

February 16, 2024

The Honorable Angela D. Alsobrooks
County Executive, Prince George's County
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

The Honorable Jolene Ivey
Chair, Prince George's County Council
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Re: Priority Capital Improvement Projects to Advance Plan 2035

Dear County Executive Alsobrooks and Chair Ivey:

The Prince George's County Planning Board is pleased to present its recommendations for priority capital improvement projects whose construction will best advance implementation of Plan Prince George's 2035 (Plan 2035), the County's General Plan. Pursuant to Plan 2035's Strategic Implementation Program, the enclosed Priority Capital Improvement Project report identifies infrastructure improvements that continue to demonstrate Prince George's County's commitment to facilitating equitable, walkable, and transit-oriented redevelopment of the County's Downtowns and Innovation Corridor through targeted public investments. As this report shows, County, state, and other agencies are already hard at work implementing the recommendations of Plan 2035, and it is important to continue and build upon this momentum. The challenging fiscal climate makes prioritization of investments even more important than usual, and the Planning Board and Planning Department look forward to working with the County Council and partner agencies to bring these projects to fruition. Planning Department staff stand ready to present these recommendations to the County Council and to brief Councilmembers individually, if they desire, on the enclosed recommendations and to discuss how they may be implemented.

Background

The Vision for Plan 2035 is:

In 2035, Prince George's County is the community of choice for families, businesses, and workers in the region. It is distinguished by strong, green, and healthy communities; a competitive, innovative, and adaptive economy; vibrant and walkable mixed-use centers; quality open space; restored ecosystems; and iconic destinations. It meets the diverse needs of all Prince Georgians and embraces and builds on the momentum generated by new residents, technology, and business opportunities.

Plan 2035's Strategic Implementation Program identifies the path through which key infrastructure investments can implement, or create a supportive environment for the implementation of, the County's land use and economic development vision for walkable, sustainable transit-oriented development.

Plan 2035 states:

Realizing our vision hinges on one important commitment—our commitment to strategically prioritize and target our resources. Plan 2035 developed the Strategic Investment Map to explicitly identify where we should invest the majority of county, state, and federal money and resources in the near- to mid-term to realize meaningful change in the County. The Strategic Investment Map will help Prince George’s County determine where and how to focus our Capital Improvement Program, direct grant applications and matching funds, prioritize tax incentive programs and tax increment financing districts, and allocate program resources and funding.

Advancing priority policies and strategies in Plan 2035’s Downtowns and Innovation Corridor is critical to improving the quality of life and access to amenities and services for existing residents as well as making these locations more attractive for new employers, residents, students, and visitors.

The projects contained in this report represent physical improvements to be constructed by, or in partnership with, public agencies to support and/or facilitate private and institutional development of the intended mix of uses, experiences, and opportunities in these critical growth areas, enhancing the quality of life for current and future residents, workers, students, and visitors to Prince George’s County. Primary themes of the recommended projects are placemaking, stormwater management, and bicycle/pedestrian accessibility and safety. These projects will substantially facilitate the dense, walkable, urban, transit-supportive development envisioned by Plan 2035, applicable master, sector, and transit district development plans, and other ongoing planning, community, and economic development efforts. This report includes projects identified in previous plans and studies, projects identified specifically to meet an infrastructure need or opportunity not previously identified, and projects included in the County’s current capital improvement program, the state’s Consolidated Transportation Program, or other public agency capital program.

This report will be updated annually and will reflect new opportunities that emerge, as well as the completion of previously identified projects.

Building on Momentum

Prince George’s County has been hard at work the last several years advancing Plan 2035’s vision of a community of choice that meets the diverse needs of all Prince Georgians. Accomplishments to date include:

1. Securing the FBI Headquarters, a historic project that will lead to the complete transformation of the Greenbelt Metro Station area and anchor the Innovation Corridor for decades to come.
2. Continuing to support the construction of the Purple Line, connecting the region to new job, housing, and educational opportunities in New Carrollton, the Discovery District, the University of Maryland, College Park, and Langley Park.
3. Construction of the University of Maryland Capital Region Medical Center, the centerpiece of a new, dynamic, and thriving Downtown Largo.
4. Construction of new parking garages in Downtown Largo and New Carrollton that have cleared the way for new transit-oriented development at these two key Metro stations.

5. The County's multi-year investment in Towne Square at Suitland Federal Center, which has transformed a former public housing project and aged commercial properties into a thriving, mixed-use, mixed-income neighborhood breathing new life into the Suitland community.
6. Constructing the 9 Pond Regional Stormwater Management facility, mitigating the impact of precipitation events downstream of the Hyattsville Crossing/Prince George's Plaza area and facilitating redevelopment opportunities by reducing the need for property owners to control stormwater through large on-site facilities.
7. Working to locate and design a new performance venue that will attract thousands of visitors and national attention to Downtown Largo.
8. Designing and securing funding for construction of the Central Avenue Connector Trail, a critical mobility, accessibility, and recreation resource that connects Downtown Largo to Seat Pleasant, Capitol Heights, and Washington, DC.
9. Working to extend the Paint Branch Trail outside the Beltway to increase connectivity within the Innovation Corridor.

The momentum created by these and other projects have rejuvenated public agencies, attracted private sector interest, and excited the community's imagination for the future of Prince George's County. This report identifies additional projects that can help Prince George's County transform and grow.

General Themes

Capital projects identified in this report that advance Plan 2035's recommendations generally focus on infrastructure that creates a sense of place where people want to be and interact, facilitates safe and comfortable pedestrian and bicycle movement, improves accessibility, and manages stormwater in a way that is sustainable, reduces or eliminates on-site or downstream flood risks, and serves as a public open space amenity.

Proactive public investment in these projects demonstrates to the private sector that Prince George's County is serious and committed to implementing Plan 2035 by creating neighborhoods that are attractive, development-ready, and desirable destinations for new residents, jobs, students, shoppers, and visitors.

Recommended Timeframes

Implementation timeframes recommended in this report reflect the ease and cost of construction evaluated in relation to the importance of the project in helping the location achieve its vision, and may differ from implementation timeframes identified in an existing capital program, approved master or sector plan, or other planning effort.

Timeframe	Definition
Ongoing	Project is underway and funded in a capital program
Short-Term	Project should be constructed within 0-5 years
Mid-Term	Project should be constructed within 6-10 years
Long-Term	Project should be constructed after 10 years

Lead and Partner Agencies

Lead agencies identified in this priority list are property owners and/or agencies responsible for implementation of the recommended improvement. This priority list represents improvements identified within master/sector plans, planning studies, and/or the state or County capital improvement programs, as well as improvements recommended by Planning Department staff. At this time, further coordination and lead agency agreement are necessary to construct those recommendations that are not currently funded in the state or County capital program.

Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>All Downtowns and Innovation Corridor</u>					
Implement a comprehensive branding and wayfinding program for each Downtown, including identifying or creating the agency/organization responsible for installation and maintenance of signs.	All Downtowns and Innovation Corridor	TBD	DPW&T SHA Municipalities Property Owners	Short	No
Construct high-quality bus stops, including, but not limited to: <ul style="list-style-type: none"> • Distinctive shelters made of durable materials. • Real-time electronic arrival/departure information • Seating • Protection from weather • Bicycle racks/docking • Trash receptacles • Paved pedestrian access • Crosswalk within one block • On hard-roof shelters, green roofing for biodiversity and heat island reduction. 		TBD	DPW&T WMATA Municipalities Property Owners	Short	County CIP #4.66.0005 #4.66.0006

First Round Downtowns					
Downtown Largo					
Reconstruct the following streets as Complete Streets, with barrier separated bicycle facilities and sidewalks designed to meet or exceed the requirements of the Regional, Transit-Oriented, High Intensity (RTO- H) Zones, including street furniture (which should include banner-holders on existing, or new light fixtures), high-quality bus stops, street trees, high-visibility crosswalks, pedestrian signals, innovative stormwater management features, and, where necessary, bus and bicycle priority measures:	Harry S. Truman Drive (conversion to two-way traffic), between Campus Drive South and Shoppers Way.	DPW&T	Property Owners	Short	No
	Medical Center Drive between FedEx Drive and MD 202 (Landover Road) including appropriate pedestrian and bicycle accommodation across I-95/495 (the Capital Beltway).			Short	No
	McCormick Drive between Lottsford Road and MD 202 (Landover Road)			Short	No
	Lottsford Road between Largo Drive West and MD 202 (Landover Road)			Mid	No
	Largo Drive West (entire length)			Mid	No

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Downtown Largo</u>					
Construct/enhance the following public open/gathering spaces:	Improve the entry plazas at the Downtown Largo Metro Station with additional trees, vendor/event spaces, areas for small public performances, and public art.	WMATA		Short	No
	Construct a public plaza at the northwest corner of McCormick Drive and Lottsford Road at the Wayne K. Curry Administration Building.	TBD	MD Stadium Authority	Short	County CIP #3.31.0006
	Construct a public plaza or civic green at the southwest corner of Medical Center Drive and Lottsford Road.	TBD	UMMC	Mid	No
	Enhance the entrance to, signage for and within, and pathways through and around Lake Largo	TBD	DPR PGAHC DPW&T	Short	No
Construct an amphitheater adjacent to the Downtown Largo Metro Station		RDA	Maryland Stadium Authority	Ongoing	County CIP #3.66.0001 #4.99.0267 #4.99.0276

Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Downtown Largo</u>					
Enhance the pedestrian network within Downtown Largo to connect government buildings to each other, the Metro, and Woodmore Towne Centre, including, but not limited to:	<p>Install signalized crosswalks along McCormick Drive and Lottsford Road to connect pedestrians and better serve bus passengers.</p> <p>Locations include, but are not limited to:</p> <ul style="list-style-type: none"> • McCormick Drive and Basil Court • McCormick Drive and Peppercorn Place • Mid-Block on McCormick Drive between Peppercorn Place and Lottsford Road • Lottsford Road and McCormick Drive 	DPW&T		Short	No
	Widen and enhance sidewalks along Basil Court, Peppercorn Place, McCormick Drive, and Lottsford Road.	DPW&T		Mid	No
	Reconstruct the intersection of MD 202 (Landover Road), Saint Joseph's Drive, and McCormick Drive to facilitate safe pedestrian travel between Woodmore Town Centre and Downtown Largo.	SHA		Mid	No

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Downtown Largo</u>					
Enhance the pedestrian network within Downtown Largo to connect government buildings to each other, the Metro, and Woodmore Towne Centre, including, but not limited to:	Evaluate and construct the “Largo Loop”, a trail network along the perimeter of Downtown Largo.	TBD		Mid	No
	Evaluate and construct trail connections between the Wayne K. Curry Administration Building and Peppercorn Place.	TBD		Mid	No
	Construct a shared-use path between the east side of the Downtown Largo Metro Station and McCormick Drive.	WMATA	TBD	Mid	No
Enhance key gateway sites within Largo by provision of public art and wayfinding at:	Harry S. Truman Drive bridge over Central Avenue (MD 214) – both on Harry S. Truman Drive south of the bridge, and on the bridge, visible from Central Avenue;	TBD	DPW&T PGAHC DPR	Short	No
	At the intersection of MD 202 (Landover Road), St. Joseph’s Drive, and McCormick Drive on the south side of MD 202 and west side of McCormick Drive				
Construct a new interchange, including full, safe bicycle and pedestrian accommodations at I-95/495 (Capital Beltway) and Medical Center Drive.		SHA	DPW&T	Ongoing	Draft FY 24-29 CTP: #PGA201

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Downtown Largo</u>					
Construct the Central Avenue Connector Trail, especially the crossing of the Beltway.		DPR	DPW&T SHA	Ongoing	Draft FY 24-29 CTP: #PGA381 County CIP: #4.99.0030

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>New Carrollton</u>					
Construct the Purple Line.		MTA		Ongoing	Draft FY 24-29 CTP: #1042
Reconstruct the New Carrollton Transit Center to better integrate Amtrak, MARC, Purple Line, and Metrorail facilities, to incorporate safe, welcoming, and attractive public plazas on both sides of the station, and construct a new train hall with retail.		DPW&T	Amtrak MTA WMATA Property Owners	Ongoing	County CIP #4.66.0039
Continue joint development activities at the New Carrollton Transit Center to facilitate transit-oriented development.		MDOT	Amtrak WMATA Property Owners	Ongoing	Draft FY 24-29 CTP: In program, no number assigned
Restore Lower Beaverdam Creek at and near 4501 Garden City Drive		Clean Water Partnership	WMATA	Ongoing	County CIP #5.54.0018
Reconstruct MD 433 (85 th Avenue/Ellin Road) (entire length) as a Complete Street, with barrier separated bicycle facilities and sidewalks designed to meet or exceed the requirements of the Regional, Transit-Oriented, High Intensity (RTO-H) Zones, including street furniture, high-quality bus stops, street trees, high-visibility crosswalks, pedestrian signals, and innovative stormwater management features. This includes improvements above and beyond the current reconstruction of MD 433 (Ellin Road) as part of the Purple Line.		SHA		Short	The portion of Ellin Road that includes the Purple Line will have limited bicycle/ Pedestrian amenities constructed as part of the Purple Line

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>New Carrollton</u>					
Construct a public plaza, to include trees, seating, public art, and other amenities at the intersection of MD 450 (Annapolis Road) and Harkins Road.		TBD	Property Owners	Short	No
Provide additional public seating and amenities, including, but not limited to lighting, trees, and public art at the plaza at the intersection of MD 433 (Ellin Road) and Harkins Road, adjacent to the New Carrollton Federal Building at 5000 Ellin Road.		GSA		Short	Funding request submitted by GSA
Prepare a comprehensive stormwater management study and program to evaluate projected stormwater volumes, quantify flood risks, and design/construct a comprehensive stormwater management system that utilizes green infrastructure to control and help treat a significant portion the Regional Transit District's stormwater, alleviates or reduces the need for individual property owners/developers to construct large on-site stormwater management control facilities, and reduces/eliminates downstream impacts along the Lower Beaverdam Creek subwatershed. This would include creation of a linear park along Lower Beaverdam Creek west of Garden City Drive, incorporating both stormwater management and other green infrastructure, walking paths, and other park amenities.		Clean Water Partnership	DOE DPW&T DPR WMATA	Mid	No, but portions of this effort will be undertaken as part of the Lower Beaverdam Creek Restoration identified above

Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Hyattsville Crossing (Prince George's Plaza)</u>					
Complete the 9 Pond Stormwater Management Facility, which serves a similar purpose for the portion of the Regional Transit District within the Wells Run subwatershed.		Clean Water Partnership	DPW&T	Ongoing	County CIP #5.54.0018
Construct a shared-use path or other barrier-separated bicycle and pedestrian facility along MD 410 (East-West Highway) between Toledo Terrace and 23 rd Avenue, including a connection to the Northwest Branch Trail.		SHA		Short	No
Reconstruct MD 410 (East West Highway) between Toledo Terrace and MD 500 (Queens Chapel Road) as a Complete Street, with barrier separated bicycle facilities and sidewalks designed to meet or exceed the requirements of the Regional, Transit-Oriented, High Intensity (RTO-H) Zones, including street furniture, high-quality bus stops, street trees, high-visibility crosswalks, pedestrian signals, innovative stormwater management features, and a maximum of four travel lanes as recommended by the SHA Highway Needs Inventory.		SHA		Short	No
Reconstruct Belcrest Road (entire length) as a Complete Street, with sidewalks to meet or exceed the requirements of the Regional, Transit-Oriented, High Intensity (RTO-H) Zones, including street furniture, high-quality bus stops, street trees, high-visibility crosswalks, pedestrian signals, innovative stormwater management features, and the two-way cycle track recommended in the 2016 <i>Approved Prince George's Plaza Transit District Development Plan</i> .		DPW&T		Ongoing	County CIP #4.66.0040

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Hyattsville Crossing (Prince George's Plaza)</u>					
Provide additional public seating and amenities, including, but not limited to lighting, trees, and public art at the following existing public open spaces:	The plaza at the southern end of the pedestrian bridge, between the pedestrian bridge and the Hyattsville Crossing Metro Station.	WMATA	Property Manager	Mid	No
	The plaza at the northwest corner of America Boulevard and Freedom Way.	TBD	TBD	Mid	No
Prepare a comprehensive stormwater management study and program to evaluate projected stormwater volumes, quantify flood risks, and design/construct a comprehensive stormwater management system that utilizes green infrastructure to control and help treat a significant portion the Regional Transit District's stormwater, alleviates or reduces the need for individual property owners/developers to construct large on-site stormwater management control facilities, and reduces/eliminates downstream impacts along the Northwest Branch of the Anacostia River subwatershed.		Clean Water Partnership	DPW&T	Mid	No
Underground utilities along MD 410 (East West Highway) between MD 500 (Queens Chapel Road) and Toledo Terrace through the construction of utility vaults, if necessary. This effort should not include suburban "free-and-clear" landscaped utility easements.		TBD	SHA Property Owners Utilities	Mid	No

Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Innovation Corridor</u>					
Construct the Purple Line.		MTA		Ongoing	Draft FY 24-29 CTP: #1042
Construct the Greenbelt Station/WMATA Shared-Use Path		SHA	WMATA	Ongoing	FY 23-28 CTP: #PGNEW5
Construct a full interchange for I-95/495 (Capital Beltway) at the Greenbelt Metro Station.		SHA		Short	Draft FY 24-29 CTP: #PG3331
Prepare comprehensive stormwater management studies and programs to evaluate projected stormwater volumes, quantify flood risks, and design/construct a comprehensive stormwater management system that utilizes green infrastructure to control and help treat stormwater, alleviates or reduces the need for individual property owners/developers to construct large on-site stormwater management control facilities, and reduces/eliminates downstream impacts along the following subwatersheds:	Indian Creek (Greenbelt Regional Transit District)	Clean Water Partnership	DPW&T WMATA DPR	Mid	No
	Paint Branch (College Park-UMD Regional Transit District)				No

Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Innovation Corridor</u>					
Acquire land, design, and construct a new urban conservation park in the Discovery District as recommended by the 2015 <i>Approved College Park-Riverdale Park Transit District Development Plan</i> . This park will include stormwater management, ecosystem enhancements, compensatory floodplain storage, walking paths, and other park amenities.		TBD	DPR	Mid	No
Reconstruct MD 193 (Greenbelt Road) as a Complete Street between Adelphi Road and Good Luck Road, with barrier separated bicycle facilities and sidewalks that meet or exceed the requirements of the properties' current zones, including street furniture, high-quality bus stops, street trees, high-visibility crosswalks, pedestrian signals, innovative stormwater management features, and, where necessary, bus and bicycle priority measures and additional traffic calming measures.		SHA		Mid	No
Reconstruct Campus Drive to a Complete Street between MD 431 (River Road) and MD 201 (Kenilworth Avenue), with barrier separated bicycle facilities and sidewalks that meet or exceed the requirements of the properties' current zones, including street furniture, high-quality bus stops, street trees, high-visibility crosswalks, pedestrian signals, innovative stormwater management features, and, where necessary, bus and bicycle priority measures and additional traffic calming measures. This proposed project contains additional elements beyond the current project that is underway.		DPW&T		Mid	Preliminary complete and green street retrofit underway (County CIP #4.66.0008)

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Second-Round Downtowns</u>					
<u>Branch Avenue</u>					
Reconstruct of the following streets to Complete Streets, with barrier separated bicycle facilities and sidewalks commensurate with those required in the Regional, Transit-Oriented, High Intensity (RTO-L) Zones, including street furniture, high-quality bus stops, street trees, high-visibility crosswalks, pedestrian signals, innovative stormwater management features, and, where necessary, bus and bicycle priority measures:	Capital Gateway Drive (entire length)	DPWT		Short	No
	Auth Road/Old Soper Road between MD 223 (Allentown Road) and Woods Way	DPWT		Short	County CIP: 4.66.0041
	Auth Way (entire length)	DPWT		Mid	No
Construct a parking structure at the Branch Avenue Metro Station to facilitate redevelopment of the existing surface parking.		WMATA		Mid	No
Construct the Southern Maryland Rapid Transit system between Charles County and the Branch Avenue Metro Station, including a terminal station at Branch Avenue and easy intermodal transfer facilities.		MTA	TBD	Ongoing	Draft FY 24-29 CTP: #1206

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Investment	Location(s)	Lead Agency	Partner Agencies	Timeframe	In Capital Program?
<u>Suitland</u>					
Complete development of Towne Square at Suitland Federal Center		RDA	DPW&T	Ongoing	County CIP #8.90.0003
Reconstruct MD 218 (Suitland Road) as a Complete and Green Street.		SHA		Short	No
Reconstruct Swann Road as a Complete and Green Street		DPW&T		Ongoing	County CIP #4.66.0008
Reconstruct MD 458 (Silver Hill Road) (entire length) as a Complete Street, including, but not limited to, dedicated bicycle facilities, sidewalks to meet or exceed the requirements of the properties' current zoning, bus priority measures, and high-quality bus stops, including shelters, trash receptacles, paved pedestrian access, real-time information on arrivals/departures, and improved pedestrian safety measures where sidewalks cross ramps to Suitland Parkway.		SHA		Mid	No
Construction of a village green at the intersection of MD 458 (Silver Hill Road) and MD 218 (Suitland Road) abutting the Suitland Federal Center.		GSA	DPR	Mid	No

The Planning Department would like to brief the County Council on these recommendations in the near future; if you have any questions or would like further information, please do not hesitate to contact me or Derick Berlage, Deputy Director for Operations, at derick.berlage@ppd.mncppc.org or 301-952-3594.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter A. Shapiro', with a long horizontal flourish extending to the right.

Peter A. Shapiro
Chair

- c: Lakisha Hull, AICP, LEED AP BD+C, Planning Director
Karen Zavakos, Acting Associate Administrator, Prince George's County Council
Donna Brown, Clerk of the Prince George's County Council
Derick Berlage, AICP, Deputy Director for Operations, Planning Department
Tony Felts, AICP, Chief, Community Planning Division, Planning Department
Katina Shoulars, Chief, Countywide Planning Division, Planning Department
Scott Rowe, AICP, CNU-A, Planner IV, Community Planning Division, Planning Department