

A pproved G eneral P lan
P art III: I nfrastructure E lements



Environmental Infrastructure

Goal: *To preserve, enhance, and restore the natural environment and its ecological functions as the basic component of a sustainable development pattern.*

A comprehensive approach is needed to preserve and enhance the remaining ecosystems native to Prince George's County, for the benefit of the natural environment itself and to provide for a sustainable living and working environment for existing and future county residents and workers. The comprehensive approach outlined in this plan, coupled with the development of a designated green infrastructure,⁵ form the basis for the environmental objectives, policies, and strategies.

In addition to the identification of the green infrastructure elements, this plan includes policies that are important to sustainable, liveable communities. Preserving ecological functions, providing for energy conservation, reducing light pollution, and encouraging construction that uses green building techniques are essential elements of sustainable communities in the twenty-first century and are addressed in this plan.

The vision for the future of the environment in Prince George's County is to:

- Preserve, enhance, and where appropriate, restore environmentally sensitive features through the identification of green infrastructure elements.
- Implement the desired development pattern throughout the county while protecting sensitive environmental features and meeting the full intent of environmental policies and regulations.
- Restore and enhance water quality in areas that have been degraded by a high percentage of impervious surfaces and preserve water quality in areas not degraded.
- Preserve some portions of the county from future development, improve water quality, and restore important ecological functions to degraded ecosystems.
- Reduce overall energy consumption and implement more environmentally sensitive building techniques.

Preserving ecological functions, providing for energy conservation, reducing light pollution, and encouraging construction that uses green building techniques are essential elements of sustainable communities in the twenty-first century and are addressed in this plan.

⁵ Green infrastructure is defined as a network of large undisturbed land areas (hubs) connected by designated pathways for the movement of wildlife and humans (green corridors).

Objectives

- Protect, preserve, enhance and/or restore designated green infrastructure components by 2025.
- Protect and enhance water quality in watersheds by, at a minimum, maintaining the 2001 condition ratings of all watersheds countywide.
- Meet or exceed the following forest and tree cover goals within each Tier and countywide by 2025: Developed Tier—26 percent; Developing Tier—38 percent; Rural Tier—59 percent; and countywide—44 percent.
- Promote an awareness of environmental issues related to land use through the provision of environmental education and/or stewardship programs.

POLICY 1:

Preserve, protect, and enhance the designated green infrastructure elements.

Strategies

- I. Prepare a countywide Green Infrastructure Plan as a functional master plan in concert with the desired development pattern in this General Plan.
- II. Revise appropriate regulations to ensure implementation of the Green Infrastructure Plan.
- III. As new master and sector plans are prepared, opportunities will be identified for implementation of the Green Infrastructure Plan.

POLICY 2:

Preserve, protect and enhance surface and ground water features and restore lost ecological functions.

Strategies

- I. Prepare and implement major watershed management plans to address the preservation and restoration of ecological functions within watersheds, with an emphasis on the restoration and maintenance of water quality, protection of aquatic living resources, and the control of water quantity with consideration of the development pattern of this General Plan.
- II. Include in each area/sector plan an ecosystem evaluation and comprehensive watershed management section for the area that provides guidance for preservation, enhancement, and/or protection of water-related resources.
- III. Periodically employ a water-quality model that evaluates existing water quality and use the results to determine where additional efforts are needed.

- IV. Evaluate the effectiveness of current ordinances and regulations regarding stream and wetland buffer widths. Consider revising the current regulations to provide varying buffer widths.
- V. Augment current forest conservation and sediment and erosion control enforcement efforts.
- VI. Continue parkland acquisition in key stream valleys and seek additional funding sources for acquisition and conservation easements.
- VII. Continue implementation of available federal and state programs to control flooding and losses due to flooding without impairing water quality. Seek additional funding sources to augment current efforts.
- VIII. Implement through existing ordinances the use of systems and processes for treating stormwater runoff that preserve and/or reestablish natural resources and systems, such as reducing natural vegetation removal, reducing impervious surfaces, and increasing infiltration.
- IX. Evaluate current regulations that result in the construction of required impervious surfaces. Encourage the use of innovative designs that reduce the amount of impervious surfaces.
- X. Treat stormwater on site to the fullest extent possible in the Mattawoman watershed to maximize infiltration, restore the natural hydrologic system, improve water quality, and minimize run-off.
- XI. Evaluate opportunities for coordination of watershed protection policies and programs with adjoining jurisdictions.

POLICY 3:

Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern.

Strategies

- I. Revise the Woodland Conservation Ordinance to achieve the forest and tree cover objectives countywide and in each Tier.
- II. Evaluate the Woodland Conservation Ordinance’s provisions for exemptions to determine their appropriateness and whether they support the forest and tree cover objectives of this plan.
- III. Revise the Woodland Conservation Ordinance to place a greater emphasis on the use of native plants in woodland reforestation and afforestation plans.
- IV. Revise the Woodland Conservation Ordinance to place a greater emphasis on the reduction of forest fragmentation and the protection of mature forests.
- V. Meet the requirements of the Woodland Conservation Ordinance on site to the fullest extent possible within the Mattawoman watershed. If off-site mitigation is required, it shall be provided within the Mattawoman watershed.



POLICY 4:

Reduce energy consumption countywide.

Strategies

- I. Develop a countywide energy conservation and efficiency policy with measurable objectives.
- II. Evaluate and update land development regulations and building codes to provide opportunities for green building and energy reducing techniques.

POLICY 5:

Reduce overall sky glow, minimize the spill-over of light from one property to the next, and reduce glare from light fixtures.

Strategies

- I. Develop lighting standards for development review and provide standards that are appropriate for each Tier.
- II. Evaluate lighting design standards and practices for public buildings and spaces and prepare lighting guidelines for these spaces with consideration of safety, energy conservation, and the minimization of light spill-over.
- III. Ensure that new roadway lighting meets the guidelines for minimization of light spill-over and sky glow.

POLICY 6:

Use existing natural resources wisely.

Strategies

- I. Clarify regulations with regard to timber harvesting and the protection of sensitive resources to ensure that harvesting operations are conducted in a manner that protects the resources remaining after the harvest.
- II. Prepare a special study to analyze sand and gravel mining operations with regard to sensitive extraction and compatibility with existing communities.
- III. Provide an environmental impact analysis for sand and gravel mining, rubble fill and Class III fill applications.

POLICY 7:

Minimize impacts of noise on residential uses during the land development process.

Strategies

- I. Revise appropriate ordinances to require the mitigation of existing and future transportation-generated noise levels to 65 dBA in outdoor activity areas and 45 dBA in interior areas on sites with existing or proposed residential uses.
- II. Recommend appropriate land uses in areas impacted by unacceptable noise levels.

POLICY 8:

Promote environmental stewardship as an important element to the overall success of the environmental initiatives contained in this plan.

Strategies

- I. Create and promote environmental education programs that have target audiences including:
 - Curriculum for public and private school-age children (grades 1 through 8).
 - Public outreach to the development community with emphasis on sustainable development; and
 - Workshops and continuing education events with printed materials for county residents.
- II. Develop an awards program for projects that are developed using environmentally sensitive and/or energy efficient designs.
- III. Evaluate the costs and benefits of sustainable development practices and guidelines and prepare an analysis for broad distribution.
- IV. Publish and update periodically a Prince George's County resource directory of services that promote resource conservation, environmental responsibility, and sustainable development techniques.
- V. The county should partner with municipalities, civic, citizen, and neighborhood associations and other groups to promote environmental stewardship.

Transportation Systems

Goal: *Provide residents and workers in Prince George's County with a safe, affordable, and accessible multimodal transportation system that effectively contributes to the timely achievement of county growth, development, community presentation, and revitalization goals.*

This Transportation Element seeks to help the county achieve different internal development patterns in each Tier and is particularly relevant to county growth and development priorities for the Developed Tier and for Developing Tier Centers and Corridors.

Transportation systems policy in Prince George's County is a hierarchy that begins with the broad goals, and policies for integrating countywide transportation with land use, contained in this General Plan. The more detailed transportation policy planning is undertaken in the Master Plan of Transportation (MPoT), the Biennial Growth Policy updates, and area/sector plans. The Transit Master Plan (TMP), the county Capital Improvement Program (CIP), and the state Consolidated Transportation Program (CTP) are also parts of the transportation system planning hierarchy. The MPoT and TMP should be updated to reflect the policies of this plan.

The complementary networks of roads, rail and bus transit, and trail facilities for pedestrians, bikers and equestrians that make up the county's transportation system interact differently. Further, they are not evenly distributed throughout the county transportation system. For instance, the Developed Tier has all but one of the county's 15 Metrorail stations,⁶ three MARC commuter rail stations, and most of the bus service in the county. Also, a considerable part of the county trails network originates in this Tier. In the Developing Tier, the road network predominates, although it may be supplemented by limited bus service and some high occupancy vehicle (HOV) facilities on major arterials. The Rural Tier transportation system consists almost entirely of a road network.

Countywide, the transportation system must ensure quality access and mobility options for all residents and workers. The quality of life that county growth policy seeks to achieve by amending the General Plan is, in some respects, a matter of quality of access. Further, these mobility options must be perceived as such if the county is to attract a correspondingly high quality level of residential and commercial development and investment.

Countywide, the transportation system must ensure quality access and mobility options for all residents and workers.

⁶ Thirteen Metrorail stations are in service; two are under construction.

Transportation is also a major linchpin of Smart Growth, a long-term statewide policy to which Prince George's County is committed. Achieving quality development is fiscally difficult, at best, unless that development is sited, and is at sufficient densities, to capitalize on all of the county's transportation system assets, particularly the mass transportation infrastructure.

While Smart Growth requires integration of transportation system and land use policy within each Tier and at Centers, there is a parallel need to ensure the operational integrity of the transportation system as a whole. It is important that assessing the capacity of transportation system segments to accommodate the desired development in this General Plan, particularly at growth policy Centers, also considers the impacts of such development policies on the entire transportation system.

For successful implementation of many of the General Plan recommendations, nonmotorized transportation options will have to play a greater role. The Countywide Bicycles and Trails Element, to be included in the updated *Master Plan of Transportation*, should improve and enhance the nonmotorized circulation opportunities and provide for broader recreational opportunities throughout the county. The Bicycle and Trails Element will build on county Smart Growth and revitalization initiatives by promoting walkable and bikeable nonmotorized connections to mass transit and residential and regional activities, and by making revitalization projects more bicycle- and pedestrian-friendly.

Since the last *Master Plan of Transportation* and *General Plan* were approved in 1982, a number of important operational improvements have occurred:

- Completion of the Metrorail system.
- Initiation of the first Metrorail expansion, the Blue Line extension to Largo Town Center.
- Initiation of the Woodrow Wilson Bridge replacement project.
- Initiation of the Ritchie-Marlboro and Arena Drive interchanges on the Capital Beltway (I-95/I-495).

These changes and the significantly different preferred development pattern envisioned in this General Plan require an updated *Master Plan of Transportation*. The impact of updating the *Master Plan of Transportation* on the county's transportation system should also be reconciled with the periodic revisions of county growth priorities that will be undertaken during the Biennial Growth Policy updates.

An integrated multimodal transportation system is essential to attracting the quality development that the county envisions during the duration of this General Plan. It is, therefore, important that these transportation system reevaluations should ensure both the system's consistency with the preferred development pattern envisioned in this General Plan and the operational integrity of the county pedestrian trails, transit and highway networks.

Table 4 describes the relationships between the transportation system and the county's Tiers, Centers and Corridors.

An integrated multimodal transportation system is essential to attracting the quality development that the county envisions.

Table 4: Transportation Systems Summary

Policy Category	Key Characteristics	Mobility Options	Transit Coverage	
			Current	Future
Developed Tier	<ul style="list-style-type: none"> • Dense • Grid street pattern • Little unused road capacity 	<ul style="list-style-type: none"> • Rail transit • Bus transit • Walking/biking • Auto • Some park/ride 	<ul style="list-style-type: none"> • Bus: High • Rail: High 	<ul style="list-style-type: none"> • Bus: High • Rail: High
Developed Tier Centers: Growth priorities, policies, and strategies are the same as those for the Developed Tier as a whole.				
Developing Tier	<ul style="list-style-type: none"> • Lower density • Some unused road capacity, particularly outside Centers 	<ul style="list-style-type: none"> • Auto • Bus transit • Park/ride • Rail transit • Walking • Biking 	<ul style="list-style-type: none"> • Bus: Low • Rail: None 	<ul style="list-style-type: none"> • Bus: Low • Rail: Moderate w/transit-Wilson Bridge, MD 5, or US 50
Developing Tier Centers	<ul style="list-style-type: none"> • Densities vary • Road capacity varies 	<ul style="list-style-type: none"> • Auto • Bus transit • Walk/bike 	<ul style="list-style-type: none"> • Bus: Low to moderate • Rail: None 	<ul style="list-style-type: none"> • Bus: Moderate • Metrorail to extend to Largo Town Center, which becomes a principal commuter and transit hub for this Tier • HOV lanes to be extended to US 50
Rural Tier	<ul style="list-style-type: none"> • Very low density • Agricultural • Rural/scenic roads 	<ul style="list-style-type: none"> • Automobile 	<ul style="list-style-type: none"> • Bus: None • Rail: None 	<ul style="list-style-type: none"> • Bus: None • Rail: None
Corridors	Varies	<ul style="list-style-type: none"> • Auto • Bus transit • Limited walk/bike 	<ul style="list-style-type: none"> • Bus: Moderate • Rail: None 	<ul style="list-style-type: none"> • Bus: Moderate • Rail: Varies

Transportation Objectives

- Increase average automobile occupancy by 25 percent by 2025.
- Reduce average commuter vehicle miles traveled countywide by 25 percent by 2025.
- Increase the proportion of transit trips by 25 percent by 2025.
- Reduce private automobile dependency, particularly for single occupant vehicle (SOV) trips
- Site and plan new development and revitalization to generate transit ridership that helps achieve the cost recovery targets established by the county Five-Year Transit Development Master Plan (TDMP).
- Increase public funding of transportation infrastructure in the Developed Tier.
- Increase public funding and attract and encourage more private funding of transportation infrastructure in Developing Tier Centers and Corridors.
- Encourage and increase the proportion of private sector funding of needed transportation infrastructure in the Developing and Rural Tiers outside of Centers and Corridors.

- Incorporate appropriate pedestrian, bicycle, and transit-oriented and transit-supporting design (TOD and TSD) features in all new development within Centers and Corridors.
- Plan new development to help achieve the objectives of the *Countywide Trails Plan* and *Equestrian Addendum*.
- Ensure funding to achieve the objectives of the Trails Plan and State Priority List.
- Increase trails funding by one percent of the total county transportation budget (excluding developer funding). Give priority to trails that function as transportation facilities or as links to other transportation facilities.
- Provide opportunities for, and recognize the contribution of, telecommuting to reduce auto trips, particularly during the peak commute.
- Reduce average vehicle miles traveled by 2025.

POLICY 1:

Provide for a transportation system that supports the General Plan development pattern.

Strategies

- I. Prepare a Master Plan of Transportation (MPoT) to consist of three elements that:
 - Update the *Countywide Trails Plan* and *Equestrian Addendum* to achieve the trails objectives in this General Plan.
 - Build on and reflect policies established in the county's Five-Year Transit Master Plan.
 - Update highway recommendations to reflect the General Plan's preferred development pattern and county transportation policies.
- II. Analyze the potential for transportation measures that would intercept commute-through traffic that enters Prince George's County.



POLICY 2:

Capitalize fully on the economic development and community revitalization potential of circumferential transit (Purple Line) alignments within and through Prince George’s County.

Strategies

- I. Incorporate the selected alternate for the Purple Line as a part of Prince George’s County’s transportation system submission for the metropolitan region’s Constrained Long-Range Plan (CLRP).⁷
- II. Ensure that master and area planning for the Purple Line reflects the need to (1) capitalize on this expanded public sector investment in the rail transit system, and (2) use the Purple Line to achieve county growth goals and priorities, particularly in the Developed Tier.
- III. Analyze the facility and service requirements for the transit alignment on the new Woodrow Wilson Bridge, with particular attention to:
 - The transit impacts on communities, development and growth near Indian Head Highway (MD 210) and Branch Avenue (MD 5).
 - The feasibility of including National Harbor in the cross-river transit alignment.

POLICY 3:

Ensure that the countywide transportation system is planned and integrated with land use to achieve county growth and development goals.

Strategies

- I. Analyze the transportation system’s capacity of priority Centers and Corridors and the impacts of growth policies at these Centers and Corridors on the operational integrity of the countywide transportation system.
- II. Review and, where necessary, revise transportation and land use integration policies and strategies for Centers and Corridors that are included in this General Plan.
- III. Review and fully exploit opportunities to incorporate nonmotorized transportation (such as pedestrian and bicycle trails) into the county’s transportation system, particularly at Centers and in Corridors.

⁷ Subject to detailed systems planning and engineering, including environmental impact analyses, to be undertaken by the Maryland Department of Transportation (MDOT) and Washington Metropolitan Area Transit Authority (WMATA).

Public Facilities

Goal: *To provide needed public facilities in locations that efficiently serve the county's population.*

This General Plan addresses the provision of county public facilities (fire and rescue, police, schools, parks, water and sewer, and libraries) that will be needed to serve existing and future county residents and businesses. The public facilities objectives, policies and strategies of this plan are guided by certain key concepts that help determine how and where facilities are provided. The primary concept is that adequate facilities should be provided for existing and new development. It is also important that the planned location and provision of facilities reinforce other county goals and policies while efficiently providing the facilities.

The definition of the magnitude of facilities needed is key to planning those facilities. Some of this determination is based on an absolute definition of need: for instance, seats should be provided in uncrowded classrooms for every public school student in the county; all parts of the county should be adequately served by fire and rescue facilities to protect life and property; and water and sewer lines and plants must be provided as development occurs. In addition, facilities such as libraries and parks are essential to establishing more livable communities.

The provision of public facilities is an important component of strong, safe, vibrant communities. Therefore, the planned locations of facilities should reinforce the county's overall growth goals. For instance, this plan places priorities on where the county should concentrate its capital funding for new public facilities: emphasis is given to providing funds to renovate existing facilities or provide needed facilities in the Developed Tier. The plan also recommends that facilities be provided to encourage and serve desired development such as in Centers and Corridors. Determining not to provide water and sewer facilities in the Rural Tier is another way to help meet the plan's intention of protecting rural character and preserving rural resources and concentrating growth where infrastructure exists.

It is also important that the planned location and provision of facilities reinforce other county goals and policies while efficiently providing the facilities.

Objectives

Fire and Emergency Medical Facilities: Provide fire and emergency medical facilities throughout the county in order to ensure that each residence and business is within the adopted travel time standards (in minutes) listed below:

Table 5: Travel Time Standards in Minutes

	Engine	Ladder	Ambulance	Medic
Single-Family Residential and Townhouses	5.25	N/A	6.25	7.25
Apartments and Multifamily	3.25	4.25	4.25	7.25

School: Achieve a school system in which each school is operating at 100 percent or less of its capacity.

Library: Achieve a library system that meets planning guidelines such as the following, or other appropriate best practices or county-approved guidelines:

- Circulation-to-Volume Ratio=2.43 volumes of circulation per volume of holdings.
- Circulation-to-Staffing Factor = 11,615 volumes of circulation per full-time equivalent staff member.

Police: Strive to provide police facilities that meet planning guidelines such as the following, or other appropriate best practices or county-approved guidelines.

- Station space per capita: 141 square feet per 1,000 county residents.
- Station space per calls for service: 184 square feet of station space for each 1,000 calls for service.

Water and Sewer: Provide enough transmission, storage and treatment plant capacity for a ten-year period.

Parks: Provide a minimum of 15 acres of M-NCPPC local parkland per 1,000 population (or the equivalent amenity in terms of parks and recreation service) and 20 acres of regional, countywide and special M-NCPPC parks per 1,000 population.

POLICY 1:

Provide public facilities in the locations needed to serve existing and future county residents and businesses.

Strategies

- I. Obtain dedication and/or reservation of land for planned public facilities through the development review process.
- II. Follow priorities for public sector provision of capital facilities in the Developed, Developing and Rural Tiers. (See Development Pattern section for further discussion of priorities.)
- III. Require the private sector to fund a greater portion of the infrastructure needed in the Developing and Rural Tiers. Consider alternative forms of developer contributions and financing techniques including, but not limited to, developer agreements and special assessment districts.
- IV. Seek opportunities through the planning, development review, and Capital Improvement Program processes to meet the future needs for fire and emergency, medical facilities, schools, libraries, police facilities, and parkland.
- V. Amend the 1990 *Public Safety Master Plan* and other appropriate master plans to reflect the fire and rescue facility locations shown on Map 3 and described in Table 6.

**Map 3:
Fire and Rescue Recommendations**

- (C)** Consolidation
- (E)** Existing Stations
- (N)** New
- (R)** Relocation
- ∧** Major Roads
- Water
- Land

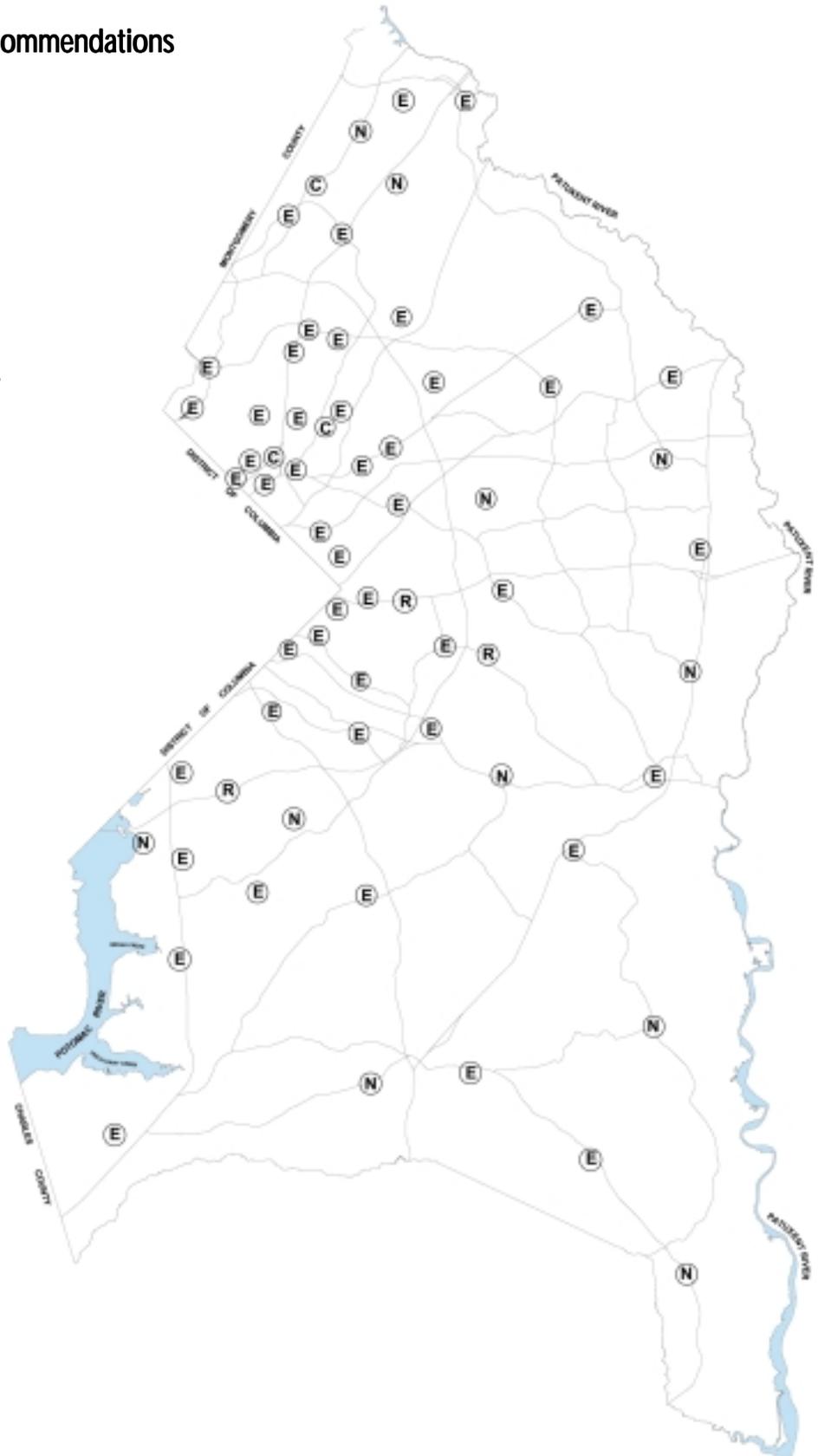


Table 6: Fire and Rescue Station Status

Name	Address	Status
Hyattsville	6200 Belcrest Road	CIP Programmed for New Building (2007)
Cottage City	3840 Bladensburg Road	CIP Programmed Consolidation (2003)
Mount Rainier	4051 34th Street	CIP Programmed Consolidation (2003)
Brentwood	3712 Utah Avenue	CIP Programmed Consolidation (2003)
Capitol Heights	6061 Central Avenue	CIP Programmed Renovation (2004)
Hillside	1234 Larchmont Avenue	CIP Programmed Consolidation (2003)
Riverdale	4714 Queesbury Road	CIP Programmed Consolidation (2009)
Seat Pleasant	6305 Addison Road	CIP Programmed Relocation (2009)
Bladensburg	4213 Edmonston Road	CIP Programmed Renovation (2008)
Laurel	7411 Cherry Lane	No Significant Changes
Branchville	4905 Branchville Road	No Significant Changes
College Park	8115 Baltimore Boulevard	No Significant Changes
Riverdale Heights	6101 Roanoke Avenue	CIP Programmed Consolidation (2009)
Berwyn Heights	8811 60th Avenue	No Significant Changes
Boulevard Heights	4101 Alton Street	No Significant Changes
Glenn Dale	11900 Glenn Dale Boulevard	No Significant Changes
Bowie	13008 9th Street	No Significant Changes
Marlboro	14815 Pratt Street	No Significant Changes
Oxon Hill	7600 Livingston Road	No Significant Changes
Tuxedo Cheverly	5711 Tuxedo Road	No Significant Changes
Forestville	8321 Old Marlboro Pike	No Significant Changes
Accokeek	16111 Livingston Road	Master Plan Proposed Relocation
Clinton	9025 Woodyard Road	CIP Programmed Relocation (2009)
District Heights	6208 Marlboro Pike	CIP Programmed Consolidation (2003)
Morningside	6200 Suitland Road	CIP Programmed Replacement (2009)
West Lanham Hills	7609 Annapolis Road	No Significant Changes
Silver Hill	3900 Silver Hill Road	No Significant Changes
Landover Hills	68th Street and Annapolis Road	No Significant Changes
Beltsville	4911 Prince George's Avenue	CIP Programmed Consolidation (2005)
Allentown Road	8709 Allentown Road	No Significant Changes

Name	Address	Status
Kentland	7701 Landover Road	No Significant Changes
Chillum Adelphi	7833 Riggs Road	No Significant Changes
Greenbelt	125 Crescent Road	No Significant Changes
Baden	16608 Brandywine Road	No Significant Changes
Ritchie	1415 Ritchie-Marlboro Road	Master Plan Proposed Relocation
Chapel Oaks	5544 Sheriff Road	No Significant Changes
Bowie	15454 Annapolis Road	No Significant Changes
Brandywine	14201 Brandywine Road	No Significant Changes
Beltsville	3939 Powder Mill Road	CIP Programmed Consolidation (2005)
Oxon Hill	1110 Marcy Avenue	CIP Programmed Relocation (2009)
Bowie	16400 Pointer Ridge Drive	No Significant Changes
Chillum Adelphi	6330 Riggs Road	No Significant Changes
Marlboro	7710 Croom Road	No Significant Changes
Kentland	10400 Campus Way South	No Significant Changes
Allentown Road	10900 Fort Washington Road	No Significant Changes
West Lanham Hills	8501 Good Luck Road	No Significant Changes
Laurel Rescue Squad	14910 Bowie Road	CIP Programmed Relocation (2007)
Konterra	Location to Be Determined	Master Plan Proposed Station
Blue Ponds	Muirkirk Rd. & Baltimore Ave.	Master Plan Proposed Station
Bowie New Town	Health Center Drive	CIP Programmed Station (2006)
Leeland Road	Leeland Road and US 301	Master Plan Proposed Station
Melwood Westphalia	Location to Be Determined	Master Plan Proposed Station
Croom-Naylor	Location to Be Determined	Master Plan Proposed Station
Aquasco	Location to Be Determined	Master Plan Proposed Station
Brandywine Special Study Area	Location to Be Determined	Master Plan Proposed Station
Brinkley Road	Location to Be Determined	Master Plan Proposed Station
National Harbor	Location to Be Determined	Master Plan Proposed Station
St. Joseph's Drive	St. Joseph's Drive	CIP Programmed Station (2006)
Bunker Hill	Bunker Hill Rd. & 38th Avenue	Currently under Construction. Slated to Open Spring 2003

POLICY 2:

Efficiently provide needed public facilities.

Strategies

- I. Consider adopting a long-range consolidation program for the county library system to more efficiently deliver service.
- II. Continue providing specialized police services in satellite offices in specific neighborhoods and Centers.
- III. Consider the placement of public schools in nontraditional areas such as centers near major public transit or near high-rise residential complexes. High schools can be sited in business districts near health care centers and governmental complexes, in an attempt to offer an opportunity for educational partnerships.
- IV. Seek opportunities for co-location (either in single buildings or single properties) of compatible and complementary facilities in future planning efforts.

POLICY 3:

Utilize the provision of public facilities to strengthen county economic development priorities.

Strategies

- I. Consider the acquisition and reuse of existing vacant or underutilized malls and shopping centers for public facilities such as police substations, libraries, community centers and schools.

POLICY 4:

Use this General Plan as a policy guide for determining where and how to locate future public facilities.

Strategies

- I. Review the county's Capital Improvement Program (CIP) for consistency with this General Plan.
- II. Reinforce the recommendations of this General Plan through the policies of the water and sewer plan.

