

Public Involvement

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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 councilmembers, 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 informed about upcoming

Prince George's County Planning Department
The Maryland-National Capital Park and Planning Commission

Central Annapolis Road Sector Plan

NEWS UPDATE SEPTEMBER 2009

PLANNING FOR CENTRAL ANNAPOLIS ROAD'S FUTURE:

Kick-Off Meeting and Listening Session attracts over 120 participants!



Following introductory remarks by William Washburn, the sector plan project manager for the Prince George's County Planning Department, and David Thorne of the consultant team, County Chancy Inc., the evening was devoted to small group conversations focused on identifying and discussing those aspects of the Central Annapolis Road corridor that should be preserved or strengthened and those that should be changed.

"What should be preserved?"
Participants shared the results of their conversations in a series of report cards. As each table's spokesperson summarized the results, the broad themes of community concerns and aspirations emerged—transportation, including the Purple Line and the impact of the proposed station at the intersection of Annapolis Road (MD 455) and Veterans Parkway (MD 443), public safety, parks and recreation, retail and entertainment options, and quality of community life. These themes provided valuable insights into the corridor's strengths, challenges, and opportunities and will help guide the planning process during the upcoming months.

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


The plan's website kept stakeholders informed about upcoming

and concept plans, and preliminary plan recommendations. Stakeholders were also invited to subscribe to the plan's email listserve and to submit photos describing the strengths and weakness of the corridor.

Community input gathered throughout the planning process from residents, businesses, institutional leaders, and elected officials has shaped the development and implementation recommendations of the sector plan. Participants provided important context by opening up the past and talking about the present. For example, they described the variety of stores that once filled the Capital Plaza site. They also expressed considerable pride in their residential neighborhoods while noting a series of public safety concerns that needed to be addressed during the planning process.

Supplementing these discussions, briefings and worksessions with county and state agencies—including the Prince George's County Department of Public Works and Transportation, the Economic Development Corporation, the Department of Environmental Resources, the State Highway Administration, and the Maryland Transit Administration—focused on creating

PLEASE JOIN US AND YOUR NEIGHBORS FOR THE FINAL COMMUNITY MEETING ON THE CENTRAL ANNAPOLIS ROAD SECTOR PLAN!




WHEN:
Thursday, January 28, 2010
7:00 p.m. – 9:00 p.m.

WHERE:
St. Mary's Church, Burgundy Room
7401 Buchanan Street
Landover Hills, MD, 20784
Metrobus: T18

WHY:
Share your thoughts on the proposed recommendations and implementation strategies to promote:
• traffic and pedestrian safety along Annapolis Road
• economic development and enhanced design at existing shopping centers
• public safety through improved community facilities and parks
• quality development at the Purple Line Station
• public/private partnerships

For more information contact William Washburn, M-NCPPC Project Manager, at 301-952-3166 or visit:
www.pgplanning.org/CentralAnnapolis-Road.htm

Prince George's County Planning Department
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Flyers advertising upcoming workshops were distributed at a range of venues, including civic association meetings, Bingo night at St. Mary's Church, and in front of Walmart and Giant.

early partnerships with those entities to help facilitate the implementation of the plan's recommendations. From the start, the planning team worked to generate a deeper mutual understanding—on the part of both the implementing agencies and the team itself—of the aspirations for the plan area and the constraints that the plan would have to respect.

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.



Strong attendance and active participation marked the first public meeting, shown in both photos on this page.



Kick-Off Meeting and Listening Session September 16, 2009

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.



Participants summarized the key opportunities and challenges facing the corridor that they identified as part of smaller breakout groups.

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.



The design workshop weekend featured hands-on collaboration between community stakeholders and consultants in mapping a future for Central Annapolis Road.

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 type 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?



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 outline, on a conceptual basis, recommendations and visions for what eventually emerged as four distinct, but interconnected, planning areas along Central Annapolis Road.

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.



Draft development concepts included before and after pictures, land use plans, and road cross-sections to help participants visualize proposed recommendations.

Participants also discussed the plan's potential impact on future traffic conditions, including the impact that new housing, the Purple Line, and a possible reconfiguration of the roadway near the Annapolis Road/Veterans Parkway intersection could have on congestion and speeding.

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 Preliminary Recommendations and Action Plan

January 28, 2010

The public participation process concluded with a presentation on the preliminary plan recommendations on January 28th. 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?

Glenridge Transit Village Vision: A Bird's Eye View



For illustrative purposes only