about-main-street/main-street-america/the-main-street-approach.html
7. *Prince George's County Property Standards Reform Action Plan*, 2013
8. Ibid.
9. Cheverly Green Infrastructure Plan
10. *Anacostia River Watershed Restoration Plan: Anacostia Tidal River Reach Provisional Restoration Project Inventory*, District of Columbia Department of Energy and Environment, 2009. http://dc.gov/sites/default/files/dc/sites/ddoe/publication/attachments/Appendix_D_Anacostia-Tidal-River-Reach-Inventory-August2009.pdf
11. https://CaseyTrees.org

GREATER CHEVERLY SECTOR PLAN COMMUNITY ADVISORY COMMITTEE

Rachel Abramson, Landover Row, LLC
Agnes Allen, Fairmont Park/North Englewood Civic Association
Michael Callahan, Town of Cheverly Mayor
Phil Galiano, Galiano Interests, LLC
Raymond Harris, Smith Company
Michael Jacobs, Dimensions Healthcare System
Jeffery Johnson, Landover Knoll Civic Association
Jeffery Johnson, Dimensions Healthcare System
Chris Langston, resident
Margaret MacDonnell, Town of Cheverly Planning Board
Stephen Neal, K Neal International Trucks
Mamie Small, Radiant Valley Civic Association
Dan Smith, Anacostia Watershed Society
Paul Tharp, *Information Officer*, Project Development, Smith Company
Larry Winston, resident

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Prince George's County Office of the County Executive
Office of Councilmember Andrea C. Harrison
Prince George's County Redevelopment Authority
Town of Cheverly
Residents, business and property owners, elected officials, and County agencies

*Retired

ACKNOWLEDGEMENTS

Andree Green Checkley, Esq., Planning Director
Fern V. Piret, Ph.D., Planning Director^
Debra Borden, Principal Counsel/Acting Planning Director (2016-2017)
Scott Rowe, AICP, CNU-A, Acting Chief, Community Planning Division
Ivy A. Lewis, AICP, Chief, Community Planning Division*

CORE PROJECT TEAM

Frederick Stachura, J.D., Project Facilitator, *Planning Supervisor*, Community Planning Division
Samuel L. White, Jr., Project Manager, *Acting Planner Coordinator*, Community Planning Division
Michael Zamore, *Planner Coordinator/Acting Planning Supervisor*, Community Planning Division
Maha Tariq, *Senior Planner*, Community Planning Division
Teri Bond, AICP, Planning Supervisor, Community Planning Division (Project Facilitator 2015-2016)^
Susan Hartmann, Planner Coordinator, Community Planning Division (Project Manager 2016-2017)*
Tanya Hedgepeth, Planner Coordinator, Community Planning Division (Project Manager 2016)*
Carol Beach, Planner Coordinator, Community Planning Division (Project Manager 2015)*
Susan Kelley, Administrative Manager, Office and Publications Services, Office of the Planning Director^
Ralph Barrett, Supervisor, Office and Publications Services, Office of the Planning Director^
Daniel Janousek, Planner Coordinator, Countywide Planning Division*
Faramarz Mokhtari, Ph.D., Planner Coordinator, Countywide Planning Division^
Eileen Nivera, Planner Coordinator, Park Planning and Development Division^
David Boston, AICP, Senior Planner, Community Planning Division*
William Mayah, Senior Planner, Development Review Division*
Valecia Wilson, Senior Planner, Community Planning Division*
Mark Burt, GIS Specialist II, Community Planning Division*
Tiaa B. Rutherford, Management Analyst II, Park Planning and Development Division*
Susan Smith, Publications Specialist, Publications and Graphics Section, Office of the Planning Director^
Denine Cheesman, Intern, Community Planning Division*
Max Pastore, Intern, Community Planning Division*

^ Retired * Former Employee | Project Manager

RESOURCE TEAM

Bryan Barnett-Woods, *Planner Coordinator*, Countywide Planning Division
Ted Kowaluk, *Planner Coordinator*, Countywide Planning Division
Robert Krause, *Planner Coordinator*, Countywide Planning Division
Jay Mangalvedhe, *Senior Planner*, Countywide Planning Division^

TECHNICAL AND ADMINISTRATIVE ASSISTANCE

Daniel Hartmann, *Administrative Manager*, Office and Publications Services, Office of the Planning Director
Robert Getz, *Publications Specialist*, Publications and Graphics Section, Office of the Planning Director
DeWayne Williams, *Supervisor*, Office and Publications Services, Office of the Planning Director
Anika Jackson, *Public Affairs Specialist III*, Office of the Chairman
Sean Adkins, GISP, *GIS Specialist II*, Community Planning Division
M'Balu Abdullah, *Senior IT Support Specialist*, Office of the Planning Director
Mishelle Carson-Reeves, *Programmer Analyst II*, Information Management Division
Tamika Henderson, *Principal Administrative Assistant*, Community Planning Division
Judith S. Franklin, *Principal Administrative Assistant*, Community Planning Division
Africa Anderson, Principal Administrative Assistant, Community Planning Division

CONSULTANTS

Torti Gallas and Partners, Inc.
Toole Design Group
VIKA Maryland, LLC

CERTIFICATE OF ADOPTION AND APPROVAL

The Greater Cheverly Sector Plan amends the 2014 *Prince George's 2035 Approved General* Plan by defining the boundaries of the Cheverly Metro Local Transit Center. The sector plan replaces the 2005 Approved Sector Plan for the Tuxedo Road/Arbor Street/Cheverly Metro Area in its entirety and the 1994 Approved Bladensburg, New Carrolton, and Vicinity Master Plan, the 2009 Approved Port Towns Sector Plan, the 2010 Approved Subregion 4 Master Plan, and the 2014 Landover Metro Area and MD 202 Corridor Approved Sector Plan for the portions of Planning Areas 69 and 72 within the sector plan boundaries. In addition, the sector plan amends the 2009 *Approved Countywide Master Plan of Transportation* and Formula *2040: Functional Master Plan for Parks, Recreation and Open Space.* The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the sector plan by Resolution No. 17-83 on June 22, 2017, after a duly advertised joint public hearing held on March 28, 2017 and a second joint public hearing on a proposed amendment to the Adopted Greater Cheverly Sector Plan held on November 6, 2017 in conjunction with the Prince George's County Council, sitting as the District Council. The Prince George's County Council, sitting as the District Council, approved the sector plan by Resolution No. CR-4-2018 on January 23, 2018.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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The Maryland-National Capital Park and Planning Commission
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