

6.1.3.3 Terrestrial Species

The presence of wildlife species in any particular location depends on the amount of available habitat and resources. The site likely lacks many terrestrial species since there is inadequate vegetation present. There are streetscape trees, landscaped areas, limited bushes, and small areas of forest in and around the site. Mammal species common to Maryland may occur in or adjacent to this site, particularly in the forested areas surrounding Cattail Branch, and wooded areas north of the park along Evarts Street. These include Virginia opossum, eastern cottontail, coyote, eastern chipmunk, squirrel, raccoon, and species of bat.

Avian species, such as sparrow species, starlings, and grackles are common in Maryland and in suburban environments, and may be observed on the site. Migratory songbird species and raptors (hawks and falcons) may perch or rest in the area.

Reptiles common to Maryland, such as the eastern rat snake and the five-lined skink, may occur in the wooded perimeters of the site and on adjacent properties. They are not likely to occur in the paved areas of the site.

A variety of terrestrial insects common to Maryland that may occur on the site include the following: ants, bees and wasps, beetles, moths and butterflies, and grasshoppers (Maryland State Archives 2014). Arachnid species, such as ticks and spiders, are also common in Maryland and presumably occur on the site, although specific lists were not readily available.

6.1.3.4 Special Status Species

Special status species are species of plants or animals that require special consideration and/or protection. These species are listed as rare, threatened, or endangered by Federal and/or state governments. State species of greatest conservation concern are also covered in this section and include federally listed rare, threatened, and endangered species, as well as species that have a declining population in the state and are considered at risk.

As noted earlier in this chapter, the site is a developed area with limited vegetation and natural habitat. It is unlikely that special status species are present in the study area.

The federally listed Hay's spring amphipod (*Stygobromus hayi*) and 39 historical state-listed animal species (2 terrestrial mammals, 8 birds, 1 fish, and 28 invertebrates) are listed for Prince George's County, Maryland. Similarly, there are 151 state-listed plant species and 1 state and federally listed plant species (sensitive joint-vetch [*Aeschynomene virginica*]) in Prince George's County (MDDNR 2010b). In 1990, an occurrence of the purple passionflower (*Passiflora incarnata*) was recorded along Brightseat Road and may possibly still exist. However, it is likely that this population was introduced as a landscape plant and therefore does not warrant protection. The current status of this species in Maryland is "SU" (uncertain) (Golden 2015). Of those animal and plant species, none are known to be present at the site (USFWS 2014b).

The northern long-eared bat (*Myotis septentrionalis*) was listed as threatened in May 2015. Consultation with the U.S. Fish and Wildlife Service (USFWS) in December 2014 and the Maryland Department of Natural Resources (MDDNR) confirmed that the northern long-eared bat does not occur within or adjacent to the site (Byrne 2015; USFWS 2014b).

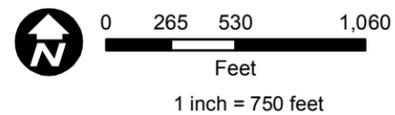
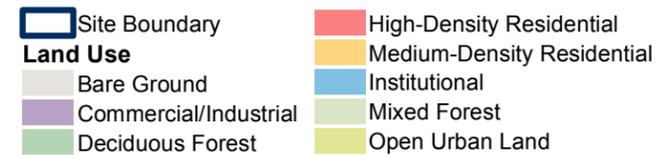
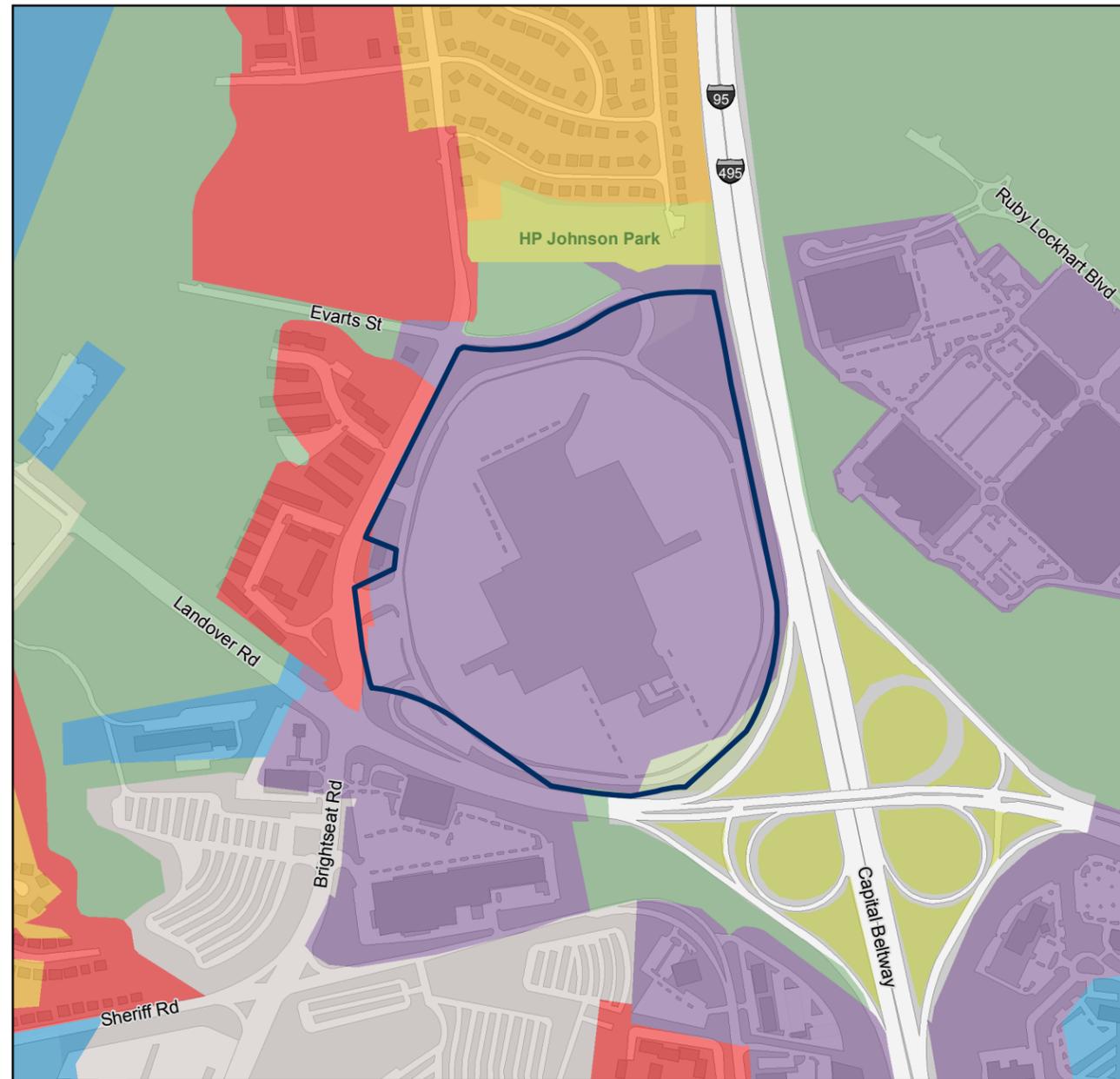
The site has 24 federally listed migratory birds of conservation concern associated with its location, as detailed in table 6-2. Due to the lack of natural habitat on the site, it is possible that these species may fly over, perch, and forage at the site, but it is unlikely that any nest in this location.

Table 6-2: Federally Listed Migratory Birds of Conservation Concern in the Vicinity of the Landover Site

Common Name	Scientific Name	Use of Site
American oystercatcher	Haematopus palliatus	Year-round
American bittern	Botaurus lentiginosus	Wintering
Bald eagle	Haliaeetus leucocephalus	Year-round
Black-billed cuckoo	Coccyzus erythrophthalmus	Breeding
Blue-winged warbler	Vermivora cyanoptera	Breeding
Cerulean warbler	Setophaga cerulea	Breeding
Fox sparrow	Passerella iliaca	Wintering
Gull-billed tern	Gelochelidon nilotica	Breeding
Kentucky warbler	Oporornis formosus	Breeding
Least bittern	Ixobrychus exilis	Breeding
Pied-billed grebe	Podilymbus podiceps	Breeding
Prairie warbler	Dendroica discolor	Breeding
Prothonotary warbler	Protonotaria citrea	Breeding
Purple sandpiper	Calidris maritima	Wintering
Red-headed woodpecker	Melanerpes erythrocephalus	Year-round
Red knot	Calidris canutus	Wintering
Rusty blackbird	Euphagus carolinus	Wintering
Seaside sparrow	Ammodramus maritimus	Year-round
Saltmarsh sparrow	Ammodramus caudacutus	Year-round
Short-billed dowitcher	Limnodromus griseus	Wintering
Short-eared owl	Asio flammeus	Wintering
Snowy egret	Egretta thula	Breeding
Wood thrush	Hylocichla mustelina	Breeding
Worm-eating warbler	Helmitheros vermivorum	Breeding

Source: USFWS 2014b

Figure 6-8: Landover Existing Land Use Map



Sources:
ESRI (2013), GSA (2013)
Prince George's County (2013)

LANDOVER LAND USE AFFECTED ENVIRONMENT OVERVIEW

- Land uses in the vicinity of the site are primarily residential, however there are commercial uses in the area in addition to the proposed mixed-use development across the Capital Beltway east of the site.
- The site is zoned as Mixed-Use, Transportation Oriented (M-X-T).
- Land use plans and studies that guide development for the Landover site and the surrounding area include Plan Prince George's 2035, Landover Gateway Sector Plan and Sectional Map Amendment, and the Comprehensive Plan for the National Capital Region: Federal Elements.

6.1.4 Land Use

The Landover site was the previous location for the Landover Mall. There is an automotive maintenance business directly adjacent to the site, fronting Brightseat Road. Land uses surrounding the former mall site are primarily residential. Residential uses consist of the Maple Ridge apartment complex, located along the west side of Brightseat Road, across from the site, and single-family homes to the north and west. Forty-nine buildings associated with the Glenarden apartments, located to the northwest of the site along Brightseat Road, were demolished in 2014 because of their poor condition (Washington Post 2014). Commercial uses in the study area include a liquor store on Brightseat Road, opposite the site, the Arena Plaza shopping center across Landover Road, to the south of the site, and Phase 1 of Woodmore Towne Centre, a planned mixed-use development across the Capital Beltway to the east of the site. The 345-acre site currently contains several big box retail stores, and upon completion would feature up to 700,000 square feet (SF) of retail, 1 million SF of office space, 922 residential units, 2 hotels and a conference center (Prince George's County Economic Development Corporation 2013). There is no farmland in the study area.

Recreational uses in the study area include Maryland-National Capital Park & Planning Commission's (M-NCPPC's) H.P. Johnson Park to the north of the site (Prince George's County Planning Department 2009), and the Prince George's County Sport and Learning Complex, approximately 0.75 mile to the southeast of the site. FedExField is located approximately 1 mile to the southwest. Figure 6-8 illustrates the land uses within a 0.25-mile radius of the site, as defined by Maryland Department of Planning.

6.1.4.1 Zoning

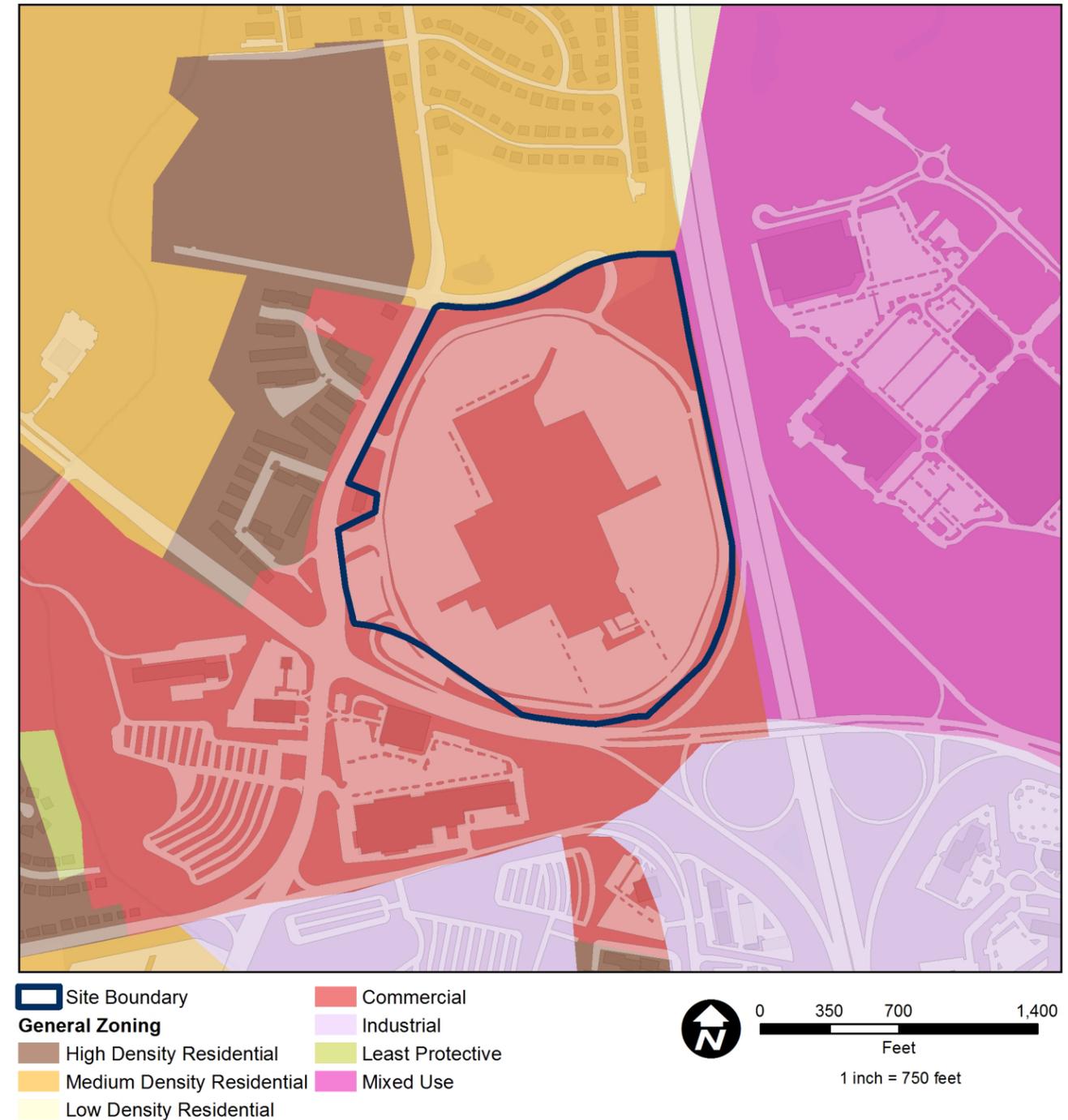
According to the Prince George's County zoning map, the Landover site is zoned as Mixed-Use Transportation Oriented (M-X-T). More information regarding the M-X-T zoning ordinance is found in section 5.1.4.2. The zoning of the site and its environs is provided in figure 6-9.

The Floor-to-Area Ratio (FAR) and building height are two important development parameters that contribute to the development of the site. The allowable FAR for the M-X-T zone as described in section 5.1.4.2 is 0.4 without the optional method, and 8.0 with the optional method (Prince George's County Planning Department 2010). The optional method provides an alternative choice of development that would allow for greater density to encourage a high degree of urban design, increased pedestrian-oriented activities and amenities, and provide uses that encourage 24-hour programming.

The Landover Sector Plan and Sectional Map Amendment (hereafter referred to as the Landover Sector Plan) does not provide height restrictions; however, the plan does provide building height projections for the proposed redevelopment of the Landover site (Prince George's County 2009). In the Landover Sector Plan, the Landover site is separated into three neighborhoods, each with individual height projections. Those neighborhoods include: Landover Civic Center, Main Street/Commercial Core, and Downtown Neighborhood. Building height projections for each neighborhood are provided in the following list and are based on the assumption that each individual story is 15 feet tall:

- Landover Civic Center: Buildings on the east side may rise to be 20 stories (300 feet), and buildings along Center Street step down to be 4 to 12 stories (60 to 180 feet).
- Main Street Commercial Core: Buildings may range in height from 4 to 10 stories (60 to 150 feet).
- Downtown Neighborhood: Building heights may range in height from 2 to 8 stories (30 to 120 feet).

Figure 6-9: Landover Existing Zoning Map



Sources:
ESRI (2013), GSA (2013)
Prince George's County (2013)

FLOOR-TO-AREA RATIO

FAR is the total square feet of a building divided by the total square feet of the lot on which the building is located. Higher FARs indicate a higher density of development.

PRINCE GEORGE'S COUNTY OPTIONAL METHOD OF DEVELOPMENT

The optional method provides an alternative choice of development that would allow for greater density to encourage a high degree of urban design, increased pedestrian-oriented activities and amenities, and provide uses that encourage 24-hour programming.

6.1.4.2 Regional and Local Land Use Studies

Plan Prince George's 2035

Plan Prince George's 2035 initiated by M-NCPPC, includes comprehensive recommendations for guiding the future development within Prince George's County. The plan aims to direct the majority of the county's incentives and new infrastructure to a limited number of places in the near-term to accelerate their development as viable economic engines over the next 5 to 10 years (M-NCPPC 2014a). This concentration of development would strengthen neighborhoods; enhance transit-rich centers; preserve environmentally sensitive and rural areas; and create state-of-the-art public facilities, schools, and parks and recreations services.

Plan Prince George's 2035 identifies Landover as one of 26 local centers. These local centers would be focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the county. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.

The Largo Town Center Metro Station, the closest Metro Station to the site, is categorized as one of eight Regional Transit Districts. These eight centers have potential for extensive transit and transportation infrastructure and the long-term capacity to become mixed-use, economic generators for the county. These medium- to high-density areas are envisioned to feature high quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options, and provide a range of housing options. Furthermore, the plan intends to designate New Carrollton Metro Station and Largo Town Center Metro Station as initial downtowns for Prince George's County. As a result, Prince George's County will encourage the relocation of government agencies to catalyze development and investment; create walkable communities; market downtowns to prospective developers, federal agencies, nonprofits, and retail trade groups as the county's prime opportunity sites; and incentivize compact development (Prince George's County Planning Department 2014).

Landover Gateway Sector Plan and Sectional Map Amendment

The Landover Sector Plan was adopted by M-NCPPC and developed for the town of Landover and its immediate vicinity in response to a recommendation for the redevelopment of the area from a 2006 Urban Land Institute study (Planning Commission Prince George's County Planning Department 2009). section 5.1.4.3 provides more detail on the jurisdictional authority of local agencies pertaining to the Sector Plan's contribution to development in the area. The Sector Plan amends the applicable portions of the 1993 Approved Landover and Vicinity Master Plan and Sectional Map Amendment, Planning Area 72, the 1990 Largo-Lottsford Master Plan and Sectional Map Amendment, Planning Area 73, and applicable functional plans.

The purpose of the Landover Sector Plan is to identify future uses for the former Landover Mall site and plan for the revitalization and redevelopment of the site and adjacent properties. Additionally, the plan identifies needed transportation and pedestrian improvements; ensures efficient use of existing infrastructure and investment; protects environmentally sensitive land; fulfills the General Plan vision for the Developed Tier as a network of sustainable, transit supporting, mixed-use, pedestrian-oriented, medium- to-high density neighborhoods; and produces a comprehensive plan and a redevelopment phasing plan for the Sector Plan area.

The Sector Plan boundary covers approximately 591 acres, which are partly within the incorporated area of the city of Glenarden, and include Woodmore Towne Centre at Glenarden and Glenarden apartments. The Sector Plan focuses generally on the former Landover Mall site and the commercial and residential properties located within approximately a half mile radius of the former mall site. This area is also known as the Landover Gateway, which falls within both the developed and developing tiers, with the Capital Beltway serving as the dividing line between the two tiers.

With the closure of the Landover Mall in 2002, Landover is no longer the primary retail provider for Prince George's County. The Sector Plan was initiated to recapture Landover as the county's retail center. The plan seeks to improve the economic vitality in the area by designing a new downtown with enhanced pedestrian activity; a vibrant array of mixed-use development; enhanced residential communities to accommodate residents of all incomes; and amenities such as retail, entertainment, and cultural uses, as well as public open space, schools, and designs for a multiplicity of uses flexible enough to respond to changing markets.

The plan is divided into five sectors: development patterns, housing, infrastructure, community development, and implementation. Each component addresses an aspect of initiating the objective of the Sector Plan by describing goals and policies to ensure success of the plan. Those elements that are applicable to this action include:

Development Pattern

The development pattern of the Sector Plan describes the vision for land use, development, and community character in the Landover Gateway area. The purpose of the development pattern is to promote economic vitality, promote a sustainable pattern of development that encourages a balanced use of existing and proposed public facilities, enhance the quality and character of communities and neighborhoods, and protect environmentally sensitive lands.

Goals and Guidelines:

- Encourage a high concentration of land uses and economic activities that attract employers, workers, and customers.
- Encourage high- and moderate-density residential development.
- Ensure that Landover Gateway can be effectively served by mass transit and that future development is transit supportive.
- Promote compact, mixed-use development at moderate to high densities.
- Ensure transit-supportive and transit serviceable development.
- Require pedestrian-oriented and transit-oriented design.
- Ensure compatibility with surrounding neighborhoods.

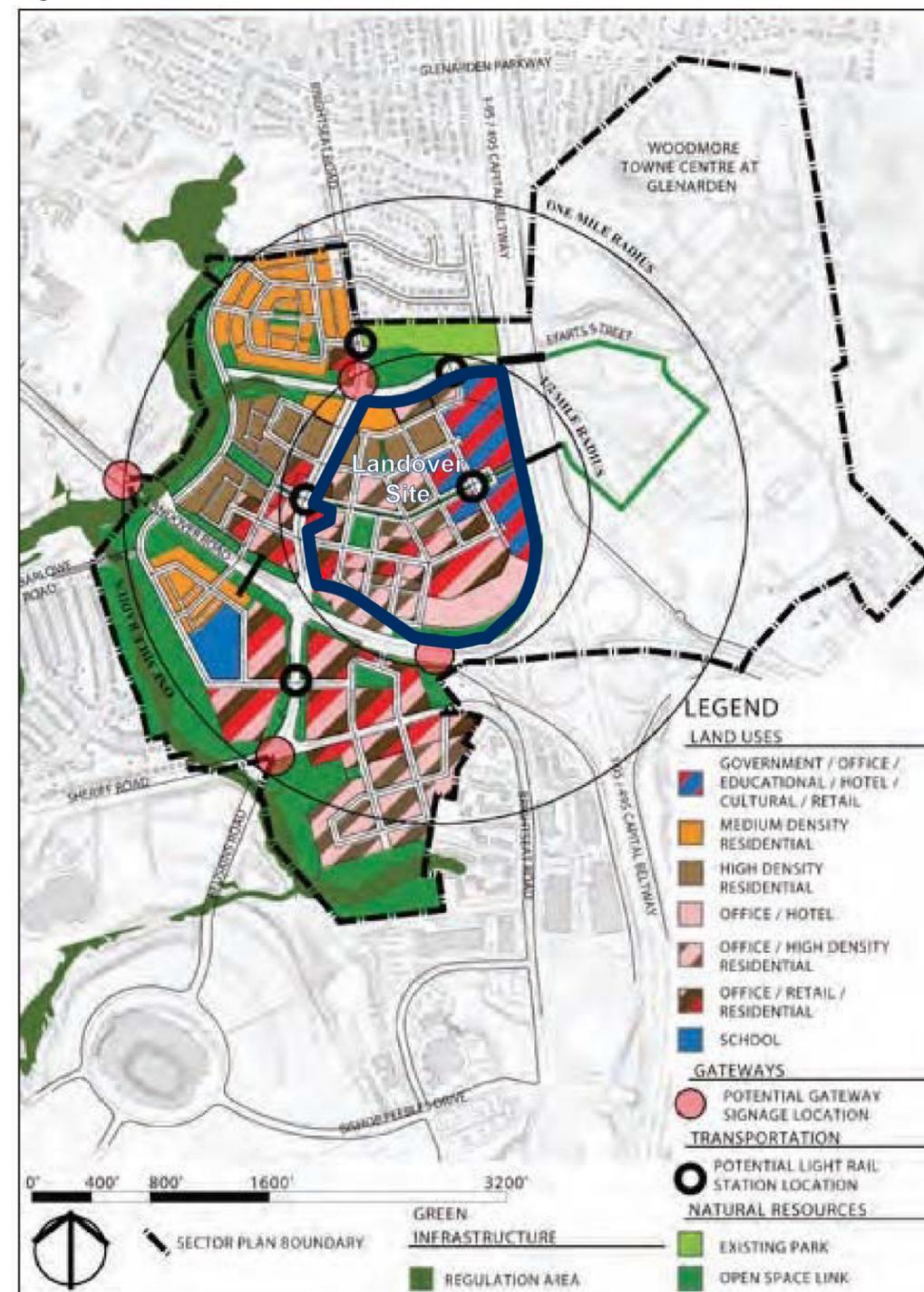
Policies:

To achieve success outlined in the goals and guidelines, the Landover Planning Board developed an array of policies to enact these goals and guidelines.

1. Create a vibrant new downtown for Prince George's County in and around the former Landover Mall site. The new Landover downtown is envisioned as a high density town center with a mix of uses and activities that will foster a vibrant, 24-hour downtown environment and incorporate a wide variety of neighborhoods.
2. Improve connectivity in the sector area by creating a compact network of pedestrian-friendly streets creating a range of block sizes with many small blocks, providing alternative routes that bypass major thoroughfares such as Brightseat Road and MD 202.
3. Integrate open spaces, green connections, and public focal places into Landover Gateway's neighborhoods and connect them to the street system; these open spaces should be bounded by streets on at least two sides.

The Planning Board also intends to establish a complementary relationship between Landover Gateway and the Woodmore Towne Centre Development. This plan involves the approval and construction of new pedestrian and vehicular connections between Landover Gateway and Woodmore Towne Centre, including a heavily landscaped promenade along the Everts/Campus Way over the Capital Beltway (I-95/I-495) connection. The two developments should also be linked through future transit connections, including interim circulatory bus shuttle service and future light transit service. Figure 6-10 provides a map of the future projected land uses in the area as outlined in the goals, guidelines, and policies.

Figure 6-10: Future Land Uses under the Landover Sector Plan



Source: Planning Commission Prince George's County Planning Department (2009)

Housing Elements

The Landover Gateway Sector Plan area is envisioned as a vibrant, mixed-use community that includes a variety of high-quality mixed-income housing. The Sector Plan hopes to initiate the development of duplex, triplex, or quadruplet units to reverse current trends favoring single family housing. Goals and guidelines and policies applicable to the housing element are summarized as follows:

Goals and Guidelines:

- Implement mixed-income housing and ensure that new developments are compatible with surrounding neighborhoods. Provide a variety of housing types for a range of incomes, including workforce housing and active adult housing.
- Promote mixed-use development to establish a healthy community where housing, employment, retail, and civic uses are located close to each other.
- Reduce any high concentration of distressed/desolate housing in and outside the Sector Plan area.

Policies:

1. Work with developers to make sure they build a variety of housing types in and around the core area to enhance the vitality and character of the community and establish a market base for local businesses. The proposed neighborhoods should become the cornerstone of Landover Gateway and a community.
2. Identify and implement policies and mechanisms that give existing residents the option of remaining in Landover Gateway as the area redevelops.

Infrastructure Elements

The vision of the future environmental infrastructure in the Sector Plan area is an interconnected system of public and private lands that contains locally significant areas of woodlands, wetlands, wildlife habitat, and other sensitive areas that are connected to compact urban communities. It incorporates design concepts that limit paved surfaces, reduce vehicle trips, and increase urban tree canopy. The goals of the infrastructure elements look to preserve and enhance, where appropriate, and restore environmentally sensitive features. The Sector Plan's desired development should be implemented while protecting environmentally sensitive features.

The infrastructure elements include environmental infrastructure, transportation systems, trails and pedestrian access, and public facilities, all of which contribute to land use in the area. The goals and guidelines and policies applicable to the infrastructure elements are summarized as follows:

- Preserve, enhance, and restore environmentally sensitive features, including the existing urban tree canopy, while implementing the Sector Plan's desired development pattern.
- Provide an integrated multi-modal transportation system that attracts high-quality transportation-oriented design development.
- Incorporate appropriate pedestrian, bicycle, and transit-oriented design and transit-supporting design features in all new development within centers and corridor nodes.
- Develop a variety of urban school models for use in centers and corridors, as well as in other land-constrained areas of Prince George's County.

Community Elements

The community vision of the Landover Gateway area is for a vibrant mixed use center that incorporates opportunities to live, work, and play (Planning Commission Prince George's County Planning Department 2009). Daytime operations will be provided by major governmental, institutional, and other offices and will be synergistic with other uses such as local restaurants, retail shops, and other commercial, entertainment, and cultural uses to promote a 24-hour programming. The designs of the town center will provide for a multiplicity of uses flexible enough to respond to changing markets. The goals and guidelines and policies applicable to the community elements are summarized as follows:

- Market the "focal" attractions, including the recruitment of a Federal and state agencies and universities, as well as organizing festivals.
- Improve public facilities to support redevelopment and enhance residents' quality of life.
- Develop a community cultural center to attract youth and adults from across the county.

Comprehensive Plan for the National Capital

The Comprehensive Plan for the National Capital is a document that guides future planning and development in Washington, D.C., and the surrounding National Capital Region (NCR). The plan is divided into two components – the Federal Elements and the District Elements. The Federal Elements are prepared by NCPC and provide a policy framework for the Federal Government in managing its operations and activity in the NCR. The District Elements, which are applicable only in the District of Columbia, are developed by the District of Columbia to address traditional city planning issues such as land use, housing, and economic development. For this site, only the Federal Elements are applicable and only as they apply to the future development of Federal facilities. The Federal elements are described in detail in section 5.1.4.3.

6.1.5 Visual Resources

The Landover site is characterized by the barren remains of the Landover Mall, which was demolished between 2002 and 2014. A dirt surface covered with overgrowth and debris now exists where the mall once stood. A minimally maintained paved parking lot encloses the dirt remnants of the mall. The majority of the light fixtures have been removed. Trees and overgrown planting islands throughout the parking lot provide some greenery to the otherwise barren landscape. An internal circulation road encircles the parking lot providing access around the entire perimeter connecting the site to Brightseat Road and Landover Road. A small row of trees buffer the proposed site from the Capital Beltway to the east and Landover Road to the south. HI-TECH Auto Services, an operating enterprise, is located between the former Landover Mall and Brightseat Road. West of Brightseat Road is a small garden apartment housing development surrounded by a densely wooded area.

The general visual character of the surrounding area is typical of suburban landscapes with commercial and residential development interspersed with wooded areas. Currently, views of the Landover site are limited due to the lack of notable building heights present on the site. Areas directly adjacent to the site have views into the site.



This photograph of the Landover site typifies the existing visual character of the site.



HI-TECH Auto, located adjacent to the site. Image courtesy of Google Street View.

LANDOVER VISUAL RESOURCES AFFECTED ENVIRONMENT OVERVIEW

- The Landover site is characterized by the barren remains of the Landover Mall, which was demolished in 2002. A dirt surface covered with overgrowth now exists where the mall once stood.
- The general visual character of the surrounding area is typical of suburban landscapes with commercial and residential development interspersed with wooded areas.



Maple Ridge Apartments



Glenarden



Palmer Park School, now the Bonnie F. Johns Educational Center

6.1.6 Cultural Resources

GSA, in consultation with the Maryland Historic Trust (MD SHPO) and in accordance with the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), has determined the Area of Potential Effect (APE) of the Proposed Action on historic properties. The APEs for the Landover site are illustrated in figure 6-11.

6.1.6.1 Archaeological Resources

No known archaeological studies have been completed within the site boundary. The Landover site in its entirety was disturbed during the construction of the Landover Mall in the 1970s. Therefore, there is low potential for archaeological resources to exist on the site, because any archaeological sites that may once have been present have likely been disturbed.

6.1.6.2 Historic Resources

The Landover site contains no historic structures or districts. The site was developed in 1972 as the Landover Mall, but none of the buildings remain extant.

No previous historic resource surveys for standing structures have occurred within the APE for the Landover site. The APE contains a mixture of residential and commercial development. Buildings older than 50 years of age within the APE are single-family and multi-family housing and a school built post World War II. Additional commercial and residential development within the APE, particularly along the eastern edge, was built in the last 20 to 30 years. The Maple Ridge apartment complex, located across Brightseat Road east of the Landover site, is a group of three-story apartment buildings constructed between 1964 and 1966. Southwest of the site, on the south side of Landover Road, is the former Palmer Park School (now the Bonnie F. Johns Educational Media Center), built in 1965. An additional garden apartment complex, the Lansdowne apartments, stand along the southern edge of the APE, on the west side of Sherriff Road. This complex was built between 1964 and 1966. The residential subdivision of Royale Gardens is north of the Landover site, between I-495, Brightseat Road, and H.P. Johnson Park. This neighborhood consists of single-family houses built between 1962 and 1964. These subdivisions and apartment complexes represent typical post World War II suburban development within the Washington, D.C., metropolitan area and do not appear to be prototypes of this development phenomenon. They have not been formally evaluated for their potential to meet criteria for listing in the National Register of Historic Places (NRHP).

**LANDOVER CULTURAL RESOURCES
AFFECTED ENVIRONMENT
OVERVIEW**

- There are no archaeological studies that have been completed within the site boundary, however due to the disturbance during the construction of the Landover Mall in the 1970s, there is low potential for archaeological resources to exist on the site.
- The Landover site contains no historic structures or districts. Additionally, no previous historic resource surveys for standing structures have occurred within the APE for the Landover site.

GARDEN APARTMENT

Generally, a low-rise apartment building surrounded by landscaped grounds and arranged around courtyards.

Figure 6-11: Landover Historic Resource Map



Site Boundary/Ground Disturbance APE
 School
 Parks

Draft Viewshed APE



0 500 1,000
Feet
1 inch = 1,200 feet

Sources:
ESRI (2013), GSA (2013)
Prince George's County (2013)

LANDOVER SOCIOECONOMICS AFFECTED ENVIRONMENT OVERVIEW

- The population in Prince George's County increased by 9% to 873,481 between 2000 and 2013 and is expected to grow by 15% between 2010 and 2040.
- In 2013, the total employed labor force in Prince George's County was 299,713 people, and the average, annual median wage between 2009 and 2013 for all occupations was \$73,623.
- Between 2000 and 2013, total unemployment in Prince George's County increased from a low of 3.6% of the total labor force in 2007 to a high of 8% in 2010. In 2013, Prince George's County's annual unemployment rate was 6.8%.
- In 2013, in Prince George's County, approximately 15% of the total jobs were in state and local government industry and almost 11% were in the retail trade industry.
- Between 2005 and 2040, the number of households in Prince George's County is projected to grow by 20%.
- Prince George's County Public Schools is one of the nation's 25 largest school districts, with 205 schools, more than 124,000 students, and more than 18,000 employees.

6.1.7 Socioeconomics and Environmental Justice

The following sections describe the socioeconomic and environmental justice affected environment for the Landover site. Socioeconomic and environmental justice covers these subtopics: population, housing, employment, income, taxes, schools, community facilities, community services, recreation, environmental justice and protection of children. The region of influence (ROI) for socioeconomics and environmental justice is defined as the Washington-Arlington-Alexandria Metropolitan Statistical Area (Washington, D.C., MSA).¹ See section 3.8 for more detailed information on the Washington, D.C., MSA and the methodology used for this section.

The affected environment for socioeconomics for the Landover site is the same as the affected environment described for the Greenbelt site in section 5.1.7, with the exception of taxes, community services public health and safety; recreation; environmental justice; and protection of children. All other sections in this analysis are the same as those described under the affected environment for the Greenbelt site in section 5.1.7.

¹ The current Washington-Arlington-Alexandria Metropolitan Statistical Area (Washington, D.C., MSA), as defined by the U.S. Census, contains the following 22 counties or independent governments: Frederick County, Maryland; Montgomery County, Maryland; District of Columbia; Calvert County, Maryland; Charles County, Maryland; Prince George's County, Maryland; Arlington County, Virginia; Clarke County, Virginia; Fairfax County, Virginia; Fauquier County, Virginia; Loudoun County, Virginia; Prince William County, Virginia; Spotsylvania County, Virginia; Stafford County, Virginia; Warren County, Virginia; Alexandria city, Virginia; Fairfax city, Virginia; Falls Church city, Virginia; Fredericksburg city, Virginia; Manassas city, Virginia; Manassas Park city, Virginia; and Jefferson County, West Virginia (U.S. Census 2003).

6.1.7.1 Taxes

Taxes for Prince George's County, Maryland, and the State of Maryland are described in section 5.1.7.3. As the property that is the subject of this analysis is currently owned by a private entity, it is not tax exempt. The property is currently classified unimproved land, and has a 2015 assessment value of \$32,266,740, with a total property tax liability of \$361,339 for the same year.

6.1.7.2 Community Services, Facilities, and Recreation

The following sections describe the existing conditions for a variety of community facilities, including police services, fire and emergency services, medical facilities, libraries, schools, childcare facilities, and houses of worship.

Police Services

A description of police services in Prince George's County is provided in section 5.1.7.5. The Landover site is located in Prince George's County's Police District 3. Landover Station, approximately 1.7 miles away, services the site. Further details on police services for the Landover site were provided in section 6.1.8.1.

Fire and Emergency Services

A description of fire and emergency services in Prince George's County is provided in section 5.1.7.5. Battalion 1 serves all communities in the general vicinity of Capitol Heights, Landover, and Largo (Prince George's County 2014b). It is approximately 1.3 miles from the site and is shown in figure 6-12. Further details on fire and emergency services for the Landover site are provided in section 6.8.2.

Medical Facilities

Prince George's County's Health Department headquarters is located in Largo, Maryland, but includes an administrative location (Largo West) in Landover, Maryland. There are also two community service programs located in Landover: the Healthy Teens Center and the Women, Infants and Children Program (Prince George's County 2013f). The closest medical center to the Landover site is Largo Medical Center (shown in figure 6-12), located 1.25 miles to the southeast. This medical center offers urgent care, laboratory, radiology, and pharmacy, 24 hours a day, 7 days a week. The closest hospital to the project site is Prince George's County Hospital Center, located approximately 4 miles west of the project site.

Other Community Facilities

In addition to schools, police, fire and emergency, and recreation facilities, there are numerous other community facilities within 1 mile of the Landover site that are commonly located in suburban environments, such as childcare centers, houses of worship, universities, and libraries.

There are six childcare centers catering to the suburban population and concentration of employment in Landover. Those childcare centers within 1 mile of the Landover site include Park View Child Development Center located at 7900 Oxman Road, Greater Landover; Children – The Future Child Care located at 8585 Landover Road, Kent; Kayla's Daycare at 2900 Brightseat Rd, Glenarden; Aunt Tia's Daycare at 2324 Brightseat Rd, Landover; Nana's Day Care at 7778 Burnside Rd, Landover; and Rising Generations at 3030 Brightseat Road #1010, Lanham.

The Glenarden Branch Library is located within a mile of the Landover site at 8724 Glenarden Parkway, Glenarden.

Several houses of worship are located within a mile of the site. The University of Maryland, University College, is also located within a mile of the site at 1616 McCormick Drive, Largo.

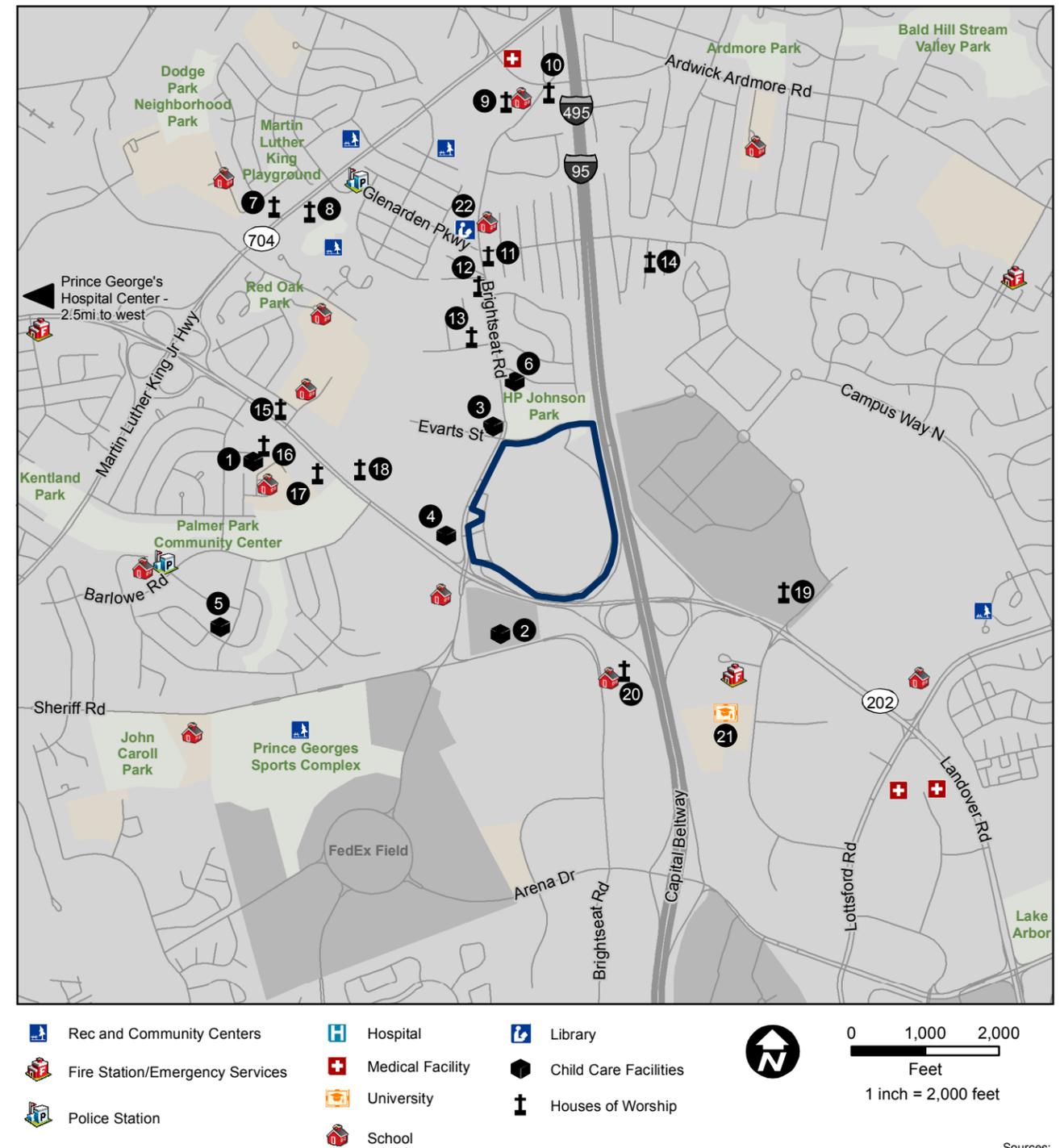
Table 6-3 provides a comprehensive list of all the community facilities found within a mile radius of the Landover site, and figure 6-12 illustrates their location.

Table 6-3: Landover Community Facilities

Facility	Map ID	Description
Child Care	1	Park View Child Development Center
	2	Children - The Future Child Care
	3	Kayla's Daycare
	4	Aunt Tia's Daycare
	5	Nana's Day Care
	6	Rising Generations
Houses of Worship	7	Saint Joseph's Church
	8	Lord's Church - Transformation
	9	Zion Church
	10	Shiloh Baptist Church
	11	Holy People For Christ Church
	12	Glenarden Church of Christ
	13	Christ Mission Church
	14	Holy Flock of Christ
	15	Eastern Community Church
	16	Parkview Baptist Church
	17	Faith in Christ Church
	18	New Home Baptist Church
	19	St. Joseph's Catholic Church
	20	Living Word Love Fellowship
University	21	University of MD University College
Library	22	Glenarden Branch Library

Source: Google Maps (2014); DC GIS (2014)

Figure 6-12: Landover Community Services, Facilities, and Recreation



Sources:
ESRI (2013), GSA (2013), FEMA (2013), NHD (2013)
Prince George's County (2013)

LANDOVER COMMUNITY SERVICES, FACILITIES, AND RECREATION

- All 800,000 citizens of Prince George's County are served by the Prince George's County Police Department. The city of Landover site is protected by the Landover Station, within Prince George's County Police District 3.
- Battalion 1, of the seven response areas (battalions) of Prince George's county, serves the Landover site location.
- Prince George's County's Health Department headquarters is located in Largo, Maryland, but includes an administrative location (Largo West) in Landover, Maryland. The closest hospital to the Landover site is the Largo Medical Center, located 1.25 miles to the southeast.
- There are several recreation resources and parks near the Landover site, including Kentland Park, National Harmony Park, H.P. Johnson Park, Glenarden Community Center, Red Oak Park, Palmer Park, and Prince George's Sports and Learning Complex.
- Within a mile of the site, there are 6 childcare centers, 14 houses of worship, 1 university, and 1 library.

Recreation

A general description of parks and recreation resources in Prince George's County is provided in section 5.1.7.5. There are several recreation resources and parks near the Landover site, including Kentland Park, National Harmony Park, H.P. Johnson Park, Glenarden Community Center, Red Oak Park, Palmer Park, and Prince George's Sports and Learning Complex. FedExField, a football stadium, is located about 1 mile from the Landover site. Palmer Park Community Center, located less than a mile west of the site, resides on the 44-acre Palmer Park site and has a gym, two dance rooms, computer lab, fitness room, play area, tennis court, and basketball court (Prince George's County Department of Parks 2015). Glenarden Community Center, located approximately 1 mile northwest of the project site, has a gym, an arts and crafts room, computer lab, multipurpose room, fitness room, game room, and outdoor facilities, including a softball field, football/soccer overlap, two basketball courts, two tennis courts, and a picnic area (Prince George's County Department of Parks 2015). Figure 6-12 shows parks that are within a 1-mile radius of the Landover site.

6.1.7.3 Environmental Justice

Census tracts with minorities and persons living in poverty within 1 mile of the Landover site in Prince George's County are identified in figure 6-13. Minority and poverty information for the State of Maryland, Washington, D.C., MSA, and Prince George's County are provided in table 5-8.

In 2013, there were 12 census tracts located within 1 mile of the Landover site in Prince George's County. Of these, two census tracts (8035.08 and 8035.09) reported at least 20 percent of their populations living below the poverty level in 2013. All 12 of the census tracts within 1 mile of the Landover site have proportionately high minority populations compared to the rest of Prince George's County (8033, 8034.01, 8034.02, 8035.08, 8035.09, 8035.14, 8035.19, 8035.21, 8035.24, 8035.25, 8036.01, and 8036.02). Census tracts with minority and impoverished populations within 1 mile of the Landover site in Prince George's County, Maryland, are identified in figure 6-13 (U.S. Census Bureau 2013a, 2013f). Details on Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, are provided in section 3.8.3.3.

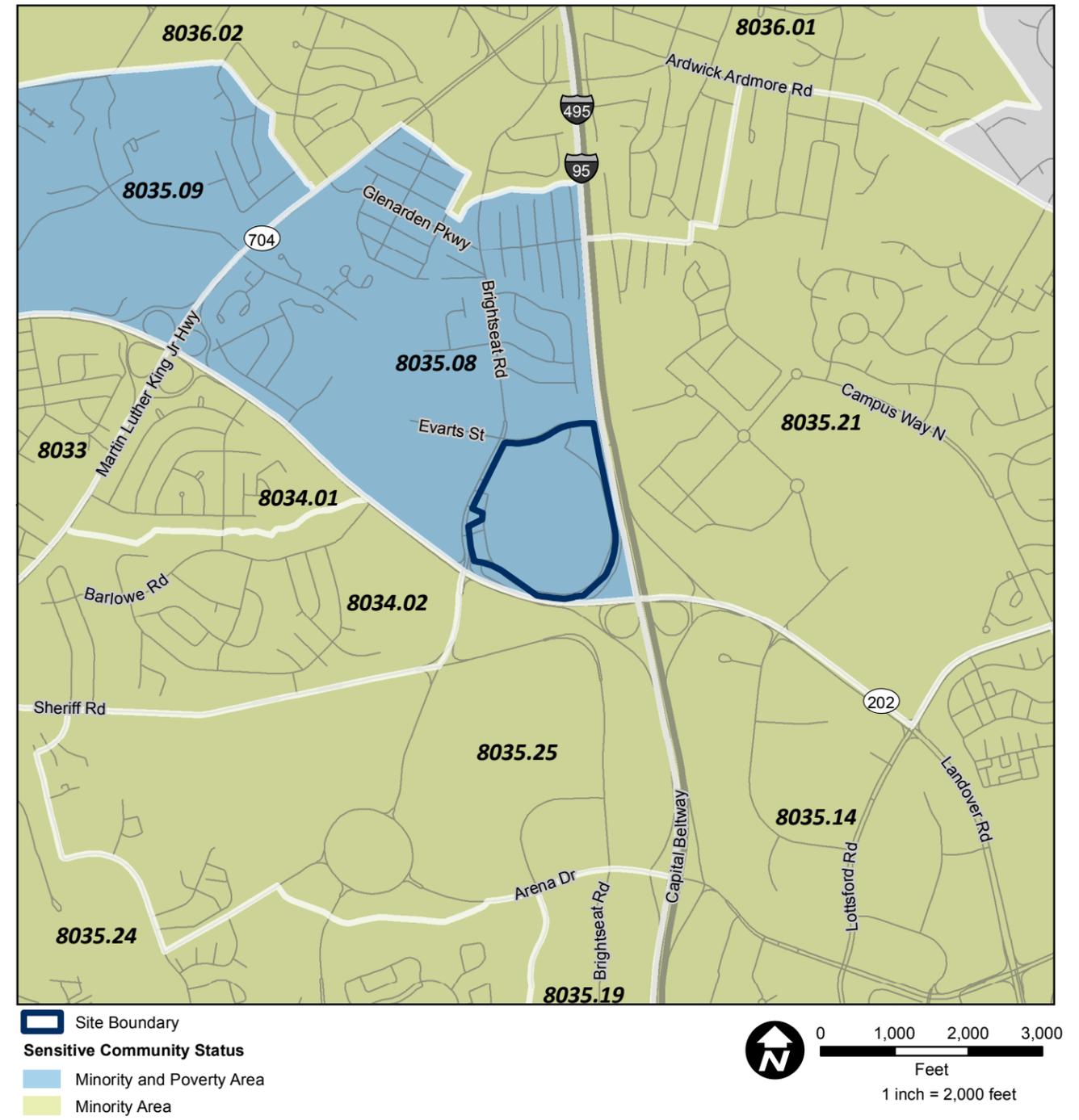
6.1.7.4 Protection of Children

There are a number of childcare centers within a 1-mile radius of the Landover site. These include Aunt Tia's Daycare, Kayla's Daycare, Rising Generations, Park View Child Development Center, Future Leaders Daycare, and Nana's Day Care. In addition, there are several elementary schools within a 1-mile radius of the Landover site. The Foundation Schools of Prince George's County is the closest school to the site. Other schools located within 1 mile of the site include: Excel Academy Public Charter School, Kenmoor Elementary and Middle School, Jericho Christian Academy, Genesis Christian Day School, and Woodstream Christian Academy. In total, there are at least 600 children attending schools within 1 mile of the project site (Prince George's County PS 2015b). It is likely that there are many more children attending schools within 1 mile of the site; enrollment data was unavailable for four of 6 six schools within 1 mile of the site. There are also neighborhoods located to the west and northwest of the project site where children make up approximately 25 percent of the residents of the census tract (8035.08) that contains these neighborhoods (U.S. Census Bureau 2013f). EO 13045, *Protection of Children from Environmental Health and Safety Risk*, is described in section 3.8.3.3.

LANDOVER ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN

- Of the 655 census tracts within the ROI, 12 census tracts are located within 1 mile of the Landover site. Of these, 2 census tracts reported at least 20% of their population living below poverty in 2013, and all 12 of the census tracts have proportionately high minority populations compared to the rest of the county.
- There are several elementary schools within a 1-mile radius of the Landover site, the closest of which is the Foundation Schools of Prince George's County.

Figure 6-13: Landover Sensitive Populations



Sources:
 ESRI (2013), GSA (2013),
 U.S. Census Bureau (2014), NHD (2013)
 Prince George's County (2013)

LANDOVER PUBLIC HEALTH AND SAFETY / HAZARDOUS MATERIALS

- The Landover site is protected by Police District 3, the Henry District, which serves the cities of Glenarden, Landover, Chapel Oaks, Capital Heights, Seat Pleasant, Fairmont Heights, and FedExField.
- Emergency services provided for the Landover site are provided by Prince George’s County Fire and Emergency Services, and the closest station to the site is the Kentland Volunteer Fire Department (Company 33).
- Police and fire/emergency response times to the site are approximately 2-3 minutes.
- A site assessment was conducted at the Landover site in November 2014, which identified current Recognized Environmental Conditions associated with a Sears automotive center that was formerly located at the site. Several Closed Oil Control Program Cases were identified at the site, and the report indicates that these cases involved spills that were reported as early as 1988.
- A search using USEPA’s EnviroMapper tool identified six sites within 0.5 mile of the site that are classified as either hazardous waste sites or brownfields.

Table 6-4: Landover Police and Emergency Services

Facility	Response Time (Minutes)	Distance From Site (Miles)	Description
Fire Station/Emergency Services	3.0	1.5	Kentland Volunteer Fire Department 33
Police Station	2.3	1.0	Prince George’s County Police Department – District III Station
	2.7	1.3	Glenarden Police Department
Hospital	8.6	4.0	Prince George’s County Hospital Center

Note: Police and emergency response times were calculated by applying the ArcGIS Network Analyst routing function to a network dataset based on the 2014 ESRI detailed streets layer. The streets layer records the average travel time, in minutes, to traverse each road segment. Travel time data originates with TomTom North America, Inc. The route function summarizes the time cost for each route. Actual response times may vary from this reported time depending on traffic conditions and the average speeds of the response vehicles, which are unknown at this time.

6.1.8 Public Health and Safety/ Hazardous Materials

6.1.8.1 Public Health and Safety

The Landover site is located in Prince George’s County’s Police District 3, which includes two sectors, George and Henry. The Landover site falls in the Henry District, which serves the cities of Glenarden, Landover, Chapel Oaks, Capitol Heights, Seat Pleasant, Fairmont Heights, and FedExField. District 3 employs approximately 180 sworn officers and 7 civilian employees (Prince George’s County 2013d). The Landover Police Station, located at 76000 Barlowe Road in Landover, is approximately a 1.7-mile drive from the site.

Prince George’s County Fire and Emergency Services is combined into one department and consists of seven battalions throughout the county. Battalion 1 serves the site and the communities and general vicinity of Capitol Heights, Landover, and Largo. The closest station to the site is the Kentland Volunteer Fire Department (Company 33). This fire department includes two firehouses with 50 volunteers, 15 to 20 of whom live at the fire house. Company 33 operates one class “A” engine, a mini-pumper, a combination class “A” engine/heavy rescue, and a 75-foot Baker-Aerial Scope Tower Ladder (Kentland Volunteer Fire Department 2015). The station, located at 7701 Landover Road in Hyattsville, is approximately a 1.3-mile drive from the site. Police and emergency service response times are provided in table 6-4.

6.1.8.2 Hazardous Material

A Phase I Environmental Site Assessment was conducted at the Landover site in November 2014 (Louis Berger 2014b). At the time of the assessment, facilities associated with the Landover Mall were still standing. The assessment identified Recognized Environmental Conditions associated with a Sears automotive center that was formerly located at the site. During field investigations, heavily stained floors, a suspected parts washing station, several floor drains, and suspected former lift locations were observed inside the building. Although no chemicals or petroleum products were observed during the field investigation, former use and storage of these materials in the building is likely. Additionally, field investigations identified four suspected underground storage tank vent pipes along the western exterior wall of the former Sears auto repair center. The vent pipes were situated near underground vaults that are suspected to provide access to the underground storage tanks. Interviews conducted with the site owner also suggest that the site was formerly occupied by a dry cleaner, which was a tenant in the former Landover mall. Based on this information, it is possible that soil and groundwater at the site have been impacted by these prior uses.

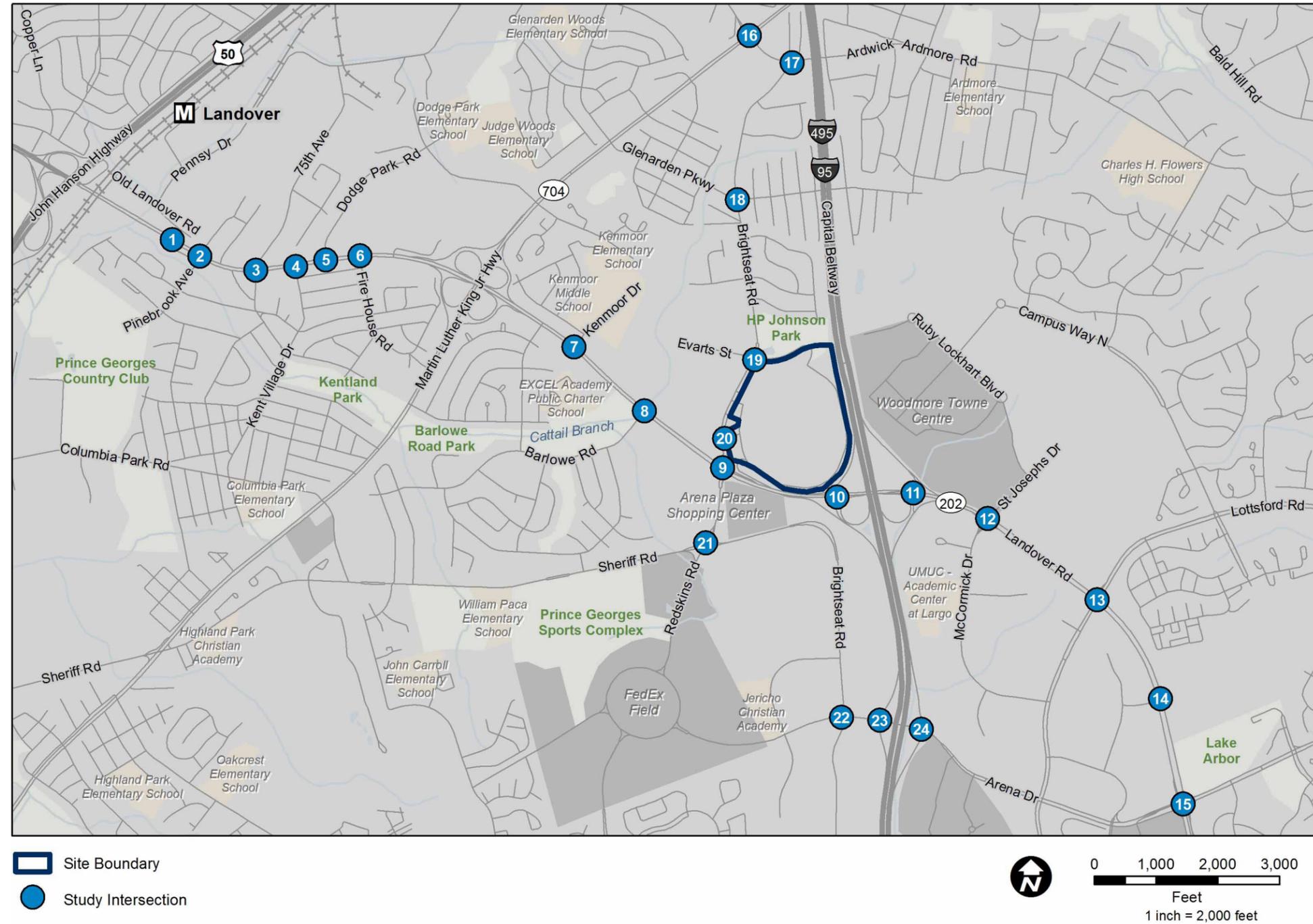
According to an environmental database report provided by Environmental Data Resources (2014), several Closed Oil Control Program Cases were identified at the site. The database report indicates that these cases involved spills that were reported as early as 1988; however, all cases were closed by the Maryland Department of Environment (MDE) by 2006. A 20,000-gallon heating oil underground storage tank was removed from the site in September 2006 and approximately 1,500 tons of petroleum-impacted soil were removed in January 2007. Two 25,000-gallon underground storage tanks and an 8,000-gallon underground storage tank were abandoned in place at the site in October 1988. The case was closed in 1991. The Maryland Historical Underground Storage Tank database contains an inventory of reported historic leaking underground storage tank incidents prior to 1999. The site was identified in the database as Sears Auto Center, located at 2101 Brightseat Road. According to the database, a 1,000-gallon used oil tank was removed and no active remediation is present, only sampling of monitoring wells. The case has been closed. Three other facilities within a 0.25-mile radius appeared in the Maryland Underground Storage Tank database, which documents existing underground storage tanks. Based on assumed hydraulic gradient, absence of reported releases and/or case status, these off-site underground storage tanks would not be likely to impact the Landover site.

The Landover site was identified on the list of conditionally exempt small quantity generators in the Resource Conservation and Recovery Act database (USEPA 2015f). Conditionally exempt small quantity generators generate less than 100 kilograms (kg) of hazardous waste, or less than 1 kilogram of acutely hazardous waste per month. Small quantity generators generate between 100 and 1,000 kg of hazardous waste per month. Large quantity generators generate more than 1,000 kg of hazardous waste, or more than 1 kg of acutely hazardous waste per month. Non-generators no longer generate hazardous waste. One small quantity generator, two conditionally small quantity generators, and one non-generator were identified within a 0.25-mile radius of the site.

A search using USEPA's EnviroMapper tool identified 6 sites within 0.5 mile of the site that are classified as either hazardous waste sites or brownfields. All six sites are associated with automotive-related uses (USEPA 2015h).

Neither the Landover site nor any other facilities within a 1-mile radius of the site were identified on the Comprehensive Environmental Response, Compensation, and Liability Information System database as National Priorities List (NPL), delisted NPL, or proposed NPL sites (USEPA 2015e). The Phase I Environmental Site Assessment identified no state hazardous waste sites within 1 mile of the site and no solid waste disposal facilities or landfills within 0.5 mile of the site. Based on a search conducted as part of the Environmental Site Assessment, neither the site nor any other facilities within a 0.5-mile radius were identified as brownfields in the U.S. or Maryland brownfields databases (Louis Berger 2014b).

Figure 6-14: Landover Transportation Study Area Intersections



6.1.9 Transportation

The following sections describe the affected environment for the Landover site, and provide a summary of existing transportation conditions in the study area as of May 2015.

6.1.9.1 Study Area Description

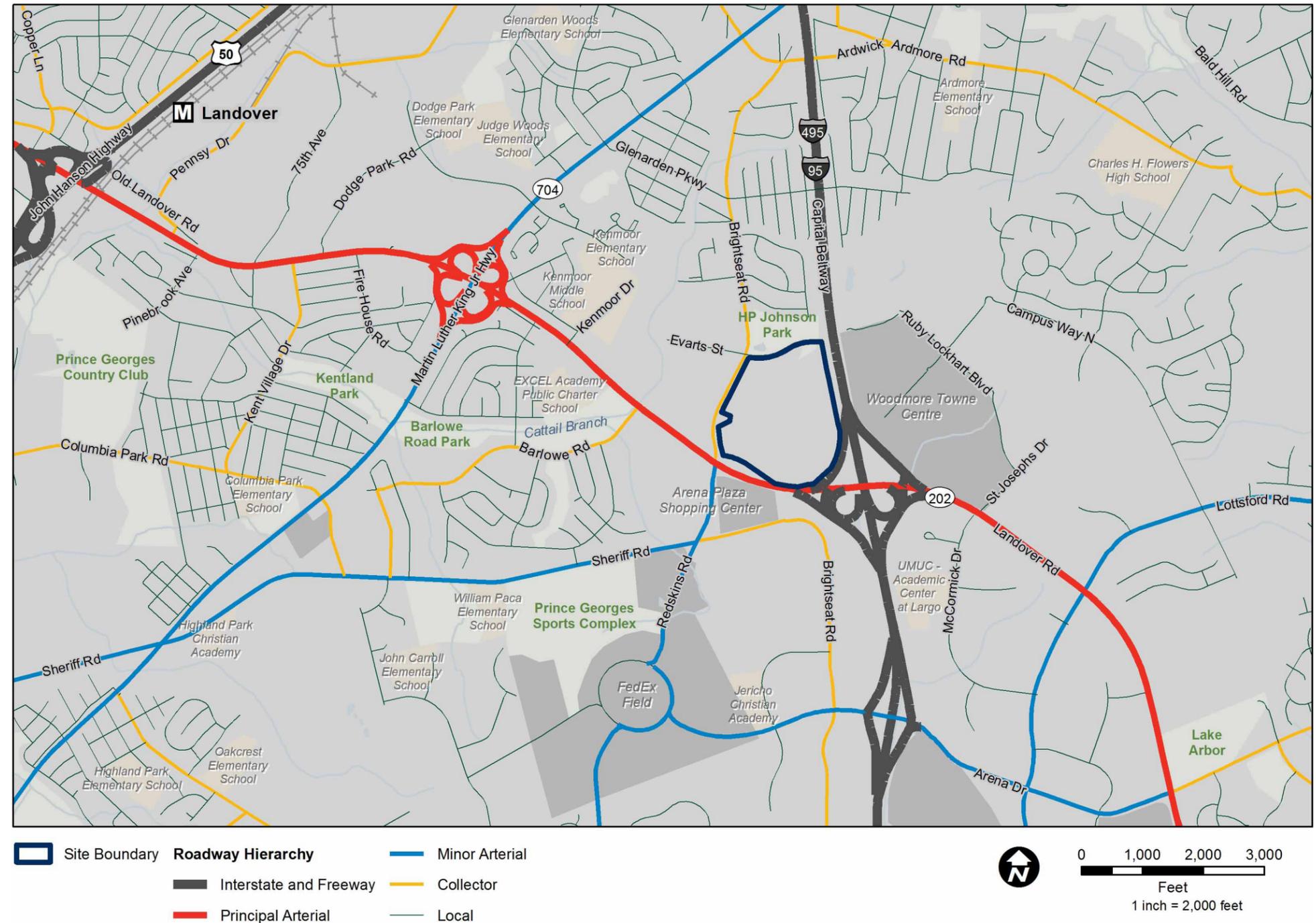
The larger vehicular transportation study area, as shown in figure 6-14, extends from just east of U.S. Route 50 to the west to Ardwick-Ardmore Road to the north, Landover Road to the east, and Arena Drive to the south. Section 3.10.1 contains the methodology used to select the appropriate vehicular and other transportation mode study area. The study area only includes the selected intersections, but it does not have a clearly defined study boundary; it was established in consultation with Prince George's County, M-NCPPC, and Maryland SHA and includes a total of 24 intersections for the Existing Condition analysis.

6.1.9.2 Project Area Accessibility and Roadway Functional Classification

The Landover site is currently accessible via two locations on Brightseat Road to the west, one location on Everts Street to the north, and an in-bound only access point from Landover Road. Landover Road provides regional east-west connections and direct access to the Capital Beltway, which borders the Landover site on the east side. The Capital Beltway provides regional access to Montgomery County and lower Prince George's County, in Maryland, as well as access to Northern Virginia. U.S. Route 50 (John Hanson Highway), slightly more than 1 mile west of the site via Landover Road, provides regional access to Washington, D.C. on the west and Annapolis on the east.

Figure 6-15 shows a map of roadway functional hierarchy classifications within the study area according to Maryland State Highway Administration (Maryland SHA 2014a). Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Interstates, freeways, and expressways provide the highest LOS at the greatest speed for the longest uninterrupted distance, followed by principal arterials, minor arterials, collector roads, and finally local roads. The primary interstate within the study area providing regional access is the Capital Beltway (I-495). John Hanson Highway (U.S. Route 50), which is slightly more than 1 mile northeast of the site, also provides regional access and is classified as an "other freeway or expressway" by Maryland SHA. Within the study area, Landover Road (Maryland Route 202) is classified as a principal arterial. Minor arterials include Martin Luther King Jr. Highway (Maryland Route 704), Sheriff Road, Redskins Road, Crescent Road, and Arena Drive. In addition, collector roads in the study area include Brightseat Road, Ardwick Ardmore Road, Barlow Road, and Kent Village Drive. Local roads in the study area include Everts Street, Glenarden Parkway, Pinebrook Avenue, 75th Avenue, Dodge Park Road, Fire House Road, Kenmoor Drive, McCormick Drive, and Ruby Lockhart Boulevard.

Figure 6-15: Landover Roadway Hierarchy and Classification



Sources: ESRI (2013), GSA (2013), Prince George's County (2013), Maryland SHA (2014)

6.1.9.3 Roadway Descriptions

The following section describes the most relevant roadways within the study area, including all roads classified as principal arterials and above, and the most relevant remaining roads in terms of access and travel patterns to and from the site. Descriptions include the Maryland SHA roadway functional classification from 2013, the number of lanes in each direction, the latest Annual Average Daily Traffic (AADT) volumes (12-months of traffic volumes averaged) available from Maryland SHA from 2013, and any noteworthy characteristics such as the roadway's role within the transportation network and whether bike lanes are present. The information was collected from Maryland SHA's 2013 Functional Class GIS data (Maryland SHA 2014a), observations in the field, aerial imagery, and Maryland SHA's AADTs of stations for 2007–2013 (Maryland SHA 2014b).

Capital Beltway, also known as I-495 and I-95 in Landover, is north to south oriented along the eastern perimeter of the Landover site; the entire beltway completes a circle around Washington, D.C. and its inner suburbs, and connects Maryland and Virginia at two Potomac River crossings. The roadway is classified as an interstate by Maryland SHA and comprises four to six lanes in each direction (2014a). The Capital Beltway connects to Landover Road, southeast of the site, and to John Hanson Highway (U.S. Route 50), northeast of the site. The speed limit of the Capital Beltway is 55 miles per hour (mph). From Landover Road (MD 202) to U.S. 50, the AADT volume on the Capital Beltway in 2013 was 226,800 vehicles (Maryland SHA 2014b).

John Hanson Highway, also known as U.S. Route 50, is classified as an "Other Freeway or Expressway" by Maryland SHA and has an east-west orientation (2014a). In each direction, there are three to five through lanes that extend southwest connecting with New York Avenue near Washington, D.C., and east towards Annapolis. In the vicinity of the Landover site, the roadway connects with the Capital Beltway, Martin Luther King Jr. Highway, and Landover Road. John Hanson Highway has a speed limit of 65 mph near the study area and has a 7.5 mile stretch of high occupancy vehicle (HOV) lanes between the Capital Beltway and U.S. 301 (Crain Highway) to the east (Maryland SHA 2015). West of the study area, John Hanson Highway had an AADT of 97,000 vehicles in 2013 (Maryland SHA 2014b). East of the study area, it had an AADT of 146,100 vehicles in 2013.

Landover Road, also known as Maryland Route 202, has a curvilinear path with a general northwest to southeast orientation. It is classified by Maryland SHA as a principal arterial roadway and has three to six through lanes traveling in each direction, periodic left turn lanes, and a protected median (2014a). The roadway connects with the Arena Drive, Lottsford Road, the Capital Beltway, Brightseat Road, Martin Luther King Jr. Highway, and John Hanson Highway in the vicinity of the Landover site. Landover Road has a 40 mph speed limit west of the Landover site and a speed limit of 50 mph as Landover Road passes over the Capital Beltway. Directly south of the study area on Landover Road, the AADT was 52,200 vehicles in 2013 (Maryland SHA 2014b).

Martin Luther King Jr. Highway, also known as Maryland Route 704, is classified by Maryland SHA as a minor arterial roadway and primarily contains three through lanes in each direction near the study area, periodic left turn lanes, and a protected median (2014a). The roadway has a northeast to southwest orientation and connects with John Hanson Highway (U.S. Route 50), Ardwick Ardmore Road, Landover Road, and Sheriff Road in the vicinity of the Landover site. Martin Luther King Jr. Highway has a speed limit of 40 mph. Northwest of the study area on Martin Luther King Jr. Highway, the AADT was 26,600 vehicles in 2013 (Maryland SHA 2014b).

Brightseat Road is classified by Maryland SHA as a major collector road and has three lanes running north to south in each direction between Evarts Street to the north and Sheriff Road/Redskins Road to the south, with a protected median (2014a). North of Evarts Street and the Landover site, the roadway narrows to one wide lane in each direction, allowing street parking on either side of the road. To the south of the site, Brightseat Road turns east at the intersection with Sheriff and Redskins Roads, where it travels east for a short while before again traveling south; this stretch of Brightseat Road has two through lanes in each direction. The roadway provides connections to multiple residential neighborhoods as well as Evarts Street and Ardwick Ardmore Road to the north of the site and Landover Road, Redskins Road, Sheriff Road, and Arena Drive to the south. Brightseat Road has a speed limit of 35 mph. The AADT for Brightseat Road in 2013 was 11,800 vehicles (Maryland SHA 2014b).

Redskins Road is classified as a minor arterial road by Maryland SHA and connects Sheriff Road and Brightseat Road with the FedExField and parking lot (2014a). The road has a north-south orientation that extends from where Brightseat Road turns at the intersection with Sheriff Road to the FedExField. Although there are four lanes in each direction, only three lanes in each direction are used on normal (non-game) days with the two lanes in the center intended to be used only on game days. On game days, the lane assignments are dynamic, changing based on demand. Redskins Road has a speed limit of 35 mph. In 2013, Redskins Road had an AADT of 8,400 vehicles (Maryland SHA 2014b).

Sheriff Road is classified by Maryland SHA as a minor arterial roadway. Sheriff Road has an east-west orientation that becomes Brightseat Road to the west at its intersection with Redskins Road (2014a). There are two through lanes of traffic in each direction with no median and center turning lanes at intersections. The residential properties line this roadway, which also acts a connector to other larger roadways such as Martin Luther King Jr. Highway and Redskins Road/ Brightseat Road. In some parts of the roadway where residential properties front the street, on-street parking can be found along both directions. The road has a 35 mph speed limit. In 2013, the AADT for Sheriff Road was 13,600 vehicles (Maryland SHA 2014b).

Evarts Street travels east to west across Brightseat Road north of the Landover site. On its eastern end, the roadway turns south to become a perimeter access road around the east side of the Landover site. The road is classified as a local roadway and has a 25 mph speed limit (2014a). On the west side of Brightseat Road, Evarts Street traverses a residential neighborhood and has one through lane in each direction. On-street parking is allowed except at the intersection with Brightseat Road. Evarts Street has one wide eastbound lane and two westbound lanes, and has no on-street parking restrictions. Prince George's County envisions the extension of Evarts Street over the Capital Beltway to create a better street network and connect development west of the beltway with the Woodmore Towne Centre.

Glenarden Parkway provides access to residential neighborhoods and generally travels northwest to southeast. The roadway is classified as a local road by Maryland SHA (2014a). Glenarden Parkway traverses a residential neighborhood with sidewalks on both sides and one through lane in each direction, and provides ample space for on-street parking. The road connects Brightseat Road north of the site to Martin Luther King Jr. Highway on the west and over the Capital Beltway to the east, connecting with more residential neighborhoods. Glenarden Parkway has a speed limit of 25 mph.

Barlowe Road is classified by Maryland SHA as a major collector road (2014a). The roadway connects Landover Road to a series of subsidiary residential roads west of the site. In addition to residential properties, Barlowe Road also serves a neighborhood commercial shopping center and several community and government facilities. Barlowe Road has one through lane in each direction and includes protected sidewalks for pedestrians on both sides of the street. The roadway has a speed limit of 25 mph and on-street parking is allowed along select portions of the roadway. Barlowe Road had an AADT of 5,400 vehicles in 2013 (Maryland SHA 2014b).

A detailed inventory of the lane geometry was conducted through field reconnaissance and a study of aerial imagery. Based on this information, the existing lane geometry and traffic control type (signalized or unsignalized) of intersections in the study area is shown in figure 6-16.

Figure 6- 16: Landover Existing Lane Geometry and Traffic Control Type

