

# Table of Contents

## PART 1

### I. Introduction

### II. Analysis of Testimony on Plan Elements:

- General Comments
- Land Use
- Economic Prosperity
- Transportation and Mobility
- Natural Environment
- Housing and Neighborhoods
- Healthy Communities
- Public Facilities
- Community Heritage and Culture
- Design

## PART 2

### III. List of Speakers

### IV. List of Exhibits

- i. Exhibits 1-13 (List of exhibits presented by M-NCPPC)
- ii. Exhibits 14-20
- iii. Exhibits T1-T3

# Introduction

This transcript analysis summarizes 23 exhibits and 35 pages of transcribed oral testimony (representing 6 speakers) from the Joint Public Hearing on the *Preliminary Greater Cheverly Sector Plan* held March 28, 2017. The testimony is included as an attachment.

Following a review of the exhibits and oral testimony, Planning Department staff analyzed the major issues raised in the testimony and offer the Department's response. Staff recommends several changes to the text and maps of the preliminary sector plan in response to testimony. Copies of the exhibits are included for reference.

The major issue areas identified from the analysis of the testimony include: Land Use, Transportation and Mobility, Natural Environment, Healthy Communities, and Public Facilities.

This analysis is organized into major subject areas including General Comments, Land Use, Economic Prosperity, Transportation and Mobility, Natural Environmental, Housing and Neighborhoods, Healthy Communities Public Facilities, Community Heritage and Culture, and Design.

Within each subject area, the following is provided:

1. Summary of testimony, with the exhibit and/or speaker number and name;
2. Staff analysis of the issue raised in testimony; with a summary of how the preliminary sector plan addresses the issue; and
3. Recommended Action (if any).
4. Planning Board Action.

Within the transcript analysis, the following symbols are used:

Underline indicates language added to the preliminary plan.

[Bracket] indicates language deleted from the preliminary plan.

# Land Use

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p> <p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p> <p><b>Exhibit 15</b> Phil Galiano 59<sup>th</sup> Avenue Associates, LLC</p> <p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Proposed Document Edits:</b> The area south of US 50 known as Cheverly, and not as ‘Englewood’ or ‘South Cheverly’.</p> <p>Replace “Greenleaf Street” with “Greenleaf Road”.</p> <p>Correct spelling of Bellamy Street in caption.</p> <p>Correct internet link to <i>Cheverly Green Infrastructure Plan</i>. Suggested link: <a href="https://sites.google.com/site/cheverlygreenplan">https://sites.google.com/site/cheverlygreenplan</a></p> <p>Replace photo on page 54 to show Tuxedo Road/Arbor Street.</p> <p>Correct misidentification of transition from Tuxedo Road to Arbor Street at 5800 block.</p>	<p>Staff agrees with changes to all maps, and text to correct road names, misspellings, locations and links.</p> <p>The photo on page 54 is appropriate to the element’s discussion of collaboration and investment in the sector plan’s industrial areas, and is not intended to focus solely on Tuxedo Road/Arbor Street.</p>	<p>Recommend changes to maps, text, road names, locations and links to provide accurate, up-to-date information.</p> <p>Recommend no action to change the photo on page 54.</p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>
<p><b>Exhibit T-1</b> John B. Thomas Deputy Director Office of Planning and Preliminary Engineering Maryland Department of Transportation State Highway Administration</p>	<p>Replace “South Club Drive” with “Columbia Park Road”</p>	<p>Staff agrees with recommendation to change road name.</p>	<p>Recommend change to road name.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Land Use

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<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p> <p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p> <p><b>Exhibit 15</b> Phil Galiano 59<sup>th</sup> Avenue Associates, LLC</p> <p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Document Revisions:</b> In the technical appendix, note that there is no contemporary source for the British troops having visited either Magruder Spring nor Crawford’s Adventure Spring. Staff makes reference only to “local tradition” and your text should go no further.</p> <p>Add the following text on page 25: “In addition, in light of various housing design improvement, which have occurred in recent decades, to include fire/life safety, energy efficiency, and structural improvements, among other design improvements, some property owners may elect to redevelop their properties in whole or in part.”</p> <p>Recommend including link to Cheverly History website. <a href="https://sites.google.com/site/cheverlyhistory">https://sites.google.com/site/cheverlyhistory</a></p>	<p>The sector plan includes an overview of historical facts, and source materials in the Technical Appendix, including references to lore about the British visiting the area. The information included in the Technical Appendix is consistent with the 2010 <i>Approved Historic Sites and Districts Plan</i>.</p> <p>Suggested text addition on page 25 is a recommendation for future improvement that may include redevelopment of residential properties that are out of date. Staff agrees that additional description of possible renovations may be helpful to readers.</p>	<p>Recommend no changes to historical descriptions or the Technical Appendix.</p> <p>Recommend addition of the following text on page 25: <u>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.</u></p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>

# Land Use

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 15</b> Phil Galiano 59<sup>th</sup> Avenue Associates, LLC</p>	<p><b>Coordination efforts with DPW&amp;T, Developers and Investors</b></p> <p>DPW&amp;T should be afforded the opportunity to review the sector plan.</p> <p>The County and State should make efforts to welcome investors and ensure a reasonable return on investment. As such, project approvals should be expedited, and assistance should be given to secure needed utilities. Including these specific concerns in the sector plan would help recognize the area’s reality.</p>	<p>The Department of Public Works and Transportation (DPW&amp;T) and other county agencies were afforded the opportunity to review and provide comments on the preliminary sector plan during the Public Facilities Review process, which lists the proposed public facilities in the plan per Section 27-645(b)(1) of the Prince George’s County Zoning Ordinance.</p> <p>The <i>Preliminary Greater Cheverly Sector Plan</i> lays out a comprehensive, long-range plan for the future of the neighborhoods, industrial areas and shopping districts in the sector plan area. The process for approving development applications and utility permits, and ensuring investors a reasonable return on investment, is outside the purview of this sector plan.</p>	<p>Recommend no changes to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p>	<p>The plan misrepresents the extent of the public participation process, with only the Hospital property as the subject of public participation.</p>	<p>Staff hosted two well-attended community meetings in December 2015 and January 2016. Community members engaged in discussions about infill and redevelopment opportunities at the Prince George’s Hospital site, Tuxedo Road/Arbor Street, 52nd Avenue, and Cheverly Metro Station. These meetings provided short-, medium-, and long-term design and improvement concepts reflected in plan’s vision. In June 2016, staff launched a Community Advisory Committee (CAC) comprised of key community stakeholders to review and comment on 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 plan. The CAC meetings were open and regularly attended by members of the public.</p>	<p>Recommend no changes to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Land Use

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek</p> <p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p>Add an executive summary that can be used to provide a quick summary.</p> <p>On page 12, add goal language to provide access to health care for all ages.</p> <p>On page 12, add goal language to improve access to employment.</p> <p>On page 26, include language about the departure of the Prince George’s Hospital Center and the sector plan area’s need for high-quality health care for residents of all ages.</p> <p>On pages 27 and 37, call out Columbia Park Road bridge, where industrial, residential, and public transportation traffic congestion creates safety hazards for pedestrians along Arbor Street and Columbia Park Road leading to the Cheverly Metro station.</p> <p>On page 30, call out the need for more Talented and Gifted (TAG) program seats at middle schools serving the area.</p>	<p>The sector plan does not include an Executive Summary.</p> <p>Staff agrees that calling out access to employment is important and should be included in the bulleted list on page 12.</p> <p>Staff agrees with suggestion to include language about the departure of the Prince George’s Hospital Center and the area’s need for high-quality health care.</p> <p>The sector plan includes a discussion about the Columbia Park Road bridge and pedestrian safety concerns related to traffic and the limited right-of-way available to accommodate multimodal access. The Columbia Park Road bridge is maintained by the Maryland State Highway Administration (SHA), which directs funding for improvements. The sector plan includes detailed recommendations to improve intersection configurations that enhance safe pedestrian access to Cheverly Metro station. The sector plan recommends that SHA study the feasibility of reconstructing the bridge and implementing pedestrian safety improvements.</p> <p>The sector plan includes recommendations for public school buildings, school sites, programs and attendance boundaries.</p> <p>On page 36, the plan references significant assets proximate to the plan area in lieu of an exhaustive list of every employment center within the Washington-Baltimore Metropolitan region.</p>	<p>Staff recommends the following changes:</p> <p><i>Page 12: 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, <u>employment centers and industrial zones.</u> (Transportation and Mobility Element).</i></p> <p>Recommend no change on page 26 about hospital departure.</p> <p>Recommend no change on pages 27 and 37 regarding the Columbia Park Road bridge.</p> <p>Recommend no change on page 30 about school educational programs.</p> <p>Recommend no change on page 36 regarding the Baltimore-Washington Parkway.</p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>

# Land Use

	On page 36, add reference to the Baltimore-Washington Parkway and access to regional employment centers.		
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# Land Use

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit T-3</b> Marcel Acosta Executive Director National Capital Planning Commission</p>	<p><b>Support for the Sector Plan</b> “We find the recommendations in the sector plan, particularly the Natural Environmental Element, to be consistent with the planning principles and policies of the <i>Comprehensive Plan for the National Capital: Federal Elements</i> (Comprehensive Plan).”</p>	<p>Staff agrees with this recommendation.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p> <p><b>Exhibit 15</b> Phil Galiano 59<sup>th</sup> Avenue Associates, LLC</p> <p><b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek</p>	<p><b>Zoning and Development Standards</b></p> <p>River-friendly planning and development standards for river-friendly development should be established here and, in collaboration with other jurisdictions, and throughout the Anacostia Watershed. Support the river as an amenity for businesses and residents that serves community needs, values and the economy.</p> <p>Support the Columbia Park Road Industrial area as an industrial Enterprise Zone within the terms of the zoning rewrite. Consider creating Enterprise Zones.</p> <p>Natural and residential areas adjacent to industrial zones require special attention to ensure the integrity of the natural areas. The sector plan should</p>	<p>The 2010 <i>Water Resource Functional Master Plan</i> evaluated existing growth and anticipated future development in the County to consider impacts to, and demands on, water resources, drinking water, wastewater and stormwater. In addition, the 2017 <i>Resource Conservation Plan: A Countywide Functional Master Plan</i> contains goals, measurable objectives, policies and strategies pertaining to green infrastructure planning, and forestry conservation. The sector plan supports the policies and strategies in these plans as they relate to water conservation, stormwater management and green infrastructure.</p> <p>Enterprise Zones are areas of a county in which state and local incentives and assistance are offered to encourage the expansion of existing businesses, and the attraction of new business activity and jobs. They are not part of the County Code and do not regulate planning and development. The industrial districts in the sector plan area are designated as Enterprise Zones and eligible for funding through the Prince George’s County Economic Development Corporation.</p> <p>The ongoing Zoning Rewrite process will evaluate the future zoning classification of parcels in alignment with policies included in <i>Plan 2035: Prince George’s Approved General Plan</i>, which supports maintaining employment centers in the County. The intensities allowed under future zoning</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>



# Land Use

	emphasize that need, and to that end, support a Neighborhood Conservation Overlay Zone as proposed in the ongoing rewrite of the Zoning Ordinance. When the County approves the new Zoning Ordinance and rezoning occurs, industrial areas bordering residential areas should be rezoned to a less-intense industrial zone.	classifications are undetermined at this time.	
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EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly	<b>Zoning and Development Standards</b> On page 40, address that industrially-zoned areas MD 202 (Landover Road), Tuxedo Road and Columbia Park Road create significant jobs and services to the area, however as economic conditions change with the burgeoning development along New York Avenue and Deanwood, opportunities may exist for higher and better uses.	The sector plan includes land use policies and strategies that support redevelopment to mixed-use and moderate-density residential at the Cheverly Metro station, Tuxedo Road/Arbor Street and at the Prince George’s Hospital property following the hospital’s departure. The sector plan also supports strengthening the industrial areas to expand employment opportunities and innovation in the area.	Recommend no change to plan.  <b>Planning Board Action:</b> Retain staff recommendation.
<b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee  <b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek	<b>Zoning and Development Standards</b> The ridge between the hospital and the Cheverly Nature Park includes the two highest points of land in Cheverly, and serves as a natural green infrastructure corridor and avian flyway for migrant birds. Urban amenities, such as dog parks, benches, patios and plazas are	The plan includes conceptual drawings of potential redevelopment scenarios for the Prince George’s Hospital Center Site. These scenarios incorporate a mix of uses with an emphasis on residential development, neighborhood-serving retail and public amenities, including publicly-accessible open and gathering spaces. Future development and site design will respond to market demand and the plan’s vision. In consideration of the environmental sensitivities and ecological concerns expressed by members of the Cheverly community, the plan includes the following strategy:	Recommend the following change:  Page 103: <i>However, any new development or redevelopment will respond to the <u>plan’s vision and market demand</u> [will largely be determined by market needs and property owners]</i>  Recommend no change to language regarding publicly-accessible open

## Land Use

	<p>inappropriate. Parcel 181 is very steep and should be restored to a natural condition.</p> <p>Ensure that future development includes a publicly-accessible observation point for firework viewing, small outdoor concerts or performances.</p>	<p><i>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.</i></p>	<p>and recreational space.</p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>
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# Land Use

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS AND PLANNING BOARD ACTION
<p><b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek</p>	<p><b>Zoning and Development Standards</b> On page 116, strategy LU 1.6 should require that Lockwood Road and Inwood Street cut-throughs are dependent on completed hospital development plans.</p>	<p>The plan includes a strategy to prioritize access to the hospital site as the property is redeveloped, and emphasizes that this connection should be sensitive to the neighborhood context and foster connection between the existing and new neighborhoods. The timing of roadway construction will be determined as part of the future development application.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>
<p><b>Exhibit 15</b> Phil Galiano 59<sup>th</sup> Avenue Associates, LLC</p>	<p><b>Proposed Map and Plan Revisions</b> Revise LU 2.1 to “residential and perhaps some modest component of retail and/or office uses.”</p> <p>Add new strategy LU 2.4 recommending that development be approved more quickly.</p> <p>Remove LU 9.1 and replace with suggested alternative: “soliciting proposals, and ensure that (i) the Town of Cheverly and other neighboring property owners are able to offer their views on the proposals and (ii) the County has some mechanism to gauge the financial merit of completing proposals, effectively negotiate with the successful offeror, etc.”</p> <p>LU 9.2 Remove the reference to</p>	<p>The sector plan includes policy and strategy language that is consistent with Planning Department writing styles. Words and phrases, such as “perhaps”, “modest”, and “financial merit” are not preferred terms for use in policy documents.</p> <p>The development application process and requirements for approval are not established by the sector plan. The Town of Cheverly, as one of the property owners, will have an opportunity to express their views on development proposals for the property known as the “Pointe”. The other property owner is the Redevelopment Authority, a County agency tasked with developing property on behalf of the County.</p> <p>On page 49, LU 9.2 refers to the 2009 <i>Approved Port Towns Sector Plan</i> because that plan lays out a vision for development along MD 450 as a corridor, and includes properties adjacent to the property known as the “Pointe”.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Land Use

	2009 <i>Approved Port Towns Sector Plan.</i>		
<b>EXHIBIT # / NAME</b>	<b>ISSUE</b>	<b>STAFF RESPONSE</b>	<b>STAFF RECOMMENDATIONS</b>
<p style="text-align: center;"><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p>	<p><b>Proposed Map and Plan Revisions</b></p> <p>On page 44, LU 3.1: Strike “multifamily residential, retail sales and services” from the potential uses of the site. Add “allow for short term lease by the County.”</p> <p>On page 44, LU 3.2: Strike "affordable housing, senior housing, housing for special-needs populations" from the potential uses of the site. Add “allow for short term lease by the County.”</p> <p>On page 46, LU 6.2: Strike “Fairmont Heights High School” and “Hoyer Elementary School” from the potential list of residential housing locations.</p> <p>Add a strategy that includes land swaps to facilitate housing in the right location.</p>	<p>The sector plan area is inside the Beltway, and supports <i>Plan 2035</i> goals to focus new development in the County’s already developed areas. The sector plan area is characterized by existing residential neighborhoods and limited opportunities for new residential development. The plan identifies locations where future potential residential development may be favorable as population increases and the housing market tightens.</p> <p>In 2017, Fairmont Heights High School is scheduled to cease operation as a school and may become vacant. The sector plan recognizes the potentially negative impacts that a vacant school can have on the surrounding neighborhood. It supports the study and identification of potential future uses that can provide beneficial and sustainable impacts on the surrounding neighborhood, as well as honoring the school’s historic legacy in the County.</p> <p>LU 3.1: The plan recommends rezoning the Fairmont Heights High School property (currently R-55) to allow for small-scale, low-intensity, and mixed-use development, including commercial development that could provide goods and services serving the needs of neighborhood residents. This plan does not require or recommend any particular use in the future; rather, it supports future uses that may strengthen the feasibility of adaptive reuse and financial sustainability over time.</p> <p>Similarly, the sector plan identifies the Judith Hoyer Early Childhood Learning Center in Cheverly as another potential future opportunity site for new mixed-use and residential development, due to its proximity to the Cheverly Metro station. However, this plan does not require or recommend any particular use in the future.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Land Use

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p>On page 40, extend "potential future commercial corridor" east to the entrance of Route 50 to show continuity of commercial development along MD 202.</p>	<p>As the property owner of school sites, the Board of Education can negotiate land swaps at any time.</p> <p>The commercial areas located closest to the intersection of MD 202 and US 50 are currently zoned commercial and the sector plan recommends maintaining their commercial zoning into the future.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>
<p><b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek</p>	<p>On page 43: Cheverly commends the recommendation to identify Tuxedo Road as a Local Transportation Core area and the area to the north extending up Belmont Street as an Edge area.</p> <p>We also urge that the plan expand the proposed Core and Edge areas south of the Metro. The Core area should extend to Reed Street, the currently proposed boundary for the Edge area (while preserving the wooded areas).</p> <p>We would also urge that the Edge area be extended to the Jesse Warr recreation center. These are based on the plan's recommendation elsewhere to enhance walkability via trails connecting this area to the metro.</p>	<p>As the Planning Department continues to work with the District Council to refine recommendations for a new Zoning Ordinance, the applicability of the Center recommendations in Plan 2035 to zoning classifications is evolving.</p> <p>This is especially critical in areas of the County where appropriate Center-based development, including significantly higher densities and a mix of uses, abuts existing single-family neighborhoods and regulated environmental features.</p> <p>Accordingly, in contrast with the request of the Town of Cheverly in their testimony, the plan amends the Local Transit Center (LTC) boundary to focus redevelopment in the core area around the Cheverly Metro Station and Arbor Street, and to limit development in the floodplain.</p>	<p>Recommend the following change to the text on page 43:</p> <p><i>Amend the Local Transit Center (LTC) boundary [as identified in the 2014 Plan Prince George's 2035 Approved General Plan (Plan 2035)] to focus redevelopment in the core [and edge areas] <u>area</u> around the Cheverly Metro Station and Arbor Street, and to limit development in the floodplain.</i></p> <p>Revise Map 9 and change labels to read: <i>Local Town Center Core</i> [and Edge areas] <u>area near the Cheverly Metro Station</u>.</p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>

# Land Use

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Bike Facilities</b> On page 49: Please include a reference to the Cheverly to Anacostia Bike Trail.</p>	<p>The plan includes Strategy PF11.1 on page 89: <i>Develop the trail between Bladensburg Waterfront Park to Cheverly.</i></p>	<p>Recommend no change to plan.  <b>Planning Board Action:</b> Retain staff recommendation.</p>
<p><b>Exhibit T-2</b> Norman D. Rivera, Esquire Law of Offices of Norman D. Rivera, LLC</p>	<p>Regarding the Smith Property, this testimony recommends the addition of language relating to the future possibility of creating an Industrial Campus Concept on the property, and to include this concept in the Greater Cheverly Sector Plan.</p>	<p>The sector plan includes policies that reflect the community’s vision and supporting implementation strategies as expressed during community workshops and Community Advisory Committee meetings, which were attended by a representative of the Smith Property. The Industrial Campus Concept was not discussed during any of these meetings. The current zoning supports continued heavy industrial use, and the sector plan recommends continuing this classification.</p>	<p>Recommend no change to plan.  <b>Planning Board Action:</b> Retain staff recommendation.</p>

# Economic Prosperity

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p style="text-align: center;"><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Buffering</b> On page 52: Include a policy that recognizes proximity of industrial to residential and industrial to natural resources that requires buffering to prevent disturbances. Requirements for additional stormwater management for industrial bordering stream.</p>	<p>The sector plan recognizes the importance of buffering between industrial and residential uses, and the need to mitigate negative environmental impacts attributed to industrial properties. The plan includes the following strategies that address these concerns:</p> <p><i>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.</i></p> <p><i>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.</i></p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Transportation and Mobility

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p> <p><b>Speaker 6</b> Nathaniel Zapf</p>	<p><b>Bridges over US 50</b> Recommend strengthening the recommendations for replacement of the Columbia Park Bridge.</p> <p>Connect a pedestrian bridge from Landover Metro Station to adjacent community.</p>	<p>The State Highway Administration has engaged in ongoing coordination with the Prince George’s County Department of Public Works and Transportation to evaluate the feasibility of restriping eastbound/westbound Columbia Park Road, such that an additional lane can be provided up to the ramp to eastbound US 50 in order to improve congestion along that section during the morning peak period.</p> <p>The plan recommends the following strategies for the Columbia Park Road bridge:</p> <p><i>TM 2.2 Evaluate and implement traffic calming elements, and effective improvements to enhance pedestrian and bicyclist safety along Columbia Park Road bridge, including a crash worthy barrier to physically separate pedestrians and bicyclists from moving motor vehicle traffic.</i></p> <p><i>TM 1.4 Evaluate and implement a pedestrian and bicycle bridge crossing the rail tracks and US 50 as part of the redevelopment of the Cheverly Metro Station or the industrial area along Tuxedo Road and Arbor Street.</i></p> <p>The Landover Metro station is outside of the sector plan boundary. There is a recommendation in the 2014 <i>Approved Landover Metro Area and MD 202 Corridor Sector Plan</i> to explore the feasibility of constructing a pedestrian bridge over US 50 with the Landover Hills community.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>



# Transportation and Mobility

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS AND PLANNING BOARD ACTION
<p><b>Exhibit 15</b> Phil Galiano 59<sup>th</sup> Avenue Associates, LLC</p> <p><b>Speaker/Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Infrastructure Improvements</b> County or State funding to expedite construction of infrastructure improvements (e.g. road widening, sidewalks, landscaping along Arbor Street and in the 5600-5700 blocks of Tuxedo Road, and the pedestrian bridge from Arbor Street to the Metro across US 50).</p> <p>On page 63: Include an additional strategy under TM 5: TM 5.X Develop strategies to improve traffic flow at the intersection of Kilmer Avenue and MD 202 (Landover Road) that eliminates cut through of commuter traffic through shopping center parking lot.</p> <p>On page 63: Add a new strategy under TM: 5.X Prioritize SHA resources to develop a plan that evaluates traffic along US 50 from MD 202 (Landover Road) to the intersection of US 50 and MD 201 (Kenilworth Avenue) developing new access and egress that addresses traffic problems at Cheverly Metro as well as the MD 201 (Kenilworth Avenue)/US 50 interchange.</p>	<p>The sector plan supports recommendations for improvements to highways in the area. However, it cannot create policies and strategies that encumber the resources and funding of a state agency. The Maryland State Highway Administration is the managing agency for these roadways.</p> <p>On page 133, the sector plan includes an implementation strategy to improve vehicular circulation and access on highways in the area. Strategies include the following:</p> <p><i>TM 5.5 Evaluate possible alternatives to improve motor vehicle, pedestrian, bicyclist, and transit user circulation at I-295, MD 201, and US 50 interchange.</i></p> <p><i>TM 5.5 Evaluate possible alternative to reconfigure MD westbound ramp to northbound MD 202 in order to improve pedestrian safety.</i></p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Transportation and Mobility

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p>On page 64/65: Add text that Marblewood Avenue, Tuxedo Road and North Englewood Drive need sidewalks.</p>	<p>North Englewood Drive has sidewalks. Staff agrees with recommendation to add sidewalks to Marblewood Avenue industrial area, and Tuxedo Road.</p>	<p>Recommend adding <u>sidewalks</u> to <b>Table 1: Existing and Proposed Roadway and Trail Facilities</b> for the following: Marblewood Avenue Tuxedo Road</p> <p>Recommend no change to table for North Englewood Drive.</p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>
<p><b>Exhibit T-1</b> John B. Thomas Deputy Director Office of Planning and Preliminary Engineering Maryland Department of Transportation State Highway Administration</p> <p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p>On page 63, include an additional strategy TM 5.7: Develop designated freight routes and identify necessary improvements to support access to industrial parks in the Columbia Park Road industrial area.</p> <p>Encourage the Maryland-National Capital Park and Planning Commission to include a discussion on how the plan will address freight access and mobility.</p>	<p>The Columbia Park Road industrial area is not within the sector plan boundary. Including a new strategy would be inappropriate.</p> <p>The sector plan does not include recommendations to address freight access. Freight access in the sector plan area is limited.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>
<p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p>	<p><b>Department Collaboration</b> Add a new strategy: TM 3.8: Collaborate with WMATA, DPW&amp;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.</p>	<p>The plan includes a policy to improve transit quality of service. The proposed strategy would help increase ridership on public transit and reduce the volume of traffic on the road.</p>	<p>Staff recommendation to add the following strategy: <u>TM 3.8: Collaborate with WMATA, DPW&amp;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.</u></p>

# Transportation and Mobility

			<b>Planning Board Action:</b> Retain staff recommendation.
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# Transportation and Mobility

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p> <p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p> <p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Document Edits</b> On page 60: TM 1.3 to include additional bicycle parking locations - Town Hall, pool, parks etc.</p> <p>On page 62: TM 4.2; Add directional sign to middle schools to the list.</p> <p>On page 59: In the first paragraph, there should be a specific call-out of the Columbia Park Bridge, as well as MD 201 Kenilworth Avenue and US 50. Should mention "the corridor from Cheverly Metro to the Intersection of MD 201 Kenilworth Avenue and US 50".</p>	<p>Staff agrees with the addition of bicycle parking locations and directional signage to all area schools.</p> <p>On page 59, staff agrees with adding a reference to the Columbia Park Road bridge as it is an important barrier to safe pedestrian access to Cheverly Metro station. MD 201 (Kenilworth Avenue) and US 50 are state highways, and managed by the Maryland State Highway Administration.</p>	<p>Recommendation to include the following:</p> <p><i>Page 60 TM 1.3 Promote improved and expanded bicycle parking for short- and long-term uses at the Cheverly Metro Station [and the], hospital site, <u>Cheverly Town Hall, Cheverly Swim and Racquet Club, and parks.</u></i></p> <p><i>Page 62 TM 4.2 Provide appropriate directional signs between key destinations throughout the Sector Plan Area. Destinations include:</i></p> <ul style="list-style-type: none"> <li>• <i>Transit stations</i></li> <li>• <i>Hospital Area</i></li> <li>• <i>Bladensburg Waterfront Park</i></li> <li>• <i>Shopping corridor on MD 202</i></li> <li>• <i>[High] All area schools</i></li> <li>• <i>Cheverly Nature Park</i></li> <li>• <i>Others as identified by the community</i></li> </ul> <p>Recommendation to add text to the first paragraph on page 59: <u>In particular, the Columbia Park Road bridge, which connects Arbor Street to the Cheverly Metro station over US 50 has insufficient right-of-way to safely accommodate pedestrian and cyclists.</u></p>

## Natural Environment

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p>	<p>The term “of local significance,” can be misleading.</p> <p>Not only does the Boyd Park/Cabin Branch and Lower Beaverdam Creek hub contain the “potential” for Forest Interior Dwelling Species (FIDS); it along with another hub, the Euclid Woods, by actual avian censuses have been conclusively proven to contain viable populations of many species of FIDS.</p>	<p>On page 69, strategy NE 2.4: the plan recommends protecting, preserving, and enhancing green infrastructure elements of local significance, such as headwater streams with their associated buffers and wetlands.</p> <p>On page 67, second paragraph: The plan references spaces of special importance within the sector plan area, including pockets of woodlands at Cheverly Euclid Park, Cheverly Nature Park, and portions of the Baltimore-Washington Parkway right-of-way.</p>	<p><i>Revise NE 2.4: Protect, preserve, and enhance green infrastructure elements [of local significance], such as headwater streams with their associated buffers and wetlands.</i></p> <p>On page 67, revise second paragraph: <i>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, <u>as well as potential habitat for forest interior dwelling species (FIDS) that can be found in the Euclid Park Woods.</u></i></p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>

# Natural Environment

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek</p>	<p><b>Environment</b> Improve the health, well-being, and low-impact use of natural areas, including removing invasive plants.</p> <p>End the practice of siting ball fields, schools, and other public and private facilities in the already scarce and highly valuable natural areas, especially bottomland forests and floodplains.</p> <p>Identify current and future areas to protect and enhance as community green infrastructure hubs and corridors [at different scales), including those identified and adopted in the Cheverly Green Infrastructure Plan.</p> <p>Retain large canopy trees throughout the area and planting the largest canopy trees a site can practically handle.</p> <p>Halt destruction of tree groves and remnant natural areas until their ecosystem-protecting value is fully assessed.</p>	<p>The sector plan includes the following policies and strategies related to code enforcement, natural areas, green infrastructure and tree canopy coverage:</p> <p><i>Policy 1: The plan recommends restoring and enhancing water quality in the Lower Beaverdam Creek stream systems, and other areas that have been degraded, through stormwater management and water resource protection and the following strategies.</i></p> <p><i>NE 1.1: Discourages new development within the floodplain and encourages maintenance and repair of current development.</i></p> <p><i>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.</i></p> <p><i>NE 1.5: Preserve the woodlands located along or adjacent to streams and widen forested buffers where they do not meet the County Code.</i></p> <p><i>Policy 2: The plan recommends reducing impervious surfaces and increase tree canopy within the sector plan area and the following strategies.</i></p> <p><i>NE 2.1: Disconnect large expanses of impervious surfaces by incorporating areas of pervious pavement or landscape strips to improve air and water quality.</i></p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

## Natural Environment

	<p>Redevelopment and creative reuse of existing developed sites that have the least value for natural restoration and contribute most to transit-oriented development.</p> <p>Create strong enforcement of laws and regulations to eliminate dust, including from sand, gravel, concrete, construction and deconstruction operations, and related trucking; a serious problem at Kenilworth and 52nd Avenue and along Upshur Street west of Kenilworth Avenue (MD 201).</p> <p>Aggressive enforcement of trash and litter laws and additional measures to change the culture and practices that currently result in an extraordinary amount of trash in our communities, along our roads, and in our river.</p>	<p><i>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.</i></p> <p><i>Policy 3: The plan recommends implementing environmental site design (ESD) techniques on-site and reduce overall energy consumption and the following strategy.</i></p> <p><i>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.</i></p> <p><i>Policy 3: The plan recommends prioritizing code enforcement and nuisance abatement and the following strategies.</i></p> <p><i>EP 3.1: Implement the recommendations in Prince George’s County’s 2013 Property Standards Reform Action Plan.</i></p> <p><i>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.</i></p>	
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## Housing and Neighborhoods

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 15</b> Phil Galiano 59<sup>th</sup> Avenue Associates, LLC</p>	<p>I would suggest adding the following comment “In addition, in light of various housing design improvements, which have occurred in recent decades, to include fire/life safety, energy efficiency, and structural improvements, among other design improvements, some property owners may elect to redevelop their properties in whole or in part.”</p>	<p>Staff addressed this comment in General Comments above.</p>	<p>See staff recommendation above.</p>
<p><b>Speaker 9</b> Alexander Mendelson Circle Community Land Trust</p>	<p><b>Housing Affordability</b> State that housing affordability is important and encourages County to look into specific strategies, such as community land trust, funding the housing trust funding that the Prince George’s County government has but underfunded.</p>	<p>The sector plan includes the following strategy on page 74</p> <p><i>HN 1.2: Support development that includes a mix of housing types and tenures at a range of affordability levels.</i></p>	<p>Recommendation to include the following strategies:</p> <p><u>Add 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.</u></p> <p><u>Add HN 1.4 Implement a density bonus program to increase affordable housing options near the Cheverly Metro station.</u></p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>



# Healthy Communities

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p> <p><b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek</p> <p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Plan Revisions</b> Strengthen consideration of air pollution in the Healthy Communities Element.</p> <p>The Healthy Communities barely touches on the significance of a clean environment for health.</p> <p>The Healthy Communities Element should mention Cheverly Village has been established to help meet the needs of citizens aging in place or, in its term, ‘aging in motion.’”</p> <p>Establish science-based systems and guidelines to assess the cumulative impacts of proposed development to public health and community well-being to help communities from having to accept unsafe levels of air, dust, noise, truck traffic and water pollution.</p> <p>Page 78; Add new point under HC: 1.7 Support the development of the "Cheverly Village" and provide housing options that allow elderly residents to age in place.</p>	<p>The Community Health and Wellness Element makes recommendations to support improvements to neighborhood conditions that can have a broad, beneficial impact on residents’ health. The goal of this element is to transform the 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.</p> <p>The Housing and Neighborhoods Element includes a goal with policies and strategies to preserve, protect, and strengthen established communities, while providing housing opportunities for an aging and changing population.</p> <p>The plan includes the following goal and strategies:</p> <p><i>Goal: To preserve and protect, and strengthen established communities, while providing housing opportunities for an aging and changing population.</i></p> <p><i>HN 1.1 Encourage development that provides dedicated senior housing and units that offer aging-in-place opportunities to residents throughout the sector plan area.</i></p> <p><i>HC 6.1: Encourage developers to complete health impact assessments and provide health and wellness amenities as a part of the development process.</i></p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Healthy Communities

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p>	<p>Add “HC 1.7: Encourage DPW&amp;T to subsidize student transit ridership costs in order to limit congestion and mitigate auto and school bus emissions.”</p> <p>Rewrite HC 2.5 to: “Promote a pilot program to install greenhouses on high school property that can be used as "kitchen" gardens to reinforce health initiatives.”</p> <p>Add “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.”</p>	<p>Staff agrees with the recommended additions.</p>	<p>Recommendation to include the following strategies:</p> <p><u>HC 1.7: Encourage DPW&amp;T to subsidize student transit ridership costs in order to limit congestion and mitigate auto and school bus emissions.</u></p> <p><i>HC 2.5 Promote</i> [the installation and expansion of school community “kitchen gardens” to reinforce health and wellness curricula and augment school lunch programs] <u>a pilot program to install greenhouses on high school property that can be used as "kitchen" gardens to reinforce health initiatives.</u></p> <p><u>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.</u></p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>

# Healthy Communities

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p><b>Document Edits</b> On page 79: HC2.4 Strike Kilmer Parcel, as its use and development is currently under consideration by the town.</p> <p>On page 79: HC 3.2 Include: "Ensure that the health facilities that remain on the hospital site, have adequate facilities to support the community."</p> <p>On page 82: HC 5.6 Include "Develop signed fitness routes throughout the community."</p> <p>On page 82: HC 6.0 Include "Future development should encourage an active lifestyle and leverage proximity to Metro."</p>	<p>The sector plan includes the following strategies:</p> <p><i>HC 3.2: Increase education and outreach on health insurance requirements and available plans, and provide technical assistance to expand health insurance.</i></p> <p><i>HC 3.3: Encourage partnerships between County agencies and local medical centers to strengthen community-focused health programming in the sector plan area.</i></p> <p><i>HC 6.1: Encourage developers to complete health impact assessments and provide health and wellness amenities as a part of the development process.</i></p>	<p>Recommend the following changes:</p> <p>HC.2.4: Remove second bullet [The Cheverly parcel on Kilmer Street]</p> <p>HC 3.3: Encourage partnerships between County agencies and local medical centers to strengthen community-focused health programming in the sector plan area. <u>Ensure that the health facilities remaining at the hospital site have adequate facilities to support the community.</u></p> <p><u>Add HC 5.6: Develop signed fitness routes throughout the community.</u></p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>

# Public Facilities

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p>	<p>Document Edits Woodworth trail and the Natural Park trail are marked as proposed, where as they exist and should remain as natural trails.</p>	<p>Staff agrees with trail identification.</p>	<p>Recommend a revision to Map on page 82 to correct trail identification.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>
<p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p>	<p><b>Public Schools</b> Last paragraph. rewrite to: “Four of these schools ...Gladys Spellman Elementary, Robert Gray Elementary, Cooper Lane Elementary School and the existing Fairmont Heights High School. “</p> <p>Delete Strategy 2.1 since survey has been completed.</p> <p>Consider adding a 4<sup>th</sup> policy as follows:</p> <p>Policy 4: Create a positive public school facility image in each neighborhood and community.</p> <p>PF 4.1 Facilitate redevelopment and facade improvements to school properties.</p> <p>PF 4.2 Incorporate streetscaping, parking lot improvements, landscaping, and public art on school properties to improve the area 's visual appeal.</p> <p>PF 4.3 Develop a façade</p>	<p>Staff agrees that there are four schools in the sector plan area.</p> <p>Staff agrees with recommendation to delete Strategy 2.1.</p> <p>Staff agrees with recommendation to add a Policy 4 and new strategies.</p> <p>Staff agrees with recommendations concerning sidewalks, additional classrooms and attendance boundaries.</p>	<p>Recommend the following change to first paragraph:</p> <p><u>[Three] Four of these schools are located within the Greater Cheverly Sector Plan boundary – Cooper Lane Elementary, Gladys Spellman Elementary, [and] Robert Gray Elementary and Fairmont Heights High School.</u></p> <p>[PF 2.1 Consider conducting a school facilities survey of all schools within the sector plan area to identify substandard physical conditions and mitigate adverse impacts on student learning.]</p> <p>Recommendation to add new policy and strategies:</p> <p><u>Policy 4: Create a positive public school facility image in each neighborhood and community.</u></p> <p><u>PF 4.1 Facilitate redevelopment and facade improvements to school properties.</u></p>

# Public Facilities

	<p>improvement program that assists local schools with dated building exteriors and improves school aesthetics and residential area attraction.</p> <p>PF 4.4 Utilize stormwater funding sources to improve the appearance of parking lots and landscaping on school sites.”</p> <p>PF 2.2 Strike “Additional classrooms” from the list since the recommendation does not align with the FY17 EFMP recommendations.</p> <p>Rewrite: “Others as identified in the facility survey.”</p> <p>PF 3.1 Consider adding Sidewalks on both sides of streets in the neighborhoods that are within 1.5 miles of an elementary and within 2 miles of middle and high schools.</p> <p>Rewrite Policy 1 and PF 1.2 for percent capacity at every school</p>		<p><u>PF 4.2 Incorporate streetscaping, parking lot improvements, landscaping, and public art on school properties to improve the area 's visual appeal.</u></p> <p><u>PF 4.3 Develop a façade improvement program that assists local schools with dated building exteriors and improves school aesthetics and residential area attraction.</u></p> <p><u>PF 4.4 Utilize stormwater funding sources to improve the appearance of parking lots and landscaping on school sites.</u></p> <p>Recommend the following changes:</p> <p><i>PF 2.2: Remove the following from the list of key renovations [Additional classrooms].</i></p> <p><i>Policy 1: Ensure the number and mix of schools achieves a system that operates at [100] 80-95% percent [of] capacity [or less] at every school.</i></p> <p><i>PF 1.2: Consider reconfiguring attendance [boundaries] to achieve [100] 80-95% percent capacity [or less] at every school.</i></p> <p><b>Planning Board Action:</b> Retain staff recommendations.</p>
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# Public Facilities

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Speaker 6</b> Nathaniel Zapf</p> <p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p> <p><b>Exhibit 14</b> Sheila Salo Cheverly Green Infrastructure Committee</p> <p><b>Exhibit 18</b> Vishnu Persaud Resident from the Town of Cheverly</p> <p><b>Exhibit 19</b> Dan Smith Friends of Lower Beaverdam Creek</p>	<p><b>Plan Revisions</b> Too many trails are shown for Euclid Woods.</p> <p>The plan retains an infeasible trail bridge over Tributary 1.</p> <p>On page 89: “Support DPR in submitting a request in its CIP to fund the development of the proposed trail in Cheverly East Park” does it really exist? If so, it should be introduced earlier in the text.</p> <p>On PF 8.2: Rewrite to “Search for opportunities to assemble land.”</p> <p>No real access from the Anacostia River in Northern Prince George’s County to the current and future development at the National Harbor. Investments in the quality, quantity and safe access to and use of parks and green spaces.</p> <p>Establishing walkable connections for residents and employees to natural areas and assets, and current and future commercial and social centers- using low impact practices.</p>	<p>Map 11: Transportation and Mobility Element Overview, shows two trail locations. One will be the preferred location of the trail at Euclid Woods Park.</p> <p>On page 89, the plan supports DPR recommendation to submit a request for in the Capital Improvement Program (CIP) to fund a proposed trail in Cheverly East Park. It would provide a trail between Bladensburg Waterfront Park (BWP) to Cheverly.</p> <p>Parks and Recreation, Policy 11: The plan recommends the development of bike and pedestrian infrastructure to connect to parks and recreation facilities within, and adjacent to, the sector area.</p> <p>The plan includes conceptual drawings as potential redevelopment scenarios for the Prince George’s Hospital Center Site. These scenarios incorporate a mix of uses with an emphasis on residential development; however, any new development or redevelopment will be largely determined by market demand and property owners.</p> <p>PF 8.2: The plan recommends searching for opportunities to acquire land near the intersection of routes MD 450 and MD 410 to build a multigenerational center.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Public Facilities

<p><b>Speaker 6</b> Nathaniel Zapf</p>	<p><b>Bike Facilities</b> Provide a bike path along US 50.</p>	<p>The roads and trails recommendations are included in Table 1 Existing and Proposed Roadway and Trail Facilities. US 50 was not included in the table due to traffic volume and possible safety concerns.</p>	<p>Recommend no change to plan. <b>Planning Board Action:</b> Retain staff recommendation.</p>
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# Community Heritage and Culture

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
No testimony for this Element.			



# Design

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 15</b> Phil Galiano 59th Avenue Associates, LLC</p>	<p><b>Topic: Plan Revisions</b></p> <p>Page 104, UD 5.5 Revise “Encourage pedestrian-scale, mix use development, to include multi-family housing and retail” to “along Tuxedo Road east of the rail road bridge and to Cheverly Avenue” rather than “at the corner of Belleview Avenue and Arbor Street.”</p> <p>Page 104, UD 5.2, Offer the same suggestion as noted above to include specific parties to which this responsibility would be assigned, specific time frames in which these activities are to occur, etc.</p>	<p>The sector plan includes the following policy and strategies:</p> <p><i>Policy 5: Support the evolution of Arbor Street into a pedestrian-oriented, mixed-use retail destination with improved street design that encourages access and safety between the Town of Cheverly and the Cheverly Metro Station.</i></p> <p><i>UD 5.5: Encourage pedestrian-scale, mixed used development, to include multifamily housing and retail, at the corner of Belleview Avenue and Arbor Street.</i></p> <p>Section 4 of the sector plan includes details about responsible parties for each of the strategies included in the sector plan.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>

# Design

EXHIBIT # / NAME	ISSUE	STAFF RESPONSE	STAFF RECOMMENDATIONS
<p><b>Exhibit 16</b> Mark E. Fossett Associate Superintendent Supporting Services Prince George’s County Public Schools</p> <p><b>Speaker/Exhibit 20</b> Mike Callahan Mayor Town of Cheverly</p>	<p>Consider adding the following strategy:</p> <p>Add a new strategy: UD 7.6 Consider swapping the administratively used suburban school site at the corner of Belleview Avenue and Arbor Street for a future, urban school site on the Prince George’s Hospital property.</p> <p>On page 104: Include something in the Policy Statement that indicates "supporting the recommendations of the Tuxedo Cheverly Plan."</p> <p>On page 104: UD 1.6 Add a new policy that rezones Tuxedo Road/Arbor Street to a more appropriate district for mixed used development.</p> <p>On page 105: UD: 7.4 Add "and recommend the appropriate zoning changes."</p> <p>On page 105: UD 7.6 Add new point: Identify opportunities to strengthen transportation routes that cross the BW Parkway and Route 50, incorporating pedestrian and bikeways and improving connectivity.</p>	<p>The plan includes conceptual drawings as potential redevelopment scenarios for the Prince George’s Hospital Center Site. These scenarios incorporate a mix of uses with an emphasis on residential development; however, any new development or redevelopment will be largely determined by market demand and the plan’s vision.</p> <p>The Prince George’s County Planning Department is comprehensively rewriting the County’s Zoning Ordinance and Subdivision Regulations. All zoning recommendations, including zoning for public facilities, will be addressed through this process.</p> <p>The plan includes the following strategy:</p> <p><i>UD 7.1: Complete of a market feasibility study to determine the best use of each site based on market conditions at the time of redevelopment.</i></p> <p>The recommendations for opportunities to strengthen transportation routes, pedestrian and bikeway and improving connectivity are found in Section 3 Element: Transportation and Mobility.</p> <p>As the property owner of school sites, the Prince George’s County School Board can negotiate land swaps at any time.</p>	<p>Recommend no change to plan.</p> <p><b>Planning Board Action:</b> Retain staff recommendation.</p>