Abstract

The 2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment (SMA) was prepared to amend portions of the 1994 Bladensburg-New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendment. The plan also amends the 2002 Prince George’s County Approved General Plan and the 2009 Approved Countywide Master Plan of Transportation. Developed with broad public participation, this document presents background information, the plan vision, and a discussion of the three primary elements that frame that vision—The Road, The Corridor, and The Community. The plan contains policies and strategies for land use, economic development, transportation systems, urban design, and revitalization, and envisions a livable, pedestrian-friendly, and vibrant community in the sector plan area. The creation of mixed-use development and commercial centers will attract new residents, quality retail, and jobs while preserving and strengthening the existing residential neighborhoods. The SMA implements zoning changes to allow implementation of the plan vision and the land use concepts in the sector plan.
The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission’s geographic authority extends to the great majority of Montgomery and Prince George’s Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George’s County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

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

- Our mission is to help preserve, protect and manage the county’s resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process:

1. setting policy
2. plan approval
3. plan implementation

Applicable policies are incorporated into area plans, functional plans, and the Prince George’s County Approved General Plan. The County Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual budget, the water and sewer plan, and adoption of zoning map amendments.

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Foreword

The Prince George’s County Planning Board of The Maryland-National Capital Planning Commission is pleased to make available the 2010 Central Annapolis Road Sector Plan and Sectional Map Amendment. This community-based plan and sectional map amendment (SMA) provide a clear vision for the future transformation of the Central Annapolis Road Corridor from an auto-dominated roadway into a series of vibrant, transit-friendly walkable nodes. In particular, the plan envisions the creation of a new transit village at the intersection of Annapolis Road and Veterans Parkway where a future Purple Line light rail transit station is planned.

Policy guidance for this plan came from the 2002 Prince George’s County Approved General Plan, the 1994 Bladensburg-New Carrollton and Victory Approved Master Plan and Sectional Map Amendment, and the 2009 Council’s Master Plan of Transportation. The goals, concepts, guidelines, and public participation programs approved by both the Planning Board and the District Council in June and July 2009 respectively, outlined the major issues in the area and provided the structure for this plan. Public participation from September 2009 to January 2010 consisted of a series of interviews with community leaders, business owners, developers, county officials, and municipal officials; and meetings with community organizations, a kickoff public meeting, a three-day charrette, a post-charrette meeting, and a final public meeting.

Central Annapolis Road represents an untapped opportunity to create a livable, pedestrian-friendly, and vibrant community. This plan represents the county’s vision of a revitalized, livable, and vibrant community within the Central Annapolis Road sector plan area. It also compiles county planning activities for this historic road, which connects the District of Columbia and Annapolis, Maryland, and is one of seven General Plan-designated Corridors. The plan recommends the creation of a new regional commercial retail center and the creation of a new transit village at the intersection of a planned Purple Line light rail transit station. The plan also recommends the redevelopment of underutilized commercial uses into transitional mixed-use areas. It envisions the long-term transformation of Annapolis Road into a pedestrian- and bike-friendly Complete Street that serves and enhances new development while helping to safeguard existing communities. The sectional map amendment implements the plan’s vision and land use concepts.

The Planning Board appreciates the contributions and active involvement of the community and stakeholders in this innovative planning effort. We look forward to continued collaboration to implement the plan’s recommendations and achieve the vision for a transformed Central Annapolis Road Corridor.

Sincerely,

Samuel J. Parker, Jr., AICP
Chairman
Prince George’s County Planning Board

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Setting the Stage

The Purpose of the Sector Plan

This sector plan will guide future redevelopment and revitalization along the Annapolis Road corridor between Veterans Parkway (MD 410) and the Baltimore-Washington Parkway.

In 2008, three planning efforts—the New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment, the Port Towns Sector Plan and Sectional Map Amendment, and the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment—were initiated along segments of the Annapolis Road corridor. The Central Annapolis Road Sector Plan and Sectional Map Amendment was initiated the subsequent year in response to the community’s request that the remaining area along the corridor between Veterans Parkway (MD 410) and the Baltimore-Washington Parkway be examined.

The Prince George’s County Council directed the Prince George’s County Planning Department of The Maryland-National Capital Park and Planning Commission (M-NCPPC) to prepare the sector plan and concurrent sectional map amendment (SMA) in Council Resolution 50-2009. The sector plan updates the 1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69) and implements the recommendations of the 2002 Prince George’s County Approved General Plan.

The Central Annapolis Road Sector Plan is a collaborative effort involving a variety of stakeholders, including residents, property owners, businesses, and county and state agencies, to create a development framework for a designated plan area. It describes existing conditions ranging from the area’s demographics to its public facilities and transportation opportunities and challenges, recommends implementation strategies and phasing, and identifies changes in future land uses and zoning, where appropriate.

Specifically, the Central Annapolis Road sector plan:

- Describes a community-supported vision for the future that implements the policy recommendations provided in the 2002 Prince George’s County Approved General Plan.
- Establishes a realistic development program and investment strategy for the corridor to stimulate development of commercially zoned properties.
- Identifies opportunities for land assembly and infill development to complement and achieve the plan’s vision.
- Outlines an implementation strategy that describes the roles and responsibilities of major stakeholders, both public and private.
- Contains design standards and guidelines to implement the plan vision.
- Amends the zoning map in order to implement the plan’s land use recommendations through its accompanying Sectional Map Amendment (SMA).
Plan Context

Two state initiatives shaped the policy framework within which the sector plan was prepared. In addition, the county plans and policy documents discussed below established the local planning context for the Central Annapolis Road Sector Plan and Sectional Amendment.

1997 Maryland Smart Growth and Neighborhood Conservation Act

The 1997 act created the eight visions adopted in the 1992 Maryland Economic Growth, Resource Protection, and Planning Act, as amended. The act, nationally recognized as an effective means of encouraging and implementing statewide programs to guide growth and development, had three goals to save valuable remaining natural resources; to limit state resources to support development in areas where infrastructure is in place and to save taxpayers millions of dollars by discouraging the commotion of the infrastructure required to support sprawl.

While the act's eight visions have been superseded by the 2009 One Maryland Smart, Green, and Growing legislation package, the 1997 act remains pertinent to the sector plan. One relevant aspect of the package is its Smart Growth Act legislation that requires projects in Maryland municipalities, existing communities, and planned growth areas designated by counties receive priority funding by the state over other projects. These areas are called priority funding areas (PFAs). The entirety of the sector plan area is designated PFA by the county and state.

One Maryland: Smart, Green, and Growing

In 2009, three bills in a One Maryland: Smart, Green, and Growing legislation package were signed into law. The Smart and Sustainable Growth Act of 2009, which took effect on July 1, 2009, strengthens the connection between land use actions and the comprehensive plan. The Smart Growth Goals, Measures and Indicators bill took effect on June 1, 2009, establishes a statewide land use goal of increasing the current percentage of growth within the priority funding area (PFA) and decreasing the percentage of growth outside the PFA. The Planning Vision Law, which took effect October 1, 2009, replaced Maryland's eight planning visions with 12 that now address: Quality of Life and Sustainability; protecting and enhancing the quality of life achieved through universal stewardship of the land, water, and air in resulting in sustainable communities and protection of the environment.

Public Participation: citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.

Growth Areas: growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically sited new centers.

Community Design: compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.

Infrastructural growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.

Transportation: a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

Housing: a range of housing types, sizes, and prices provides residential opportunity for the full range of populations and demographics.

Economic Development: economic development and natural resource-based businesses that promote employment opportunities for all income levels, protect the environment, and create a high quality of life for the residents of the state's natural resources, public services, and public facilities are encouraged.

Environmental Protection: land and water resources, including the Chesapeake and coastal bays, are carefully managed to maintain and preserve healthy air and water, natural systems, and living resources.

Resource Conservation: waterways, forests, agricultural areas, open space, historical resources, and transportation facilities are conserved.

Stewardship: government, business, and residents are responsible for the creation of sustainable communities by collaborating to balance the needs of the community.

Implementations: strategies, programs, policies, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

Local jurisdictions are required to include these visions in their local comprehensive plans and implement them through the adoption of applicable zoning and subdivision ordinances and regulations.

The plan recommendations and implementation strategies address all the visions relevant to the sector plan area with a particular emphasis on using environmental and transportation resources to reflect and support community character.

2002 Prince George County Approved General Plan

The 2002 Prince George County Approved General Plan sets forth goals, objectives, policies, and strategies that guide future growth and development throughout Prince George County’s County and is the foundation for the recommendations that emerged from the Central Annapolis Road planning process.

The General Plan divided the county’s land into three policy tiers—the Developed Tier, the Developing Tier, and the Rural Tier—and a number of centers and corridors in which development should be concentrated to take advantage of public investments in existing infrastructures and transportation facilities. Of particular importance to Central Annapolis Road is the plan’s designation of the Developed Tier and its designation as one of the county’s seven corridors.

The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium-to-high density neighborhoods. The vision for corridors is mixed residential and non-residential uses at modest to high densities, with a strong emphasis on transit-oriented development. Higher density developments along corridors should concentrate at local centers and appropriate nodes within one-quarter mile of major intersections or transit stops and be compatible with existing community character.

The Central Annapolis Road Sector Plan relies on the boundaries of the Annapolis Road corridor and establishes corridor nodes at locations where moderate-to-high density mixed-use development is most appropriate.

Figure 1.1 The Sector Plan Project Area

Central Annapolis Road corridor and designated boundaries for the Sector Plan and Sectional Amendment

Central Annapolis Road Approved Sector Plan and Sectional Amendment

Central Annapolis Road corridor and designated boundaries for the Sector Plan and Sectional Amendment

Setting the Stage: Chapter 1 | 2

Figure 1.1 The Sector Plan Project Area

Central Annapolis Road Approved Sector Plan and Sectional Amendment

Central Annapolis Road Approved Sector Plan and Sectional Amendment

Setting the Stage: Chapter 1 | 2
### 1994 Bladensburg-New Carrollton and Vicinity Master Plan and Sectional Map Amendment

The sector plan updates portions of the existing master plan—the 1994 Bladensburg-New Carrollton and Vicinity Master Plan and Sectional Map Amendment (see Figure 1.2). The 1994 master plan recommends only infill development, better integration of shopping centers with surrounding communities, preservation of existing residential areas, capitalizing on the planning area’s proximity to the District of Columbia, Memorial stations, and other commercial growth areas, and utilizing urban design recommendations to enhance the appearance of new development/redevelopment.

### Other Planning Initiatives

#### Setting the Stage

Three recent planning efforts have examined segments of the Annapolis Road corridor (see Figure 1.2): the New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zone (TDOZ) envisions transforming the area around the New Carrollton Metrorail Station into a transit-oriented urban center. As the county’s only full-service intermodal transportation center, the New Carrollton Metrorail Station and its vicinity represent an unexploited opportunity to create a vibrant mixed-use, pedestrian-friendly community. The TDDP envisions development concentrated in three distinct, but interconnected neighborhoods—the Metro Core, Garden City, and a segment of the Annapolis Road corridor. The Metro Core neighborhood services as the area’s core and as a regional downtown for much of northern Prince George’s County with up to 2.6 million square feet of Clarksburg’s office space, 100,000 square feet of retail space, and 3,000 new housing units buildout, this segment is planned to accommodate up to 1,000,000 square feet of community-serving retail, 500,000 square feet of office space, and 1,000 residential units.

The Port Town Sector Plan and Sectional Map-Amendment encompasses the towns of Bladensburg, Colmar Manor, Cottage City, and Edmonston just west of the Central Annapolis Road plan area. The focus for the Port Towns is to achieve healthy and pedestrian-friendly communities and destinations that celebrate and build upon the area’s cultural diversity, strategic location, industrial base, and historical, recreational, and environmental assets.

The Port Towns Sector Plan establishes several character areas. Of particular interest to this sector plan is the Annapolis Road Gateway Character Area at the junction of Annapolis Road and Landover Road (MD 202). The plan calls for reconfiguring the intersection and simplifying traffic patterns and adding light rail/streetcar service with a planned station within the intersection. This segment is planned to accommodate up to 1,000,000 square feet of community-serving retail, 500,000 square feet of office space, and 1,000 residential units.

#### The Purple Line

With preliminary engineering studies currently underway, the proposed Purple Line will extend from the New Carrollton Metrorail Station to the neighborhood-oriented character of the Port Towns. It also completes the general planning along Annapolis Road and helps ensure the corridor can function effectively as envisioned in the General Plan. The Purple Line will provide a faster and more reliable east-west commuting option, as well as increased transfer opportunities to Metrorail, MARC, and bus service. By strengthening the connectivity within and between Prince George’s County and the District of Columbia, the Purple Line will enhance access to employment opportunities and provide for economic development around its station sites.

#### Character Area at the junction of Annapolis Road and Landover Road (MD 202)

The plan calls for reconfiguring the intersection and simplifying traffic patterns and adding light rail/streetcar service with a planned station within the intersection. This segment is planned to accommodate up to 1,000,000 square feet of community-serving retail, 500,000 square feet of office space, and 1,000 residential units.

### New Carrollton Metrorail Station and Vicinity Sector Plan and Sectional Map Amendment

The Purple Line and its station at the Annapolis Road intersection with Veterans Parkway (MD 410) will create significant opportunities for Central Annapolis to model the goals expressed in the State of Maryland’s 2009 One Maryland—Smart, Green and Growing legislation package and the General Plan.
Relevant Infrastructure Studies

The 2002 Prince George's County Approved General Plan mandated three significant countywide plans, each focusing on one aspect of the physical environment. These three plans provided essential background to the planning for Central Annapolis Road.

2005 Approved Countywide Green Infrastructure Plan

The 2005 Approved Countywide Green Infrastructure Plan provides a comprehensive policy guide for conserving significant environmental ecosystems in Prince George's County. Its goals are “to preserve, enhance, and/or restore an interconnected network of countywide significant environmental features that retain ecological functions, maintain or improve water quality and habitat, and support the desired development of the General Plan.” While only the northern corner of the site occupied by the Glenridge Shopping Center falls within the county’s green infrastructure network, Central Annapolis Road’s varied topography, large expanses of impervious surface, and existing tree canopy create opportunities for identifying and implementing best management practices related to stormwater management, tree canopy preservation, restoration, and expansion.

2008 Approved Public Safety Facilities Master Plan

The master plan contains recommendations for the Prince George’s County Police Department, Fire and Emergency Medical Services Department, Department of Corrections, Office of Emergency Management, Office of the Sheriff, and the M-NCPPC Park Police Division. The plan, discussed further in Chapter 2, addresses the need for new facilities, renovation of facilities, staffing levels, and crime prevention strategies such as Crime Prevention through Environmental Design (CPTED).

2009 Approved Countywide Master Plan of Transportation

The 2009 Approved Countywide Master Plan of Transportation updates the Prince George's County Master Plan of Transportation, adopted in 1982, and incorporates the transportation recommendations included in subsequent approved master and sector plans. The master plan's recommendations are intended to produce a network of transportation systems and facilities that, as articulated in the 2002 General Plan:

- Encourage quality economic development.
- Make efficient use of existing and proposed county infrastructure and investment.
- Enhance the quality and character of communities and neighborhoods.

While underscoring the county’s commitment to reducing congestion and ensuring accessibility and mobility countywide, the master plan emphasizes the importance of the Purple Line. The Master Plan of Transportation’s recommended planning efforts for areas served by Purple Line stations reflect the need to:

- Capitalize on the expansion in the county’s rail transit system.
- Use the Purple Line to achieve county growth, development, and transit-oriented development goals and priorities.
Chapter two discusses existing conditions—the development market, land use, transportation, and environmental infrastructure—along the Central Annapolis Road Corridor. It concludes with a summary of the corridor’s assets, challenges, and opportunities. Unless otherwise noted, the study area is defined as all properties within a one-mile radius of 4610 69th Avenue, the approximate center of the Central Annapolis Road Corridor.

Community and Corridor Profile

In 2008, approximately 20,135 residents or 7,296 households lived within a one-mile radius of the Central Annapolis Road Corridor (see Table 2.1). The population of this study area is expected to change very little between 2008 and 2013. While the rate at which the study area population increases is projected to slow, two factors help explain why this trend is not troubling. First, following national trends, the average household size is shrinking in Prince George’s County, and second, the Central Annapolis Road Corridor is an established, built-out community. Proposed new development along the corridor and in the vicinity of the New Carrollton Metrorail Station is expected to reverse the slowing growth rate during the upcoming two decades.

The two largest population groups—African-American and Hispanic—comprised more than 85 percent of the study area’s total population in 2008, and population ratios remained constant five miles from the corridor (see Table 2.2 on page 8).

<table>
<thead>
<tr>
<th>Table 2.1 Population and Households</th>
<th>1-MILE RADIUS</th>
<th>3-MILE RADIUS</th>
<th>5-MILE RADIUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Population Projection</td>
<td>20,172</td>
<td>135,035</td>
<td>373,883</td>
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<tr>
<td>2008 Population Estimate</td>
<td>20,135</td>
<td>133,598</td>
<td>368,152</td>
</tr>
<tr>
<td>2000 US Census Population</td>
<td>19,969</td>
<td>130,763</td>
<td>357,942</td>
</tr>
<tr>
<td>2008-2013 Growth (%)</td>
<td>0.04</td>
<td>0.22</td>
<td>0.26</td>
</tr>
<tr>
<td>2000-2008 Growth (%)</td>
<td>0.10</td>
<td>0.27</td>
<td>0.36</td>
</tr>
<tr>
<td>2013 Household Projection</td>
<td>7,327</td>
<td>46,904</td>
<td>134,352</td>
</tr>
<tr>
<td>2008 Household Estimate</td>
<td>7,296</td>
<td>56,291</td>
<td>132,267</td>
</tr>
<tr>
<td>2008-2013 Growth (%)</td>
<td>0.08</td>
<td>0.26</td>
<td>0.32</td>
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<tr>
<td>2000-2008 Growth (%)</td>
<td>0.15</td>
<td>0.33</td>
<td>0.39</td>
</tr>
</tbody>
</table>

Source: 2000 US Census, CoStar
the absence of rail transit facilities, the sector plan establishes corridor nodes at locations where moderate- to high-density mixed-use development is most appropriate.

Existing Land Use

The plan area focuses on properties that either have frontage on the corridor or are flanked around its two gateways. While no centers are designated or proposed by the General Plan along the Central Annapolis Road Corridor because of the proximity of the New Carrollton Metropolitan Center and Port Town Regional Center, along with the absence of rail transit facilities, the sector plan establishes corridor nodes at locations where moderate- to high-density mixed-use development is most appropriate.

Table 2.2 2008 Population by Race or Origin

<table>
<thead>
<tr>
<th>RACE/ETHNIC ORIGIN</th>
<th>MILE 1 RADIUS</th>
<th>MILE 3 RADIUS</th>
<th>MILE 5 RADIUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>3,010</td>
<td>24,604</td>
<td>69,377</td>
</tr>
<tr>
<td>Black or African American</td>
<td>14,207</td>
<td>88,838</td>
<td>245,051</td>
</tr>
<tr>
<td>Hispanic origin</td>
<td>29,005</td>
<td>25,005</td>
<td>54,691</td>
</tr>
<tr>
<td>American Indian and Alaska Native</td>
<td>49</td>
<td>439</td>
<td>1,374</td>
</tr>
<tr>
<td>Asian</td>
<td>324</td>
<td>3,241</td>
<td>12,290</td>
</tr>
<tr>
<td>Native Hawaiian and Pacific Islanders</td>
<td>232</td>
<td>198</td>
<td>251</td>
</tr>
<tr>
<td>Other race</td>
<td>3,007</td>
<td>12,050</td>
<td>28,281</td>
</tr>
<tr>
<td>Two or more races</td>
<td>598</td>
<td>4,478</td>
<td>11,741</td>
</tr>
</tbody>
</table>

Table 2.3 Household and Per Capita Income

<table>
<thead>
<tr>
<th>YEAR</th>
<th>AVERAGE HOUSEHOLD INCOME</th>
<th>MEDIAN HOUSEHOLD INCOME</th>
<th>AVERAGE PER CAPITA INCOME</th>
<th>MEDIAN PER CAPITA INCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>$51,284</td>
<td>$54,642</td>
<td>$18,826</td>
<td>$19,176</td>
</tr>
<tr>
<td>2008</td>
<td>$61,349</td>
<td>$67,075</td>
<td>$22,277</td>
<td>$23,372</td>
</tr>
<tr>
<td>2006-2008</td>
<td>$61,349</td>
<td>$67,075</td>
<td>$22,277</td>
<td>$23,372</td>
</tr>
</tbody>
</table>

The 2008 data reveal a significant and widening disparity in median household incomes between the one-mile and five-mile radius areas along Central Annapolis Road and Prince George’s County as a whole. The median household income of residents in the study area was approximately 25 percent lower than that in the county, an increase from 17 percent in 2000.

Compared to the county as a whole, the study area had a higher share of the population living in poverty (31 percent compared to 25 percent) and a lower median household income of $22,277 as compared to $23,372 (Source: Census). (The US Census defines a “family household” as a household related by birth, marriage, or adoption and living together—and includes any unrelated people who may be residing there.) Furthermore, 45 percent of the study area households had children under the age of 18 at home, and 20 percent of those households were headed by a single parent. (Source: Census).

Development Pattern, Land Use, and Zoning

Introduction

As discussed in Chapter 1, the Central Annapolis Road Corridor lies in the Developed Tier within one of seven corridors designated by the General Plan. The objective of this designation is to foster more intensive and transit-oriented development and redevelopment, in particular within one-quarter mile of major intersections or transit stops.

While no centers are designated or proposed by the General Plan along the Central Annapolis Road Corridor because of the proximity of the New Carrollton Metropolitan Center and Port Town Regional Center, along with the absence of rail transit facilities, the sector plan establishes corridor nodes at locations where moderate- to high-density mixed-use development is most appropriate.

Existing Land Use

The plan area focuses on properties that either have frontage on the corridor or are flanked around its two gateways formed by Annapolis Road’s intersections with Veterans Parkway (MD 410) and the Baltimore-Washington Parkway. The general character along the corridor is strip-commercial development extending from the corridor’s perimeter towards residential neighborhoods comprising the center of the plan area (see Figure 2.1). Central Annapolis Road defines a series of stable, largely one-family residential neighborhoods—Glennridge, Woodlawn, Radiant Valley, Bellemere, and Landover Hills—mainly within the unincorporated portions of Prince...
Georgetown. The only municipality within the plan area is the Town of Landover Hills. Five shopping centers, in addition to several stand-alone businesses, provide services and amenities to area shoppers (see the Economic Development: Market Context and Analysis section). From 1962 to 2006, the Capital Plaza Mall, a regional shopping center, occupied approximately 45 acres along the north side of the corridor between the Baltimore-Washington Parkway and Cooper Lane. A new Walmart and several outbuildings along the north side of the corridor between the Baltimore-Washington Parkway and Cooper Lane. A new Walmart and several outbuildings

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**Existing Zoning**

Prince George's County regulates land use, site development, and building character through its Zoning Ordinance, Subtitle 27 of the County Code. In 2009, land within the study area fell into eight different zoning districts (see Table 2.4 and Figure 2.2). The uses allowed within these districts closely approximate existing land use.

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**Table 2.4 Zoning Districts in Sector Plan**

<table>
<thead>
<tr>
<th>District Name</th>
<th>Minimum Density</th>
<th>Maximum Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-0 Administrative Commercial</td>
<td>0.50</td>
<td>1.75</td>
</tr>
<tr>
<td>C-1 Commercial Moderate</td>
<td>0.50</td>
<td>2.00</td>
</tr>
<tr>
<td>C-2 Commercial Office</td>
<td>0.94</td>
<td>4.83</td>
</tr>
<tr>
<td>C-3 Commercial Shopping Center</td>
<td>134.99</td>
<td>205.75</td>
</tr>
<tr>
<td>R-1 One-Family Detached Residential</td>
<td>0.80</td>
<td>0.84</td>
</tr>
<tr>
<td>R-20 One-Family Triple Attached Residential</td>
<td>0.80</td>
<td>0.84</td>
</tr>
<tr>
<td>R-35 One-Family Semi-detached, Two-Family Detached</td>
<td>1.35</td>
<td>3.90</td>
</tr>
<tr>
<td>R-55 One-Family Detached Residential</td>
<td>2.00</td>
<td>2.00</td>
</tr>
<tr>
<td>R-T Townhouse</td>
<td>1.50</td>
<td>1.50</td>
</tr>
</tbody>
</table>

Source: Camiros, Ltd.

---

**Infrastructure Elements**

Four elements comprise the infrastructure of Central Annapolis Road—environmental infrastructure, transportation systems, public facilities, and parks and recreation.

---

**Environmental Infrastructure**

The Central Annapolis Road Corridor has the potential to be distinguished for its topography, parkway-like character, and environmental infrastructure—networks of trees, parks, and greenways—while also serving as an efficient east-west regional arterial.

---

**Topography**

Annapolis Road is situated along a ridge with its highest elevations concentrated between Cooper Lane and fifth Avenue and at Veteran Parkway (MD 410). The changing elevation presents unique opportunities and challenges. It creates opportunities for new development to capitalize on scenic views of the county. Unfortunately, the road’s design also encourages speeding along the corridor, making it hazardous for pedestrians, bicyclists, and public transit patrons.

---

**Green Infrastructure**

As discussed in Chapter 1, the 2005 Countywide Green Infrastructure Plan was developed to protect, enhance, and/or restore important environmental features of countywide significance. The network is divided into three categories: regulated areas (currently protected during the land development process), evaluation areas, and network gaps. Areas called

---

The predominant zoning category, Commercial Shopping Center (C-S-C), represents 55 percent of the land area and reflects the strip commercial development pattern found along the corridor. One-family detached homes are permitted by right in all of the plan area's residential districts, with densities ranging from 4.2 units per acre in the One-Family Detached Residential (R-35) Zone to 11 units per acre in the One-Family Triple Attached Residential (R-20) Zone. Additional information on the county’s zoning categories is available in Technical Appendices in the 2002 Guide to Zoning Categories.
“network gaps” represent potential connections between the regulated and evaluation areas and are therefore considered critical to ensuring optimum levels of ecosystem preservation, restoration, and functioning. The only green infrastructure features within the corridor are network gaps at the northeastern end along Veterans Parkway (see Figure 2.3).

While there are no regulated or evaluation areas directly within the plan area, environmental and public health considerations in the Developed Tier suggest the corridor has tremendous potential to increase its green infrastructure with improvements such as rain gardens, rooftop gardens, urban parks, and enhanced landscaping in large parking areas.

**Water Resources**

The Green Infrastructure Plan (see Chapter 1) also identifies special conservation areas (SCAs) as regions that contain special habitat or natural resources and are of specific countywide significance. While there are no SCAs directly within the corridor, the Green Infrastructure Plan identifies the main stem of the Anacostia River—in whose watershed the Central Annapolis Road Corridor falls—as an SCA. The water quality and overall health of the Anacostia River is severely degraded due to high levels of nutrients, sediment, bacteria, trash, and toxic substances.

There are four subwatersheds along the Central Annapolis Road Corridor. They are: the Upper Northeast Branch (a portion of its southern boundary is Central Annapolis Road), Brier Ditch (a portion of its boundary runs with the intersection of Veterans Parkway and Central Annapolis Road), and Lower Beaverdam Creek (its northwestern boundary coincides with Central Annapolis Road) watersheds. The Upper Anacostia River watershed encompasses a very small segment of the corridor at the lower southwestern edge, adjacent to the Baltimore-Washington Parkway.

Water quality samplings and on-site observations rate the health of the subwatersheds as ranging from poor to very poor (see Table 2.5). The Benthic Index of Biological Integrity (IBI), used by the Maryland Department of Natural Resources, scores the health of the benthic, or bottom-dwelling insect community, that is a vital source of food for many species of fish such as perch, spot, and croaker. Another rating, habitat, scores the natural habitat areas both within and along the stream corridor. The degraded conditions of these subwatersheds can be attributed to the high level of impervious surfaces, such as asphalt and concrete, and the fact that much of the area was developed prior to current stormwater management regulations.

These are no known wetlands or floodplains in the plan area.

**Tree Canopy**

The “urban tree canopy” includes individual trees along a neighborhood street, small groups of trees in parks, and forests or woodlands on public or private property. Tree cover as part of the local ecosystem provides environmental and economic value to urban areas. In addition to beautifying and providing balance...

---

Table 2.5 Subwatershed Water Quality

<table>
<thead>
<tr>
<th>Subwatershed</th>
<th>Water Quality</th>
<th>Biological Assessments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Northeast Branch</td>
<td>Poor</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Brier Ditch</td>
<td>Poor</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Lower Beaverdam Creek</td>
<td>Very Poor</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Upper Anacostia</td>
<td>Poor</td>
<td>Very Poor</td>
</tr>
</tbody>
</table>

**Source:** 1999 through 2003 Biological Assessments, 2005 Countywide Green Infrastructure Plan
to the built environment, it improves public health by removing pollutants from the air and water and reduces the overall temperature of the built environment.

The corridor is distinguished by the extent of its urban tree canopy and its connection to the regional arterial, Washington Boulevard. There is great potential to increase this valuable environmental and economic resource through strategic expansion efforts.

Light Pollution

Light pollution is defined as light that causes a glow in the night sky from artificial sources such as street lights, lights from commercial uses, and light from residential sources. High levels of light pollution can negatively affect both humans and wildlife populations. The main sources of light pollution in the Central Annapolis Road Corridor include residential and commercial uses, alternative types and levels of lighting in key plan areas are necessary to balance the well-being of local residents while enhancing the sense of safety of shoppers and pedestrians.

Air Pollution

Under the Clean Air Act of 1990, the Washington metropolitan area is considered an air quality non-attainment area by the Environmental Protection Agency, primarily due to its high levels of ozone. In the State of Maryland, Prince George’s County ranks as the highest in its region’s exposure to ozone pollution. While it is difficult to address the regional problem of air pollution at this level of planning, reducing the overall number of vehicle miles traveled—whether through increased transit use, cycling, walking, or ride sharing—increased tree canopy, and sustainable building techniques can help enhance localized air quality.

Transit

The corridor has excess roadway capacity dedicated to cars, consideration of alternative uses of this space to address the needs of non-vehicular modes is encouraged. The corridor remains within the parameters set by the State of Maryland of 65 decibels (dBA) during the day and 55 dBA at night (10 p.m. to 7 a.m.) for residential outdoor uses. The level is 45 dBA Ldn (level-day/night) for indoor living areas and levels of lighting in key plan areas are necessary to balance the well-being of local residents while enhancing the sense of safety of shoppers and pedestrians.

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Despite relatively high demand for transit services, many bus stops along the corridor, including those adjacent to the Glenridge Shopping Center, lack amenities such as benches, shelters, or posted schedules. Throughout the planning process, residents and area shoppers have also noted the poor placement of bus stops, long wait times, and inadequate night and weekend bus service in the area (see Figure 2.5 and Table 2.7).

**Pedestrian**

Generators of pedestrian traffic on Central Annapolis Road include Capital Plaza, Glenridge Shopping Center, neighborhood-oriented retail, and transit stops. Beyond the study area, parks, schools, and the New Carrollton Metrorail Station—an informal path connects Adwick-Jedrow Road and the station—generate additional pedestrian demand along the corridor. Despite the presence of sidewalks along most of the corridor (sidewalk gaps are noted in Figure 2.3), Annapolis Road’s design does not make pedestrians feel comfortable. Three pedestrian fatalities in the past three years highlight the urgent need for pedestrian improvements.

In particular, safe crossing opportunities are limited and do not always occur where crossing demand is highest. Transit stops, for example, are increasingly associated with demand for pedestrian crossings, yet they do not always respond to opportunities for crossing the road safely. Seven signalized crossings exist along the corridor and are spaced an average one-quarter mile apart. The average distance between signals in the central portion of the study area, however, is closer to one-half mile—a significant distance that encourages pedestrians to cross at unsignalized locations. The roadway’s width and the relatively high-speed traffic it carries during nonpeak times combine with long signal gaps to create a hostile pedestrian environment.

**Bicycle**

Conditions for cyclists along Central Annapolis Road are hazardous due to high-speed vehicular traffic. Bicycle use will likely remain low as long as the corridor fails to offer dedicated bicycle facilities (for example, bike lanes or sidepaths) that separate cyclists and cars. The absence of dedicated bicycle facilities forces cyclists either to share a lane with high-speed traffic or ride on the sidewalk, neither of which provides the level of safety and comfort needed to promote cycling as a viable transportation option. The 2009 Approved Countywide Master Plan of Transportation currently recommends a sidepath—a buffered multi-purpose path open to bikers, pedestrians, and other non-motorized users—as the preferred treatment for Annapolis Road and also identifies several low-volume neighborhood streets as potential shared-use bicycle facilities that could serve as alternatives to traveling on Annapolis Road (see Figure 4.6).
Crossing opportunities are inadequate along segments of the corridor and suggest that signalized pedestrian crossings should be added where pedestrian demand is highest. The location of several transit stops should also be examined and coordinated with traffic signals and the entry points of shopping centers, schools, parks, and churches.

The county’s planned bicycle facilities currently recommend a sidewalk as the preferred treatment for Annapolis Road and also identify several low-volume neighborhood streets as potential shared lane bicycle facilities that could serve as alternatives to traveling on Annapolis Road.
Public Facilities

Public Schools

There are three elementary schools—Glennridge Elementary, Woodridge Elementary, and Cooper Lane Elementary; one middle school—Charles Carroll Middle School; and two high schools—Parkdale High School and Bladensburg High School, operated by Prince George’s County Public Schools (PGCPS) that serve the Central Annapolis Road plan area. Several private educational institutions are also located in the plan area including, New Hope Academy, St. Mary’s, and Ascension Lutheran (see Figure 2.7).

Current and Projected Enrollment of Public Schools

Four of the six public schools had 2008-2009 enrollments under their state-rated capacities while Woodridge Elementary School and Charles Carroll Middle School exceeded capacity by 21 and 8 percent, respectively (see Table 2.8). In an effort to help relieve overcrowding across the county, the Prince George’s County Board of Education is redrawing school boundaries. Both Glennridge and Woodridge Elementary Schools are recommended for boundary changes.

Expressed in terms of overall available seats, the schools in the plan area currently have a surplus of 26 elementary school seats, a deficit of 65 middle school seats, and a surplus of 341 high school seats (see Table 2.9). Through 2018, because of their changing student bodies, the schools are projected to have excess capacity, with the exception of Woodridge Elementary which is expected to be extremely overcrowded at 147 percent capacity.

School Facility Conditions

Four of the six schools are in fair condition as determined by the 2008 Parsons 3D study. The study examined schools based upon four key elements: educational programming, community needs, community facility needs, and technical and economic feasibility. The study recommended that four of the six public schools had 2008

<table>
<thead>
<tr>
<th>Table 2.8 2008-2009 Public School Enrollment and Change in Available Seats for Schools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
</tr>
<tr>
<td>Glennridge Elementary School</td>
</tr>
<tr>
<td>Woodridge Elementary School</td>
</tr>
<tr>
<td>Elementary School Total</td>
</tr>
<tr>
<td>Charles Carroll Middle School</td>
</tr>
<tr>
<td>Parkdale High School</td>
</tr>
<tr>
<td>Bladensburg High School</td>
</tr>
<tr>
<td>Middle School Total</td>
</tr>
<tr>
<td>Source: PGCPS 2008-2009 Educational Facilities Master Plan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 2.9 2018 Projected School Enrollment and Change in Available Seats for Schools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
</tr>
<tr>
<td>Glennridge Elementary School</td>
</tr>
<tr>
<td>Woodridge Elementary School</td>
</tr>
<tr>
<td>Elementary School Total</td>
</tr>
<tr>
<td>Charles Carroll Middle School</td>
</tr>
<tr>
<td>Parkdale High School</td>
</tr>
<tr>
<td>Bladensburg High School</td>
</tr>
<tr>
<td>Middle School Total</td>
</tr>
<tr>
<td>Source: PGCPS, Educational Facilities Master Plan 2007-2008</td>
</tr>
</tbody>
</table>

Figure 2.7 Existing Public Facilities and Parks

- M-NCPPC Parks
- M-NCPPC Community Center
- Police Stations
- Parkwood Elementary School
- Woodridge Elementary School
- New Hope Academy
- Ascension Lutheran
- Glenridge Elementary School
- Cooper Lane Elementary School

The plan area is served by the New Carrollton, Bladensburg, and Glenarden Libraries.

### Table 2.10 School Facility Conditions, 2008

| Chapter 2: Existing Conditions |

<table>
<thead>
<tr>
<th>Existing Conditions:</th>
<th>2008 PAR</th>
<th>2010 FACILITY</th>
<th>2018 FACILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charles Carroll Middle School</td>
<td>72.56% Fair</td>
<td>1961</td>
<td>98.11% Excellent</td>
</tr>
<tr>
<td>Charles Carroll High School</td>
<td>77.25% Fair</td>
<td>1962</td>
<td>97.05% Excellent</td>
</tr>
<tr>
<td>Lanham Hills Elementary School</td>
<td>80.05% Excellent</td>
<td>1971</td>
<td>98.11% Excellent</td>
</tr>
<tr>
<td>New Marlboro High School</td>
<td>N/A</td>
<td>2005</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Table 2.11 Libraries

<table>
<thead>
<tr>
<th>Libraries</th>
<th>Name</th>
<th>Type of Service</th>
<th>Opened</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Carrollton</td>
<td>Branch Library</td>
<td>Free &amp; Low Cost Public Library</td>
<td>1972</td>
<td>New Carrollton</td>
</tr>
<tr>
<td>Lanham Hills</td>
<td>Branch Library</td>
<td>Free &amp; Low Cost Public Library</td>
<td>1972</td>
<td>Lanham Hills</td>
</tr>
<tr>
<td>Landover Hills</td>
<td>Branch Library</td>
<td>Free &amp; Low Cost Public Library</td>
<td>1972</td>
<td>Landover Hills</td>
</tr>
<tr>
<td>West Lanham Hills</td>
<td>Branch Library</td>
<td>Free &amp; Low Cost Public Library</td>
<td>1972</td>
<td>West Lanham Hills</td>
</tr>
</tbody>
</table>

### Police Facilities

The Landover Hills Police Department provides police service to the incorporated area of Landover Hills. The police department has three sworn officers and one civilian employee. The remainder of the plan area is policed by the District 4 Police Station of the Prince George’s County Police Department. While District 1 has the smallest patrol area in the county—at 36 square miles—it is the most densely populated area serving a population of over 200,500 and was the second busiest district station in the county in 2007 and 2008 (see Table 2.12).

### Parks and Recreation

The Prince George’s County Department of Parks and Recreation pursues in developing community centers in the future. Recreation has since completed a feasibility study of ten potential sites for a new community center within or near the corridor. Funding for a new community center has not been identified in the Prince George’s County Capital Improvements Program and will be dependent on the strategy the Department of Parks and Recreation pursues in developing community centers in the future. In 2009, the Department of Parks and Recreation also began to develop a comprehensive plan to equitably provide recreation programs, parks, trails, open space for a diverse and growing population into 2040 and beyond. In 2009, the Department of Parks and Recreation also began to develop a comprehensive plan to equitably provide recreation programs, parks, trails, open space for a diverse and growing population into 2040 and beyond.

### Fire and Emergency Medical Services (EMS)

Fire and Emergency Medical Services (EMS) provides emergency services to the Prince George's County Fire and EMS Department (PGFD). There is one fire and rescue facility within the two-mile radius (see Table 2.12 on previous page). The 2007/2008 Prince George's County Fire and Emergency Medical Services Master Plan recommended renovating and/or replacing the Bladensburg and West Lanham Hills stations.

<table>
<thead>
<tr>
<th>Fire and Emergency Medical Services Stations</th>
<th>Branch</th>
<th>Main Street</th>
<th>2nd Street</th>
<th>3rd Street</th>
<th>4th Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bladensburg</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>East Landover</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Table 2.12 Parks and Recreation Facilities

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Number of Acres</th>
<th>Size</th>
<th>Source: M-NCPPC and PGFD, EMS Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bladensburg Community Center</td>
<td>16</td>
<td>Half basketball court, playground, picnic area, concession stand (owned by Landover-West Lanham Boys and Girls Club)</td>
<td>M-NCPPC and PGFD, EMS Department</td>
</tr>
<tr>
<td>Woodlawn Community Center</td>
<td>8</td>
<td>Kay building, basketball, playground, concession stand</td>
<td>M-NCPPC and PGFD, EMS Department</td>
</tr>
</tbody>
</table>

### Table 2.13 Parks and Recreation Facilities

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Name</th>
<th>Type of Service</th>
<th>Opened</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bladensburg Community Center</td>
<td>16 acres</td>
<td>Half basketball court, playground, picnic area, concession stand (owned by Landover-West Lanham Boys and Girls Club)</td>
<td>2009</td>
<td>Bladensburg</td>
</tr>
<tr>
<td>Woodlawn Community Center</td>
<td>8 acres</td>
<td>Kay building, basketball, playground, concession stand</td>
<td>2009</td>
<td>Woodlawn</td>
</tr>
</tbody>
</table>

### Existing Conditions

The corridor does not contain any developed park facilities, but there are existing parks and open space to accommodate the needs of local youth and seniors, residents from Landover Hills, youth sport leagues for basketball and flag football, open gym, and a variety of park amenities and programs to residents of Prince George's County. In 2009, the Department of Parks and Recreation also began to develop a comprehensive plan to equitably provide recreation programs, parks, trails, open space for a diverse and growing population into 2040 and beyond.

### Fire and Emergency Medical Services

Fire and Emergency Medical Services (EMS) is a joint function of the Prince George's County Fire and Rescue Service and the Prince George's County Fire and EMS Department (PGFD). There is one fire and rescue facility within the two-mile radius (see Table 2.12 on previous page). The 2007/2008 Prince George's County Fire and Emergency Medical Services Master Plan recommended renovating and/or replacing the Bladensburg and West Lanham Hills stations.

### Parks and Recreation

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Economic Development and Housing

Economic Development: Market Context and Analysis

Strategic Location

Annapolis Road is strategically located within the Washington metropolitan area, which has one of the strongest economies in the nation. Located inside the Capital Beltway (I-495), Central Annapolis Road is less than a half-hour’s drive from downtown Washington, Baltimore, and Annapolis.

Extraordinary Access

Further enhancing the corridor’s development potential is its extraordinary access with major highway and transit connections to local, regional, and super-regional destinations. The New Carrollton Memorial Station lies approximately one-half mile from the Veterans Parkway (MD 410) and Annapolis Road (MD 450) intersection providing superior intermodal access to the greater metropolitan area. A station on the Purple Line is also proposed at this intersection strengthening connections to College Park, Silver Spring, and Bethesda.

Planning Context

Several county planning efforts will benefit Central Annapolis Road. As discussed in Chapter 1, The New Carrollton Transit District Development Plan envisions highway-oriented uses gradually being replaced by a medium-density, mixed-use node between Riverdale Road and 85th Street, and an efficient street and circulation network. The New Carrollton Transit District Development Plan establishes several character areas. Of particular interest to the Central Annapolis Road Corridor is the Annapolis Road Gateway Character Area at the junction of Annapolis Road and Landover Road (MD 282). The plans call for reconfiguring the intersection and simplifying traffic patterns to make additional land available for the development of a larger mixed-use cultural and entertainment district.

Analysis

Nearly 900,000 square feet of commercial uses exist on or adjacent to Central Annapolis Road of which approximately 85 percent is devoted to retail or services. Medical and general office uses account for the remaining 15 percent (see Table 2.14 and Figure 2.8). By offering a limited selection of “shopper’s goods,” such as general merchandise, hardware, and apparel, the commercial land uses primarily serve the local community.

Table 2.14 Commercial Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Total</th>
<th>Commerce</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail/Service</td>
<td>765,400</td>
<td></td>
</tr>
<tr>
<td>Food</td>
<td>25,900</td>
<td></td>
</tr>
<tr>
<td>Medical/Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurants</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Table Source: 2008 Prince George’s County Shopping Center Directory

Figure 2.8 Mix of Commercial Uses Along the Corridor

Fifty-five percent of the corridor’s occupied retail and service space accommodates “shopper’s goods” stores. Over three-quarters of these stores are value-oriented, such as Walmart, dollar stores, and Value Village. The corridor contains two major supermarkets and six convenience stores. There are 14 fast food restaurants, but only one full-service restaurant.

The only hotel along the corridor—Comfort Inn—is located at the corridor’s gateway with the Baltimore-Washington Parkway.

The commercial node at the eastern end of the plan area offers a retail mix that serves the day-to-day needs of the surrounding community. The recently updated Glenridge Shopping Center contains a Giant, convenience goods and general merchandise stores, and medical office. On the southern side of Annapolis Road sits an aging strip shopping center that features a number of locally-oriented businesses including The Vet’s Meat market and Bill’s Hardware as well as a newly constructed CVS and United States Post Office. The retail space was approximately eighty percent vacant in 2009 compared to an overall average vacancy rate of approximately six percent in Prince George’s County.
Marked disparity in median housing values—the study area’s median housing values are older than that of the county. This may, in part, help to explain the significant portion of the area’s population.

The median age of the housing stock is consistent with that of surrounding areas but older than that of the county. This may, in part, help to explain the significant portion of the area’s population. Until then, renters will continue to comprise a one-mile radius. As more housing is developed, the balance between renters and homeowners may shift. Until then, renters will continue to comprise a significant portion of the area's population, both current and projected.

Central Annapolis Road enjoys significant assets including:
- Established and engaged community groups, civic associations, and institutions, including churches and schools.
- An attractive location between Washington, D.C. and Annapolis with extraordinary access to key transportation routes.
- Proximity to the New Carrollton Metrorail Station and the proposed Purple Line station at Annapolis Road (MD 430) and Veterans Parkway (MD 410).
- Stable and affordable, family-friendly residential neighborhoods.
- Environmental assets, including mature trees and M-NCPPC community parks.
- The site of the former Capital Plaza mall.

Challenges
The corridor also faces challenges, such as:
- Traffic congestion near the intersection of Annapolis Road and Veterans Parkway (MD 410).
- Inadequate safe pedestrian crossings.
- Lack of retail variety to attract regional and, fully serve, local shoppers.
- Lack of accessible and affordable recreational opportunities and programming for youth and seniors.
- Levels of perceived and actual crime.
- Redevelopment constraints associated with smaller lots under fragmented ownership.
- Limited market for office space due to the proximity of the envisioned metropolitan center at the New Carrollton Metrorail Station.

Opportunities
Together these assets and challenges forge existing opportunities to enhance the quality of life of existing households, to attract new residents, and to expand business and employment opportunities. These opportunities include:
- Gradually redeveloping the sites within a quarter-mile radius of the planned Purple Line station to provide for a vibrant, walkable, transit-oriented, mixed-use neighborhood with new retail, office, and housing.
- Creating infill opportunities on the site of the former Capital Plaza Mall to form a successful, pedestrian-friendly, and landscaped retail center.
- Introducing a range of housing options that take advantage of views and proximity to the New Carrollton Metrorail Station and the proposed Purple Line station at Annapolis Road (MD 430) and Veterans Parkway (MD 410) and the Baltimore-Washington Parkway and Veterans Parkway (MD 410) and the Baltimore-Washington Parkway and Veterans Parkway (MD 410) and Veterans Parkway (MD 410) and Veterans Parkway (MD 410).
- Improving the accessibility and programming of existing recreational and educational opportunities for youth and seniors and exploring opportunities for new services within the plan area.
- Creating a parkway-like road that links the historic and scenic Baltimore-Washington Parkway and Veterans Parkway (MD 410) and builds upon the corridor’s environmental assets including its green streets and parks.

Table 2.15: Housing Characteristic

<table>
<thead>
<tr>
<th>Year</th>
<th>Rented Occupied</th>
<th>Owner Occupied</th>
<th>Total</th>
<th>Median Year Built</th>
<th>Median Housing Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>52%</td>
<td>48%</td>
<td>100%</td>
<td>1965</td>
<td>$272,424</td>
</tr>
<tr>
<td>2009</td>
<td>48%</td>
<td>52%</td>
<td>100%</td>
<td>1963</td>
<td>$282,740</td>
</tr>
<tr>
<td>2010</td>
<td>45%</td>
<td>55%</td>
<td>100%</td>
<td>1963</td>
<td>$289,912</td>
</tr>
<tr>
<td>2011</td>
<td>35%</td>
<td>65%</td>
<td>100%</td>
<td>1972</td>
<td>$347,700</td>
</tr>
</tbody>
</table>

Office
The demand for “service office” space generated by households within one mile of Central Annapolis Road closely approximates existing supply. The eastern node of the plan area currently contains Class B office space in the Bank of America building and the Chesapeake Office Park. (There is virtually no office space around Capital Plaza.) Like the area’s retailers, office tenants such as medical practitioners, accountants, and membership organizations largely serve the immediate community.

Housing
Central Annapolis Road’s housing stock comprises primarily stable older one-family detached houses, with some multifamily units in the study area’s southwestern corner. Residents have lived in the area on average nine years with the county (see Table 2.15).

One significant factor that will influence the future of housing in the study area is the Purple Line. Inauguration of the new light rail service, possibly by 2017, will bring demand for new, more varied, and denser types of housing to serve an increasingly diverse population, both current and projected.
Planning Process

The Central Annapolis Road sector planning process engaged a comprehensive and inclusive public participation program to create a community-based vision for the future of the area. The program was grounded in ongoing networking with community organizations, such as civic associations; institutional groups, such as schools and churches; and elected officials, including state representatives, county council members, and the Mayor and Council of the Town of Landover Hills. Mailings and meeting notices were supplemented by outreach to local media through press releases, public service announcements, and community bulletin board postings. Regular updates via project newsletters, community briefings and the plan’s website kept stakeholders informed about upcoming meetings, completed analyses and concept plans, and preliminary plan recommendations. Stakeholders were also invited to subscribe to the plan’s e-mail listserv and to submit photos describing the strengths and weakness of the corridor.

Community input gathered throughout the planning process from residents, businesses, institutional

Three newsletters, issued in October 2009, November 2009, and January 2010, kept stakeholders informed on meeting outcomes, next steps, and ways to participate in the planning process.

Flyers advertising upcoming workshops distributed at a range of venues, including civic association meetings, Bingo night at St. Mary’s Church, and in front of the local Walmart and Giant stores.
Within these five themes, participants identified numerous specific improvements, such as a need for better lighting, increased pedestrian crossings, more traffic calming, and new sit-down restaurants. Several comments highlighted a strong desire for an intergenerational community center that could serve as an accessible and safe gathering and recreational space for neighborhoods along or near the corridor.

Planning and Design Workshop
October 16-18, 2009

These themes helped set the agenda for the October weekend of workshops. The October 16, 2009, session provided participants with an analysis of the corridor’s opportunities and challenges as they related to the real estate market, transportation, and current land use pattern. Building on the input provided during the September kick-off and subsequent community briefings, the analysis served as the basis for the design workshop held the following day.

With over 120 participants, the kick-off meeting and listening session served as both an introduction to the sector plan process and an opportunity to hear participants’ initial thoughts and recommendations for the corridor. Small group discussions focused on those aspects of the corridor that should be preserved or strengthened, and those that should be changed. Five broad themes of community concerns and expectations emerged:

- Transportation, including speeding and congestion along Annapolis Road and the design and impact of the proposed Purple Line station at the Annapolis Road/Veterans Parkway intersection.
- Public safety.
- Parks and recreation.
- Retail and entertainment options.
- Quality of community life.

Public Meetings
A series of public meetings and workshops were held over a five-month period to develop the sector plan. Each event built upon the ideas and recommendations identified during prior meetings.

Kick-Off Meeting and Listening Session
September 16, 2009

Within these five themes, participants identified numerous specific improvements, such as a need for better lighting, increased pedestrian crossings, more traffic calming, and new sit-down restaurants. Several comments highlighted a strong desire for an intergenerational community center that could serve as an accessible and safe gathering and recreational space for neighborhoods along or near the corridor.

Working with maps, participants refined their initial ideas by asking and answering key questions:

- How can our neighborhoods be made to feel like home again?
- How can traffic speeds and volumes along Annapolis Road be managed to improve pedestrian and bicyclist safety?
- Would a pedestrian/bike path that connected Landover Hills Park to Glenridge Park make both more accessible to area residents?
- What types of redevelopment would be appropriate at the proposed Purple Line Station?
- Where should a future community center be located?
- How can existing parks be made safer?
- What types of new uses could be accommodated at Capital Plaza given market constraints?

Public Involvement:
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Strong attendance and active participation marked the first public meeting, shown in all of the photos on this page.
Presentation of Preliminary Recommendations and Action Plan
January 28, 2010
The public participation process concluded with a presentation on the preliminary plan recommendations on January 28, 2010. Organized according to the four character areas identified during the planning process (see Chapter 5), the presentation highlighted development opportunities adjacent to the Purple Line station, pedestrian and transit enhancements along the corridor, design standards for new retail at the Capital Plaza Shopping Center, and longer-term recommendations for the transformation of Annapolis Road into a landscaped multiway boulevard (see Chapter 6). The planning team also outlined key actions necessary to implement the community’s vision for the Central Annapolis Road corridor.

Participants in attendance included residents, business owners, and elected officials. At this meeting, the planning team addressed a number of questions, including:

• How can residential neighborhoods ensure that traffic and noise generated by construction are effectively managed and mitigated?
• Will the Purple Line result in parking spillovers into adjacent neighborhoods?
• How should new development be phased?
• How can service on the T-18 Metrobus route be improved?
• How does the plan propose to address stormwater and flooding concerns?

Following the January 28th community meeting, the planning team finalized the draft plan recommendations (see Chapter 6), the action plan (see Chapter 7), and the design standards and zoning recommendations (see Chapter 8), for public review.

Presentation of Draft Recommendations
December 9, 2009
On December 9, 2009, participants responded to an emerging development concept, which addressed such issues as what types of uses belong in particular locations and what those uses should look like. Participants also commented on a draft vision statement for Central Annapolis Road (see Chapter 4) that drew from suggestions, ambitions, and goals articulated during the previous meetings.

Comments focused on specific transportation and safety issues, including elimination or mitigation of cut-through traffic along specific neighborhood streets; a need for more lighting; strategies to enhance safety not only at crosswalks but also at or near neighborhood parks; and the return of Capital Plaza to its earlier role as a major retail and restaurant destination.

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment
Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

A final session on October 18, 2009 gave stakeholders and the planning team an opportunity to combine the many proposed ideas and outlines, on a conceptual basis, recommendations and visions for what eventually emerged as four distinct, but interconnected, planning areas along Central Annapolis Road.

Participants reviewed the draft recommendations and discussed ways in which they fulfilled stakeholder expectations for Central Annapolis Road’s future.

A final session on October 18, 2009 gave stakeholders and the planning team an opportunity to combine the many proposed ideas and outlines, on a conceptual basis, recommendations and visions for what eventually emerged as four distinct, but interconnected, planning areas along Central Annapolis Road.

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V
ision for the Corridor

S
akeholders participating in the Central Annapolis Road planning process—in forums that ranged from workshops and neighborhood-focused conversations to one-on-one interviews—articulated numerous goals for the corridor. One resident summed them up in a workshop, saying simply, “Make my neighborhood my home.”

The vision combines the essence of these goals and addresses the sector plan’s three major elements—Annapolis Road itself; the corridor as a series of places along Central Annapolis Road; and the people who live, work, and travel along the corridor. The vision reflects the 2002 General Plan’s emphasis on promoting moderate- to high-density development along designated corridors with a strong emphasis on transit-oriented and context-sensitive design.

The vision for Central Annapolis Road also directly addresses several of the visions presented in the 2009 One Maryland: Smart, Green, and Growing legislation package. Specifically, it promotes:

- Compact, mixed-use, walkable development consistent with existing community character and located near available or planned transit options.
- Concentrated growth in existing population and business centers.
- A well-maintained, multimodal transportation system.
- A range of housing densities, types, and sizes.
- Active citizen participation in the planning and implementation of community initiatives.
The Purple Line stop at Veterans Parkway (MD 410) creates a new identity and brings increased vitality and employment opportunities to the area around the Glenridge Shopping Center with new neighborhood- and transit-focused retail and restaurants, medium-density housing, and competitive office space.

**Vision:**
- Central Annapolis Road—the two miles of the arterial extending from Veterans Parkway (MD 410) to the historic Baltimore-Washington Parkway and linking to the New Carrollton Metro Station area on the east and the Port Towns on the west—constitutes a crucial segment of a major transportation route for Prince George’s County, the greater Washington metropolitan area, and the State of Maryland.

- Its landscaped parkway-like character serves as a welcoming gateway to neighboring communities and provides safe and attractive pedestrian and bike connections for local residents and businesses.

- The road’s character and design—in its landscaping, width, safety features, and lighting—vary to reflect the unique pedestrian, bike, and auto needs generated by the different uses along the corridor.

- Capital Plaza continues as an enhanced pedestrian-friendly, landscaped retail center, home to an expanded mix of large-scale national retailers and neighborhood-focused businesses, such as sit-down restaurants, oriented toward Annapolis Road.

- The Purple Line stop at Veterans Parkway (MD 410) creates a new identity and brings increased vitality and employment opportunities to the area around the Glenridge Shopping Center with new neighborhood- and transit-focused retail and restaurants, medium-density housing, and competitive office space.
Vision:

- Community needs for a wide range of safe, accessible, and affordable inter-generational services and programs are met with existing and/or new facilities that receive strong support from neighborhood associations, educational and religious institutions, and other entities near and along Annapolis Road.

- Neighborhood connections are strengthened by a pedestrian- and bike-friendly network of local streets that link key community sites—such as area schools, parks, and shopping centers—on either side of the road.

- Environmental sustainability and community health and wellness are further enhanced through environmentally sensitive design, tree canopy preservation and expansion, community engagement, and educational initiatives.
The ideas, recommendations, and ambitions initiated in the Vision (see Chapter 4) reflect the significance of Central Annapolis Road as an important arterial and efficient conduit of regional traffic. At the same time, they address the ways the road can and should function as an attractive, landscaped, parkway-like environment that is welcoming to and safe for pedestrians and bicyclists. The vision supports Central Annapolis Road as a neighborhood-scaled connector that serves as a front door to nearby residential communities, generates new levels of activity and vibrancy with the Purple Line's arrival, and creates a new and revitalized Capital Plaza.

Central Annapolis Road’s Four Subareas

Stakeholders identified four distinct but interconnected planning subareas along the corridor during the October 2009 workshop and visioning process. The diagram at right illustrates the basic planning ideas for each of these subareas (see Figure 5.1). Created as a result of community input, it highlights which segments of the road provide opportunities for growth and change and which should be preserved. As the planning process continued, the diagram evolved into the preliminary planning concept shown on the following page (see Figure 5.2).
The Plan Concept

The Vision Statement emphasizes Central Annapolis Road’s dual function as a regional arterial and as a link to and from surrounding neighborhoods. A key element of the overall planning concept, therefore, explores ways of strengthening existing connections while forging new ones that take advantage of proposed transit improvements, in particular the Purple Line. Ideas explored during the October 2009 workshop and incorporated into the plan concept included: targeted pedestrian-friendly, mixed-use development and streetscape and road enhancements, such as improved lighting, new traffic signals, and clearly marked crosswalks.

Area A: Transit-Oriented Development at Annapolis Road and Veterans Parkway

Built around the proposed Purple Line light-rail station, the northeast end of the corridor will develop as a vibrant, pedestrian-friendly mixed-use node that supports community-scaled development and new employment opportunities. With enhanced pedestrian, bicycle, and transit access, it forges new connections to key centers in northern Prince George’s County and Montgomery County.

Area B: Single-Family, Residential Neighborhood

This segment of the corridor remains residential in nature with an emphasis on preserving and enhancing the quality of life of the established communities of Landover Hills and Woodlawn. It features safer pedestrian crossings, wider sidewalks, and enhanced lighting and landscaping.

Area C: Mixed-Use Transition Area

This subarea, home to Capital Plaza Lanes and Crestview Square, provides a gradual transition between the concentrated retail in the southwest of the study area and the established residential neighborhoods north and south of the corridor. It comprises new multifamily housing and limited amounts of neighborhood-oriented and pedestrian-friendly commercial development.

Area D: Retail Center around Capital Plaza

The southwest end of the corridor, flanked by Capital Plaza and commercial development, serves as an attractive gateway to Annapolis Road (MD 450) from the historic Baltimore-Washington Parkway. It creates a pedestrian-friendly retail center, oriented toward Annapolis Road. The center accommodates a mix of retailers and neighborhood-oriented businesses such as sit-down restaurants. The area features safer pedestrian crossings, improved bus access, and enhanced landscaping.
Introduction

The organization of the Central Annapolis Road sector plan is based on the three-part vision statement that focuses on the following elements:

• **The Road** addresses Central Annapolis Road's ongoing role as a significant east-west arterial and its potential to become a pedestrian/bicycle/transit-oriented boulevard and an attractive and inviting front door to its surrounding neighborhoods and businesses.

• **The Corridor**, formed by the properties within the sector plan area, addresses opportunities to enhance the vitality of neighborhoods, retain and attract businesses and employment, and respond to the proposed Purple Line light rail station at the intersection of Annapolis Road and Veterans Parkway.

• **The Community** addresses the needs essential to the quality of life of the people who, currently and in the future, live, work, shop, and recreate in the area.

The following chapter defines specific goals, policies, and strategies regarding:

• land use
• transportation, including transit and pedestrian safety
• the environment
• urban design
• economic development
• housing
• public facilities
• parks and recreation

Plans, renderings, and tables are conceptual in nature. They are provided to both illustrate and explain the sector plan's key recommendations. Phasing plans for the corridor's character areas project long-term build-out scenarios. Future land use plans and corresponding illustrative urban design plans and cross sections provide comprehensive long-term views of the corridor's future.

A summary of the key recommendations for the Central Annapolis Road corridor is presented in the following composite illustrative plan (see Figure 6.1).
The Road presents a summary of corridor wide roadway, transit, pedestrian, and bike facility improvements along Central Annapolis Road. The enhancements specific to each of the character areas and their implications for land use and urban design are discussed in further detail in the following section (see The Corridor). Goals and policies are established in this section to guide the plan’s recommendations in accordance with the 2002 Prince George’s County Approved General Plan and the 2009 Approved Countywide Master Plan of Transportation while strategies are identified to accomplish desired goals.

Vision

The current design of Annapolis Road focuses on carrying high volumes of fast-moving traffic. Although the improved Central Annapolis Road will continue to function as an efficient regional arterial, it will evolve to serve other functions as well. In particular, the sector plan envisions:

• A welcoming parkway-like boulevard that serves as a gateway from and connector to the historic and scenic Baltimore–Washington Parkway.

• A safe and attractive roadway for pedestrians to walk across and along.

• A corridor with high-quality transit service that will link residents and businesses to the planned Purple Line.

• Service lanes at key segments to buffer activity areas from through-traffic, ensure safe and attractive pedestrian/bicyclist access, and provide on-street parking.

• New bicycle facilities to encourage and improve bicycling.

• Improved stormwater and green infrastructure that results in enhanced air and water quality.

The example of a multiway boulevard shows how a major roadway can be redesigned to provide an attractive, pedestrian-friendly experience.

Figure 6.1: A Composite of Key Recommendations

The Road
Wayfinding General Plan and Master Plan of Transportation Policies:

- Capitalize fully on the economic development and community revitalization potential of the Purple Line.
- Provide for a walkable, pedestrian-friendly transportation system at centers and corridors that is integrated with the desired development pattern.
- Using a complete streets approach, top priority should go in projects supporting the establishment of safe, walkable streets that implement bicycle, pedestrian, and transit-viability strategies as an integral component of the project, thereby reducing the dependence on automobiles, reducing greenhouse gas emissions, reducing traffic congestion, and preserving road infrastructure.

A complete street “is a transportation and urban design concept that involves adequately accommodating all modes of transportation along roadways. Utilizing complete street principles helps reduce automobile usage, promote connectivity between transportation modes, and improve pedestrian and cyclist safety and comfort.”

A multiway boulevard is a landscaped roadway that is designed to maintain automobile capacity while providing local service roads to buffer activity areas from through traffic, ensure safe and attractive pedestrian/biker access, and provide on-street parking.

“Complete street,” with sections of the road recommended as a multiway boulevard with service lanes providing access to development sites and on-street parking. Because the plan vision will vary significantly to the road and substantial expenditures for road improvements, care must be taken to ensure mechanisms to control roadblocks and finance the needed improvements without discouraging future private investments along the corridor.

The plan recommends a three-phase approach that addresses immediate pedestrian safety improvements, mid-term bike lane improvements, and long-term implementation of the multiway boulevard concept.

A key mechanism for implementing this phase will be the establishment of a public use easement for transformative improvements outside of the public right-of-way managed by the State Highway Administration (SHA). Unlike neighboring Montgomery County, Prince George’s County currently has no such mechanism in place. The plan recommends that enabling legislation be prepared and enacted to implement public use easements in areas that are transitioning from commercial and corridors where future development is slated to take place. The plan also recommends the establishment of a revolving infrastructure improvement fund, financed partially by developer contributions, to implement long-term reconstruction of Annapolis Road on a block-by-block basis as future development occurs.

From Concept to Plan:

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Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

Strategies:

- Maintain Annapolis Road between Gallatin Street and Veterans Parkway as a six-lane highway with center median turn lanes based on traffic modeling indicating that this road segment is operating at capacity during peak hours.
- In the short term (by 2016), implement recommended pedestrian improvements including pedestrian-activated signals.
- In the short term (by 2016), replace the curb travel lane in each direction between 65th Avenue and Gallatin Street with an at-grade bike track separated from the two remaining travel lanes by a paint-striped buffer. The bike track would merge into a bus pullout/right-turn lane at bus stops (all of which will be located at signalized intersections) and re-emerge behind the buffer beyond each intersection.
- In the mid term (by 2025), construct wider sidewalks separated from the bike track by a tree-conserving landscape strip with street trees, the bike track, buffer, and landscape/street tree strip on each side of the road would be within the public right-of-way.
- In the long term (2026 and beyond), construct the multiway boulevard segments along Annapolis Road at the locations specified in the plan to consist of two travel lanes, a bike track, and a landscape strip on a raised service lane median, a service lane with one moving lane and a parking lane, and widened sidewalks. The service lanes and sidewalks would be outside of the public right of way and maintained privately while the proposed bike tracks would be incorporated into the right-of-way maintained by SHA (see Table 6.1 and Figure 6.2). The illustrative roadway cross section for the MD 450/MD 410 intersection will be revised as part of the preliminary engineering design work for the proposed Annapolis Road overpass for the future Purple Line station.
Table 6.1: Midway Boulevard Concept for Annapolis Road (Existing Arterial A-23) by Road Segment

<table>
<thead>
<tr>
<th>CHARACTER AREA</th>
<th>ANNAPOLIS ROAD SEGMENT</th>
<th>RIGHT-OF-WAY</th>
<th>NUMBER AND PURPOSE OF LANES</th>
<th>PROPOSED ROADWAY BOULEVARD</th>
<th>ROAD SECTION WIDTH (approx)</th>
<th>NUMBER AND PURPOSE OF LANES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gladwyne Transit Village</td>
<td>Vonnamon Parkway–Gallatin Street</td>
<td>SHA-Maintained Right-Of-Way</td>
<td>7 lanes: 6 through lanes (3 in each direction) + left-turn lane</td>
<td>No</td>
<td>100 feet</td>
<td>7 lanes: 6 through lanes (3 in each direction), left-turn lane</td>
</tr>
<tr>
<td></td>
<td>Gallatin Street–Surrey Lane</td>
<td>4-lane Arterial Right-Of-Way = 90 feet</td>
<td>7 lanes: 6 through lanes (3 in each direction) + left-turn lane</td>
<td>Yes</td>
<td>170 feet</td>
<td>9 lanes: 6 through lanes, left-turn lane, 2 service lanes, 2 parking lanes</td>
</tr>
<tr>
<td>Boulevard Residential Neighborhood</td>
<td>Surrey Lane–68th Place</td>
<td>6 through lanes + left-turn lane</td>
<td>Yes, partially</td>
<td>110 feet–160 feet</td>
<td>7 lanes: 6 through lanes, left-turn lane, 2 service lanes, 2 parking lanes</td>
<td></td>
</tr>
<tr>
<td>Mixed Use Transition</td>
<td>68th Place–Cooper Lane</td>
<td>6 through lanes + left-turn lane</td>
<td>Yes</td>
<td>176 feet</td>
<td>9 lanes: 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes</td>
<td></td>
</tr>
<tr>
<td>Road Town Center</td>
<td>Cooper Lane–65th Avenue</td>
<td>6 through lanes + left-turn lane</td>
<td>Yes</td>
<td>210 feet</td>
<td>7 lanes: 3 through lanes westbound, 2 through lanes eastbound, 1 service lane, 1 parking lane</td>
<td></td>
</tr>
<tr>
<td></td>
<td>65th Avenue–Baltimore–Washington Parkway</td>
<td>4 through lanes + left-turn lane</td>
<td>No</td>
<td>180 feet</td>
<td>7 lanes: 6 through lanes + left-turn lane</td>
<td></td>
</tr>
</tbody>
</table>

Source: M-NCPPC

Figure 6.2: Roadway Recommendations Composite
Veterans Parkway–Galilean Street

• Retain these travel lanes in each direction plus a single left-turn lane at each end of the block.
• Eliminate the channelized right-turn lane from eastbound Annapolis Road to southbound Veterans Parkway and the channelized right-turn only lane from southbound Veterans Parkway to westbound Annapolis Road.
• Modify the Annapolis Road/Veterans Parkway intersection to accommodate the planned Purple Line station, street and sidewalk infrastructure, and pedestrian crossings, and entrances/exits points for the station platform.
• Retain/relocate full access farther north from Glendale Transit Village onto Veterans Parkway.
• Reconfigure Gallatin Drive and extend it onto Annapolis Road to Buchanan Street and eliminate the existing Churchspoint Road/Annapolis Road intersection.

• Reduce or eliminate curbs run along Annapolis Road as required to accommodate the proposed right-turn/west-turn-out access to the Glendale Shopping Center and in the future.
• Replace the existing curbed road around the Glendale Shopping Center parking lot with a new connector road to Gallatin Street to provide access to the Glendale Shopping Center property as is re-aligned. This road should incorporate right-turn/west-turn-out access to Veterans Parkway and an overpass across the future Purple Line tracks and station.

Galilean Street–Surry Lane

• Redesign Annapolis Road as a multiway boulevard with two travel lanes in each direction separated by a landscaped median with left-turn lanes plus a service lane with on-street parking in each direction. The lanes should incorporate:
  • Lane markings and signage that safely separate through traffic from local traffic (service lane/right turn).
  • Reconfigured intersections and reprogrammed traffic signals to allow service lane traffic to safely merge into the main roadway.
  • Install a new four-way intersection at Annapolis and 68th Avenue approximately 1,000 feet east of the new street. Remove the channelized right-turn-only lane from northbound Annapolis Road at the intersection.
  • Extend Broadneck Drive across Wiemer Street to connect to the new service lane.
  • Construct a service lane across lane parallel to and south of Annapolis Road that runs from Fifth Place and Cooper Lane.

Surry Lane–68th Place

• Redesign Annapolis Road as a multiway boulevard with two travel lanes in each direction separated by a landscaped median with left-turn lanes and sidewalks and enhanced bike paths (maintain existing service lane).
• Develop and implement a comprehensive traffic-calming plan to reduce traffic speed and discourage cut-through traffic on adjacent residential roads.

– Cooper Lane

• Redesign Annapolis Road as a multiway boulevard with two travel lanes in each direction separated by a landscaped median with left-turn lanes plus a service lane with on-street parking in each direction. The lanes should incorporate:
  • Lane markings and signage that safely separate through traffic from local traffic (service lane/right turn).
  • Reconfigured intersections and reprogrammed traffic signals to allow service lane traffic to safely merge into the main roadway.
  • Install a new four-way intersection at Annapolis and 68th Avenue approximately 1,000 feet east of the new street. Remove the channelized right-turn-only lane from northbound Annapolis Road at the intersection.
  • Extend Broadneck Drive across Wiemer Street to connect to the new service lane.
  • Construct a service lane across lane parallel to and south of Annapolis Road that runs from Fifth Place and Cooper Lane.

65th Avenue–Baltimore/Washington Parkway

• Reduce or eliminate curbs run along Annapolis Road as roadway deterioration occurs, wherever feasible.

Pedestrian Mobility, Trails, and Bikeways

Guiding General Plan and Master Plan of Transportation Policies:

• Incorporate appropriate pedestrian- and transit-oriented development features in all new development designated as corridor.
• Provide adequate pedestrian and bicycle links to schools, parks, recreation areas, commercial and employment centers.
• Develop bicycle-friendly roadways in conjunction with the latest standards and guidelines, including the 1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.
• Identify sidewalk setbacks appropriately within the Developed Tier in order to provide safe routes in subarea, pedestrian access in mass transit, and more walkable neighborhoods.

From Concept to Plan:

In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-impact residential street crossings, and crosswalks, in the area. The bike route should be designed to meet three key objectives: (1) providing safe, reliable bicycle and pedestrian mobility and comfort; (2) providing safe, convenient access to all local facilities; and (3) discouraging cut-through auto traffic. It will be referenced as an improved bicycle route.

In the mid-term (by 2025), replace the 65-mile corridor in each direction between 65th Avenue and Gallatin Street with an automobile route, with painted-stripe buffer separating it from the remaining travel lanes.

– Over the long term (2016 and beyond), develop the multiway boulevard concept with bike lanes. Carefully design curb radii, medians, and refuge islands to ensure safe pedestrian crossings.

Incorporate findings from the ongoing Purple Line station pedestrian and bike access study into the design recommendations for the Glenridge Transit Village.

Additional alternatives presented by this plan, including the bike trails, sidewalks, and pedestrian mobility recommendations as presented in the 2009 Approved Kensington Master Plan of Transportation.
• Provide standard sidewalks along both sides of 71st Avenue north of MD 450 in order to improve access to Glenridge Elementary School and Glenridge Community Park.
• Complete the sidewalk network along both sides of 65th Avenue south of MD 450 to provide pedestrian access from an existing residential community to the MD 450 corridor.
• Complete the sidewalk network along 71st Avenue in order to improve pedestrian safety to MD 450 and to Landover Hills Park.
• Complete the sidewalk network along Buchanan Street and provide bikeway signage.
• Complete the sidewalk network along Cheapside Road and provide bikeway signage.
• Complete the sidewalk network along both sides of Decatur Street from 71st Avenue to MD 450 in order to improve access to Woodbridge Elementary School, Glenridge Elementary School, and Glenridge Community Park.
• Provide standard sidewalks along both sides of Decatur Street from 71st Avenue to MD 450 in order to improve access to Woodbridge Elementary School.
• Complete an assessment of existing topography and traffic operations and, based on that assessment, construct an ADA-compatible trail connecting Auchitland-Ardmore Road and the New Carrollton Metrorail Station via Ellin Road. Support pedestrian and bike improvements to the Veterans Parkway-Ellin Road intersection.

**Transit**

**Guiding General Plan and Master Plan of Transportation**

**Policies:**
• Capitalize fully on the economic development and community revitalization potential of the Purple Line.
• Provide for a multimodal, pedestrian-friendly, transportation system at centers and corridors that is integrated with the desired development pattern.
• Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that complement bicycle, pedestrian, and transit-mobility strategies as an integral component of the project, thereby reducing the dependence on automobiles, reducing greenhouse gas emissions, reducing traffic congestion, and preserving road infrastructure.

**Goals:**
• Maximize transit use by enhancing the existing bus network—its service and associated amenities.
• Support the alignment and construction of the Purple Line and ensure that the design and placement of the Purple Line station at Veterans Parkway is conducive to transit-oriented development.

**Strategies:**
• Relocate bus stops next to safe pedestrian crossings.
• Remove all bus stops with benches, trash receptacles, and schedule information (see page 53).
• In the long term (2026 and beyond), provide bus stops for an enhanced, limited-stop, T18 Metrobus route at selected locations between 65th Avenue and Gallatin Street as determined by SHA and WMATA.
• Incorporate the high-ridership T18 bus route into WMATA’s Priority Corridor Network (PCN) to make the route eligible for limited-stop service, reduced headways to decrease travel time, and regional route branding. Designate bus stops to receive this service and related PCN stop enhancements.

• Guide station design to promote mixed-use, transit-oriented development that includes multimodal connections between bus routes, pedestrian/bike paths, and the planned Purple Line light-rail service.
• Provide adequate and accessible space for bus stops in all redevelopment plans such that each stop has a visual connection to the development’s “front door.”
• Coordinate with MTA in reviewing development plans that may affect planning and engineering for the future Purple Line station and related modifications to the intersection of MD 450 and MD 410.
Chapter 6:

Pedestrian and Transit Recommendations Composite

Bladensburg High School

LONGFELLOW

Elementary School

OSBORN

PARKWOOD

LOGAN

Rogers Heights

62ND

"J"

Retrofitted Bus Stop

Port Towns

65TH

66TH

HILLWOOD

COOPER

NEWPORT

67TH

69TH

TRENTON

68TH

Woodlawn Neighborhood

DECATUR

EMERSON

70TH

71ST

72ND

FAREAGUT

HARMONY

ALLAN

GLENRIDGE

73RD

74TH

TILDEN

75TH

76TH

PARKWOOD

¬(Å

UV

410

HANSON OAKS

ELLIN

59TH

60TH

61ST

62ND

63RD

64TH

65TH

66TH

67TH

68TH

69TH

70TH

71ST

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73RD

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159TH

160TH

161ST

162ND

163RD

164TH

165TH

166TH

167TH

168TH

169TH

170TH

171ST

172ND

173RD

174TH

175TH

176TH

177TH

178TH

179TH

180TH

181ST

182ND

183RD

184TH

185TH

186TH

187TH

188TH

189TH

190TH

Figure 6.3: Pedestrian and Transit Recommendations Composite

Figure 6.4: Elevation Recommendations Composite

From Concept to Plan: From Concept to Plan: From Concept to Plan: From Concept to Plan:
Pedestrian Mobility

- Complete required signal warrant studies and, if necessary, install new pedestrian-activated crosswalk signals on Annapolis Road at its intersection with Varnum Road and at the existing marked crosswalk seen to St. Mary’s Elementary School.
- Install and maintain continuous ADA-accessible sidewalks along both sides of Annapolis Road, in particular between 65th Avenue and the Baltimore-Washington Parkway.
- Complete an assessment of existing topography and traffic operations and, based on that assessment, construct an ADA-compatible trail connecting Anstieck-Annapolis Road and the Nine Cameron Memorial Station via Ellin Road. Support pedestrian and bike improvements in the Veterans Parkway—Ellin Road intersection.
- Enhance existing and/or incorporate safe and well-marked pedestrian crosswalks at the following intersections:
  » Gallatin Street/Annapolis Road
  » Gallatin Street/Glenridge Drive
  » Anstieck-Annapolis Road
  » Sunray Lane/Annapolis Road
  » 85th Avenue/Annapolis Road
  » 62nd Avenue/Annapolis Road
- Encourage the owners of Capital Plaza to provide accessible and highly visible space for bus stops in all redevelopment plans.
- Align installed curb lanes to provide safe, clearly marked pedestrian connections between the bus stops on Annapolis Road and the major retail anchors on site.
- Install continuous roadway lighting to improve the visibility of pedestrian and bicyclist movement over Annapolis Road.
- Install street trees to provide shade and a buffer for pedestrians.
- Complete sidewalks network as identified.

Bikeways

- In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume streets parallel to Annapolis Road. The bike route could follow: Anstieck-Annapolis Road, Buchanan Street, Allison Street, Varnum Street, and Weibert Street.
- Install wayfinding signs designating it as a preferred bicycle route.
- Redesign Annapolis Road as a multiway boulevard.
- In the mid term (2025 and beyond), provide bike stops and signal crosswalks at the intersections with Varnum Road and at the existing crosswalk signals on Annapolis Road.
- In the long term (2026 and beyond), incorporate bike lanes along the service median on Annapolis Road.
- Provide a 8-foot-wide trail in the median of 73rd Avenue. North of Upshur Street, continue the preferred bicycle route.
- Provide a 8-foot-wide trail in the median of 73rd Avenue. North of Upshur Street, continue the preferred bicycle route.
- Provide accessible and highly visible space for bus stops in all redevelopment plans.

Transit

- Locate bus stops next to safe pedestrian crossings.
- Relocate mid-block bus stops at 69th Avenue, 72nd Avenue, and Decatur Street.
- Remove all bus stops with shoulders, hunches, trail receptors, and schedule information.
- In the long term (2025 and beyond), provide bus stops for enhanced T38 Metrorail service.
- Incorporate the high-ridership T18 bus route into WMATA’s priority corridor network (PCN) to make the route eligible for limited-stop service.
- Designate bus stops at Glenridge, Capital Plaza, and 65th Avenue and 73rd Avenue to receive this service and related PCN stop enhancements.
- Guide station design to promote transit-oriented development with multimodal connections between bus routes, pedestrian/bike paths, and the Purple Line.
- Provide accessible and highly visible space for bus stops in all redevelopment plans.
- Coordinate with MTA in reviewing development plans that may affect planning and engineering for the future Purple Line station and related modifications to the intersection of MD 450 and MD 410.

For each character area identified during the planning process (see Chapter 5), the sector plan defines and visually illustrates goals and strategies as they relate to the area’s preferred land uses, infrastructure improvements, urban design, economic development, and housing recommendations. Goals are established to guide the plan’s recommendations in accordance with the 2002 Prince George’s County Approved General Plan and the 2009 Approved Countywide Master Plan of Transportation. Strategies are identified to accomplish desired goals. Each section concludes with a composite plan including, where appropriate, phasing scenarios, illustrative renderings, and cross sections.
The Glenridge Transit Village character area—bounded by Veterans Parkway on the east, Glenridge Park on the north, Buchanan Street on the south, and Ardwick-Ardmore Road/Surrey Lane on the west—built around the proposed Purple Line light rail station at Annapolis Road and Veterans Parkway, is envisioned to develop as a vibrant, pedestrian-friendly mixed-use node that supports community-scaled, transit-oriented development, and new employment/commercial opportunities (see Bird’s Eye View on facing page). With enhanced pedestrian, bicycle, and transit access, it forges new connections to key centers in northern Prince George’s County and Montgomery County.

**Economic Positioning**

With the construction of the Purple Line station, Glenridge is positioned to evolve into a mixed-use transit village. Lower in scale than the area around the New Carrollton Metrorail Station, Glenridge can offer a neighborhood-oriented and affordable mix of land uses, including housing, offices, neighborhood-serving retail, and a public space (see Table 6.2). Although New Carrollton is planned to incorporate large-scale, high-rise, Class A office buildings, the transit village’s opportunity lies in offering up to 300,000 square feet of new and affordable mid-rise Class B office space within walking distance of transit and services. Community-oriented businesses like doctors’ offices, small accounting firms, and banks are attractive tenants. Glenridge may also emerge as a competitive location for back-office space for companies seeking affordable locations with regional access necessary to support information technology, accounting, and other services.

**Table 6.2 Development Program (Approximate)**

<table>
<thead>
<tr>
<th>Use</th>
<th>Existing</th>
<th>Proximate</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>50,000 square feet</td>
<td>100,000–150,000 square feet</td>
<td>200,000–250,000 square feet</td>
</tr>
<tr>
<td>Housing</td>
<td>0</td>
<td>200–500 units</td>
<td>400–500 units</td>
</tr>
<tr>
<td>Retail</td>
<td>110,000–140,000 square feet</td>
<td>20,000–50,000 square feet</td>
<td>130,000–190,000 square feet</td>
</tr>
</tbody>
</table>
Guiding General Plan Policies:
• Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in concert with surrounding neighborhoods and with a strong emphasis on transit-oriented design.
• Emphasize and encourage design of pedestrian-friendly environments.
• Provide adequate pedestrian and bicycle connections to schools, parks, recreation areas, commercial areas, and employment centers.
• Provide opportunities for high-density housing within centers, at selected locations along corridors, and in mixed-use areas.
• Attract a diversity of new jobs and businesses.
• Capitalize fully on the economic development and community revitalization potential of the Purple Line.
• Ensure that the design of new development maximizes and enhances the character of the existing community.
• Minimize impacts of noise on residential uses during the land development process.

Goals:
• Create a distinctive gateway that marks the beginning of the Central Annapolis Road corridor with a mix of moderate-density, transit-oriented uses and an active pedestrian environment.
• Provide an appropriately scaled and designed public open space welcoming to community events, outdoor performances, and public art.
• Design the Purple Line station to enhance opportunities for transit-oriented redevelopment.

The illustrative land use plan for the transit village is subdivided into four sections—Blocks A–D (see Locator Map) to address the distinct functions and types of uses appropriate to each section.

Land Use

<table>
<thead>
<tr>
<th>Mixed-use Community/civic uses</th>
<th>Residential</th>
<th>Open Space</th>
</tr>
</thead>
</table>

For illustrative purposes only.

Housing development in the transit village can also capitalize on Glenridge’s convenient location, transit access, and mixed-use character, with a target market of one- and two-person households generally between 25 to 40 years old. The plan envisions 400–500 new multifamily housing units built within walking distance of the transit station.

Future retail will target the shopping needs of existing neighborhoods and future residents, employees, and commuters. Redevelopment proceeds and Glenridge evolves into a full-service, 18-hour activity center, that growth will increase opportunities for full-service restaurants. Overall, the plan projects 20,000 to 50,000 square feet of new retail (primarily south of Annapolis Road between Ambrose-Armstrong Road and Veterans Parkway), in addition to 110,000–140,000 square feet of existing reconfigured retail.

Streetscape and infrastructure improvements are as important to positioning Glenridge as in the proposed Purple Line and corresponding new developments. High-quality design and materials, and investments in pedestrian amenities, lighting, and landscaping will help communicate both the private and public sectors’ commitment to the transit village and market its prospects to future developers, businesses, and residents.

A public space in the transit village accommodates outdoor seating, landscaped water features, and public art. A diverse mix of white uses, ranging from office workers who frequent the area during the day to residents visiting cafes around the green during the evening.
• Encourage a single level of below-grade parking for residential uses.
• Terminate Glenridge Drive at a transit green—a formal gateway to the Purple Line station drop-off area near Veterans Parkway.
• Encourage multifamily or office uses with ground-floor retail in buildings along Veterans Parkway.
• Locate rear-loaded, two- to three-story townhouses along Buchanan Street from the four- to five-story multifamily units along Annapolis Road to create a gradual transition from the four- to five-story multifamily units along Annapolis Road to existing two-story houses along Glenridge Drive.
• Locate two- to three-story townhouses on the east side of Annapolis Road and orient retail toward both Annapolis Road and the transit green.

Block C
Block C has immediately west of Block B and extends to Anshen-Antioch Road.
Strategies:
• Encourage multifamily development along Annapolis Road with ground floor retail fronting the street.
• Support the construction of a new community recreation center. Although the exact location of a new center will be contingent upon property assembly opportunities and available financing, locating it close to the proposed transit hub will help promote public safety and ensure accessibility by a diverse range of users.
• Accommodate the area’s combined parking needs through a proposed shared-use surface parking lot.
• Locate pick-up and drop-off in three-story townhouses along Buchanan Street to effectively screen the parking lot and provide a transition from the mix of proposed uses to the Ascension Lutheran School and the existing residential neighborhood of Bellwood.

Block D
Block D extends west of Block A from Glenridge Drive to Anshen-Antioch Road.
Strategies:
• Encourage multifamily development along Annapolis Road with ground floor retail.
• Incorporate a mid-block alley to provide parking access for housing along Glenridge Drive and the retail/multifamily apartment buildings along Annapolis Road.
• Locate two- to three-story townhouses and fourplex units along Glenridge Drive to create a gradual transition from the four- to five-story multifamily units along Annapolis Road to existing two-story houses along Glenridge Drive.

Infrastructure
Goals:
• Facilitate the gradual transformation of the auto-oriented Annapolis Road corridor into a multi-lined multibay boulevard that provides a safe and inviting pedestrian experience without impeding the flow of regional traffic.
• Provide comfortable, convenient, and attractive pedestrian connections throughout the Glenridge Transit Village and, in particular, between the Purple Line station and community assets, such as the community center, surrounding parks, and neighborhood schools.

Circulation and Street Network
Strategies:
• Between Veterans Parkway and Gallatin Street, retain three travel lanes in each direction plus a single left-lane turn at each end of the block (see Section 6-a).
• Eliminate the channelized right turn lane from eastbound Annapolis Road to southbound Veterans Parkway and the channelized right-turn-only lane from southbound Veterans Parkway to westbound Annapolis Road.
• Modify the Annapolis Road/Veterans Parkway intersection to accommodate the planned Purple Line station and track bed infrastructure, including a new Annapolis Road underpass, pedestrian crossings, and ADA-accessible entrance/exit points for the station platform.
• Reconfigure Gallatin Street and extend it across Annapolis Road to Buchanan Street. Eliminate the existing Chespahke Road/Annapolis Road intersection.
• Reduce or eliminate curb cuts along Annapolis Road as redevelopment occurs, with the exception of the right-turn-in/right-turn-out access to the Glenridge Center property.
• Replace the existing rear access road to the Glenridge Center parking lot with a new connector road to Gallatin Street to provide alternative access to the Glenridge Center property as it is redeveloped. The new road
would incorporate right-turn-in/right-turn-out access to Veterans Parkway and an overpass across the future Purple Line right-of-way.

- Redesign Annapolis Road between Gallatin Street and Surrey Lane as a multiway boulevard with two travel lanes in each direction separated by a landscaped median with left-turn lanes, plus a service lane with on-street parking in each direction (see Section 6-b). The lanes should incorporate:
  - Lane markings and signage that safely separate through traffic from local traffic (service lane/right turn).
  - Reconfigured intersections and reprogrammed traffic signals to allow service lane traffic to safely enter the main roadway.
  - A diverter at the end of the westbound service lane with a pedestrian/bikeway path-through to prevent motorized service lane traffic from entering Surrey Lane or the existing local service lane west of Surrey Lane.
- Redesign Glenridge Drive to serve as a neighborhood collector road and connection to the Glenridge Transit Village.

Section 6-a: Cross section of Annapolis Road between Veterans Parkway and Gallatin Street

**Parking Plan**

**Strategies:**
- Create a parking management plan to manage parking demand generated by new development and transit and to prevent parking spillovers into existing neighborhoods.
- In the short- and medium-terms, use surface parking lots to meet parking demand. Construct structured parking as it becomes financially feasible for proposed housing, office, and commercial uses.
- Discourage construction of any commuter parking for the Purple Line.
- Encourage shared parking.
- Orient surface parking to the rear of buildings.
- Minimize visibility of garages from the street by either placing garages to the rear of residential units or setting them back from the front of the units.

Section 6-b: Cross section of Annapolis Road between Gallatin Street and Surrey Lane/Aniwode-Ardmore Road

**Parking Strategies:**
- Create a parking management plan to manage parking demand generated by new development and transit and to prevent parking spillovers into existing neighborhoods.
- In the short- and medium-terms, use surface parking lots to meet parking demand. Construct structured parking as it becomes financially feasible for proposed housing, office, and commercial uses.
- Discourage construction of any commuter parking for the Purple Line.
- Encourage shared parking.
- Orient surface parking to the rear of buildings.
- Minimize visibility of garages from the street by either placing garages to the rear of residential units or setting them back from the front of the units.

**Pedestrian and Bike Network and Transit Amenities**

**Strategies:**
- In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume streets parallel to Annapolis Road.
- Install wayfinding signs designating it as a preferred bicycle route.
- As redevelopment occurs, widen sidewalks along Annapolis Road and neighborhood streets.

**Shared parking** means that parking is shared by more than one user (such as an office building, community facility, and shopping center), which allows parking to be used more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part time on a predictable basis, such as in the mornings, evenings, or on weekends, and that, as a result, many parking facilities have a significant proportion of vacant spaces. In general, the potential for sharing parking is greatest in areas where a mix of complementary land uses are clustered, such as in the Glenridge Transit Village.
• Retract all bus stops with shelters, benches, trash receptacles, and schedule information.
• Designate bus stops at Glenridge to receive priority corridor network (PCN) service and queue jump assistance.
• Complete analysis of traffic operations and topography to determine the feasibility of a bicyclists’/pedestrian connection from Annapolis Road to Veterans Parkway.
• Coordinate with MTA in reviewing development plans that may affect planning and engineering for the future Purple Line station and related modifications to the intersection of MD 450 and MD 410.

Urban Design
Goals
• Create a distinctive gateway that marks the beginning of the Central Annapolis Road corridor, with a mix of moderate-density transit-oriented uses and an active and safe pedestrian environment.
• Balance the needs of arterial traffic along Annapolis Road with pedestrian and bicycle traffic associated with the new transit station.
• Respect existing neighborhood fabric and facilitate gradual transitions between existing and proposed building heights.
• Provide an appropriately scaled and designed public open space.
• Encourage transparency in retail façades and minimize blank walls along sidewalks.
• Reduce vehicle speeds in travel lanes with on-street parking.
• Reduce vehicle speeds within drop-off areas with clearly marked crosswalks and colorful and textured pavement that contrasts against asphalt travel lanes.
• Install effective wayfinding signage to orient visitors and to establish a cohesive visual identity for the transit village.
• Incorporate convenient passenger access and a safe waiting area at the Purple Line station. This is particularly important for a below-grade transit platform without secured access.
• Provide an appropriate public waiting area on Annapolis Road.
• Coordinate with MTA in reviewing development plans that may affect planning and engineering for the future Purple Line station and related modifications to the intersection of MD 450 and MD 410.

Strategies:
• Facilitate natural surveillance with more “eyes on the street” by encouraging ground-level retail uses and by providing for outdoor dining.

Crime Prevention through Environmental Design (CPTED) principles
• Install pedestrian-scaled lighting at regular intervals in addition to street lights that light the arterial roadways.
• Build a greater sense of security by protecting residential uses above ground-level floors, with balconies, terraces, and windows overlooking the street.
• Ensure transparency in retail façades and minimize blank walls along sidewalks.
• Reduce vehicle speeds in travel lanes with on-street parking.
• Reduce vehicle speeds within drop-off areas with clearly marked crosswalks and curbed and removed pavement that contrasts against asphalt travel lanes.
• Install effective wayfinding signage to orient visitors and to establish a cohesive visual identity for the transit village.
• Incorporate convenient passenger access and a safe waiting area at the Purple Line station. This is particularly important for a below-grade transit platform without secured access.
• Provide an appropriate public waiting area on Annapolis Road.
• Coordinate with MTA in reviewing development plans that may affect planning and engineering for the future Purple Line station and related modifications to the intersection of MD 450 and MD 410.

Purple Line Station Design Alternatives
Two locations are currently under consideration for the Purple Line station. The plan proposes design recommendations for both alternatives.

Alternative 1: “Glenridge Lantern”
This alternative locates an underground station under the intersection of Annapolis Road and Veterans Parkway. This option facilitates safe pedestrian and bike crossing with a well-lit and well-designed station platform that also serves as a safe underground protected from the weather and traffic. To reassure passengers waiting for trains at night and in the morning before sunrise, the plan proposes an at-grade public waiting room referred to as the “Glenridge Lantern.”

The illuminated and glass-sided Glenridge Lantern serves as the entrance lobby to the Purple Line station north of the Annapolis Road/ Veterans Parkway intersection. Designed as a transparent public space, it addresses safety and security concerns that can arise in an unlit, underground transit station by providing a climate-controlled, at-grade waiting area that can also serve bus passengers. As a gateway feature, it underscores the importance of the transit hub. It includes uses such as a newspaper kiosk, a small café, and bike storage. Its distinctive architectural form establishes the Lantern as an unmistakable visual landmark during the day. At night its transparent walls transform it into an illuminated beacon Undertaken in the form of a glass-sided “Lantern” at the western gateway of the transit village and provides a scenic waiting area for Purple Line riders.

• To the east of Annapolis Road and Veterans Parkway. This option facilitates safe pedestrian and bike crossing with a well-lit and well-designed station platform that also serves as a safe underground protected from the weather and traffic. To reassure passengers waiting for trains at night and in the morning before sunrise, the plan proposes an at-grade public waiting room referred to as the “Glenridge Lantern.”

The illuminated and glass-sided Glenridge Lantern serves as the entrance lobby to the Purple Line station north of the Annapolis Road/ Veterans Parkway intersection. Designed as a transparent public space, it addresses safety and security concerns that can arise in an unlit, underground transit station by providing a climate-controlled, at-grade waiting area that can also serve bus passengers. As a gateway feature, it underscores the importance of the transit hub. It includes uses such as a newspaper kiosk, a small café, and bike storage. Its distinctive architectural form establishes the Lantern as an unmistakable visual landmark during the day. At night its transparent walls transform it into an illuminated beacon Undertaken in the form of a glass-sided “Lantern” at the western gateway of the transit village and provides a scenic waiting area for Purple Line riders.

Alternative 2: “Glenridge Galleria”
This alternative is a daylit, below-grade station platform located north of the Annapolis Road/ Veterans Parkway intersection within the redesigned Glenridge Shopping Center & integrates the station platform into the multi-tenant mixed-use/office building via lively ground-level retail and restaurant uses, a spacious lobby, and an indoor circulation spine that would connect arriving passengers with either the transit green or the Annapolis Road bus transfer station.

The plan recommends Alternative 1, the Glenridge Lantern, for several reasons:

• The Lantern’s corner location brings high visibility to the Purple Line station, dramatically communicating the presence of a signature development.
• This alternative provides direct station access from both sides of Annapolis Road.
• It increases safety for pedestrians and bicyclists crossing Annapolis Road.
• It presents an opportunity to introduce a high-quality architectural landmark into the corridor at a much lower cost than a complete underground station.

By doubling as a waiting area for bus passengers, the Lantern opens possibilities for cost-sharing. Regardless of which design alternative is chosen for the planned Purple Line station, the plan recommends a fruit setback from the public right-of-way along the western side of Veterans Parkway (MD 410) to accommodate the future light rail transit facility.
Economic Development

Goals:
- Retain and enhance existing businesses.
- Promote a mix of retail, office, and housing conducive to transit-oriented development.

Strategies:
- Promote business retention programs, services, and incentives to support existing businesses.
- Enhance commercial façades and signage of existing businesses.
- Organize existing commercial property owners in the Glenridge area to discuss Purple Line prospects, identify business issues, and advocate for redevelopment incentives.
- Support the Maryland Department of Transportation’s efforts to increase opportunities.
- Ensure that new housing is compatible with surrounding neighborhoods.
- Enhance commercial façades and signage of existing businesses.

Promote business retention programs, services, and incentives to support existing businesses.

Housing

Goals:
- Increase the residential diversity of housing types in the Glenridge Transit Village.
- Provide a balanced mix of housing price points to diversify and ensure that affordable housing is available for young professionals, families, and seniors.

Strategies:
- Encourage a mix of residential densities and housing types such as multifamily, row/row units, and townhouses.
- Ensure that new housing is compatible with surrounding neighborhoods.
- Support the Maryland Department of Transportation’s efforts to increase opportunities.
- Enhance commercial façades and signage of existing businesses.

Three to five-story mid-rise buildings with a visible presence along Veterans Parkway. Limited parking for offices, which are served primarily by transit.

Alternative 2: “The Lantern,” a climate-controlled waiting room and elevator access at the intersection of Annapolis Road and Veterans Parkway. Designed as an architectural landmark, the Lantern serves as a gateway element, announcing entry into the transit village.

Alternative 2: Purple Line station integrated with building lobbies entered directly from the transit green.

Glenridge Transit Village Composite

The following represents a composite of key recommendations as they relate to land use, urban design, and infrastructure improvements in the Glenridge Transit Village character area (also see Figure 6.6). The planning plan illustrates the preferred timeline for each “block” redevelopment and is supported by illustrative renderings and cross sections.

Glenridge Transit Village: Composite of Key Recommendations

Three to five-stories of double-loaded apartments and live/work lofts above ground-level stores and residential parking.

Do not hallucinate.
**Chapter 6: From Concept to Plan**

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

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**Glenridge Transit Village: Illustrative Phasing Plan**

**Year 1**

- Preliminary engineering for Purple Line light rail
- Location of Purple Line station at Veterans Parkway and Annapolis Road finalized
- Existing commercial property owners organize to discuss Purple Line prospects, identify business issues, and advocate for redevelopment incentives
- The state enterprise zone designation is leveraged to attract future transit-oriented development to Glenridge
- Property acquisition for the Purple Line

**Short-Term**

- Construction of the Purple Line station at Veterans Parkway and Annapolis Road
- Property acquisition/consolidation for future redevelopment
- Elimination of Chesapeake/Annapolis Road intersection
- Mixed-use development between Gallatin and Veterans Parkway
- Expanded sidewalks and roadway improvements
- See sections on pages 75 and 76

**Medium-to-Long-Term**

- Multi-storey parking garages and new office building to replace surface parking lot adjacent to transit green
- Two-to-three-story townhouses along Buchanan Street and Glenridge Drive
- Completion of multiway boulevard with service roads and landscaped medians
- Construction of right-in/right-out on Veterans Parkway
- See sections on pages 75 and 76

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**Year 20+**

- Full build-out
- Multistory parking garages and new office building to replace surface parking lot adjacent to transit green
- Two-to-three-story townhouses along Buchanan Street and Glenridge Drive
- Completion of multiway boulevard with service roads and landscaped medians
- Construction of right-in/right-out on Veterans Parkway
- See sections on pages 75 and 76

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**Figure 6.6: Glenridge Transit Village Composite of Key Recommendations**

- Mixed uses (housing, office, stores)
- Residential
- Community center
- Park/open space
- Purple Line “Lantern”
- Garage
- Existing structure

For illustrative purposes only.
Glenridge Transit Village: Existing Conditions

- Expansive surface parking lots. Retail activity is pulled back from sidewalks.
- Lack of street trees and pedestrian-scaled lighting.
- Desolate pedestrian realm.
- Frequent curb cuts and driveway access.
- Three lanes of arterial traffic.

Glenridge Transit Village: Medium to Long-Term Illustrative

- Landscaped buffer.
- Paved crosswalks.
- Service road with slower traffic and on-street parking.
- Service median and landscaped buffer.
- Upgraded streetlights and banners.
- Lanes for arterial traffic.
Section 6-e: Long-Term/Full Build-Out Illustrative

- 3 to 5-story mixed-use buildings with ground-level stores and housing above
- 20'-25' sidewalk to accommodate outdoor dining
- Service road with slower traffic and on-street parking
- Potential location for bike lane along service median
- Lanes for arterial traffic

Glenridge Transit Village: Sections

Section 6-d: Medium- to Long-Term

- Purple Line stop (Alternative 2) north of Veterans Parkway/Annapolis Road intersection
- Grocery store with access from plaza level
- Topography allows effective screening of above-grade parking structure
- Live/work uses along Gallatin Street screen rooftop/surface parking

Section 6-c: Medium- to Long-Term

- Glenridge Transit Village: Long-Term/Full Build-out Illustrative
  - 3- to 5-story mixed-use buildings with ground-level stores and housing above
  - 20'-25' sidewalk to accommodate outdoor dining
  - Service road with slower traffic and on-street parking
  - Potential location for bike lane along service median
  - Lanes for arterial traffic

Section 6-e: Medium- to Long-Term

- Purple Line stop (Alternative 2) north of Veterans Parkway/Annapolis Road intersection
- Grocery store with access from plaza level
- Topography allows effective screening of above-grade parking structure
- Live/work uses along Gallatin Street screen rooftop/surface parking
- Purple Line stop (Alternative 2) north of Veterans Parkway/Annapolis Road intersection
- Grocery store with access from plaza level
- Topography allows effective screening of above-grade parking structure
- Live/work uses along Gallatin Street screen rooftop/surface parking
- Purple Line stop (Alternative 2) north of Veterans Parkway/Annapolis Road intersection
- Grocery store with access from plaza level
- Topography allows effective screening of above-grade parking structure
- Live/work uses along Gallatin Street screen rooftop/surface parking
- Purple Line stop (Alternative 2) north of Veterans Parkway/Annapolis Road intersection
- Grocery store with access from plaza level
- Topography allows effective screening of above-grade parking structure
- Live/work uses along Gallatin Street screen rooftop/surface parking
Character Area B: Existing Residential Neighborhoods

Vision
Extending from Surrey Lane/Ardwick-Ardmore Road to the east and 68th Place to the west, this segment of the Central Annapolis Road corridor remains predominantly residential in nature with an emphasis on preserving and enhancing the quality of life of established communities. It features safer pedestrian and bike crossings, improved connections between community schools, parks, and the Landover Hills Shopping Center, and enhanced lighting and landscaping.

Guiding General Plan Policies:

- Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.
- Identify sidewalk retrofit opportunities.
- Retain and enhance the county’s existing businesses.
- Ensure that the design of infill development maintains or enhances the character of the existing community.
- Preserve, protect, and enhance surface/ground water features; restore lost ecological functions.
- Preserve, protect, and enhance the designated green infrastructure elements.

Composite of Key Recommendations

- Reinforced links between existing parks
- Existing residential neighborhoods
- Proposed signalized pedestrian crossing
- Major bicycle/pedestrian generator
- Existing transit stop
- Opportunities for bicycle routes
- Opportunities for neighborhood connections
- Municipality
Land Use

Goals:

- Retain residential-scale character of established single-family neighborhoods.
- Retain and enhance the Landover Hills Shopping Center as a community focal point.
- Strengthen pedestrian and bike connections.

Strategies:

- Retain residential uses along neighborhood streets.
- Enhance signage and encourage façade improvements of commercial uses, as needed.
- Support adaptive reuse of unoccupied residences, zoned commercial, into small professional offices.
- Transform Greenvale Parkway into a designated “green” connector street equipped with weather-resistant outdoor exercise benches and play areas to encourage residents to walk within and between neighborhoods.

Infrastructure

Goals:

- Provide comfortable, safe, and attractive pedestrian/bike connections, in particular, between community assets such as the Landover Hills Shopping Center, neighborhood parks, schools, and churches.
- Reduce cut-through traffic resulting from backups building from the intersection of Veterans Parkway and Annapolis Road.

Pedestrian and Bike Network and Transit Amenities

Strategies:

- Complete a signal-warrant analysis for the installation of pedestrian-activated crossing signals on Annapolis Road as in severance with Varnum Road and at the existing marked crosswalk next to St. Mary’s Elementary School.
- Relocate bus stops from mid-block to intersections:
  - 69th Avenue and Annapolis Road to Varnum Street and Annapolis Road.
  - 72nd Avenue and Annapolis Road to the existing crosswalk at St. Mary’s Elementary School.
  - Decatur Street and Annapolis Road to the existing crosswalk at St. Mary’s Elementary School.
  - Retract all bus stops with shelter, benches, trash receptacles, and schedule information.
- Strengthen pedestrian and bike connections between Glenridge Park and Landover Hills Park through improved street lighting, wayfinding signage, and continuous ADA-accessible sidewalks along 69th Plaza, Greenvale Parkway, and 70th and 71st Avenues.
- Transform Greenvale Parkway into a designated “green” connector street equipped with weather-resistant outdoor exercise benches and play areas to encourage residents to walk within and between neighborhoods.
- To address cut-through traffic, develop and implement a comprehensive traffic-calming plan to reduce traffic speeds while discouraging cut-through traffic from shifting to adjacent residential streets.
- In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume streets parallel to Annapolis Road. Install wayfinding signs designating it as a preferred bicycle route.
- Designate bus stop at 71st Avenue to receive priority corridor network (PCN) service and related PCN stop enhancements.

Urbann Design

Goals:

- Retain residential character and pedestrian-oriented nature of established neighborhoods.
- Retain and enhance the Landover Hills Shopping Center as a community asset.
- Enhance pedestrian and bike mobility and connectivity.
- Preserve, protect, and enhance designated green infrastructure elements (see The Community).

Strategies:

- Enhance signage and encourage façade improvements of commercial uses, as needed.
- Ensure that the design of infill development maintains or enhances the character of the existing residential community.
- Improve pedestrian safety through street lighting, wayfinding signage, and accessible sidewalks along 69th Plaza, Greenvale Parkway, and 70th and 71st Avenues.
- Preserve and increase the number of trees.
- Plant a green screen along the existing chain-link fence to serve as a visual barrier for existing homes fronting Annapolis Road between Sunray Lane and Decatur Street.
- Promote environmental site design (ESD) and green building techniques in accordance with state and county policies for smart and sustainable growth (see The Community).

Economic Development

Goal: Retain and enhance neighborhood-serving commercial uses.

Strategies:

- Enhance commercial façades and signage of existing businesses.
- Support adaptive reuse of unoccupied residences, zoned commercial, as small professional offices.
- Leverage the state enterprise zone designation to attract tenants and support improvements to the Landover Hills Shopping Center.
- Use available commercial revitalization and business development tools such as recovery zone bonds and new jobs tax credits to help promote the retention of viable existing businesses and encourage the development of new businesses.
- Promote the creation of tax increment financing districts (TIFs), and/or business improvement districts (BIDs), to help finance public infrastructure improvements and stormwater maintenance outside of the SHA-maintained public right-of-way, along Annapolis Road.

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Housing

Goals:
• Encourage reinvestment in the existing housing stock.
• Promote foreclosure prevention and home improvements.

Strategies:
• Ensure that new housing is compatible with surrounding residential neighborhoods in terms of density, site, material, and design.

Character Area C: Mixed-Use Transition

Vision

The Mixed-Use Transition character area, home to Capital Plaza Lanes, the Landover Hills Volunteer Fire Station, and Crestview Square, provides a gradual transition between the concentrated retail in the southwest area of the sector plan and the established residential neighborhoods north and south of the corridor. It extends from 68th Place to the east and Cooper Lane to the west and comprises new multifamily housing and limited amounts of neighborhood-oriented and pedestrian-friendly commercial development (see Bird’s Eye View on following page).

Guiding General Plan Policies:
• Emphasize and encourage design of pedestrian-friendly environments.
• Provide adequate pedestrian and bicycle linkages in schools, parks, recreation areas, commercial areas, and employment centers.
• Encourage mixed-use housing for all price ranges while encouraging development of a variety of high-value housing.
• Attract quality retail development to the county.
• Minimize impact of noise, on residential uses, during the land development process.

Land Use

Goals:
• Establish a low- to moderate-density mixed-use, multifamily neighborhood to serve as a transition between the existing single-family neighborhoods to the north and south and the retail to the southwest (see Table 6.3).
• Encourage infill opportunities for workforce housing by providing new opportunities for the development of multifamily residential units.

Strategies:
• Encourage multifamily buildings on the north and south sides of the corridor.
• Incorporate ground-floor retail and commercial services, along Annapolis Road.
• Provide parking for retail uses along the service roads, with additional parking incorporated, as warranted, in the design for future development and along side streets.
• Retain the Landover Hills Volunteer Fire Station and the adjacent county-owned woodland.
• Incorporate an accessible, safe, and attractive neighborhood-scaled park, south of Annapolis Road that can accommodate a range of amenities such as community gardens, walking trails, a protected play-area for dogs, and/or pavilions that capture scenic views to the north.
• Incorporate an accessible, safe, and attractive open space north of Annapolis Road oriented toward the proposed multifamily units and townhouses.

Mixed-Use Transition Area Vision: A Bird’s Eye View

For illustrative purposes only.
Parking Strategies:
• Provide parking for retail uses along the service roads, with additional parking incorporated, as warranted, in the future development’s design and along side streets.
• Provide parking for the multifamily development south of Annapolis Road, through a combination of parking garages and on-street parking. Additional on-street parking is provided along side streets and rear access lanes.
• Orient surface parking to the rear of buildings.
• Minimize visibility of garages from the street by either placing garages to the rear of residential units or setting them back from the front of the units.

Circulation Plan

Strategies:
• Redesign Annapolis Road as a multilane boulevard with two travel lanes in each direction separated by a landscaped median with left-turn lanes, plus a service lane with on-street parking in each direction. The lanes should incorporate:
  » Lane markings and signage that safely separate through traffic from local traffic (service lane/right turns).
  » Reconfigured intersections and reprogrammed traffic signals to allow service lane traffic terminating at 65th Avenue to safely reenter the main roadway.
• Install a new four-way intersection at Annapolis Road and 65th Avenue, approximately 1,000 feet east of the existing intersection, at Cooper Lane.
• Extend Rockford Drive across Webster Street to connect to the new service lane.
• Construct a new secondary residential access lane, parallel to and south of Annapolis Road, that runs from 68th Place and Cooper Lane.

Pedestrian and Bike Network and Transit Amenities

Strategies:
• Incorporate walkways to facilitate pedestrian connections between the Cooper’s Crossing Apartments and Annapolis Road.
• Remove all bus stops with benches, trash receptacles, and schedule information.
• Locate bus stops next to safe pedestrian crossings.
• Designate bus stops at 68th Avenue to receive priority corridor network (PCN) service and related PCN stop enhancements.
• Provide adequate and accessible space for bus stops in all redevelopment plans such that each stop has a visual connection to the development’s “front door.”
Urban Design

Goals:
• Establish a pedestrian-oriented, mixed-use, multifamily neighborhood, to serve as a transition between the existing single-family neighborhoods to the north and south of the corridor, and the retail to the southwest.
• Enhance the pedestrian experience along Annapolis Road, by replacing the existing frontage of surface parking lots and auto-oriented retail, with a well-automated edge of residential buildings with integrated ground-floor retail and tree-lined sidewalks.

Strategies:
• Incorporate a diversity of appropriately scaled building types, such as:
  • Two- to three-story attached townhouses with rear parking alleys and front yards. Located primarily along Webster Street, these townhouses would create a gradual transition in building height, moving from the existing two-story, detached, single-family dwellings, to two- to three-story apartments south of Annapolis Road (see photo page 85).
  • Three- to five-story double-loaded multifamily apartments with ground-level retail and semi-basement parking. Additional on-street parking is provided along the proposed new side streets and rear access lanes. Fronting the south side of Annapolis Road, these multifamily buildings could assume two basic configurations:
    • Courtyard structures built around a landscaped central courtyard.
    • 70- to 80-foot-wide double-loaded apartments in buildings with linear or L-shaped footprints. These buildings could be developed as housing demand rises.
• Promote the application of CPTED principles.

Economic Development

Goals:
• Retain and enhance existing businesses.
• Promote a mix of housing and retail uses.
• Encourage a diversity of retail offerings that complement the Capital Plaza Shopping Center.

Strategies:
• Promote business retention programs, services, and incentives to support existing businesses.
• Enhance commercial façades and signage of existing businesses.
• Leverage the state enterprise zone designation to attract tenants and support infrastructure and streetscape improvements.

Housing

Goals:
• Increase the residential diversity of housing types.
• Provide a balanced mix of housing-prize points to diversify and ensure that affordable housing is available for young professionals, families, and seniors.
• Ensure that new housing is compatible with surrounding residential neighborhoods in terms of density, size, material, and design.

Strategies:
• Promote the application of CPTED principles.
A two- to three-story residential edge provides a gradual transition from the existing single-family houses along Webster Street to the proposed two- to five-story mixed-use, multifamily buildings along Annapolis Road.

Service road and a service median create a safety and privacy buffer between the residential façades and busy through traffic along Annapolis Road.

Three- to five-story multifamily housing offers unimpeded scenic views to the west. Topography gives future housing on both sides of Annapolis Road access to view corridors.

Mixed-use (housing, office, stores)

Retail/new

Retail/existing or under construction

Residential

Park/open space

Existing structure

Figure 6.7: Mixed-Use Transition Area Composite of Key Recommendations

For illustrative purposes only

A two- to three-story residential edge provides a gradual transition from the existing single-family houses along Webster Street to the proposed two- to five-story mixed-use, multifamily buildings along Annapolis Road.

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Retail/new

Retail/existing or under construction

Residential

Park/open space

Existing structure

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Chapter 6: From Concept to Plan

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

Mixed-Use Transition Area: Illustrative Phasing Plan

Year 1

Short-Term

Year 20+

Medium-to-Long Term

1. Continued property acquisition and consolidation for future redevelopment
2. Start of planning and development efforts to convert the stretch of Annapolis Road between Cooper Lane and 68th Place into a multiway boulevard with a service lane on either side
3. Mix-use development between Cooper Lane and 68th Avenue
4. New neighborhood park between the proposed mix-use building south of Annapolis Road and Cooper’s Crossing Apartments

- Full build-out
- Extension of mixed-use development toward 68th Place
- Extension of neighborhood park to provide a greenway connection between 68th Place and Cooper Lane
- Completion of multiway boulevard with service lane and landscaped medians

- Landscape, lighting, and streetscape improvements
- Property acquisition/consolidation for future development
- Redevelopment of empty Safeway site into a mix-use development with a residential edge along Webster Street and Cooper Lane and retail uses along Annapolis Road
- New residential cluster with a neighborhood park east of Cooper Lane
- New street trees along central median and sidewalks

Mixed-Use Transition Area: Existing Conditions

Lack of street trees along median
Three lanes of fast-moving arterial traffic
Strip-mall stores maintain deep setbacks from the street
Limited pedestrian crossings
Sparse street trees
Desolate pedestrian realm
Frequent curb cuts and expansive parking lot

Lack of pedestrian realm
Unsafe pedestrian crossings
Big-box stores maintain deep setbacks from the street
Frequent curb cuts and expansive parking lots
Mixed-Use Transition Area: Medium-to Long-Term Illustrative

- Service road median
- Street trees
- Widened sidewalk
- Service road with slower traffic and on-street parking
- Lanes for arterial traffic

Mixed-Use Transition Area: Long-Term/Full Build-out Illustrative

- Service median acts as a safety buffer between the arterial lane and mixed-use edge
- 3- to 5-story mixed-use buildings combine ground-level stores with live/work units above
- Service road with slower traffic and on-street parking
- Service road median
- Street trees along central median
- Widened sidewalk with pedestrian-scaled street lighting
- Widened sidewalk to accommodate increased pedestrian traffic
- Service road median and landscaped buffer
- Widened sidewalk with pedestrian-scaled street lighting
- Lanes for arterial traffic

Character Area D: Retail Town Center

Vision

The southwest end of the corridor, flanked by Capital Plaza and commercial development, serves as an attractive gateway to Annapolis Road from the historic Baltimore–Washington Parkway. It creates a pedestrian-friendly retail center, oriented toward Annapolis Road. The center accommodates a mix of regional-serving retailers and neighborhood-oriented businesses. The area features safe pedestrian crossings, improved bus access, and enhanced landscaping (see Bird’s Eye View on following page).

Economic Positioning

Although an important community asset, the Capital Plaza Shopping Center is an underutilized site that holds significant potential for further retail development. It is well positioned to evolve into a full-scale community shopping center of 300,000 to 600,000 square feet. Community shopping centers often incorporate a large general merchandise store like Wal-mart as well as department stores (see Table 6.4).

Guiding General Plan Policies:

• Retain and enhance the county’s existing businesses.
• Attract quality retail development to the county.
• Attract a diversity of new jobs and businesses.
• Emphasize and encourage design of pedestrian-friendly environments.
• Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

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Retail Town Center Vision: A Bird’s Eye View

A mix of regional-serving retailers and neighborhood-oriented business are complemented by attractive landscaping and human-scaled lighting.

Table 6.4: Economic Development Program

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<th>Proposed</th>
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<td>0 sq ft</td>
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<tr>
<td>Housing</td>
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<td>200-250 units</td>
<td>400-500 units</td>
</tr>
<tr>
<td>Retail</td>
<td>110,000 sq ft</td>
<td>370,000-440,000 sq ft</td>
<td>480,000-550,000 sq ft</td>
</tr>
</tbody>
</table>

For illustrative purposes only.
Strategies:
• Retain and enhance existing commercial uses.
• Incorporate new commercial uses oriented toward Annapolis Road while maintaining the viewshed corridors required by existing internal retail anchors.
• In the longer term, encourage a mix of uses south of Annapolis Road with retail on the ground floor and either office or housing above.
• Encourage facade improvements of commercial uses along the south side of Annapolis Road.
• Subject to the Safeway store’s relocation or closure, redevelop the Safeway parcel to support mixed-use development consisting of retail fronting Annapolis Road and residential uses fronting Webster Street.

Infrastructure
Goals:
• Facilitate the transformation of Capital Plaza and neighboring retail uses, from an entirely auto-oriented shopping center, to a more pedestrian-friendly retail destination with comfortable, convenient, and attractive pedestrian connections.
• Facilitate the gradual transformation of the auto-oriented Annapolis Road corridor into a tree-lined multiway boulevard, that provides a parkway-like connection to the historic Baltimore–Washington Parkway, and serves as a gateway to the Annapolis Road corridor.

Circulation and Street Network
Strategies:
• Between Cooper Lane and 65th Avenue, redesign eastbound Annapolis Road as a multiway boulevard with two travel lanes and a left-turn lane at Cooper Lane, plus a service lane with on-street parking. The lane should incorporate:
  » Lane markings and signage that safely separate through traffic from local traffic (service lane/right turns).
  » Reconfigured intersections, and reprogrammed traffic signals, to allow service lane traffic to safely reenter the main roadway.
• Reduce or eliminate curb cuts along Annapolis Road as redevelopment occurs, wherever feasible.
• Create an improved drive aisle along the northern edges of the commercial pad sites that will enhance pedestrian safety and internal streetscapes through improved landscaping and continuous sidewalks.

Land Use
Goal: Create a competitive, attractive, and pedestrian-friendly retail center with a diverse mix of neighborhood-oriented and large-scale national retailers.

For illustrative purposes only
Parking

Strategies:

• Encourage cross-access parking.
• Limit parking between retail storefronts north of Annapolis Road to a single aisle of surface parking to preserve views of the larger retail anchors from Annapolis Road.
• Orient surface parking for smaller retail uses and mixed-use developments to the rear of buildings.

Pedestrian and Bike Network and Transit Amenities

Strategies:

Install continuous ADA-accessible sidewalks along both sides of Annapolis Road, in particular between 65th Avenue and the Baltimore–Washington Parkway.
• Ensure pedestrian pathways through Capital Plaza follow the shortest, most direct route between transit stops and the retail town center, and between Wal-Mart and any future adjacent retail strip development (see Pedestrian Network page 95).
• Relocate bus stops next to safe pedestrian crossings.
• Provide a north-south connection in the form of a two-lane walkway and bike path, that bisect the parking lot for the new retail anchor. The proposed walkway directly connects the new retail anchor with the relocated bus shelter along Annapolis Road.
• Designate bus stops at Capital Plaza to receive priority corridor network (PCN) service and related PCN stop enhancements.
• Construct a high-quality, visually appealing transit stop on Annapolis Road. Consider integrating its design into the remainder of the Capital Plaza development.

Urban Design

Goal:
Facilitate the transformation of Capital Plaza and neighboring retail uses from an entirely auto-oriented shopping center to a more pedestrian-friendly retail destination.

Strategies:

• Design side and rear elevations of buildings that are visible from Annapolis Road and/or the internal drive aisle, to be visually appealing and consistent with the design and quality of materials used on their front elevations.
• Encourage the use of environmental site design (ESD) techniques, especially in site planning and around parking lots (see The Community).
• Promote the application of CPTED principles (see page 66).

Economic Development

Goal:
Facilitate the transformation of Capital Plaza and neighboring retail uses from an entirely auto-oriented shopping center to a more pedestrian-friendly retail destination.

Strategies:

• Promote business retention programs, services, and incentives to support existing businesses.
• Leverage the state enterprise zone designation to attract tenants, and support infrastructure and streetscape improvements.
• Develop a promotional and marketing strategy to attract investment opportunities to the Capital Plaza retail center area.
• Enhance commercial facades and signage of existing businesses.
• Encourage a range of eating establishments to diversify dining options and promote healthier eating habits.

Housing

Goal:
Increase the residential diversity of housing types.

Strategies:

• Provide a balanced mix of housing price points, to diversify and ensure that affordable housing is available for young professionals, families, and seniors.
• Ensure that new housing is compatible with surrounding neighborhoods.

Retail Town Center Composite

The following represents a composite of key recommendations as they relate to land use, urban design, and infrastructure improvements in the Retail Town Center character area (also see Figure 6.8). The phasing plan illustrates the preferred time line for the area’s redevelopment and is supported by illustrative renderings and cross sections.
“Cut-through” pedestrian walkway and bike access connects the retail anchors with the transit stop along Annapolis Road. Walkway is lined with trees, pedestrian-level night lighting, and outdoor benches.

Secondary anchors include a new retail anchor.

Landsacaped sidewalks and green roadway edge along Annapolis Road screen the surface parking while providing a safer pedestrian environment with adequate street lighting.

Landsacaped parking lot incorporates features designed to reduce stormwater run-off and on-site water-retention amenities.

Sidewalk and rear elevations of buildings that are visible from Annapolis Road and/or the internal drive aisle are designed to be visually appealing and consistent with the design and quality of materials on their front elevations.

Landsacaped view corridor assures continued visibility of Wal-mart and secondary anchors from Annapolis Road.

Proposed mixed-use development on the Safeway parcel complements retail uses within Capital Plaza and provides a gradual transition from neighboring residential uses.

For illustrative purposes only

Figure 6.8: Retail Town Center Composite of Key Recommendations

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

Chapter 6: From Concept to Plan
The sector plan design and zoning strategies will facilitate the transformation of Capital Plaza into a "retail town center." Even without the ability to predict market conditions in 2030, the vision should also lay the groundwork for a more comprehensive urban design strategy that will support the Center’s ultimate evolution into a "mixed-use town center.”

As such, the illustrative site plan shows a possible long range transformation, consistent with the sector plan goals, policies, and strategies, of the auto-oriented, single-use shopping center into a pedestrian-friendly, higher-density, mixed-use center (see Figure 6.9). With this approach, Capital Plaza has the potential to become a model 21st-century gateway anchoring the southwestern end of the Central Annapolis Road corridor.

Proposed urban design recommendations for this longer-term vision include:

- Reconfigure development parcels to accommodate three- to five-story mixed-use buildings that face both Annapolis Road and the Restaurant Walk.
- Transform the existing parking lots into landscaped pocket parks and pedestrian greenways that maintain the view corridors connecting Annapolis Road and the retail anchors at the far end of the site.
- Introduce a new “Town Center Green”—a shared public open space that complements the site’s stores and acts as an amenity for future residential and office uses within the site.
- Accommodate increased parking demand within a new multilevel parking structure that is wrapped at ground level with retail storefronts.
- Explore the possibility of including a movie theater, hotels, or educational uses.
Public Facilities

Guiding General Plan Policies:

• Provide public facilities in the locations needed to serve existing and future county residents and businesses.
• Efficiently provide needed public facilities.
• Utilize the provision of public facilities to strengthen county economic development priorities.

Public Schools

According to current population estimates and projected growth, no new public schools are needed to serve the sector plan area.

Goal:
Preserve, retain, and support existing public school facilities, school sites, and properties owned by the Board of Education.

Strategy:
Renovate existing school facilities that serve the sector plan area based on the facilities condition assessment.

Police

This sector plan reaffirms the recommendations of the Public Safety Facilities Master Plan.

Goal:
Maintain police facilities that meet the needs of the Central Annapolis Road sector plan area.

Strategies:
• Continue service from the District I Station of the Prince George’s County Police Department supplemented by the Maryland State Police Department and the Town of Landover Hills Police Department.
• Enhance collaboration between police services, neighborhood schools, churches, local civic associations, and homeowner associations
• Increase speed enforcement along Annapolis Road.

Public Libraries

According to current population estimates and projected growth, no new public libraries are needed to serve the sector plan area.

Goal:
Preserve, retain, and support existing public libraries that provide services to the sector plan area.

Strategy:
Support existing public libraries that provide services to the sector plan area.

The following section introduces goals and strategies addressing key issues—public facilities, parks and recreation, and environmental infrastructure sustainability—critical to the quality of life of all people who currently, and in the future, live, work, shop, and visit the Central Annapolis Road sector plan area. Goals are established to guide the plan’s recommendations in accordance with the 2002 Prince George’s County Approved General Plan. Strategies are identified to accomplish desired goals.
Fire and Emergency Medical Services (EMS)

Goal: Provide fire and rescue facilities that meet the needs of the Central Annapolis Road sector plan area, based upon established county standards and their ability to accommodate modern vehicles and equipment.

Strategies:
• Continue service from the Landover Hills Fire/EMS Station, Company 30.
• Reaffirm the Public Safety Facilities Master Plan recommendations for improvements to the other fire and rescue stations that are within a two-mile radius of the sector plan area.

Parks and Recreation

Goal: Meet community needs for safe, accessible, and affordable educational programming and active and passive recreation with existing or new facilities.

Strategies:
• Assess the programming and services provided at existing facilities to determine if they meet community needs.
• Adjust programming and services as gaps are identified.
• Maintain the safety of neighborhood parks.
• Improve accessibility to the existing neighborhood parks, in Landover Hills and Woodlawn, by conducting sidewalk improvements and installing pedestrian-online lighting.
• Coordinate transportation for local youth and the elderly to existing facilities, in particular the Bladensburg Community Center and the Kentland Community Center.
• Investigate opportunities for public/private/nonprofit partnerships to support a potential temporary facility and, ultimately, the construction of a new facility in the Glenridge Transit Village or at an alternate site.
• As redevelopment occurs, incorporate the proposed open space and play space to encourage residents to walk within and between neighborhoods.

Environmental Infrastructure and Sustainability

Strategies:
• Transform Greenvale Parkway into a designated "green" connector street equipped with weather-resistant outdoor exercise benches and play areas to encourage residents to walk within and between neighborhoods.

Guiding General Plan Policies:
• Protect, protect, and enhance the designated green infrastructure elements.
• Protect, protect, and enhance surface and groundwater quality and access to critical hydrological functions.
• Reduce energy consumption pervasively.
• Reduce overall fly glaze, maximize the use of light from one property to the next, and reduce fly light from trees.
• Minimize impacts of noise on residential uses during the local development process.
• Promote environmental stewardship as an important element to the overall success of the environmental initiatives contained in the sector plan.

Neighborhood Connectivity and Design

Goal: Create vibrant mixed-use communities while minimizing the impact of infill development on existing residential neighborhoods and sensitive natural areas.

Strategies:
• Increase walkability and connectivity with enhanced pedestrian, bike, and public transit connections.

Water Resources

Goal: Manage stormwater runoff to reduce volume and improve water quality of runoff released to local storm sewers and natural drainage areas.

Strategies:
• Manage stormwater runoff to reduce volume and improve water quality of runoff released to local storm sewers and natural drainage areas.
• Conserve water and avoid using potable (drinking quality) water for nonpotable uses.

Environmental site design features that can function as public amenities and reduce stormwater runoff from impervious surfaces such as parking lots.

• Implement demonstration projects in open space areas to help educate youth, homeowners, and commercial property owners about alternatives to conventional lawns that can reduce and filter stormwater runoff, such as rain gardens and bioswales.

• Educate homeowners and commercial property owners about the use of captured rainwater and recycled gray water for nonpotable uses such as landscape irrigation and other appropriate commercial uses.

• Encourage the implementation of landscaping techniques that reduce water consumption along with the need for chemical fertilizer and pesticide applications.

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

• Transform Greenvale Parkway into a designated "green" connector street equipped with weather-resistant outdoor exercise benches and play areas to encourage residents to walk within and between neighborhoods.

Environmental Infrastructure and Sustainability

Guiding General Plan Policies:
• Protect, protect, and enhance the designated green infrastructure elements.
• Protect, protect, and enhance surface and groundwater quality and access to critical hydrological functions.
• Reduce energy consumption pervasively.
• Reduce overall fly glaze, maximize the use of light from one property to the next, and reduce fly light from trees.
• Minimize impacts of noise on residential uses during the local development process.
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• Educate homeowners and commercial property owners about the use of captured rainwater and recycled gray water for nonpotable uses such as landscape irrigation and other appropriate commercial uses.

• Encourage the implementation of landscaping techniques that reduce water consumption along with the need for chemical fertilizer and pesticide applications.

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

• Transform Greenvale Parkway into a designated "green" connector street equipped with weather-resistant outdoor exercise benches and play areas to encourage residents to walk within and between neighborhoods.
**Light Pollution**  
**Goal:** Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.  
**Strategies:**  
- Encourage the use of outdoor lighting technologies that reduce light intrusion on adjacent properties while providing safe and even lighting levels.  
- Require the use of full cut-off optic light fixtures to eliminate light pollution.  
- Require a detailed lighting plan to be submitted as part of all new and redevelopment proposals.

**Noise Pollution**  
**Goal:** Reduce adverse noise impacts to meet State of Maryland noise standards.  
**Strategies:**  
- Work with developers to ensure that noise impacts associated with the construction of the Purple Line and the Glenridge Transit Village are managed effectively during the day and minimized during evening hours.  
- Evaluate all development and redevelopment proposals for potential noise impacts during the development review process.  
- Provide noise attenuation measures when noise issues are identified.

**Green Building**  
**Goal:** Implement environmentally sensitive design building techniques and reduce overall energy consumption.  
**Strategies:**  
- Encourage the use of green building techniques as designated by the U.S. Green Building Council and similar organizations in new buildings and major renovations.  
- Promote green retrofitting of existing commercial buildings and housing to incorporate energy and water use efficiencies wherever feasible and appropriate.  
- Encourage the use of at least three green building techniques on each new and redevelopment project, including but not limited to:  
  - Grey water recycling system.  
  - Low volatile organic compound (VOC) building materials.  
  - Recycled and/or other sustainable building materials as designated by the U.S. Green Building Council.  
  - Green tools to promote energy efficiency and reduced stormwater runoff.  
  - Renewable/alternative energy sources such as wind, solar, and geothermal.  
- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings to support the health and wellness of county residents and workers.

- Reduce energy consumption and increase indoor environmental comfort through the use of more effective and energy-efficient indoor and outdoor lighting and HVAC (heating, ventilation, and air conditioning) systems.  
- Establish maximum percentages of impervious surfaces in urbanized areas during the evaluation of development proposals. Large tracts of impervious surfaces should be broken up through the use of alternative pavers, soil amendments and conditioning, bioswale areas, roof gardens, and other landscaping techniques that increase infiltration.  
- Design parking areas as shared surface lots or parking structures.

**Tree Canopy**  
**Goal:** Preserve and enhance the existing urban tree canopy.  
**Strategies:**  
- Adhere to the minimum tree canopy requirements set forth in this plan (see Chapter 8).  
- Provide a diversity of native-stock trees when planting street and landscape materials in order to promote ecosystem health and resiliency against disease, drought, and destruction.  
- Plant trees in strategic locations to cool buildings and mechanical equipment and reduce overall energy consumption.  
- Require new infill development to preserve mature trees wherever feasible unless they are diseased, dying, or invasive/native in nature.  
- Maintain street trees and support property owners’ efforts to maintain healthy trees on their properties.  
- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings to support the health and wellness of county residents and workers.

- Grey water recycling system.  
- Low volatile organic compound (VOC) building materials.  
- Recycled and/or other sustainable building materials as designated by the U.S. Green Building Council.  
- Green tools to promote energy efficiency and reduced stormwater runoff.  
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- Grey water recycling system.  
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- Support the development of a countywide green building program that provides incentives for reducing the overall impacts of buildings on the environment and to provide cleaner, healthier buildings to support the health and wellness of county residents and workers.
Introduction

This chapter consists of the sector plan’s implementation action plan, and the public facilities cost estimates report. The action plan outlines what is needed to implement and advocate for the sector plan’s vision and goals over the next 20 years. The public facilities cost estimates report describes public facilities proposed by the sector plan and is reviewed by the District Council and the County Executive. It is used to identify any inconsistencies between the plan’s recommendations and existing or proposed state or county facilities including roads, highways, and other public facilities.

Structured as a matrix, the action plan prioritizes key strategies and identifies potential implementing parties and partnerships, funding sources, and time frames by the three key components of the sector plan—Central Annapolis Road, the Central Annapolis Road Corridor, and the community.

Recognizing the incremental nature of many of the plan’s recommendations, as well as their reliance on future Capital Improvement Program (CIP) funding, the action plan proposes an implementation time frame for each strategy:

- Short-term strategies: 1–6 years
- Medium-term strategies: 7–15 years
- Long-term strategies: 16 or more years

Where there are multiple actions defined as either short-, medium-, or long-term, the actions are prioritized.

While the implementation action plan identifies current potential funding sources, it will be important that local and state agencies and nonprofit organizations continue to explore alternative funding and programs to provide technical and financial resources to implement the plan.

A commitment to plan stewardship and monitoring by all parties will ensure that the plan is not a static document. Periodic assessments of the plan’s strategies will identify major accomplishments, new circumstances that could pose obstacles to implementation, and needed revisions. It is important to also note that Section 27-641(c) of the Prince George’s County Code requires that the sector plan be updated every six years.
ACTION PLAN Part 1: Central Annapolis Road

1. While continuing to fulfill its function as a key regional arterial, Central Annapolis Road serves as an attractive landscaped gateway to neighboring communities.

2. Develop a Central Annapolis Road corridor advocacy strategy and marketing program to promote the plan’s recommended economic development and housing opportunities and infrastructure improvements in conjunction with the proposed Purple Line.

3. Enact legislation to create a public use easement tool to mandate setbacks for streetscape enhancements outside of public rights of way in selected Centreville and Crofton.

4. Request high-priority request in Prince George’s County’s Annual Priority Letter for the state to prepare a corridor-level project planning study—prescribing appropriate right-of-way and acceptable cross sections—and allow implementation plan for ensuring Central Annapolis Road consistent with the sector plan’s vision.

5. Conduct a long range future study of Central Annapolis Road to identify new or improved transportation needs and partially financed by developer contributions, to implement the long-term transformation of Annapolis Road.

6. Support roadway consolidation and access management as development occurs.

7. Construct middle boulevard segments along Annapolis Road at the locations specified in the plan to consist of two travel lanes, a bike lane, a sidewalk strip and a raised sidewalk median; a right turn lane with one moving lane and a parking lane, and widened sidewalks.

8. As redevelopment occurs, overhead utilities shall be relocated so as to be compatible with the design of the site and, ideally, located underground.

9. While continuing to fulfill its function as a key regional arterial, Central Annapolis Road serves as an attractive landscaped gateway to neighboring communities.

10. Develop a Central Annapolis Road corridor advocacy strategy and marketing program to promote the plan’s recommended economic development and housing opportunities and infrastructure improvements in conjunction with the proposed Purple Line.

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21. Conduct a long range future study of Central Annapolis Road to identify new or improved transportation needs and partially financed by developer contributions, to implement the long-term transformation of Annapolis Road.

22. Support roadway consolidation and access management as development occurs.

23. Construct middle boulevard segments along Annapolis Road at the locations specified in the plan to consist of two travel lanes, a bike lane, a sidewalk strip and a raised sidewalk median; a right turn lane with one moving lane and a parking lane, and widened sidewalks.

24. As redevelopment occurs, overhead utilities shall be relocated so as to be compatible with the design of the site and, ideally, located underground.

25. While continuing to fulfill its function as a key regional arterial, Central Annapolis Road serves as an attractive landscaped gateway to neighboring communities.

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27. Enact legislation to create a public use easement tool to mandate setbacks for streetscape enhancements outside of public rights of way in selected Centreville and Crofton.

28. Request high-priority request in Prince George’s County’s Annual Priority Letter for the state to prepare a corridor-level project planning study—prescribing appropriate right-of-way and acceptable cross sections—and allow implementation plan for ensuring Central Annapolis Road consistent with the sector plan’s vision.

29. Conduct a long range future study of Central Annapolis Road to identify new or improved transportation needs and partially financed by developer contributions, to implement the long-term transformation of Annapolis Road.

30. Support roadway consolidation and access management as development occurs.

31. Construct middle boulevard segments along Annapolis Road at the locations specified in the plan to consist of two travel lanes, a bike lane, a sidewalk strip and a raised sidewalk median; a right turn lane with one moving lane and a parking lane, and widened sidewalks.

32. As redevelopment occurs, overhead utilities shall be relocated so as to be compatible with the design of the site and, ideally, located underground.

(Continued on following page)
ACTION PLAN Part 2: The Annapolis Road Corridor–Glenridge Transit Village

1. The Glenridge Transit Village serves as a vibrant, pedestrian-friendly, mixed-use node that supports community-scale development and new employment opportunities.

<table>
<thead>
<tr>
<th>Priority</th>
<th>Responsibility Area</th>
<th>Institution(s)</th>
<th>Medium-term / Priority 1</th>
<th>Medium-term / Priority 2</th>
<th>Short-term / Priority 1</th>
<th>Short-term / Priority 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>Incorporate findings from the ongoing Purple Line station pedestrian and bike access study into the design recommendations for the Glenridge Transit Village.</td>
<td>MTA; WMATA; SHA; DPW&amp;T</td>
<td>MTA; Planning Department; DPW&amp;T; Planning Department</td>
<td>MTA; Planning Department; DPW&amp;T; Planning Department</td>
<td>Short-term through engineering / Priority 1</td>
<td>Short-term through engineering / Priority 2</td>
</tr>
<tr>
<td>1.1</td>
<td>Guide station design to promote dense, active, multimodal transit-oriented development.</td>
<td>MTA; Planning Department</td>
<td>MTA; Planning Department</td>
<td>MTA; Planning Department</td>
<td>Short-term through engineering / Priority 1</td>
<td>Short-term through engineering / Priority 2</td>
</tr>
<tr>
<td>1.2</td>
<td>Organize existing commercial property owners in the Glenridge area to discuss Purple Line prospects, identify business issues, and advocate for redevelopment incentives.</td>
<td>Prince George’s County Economic Development Corporation (EDC)</td>
<td>Prince George’s County EDC, Business Development Division</td>
<td>Prince George’s County EDC, Business Development Division</td>
<td>Short-term / Priority 1</td>
<td>Short-term / Priority 2</td>
</tr>
<tr>
<td>1.3</td>
<td>Support the Maryland Department of Transportation’s efforts to increase investment incentives associated with Purple Line spillovers into neighborhoods.</td>
<td>Maryland Department of Transportation</td>
<td>Planning Department</td>
<td>Planning Department</td>
<td>Short-term / Priority 1</td>
<td>Short-term / Priority 2</td>
</tr>
<tr>
<td>1.4</td>
<td>Leverage the state enterprise zone designations to attract tenants and support infrastructure and streetscape improvements.</td>
<td>Prince George’s County EDC</td>
<td>Erinrace Enterprises</td>
<td>Erinrace Enterprises</td>
<td>Short-term / Priority 1</td>
<td>Short-term / Priority 2</td>
</tr>
<tr>
<td>1.5</td>
<td>Develop a coordinated promotional and marketing strategy for New Carrollton and Central Annapolis Road.</td>
<td>Prince George’s County EDC, Business Development Division</td>
<td>Glenridge property owners</td>
<td>Glenridge property owners</td>
<td>Short-term through engineering / Priority 1</td>
<td>Short-term through engineering / Priority 2</td>
</tr>
<tr>
<td>1.6</td>
<td>Institute a development roundtable to market Glenridge Transit Village opportunities.</td>
<td>Prince George’s County EDC</td>
<td>Prince George’s County Glenridge property owners</td>
<td>Prince George’s County Glenridge property owners</td>
<td>Short-term through engineering / Priority 1</td>
<td>Short-term through engineering / Priority 2</td>
</tr>
<tr>
<td>1.7</td>
<td>Construct Purple Line Station and associated road enhancements and transit infrastructure for buses and pedestrians.</td>
<td>MTA; DPW&amp;T; Planning Department; SHA</td>
<td>CIP; FTA New Starts Program</td>
<td>CIP; FTA New Starts Program</td>
<td>Medium to long-term / Priority 1</td>
<td>Medium to long-term / Priority 2</td>
</tr>
<tr>
<td>1.8</td>
<td>Create parking management plan to manage parking demand generated by new development and transit and to prevent parking spillovers into neighborhoods.</td>
<td>Planning Department; DPW&amp;T; Local civic associations; HOAs; MTA</td>
<td>Planning Department; DPW&amp;T; Local civic associations; HOAs; MTA</td>
<td>Planning Department; DPW&amp;T; Local civic associations; HOAs; MTA</td>
<td>Medium to long-term / Priority 1</td>
<td>Medium to long-term / Priority 2</td>
</tr>
<tr>
<td>1.9</td>
<td>Consider establishment of a privately approved special assessment district to pay for enhanced security and maintenance in the Glenridge area.</td>
<td>Private property owners</td>
<td>Prince George’s County EDC, Special assessment district</td>
<td>Prince George’s County EDC, Special assessment district</td>
<td>Long-term / Priority 2</td>
<td>Long-term / Priority 2</td>
</tr>
<tr>
<td>1.10</td>
<td>Consider establishment of a Glenridge Transit Village economic financing district to support redevelopment efforts.</td>
<td>Prince George’s County Council</td>
<td>Prince George’s County EDC</td>
<td>Prince George’s County EDC</td>
<td>Long-term / Priority 2</td>
<td>Long-term / Priority 2</td>
</tr>
</tbody>
</table>

(Continued on following page)
### Chapter 7: Implementing the Plan

#### Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

<table>
<thead>
<tr>
<th>#</th>
<th>Task</th>
<th>Description</th>
<th>Lead Actors</th>
<th>Resource Actors</th>
<th>Identified Funding Sources</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Complete a signal-warrant analysis for the installation of pedestrian-activated signals on Annapolis Road at Varnum Road and at the existing marked crosswalk next to St. Mary’s School.</td>
<td>DPW&amp;T; District 3 Traffic; SHA; WMATA Advertising shelter contract; developer contributions; General Fund</td>
<td>Short-term / Priority 1</td>
<td></td>
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</tr>
<tr>
<td>2.2</td>
<td>Project street lighting along 69th Plaza, Greenwich Parkway, and 70th and 71st Avenues.</td>
<td>DPW&amp;T; Department of Parks and Recreation; civic associations; churches</td>
<td>Short-term / Priority 2</td>
<td></td>
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</tr>
<tr>
<td>2.3</td>
<td>Relocate bus stops from mid-block to intersections and install transit amenities such as bus shelters, benches, and schedule information.</td>
<td>DPW&amp;T Transit Division; SHA; IAAW</td>
<td>Short-term / Priority 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.4</td>
<td>Educate stakeholders about code standards and requirements, and provide increased code enforcement.</td>
<td>DER; HOAs; local civic associations; churches</td>
<td>Short-term / Priority 2</td>
<td></td>
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</tr>
<tr>
<td>2.5</td>
<td>Educate residents on existing county, state, and federal foreclosure prevention, weatherization, and home improvement loan programs, grants, and design services.</td>
<td>Department of Housing and Community Development; Town of Landover Hills; HOAs; civic associations; local churches</td>
<td>2009 American Recovery and Reinvestment Act (ARRA) - TBD; Weatherization Assistance Program</td>
<td>Short-term / Priority 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.6</td>
<td>To address cut-through traffic, develop and implement a comprehensive traffic-calming plan to reduce traffic speeds while discouraging cut-through traffic from shifting to adjacent residential streets.</td>
<td>Planning Department; Civic associations; SHA; Metropolitan Washington Council of Governments (MWCOG) planning grant; County General Fund; MDOT Transportation Enhancement Funds</td>
<td>Medium- to long-term as development occurs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.7</td>
<td>Plant green screen along the existing chain link fence fronting Annapolis Road between Surrey Lane and Decatur Street.</td>
<td>Property owners; Civic Associations</td>
<td>Medium-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.8</td>
<td>Transform Greenwich Parkway into a green connector street equipped with weather-resistant outdoor exercise benches and play gyms.</td>
<td>DPW&amp;T; Department of Parks and Recreation; HOAs; schools; churches; Landover Hills Learning Center Champions</td>
<td>Medium-term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.9</td>
<td>Work with developers to ensure that noise and traffic impacts associated with the construction of the Purple Line and the Glenridge Transit Village are managed during peak and minimized during off-peak hours.</td>
<td>DER; civic associations; HOAs; schools; Prince George’s County Police Department</td>
<td>Medium-term as development occurs</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### The Annapolis Road Corridor—Existing Residential Neighborhoods

<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
<th>Lead Actor</th>
<th>Resource Actors</th>
<th>Identified Funding Sources</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.11</td>
<td>Extend Gallatin Street across Annapolis Road and continue as Chesapeake Road, eliminate the Chesapeake Road/Annapolis Road intersection.</td>
<td>Planning Department, SIA</td>
<td>Long-term / Priority 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.12</td>
<td>Also see Parts 1 (page 113) and 3 (page 114).</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
### The Annapolis Road Corridor—Mixed-Use Transition

#### 3. Transition Area

The Transition Area is a pedestrian-oriented, mixed-use district with new and enhanced housing opportunities and ground-floor retail that act as a transition between existing single-family neighborhoods to the east and retail shopping to the west.

<table>
<thead>
<tr>
<th>Strategy Lead</th>
<th>Implementing Entity/Partner</th>
<th>Scope/Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SHA Planning Department; civic associations, HOAs; Town of Landover Hills</td>
<td>Developer contributions Medium-term</td>
</tr>
<tr>
<td>3.1 Complete a feasibility analysis for a new four-way intersection at Annapolis Road and 56th Avenue.</td>
<td>SHA Planning Department; civic associations, HOAs; Town of Landover Hills</td>
<td>Developer contributions Medium-term</td>
</tr>
<tr>
<td>3.2 Install a four-way intersection on Annapolis Road at 56th Avenue.</td>
<td>SHA Planning Department; civic associations, HOAs; Town of Landover Hills</td>
<td>Developer contributions Long-term / Priority 1</td>
</tr>
<tr>
<td>3.3 Extend Ridoff Drive across Webster Street to connect to the new service lane.</td>
<td>DPW&amp;T, developer Civic associations; HOAs</td>
<td>Developer contributions Long-term / Priority 2</td>
</tr>
<tr>
<td>3.4 Construct a new residential access lane parallel to and south of Annapolis Road from 56th Place to Cooper Lane.</td>
<td>DPW&amp;T, developer Civic associations; HOAs</td>
<td>Developer contributions Long-term / Priority 2</td>
</tr>
<tr>
<td>3.5 Also see Parts 1 (page 110) and 3 (page 113).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### The Annapolis Road Corridor—Capital Plaza

#### 4. Capital Plaza

Capital Plaza serves as Central Annapolis Road’s “town center,” with a mix of large-, medium-, and small-scale retail geared to both regional and local needs, and incorporating environmentally-sustainable building, roadway, and parking area design.

<table>
<thead>
<tr>
<th>Strategy Lead</th>
<th>Implementing Entity/Partner</th>
<th>Scope/Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Prince George’s County EDC; Capital Plaza property owners; other land owners</td>
<td>EDC program funds Short-term / Priority 1</td>
</tr>
<tr>
<td>4.1 Leverage the state enterprise zone designation to attract tenants and support infrastructure and streetscape improvements.</td>
<td>Prince George’s County EDC; Business Development Division</td>
<td>EDC program funds Short-term / Priority 1</td>
</tr>
<tr>
<td>4.2 Support efforts to market investment opportunities in the Capital Plaza retail center area.</td>
<td>Prince George’s County EDC, Business Development Division</td>
<td>EDC program funds Short-term / Priority 1</td>
</tr>
<tr>
<td>4.3 Relocate bus stop from mid-block to 65th Avenue intersection, with appropriate protected shelter.</td>
<td>DPW&amp;T Transit Division WMATA, SHA</td>
<td>Developer contributions Short-term / Priority 1</td>
</tr>
<tr>
<td>4.4 Complete sidewalk gaps along Annapolis Road between 65th Avenue and the Baltimore-Washington Parkway.</td>
<td>SHA DPW&amp;T; Council of Governments’ Transportation and Land Use Connections (TLC) Program; SHA; Federal Economic Stimulus Funds</td>
<td>Developer contributions Short-term / Priority 2</td>
</tr>
<tr>
<td>4.5 Enhance commercial façades.</td>
<td>Property owners Prince George’s County Economic Development Corporation</td>
<td>Long-term as development occurs / Priority 2</td>
</tr>
<tr>
<td>4.6 Install enhanced landscaping and on-site bioretention of stormwater as development occurs.</td>
<td>Property owners Prince George’s County Governmental Environmental Resources (GER) Planning Department; DPW&amp;T</td>
<td>Developer contributions Long-term as development occurs / Priority 1</td>
</tr>
<tr>
<td>4.7 Create an improved drive aisle along the northern edges of the commercial pad sites that will enhance pedestrian safety and internal streetscapes through improved landscaping and continuous sidewalks.</td>
<td>Property owners Planning Department</td>
<td>Developer contributions Long-term as development occurs / Priority 1</td>
</tr>
<tr>
<td>4.8 Construct a landscaped roadway connecting the improved drive area with new and existing commercial pad sites.</td>
<td>Property owners Planning Department</td>
<td>Developer contributions Long-term as development occurs / Priority 2</td>
</tr>
<tr>
<td>4.9 Also see Parts 1 (page 110) and 3 (page 113).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Chapter 7: Implementing the Plan

118 | Chapter 7: Implementing the Plan

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment
Central Annapolis Road Approved Sector Plan and Sectional Map Amendment
Implementing the Plan: Chapter 7 | 119

1. Community needs for safe, accessible, and affordable educational programming and active and passive recreation are met by existing or new facilities.

<table>
<thead>
<tr>
<th>Category</th>
<th>Land Use</th>
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</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Recreational</td>
<td>Department of Parks and Recreation; Landover Hills Learning Center Coalition</td>
<td>Civic associations; local schools; civic associations; local schools; town of Landover Hills Mayor and Council; local youth</td>
<td>Department of Parks and Recreation</td>
</tr>
<tr>
<td>1.2</td>
<td>Public Safety</td>
<td>Department of Parks and Recreation; Landover Hills Police Department; Prince George’s County Police Prevention Task Force; Landover Hills Learning Center Coalition; local youth</td>
<td>Civic associations; local schools; town of Landover Hills Mayor and Council</td>
<td>Short-term / Priority 1</td>
</tr>
<tr>
<td>1.3</td>
<td>Coordinate transportation for local youth and elderly to existing facilities.</td>
<td>Department of Parks and Recreation; Landover Hills Learning Center Coalition; Town of Landover Hills Mayor and Council; Landover Hills Learning Center Coalition; local youth</td>
<td>Civic associations; local schools</td>
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<tr>
<td>1.4</td>
<td>Investigate opportunities for public/private or public/nonprofit partnerships to support a potential temporary facility and the construction of a new facility.</td>
<td>Department of Parks and Recreation; Landover Hills Learning Center Coalition</td>
<td>Civic associations; local schools</td>
<td>Short-term / Priority 2</td>
</tr>
<tr>
<td>1.5</td>
<td>Construct a new community recreation facility.</td>
<td>Department of Parks and Recreation</td>
<td>Civic associations; local schools</td>
<td>Start to medium-term</td>
</tr>
<tr>
<td>1.6</td>
<td>As development occurs, create proposed open space and parks.</td>
<td>Developers</td>
<td>Department of Parks and Recreation; Landover Hills Planning Department</td>
<td>Medium-term</td>
</tr>
</tbody>
</table>

(Continued on following page)

2. Promote better air and water quality and sustainable design to improve residents’ quality of life and the health of the natural environment.

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<tbody>
<tr>
<td>2.1</td>
<td>Demonstrate projects and educate youth, homeowners, and commercial property owners on environmental site design.</td>
<td>DPW&amp;T; property owners</td>
<td>Civic associations; local schools</td>
<td>Medium-term</td>
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<tr>
<td>2.2</td>
<td>Promote green building and adopt sustainability standards such as those developed by the Leadership in Energy and Environmental Design (LEED) or similar systems for new construction.</td>
<td>DPW&amp;T; Prince George’s County Council</td>
<td>Civic associations; local schools</td>
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<tr>
<td>2.3</td>
<td>Adopt Best Management Practices (BMPs) in developing site plans, public facilities, and commercial property owners on environmental site design.</td>
<td>M-NCPPC Park Police; DPW&amp;T; Prince George’s County Planning Board</td>
<td>Civic associations; local schools</td>
<td>Medium-term</td>
</tr>
</tbody>
</table>
| 2.4 | Plant, maintain, and preserve healthy, native street trees throughout the MD 450 corridor. | DPW&T; Prince George’s County Board of Education | Civic associations; local schools | As development occurs

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

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<tbody>
<tr>
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<td>Enhance collaboration between police services, neighborhood schools, churches, local civic associations, and HOAs.</td>
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ACTION PLAN Part 3: The Community

1. Community needs for safe, accessible, and affordable educational programming and active and passive recreation are met by existing or new facilities.

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<td>1.5</td>
<td>Construct a new community recreation facility.</td>
<td>Department of Parks and Recreation</td>
<td>Civic associations; local schools</td>
<td>Start to medium-term</td>
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</table>
For each committed and proposed project the following information is provided by the Public Facilities Report:

- Parks, Recreation Facilities, and Open Space;
- Sidewalks;
- Pedestrian and Bicycle Facilities;
- Transit;
- Road Facilities, and the Purple Line.

The Public Facilities Report for the Central Annapolis Road Sector Plan includes six categories of committed and proposed projects: Parks, Recreation Facilities and Open Space; Sidewalks; Pedestrian and Bicycle Facilities; Transit; Road Facilities, and the Purple Line. For committed projects not currently committed as part of either the State’s CTP, the County’s or M-NCPPC’s CIP, the sector plan defines a recommended implementation timeline and prioritizes projects based on completed analyses and proposed phasing. The proposed implementation timeframe for each project is completed and year of completion is provided.

For proposed projects not currently committed as part of either the Board’s CTP, the County’s or M-NCPPC’s CP, the sector plan defines a recommended implementation timeframe and prioritizes projects based on completed analyses and proposed phasing. The proposed implementation timeframe for each project is defined as either Short Term (1-5 years), Medium Term (5-15 years) or Long Term (20+ Years). Projects included in the Board’s CTP, the County’s or M-NCPPC’s CP with a completion date will only have a timeframe listed.

For committed projects, the following information is provided by the Public Facilities Report:

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Project Description/Location</th>
<th>Column 2</th>
<th>Column 3</th>
<th>Column 4</th>
<th>Column 5</th>
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<td>Facility Type</td>
<td>Project Description</td>
<td>Project Description</td>
<td>Estimated Capital Cost</td>
<td>Public and/or private entities responsible for project implementation</td>
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<tr>
<td>Site #2</td>
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<td>Facility Type</td>
<td>Project Description</td>
<td>Project Description</td>
<td>Estimated Capital Cost</td>
<td>Public and/or private entities responsible for project implementation</td>
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<tr>
<td>Site #3</td>
<td></td>
<td>Facility Type</td>
<td>Project Description</td>
<td>Project Description</td>
<td>Estimated Capital Cost</td>
<td>Public and/or private entities responsible for project implementation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARKS, RECREATION FACILITIES, AND OPEN SPACE</th>
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<tbody>
<tr>
<td>Recreational Center</td>
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<table>
<thead>
<tr>
<th>SIDEWALKS</th>
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</thead>
<tbody>
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<td>Sidewalks</td>
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</table>

<table>
<thead>
<tr>
<th>PEDESTRIAN AND BICYCLE FACILITIES</th>
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</thead>
<tbody>
<tr>
<td>Bicycle/</td>
</tr>
<tr>
<td>pedestrian amenities</td>
</tr>
<tr>
<td>Bicycle/</td>
</tr>
<tr>
<td>pedestrian amenities</td>
</tr>
<tr>
<td>Bicycle/</td>
</tr>
</tbody>
</table>
### Transit

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Project Description/Location</th>
<th>County Capital Improvement Program (CIP) / M-NCPCC Capital Improvement Program (CIP) / State Consolidation Transportation Program</th>
<th>Sector Plan Implementation Action Plan Timeframe/Priority</th>
<th>Estimated Capital Cost</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>Relocate bus stops from mid-block to intersections, with appropriate protected shelters, at Capital Plaza westbound; 69th and Annapolis Road eastbound; and at 72nd and Annapolis Road in both directions.</td>
<td></td>
<td>Short-term / Priority 1</td>
<td>$7,000–$15,000 per bus stop</td>
<td>DPW&amp;T; SHA</td>
</tr>
<tr>
<td>Transit</td>
<td>Improve T18 bus service to support its eventual incorporation as a route in the regional Primary Corridor Network (PCN).</td>
<td></td>
<td>Short-term / Priority 2</td>
<td>$250,000–$300,000 per additional bus required</td>
<td>WMATA</td>
</tr>
</tbody>
</table>

### Road Facilities

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Project Description/Location</th>
<th>County Capital Improvement Program (CIP) / M-NCPCC Capital Improvement Program (CIP) / State Consolidation Transportation Program</th>
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<th>Estimated Capital Cost</th>
<th>Implementing Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>Complete a signal warrant analysis and install, where appropriate, pedestrian-activated signals at (1) Annapolis Road and Varnum Road, and (2) the existing marked crosswalk adjacent to St. Mary’s Church.</td>
<td></td>
<td>Short-term</td>
<td>$50,000–$100,000 per location</td>
<td>SHA</td>
</tr>
<tr>
<td>Roadway</td>
<td>Install four-way intersection on Annapolis Road at 68th Avenue.</td>
<td></td>
<td>Long-term / Priority 1</td>
<td>$750,000</td>
<td>SHA</td>
</tr>
<tr>
<td>Roadway</td>
<td>Redesign and reconstruct Annapolis Road between Gallatin Street and 65th Avenue as a multiway boulevard to consist of two travel lanes, a bike track, a landscape strip on a raised service lane median, a service lane with one moving lane and a parking lane (where applicable), and widened sidewalks.</td>
<td></td>
<td>Long-term / Priority 2</td>
<td>$10 million per mile</td>
<td>SHA; DPW&amp;T; Private Developers</td>
</tr>
<tr>
<td>Roadway</td>
<td>Extend Gallatin Street across Annapolis Road and continue as Chesapeake Road.</td>
<td></td>
<td>Long-term / Priority 2</td>
<td>$750,000</td>
<td>DPW&amp;T; SHA; Private Developers</td>
</tr>
<tr>
<td>Roadway</td>
<td>Eliminate existing intersection at Chesapeake Road and Annapolis Road.</td>
<td></td>
<td>Long-term / Priority 2</td>
<td>$150,000–$300,000</td>
<td>DPW&amp;T; SHA; Private Developers</td>
</tr>
<tr>
<td>Roadway</td>
<td>Extend Rockford Drive across Webster Street to connect to proposed new residential service lane.</td>
<td></td>
<td>Long-term / Priority 2</td>
<td>$750,000</td>
<td>DPW&amp;T; Private Developers</td>
</tr>
</tbody>
</table>
The comprehensive rezoning process, also known in Prince George’s County as the sectional map amendment process, allows for the rezoning of a section of the overall county zoning map in order to bring zoning in conformance with approved county plans and policies. This chapter contains the sectional map amendment (SMA) for the Central Annapolis Road Corridor sector plan. The SMA implements the land use and urban design recommendations of the approved sector plan.

The District Council initiated the SMA in 2009 through Council Resolution CR-50-2009, with the intent of processing the SMA concurrently with the sector plan. The procedure followed was in accordance with Council Bill CB-39-2005 which allows the District Council to approve sector plans and SMAs simultaneously (originally established in CB-33-1992).

Comprehensive rezoning through the SMA represents an important implementation step in the land use planning process. It ensures that future development will conform to county land use plans and development policies, reflecting the county’s ability to accommodate development in the foreseeable future. The SMA process corrects existing zoning that hinders such development, and it reduces piecemeal rezoning. The approval of the zoning pattern recommended by the sector plan and implemented by this SMA brings zoning into greater conformity with the county land use goals and policies as they apply to the Central Annapolis Road Corridor, thereby enhancing the health, safety, and general welfare of the all Prince George’s County residents and citizens.

The County’s Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use and zoning and pending zoning applications, were examined and evaluated in preparing both the land use plan and the comprehensive rezoning. Consideration has been given to the environmental and economic impact of the land use and zoning. The approved SMA results in the revision of the official 1”=200’ zoning map(s) for this sector plan area. Future comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for sectional map amendments.

Figure 8.1 on the next page illustrates the existing zoning in the sector plan area.
Figure 8.1 Existing Zonings

Comprehensive Rezoning Implementation Policies

These comprehensive rezoning implementation policies were established by the Prince George’s County Planning Board and District Council to guide preparation of the SMA.

Public Policy

The established public land policy states that all land should be placed in the most restrictive and/or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the rezoning of both public and private land should be compatible with surrounding zones to eliminate any “islands” of infrastructural zoning and still provide for appropriate and preferred land uses. It should further assure compatibility of any future development or uses if the property returns to private ownership. A distinction is made where large parcels of land are set aside specifically as public open space. In these cases the R-O-S (Reserved Open Space) or O-S (Open Space) Zone is applied as the most appropriate zone, depending on the size of the property.

The comprehensive rezoning process applies a zoning category to all land, including government property, without regard to its unique ownership. Federal and state government property, which is scattered throughout the county, is not subject to the requirements of the Zoning Ordinance. The Federal and state government property, which is scattered throughout the county, is not subject to the requirements of the Zoning Ordinance. The R-O-S Zone is generally applied to federal and state properties, unless specific use or the intended character of the property or area should warrant another zoning category. This policy complies with Section 27-111 of the Prince George’s County Zoning Ordinance, which states that any land that is conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

Reclassification of an existing zone to a less intense zone is prohibited under the Zoning Ordinance. The R-O-S Zone is generally applied to federal and state properties, unless specific use or the intended character of the property or area should warrant another zoning category. This policy complies with Section 27-111 of the Prince George’s County Zoning Ordinance, which states that any land that is conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

Policy governing the rezoning of public streets and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George’s County Zoning Ordinance, which states that any land that is conveyed in fee simple by the United States of America or by the State of Maryland shall immediately be placed in the R-O-S Zone until a zoning map amendment for the land has been approved by the District Council.

Zoning in the Public Right-of-Way

In order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of historical development, the Zoning Ordinance states in Section 27-223(h) that:

“The area of the ‘property’, as the word is used in Subsection (g), above, and the property owner has not consented in writing to such the zoning; or

(g) "Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify those properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment.”

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Comprehensive rezoning of the plan area in its entirety last occurred in May 1994, with the approval of the SMA for Blackistown-New Carrollton and Vicinity (Planning Area 69) by Council Resolution CR-53-1994.
conditional Zoning
Safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance that can be attached to individual zoning map amendments via "conditional zoning" and cannot be utilized in SMAs. In the planning process, conditions are used to (1) protect surrounding properties from potential adverse effects that might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious and systematic development of the Regional District. When approved by the District Council and accepted by the zoning applicant, "conditions" become part of the County Zoning Map requirements applicable to a specific property and are binding as any provision of the County Zoning Ordinance (see Conditional Zoning Procedures, Section 27-157(b)).

In theory, zoning action taken as part of the comprehensive (SMA) process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined by conditional zoning cases that have been approved prior to the initiation of a sectional map amendment—or once issuance but before approval. As such, when specific conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, it is appropriate to bring those same conditions forward in the SMA. This is accomplished by approving zoning with conditions and showing the zoning application number on the newly adopted zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

comprehensive Rezoning Changes
Some uses in specific portions of the Central Annapolis Road Area are in line with the future vision for the plan area. The existing pattern of residential development is retained to maintain the unique character of established neighborhoods. Other parcels of land must be rezoned to bring the zoning into conformance with the sector plan. The evolution of the corridor, as illustrated in the existing and preferred land use plans (see Figures 8.2 and 8.3), reflects the vision for the overall area as established through the Central Annapolis Road Corridor Plan—the guiding policy document for the zoning changes included in this sectional map amendment. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve consistency. As such, the SMA is approved as an amendment to the official map(s) concurrently with approval of the sector plan.

The plan vision presented in Chapter 6 calls for the long-range development of the corridor. The uses within and across from Capital Plaza after the year 2025, rezoning of the commercially zoned property area will permit to regulate this development to align with goals of the corridor plan because of the extended development time frame involved, the plan does not recommend rezoning this area at this time.

The M-U-I (Mixed Use-Infill) Zone: The primary purpose of this zoning is to encourage residential, commercial, institutional, and commercial development in established communities. The uses permitted in an M-U-I Zone are the same as those permitted by right or by Special Exception in the Commercial Shopping Center (C-S-C) Zone. However, for use category (3) Miscellaneous and use category (4) Institutional (2) Residential, the second condition on uses permitted in the medium-density R-8 Zoning.

The M-X-T (Mixed Use-Transportation Oriented Zone: The primary purpose of this zoning is to encourage a pedestrian-scale, community-oriented place adjacent to the proposed Purple Line stop at Veterans Plaza and Annapolis Road. The zone nuances at least two of the following three usages: (1) retail business, (2) office/retail/ industrial, and (3) dwellings, hotel/motel. The zone also encourages a 24-hour functional environment and builds on existing public infrastructure investments.

<table>
<thead>
<tr>
<th>Case Study</th>
<th>Sectional Map Amendment:</th>
<th>Chapter 8</th>
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**Figure 8.2 Existing Land Use**

- Forest
- Bare ground
- Residential Low
- Residential Low Medium
- Residential Medium
- Residential Medium High
- Residential Low High
- Institutional
- Industrial
- Mixed Use Residential
- Parks and Open Space
- Transportation
- Wetlands

**Figure 8.3 Preferred Land Use**

- Industrial
- Institutional
- Mixed Use Commercial
- Wooded Residential
- Residential Low
- Residential Medium
- Residential Medium High
- Transportation
- Woodland

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment
Table 8.2 Zoning Change #1

<table>
<thead>
<tr>
<th>Change Number</th>
<th>Zone Change</th>
<th>Area of Change (Approximate)</th>
<th>Approved SM/SAPE, AC</th>
<th>Use and Location</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Superimpose DDOZ on C-A, C-S-C, C-D, C-M, R-20, R-35, R-55, R-T</td>
<td>252.7 Ac.</td>
<td>SMA</td>
<td>1/28/93</td>
<td>The Development District Overlay Zone (DDOZ) imposes urban design standards and guidelines developed to implement the plan vision for a corridor of walkable, connected centers that serve regional destinations at Capital Plaza and Glenridge while providing services to the surrounding community.</td>
</tr>
</tbody>
</table>

Use and Location: All properties within the boundaries of the Central Annapolis Road Sectional Map Amendment.

Discussion: The Development District Overlay Zone (DDOZ) imposes urban design standards and guidelines developed to implement the plan vision for a corridor of walkable, connected centers that serve regional destinations at Capital Plaza and Glenridge while providing services to the surrounding community.

Figure 8.5 Zoning Change #1

Figure 8.4 Approved Zoning

<p>| Sectional Map Amendment | Chapter 8: Sectional Map Amendment | Central Annapolis Road Approved Sector Plan and Sectional Map Amendment | Central Annapolis Road Approved Sector Plan and Sectional Map Amendment | Sectional Map Amendment: Chapter 8 | 131 |</p>
<table>
<thead>
<tr>
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<th>Zoning Change #3</th>
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</thead>
<tbody>
<tr>
<td>CHANGE NUMBER</td>
<td>CHANGE TO CHANGE FROM</td>
</tr>
<tr>
<td></td>
<td>AREA OF CHANGE</td>
</tr>
<tr>
<td>3</td>
<td>R-T to M-U-I</td>
</tr>
<tr>
<td></td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
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</tr>
</tbody>
</table>

Discussion: Retaining of these properties from R-T and C-S-C to M-U-I allows for redevelopment of these properties with mixed-use residential and retail/office uses consistent with the plan vision of mixed-used buffer between the more intense development oriented towards the planned Glenridge Purple Line Station and the existing single-family detached neighborhoods to the west.

Property Information:

<table>
<thead>
<tr>
<th>Like</th>
<th>Address(es)</th>
<th>Legal Description</th>
<th>Tax Accounts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funeral home</td>
<td>7311 Gallatin Street</td>
<td>GLENRIDGE, Block J, PARCEL G</td>
<td>2238921</td>
</tr>
<tr>
<td>Post office</td>
<td>7400 Buchanan Street</td>
<td>GLENRIDGE SHOPPING CENTER PARCEL C</td>
<td>2180230</td>
</tr>
<tr>
<td>Church</td>
<td>7550 Buchanan Street</td>
<td>WEST LANHAM SHOPS RESUB OF BLK 114, LOT 2</td>
<td>2190528</td>
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</table>

<table>
<thead>
<tr>
<th>Table 8.3</th>
<th>Zoning Change #2</th>
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</thead>
<tbody>
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<td>CHANGE TO CHANGE FROM</td>
</tr>
<tr>
<td></td>
<td>AREA OF CHANGE</td>
</tr>
<tr>
<td>2</td>
<td>C-O to M-X-T</td>
</tr>
<tr>
<td></td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
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</tr>
</tbody>
</table>

Discussion: Retaining of these properties from C-O and C-S-C to M-X-T allows for redevelopment of these properties with mixed-use residential and retail/office uses consistent with the plan vision of transit-oriented development in the Glenridge Transit Village character area.

Property Information:

<table>
<thead>
<tr>
<th>Like</th>
<th>Address(es)</th>
<th>Legal Description</th>
<th>Tax Accounts</th>
</tr>
</thead>
<tbody>
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<td>GLENRIDGE, Block J, PARCEL G</td>
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</tr>
<tr>
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</tr>
<tr>
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<td>7550 Buchanan Street</td>
<td>WEST LANHAM SHOPS RESUB OF BLK 114, LOT 2</td>
<td>2190528</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 8.2</th>
<th>Zoning Change #1</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHANGE NUMBER</td>
<td>CHANGE TO CHANGE FROM</td>
</tr>
<tr>
<td></td>
<td>AREA OF CHANGE</td>
</tr>
<tr>
<td>1</td>
<td>C-O to M-U-I</td>
</tr>
<tr>
<td></td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Discussion: Retaining of these properties from C-O and C-S-C to M-U-I allows for redevelopment of these properties with mixed-use residential and retail/office uses consistent with the plan vision of mixed-use development in the Glenridge Transit Village character area.

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<thead>
<tr>
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<th>Address(es)</th>
<th>Legal Description</th>
<th>Tax Accounts</th>
</tr>
</thead>
<tbody>
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<td>GLENRIDGE, Block J, PARCEL G</td>
<td>2238921</td>
</tr>
<tr>
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<td>7400 Buchanan Street</td>
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<td>7550 Buchanan Street</td>
<td>WEST LANHAM SHOPS RESUB OF BLK 114, LOT 2</td>
<td>2190528</td>
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### Table 8.5 Zoning Change #4

<table>
<thead>
<tr>
<th>OWNED NUMBER</th>
<th>ZONING CHANGES</th>
<th>AREA OF CHANGE (APPROXIMATE)</th>
<th>NUMBER</th>
<th>DATE</th>
<th>2021 INDEX MAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-S-C to M-U-I</td>
<td>C-M to M-U-I</td>
<td>3.72 Ac.</td>
<td>SMA</td>
<td>1/28/93</td>
<td>205/NE05</td>
</tr>
<tr>
<td>0.5 Ac.</td>
<td>SE-480</td>
<td>205/NE06</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18.0 Ac.</td>
<td>SE-1357</td>
<td>206/NE06</td>
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<td></td>
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**Discussion:** The rezoning of the properties will facilitate redevelopment of the blocks by permitting a mix of uses and densities in accordance with the plan vision of a mixed-use buffer between the existing single-family detached residences to the east and the Capital Plaza retail town center to the west.

### Property Information

<table>
<thead>
<tr>
<th>Use</th>
<th>Address(es)</th>
<th>Legal Description</th>
<th>Tax Account(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gas station</td>
<td>6710 Annapolis Road</td>
<td>DEFENSE HEIGHTS, PARCEL B &amp; P/O OUTLOT A</td>
<td>0155366</td>
</tr>
<tr>
<td>Fast food restaurant</td>
<td>6747 Annapolis Road</td>
<td>LANDOVER ESTATES, BLOCK 13 PT PARCEL D EQ 2809 SQ FT</td>
<td>0204067</td>
</tr>
<tr>
<td>Retail commercial</td>
<td>6601 Annapolis Road</td>
<td>LANDOVER ESTATES, BLOCK 13, IMP/PLAT, D EX 2809 SQ FT IMP/PLAT, D EX 2809 SF</td>
<td>0204059</td>
</tr>
<tr>
<td>Sub-leased commercial</td>
<td>6825</td>
<td>GRAYLING, Block E, LOT 1 LOT 4 EQ 2984 SF</td>
<td>02124836</td>
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<tr>
<td>Child care</td>
<td>6803</td>
<td>GRAYLING, Block E, LOT 7</td>
<td>0120702</td>
</tr>
<tr>
<td>Church</td>
<td>6704</td>
<td>DEFENSE HEIGHTS, BLOCK A, PARCEL C-4</td>
<td>0155274</td>
</tr>
<tr>
<td>Funeral home</td>
<td>6704</td>
<td>DEFENSE HEIGHTS, BLOCK A, PARCEL C-4</td>
<td>0155274</td>
</tr>
<tr>
<td>Check cashing business</td>
<td>4606 68th Avenue</td>
<td>DEFENSE HEIGHTS, PARCEL A</td>
<td>0155258</td>
</tr>
<tr>
<td>Bowling alley</td>
<td>4602 Cooper Lane</td>
<td>CARROLL CIRP PROPERTY, PARCEL A</td>
<td>0098309</td>
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</table>
Development District Overlay Zone

Introduction to the Development District Overlay Zone

The Development District Overlay Zone (DDOZ) is superimposed over the Central Annapolis Road sector plan area to ensure that development of land meets the goals of the plan. The sector plan offers a vision and sets goals for the future development of the Central Annapolis Road Corridor. Specific recommendations address land use, urban design, transportation, and public facilities, with an implementation program to guide revitalization and redevelopment.

The DDOZ standards follow and implement the recommendations of the Central Annapolis Road Plan, including:

- **Glenridge Transit Village**
  - Foster long-term redevelopment with a safe and inviting pedestrian experience and potential frontage road access.
  - Preserve existing neighborhoods and create appropriate transitions to neighboring development.

- **Existing Residential Neighborhood**
  - Retain existing character of single-family homes.
  - Create significant buffers between homes and arterial routes.

- **Mixed-use Transition Area**
  - Create a transition between single-family housing and retail shopping centers.
  - Foster mixed-use redevelopment and infill.

- **Retail Town Center**
  - Foster large parcel redevelopment into neighborhood shopping centers.
  - Enhance pedestrian and multiple-stop vehicular trips.
  - Provide safe bicycle and pedestrian links between public rights-of-way and retail storefronts.
  - Support an appropriate mix of uses within large sites and the district as a whole.

Consistency with the General Plan

The 2002 Prince George County Approved General Plan identifies centers in the county as areas for concentrating medium- to high-intensity, mixed-use, and pedestrian-oriented development. Consistent with the Central Annapolis Road sector plan, the General Plan is amended to designate the intersection of Veterans Parkway (MD 410) and Annapolis Road (MD 450) as a corridor node simultaneously with the adoption of this sectional map amendment (see boundary designation on Figure 8.5). The plan also recommends consideration of a future Corridor Node to be located in the vicinity of the intersection of Annapolis Road and the Baltimore-Washington Parkway.

The 2009 Approved Countywide Master Plan of Transportation (MPOT) identifies proposed right-of-way dimensions for various classifications of roadways. The DDOZ reflects this plan by establishing required building setbacks that accommodate proposed right-of-way, as well as other future transportation improvements identified in the Central Annapolis Road sector plan. For the purposes of this DDOZ, front yard setbacks are to be measured from the Annapolis Road corridor centerline. For the purposes of this DDOZ, the location of the Annapolis Road corridor centerline is on file with the Maryland State Highway Administration (SHA).

Applicability and Administration

The regulations and requirements of the Prince George’s County Zoning Ordinance apply to the DDOZ unless the Central Annapolis Road development standards specify otherwise. Property owners and citizens consulting the standards must also review the goals and objectives of the sector plan, the Zoning Ordinance, the subdivision regulations (Subtitle 24), and the Prince George’s County Landscapes Manual to have full understanding of the regulations for property within the district. Development in the Central Annapolis Corridor DDOZ is subject to the development district standards as detailed below. All new development and redevelopment of existing structures within the DDOZ shall comply with the intent and the development district standards and the Central Annapolis Road sector plan. Development must show compliance during the detailed site plan process.
4. Multifamily development. An addition to a multifamily residential structure that was lawful and nonconforming on the date of the SMA approval is exempt from the development district standards and site plan review if the existing or proposed use is permitted: • Fences on residential properties six feet in height or less within rear and side yards and four feet in height or less from within front yards • Decks

5. Nonresidential development. An addition to a nonresidential structure that was lawful and nonconforming on the date of the SMA approval is exempt from the development district standards and site plan review if the addition (and accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 15 percent or 5,000 square feet, whichever is less.

6. Parking facilities. Reconfiguration, resurfacing, or adding landscaping to parking facilities not required by the standards are exempt from the development district standards and site plan review, if the facility is nonconforming and nonconforming on the date of SMA approval and remain in conformance with all previous applicable regulations.

7. Nonconforming buildings, structures, and uses. Renovation or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the development district standards and site plan review if it meets the requirements of Section 27- 134 of the Zoning Ordinance. Exemptions of six feet in height or less within rear and side yards and four feet in height or less within front yards are exempt from the public improvement requirements of the Zoning Ordinance and applicable development district standards, to obtain preliminary evaluation of foreseeable conformance issues and to identify required documentation.

Applications are encouraged to meet with the Planning Department staff while developing the project concept (well in advance of final plans) to review submittal requirements for a detailed site plan to be reviewed in the permit review process for compliance with the development district standards.

Public Improvements

Within the Central Annapolis Road DDOZ, the developer (property owner) (including the developer and the applicant’s heirs, successors and assignees) is required to construct (or contribute funds toward) the following development-related street improvements outside of the public right-of-way: • Trees with a girth of six feet or less, and not more than 10 square feet or linear feet of street frontage shall be exempt from the public improvement requirements of the Central Annapolis Road DDOZ.

Site Plan Submittal Requirements

The detailed site plan submitted requirements for the Central Annapolis Road DDOZ shall be as described in Chapter 6, Division 7 of the Zoning Ordinance. The Planning Board shall find that the alternative Development District Standards most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plans. Two types of amendments are required to be heard by the Master Plan Council changes in the boundary of the DDOZ and changes in the underlying uses and to the list of permitted uses. Changes to any other specifically designated standards may be heard and approved by the Planning Board.

Modification of the Development District Standards

This is permissible through the process described in Section 27-148.2(c) of the Zoning Ordinance. “If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plans.” Two types of amendments are required to be heard by the Master Plan Council changes in the boundary of the DDOZ and changes in the underlying uses and to the list of permitted uses. Changes to any other specifically designated standards may be heard and approved by the Planning Board.
These amendments may accompany a detailed site plan. Equivalent or better practices and products than those specified are always encouraged and may be submitted for approval.

As set forth in Section 27-108.01(a)(15) of the Zoning Ordinance, “The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.” As set forth in Section 27-108.01(a)(19) of the Zoning Ordinance, “The words ‘shall,’ ‘must,’ ‘may only,’ or ‘may not’ are always mandatory and not discretionary. The word ‘may’ is permissive.”

Unless otherwise stated, these development district standards replace the standards and regulations required by the Zoning Ordinance of Prince George’s County. Except as modified by the building envelope standards, development is subject to the minimum lot area requirements of the Zoning Ordinance for the underlying zoning. Development proposals evaluated under these regulations should be measured against the general intent and desired character for the Central Annapolis Road Corridor Development District as established in the sector plan.

Understanding the Development District Overlay Zone (DDOZ)

The development district standards are specifically intended to address new development and redevelopment proposals in the development district. The standards establish a consistent design framework to ensure quality in future development.

The DDOZ provides standards for the development of each property and illustrates how each relates to the adjacent properties and streets. All public streets (i.e., streets and alleys in the public right-of-way) and private roadways (i.e., frontage access roads on private parcels, etc.) shall be designated as one of the frontage types established below.

Each property is identified by its development character and street frontage. Regulations are subsequently linked to character type or frontage type where applicable. More specific regulations may apply at focal intersections that serve as centers of activity or major neighborhood nodes. All properties shall lie within one of the character areas hereby established below, and front on a roadway with a designated frontage type as described within each character area.
Character Areas

Character areas provide the framework for regulations that foster development forms that reflect the goals for each area. Within each character area, a series of frontage types is identified to allow development to respond to surrounding neighborhoods differently than to the Annapolis Road corridor (see Figure 8.8).

Glenridge Transit Village

1. The purpose of the Glenridge Transit Village Area is to promote a compact, mixed-use, and pedestrian-friendly center at the intersection of Veterans Parkway and Annapolis Road. The Glenridge Transit Village Area will include medium-density mixed-use development resulting in active streets, unique public spaces, and high levels of pedestrian and transit access. Development controls for the area focus on the creation of a high-quality walkable and transit-accessible built environment.

2. Associated frontage types:
   a. TOD Arterial—Annapolis Road between Veterans Parkway and Gallatin Street
   b. Mixed-use Transit Arterial—Annapolis Road and potential future frontage access roads between Surrey Lane and Gallatin Street
   c. Village Mixed-use Street—Glenridge Drive between Surrey Lane and Gallatin Street, Surrey Lane between Glenridge Drive and Annapolis Road, Audubon-Armoire Road between Annapolis Road and Buchanan Street, Chesapeake Road between Annapolis Road and Buchanan Street, Gallatin Street between Annapolis Road and Marywood Street

Existing Residential Neighborhood

1. The purpose of the Existing Residential Neighborhood Area is to conserve the quality of life and existing pattern of development in the existing single-family residential neighborhoods. The Existing Residential Neighborhood Area will include primarily single-family or duplex housing. Development controls in this area aim to preserve the character of single-family blocks by incorporating building massing consistent with the existing structures and landscaping that creates an attractive link between adjacent mixed-use areas.

2. Associated frontage types:
   a. Residential Arterial—The north side of Annapolis Road between 65th Place and Surrey Lane, and the south side of Annapolis Road between 65th Place and Audubon-Armoire Road
   b. Local Residential Street—All side streets with the exception of Greenvale Parkway, Marywood Street, Allison Street, and Glynkoak Road

Mixed-use Transition

1. The purpose of the Mixed-use Transition Area is to promote medium-density mixed-use with a residential character along segments of Annapolis Road currently occupied by underutilized commercial development. The Mixed-use Transition Area will include a mix of commercial, mixed-use, and multifamily development. Development controls for this area aim to create viable residential blocks and active commercial uses that are responsive to local needs and access.

2. Associated frontage types:
   a. Mixed-use Arterial—Annapolis Road between Cooper Lane and 65th Place
   b. Local Mixed-use Street—All side streets, including 65th Avenue between Annapolis Road and Wellner Street and 65th Place between Annapolis Road and the southern edge of the M-U-I Zone and internal circulator roads within multi tenant shopping centers

Retail Town Center

1. The purpose of this area is to promote the redevelopment of a regional shopping destination in a town center environment. The Retail Town Center area will include regional or subregional concentrations of commercial retail uses and tenants, and may be composed of large parcels with multiple buildings and tenants, or standard parcels with individual structures. Development controls for this area address building design, parking location and access, and landscaping, and they include regulations related to the development of an internal street network and the design of public spaces.

2. Associated frontage types:
   a. Town Center Arterial—Annapolis Road between Cooper Lane and 65th Avenue
   b. Commercial Corridor Arterial—Annapolis Road between the Baltimore-Washington Parkway and 65th Avenue

Figure 8.9 Setback Reference Line

This diagram illustrates the recommended setback reference line. All recommended setbacks in the SMA development areas and in the UM-I development standards for Annapolis Road were herein calculated from the centerline of the road.
The traffic modeling and analysis performed as part of this plan’s preparation indicates that a four-lane road is sufficient for the volume of existing and future traffic along this segment of Annapolis Road based on the plan’s vision for future development.

The maximum setback required may not be sufficient to accommodate public utility easements. Where an alternative location or width cannot be negotiated, the maximum setback may be increased by the maximum width necessary to accommodate the public utility easement.

Table 8.6 Glenridge Transit Village Bulk Table

<table>
<thead>
<tr>
<th>Building Height</th>
<th>Rear Yard</th>
<th>Side Yard</th>
<th>Corner Side Yard</th>
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<tbody>
<tr>
<td>Minimum 2 stories</td>
<td>Minimum 0’</td>
<td>Minimum 0’</td>
<td>Maximum 75’</td>
</tr>
<tr>
<td>Maximum 6 stories</td>
<td>Maximum 5’</td>
<td>Maximum 5’</td>
<td>Maximum 20’</td>
</tr>
<tr>
<td>Minimum 0’</td>
<td>Maximum 5’</td>
<td>Maximum 5’</td>
<td></td>
</tr>
<tr>
<td>Maximum 0’, unless against a residential use-only area, then 20’</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 8.7 Glenridge Transit Village Area Ground-Floor Height

<table>
<thead>
<tr>
<th>Building Height</th>
<th>Ground-Floor Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum 2 stories</td>
<td>Minimum 0’</td>
</tr>
<tr>
<td>Maximum 6 stories</td>
<td>Maximum 5’</td>
</tr>
</tbody>
</table>

The fact that John Hanson Highway (US 50), which parallels Annapolis Road inside the Capital Beltway, is a limited-access freeway that was built to direct regional traffic from Annapolis Road.

A key mechanism for implementing the transformation of Annapolis Road according to the plan’s vision will be the establishment of a public use easement for stormwater improvements outside of the public right-of-way maintained by SHA. Unlike neighboring Montgomery County, Prince George’s County currently has no such mechanism in place. The plan recommends that enabling legislation be prepared and enacted to implement public use easements in selected Centers and Corridors where future development is slated to take place.

Annapolis Road inside the Capital Beltway, is a limited-access freeway that was built to direct regional traffic from Annapolis Road.

The Central Annapolis Road Sector Plan amends the 2009 Approved Countywide Master Plan of Transportation (MPOT) specifies an arterial right-of-way of 120 feet for Annapolis Road (see Figure 8.9).

Table 8.7 Glenridge Transit Village Area Ground-Floor Height

<table>
<thead>
<tr>
<th>Building Height</th>
<th>Ground-Floor Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum 2 stories</td>
<td>Minimum 0’</td>
</tr>
<tr>
<td>Maximum 6 stories</td>
<td>Maximum 5’</td>
</tr>
</tbody>
</table>

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<td>Minimum 0’</td>
</tr>
<tr>
<td>Maximum 6 stories</td>
<td>Maximum 5’</td>
</tr>
</tbody>
</table>
C. Parking and access management

Regulations in this area focus on creating and maintaining a strong pedestrian environment. Automotive access is accommodated, but it is anticipated that one vehicular trip may provide for several stops accessible by foot.

1. No parking shall be located in the front, corner side, or interior side yards.

2. Direct pedestrian access from the primary public sidewalk shall be provided to each tenant via sidewalks and a front façade entry, or a sidewalk to a shared lobby that provides direct internal access to ground-floor tenants.

3. Direct pedestrian access shall be provided from rear parking areas to tenant spaces or to a public lobby that provides access to tenant spaces.

4. No building or series of buildings shall be more than 250 feet in continuous frontage without providing public pedestrian passage between the rear parking area and the public sidewalk on the primary street. (The pass through may be an interior corridor provided it is generally accessible to the public.)

5. Curb cut access from the primary frontage street should be minimized wherever possible through shared curb cut access and cross-access between commercial properties. For all lots with access to a public alley or rear public street, access to parking should be provided first from the alley or rear public street, then from a side street, and finally from a primary street only if necessary.

a. For lots with less than 200 feet of frontage and no alley or rear public street, one curb cut is permitted from a public street. On interior lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street (see Figure 8.11a).
6. The following minimum and maximum parking capacity regulations apply to the Glenridge Transit Village Area: (a) For uses in the M-X-T Zone, the minimum required on-site parking capacity shall be 50 percent of the required minimum capacity as determined by Section 27-574(b). The permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity required by Section 27-574(b). (b) For commercial uses in all other zones, the permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity required by Section 27-568(a). (c) For residential uses in all other zones, the permitted minimum on-site capacity shall be equal to 100% of the minimum capacity required by Section 27-568(a) or as modified by Section 27-546.18(b).

7. To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead:

a. For any property under one ownership and used for two or more uses, the number of spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (6) above, by the appropriate percentage as shown in the shared parking requirements by time period (see Table 8.7a). The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.

b. For two or more uses under separate ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:

(1) The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served; and

(2) The applicant provides a recorded shared-use parking agreement signed by all owners involved that ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

For example, a proposed mixed-use development that would require 200 parking spaces for the office component, 100 parking spaces for the retail component, and 100 parking spaces for the residential component (per the requirements of the applicable development district standard for that character area) would utilize the Shared Parking Reduction Percentage Multiplier table as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Weekday Multiplier</th>
<th>Weekend Multiplier</th>
<th>Night Multiplier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>100</td>
<td>50</td>
<td>10</td>
</tr>
<tr>
<td>Commercial/Retail</td>
<td>60</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>Restaurant</td>
<td>50</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Lodging</td>
<td>70</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Recreational/Entertainment/ Social/Cultural</td>
<td>40</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Residential</td>
<td>60</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>Other</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Table based on “Shared Parking,” a publication from the Urban Land Institute, Washington, D.C., 1983
under this scenario, the minimum off-street parking requirement for the development would be reduced from 400 to 320.

8. Parking structures shall not front Annapolis Road. All parking structures shall be designed and streetscaped in accordance with Section 5—Public Realm Standards of this Sectional Map Amendment. Parking structures shall not have exposed blank walls and shall be designed consistent with CPTED principles. High-quality exterior finish materials shall be used on all exposed sides of the garage structure and shall complement the exterior materials displayed by the main building. Whenever possible, parking structures shall be screened from the street with ground-floor "liner" commercial retail/office uses.

D. Building design guidelines

Buildings should be designed to create an attractive and vibrant streets environment and maintain a safe and comfortable pedestrian sidewalk environment (see Figures 8.12 through 8.12d).

1. Building massing

(a) Building massing should be concentrated toward the prominent corner such as turrets, towers, or distinct forms that provide terminal vistas and high-visibility locations for building entry.

(b) Varied roof forms and elevations should be used to create interesting building silhouettes and avoid monotonous development forms.

(c) Façade elements, such as structural members, planar variations, and/or material changes, shall be used to avoid expansive blank surfaces and create an appropriate rhythm.

2. Sidewalk environment (see Figures 8.13a through 8.13c)

(a) Streets shall be designed and streetscaped in accordance with Section 5—Public Realm Standards of this Sectional Map Amendment.

(b) Plaza, open spaces, public art areas, and other public amenities should be thoughtfully integrated into the overall character of the area and its surrounding buildings in terms of form, access, materials, and program.

(c) Commercial storefronts shall maintain an area equal to 60 percent of the front façade (measured between the ground plane and the top of the commercial storefront, not including upper façade sign frames or extended parapets) for two-way transparency on the front façade.

(d) Ground-floor façades should use the following elements to create a comfortable and appropriately scaled pedestrian sidewalk environment:
   i. Ground-plane kneewall
   ii. Transparent commercial window area
   iii. Ground-floor tenant entrance
   iv. Upper-story tenant entrance
   v. Commercial awnings with a sidewalk clearance between 7.5 feet and 8.5 feet
A coordinated awning and signage plan should be used on multi-tenant or multi-building developments to allow an appropriate amount of variation within a consistent set of standards related to the placement, form, and size of awning and building signage (see Figure 8.14c).

Side and/or rear elevations of buildings that are visible from streets and/or internal drive aisles (excluding alleys and drive aisles used exclusively for loading or trash pickup) shall be designed so that they are equal to the front elevation in terms of quality of materials and detailing.

4. Focal intersections

The Glenridge Transit Village Area includes intersections identified as focal intersections (see Figure 8.8). These locations serve as important image-defining nodes and should reflect a high level of design and character (see Figures 8.15a to 8.15c).

- Buildings should incorporate articulated corners that create visual interest, provide entry plazas, and/or establish pocket open spaces adjacent to the public sidewalk.
- Articulated corners may extend up to 15 feet above the permitted building height.
- Corner elements and buildings on focal intersections should incorporate innovative design and building materials that create a vibrant sidewalk environment and a visual terminus from nearby blocks in the corridor.
- Buildings on focal intersections should maximize façade transparency in order to create a more vibrant relationship between the public sidewalk, corner plaza, and interior uses.

3. Style and detail

Commercial buildings should use façade details to create a specific design theme and aesthetic, especially in multiple-tenant or multiple-building shopping centers.

(a) Building designs shall use materials with high aesthetic character, such as brick, decorative masonry, decorative metals, and decorative wood, to be determined through the design review process.

(b) Low-quality materials, such as concrete masonry units, exterior insulating finishing system, or prefabricated panels, shall be minimized and masked wherever possible.

(c) Specific design elements, such as masonry details, architectural trim elements, column bases and capitals, roof brackets, lighting, and awning forms, etc., should be used on both ground-floor and upper-story façades to create a unified theme (see Figure 8.14a).

(d) For multi-story development with separate building entrances for ground floor and upper-story tenants, the upper-story building entrance should be articulated differently than the ground-floor building entrance and use materials and detail elements that relate to the upper-story façade (see Figure 8.14b).

vi. Commercial signage frieze

vii. Decorative commercial cornice

(a) Upper-story façades should use the following elements to create an appropriate scale and relationship to the ground floor:

(i) Upper-story massing with stepbacks, planar variations, or structural articulation

(ii) Consistent fenestration design in terms of clustering, spacing, and proportion

(iii) Decorative cornice line or upper-story parapet cornice

3. Style and detail

Commercial buildings should use façade details to create a specific design theme and aesthetic, especially in multiple-tenant or multiple-building shopping centers.

(a) Building designs shall use materials with high aesthetic character, such as brick, decorative masonry, decorative metals, and decorative wood, to be determined through the design review process.

(b) Low-quality materials, such as concrete masonry units, exterior insulating finishing system, or prefabricated panels, shall be minimized and masked wherever possible.

(c) Specific design elements, such as masonry details, architectural trim elements, column bases and capitals, roof brackets, lighting, and awning forms, etc., should be used on both ground-floor and upper-story façades to create a unified theme (see Figure 8.14a).

(d) For multi-story development with separate building entrances for ground floor and upper-story tenants, the upper-story building entrance should be articulated differently than the ground-floor building entrance and use materials and detail elements that relate to the upper-story façade (see Figure 8.14b).
II. Existing Residential Neighborhood

A. Table 8.8 summarizes bulk and yard requirements for the Existing Residential Neighborhood. Figure 8.16 illustrates the regulations as described in the table.

Table 8.8 Existing Residential Area Bulk Table

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Residential Frontage</th>
<th>Additional Residential Street</th>
<th>School Residential Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot frontage required</td>
<td>Minimum 70’ x 100’ x 20’</td>
<td>Maximum 80’ x 110’ x 30’</td>
<td>Maximum 3 Stories</td>
</tr>
<tr>
<td>Corner Side Yard</td>
<td>Minimum 10’</td>
<td>Minimum 10’</td>
<td>Minimum 10’</td>
</tr>
<tr>
<td>Interior Side Yard</td>
<td>Minimum 10’</td>
<td>Minimum 10’</td>
<td>Minimum 10’</td>
</tr>
<tr>
<td>Rear Yard</td>
<td>Minimum 10’</td>
<td>Minimum 10’</td>
<td>Minimum 10’</td>
</tr>
<tr>
<td>Building Height</td>
<td>Maximum 3 Stories</td>
<td>Maximum 3 Stories</td>
<td>Maximum 3 Stories</td>
</tr>
</tbody>
</table>

B. Maximum setback requirements and conflicts with public utility easements. The maximum setback required may not be sufficient to accommodate a 10-foot-wide public utility easement between the building and the right-of-way line in all instances. Where the maximum setback does not accommodate the 10-foot-wide public utility easement adjacent to the right-of-way, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the maximum setback may be increased by the minimum width necessary to accommodate the public utility easement.

1. For residential development (see Figure 8.17a):
   - (a) The front façade of any garage, attached to or detached from the primary structure, shall be set back from the primary building façade at least 20 feet.
   - (b) One curb cut is permitted for each detached single-family development. For corner lots, such curb cut access shall be provided from the primary street.
   - (c) For attached single-family development, curb cuts should be consolidated to the greatest extent possible by having attached units share access. For corner lots, such curb cut access shall be provided from the secondary street.

2. For commercial development (see Figure 8.17b):
   - a. No parking shall be located in between the primary building and the front or corner side yard lot lines.
   - b. To the extent possible, parking should be located to the rear of the primary building.
   - c. One double-loaded parking aisle may be located in one interior side yard, provided it is landscaped and screened in accordance with the Prince George’s County Landscape Manual.
   - d. For lots with less than 200 feet of frontage, one curb cut shall be permitted on the primary street.
   - e. For properties with frontage equal to or exceeding 200 feet, two curb cuts shall be permitted on the primary street.
3. The following minimum and maximum parking requirements apply to the Existing Residential Neighborhood Area:

a. For residential uses, the minimum required on-site parking capacity shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The maximum permitted capacity shall be 1.5 spaces per dwelling unit.

b. For commercial uses, the minimum required on-site parking capacity shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The permitted maximum on-site capacity shall be equal to 100% of the minimum capacity required by Section 27-568(a).

d. Building design guidelines

Development in this area should reflect the residential character of existing development in terms of bulk, scale, and general form (see Figures 8.18a and 8.18b).

1. Massing

a. For residential development, general massing elements, such as roof forms, dormers, window bays and porches, should reflect existing neighborhood developments.

b. For commercial development, general massing elements such as storefront columns, party walls, and window bays should reflect the scale and rhythm of the surrounding residential character.

c. The front façade of commercial developments should include the following elements:

i. Ground-level kneewall and/or landscaping

ii. Commercial window area

iii. Commercial entrance(s)

iv. Canopies mounted between 7.5 feet and 8.5 feet above grade

v. Signage frieze

vi. Decorative cornice or parapet

2. Style and detail

a. Residential developments should incorporate porches, dormers, and massing elements into the design of the primary or corner side yard façades, and these elements should correlate in terms of form, scale, and placement (see Figure 8.19a).

b. Ground-floor and upper-floor façades should correlate in terms of fenestration placement, proportion, and spacing.

c. A consistent design theme should be created through the appropriate use of design details, massing elements, and building materials.

d. Side and/or rear elevations of buildings that are visible from streets and/or internal drive aisles (excluding alleys and drive aisles used exclusively for loading or trash pickup) shall be designed so that they are equal to the front elevation in terms of quality of materials and detailing (see Figure 8.19b).

Figure 8.18 Building Design Principles

Figure 8.19 Desirable Residential Details

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Parking and access management regulations in this area strive to balance automotive access and a strong pedestrian environment by encouraging minimal intermodal conflicts and comprehensive parking management.

1. No parking shall be located in the front yard or corner side yard.
2. For parking in the interior side yard, one double-loaded parking aisle is permitted for lots with 150 feet or more of frontage, provided the parking is set back from the primary building façade a minimum of 10 feet and is screened in accordance with the Prince George’s County Landscape Manual (see Figure 8.21a).
3. Direct pedestrian access from the primary public sidewalk shall be provided to each tenant via sidewalks and a front façade entry, or a sidewalk to a shared lobby that provides direct internal access to ground-floor tenants.
4. Curb cut access from the primary frontage street should be minimized wherever possible through shared curb cut access and cross-access between commercial tenants.

   a. For lots with less than 150 feet of frontage and no alley, one curb cut is permitted from a public street. On interior lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street (see Figure 8.21a).
   b. For lots with 150 feet or more of frontage and no alley, one additional curb cut is permitted from the primary street above and beyond what is otherwise permitted.
   c. For lots with access to a public alley and less than 100 feet of lot frontage, no curb cut from the primary street is permitted (see Figure 8.21b).
   d. For lots with access to a public alley and 100 feet or more of lot frontage, one curb cut is permitted from the primary street (see Figure 8.21b).

<table>
<thead>
<tr>
<th>Table 8.9 Mixed-Use Transition Area Bulk Table</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

Table 8.9 Mixed-Use Transition Area Bulk Table

<table>
<thead>
<tr>
<th>Property Type</th>
<th>Frontage Type</th>
<th>Minimum setback (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential-only</td>
<td>Mixed-use Arterial</td>
<td>80’ for buildings, with non-residential uses OR buildings on corner lots, otherwise 90’</td>
</tr>
<tr>
<td>Residential-only</td>
<td>Local Mixed-use Street</td>
<td>12’ for buildings, with non-residential uses OR buildings on corner lots, otherwise 15’</td>
</tr>
<tr>
<td>Minimum</td>
<td>0’</td>
<td>0’</td>
</tr>
<tr>
<td>Maximum</td>
<td>10’</td>
<td>10’</td>
</tr>
<tr>
<td>Additional</td>
<td>0’, unless against a residential-use-only area, then 10’</td>
<td>0’, unless against a residential-use-only area, then 20’</td>
</tr>
<tr>
<td>Maximum</td>
<td>Aggregate of both interior side yard setbacks not to exceed 40% of lot width</td>
<td>4 stones</td>
</tr>
<tr>
<td>Maximum</td>
<td>12’ for building with non-residential uses or buildings on a corner lot</td>
<td>12’ for building with non-residential uses or buildings on a corner lot</td>
</tr>
</tbody>
</table>

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

III. Mixed-Use Transition

A. Table 8.9 summarizes bulk and yard requirements for the Mixed-Use Transition Area. Figures 8.20a and 8.20b illustrate the regulations as described in the table.
For all lots with access to a public alley, access to parking shall be provided first from the alley, then from a side street or primary street only if necessary.

These minimum and maximum parking capacity regulations apply in the Mixed-Use Transition Area:

a. For residential uses, the minimum required on-site parking capacity shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The permitted minimum on-site capacity shall be 1.5 spaces per dwelling unit.

b. For commercial uses, the minimum required on-site parking capacity shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The permitted minimum on-site capacity shall be equal to 100% of the minimum capacity required by Section 27-568(a).

To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead:

a. For any property under one ownership and used for two or more uses, the number of spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (5) above, by the appropriate percentage as shown in the shared parking requirements by time period (see Table 8.7a). The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.

b. For two or more uses under multiple ownership, the total off-street parking requirements may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location of

D. Building design guidelines

Buildings should be designed to create an interesting shopping and living environment and to maintain a safe and comfortable pedestrian sidewalk environment (see Figures 8.22a through 8.22d).

1. Building massing

a. Building massing should be concentrated toward the primary public street. On multi-story buildings, upper stories may be set back to reduce the "canyon" effect and preserve view corridors.

b. Upper-story massing should relate to overall and ground floor architectural elements in terms of spacing and rhythm.

c. Upper-story elements, such as balconies and window bays, should be used to create texture and avoid large blank surfaces when viewed from a distance.

d. Adjacent to property lines shared with single-family attached or detached residential lots, building scale should be reduced.

Figure 8.21a Parking Location/Access

Figure 8.21b Parking Location/Access

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment
2. Sidewalk environment
   a. Internal streets shall be designed and landscaped in accordance with Section 5—Public Realm Standards of this overlay ordinance.
   b. Ground-floor residential facades should use an appropriate amount of transparency, varied materials, and design details to create texture and interest on the public sidewalk (see Figure 8.23a).
   c. Commercial storefronts shall maintain an area equal to 50 percent of the front facade (measured between the ground plane and the top of the commercial storefront, not including upper-facade sign friezes or extended parapets) for two-way transparency on the front facade. Ground-floor facades should use the following elements to create a comfortable and appropriately scaled pedestrian sidewalk environment (see Figure 8.23b):
      i. Ground-plane kneewall
      ii. Transparent commercial window area
      iii. Ground-floor tenant entrance
      iv. Upper-story tenant entrance
      v. Commercial awnings with a sidewalk clearance between 7.5 feet and 8.5 feet
      vi. Commercial signage frieze
      vii. Decorative commercial cornice and/or parapet
   d. Upper-story facades should use the following elements to create an appropriate scale and relationship to the ground floor (see Figure 8.23c):
      i. Upper-story massing with setbacks, plane variations, or structural articulation
      ii. Consistent fenestration design in terms of clustering, spacing, and proportion
      iii. Decorative eave line or upper-story parapet cornice

3. Style and detail
   Commercial and residential buildings should use facade details to create a specific design theme and aesthetic, especially in multiple-tenant or multiple-building developments (see Figures 8.14a through 8.14c).
   a. Building designs shall use materials with high aesthetic character, such as brick, decorative masonry, decorative metals, and decorative wood, to be determined through the design review process.
   b. Low-quality materials, such as concrete masonry units, exterior insulating finishing system, or prefabricated panels, shall be minimized and masked wherever possible.
   c. Specific design elements, such as masonry details, architectural trim elements, columns bases and capitals, roof brackets, lighting and awning forms, etc., should be used on both ground-floor and upper-story facades to create a unified theme.
   d. For multi-story developments with separate building entrances for ground-floor and upper-story tenants, the upper-story entrance should be articulated differently than the ground-floor entrance, and it should use materials and detail elements that relate to the upper-story facade.
   e. Sidewalks and/or rear elevations of buildings that are visible from streets and/or internal drive aisles (excluding alleys and drive aisles used exclusively for loading or trash pickup) shall be designed so that they are equal to the front elevation in terms of quality of materials and detailing.
IV. Retail Town Center

A. Table 8.10 summarizes bulk and yard requirements for the Retail Town Center Area. Figures 8.24a and 8.24b illustrate the regulations as described in the table.

Table 8.10 Retail Town Center Bulk Table

<table>
<thead>
<tr>
<th>Component</th>
<th>Minimum Bulk Requirements</th>
<th>Maximum Bulk Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground-Building Coverage</td>
<td>0%</td>
<td>25%</td>
</tr>
<tr>
<td>Parking Location/Access</td>
<td>0'</td>
<td>30'</td>
</tr>
<tr>
<td>Building Height</td>
<td>3 stories</td>
<td>4 stories</td>
</tr>
<tr>
<td>Ground-Floor Height</td>
<td>12'</td>
<td>15'</td>
</tr>
</tbody>
</table>

Notes: *Front building placement lines for the town center arterial and the commercial corridor arterial frontage shall be measured from the Annapolis Road centerline which is to be filed with the Maryland State Highway Administration (M34A). The maximum setback required may not be sufficient to accommodate the 10-foot-wide public utility easement between the building and the right-of-way line in all instances. Where the maximum setback does not accommodate the 10-foot-wide public utility easement adjacent to the right-of-way, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the maximum setback may be increased by the minimum width necessary to accommodate the public utility easement.

B. Maximum setback requirements and conflicts with public utility easements: The maximum setback required may not be sufficient to accommodate a 10-foot-wide public utility easement between the building and the right-of-way line in all instances. Where the maximum setback does not accommodate the 10-foot-wide public utility easement adjacent to the right-of-way, the applicant should attempt to negotiate an alternative location or width of the public utility easement. Where an alternative location or width cannot be negotiated, the maximum setback may be increased by the minimum width necessary to accommodate the public utility easement.

C. Parking and access management

Regulations in this section balance necessary automotive site access to commercial uses with the need to provide safe and attractive pedestrian and bike access to the same uses. They are also designed to minimize potential auto-related safety hazards to pedestrians and bicyclists.

1. For development fronting on a Commercial Pedestrian Street (see Figure 8.25a):
   a. No parking shall be located in the front yard or corner side yard.
   b. For parking in the interior side yard, one double-loaded parking aisle is permitted for every 100 feet of

Figure 8.24a Retail Town Center Bulk Diagram

Figure 8.24b Retail Town Center Bulk Diagram

Figure 8.25a Parking Location/Access
building footprint. No more than one double-loaded parking aisle shall be located between two buildings, and it must be screened in accordance with the Prince George’s County Landscape Manual.

ii. Direct pedestrian access from the public sidewalk on the Commercial Pedestrian Street shall be provided to each tenant via sidewalk and a front facade entry, or a sidewalk to a shared lobby that provides direct internal access to ground-floor tenants.

b. Curb cut access from the Commercial Pedestrian and Commercial Arterial should be minimized whenever possible through shared curb cut access and cross-access between commercial tenants.

i. For lots with less than 200 feet of frontage, one curb cut is permitted from a public street. On narrow lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street.

ii. For lots with 200 feet or more of frontage, one additional curb cut above and beyond what is permissible otherwise is permitted from the primary street (see Figure 8.25b).

c. Drive-through facilities should be located so that they are logically arranged within the on-site and contextual circulation plan. They should also be designed to ensure safe pedestrian circulation and access.

2. The following minimum and maximum parking capacity regulations apply to uses in the Retail Town Center Area. The minimum required on-site parking capacity for all uses shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a) of the Zoning Ordinance. The maximum permitted on-site capacity shall be equal to 125% of the minimum required on-site parking capacity for all uses.

a. The follo wing minimum and maximum parking capacity required by the Zoning Ordinance for all uses. permitted on-site capacity shall be equal to 125% of the minimum Section 27-568(a) of the Zoning Ordinance. The maximum percent of the current required minimum capacity as determined in minimum required on-site parking capacity for all uses shall be 50 regulations apply to uses in the Retail Town Center Area: The

- For more uses under multiple ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location of

- The shared parking facility is within 500 linear feet, measured along the most appropriate walking route between the shared parking facility and the entrances to all establishments being served; and

- The applicant provides a recorded shared-use parking agreement signed by all owners involved which ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

3. To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead.

a. For any property under one ownership and with two or more uses, the minimum number of spaces required shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (2) above, by the appropriate shared-parking percentage by time period shown in Table 8.7a. The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.

b. For two or more uses under multiple ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location of

- The shared parking facility is within 500 linear feet, measured along the most appropriate walking route between the shared parking facility and the entrances to all establishments being served; and

- The applicant provides a recorded shared-use parking agreement signed by all owners involved which ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

D. Building design guidelines

Buildings should be designed to create an interesting shopping environment and maintain a safe and comfortable pedestrian sidewalk environment (see Figures 8.26a through 8.26d).

1. Building massing

a. Building massing should be concentrated toward the primary public street.

b. Adjacent to property lines shared with single-family residential lots, building scale should be reduced.

c. Prominent corners should incorporate architectural massing such as corners, turrets, or distinct forms that provide terminal vistas and high-visibility locations for building entry.

d. Varied roof forms and elevations should be used to create interesting building silhouettes and avoid monotonous building forms.

2. Building materials, massing, and structural elements can create a pedestrian-scaled environment.
façade elements, such as structural members, planar variations, and/or material changes, shall be used to avoid excessive blank surfaces and create an appropriate sidewalk rhythm.

2. Sidewalk environment
   a. Internal streets shall be designed and landscaped in accordance with Section 5—Public Realm Standards of this overlay ordinance.
   b. Commercial storefronts shall maintain an area equal to 60 percent of the front façade (measured between the ground plane and the top of the commercial storefront, not including upper façade sign frames or extended parapets) for two-way transparency on the front façade.
   c. Commercial storefronts should use the following façade elements to create a comfortable and appropriately scaled pedestrian environment:
      i. Ground-plane kneewall
      ii. Transparent commercial window area
      iii. Sidewalk entrance
      iv. Commercial awnings with a sidewalk clearance between 7.5 feet and 8.5 feet
      v. Commercial signage bays
   d. Decorative commercial cornice and parapet

3. Style and detail
   Commercial buildings should use façade details to create a specific design theme and aesthetic, especially in multiple-tenant or multiple-building shopping centers (see Figures 8.27a and Table 6.1).

   a. Building designs shall use materials with high aesthetic character, such as brick, decorative masonry, decorative metals, and decorative wood, to be determined through the design review process.
   b. Low-quality materials, such as concrete masonry units, exterior insulating finishing system, or prefabricated panels, shall be minimized and masked wherever possible.
   c. Specific design elements, such as masonry details, architectural trim elements, column bases and capitals, roof brackets, lighting and awning forms, etc., should be used to create a unified theme.
   d. Side and/or rear elevations of buildings that are visible from streets and/or internal drive aisles (excluding alleys and drive aisides used exclusively for loading or trash pickup) shall be designed so that they are equal to the front elevation in terms of quality of materials and detailing.

V. Public Realm Standards
   The public realm is the physical and social environment that streets, open spaces, civic buildings and other publicly accessible spaces create for residents, commuters, visitors, and workers. The public realm should enhance functionality, access, and image by incorporating state-of-the-art planning and design concepts.

   a. Street grid and blocks
      The following regulations pertain to the establishment and placement of publicly accessible streets:
      1. New streets should serve as extensions of existing rights-of-way and generally avoid awkward or unsafe intersection geometries (see Figure 8.28a).
      2. Streets should form a grid that is generally consistent and integrated into the existing roadway network (see Figure 8.28b).
      3. In areas intended for high levels of pedestrian activity, blocks should not be longer than 500 feet.
      4. New blocks should incorporate public alleys to serve parking and service access at the rear of development parcels (see Figure 8.28c).

   b. New streets should enhance the grid and multimodal accessibility.
   c. Parking and bicycle lanes should be integrated into the design of new streets.

5. Curb cuts should be minimized and provide access to interior parking areas that can be shared by several tenants or buildings.

6. Streets and blocks should accommodate multimodal amenities, such as dedicated walking and bicycle paths, and transit infrastructure and facilities (see Figure 8.28d).

   a. TOD Arterial (7 lanes): 6 through lanes (3 in each direction), left-turn lane (see Figure 8.29a and Table 6.1).
   b. Mixed-use Transit Arterial (9 lanes): 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes (see Figure 8.29b and Table 6.1).
   c. Residential Arterial (5 or 7 lanes, depending on existing service lanes): 4 through lanes, 1 left-turn lane, 0 or 1 service lane(s), 0 or 1 parking lane(s) (see Figure 8.29c and Table 6.1).

7. Streets should be integrated into the existing network nodes.

8.75 feet and 8.0 feet.

8. Building designs shall use materials with high aesthetic character, such as brick, decorative masonry, decorative metals, and decorative wood, to be determined through the design review process.
Figure 8.29 Central Annapolis Corridor

- 6-Lane
- 6 Lane
- 4 Lane + 2 Service
- 1 Parking
- 1 Parking
- 4 Lane w/o Additional Service Lane
- 5 Lane + 1 Service
- 2 Parking

* Note: The number of lanes is based on through lanes only.

Figure 8.29a TOD Arterial

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

Chapter 8: Sectional Map Amendment
Figure 8.29b: Mixed-use Transit Arterial

Figure 8.29c: Residential Arterial

Existing Street Section | Improved Portion | Residential Arterial
Figure 8.29d Mixed-use Arterial

At mixed-use transition between Place & Cooper Lane.

Figure 8.29e Town Center Arterial

At mixed-use transition between Cooper Lane and 65th Avenue.

Central Annapolis Road Approved Sector Plan and Sectional Map Amendment

Chapters 8: Sectional Map Amendment

Sectional Map Amendment: Chapter 8 | 175
Table 8.12 summarizes the required street elements and their widths for the roadway types defined on the previous page (see Figures 8.30a through 8.30c).

Table 8.13 and Figure 8.31 summarize optional street elements and their widths for the roadway types defined on the previous page.

Table 8.11 summarizes the required right-of-way widths for the roadway types defined above and identifies each type on a conceptual development plan (see Figures 8.30a through 8.30c).

Table 8.12 Required Street Elements and Dimensions

<table>
<thead>
<tr>
<th>Street Element</th>
<th>Commercial Corridor</th>
<th>Pedestrian Commercial</th>
<th>Residential Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public sidewalk zone</td>
<td>6’ min.</td>
<td>6’ min.</td>
<td>6’</td>
</tr>
<tr>
<td>Furniture/planting zone</td>
<td>6’-6”</td>
<td>6’-6”</td>
<td>6’</td>
</tr>
<tr>
<td>On-street parallel parking</td>
<td>8’</td>
<td>8’</td>
<td>8’</td>
</tr>
<tr>
<td>Vehicular travel lane</td>
<td>11’</td>
<td>10’</td>
<td>10’</td>
</tr>
</tbody>
</table>

Table 8.13 Optional Street Elements and Dimensions

<table>
<thead>
<tr>
<th>Street Element</th>
<th>Commercial Corridor</th>
<th>Pedestrian Commercial</th>
<th>Residential Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Café seating (in lieu of furniture zone)</td>
<td>8’ min.</td>
<td>8’ min.</td>
<td>N/A</td>
</tr>
<tr>
<td>On-street angled parking (in lieu of parallel parking)</td>
<td>18’</td>
<td>18’</td>
<td>N/A</td>
</tr>
<tr>
<td>Dedicated (on-street) bike lane</td>
<td>6’</td>
<td>6’</td>
<td>5’</td>
</tr>
<tr>
<td>Decorative median</td>
<td>6’</td>
<td>6’</td>
<td>6’</td>
</tr>
</tbody>
</table>

2. Pedestrian commercial street (Village Mixed-use Street, Commercial Pedestrian Street) – a two-way street, other than Annapolis Road, that provides local access to properties, typically on both sides of the street (see Figures 8.30a & b).

3. Residential street (Local Residential Street) – a street, typically two-way, that hosts single-family attached or detached residential uses (see Figure 8.30c).

4. Public alley – a two-way drive, typically located between rear lot lines or rear building facades, that provides rear access for parking and/or service.

Table 8.11 Required Right-of-Way Width

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Minimum Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian commercial street (minimum)</td>
<td>60’</td>
</tr>
<tr>
<td>Residential street (minimum)</td>
<td>60’</td>
</tr>
<tr>
<td>Public alley (minimum/maximum)</td>
<td>15’/20’</td>
</tr>
</tbody>
</table>

Figure 8.30 Required Right-of-way and Cross Section Elements

Figure 8.31 Optional Cross Section Elements
C. Public and private open spaces

Public and private open spaces are defined as land intended to remain undeveloped and designated for passive or active recreation and/or as gathering places. They should be safe, inviting, and accessible areas that enhance the value of surrounding development. Detailed site plans shall include the location and details for all open space amenities.

1. All new development is encouraged to incorporate open space where appropriate.
2. A variety of seating options should be included such as benches, seating steps, planters, seating walls, table seating, and picnic tables.
3. All landscaping should be designed in conformance with CPTED principles.
4. Pedestrian-scaled lighting should be provided to ensure a safe and aesthetically pleasing environment in conformance with CPTED principles.
5. The massing of surrounding buildings shall not prohibit natural light access within plazas.
6. Plazas should be designed so that they are consistent with and complementary to the architectural appearance of adjacent buildings. Compatible paving materials and landscaping should be incorporated into the plaza design. Where structural features are proposed as part of the plaza design, they should complement the design of nearby buildings.
7. All site furnishings should be coordinated and shall feature durable, low-maintenance materials. Site furnishings shall not be constructed of wood.
8. All furniture should be coordinated and shall feature durable, low-maintenance materials.
9. Fountains, community gardens, and public art should be used where public and private spaces abut residential areas so that they may function as outdoor "living rooms" for the tenants of and visitors to nearby buildings. They should be located near clustered destination uses, such as transit nodes, retail corridors, and mixed-use developments, that can generate foot traffic into and through the plazas. Detailed site plans shall include the location of and details for all plaza amenities. In addition to the public and private open space standards and guidelines above, plazas are subject to the following additional standards and guidelines:

a. Buildings should maintain a direct relationship with public plaza by providing direct points of entry, façade transparency, and shared functions (i.e., outdoor seating for restaurants or cafes).

b. The massing of surrounding buildings shall not prohibit natural light access within plazas.

c. Plazas should not abut parking structures unless the parking structure contains active uses on the ground floor adjacent to the plaza.

d. Plazas should be designed so that they are consistent with and complementary to the architectural appearance of adjacent buildings. Compatible paving materials and landscaping should be incorporated into the plaza design. Where structural features are proposed as part of the plaza design, they should complement the design of nearby buildings.

e. Unfinished concrete is discouraged as a paving material.

f. Loading and service areas abutting plazas are strongly discouraged. If compliance with this standard is not feasible, loading and service areas should be screened from public view with appropriate opaque walls constructed of materials compatible with surrounding buildings or with a combination of landscaping and opaque fencing.

D. Transit, bicycle, and pedestrian mobility

Private development and the creation of new streets should enhance accessibility for pedestrians, bicyclists, and users of public transit (see Figures 8.33a through 8.33c).

1. The following requirements relate to the accommodation of pedestrian and bicycle infrastructure and access:

a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.

b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.

c. Paths internal to a site shall be no less than four feet wide.
d. Paths that are not used to provide vehicular service or maintenance access are encouraged to use sustainable paving materials such as porous asphalt or permeable pavers.

c. Paths shall be adequately illuminated, attractively designed, and signed for safety and navigability, and shall be compatible with the overall design of the development site.

d. Commercial pad sites oriented towards Annapolis Road shall not be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.

e. Non-residential and multi-family developments in the Glenridge Transit Village and Retail Town Center Character Areas shall provide a minimum of two bicycle parking spaces per 10,000 square feet of GFA.

2. The following requirements relate to the accommodation of transit operations and users (see Figures 8.34a and 8.34b):

a. To the extent possible, transit facilities shall be integrated into the planning and design of private development lots.

b. Logical access and adequate pedestrian and vehicular circulation areas shall be provided around transit facilities.

c. Transit facilities should link directly to the local pedestrian network.

d. Transit facilities are encouraged to provide rider amenities such as bicycle racks and air-conditioned waiting areas.

3. Building and Canopy Signs

a. Signs shall be constructed of quality materials.

b. The placement, colors, type, size and style of signs shall be integrated into the overall architectural design of the building.

c. Signs for multi-tenant buildings shall be coordinated in terms of design, placement, size, materials, and color.

d. Flashing or blinking signs and billboards shall not be allowed.

e. Letters and logos painted on storefront windows and doors shall not exceed 25 percent of the window area.

4. Lighting

a. Commercial signs painted on side or rear façades shall not exceed 30 percent of the façade area.

b. Roof-mounted signs shall not extend beyond the roof line or parapet wall by more than three feet.

c. Banners temporarily suspended from the exterior without permanent braces to hold the banner perpendicular to the façade shall not be allowed.

d. Light spillover from one property to another is minimized.

E. Signage

Common sign plans should be provided for all institutional, office, and mixed-use and retail/commercial buildings developed on a single parcel or a combination of parcels under common ownership at the time of detailed site plan. The common sign plan should be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size (all dimensions including sign face area), construction materials, method of sign attachment, lighting, quantity and location on the site and/or buildings.

New pole mounted signs are discouraged; however, existing pole-mounted signage may be revised as a result of changes in land use, or otherwise subject a site to the development district standards as long as there is not net increase in sign area.

c. Signs should be compatible in design, scale, color, and materials with other urban design elements and adjacent buildings.

d. Signs should be externally lit, and light should be directed to illuminate the sign face only and to prevent any light spillover. Lighting sources should be concealed by landscaping.

e. Signs should not include flashing, blinking, or moving elements.

E. Lighting

Full cut-off optical fixtures should be used and should be located so that light spillover from one property to another is minimized.
6. Landscape Standards

The regulations and requirements of the Prince George’s County Landscape Manual shall apply to the DDOZ unless the Central Annapolis Road Approved Sector Plan and Sectional Map Amendment specifies otherwise.

A. Existing trees within the DDOZ should be preserved where feasible.

B. Residential uses with the DDOZ shall comply with the Residential planning requirements of the Landscape Manual.

C. Street trees

All public rights-of-way are governed by the Prince George’s County Department of Public Works and Transportation, State Highway Administration, or municipality. Section 23-141 of the County Code requires the planning of street trees during the development process when existing public roads have to be improved and new public roads are constructed. Design standards for street trees within the public rights-of-way should be obtained by the governing agency; however, all proposed public street trees should be shown on all landscape plans for informational purposes. Street trees and access easements less than 18 feet in width, private streets that provide access to eight residential lots or fewer, and alleys are exempt from the street tree standards.

1. Street trees should be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center.

2. Existing trees within the street tree alignment within the streetscape and spaced at 30 feet on center.

D. Parking lot requirements

1. Parking lots shall be screened from roads and public areas (such as sidewalks, plazas, and drainless open space) with appropriate landscaping, a continuous, low masonry wall of three feet or less, or other appropriate screening techniques.

2. Landscaping shall be provided in surfaced parking lots, as follows:
   a. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the street and the parking lot, with a brick, stone, or finished concrete walkway between three and four feet in height should be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a minimum of one tree per every 25 feet in height shall be planted alongside utility wires. If the utility wire is buried with the road construction, then larger tree species are recommended.
   b. Interior planting shall be required for any parking lot which is 0,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbside areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces on one side. All landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.
   c. In all parking lots, one shade tree per every ten spaces should be provided in corners, bump outs or islands.
   d. If a parking lot less than 6,000 square feet is built without interior landscaping and later, additional spaces are added so that the total size of the lot is greater than 6,000 square feet, then the interior landscaping shall be provided for the entire parking lot.
   e. Planting spaces must be large enough to allow for healthy tree growth and must be protected from parking or existing vehicles, vehicle overhangs, and operating vehicle doors.
   f. A minimum of 60 square feet of continuous pervious land area shall be provided for each tree. No tree planting area shall be less than five feet wide in any dimension.
   g. A curb or a landscaped strip shall be provided for all parking spaces adjacent to planting or pedestrian areas to protect those areas from overhanging by parked vehicles.
   h. Planting islands located parallel to parking spaces shall be a minimum of nine feet wide to allow for doors to swing open.
   i. In cases where a planting island is perpendicular to parking spaces and the spaces lead into the planting island on both sides, the island shall be a minimum of eight feet wide and allow for doors to swing open. If parking spaces are located on only one side of such a planting island, the island shall be a minimum of six feet wide.

E. Screening requirements

All developments are subject to section 4.4 screening requirements of the Landscape Manual unless otherwise specified below.

1. HVAC equipment, telecommunications buildings and equipment rooms related to monopolies and telecommunications towers, and satellite dish antennas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses, either by locating each equipment upon a roof behind a parapet wall or other device, or by utilizing landscaping, buffer walls, or other methods to screen the equipment.

2. Dumpster and storage, service, loading, and delivery areas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses, either by locating such equipment upon a roof behind a parapet wall or other device, or by utilizing landscaping, buffer walls, or other methods to screen the equipment.

F. Buffering residential development from streets

Residential uses within the DDOZ should not be required to be buffered from Annapolis Road (MD 450).

G. Incompatible uses

1. Buffer yards between any uses contained within a mixed-use development shall not be required.
2. Perimeter landscaping from incompatible uses as defined in Section 4.7 of the Landscape Manual shall consist of a landscaped strip to be a minimum of four feet wide, with a minimum three-foot-high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line. If walls are constructed, they shall be located adjacent to but entirely outside the four-foot-wide landscaped strip and shall provide at least one passage with a minimum width of three feet per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses.

3. The buffer yard requirements within the development district may be reduced to facilitate a compact form of development compatible with the recommendations of the Urban Design chapter. The minimum buffer yard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) may be reduced by 50 percent. The number of plant units required per 100 linear feet of property line or right-of-way may also be reduced by 50 percent. A four-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced widths of the buffer yard between office/retail/commercial uses and residential uses.

H. Specific requirements for the residential neighborhood character area

Development should utilize landscaping and screening to clearly delineate private property and the public realm in lieu of masonry setbacks.

1. Residential development should use three- to four-foot tall semi-opaque decorative fencing along the front and corner side property lines.

2. All development should use property edge landscaping to clearly delineate the public sidewalk.

3. Commercial development should use landscaping along on-site pedestrian paths in order to create attractive entrances for tenants and patrons.

I. Scenestage elements

Scenestage elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be shown on all Landscape and Lighting Plans. All scenestage elements shall be required for all streets and shall include information of location, spacing, quantity, construction details, and method of illumination in accordance with the plan’s recommended streetscape sections and public realm elements. Advertisements and other commercial signage shall be prohibited on all scenestage elements with the exceptions of bus shelter advertising approved by the appropriate transit authority (WMTA or The Bus) and appropriate transit-related notices at other locations within the Central Annapolis Road public realm subject to the approval of DFW&T and the appropriate municipality.

Scenestage elements shall include:

1. Street trees (located in tree pits or continuous planting strips along major streets and planting beds along residential streets). Street trees planted in pits or planting beds shall be interconnected under the paving to provide continuous soil area for tree roots. Pits or planting beds shall be no less than 5 feet in width/diameter in any dimension.

2. Street furniture (benches, trash receptacles, lighting, and bus shelters)

3. Landscaping and planters

4. Decorative paving

5. Sculpture/artwork

No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DFW&T and/or SHA expressed through an executed memorandum of understanding (MOU) with the developer/applicant. All street furniture on private rights-of-way within the DDOZ shall be maintained by the property owner/developer.

J. Streetscape paving

All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.

K. Permitted materials

Brick, pavers, pavers, Belgian block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.

L. Streetscape construction

All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.

M. Diversity of streetscape plantings

A limited tree palette consisting of shade trees should be selected for gateways and other roads. Plant selection for street trees shall consider shape of canopy, sun and shade tolerance, presence or absence of overhead utility lines, drought tolerance, maintenance requirements, and tolerance of adverse urban conditions, and shall be coordinated with the appropriate agencies. Native, noninvasive tree species are strongly recommended. Different selections from the palette should be made for each major street to avoid planting a monoculture consisting of a single species or type of tree and potentially losing all the trees within a development to disease.
Glossary

Character Area: Defined geographic area that specifies design standards and guidelines to foster development reflecting the vision and goals for that area.

Frontage Types: Public and private streets within each character area are assigned a frontage type. Each frontage type establishes standards that dictate building placement and height to shape the physical and functional character of the street space.

Front Building Placement Line: A line or plane, which extends vertically and generally parallel to the street, along which the building is required to be placed.

Furniture/Planting Zone: The portion of the street space that is required to be dedicated solely to street furnishings, such as street lights, benches, and street tree planting areas.

Plaza: An open space that is primarily paved and spatially defined by building frontages.

Public/Private Open Spaces: Land intended to remain undeveloped and designed for passive or active recreation and/or as gathering spaces.

Public Realm: The physical and social environment that streets, open spaces, civic buildings, and other publicly accessible spaces create for residents, commuters, visitors, and workers.

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Roadway Types: Roadway types establish required and optional street elements and dimensions for new and redesigned public and private streets depending on their primary function.

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