

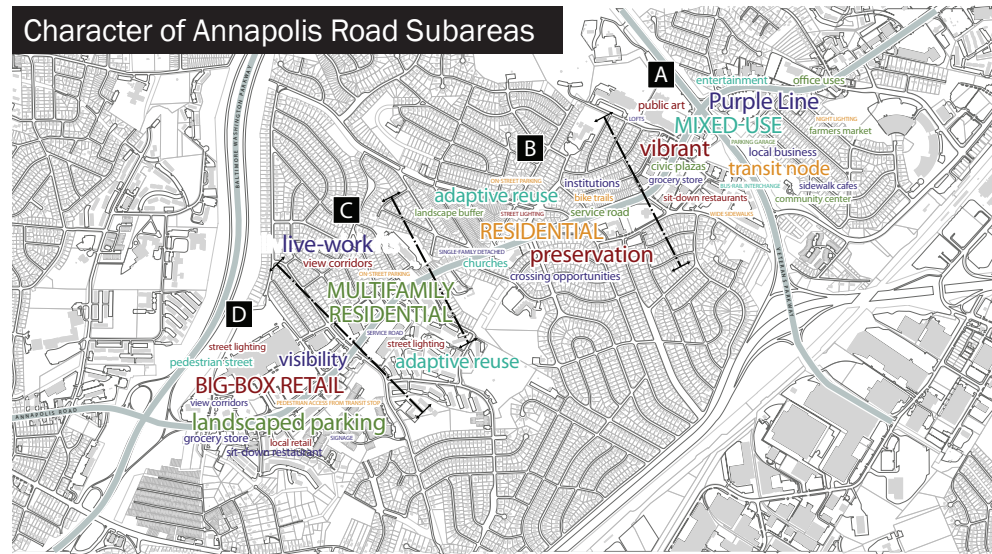
From Vision to Concept

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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.

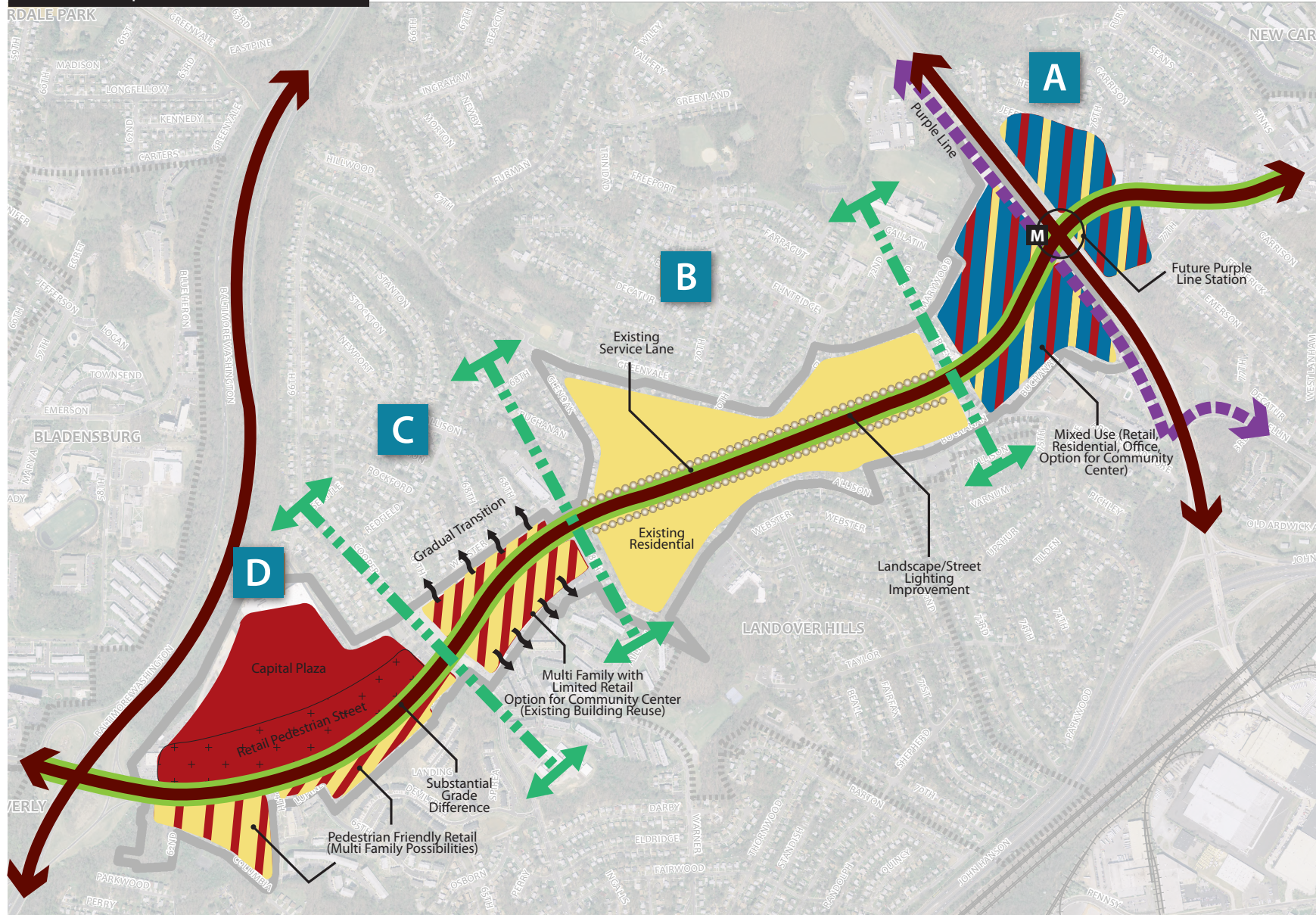
Central Annapolis Road's four subareas

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 6.5 Character Areas). 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.



Central Annapolis Road's four major subareas comprise: Area A—Transit-Oriented-Development; Area B—Residential Neighborhood; Area C—Mixed-Use Transition Area; and Area D—Retail Center. They help define the future character, design and land uses along the corridor. The size of each word indicates how frequently it was mentioned during the public workshops.

Plan Concept



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 (MD 295). It creates a pedestrian-friendly retail center, oriented toward a new interior street. The new street 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.

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