The Purpose of the Sector Plan

This sector plan is proposed to guide future redevelopment and revitalization along the Annapolis Road corridor between Veterans Parkway (MD 410) and the Baltimore-Washington Parkway (MD 295).

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 (MD 295) 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/reinvestment strategy for the corridor to stimulate development/redevelopment 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.
• Develops design guidelines to implement the plan vision.
• Through its accompanying Sectional Map Amendment (SMA), it amends the zoning map in order to implement proposed land use recommendations.

Plan Area and Regional Setting
The 1.8-mile long sector plan area consists of approximately 252 acres in northwestern Prince George’s County between the New Carrollton Metro Station on the east and the Port Towns municipalities of Bladensburg, Colmar Manor, Cottage City, and Edmonston on the west. The plan area is along the Annapolis Road corridor between Veterans Parkway (MD 410) and the Baltimore-Washington Parkway (MD 295) and generally comprises the properties that have frontage on Annapolis Road and are clustered around the corridor’s two gateways at the parkways. The plan considers the relationships between these properties and adjoining residential neighborhoods.

The area is bounded by the Glenridge Shopping Center and proposed Purple Line light rail station at Veterans Parkway (MD 410) and the former Capital Plaza mall—the current Walmart—at the Baltimore-Washington Parkway (MD 295).

The sector plan area is part of planning area 69 (Bladensburg-New Carrollton and Vicinity) and lies within Councilmanic Districts 3 and 5.

Planning 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 Map Amendment.
1997 Maryland Smart Growth and Neighborhood Conservation Act

The 1997 act built upon 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 evaluating and implementing statewide programs to guide growth and development, had three goals: to save valuable remaining natural resources; to target state resources to support development in areas where infrastructure is already in place or planned; and to save taxpayers millions of dollars by discouraging the construction 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 Area 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 a 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 law, which 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 percentages of growth outside the PFA. The Planning Visions law, which took effect October 1, 2009, replaced Maryland’s 8 planning visions with 12 that now address:

• Quality of Life and Sustainability: a high quality of life is achieved through universal stewardship of the land, water, and air 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 selected new center.
• 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.
• Infrastructure: 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 densities, types, and sizes provides residential options for citizens of all ages and incomes.
• Economic Development: economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity 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 restore and maintain healthy air and water, natural systems, and living resources.

• Resource Conservation: waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.

• Stewardship: government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.

• Implementation: strategies, policies, programs, 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’s County Approved General Plan

The 2002 Prince George’s County Approved General Plan sets forth goals, objectives, policies, and strategies that guide future growth and development throughout Prince George’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 infrastructure and transportation facilities. Of particular importance to Central Annapolis Road is the plan’s location in 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 moderate to high densities, with a strong emphasis on transit-oriented development. Higher density development 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 communities.

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

1994 Bladensburg-New Carrollton and Vicinity Master Plan and Sectional Map Amendment

The sector plan will update 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 orderly 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, Metrorail stations, and other commercial growth areas, and utilizing urban design recommendations to enhance the appearance of new development/redevelopment.
Other Planning Initiatives

Three recent planning efforts have examined segments of the Annapolis Road corridor. 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 untapped 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 serves 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 Class-A office space, 100,000 square feet of retail space, and 3,000 new housing units anticipated over the course of the next two decades. Immediately to the south, the second neighborhood, Garden City, is envisioned as a medium-density, mixed-use community clustered around a central greenway and within close walking distance to the Metrorail station.

The third neighborhood extends along Annapolis Road between Veterans Parkway (MD 410) and the Capital Beltway (I-495). This segment of the Annapolis Road corridor is envisioned as a pedestrian-friendly, landscaped urban boulevard with mid-rise residential development with ground floor retail and commercial uses concentrated at key intersections. At final 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 vision 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 Central Annapolis Road Corridor will provide a transition from the higher densities and intense uses planned for the area around New Carrollton Metrorail Station to the neighborhood oriented character of the Port Towns. It will also complete the general planning along Annapolis Road and help ensure the corridor can function effectively as envisioned in the General Plan.
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 to make additional land available for the development of a larger mixed-use cultural and entertainment district.

The Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment covers approximately 10.9 square miles in central Prince George’s County. It is bordered by the Capital Beltway (I-495) to the west and John Hanson Highway (US 50) to the south. It envisions the Glenn Dale-Seabrook-Lanham area to be a lower-density suburban community comprised of stable single-family neighborhoods, successful commercial and employment centers, and open space amenities, including the former Glenn Dale Hospital property as a new park facility.

The Central Annapolis Road Corridor will provide a transition from the higher densities and intense uses planned for the area around New Carrollton Metrorail Station to the neighborhood-oriented character of the Port Towns. It will also complete the general planning along Annapolis Road and help ensure the corridor can function effectively as envisioned in the General Plan.

The Purple Line

The State of Maryland selected its Locally Preferred Alternative (LPA) in August 2009 for the planned 16-mile Purple Line transit service between Bethesda and New Carrollton, Maryland (see Figure 1.3). The LPA will consist of light rail/streetcar service with a planned station within the Central Annapolis Road planning area, located at the intersection of Veterans Parkway (MD 410) and Annapolis Road (see Figure 1.4). As the state’s first east-west connector inside the Capital Beltway, 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 Montgomery County, the Purple Line will enhance access to employment opportunities and provide for economic development around its station sites.

With preliminary engineering studies currently underway, the proposed Purple Line and its station at the Annapolis Road intersection with Veterans Parkway (MD 410) will create significant opportunities for Central Annapolis Road 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 goal “is 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 and 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; and
- 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. It recommends 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.