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Central Annapolis Road

Approved Sector Plan and Sectional Map Amendment

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.pgplanning.org

October 2010

Abstract

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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.

Central Annapolis Road

Approved Sector Plan and Sectional Map Amendment

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
www.mncppc.org/pgco

October 2010

The Maryland-National Capital Park and Planning Commission

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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, and (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 Vicinity Approved Master Plan and Sectional Map Amendment*, and the 2009 *Countywide Master Plan of Transportation*. The goals, concepts, guidelines, and public participation program, 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 completes 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

1

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.

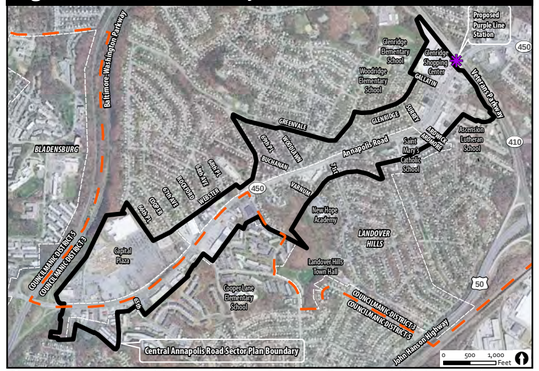
The Prince George's County Council directed the Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission (M-NCPPC) to prepare the sector plan and concurrent sectional map amendment (SMA) in Council Resolution 50-2009. The sector plan updates the 1994 *Approved 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).

Figure 1.1 The Sector Plan Project Area



Central Annapolis Road is located between Veterans Parkway (MD 410) on the east and the Baltimore-Washington Parkway on the west.

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 Transit District Overlay Zone 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 and generally comprises the properties that have frontage on Annapolis Road and are clustered around the corridor's two gateways at the parkways (see Figure 1.1). 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.

The sector plan area is part of planning area 69 (Bladensburg-New Carrollton and Vicinity) and lies within Council 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 eight 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 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.
- 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 refines the boundaries of the Annapolis Road corridor and establishes 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 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 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 (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 untapped opportunity to create a vibrant mixed-use, pedestrian-friendly community.

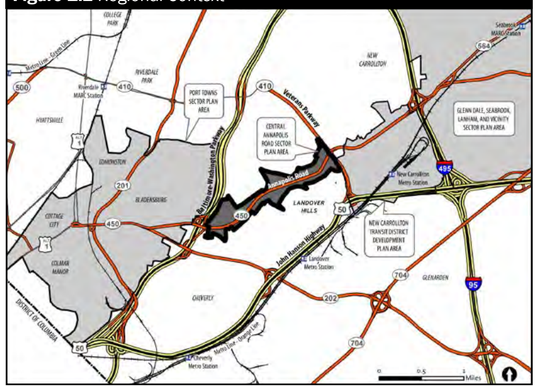
The TDDP envisions development concentrated in three distinct, but interconnected neighborhoods—the Metro Core, Garden City, and a segment of the Annapolis Road corridor. The Metro Core neighborhood serves as the area's core and as a regional downtown for much of northern Prince George's County with 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 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.

Figure 1.2 Regional Context



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 also completes the general planning along Annapolis Road and helps ensure the corridor can function effectively as envisioned in the General Plan.

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 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

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.

Figure 1.3 Proposed Purple Line Route

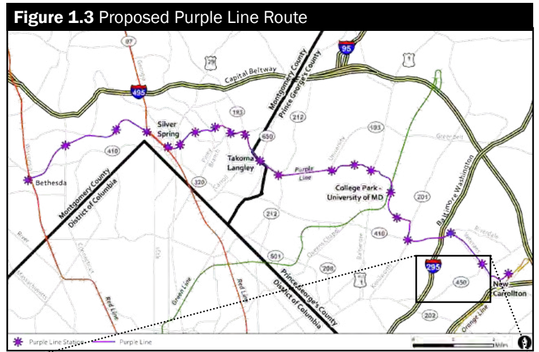
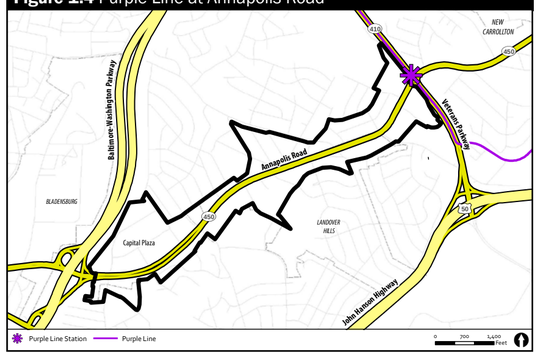


Figure 1.4 Purple Line at Annapolis Road



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.

Existing Conditions

2

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.

Table 2.1 Population and Households

	1-MILE RADIUS	3-MILE RADIUS	5-MILE RADIUS
2013 Population Projection	20,172	135,035	373,883
2008 Population Estimate	20,135	133,598	368,152
2000 US Census Population	19,969	130,763	357,942
2008-2013 Growth (%)	0.04	0.22	0.26
2000-2008 Growth (%)	0.10	0.27	0.36
2013 Household Projection	7,327	46,904	134,352
2008 Household Estimate	7,296	56,291	132,267
2000 US Census Households	7,209	45,082	128,285
2008-2013 Growth (%)	0.08	0.26	0.32
2000-2008 Growth (%)	0.15	0.33	0.39

Source: 2000 US Census, CoStar

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 2.2 2008 Population by Race or Origin

	1-MILE RADIUS	3-MILE RADIUS	5-MILE RADIUS
White	3,010	24,404	69,333
Black or African-American	14,307	88,838	245,051
Hispanic origin	3,654	25,090	54,643
American Indian and Alaska Native	49	439	1,178
Asian	247	3,241	12,290
Native Hawaiian and Pacific Islanders	23	148	299
Other race	1,900	12,050	28,261
Two or more races	598	4,478	11,740

Source: 2000 US Census, 2006-2008 American Community Survey 3-Year Estimates

Table 2.3 Household and Per Capita Income

	1-MILE RADIUS	3-MILE RADIUS	5-MILE RADIUS	PRINCE GEORGE'S COUNTY
2008 Average Household Income	$61,349	$67,075	$67,205	–
2000 Average Household Income	*$51,284*	*$54,642*	*$53,833*	*$64,431*
2008 Median Household Income	$53,539	$57,151	$55,776	$71,242
2000 Median Household Income	*$45,432*	*$47,371*	*$45,039*	*$55,256*
2008 Per Capita Income	$22,277	$23,372	$24,466	$31,352
2000 Per Capita Income	*$18,826*	*$19,176*	*$19,686*	*$23,360*

Source: 2000 US Census, CoStar

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 family households in 2008—45 percent as compared to 36 percent (Source: Claritas). (The US Census defines a "family household" as a household maintained by a householder who is in a family—a group of two or more people 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: Claritas).

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 Towns 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 clustered around its two gateways formed by Annapolis Road's intersection 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 major interchanges inwards with residential neighborhoods comprising the center of the plan area (see Figure 2.1).

Central Annapolis Road divides a series of stable, largely one-family residential neighborhoods—Glenridge, Woodlawn, Radiant Valley, Bellemeade, and Landover Hills—mainly within the unincorporated portions of Prince

Figure 2.1 Existing Land Use

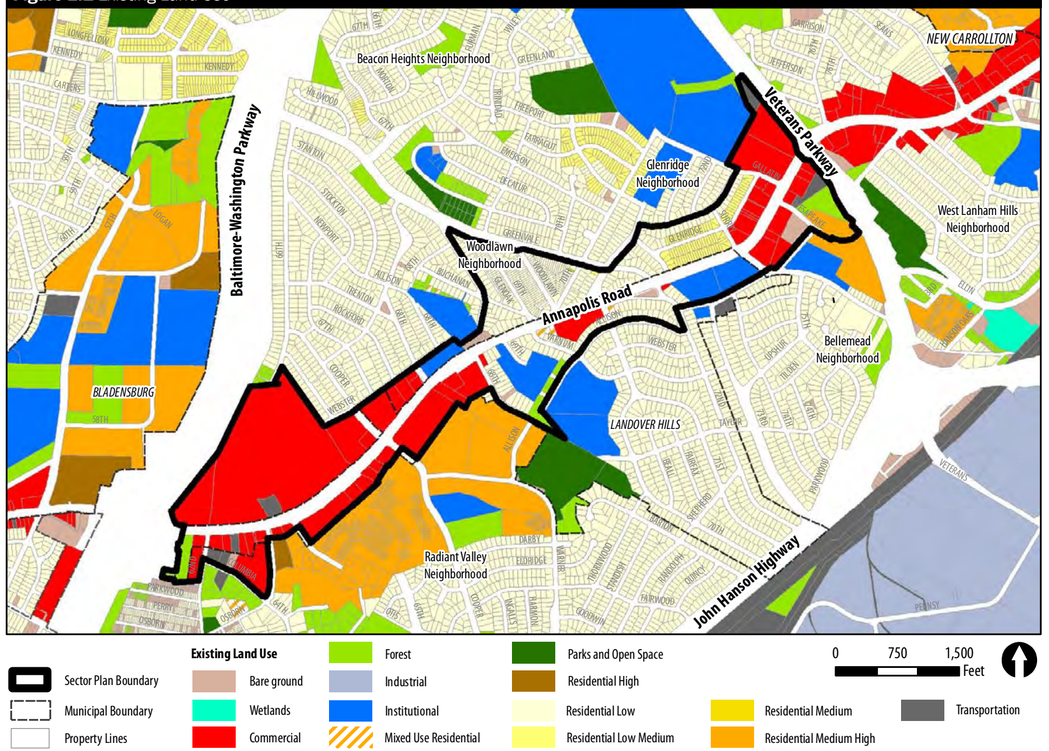
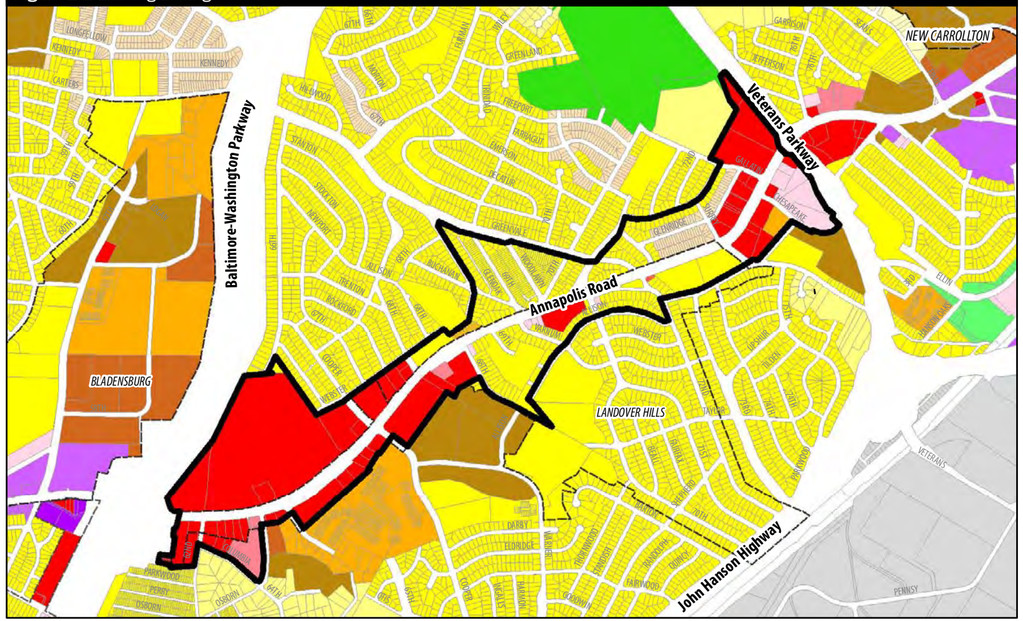


Figure 2.2 Existing Zoning



Existing Zoning

- Sector Plan Boundary
- Municipal Boundary
- Property Lines
- C-A (Ancillary Commercial)
- C-2 (General Commercial, Existing)
- C-M (Commercial Miscellaneous)
- C-O (Commercial Office)
- C-S-C (Commercial Shopping Center)
- I-1 (Light Industrial)
- M-U-I (Mixed Use Infill)
- M-X-T (Mixed Use Transportation Oriented)
- O-S (Open Space)
- R-O-S (Reserved Open Space)
- R-10 (Multifamily High Density Residential)
- R-18 (Multifamily Medium Density Residential)
- R-20 (One-Family Triple-Attached Residential)
- R-35 (One-Family Semidetached, and Two-Family Detached, Residential)
- R-55 (One-Family Detached Residential)
- R-80 (One-Family Detached Residential)
- R-T (Townhouse)

0 750 1,500 Feet

George's County. 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 currently occupy the site which remains partially vacant. The Glenridge shopping center, anchored by a Giant grocery store and home to a mix of small-scale retail and professional offices, is located at the opposite end of the corridor. Three additional strip commercial centers complete the corridor—Crestview Square, Capitol Corner, and the Landover Hills Shopping Center.

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.

Table 2.4 Zoning Districts in Sector Plan

ZONING DISTRICT	ACREAGE	% OF LAND AREA
C-A Ancillary Commercial	0.13	0.06
C-M Commercial Miscellaneous	5.56	2.70
C-O Commercial Office	9.94	4.83
C-S-C Commercial Shopping Center	114.42	55.61
R-20 One-Family Triple Attached Residential	0.89	0.44
R-35 One-Family Semidetached, Two-Family Detached, Residential	7.35	3.57
R-55 One-Family Detached Residential	65.68	31.92
R-T Townhouse	1.78	0.87
Total	**205.75**	**100.00**

Source: Camiros, Ltd.

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-55) Zone to 11 units per acre in the One-Family Triple Attached (R-20) Zone. Additional information on the county's zoning categories is available in Technical Appendices in the 2002 *Guide to Zoning Categories*.

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.

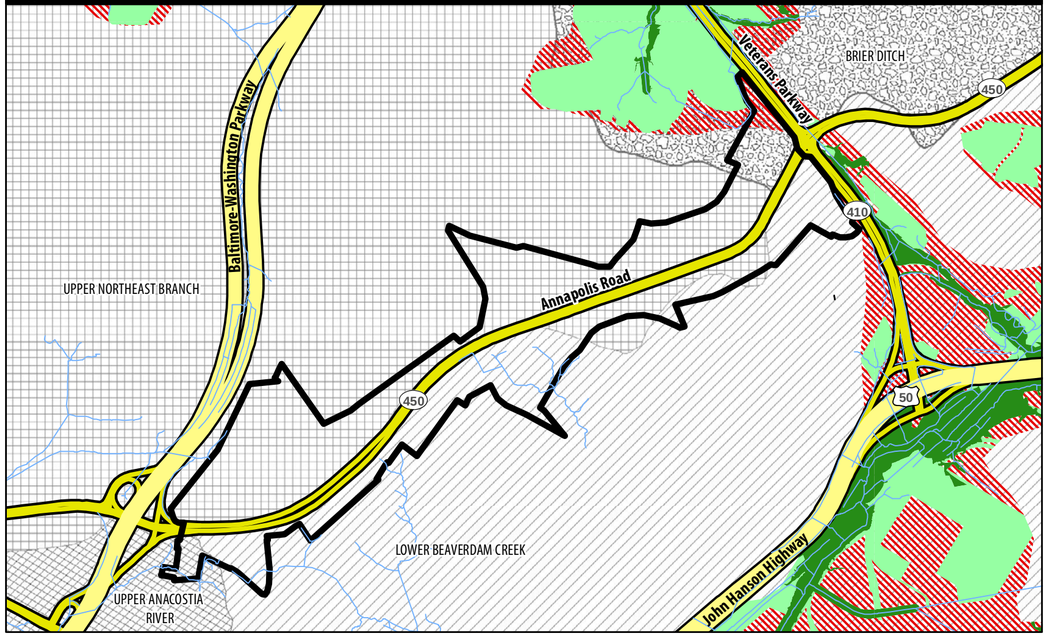
Topography

Annapolis Road is situated along a ridge with its highest elevations concentrated between Cooper Lane and 68th Avenue and at Veterans 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

Figure 2.3 Green Infrastructure



"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.

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

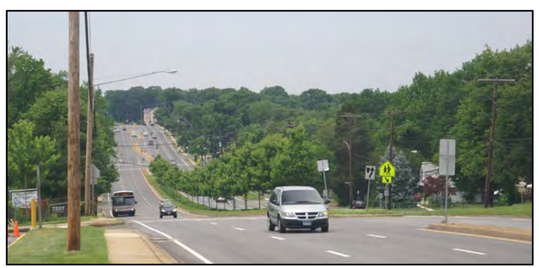
Table 2.5 Subwatershed Water Quality

(SUB) WATERSHED	BENTHIC IBI – BIOLOGICAL ASSESSMENTS	HABITAT – BIOLOGICAL ASSESSMENTS	MAIN WATERSHED	BASIN
Upper Northeast Branch	Poor	Very Poor	Anacostia	Potomac
Brier Ditch	Poor	Very Poor	Anacostia	Potomac
Lower Beaverdam Creek	Very Poor	Very Poor	Anacostia	Potomac
Upper Anacostia River	Very Poor	Very Poor	Anacostia	Potomac

Source: 1999 through 2003 Biological Assessments, 2005 Countywide Green Infrastructure Plan

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



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 scenic Baltimore-Washington Parkway and there is great potential to increase this valuable environmental and economic resource through strategic expansion efforts.

Noise

As expected, the major source of transportation-generated noise in the plan area is Annapolis Road. The amount of noise transmitted throughout the plan area varies considerably due to elevations and existing barriers such as development. Notably, the noise environment of the Central Annapolis Road 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 activity areas. The level is 45 dBA Ldn (level-day/night) for indoor living areas in residential uses.

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 light levels have been found to negatively affect both humans and wildlife populations. The main sources of light pollution in the Central Annapolis Road Corridor are existing 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, principally due to the area's high levels of ozone. In the State of Maryland, Prince George's County is ranked the highest in its residents' exposure to air pollutants. 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—increasing tree canopy, and sustainable building techniques can help enhance localized air quality.

Transportation Systems

Central Annapolis Road plays many roles within the region's transportation system, serving as a regional arterial and providing access to local destinations for multiple modes of travel. The nearly two miles of Annapolis Road that fall within the plan area experience approximately 35,000 daily vehicle trips, carry several bus routes—including Metrobus T18, one of the most heavily used in the county—and serve as the primary route for pedestrian travel to neighborhood destinations. According to W-ZHA, LLC and the 2008 *Prince George's County Shopping Center Directory*, Central Annapolis Road also provides ingress and egress for approximately 7,000 households and 900,000 square feet of retail, service, medical, and general office space. It is the sole urban arterial in the area that provides access to the Capital Beltway (I-495), the Baltimore-Washington Parkway, and John Hanson Highway (US 50) via Veterans Parkway (MD 410).

According to the 2000 US Census, auto ownership in the study area is low compared to other areas of the county: 14 percent of households own no automobile and 60 percent own only one, compared to countywide figures of 9 percent and 45 percent, respectively. This finding underscores the importance of providing safe, convenient, and reliable alternative modes of transportation to area residents.

Annapolis Road

The 2009 *Approved Countywide Master Plan of Transportation* designates Annapolis Road (MD 450) as an existing arterial (A-23) of four to six lanes within a 120-foot public right-of-way. The actual width of the roadway—which includes six lanes and reaches up to 190 feet—is mitigated, to a degree, by the presence of intermittent medians ranging from 3 to 60 feet in width. It is flanked by sidewalks, varying in width from four to seven feet, which extend along the majority of the corridor.

The following analysis considers how the roadway meets the competing demands placed on it and provides the framework for the plan's transportation recommendations.

Automobile

Despite serving 35,000 daily automobile trips, the capacity of the roadway exceeds demand even during peak commuting times (see Table 2.6). However, the existing conditions analysis (see Technical Appendix—Existing Conditions Report), supported by comments shared at community meetings, reveals one critical exception—the signalized intersection of Annapolis Road and Veterans Parkway (see Figure 2.4). This intersection currently creates a bottleneck in the plan area and creates particular challenges for the corridor's improvements (see Chapter 6). Community comments also focused on the resulting safety hazards on local streets posed by cut-through commuter traffic seeking to avoid the congestion at this intersection.

Volume Capacity Analysis

A 1.0 volume to capacity ratio (V/C) indicates that an intersection is operating at maximum capacity. Because Annapolis Road will serve as an important corridor for automobile travel into the foreseeable future, maintaining capacity where the need exists (in particular, the intersection with Veterans Parkway) must remain a priority. However, since much of 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 appropriate, particularly given the area's current and potential attractiveness to transit-oriented households (see Chapter 6).

Table 2.6 Volume Capacity (V/C)

INTERSECTION	AM PEAK (V/C)	PM PEAK (V/C)	SATURDAY PEAK (V/C)
MD 450 @ 62nd St.			
North bound	2.8		
South bound			
East bound	0.38	0.25	0.24
West bound	0.03	0.26	0.17
MD 450 @ 65th Ave	0.57	0.69	0.53
MD 450 @ Cooper Ln.	0.54	0.64	0.71
MD 450 @ 68th Ave.	0.54	0.4	0.38
MD 450 @ 71st Ave.	0.51	0.38	0.32
MD 450 @ 72nd Ave./Greenvale Pkwy.			
North bound	0.12	0.05	
South bound	0.01	0.01	
East bound	0.19	0.35	0.28
West bound	0.45	0.24	0.27
MD 450 @ Ardwick - Ardmore Rd.	0.52	0.7	0.62
MD 450 @ Gallatin St.	0.73	0.53	0.57
MD 450 @ MD 410	0.95	0.86	1
MD 410 @ Ellin Rd.	0.56	0.56	0.36

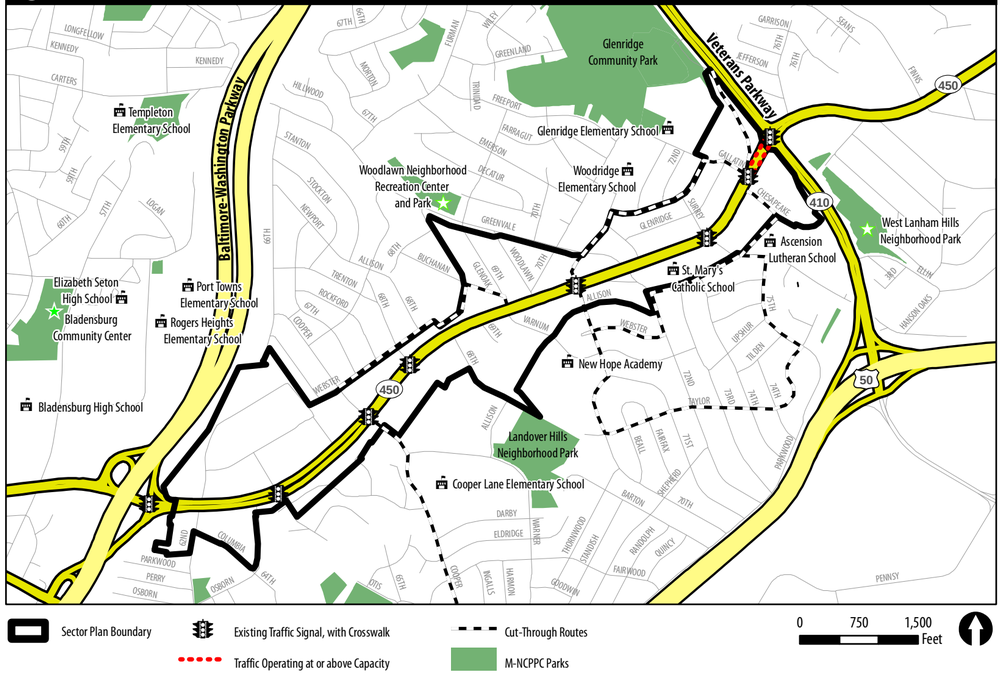
Source: Daniel Consultants, Inc.

The V/C ratio at Annapolis Road and Veterans Parkway ranges between 0.86 and 1.0 indicating that the intersection is operating at or close to capacity during peak periods.

Transit

Central Annapolis Road is served by five Washington Metropolitan Area Transit Authority (WMATA) Metrobus routes (see Table 2.7). The F13 and T18 traverse the full plan area while the A11, A12, and W4 travel no further east than Capital Plaza. However, all five routes connect corridor residents to stations on two separate Metrorail lines (Orange and Green). The T18 ranks among the most heavily used bus routes in Prince George's County.

Figure 2.4 Traffic Conditions



Demand at the Annapolis Road and Veterans Parkway intersection outstrips capacity during peak periods, creating a bottleneck for the entire corridor. Drivers experience the excess demand in the form of queues that often spill back into nearby intersections, spreading congestion through much of the corridor. This congestion entices drivers to seek cut-through routes on local streets to save time or jump ahead in the queue. During public meetings neighborhood residents cited these cut-through trips as a concern, specifically in school zones where children are present.

Table 2.7 Summary of Existing Bus Service

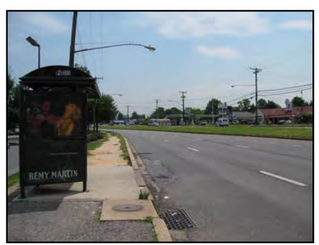
ROUTE	DESCRIPTION	HOURS OF SERVICE	PEAK FREQUENCY	MID-DAY FREQUENCY	EVENING FREQUENCY	WEEKDAY RIDERSHIP
A11/A12	Capital Plaza to Addison Road Metro	19	20 min.	20–30 min.	25–30 min.	3,100
W4	Capital Plaza to Anacostia Metro	8 (weekdays only)	25–30 min.	No service	No service	5,000
F13	Cheverly to Washington Business Park	12	30 min.	60 min.	No service	750
T18	Rhode Island to New Carrollton Metro	17	20 min.	30–35 min.	45 min.	3,800

Source: Kittelson & Associates, Inc.

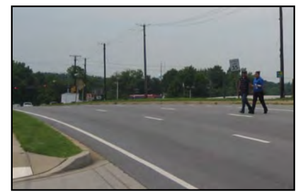
Despite relatively high demand for transit services, many bus stops along the corridor, including those adjacent to the Glenridge Shopping Center, lack amenities such as benches, shelters, or posted schedules. Throughout the planning process, residents and area shoppers have also noted the poor placement 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 Ardwick-Ardmore 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 2.5), 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.



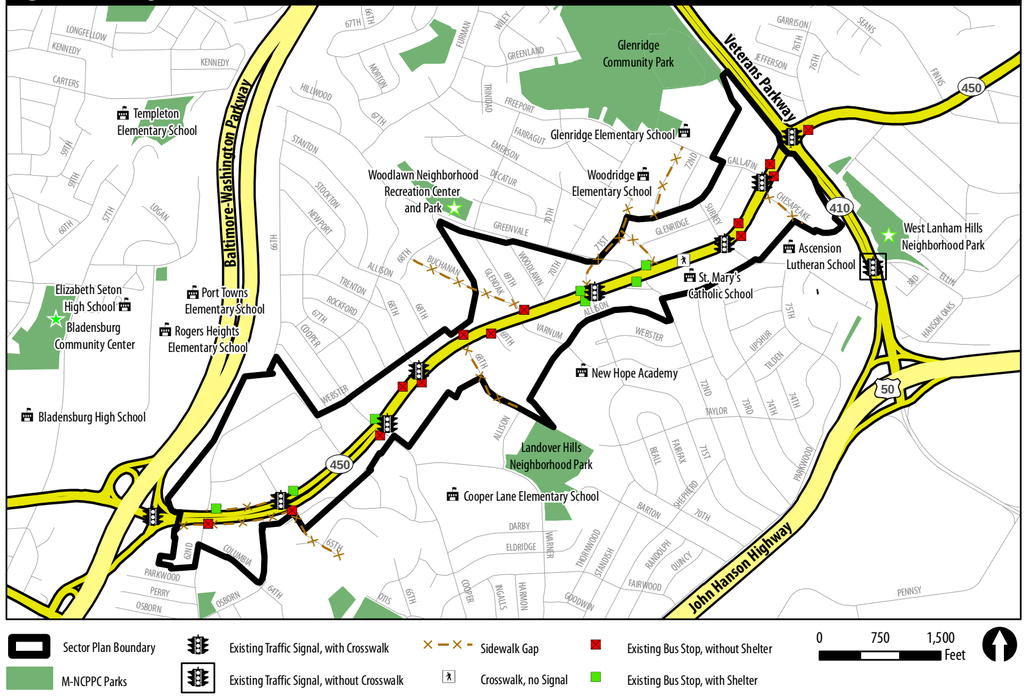
In particular, safe crossing opportunities are limited and do not always occur where crossing demand is highest. Transit stops, for example, are inevitably associated with demand for pedestrian crossings, yet they do not always correspond to opportunities for crossing the road safely. Seven signalized 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 unmanaged locations. The roadway's width and the relatively high-speed traffic it carries during nonpeak times combine with these long signal gaps to create a hostile pedestrian environment and both the perception and the reality of hazards for pedestrians who use the road.



Bicycle

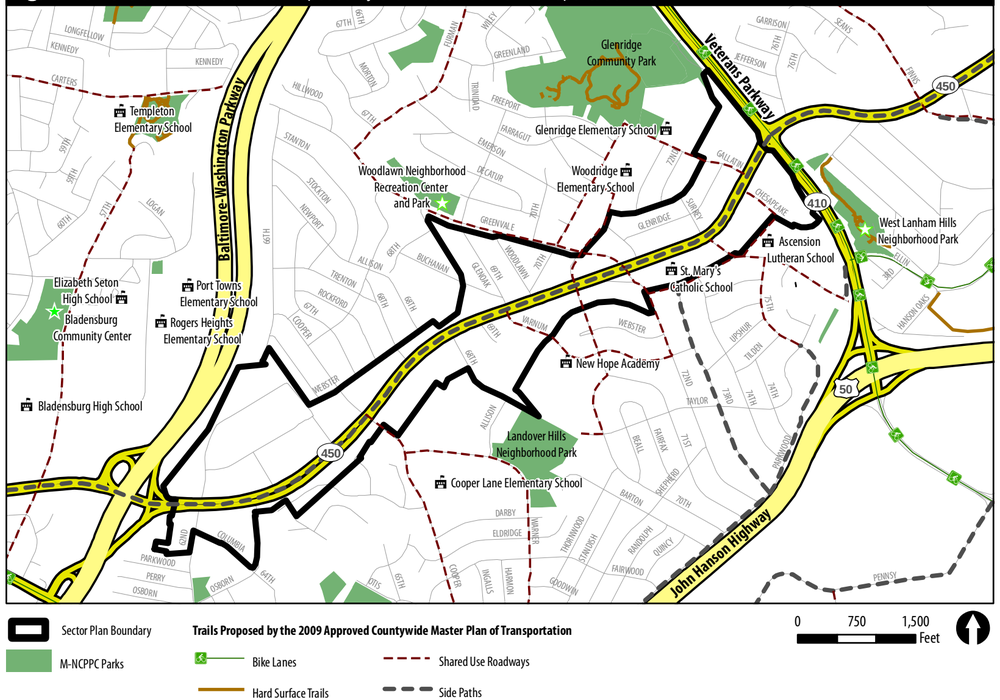
Conditions for cyclists along Central Annapolis Road are hazardous due to high-speed vehicular traffic. Bicycle use will likely remain low as long as the corridor fails to offer dedicated bicycle facilities (for example, bike lanes or sidepaths) that separate cyclists and cars. The absence of dedicated bicycle facilities forces cyclists either to share a lane with high-speed traffic or to 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-lane bicycle facilities that could serve as alternatives to traveling on Annapolis Road (see Figure 2.6).

Figure 2.5 Existing Transit and Pedestrian Conditions



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, school, parks, and churches.

Figure 2.6 Trails and Bike Facilities Proposed by the Master Plan of Transportation



The county's planned bicycle facilities currently recommend a sidepath as the preferred treatment for Annapolis Road and also identifies 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—Glenridge 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).

Table 2.8 2008-2009 Public School Enrollment and Capacity

NAME	09/30/08 ENROLLMENT	STATE-RATED CAPACITY	PERCENT OF CAPACITY
Glenridge Elementary School	677	750	90%
Cooper Lane Elementary School	479	502	95%
Woodridge Elementary School	400	330	121%
Charles Carroll Middle School	924	859	108%
Parkdale High School	2,083	2,296	91%
Bladensburg High School	1,795	1,923	93%

Source: PGCPS 2008-2009 Educational Facilities Master Plan

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 Glenridge 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/International study. The study examined schools based upon

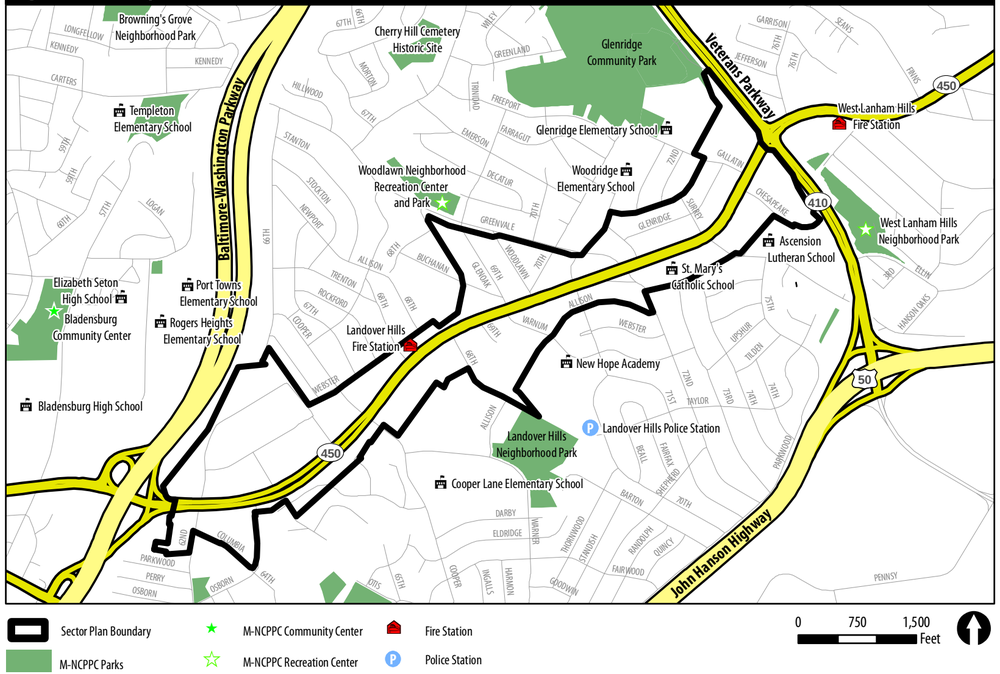
Table 2.9 2018 Projected School Enrollment and Change in Available Seats for Schools

NAME	ENROLLMENT	2018 PROJECTED ENROLLMENT	2008 TO 2018 CHANGE IN ENROLLMENT	STATE RATED CAPACITY (SRC)	2008 AVAILABLE CAPACITY	2018 AVAILABLE CAPACITY	2018 PERCENTAGE CAPACITY
Glenridge Elementary School	677	641	-36	750	73	109	85%
Woodridge Elementary School	400	485	85	330	-70	-155	147%
Cooper Lane Elementary School*	479	406	-73	502	23	96	81%
Elementary School Total	**1,556**	**1,532**	**-24**	**1,582**	**26**	**50**	**97%**
Charles Carroll Middle School	924	835	-89	859	-65	24	97%
Middle School Total	**924**	**835**	**-89**	**859**	**-65**	**24**	**97%**
Parkdale High School	2,083	2,014	-69	2,296	213	282	88%
Bladensburg High School	1,795	1,629	-166	1,923	128	294	85%
High School Total	**3,878**	**3,643**	**-235**	**4,219**	**341**	**576**	**86%**

Source: PGCPS, Educational Facilities Master Plan 2007-2008.

**2017 Projected Enrollment for Cooper Lane Elementary was used because 2018 data was unavailable.*

Figure 2.7 Existing Public Facilities and Parks



a facilities condition index (FCI) which is a measurement of "a facility's condition represented by the ratio of the cost to correct a school facility's deficiencies to the current replacement value of the facility." (see Table 2.10)

Table 2.10 School Facility Conditions: 2008 Parsons 3DI Study

NAME	2008 3DI FCI	2008 3DI RATING	YEAR CONSTRUCTED
Glenridge Elementary School	60.82%	Fair	1954
Woodridge Elementary School	66.15%	Fair	1954
Cooper Lane Elementary School	55.31%	Fair	1962
Charles Carroll Middle School	72.56%	Fair	1961
Parkdale High School	36.56%	Good	1968
Bladensburg High School	N/A	N/A	2005

Source: Parsons 3DI, 2008 and PGCPS 2007-2008 Educational Facilities Master Plan

Libraries

The plan area is served by the New Carrollton, Bladensburg, and Glenarden Branch Libraries. While there are no improvements planned for these facilities in the 2010-2011 Prince George's Capital Improvement Program (CIP), the 2009 *Approved Port Towns Sector Plan and Adopted Sectional Map Amendment* recommended the Bladensburg Branch Library be renovated or relocated to a new facility at Edmonston and Annapolis Roads in Bladensburg (see Table 2.11).

Table 2.11 Libraries

BRANCH	YEAR OPENED	PUBLIC SERVICE SQUARE FOOTAGE
New Carrollton Branch	1971	30,019
Bladensburg Branch	1978 (orig. const. 1925)	3,051
Glenarden Branch	1979	6,106

Source: M-NCPPC

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 I Police Station of the Prince George's County Police Department. While District I has the smallest patrol area in the county—36 square miles—it is the most densely populated area serving a population of over 206,500 and was the second busiest district station in the county in 2007 and 2008 (see Table 2.12).

Table 2.12 Fire and Emergency Medical Services Stations

COMPANY	NAME	ADDRESS	APPARATUS	2008 PSFMP RECOMMENDATION
7	Riverdale	4714 Queensbury Road, Riverdale	1 Engine 1 Ambulance 1 Aerial Tower	N/A
9	Bladensburg	4213 Edmonston Road, Bladensburg	2 Engines 2 Ambulances 1 Truck 1 Tele-Squirt	Renovate facility to accommodate modern vehicles and equipment. This project is recommended for funding after 2021.
13	Riverdale Heights	6101 Roanoke Avenue, Riverdale Heights	2 Engines 1 Ambulance 1 Rescue Squad	N/A
28	West Lanham Hills	7609 Annapolis Road, West Lanham Hills	2 Engines 1 Aerial Truck	Renovate facility. This project is a long-term project recommended for funding after 2021.
30	Landover Hills	6801 Webster Street, Landover Hills	2 Engines 1 Ambulance 1 Medic 1 Hazmat	N/A
33	Kentland	7701 Landover Road, Landover	2 Engines 1 Aerial Tower 1 Mini-Pumper 1 Rescue Engine 1 Ambulance	Renovate or replace facility. This project is recommended for funding after 2021.

Source: M-NCPPC and PGF/EMS Department

Fire and Emergency Medical Services (EMS)

Fire and Emergency Medical Services (EMS) are provided by the Prince George's County Fire/EMS Department (PGFD). There is one fire and rescue facility within the plan area, Company 30-Landover Hills. However, five other fire and rescue facilities are within a two-mile radius (see Table 2.12 on previous page). The 2008 *Approved Public Safety Facilities Master Plan* recommended renovating and/or replacing the Bladensburg, West Lanham Hills, and Kentland stations.

Parks and Recreation

M-NCPPC provides comprehensive park facilities and recreational programs to residents of Prince George's County. Its Department of Parks and Recreation is tasked with acquiring property and planning, developing, operating, and maintaining its facilities.

While the corridor does not contain any developed park facilities, there are a number of facilities operated and maintained by the Department of Parks and Recreation that are located within a half-mile radius of the plan area (see Table 2.13).

The Bladensburg Community Center is the closest full-service facility offering fitness classes for adults and seniors, Tae Kwon Do for youth and adults, an Extreme Teen Program, art classes for teens, soccer and T-ball clinics for young kids, Jet Setters—the senior activities program, seasonal youth sport leagues for basketball and flag football, open gym, and a drop-in fitness room.

In response to community concerns that existing facilities were not meeting the needs of local youth and seniors, residents from Landover Hills,

Table 2.13 Parks and Recreation Facilities

PARK FACILITY (DEVELOPED)	SIZE (ACRES)	AMENITIES
Woodlawn Neighborhood Recreation Center	5	Park building, basketball, play equipment, 30-parking spaces
Glenridge Community Park	62	2-picnic areas, 2-tennis courts, softball with football/soccer overlay, play equipment, 2-parking areas with 79 spaces, SWM pond with fishing area, 1/2 mile loop trail with 16 station fitness equipment, volleyball court, 3-picnic shelters, 2-horseshoe pits
Landover Hills Neighborhood Park	16	2-tennis courts, 1-playfield, lighted football field, 34-parking spaces, concession bldg (owned by Glenridge-Woodlawn Boys and Girls Club)
West Lanham Hills Neighborhood Recreation Center	8	Park building, 2-lighted tennis courts, basketball court, play equipment, picnic shelter, trail with 7 exercise stations, 37-parking spaces
Oaklyn Neighborhood Playground	1	Half basketball court, play equipment, picnic shelter
Bladensburg Community Center	13	Community center, basketball court, preschool play equipment, 82-parking spaces

Source: M-NCPPC

Bellemead, Woodlawn, Glenridge, and Radiant Valley organized, under the leadership of Landover Hills Mayor Lee Walker, to advocate for the construction of a new community center. The Department of Parks and Recreation has since completed a feasibility study of ten potential sites for a new center within or near the corridor. Funding for a new community center has not been identified in the Prince George's Capital Improvement 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, and open space for a diverse and growing population into 2040 and beyond. The plan recognizes the need to construct centers that are larger in size, draw from a broader region, and offer a wider range of activities, including aquatics, effectively allowing the entire family to recreate in one location at the same time. The Department will continue to study options for how to best provide these recreation services to sector plan residents.

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 Metrorail Station lies approximately one-half mile from the Veterans Parkway (MD 410)/ 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 New Carrollton Station as a premiere mixed-use metropolitan center with high-density, Class-A office and residential development. The area is envisioned to accommodate up to 5,500 new housing units, 6.1 million square feet of office/retail space, an extensive system of civic, park and open spaces, and an efficient street and circulation network.

Approximately 1,000,000 square feet of retail, 500,000 square feet of commercial office space, and 1,000 residential units of this development are proposed to be located along Annapolis Road between the Capital Beltway (I-495) and Veterans Parkway (MD 410). This segment of the Annapolis Road Corridor envisions highway-oriented uses gradually being replaced by a medium-density, mixed-use node between Riverdale Road and 85th Street, and medium-density residential development with ground-floor retail between Riverdale Road and Harkins Road.

Central Annapolis Road's proximity and linkage to the New Carrollton Station via the proposed Purple Line represent strong advantages. As New Carrollton evolves into a regional destination, the value of a Central Annapolis Road location will increase, particularly at the eastern end of the corridor.

Rather than a location that is past its prime as a commercial node, the eastern end of Central Annapolis Road is positioned to emerge as a more affordable and lower-density, but accessible alternative to the New Carrollton Station area.

The vision for the Port Towns area immediately west of Central Annapolis Road 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 the Central Annapolis Road Corridor 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.

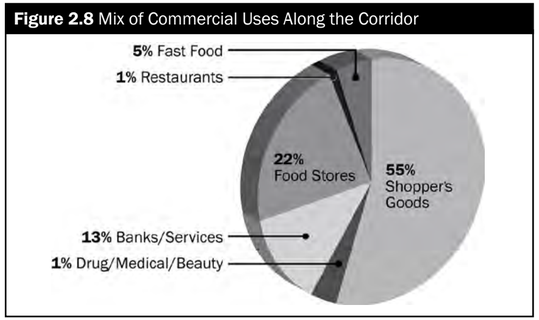
Analysis

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

USE	SQUARE FEET
Retail/Service	765,400
Medical and Office	133,900
Sources: W-ZHA; 2008 Prince George's County Shopping Center Directory	

Figure 2.8 Mix of Commercial Uses Along the Corridor



Figures do not total 100 percent due to rounding.

Retail and Service

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.

Approximately two-thirds of Central Annapolis Road's retail and service space is located in strip shopping centers, mostly clustered at the eastern and western edges of the plan area. To the west are the Capital Plaza, Capital Corner, and Crestview shopping centers.

Once an enclosed shopping mall, Capital Plaza has been replaced by a high-performing Walmart, the closest to Washington, D.C. and the only one within the Capital Beltway (I-495). This retail node also contains a Safeway. Since a significant portion of its site remains vacant, Capital Plaza presents a unique opportunity to develop new retail space in the corridor.

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 offices. On the southern side of Annapolis Road sits an aging strip shopping center that features a number of locally-owned businesses including Halal's Meat market and Bill's Hardware as well as a newly constructed CVS and United States Post Office. The retail space was approximately eight percent vacant in 2009 as compared to an overall average vacancy rate of approximately six percent in Prince George's County.

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 which is consistent with the county (see Table 2.15).

There is almost an even split between renters and homeowners within 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.

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 marked disparity in median housing values—the study area's median housing value in 2008 was 22 percent lower than that of the county.

Table 2.15 Housing Characteristics

YEAR: 2008	1-MILE RADIUS	3-MILE RADIUS	5-MILE RADIUS	PRINCE GEORGE'S COUNTY
Owner-occupied	52%	57%	55%	65%
Renter-occupied	48%	43%	45%	35%
Median Housing Value	$272,424	$282,740	$289,912	$347,700
Median Year Built	1964	1965	1965	1972
Average Length of Residency of Owner-occupied Units	9 years	n/a	n/a	9 years

Source: Claritas & 2008 American Community Survey, CoStar

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.

Central Annapolis Road Opportunities

Assets

Central Annapolis Road enjoys significant assets including:

- Established and engaged community groups, civic associations, and institutions, including churches and schools.
- A strategic 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 450) 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 exciting 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 from the corridor and capitalize on new transit.
- Enhancing pedestrian connectivity and safety along the corridor through increased crossing opportunities, wider sidewalks, and safer bus stop locations.
- Improving the accessibility and programming of existing recreational and educational options 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 street trees and parks.

Public Involvement

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 listserve and to submit photos describing the strengths and weakness of the corridor.

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!

Participants were asked to place a dot on a site map indicating where they lived.

Strong attendance and active participation marked the first public meeting for the Central Annapolis Road Sector Plan.

Councilmember Olson spoke about his hopes for the corridor.

The Central Annapolis Road Sector Plan kick-off meeting and listening session attracted large numbers of residents, business and property owners, civic associations, community leaders, and elected officials to the first of a series of public events focused on the Central Annapolis Road corridor. Held in the Burgundy Room of St. Mary's Church on the evening of September 16, 2009, the event served as both an introduction to the sector plan and an opportunity to hear participants' initial thoughts and recommendations for the corridor.

Councilmember Eric Olson opened the evening by sharing his hope and expectation that this planning effort would enable Central Annapolis Road stakeholders to examine and begin to address a range of issues—pedestrian safety, recreational options, new land uses and business opportunities, beautification, among others—that link many of the neighborhoods in the sector plan's study area.

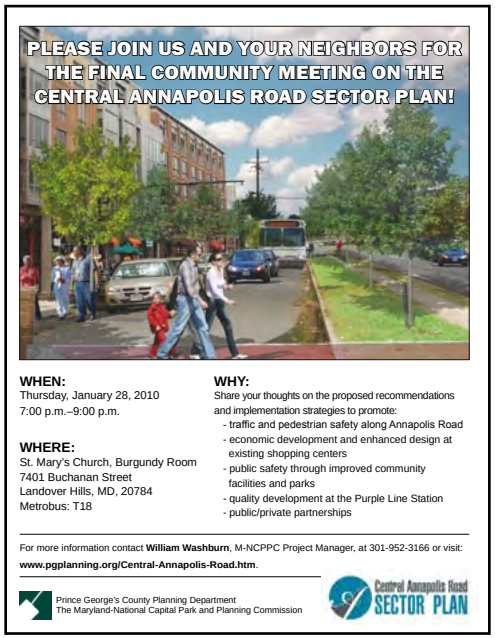
Following introductory remarks by William Washburn, the sector plan project manager for the Prince George's County Planning Department, and David Dixon of the consultant team Goody Clancy, Inc, the evening was devoted to small group conversations focused on identifying and discussing those aspects of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

"What should be changed? What should be preserved?"

Participants shared the results of these conversations in a series of report-outs. As each table's spokesperson summarized the results, five broad themes of community concerns and expectations emerged—transportation, including the Purple Line and the design of the proposed station at the intersection of Annapolis Road (MD 450) and Veterans Parkway (MD 410); 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.

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.

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



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.

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 work sessions 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 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.

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

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

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 while taking part in 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.

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?

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

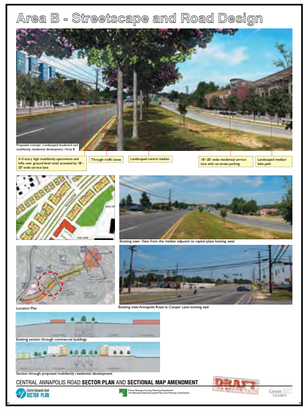
Participants reviewed the draft recommendations and discussed ways in which they fulfilled stakeholder expectations for Central Annapolis Road's future.

A final session on October 18, 2009 gave stakeholders and the planning team an opportunity to combine the many proposed ideas and 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.



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

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.

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.

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.

Glenridge Transit Village Vision: A Bird's Eye View

For Illustrative Purposes Only

Vision for the Corridor

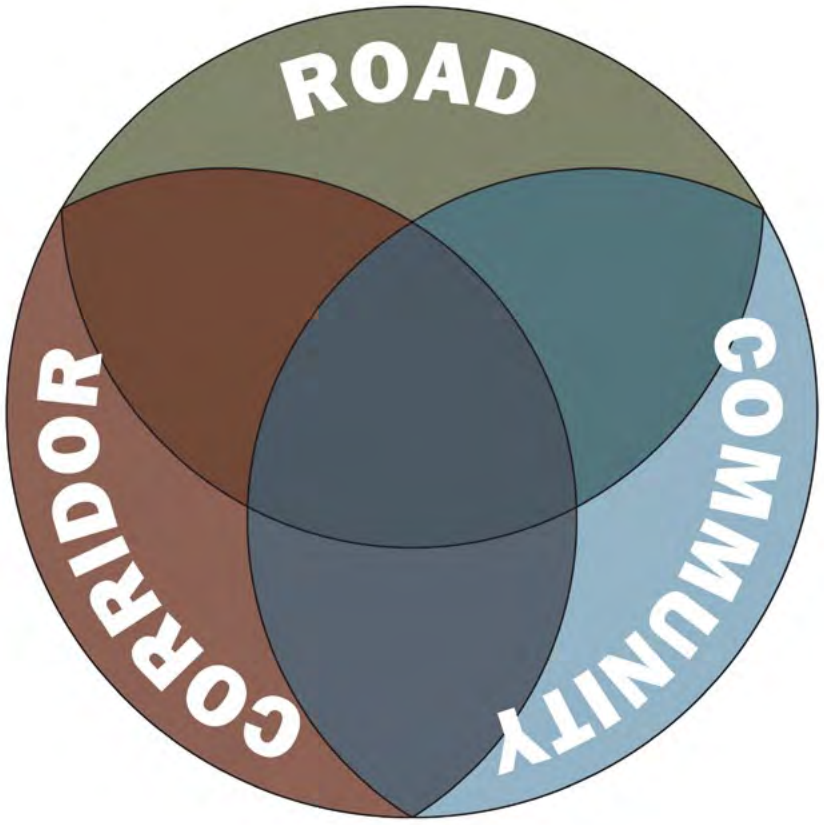
4

Stakeholders 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 Road

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 Metrorail 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 Corridor

Vision:

- The road's character and design—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.

The Community

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.

From Vision to Concept

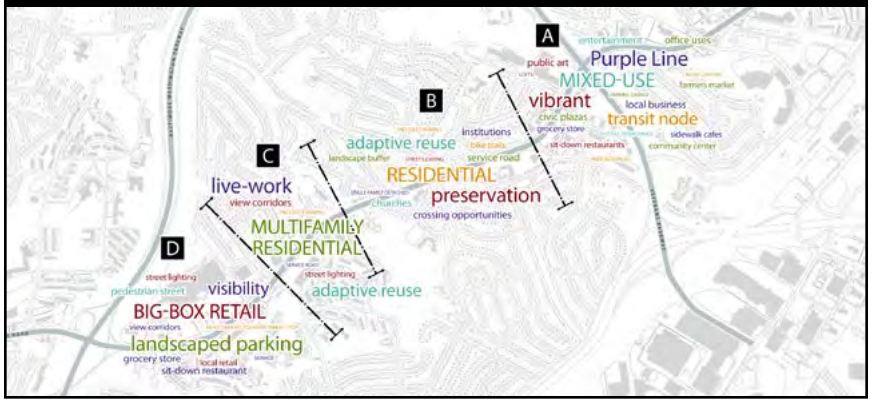
5

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 neighorhood-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

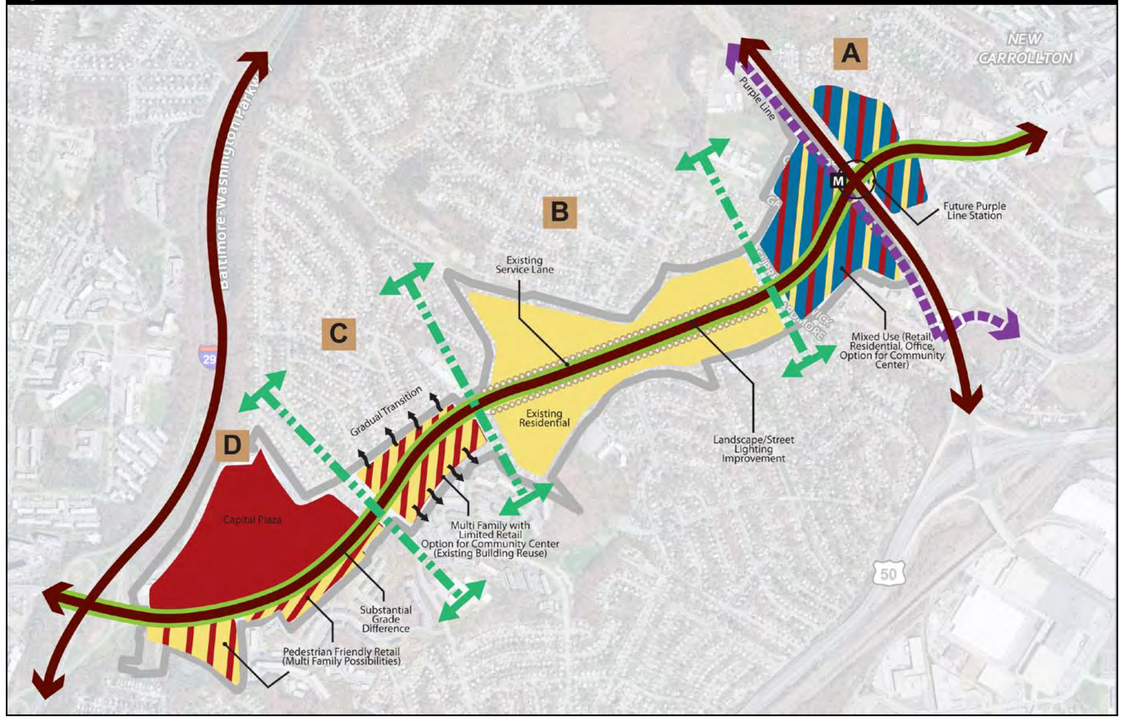
Stakeholders identified four distinct but interconnected planning subareas along the corridor during the October 2009 workshop and visioning process. The diagram at right illustrates the basic planning ideas for each of these subareas (see Figure 5.1). Created as a result of community input, it highlights 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).

Figure 5.1 Character of Annapolis Road Subareas



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 (the concepts mentioned the most are larger).

Figure 5.2 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. 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.

From Concept to Plan

6

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.

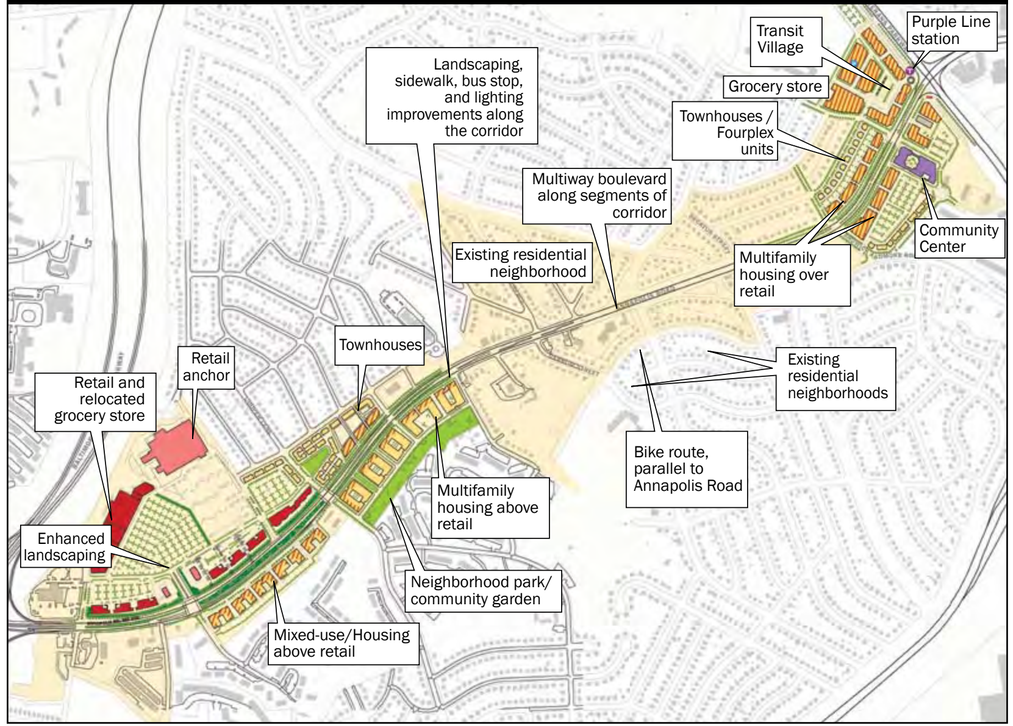
The following chapter defines specific goals, policies, and strategies regarding:

- 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).

Figure 6.1: A Composite of Key Recommendations



The Road

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/bikeway 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.

Roadway

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 implement 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.*

"Complete streets" 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.

Goals:

- Manage capacity and minimize congestion along the Central Annapolis Road corridor while minimizing cut-through traffic in adjoining neighborhoods.
- Facilitate the gradual transformation of the auto-oriented corridor into a tree-lined multiway boulevard that provides a safe and inviting pedestrian experience without impeding the flow of regional, arterial traffic.

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/bikeway access, and provide on-street parking.

The plan envisions the phased transformation of Annapolis Road into a pedestrian- and bike-friendly "complete street," with sections of the road reconstructed as a multiway boulevard with service lanes providing access to development sites and on-street parking. Because the plan vision will result in significant changes to the road and substantial expenditures for road improvements, care must be taken to provide enabling mechanisms to control setbacks and finance the needed improvements without discouraging future private investment along the corridor.

A key mechanism for implementing this phase will be the establishment of a public use easement for streetscape improvements outside of the public right-of-way maintained 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 selected centers 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 the long-term reconstruction of Annapolis Road on a block-by-block basis as future development occurs (see Chapter 7).

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

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 water-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.

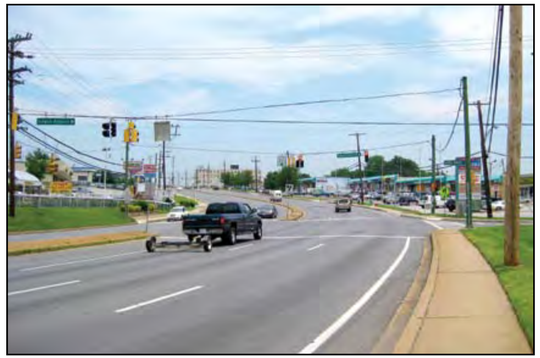
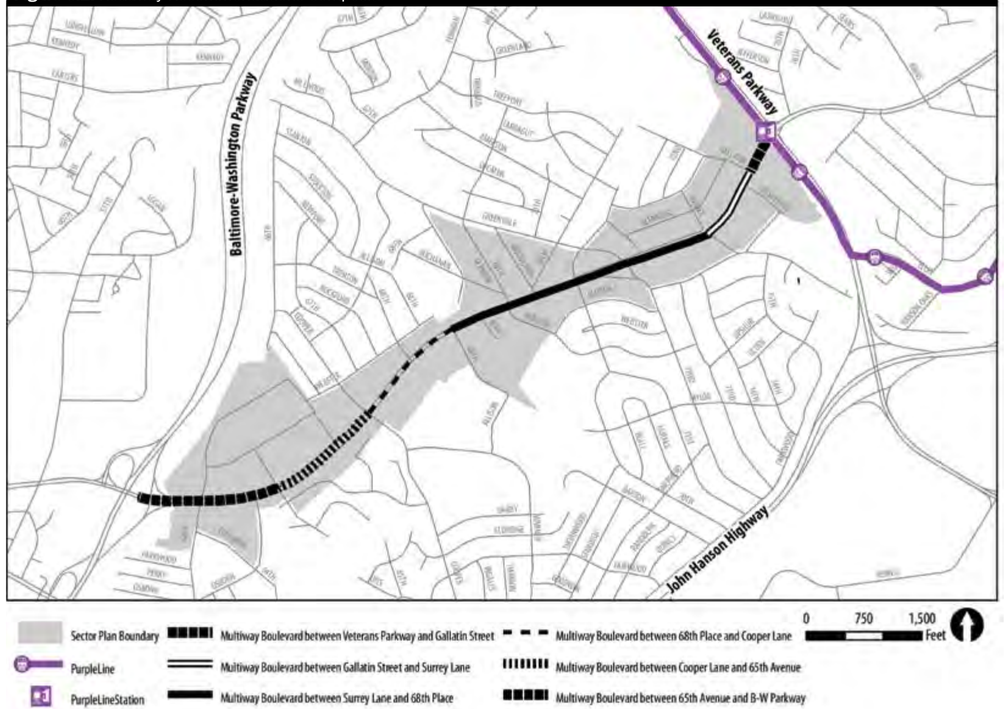


Table 6.1 Multiway Boulevard Concept for Annapolis Road (Existing Arterial A-23) by Road Segment

CHARACTER AREA	EXISTING			PROPOSED		
	ANNAPOLIS ROAD SEGMENT	RIGHT-OF-WAY	NUMBER AND PURPOSE OF LANES	MULTIWAY BOULEVARD	ROAD SECTION WIDTH (approximate)	NUMBER AND PURPOSE OF LANES
Glenridge Transit Village	Veterans Parkway–Gallatin Street	SHA-Maintained Right-Of-Way 4-lane Arterial Right-Of-Way = 90 feet 6-lane Arterial Right-Of-Way = 120 feet	**7 lanes:** 6 through lanes (3 in each direction) + left-turn lane	No	160 feet	**7 lanes:** 6 through lanes (3 in each direction), left-turn lane
	Gallatin Street–Surrey Lane		**7 lanes:** 6 through lanes (3 in each direction) + left-turn lane	Yes	170 feet	**9 lanes:** 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes
Existing Residential Neighborhoods	Surrey Lane–68th Place		**7 lanes:** 6 through lanes + left-turn lane	Yes, partially	110 feet–160 feet	**7 lanes:** 4 through lanes, left-turn lane, existing westbound service lane, and parking lane (north side of Annapolis Road)
Mixed-Use Transition	68th Place–Cooper Lane		**7 lanes:** 6 through lanes + left-turn lane	Yes	176 feet	**9 lanes:** 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes
Retail Town Center	Cooper Lane–65th Avenue		**7 lanes:** 6 through lanes + left-turn lane	Yes	210 feet	**7 lanes:** 3 through lanes westbound, 2 through lanes eastbound, 1 service lane, 1 parking lane
	65th Avenue–Baltimore-Washington Parkway		**7 lanes:** 6 through lanes + left-turn lane	No	180 feet	**7 lanes:** 6 through lanes + left-turn lane

Source: M-NCPPC

Figure 6.2: Roadway Recommendations Composite



Roadway: Composite of Key Recommendations

Veterans Parkway–Gallatin Street

- Retain three travel lanes in each direction plus a single left-turn lane at each end of the block.
- Eliminate the channelized right-hand 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 overpass, pedestrian crossings, and entrance/exit points for the station platform.
- Retain/redesign rear full access point from Glenridge Transit Village onto/from Veterans Parkway.
- Reconfigure Gallatin Street and extend it across Annapolis Road to Buchanan Street and eliminate the existing Chesapeake 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 Shopping Center.
- Replace the existing rear access road to the Glenridge Shopping 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.

Gallatin Street–Surrey 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 turns).
  - » Reconfigured intersections and reprogrammed traffic signals to allow service lane traffic to safely reenter the main roadway.
  - » A diverter at the end of the westbound service lane with a pedestrian/bikeway pass-through to prohibit 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.
- Reduce or eliminate curb cuts along Annapolis Road as redevelopment occurs.

Surrey 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 and widened sidewalks and enhanced bike paths (maintain existing service lane).
- Develop and implement a comprehensive traffic-calming plan to reduce traffic speeds and discourage cut-through traffic on adjacent residential streets.

68th Place–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 turns).
  - » Reconfigured intersections and reprogrammed traffic signals to allow service lane traffic to safely reenter the main roadway.
- Install a new four-way intersection at Annapolis Road and 68th 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 residential access lane parallel to and south of Annapolis Road that runs from 68th Place and Cooper Lane.

Cooper Lane–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.
- Encourage the owners of Capital Plaza to provide safe, clearly marked pedestrian connections between the bus stops on Annapolis Road and the major retail anchors on site.

65th Avenue–Baltimore–Washington Parkway

- Reduce or eliminate curb cuts along Annapolis Road as redevelopment 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 in designated corridors.*
- *Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.*
- *Develop bicycle-friendly roadways in conformance 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 retrofit opportunities within the Developed Tier in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.*
- *Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that implement 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.*
- *Provide standard sidewalks along both sides of all new road construction within the sector plan area.*
- *All road frontage improvements and road capital improvement projects within the sector plan area shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.*

Goal: Provide a continuous network of sidewalks, bikeways, and trails consistent with the forthcoming State of Maryland's Complete Streets policy and the Institute of Transportation Engineers' Proposed Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities (see Figures 6.3 and 6.4).

Strategies:

- Install new pedestrian-activated signals along Annapolis Road at Varnum Street and at the mid-block school crossing located between Decatur Street and Ardwick Ardmore Road for Saint Mary's Catholic School contingent upon the completion of required signal warrant studies.
- Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.
- Install street trees to provide shade and a buffer for pedestrians.
- Install continuous ADA-accessible sidewalks along both sides of Annapolis Road.
- In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.

  Shared-use roads share space used by bicycles and vehicles. They can contain painted markings on travel lanes, or bicyclists can utilize wide outside lanes and wide shoulders or on-road shared space that can be signed and/or signalized.

- In the mid term (by 2025), replace the curb lane in each direction between 65th Avenue and Gallatin Street with an at-grade bike track with paint-striped buffer separating it from the two remaining travel lanes.
- Over the long term (2026 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.
- Unless otherwise amended by this plan, reaffirm the trails, bikeways, and pedestrian mobility recommendations as presented in the 2009 *Approved Countywide 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 safe pedestrian access from an existing residential community to the MD 450 corridor.
- Complete the sidewalk network along 68th 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 Chesapeake Road and provide bikeway signage.
- Complete the sidewalk along the west side of 72nd Avenue in order to improve access to Woodridge 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 Woodridge Elementary School.
- Complete an assessment of existing topography and traffic operations and, based on that assessment, construct an ADA-compatible trail connecting Ardwick-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:

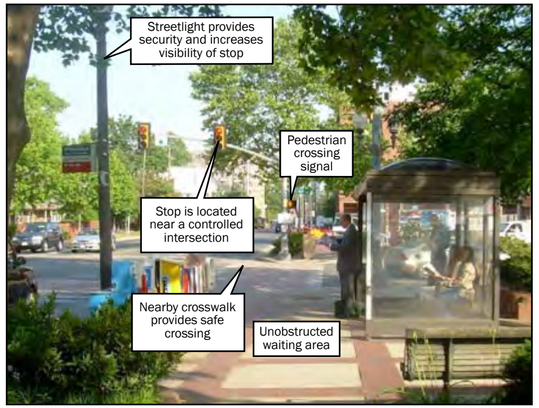
- *Capitalize fully on the economic development and community revitalization potential of the Purple Line.*
- *Provide for a multimodal, pedestrian-friendly, transportation system at centers and corridors that is integrated with the desired development pattern.*
- *Using a complete streets approach, top priority should go to projects supporting the establishment of safe, multimodal corridors that implement 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:

- (Re)locate bus stops next to safe pedestrian crossings.
- Retrofit all bus stops with shelters, 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.

Figure 6.3: Pedestrian and Transit Recommendations Composite

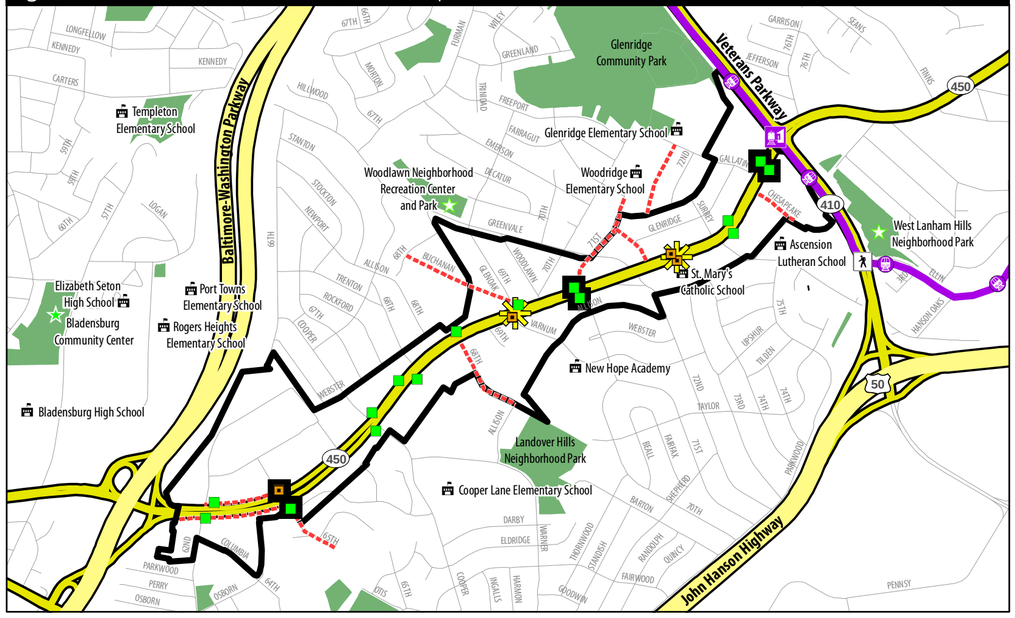
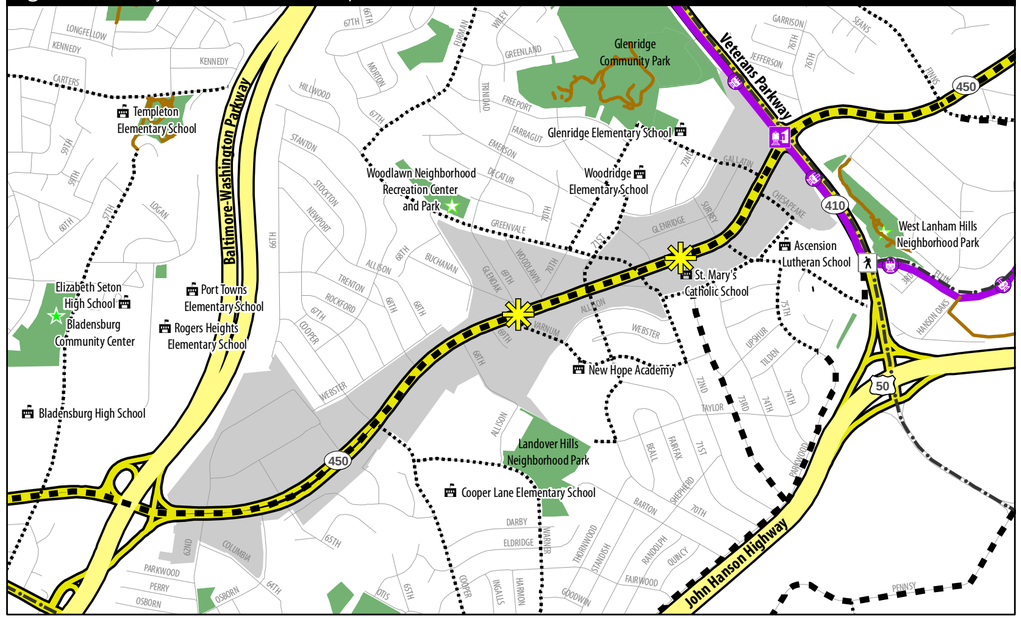


Figure 6.4: Bikeway Recommendations Composite



Pedestrian, Bikeway, and Transit: Composite of Key Recommendations

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 next 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 Ardwick-Ardmore Road and the New Carrollton Metrorail Station via Ellin Road. Support pedestrian and bike improvements to 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
  - » Ardwick-Ardmore Road/ Surrey Lane/Annapolis Road
  - » 65th Avenue/Annapolis Road
  - » 62nd Avenue/Annapolis Road
- Encourage the owners of Capital Plaza 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 pedestrians and bicyclists along Annapolis Road.
- Install street trees to provide shade and a buffer for pedestrians.
- Complete sidewalk 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: Ardwick-Ardmore Road, Buchanan Street, Allison Street, Varnum Street, and Webster Street.
- Install wayfinding signs designating it as a preferred bicycle route.
- Redesign Annapolis Road as a multiway boulevard.
- In the mid term (by 2025), replace the curb lane in each direction between 65th Avenue and Gallatin Street with a bike track and a paint-striped buffer to separate it from the two remaining travel lanes.
- In the long term (2026 and beyond), incorporate bike lanes along the service medians on Annapolis Road.
- Ardwick-Ardmore Road—Ellin Road trail connection improvements (See discussion under Pedestrian Mobility).
- Provide a eight-foot-wide trail in the median of 73rd Avenue. North of Upshur Street, continue trail as a shared-use roadway.
- Construct a eight-foot-wide sidepath or a park-like trail between Parkwood Street and the sound barrier along Veterans Parkway.
- Construct continuous standard or wide sidewalks with on-road bicycle facilities along Veterans Parkway in coordination with the Purple Line. Evaluate the feasibility of incorporating a sidepath.

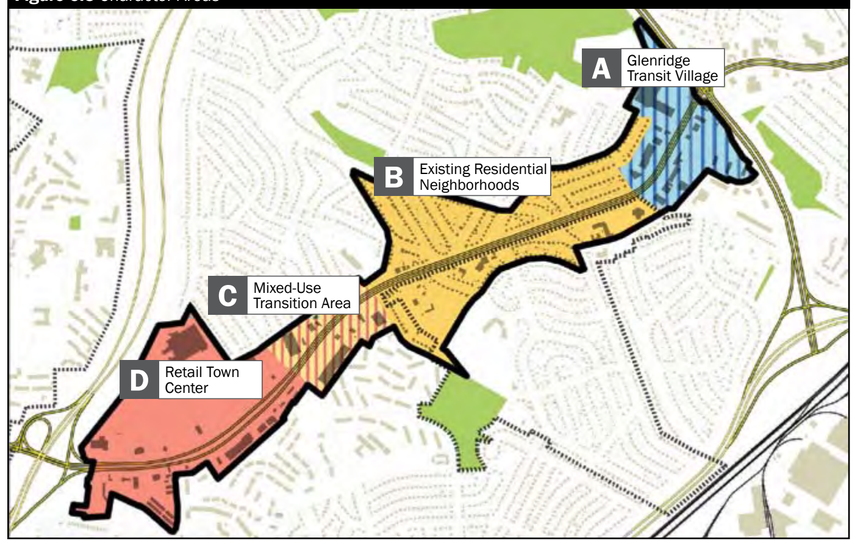
Transit

- Locate bus stops next to safe pedestrian crossings.
- Relocate mid-block bus stops at 69th Avenue, 72nd Avenue, and Decatur Street.
- Retrofit all bus stops with shelters, benches, trash receptacles, and schedule information.
- In the long term (2026 and beyond), provide bus stops for enhanced T18 Metrobus 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 68th Avenue and 71st 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 an related modifications to the intersection of MD 450 and MD 410.

The Corridor

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.

Figure 6.5 Character Areas



Character Area A: Glenridge Transit Village

Vision

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).

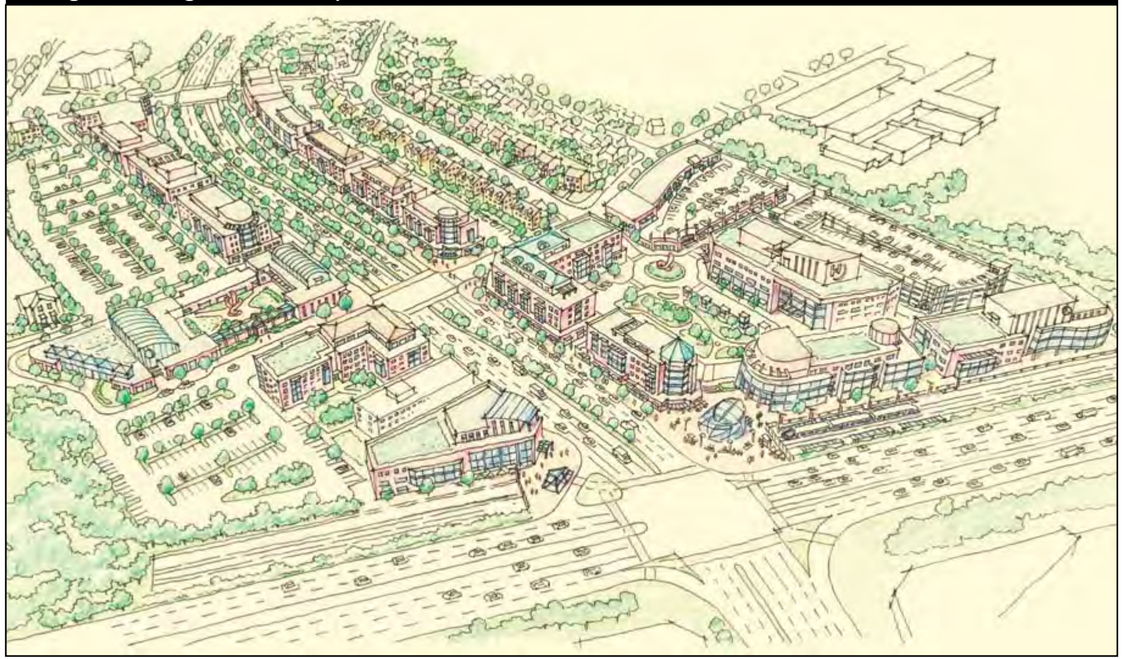
Although New Carrollton is planned to incorporate large-scale, high-rise, Class A office buildings, the transit village's opportunity lies in offering up to 300,000 square feet of new and affordable mid-rise Class B office space within walking distance of transit and services. Community-oriented businesses 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.

Active, pedestrian-oriented streets with a mix of uses help to create a safe, attractive, and desirable environment.

Table 6.2 Development Program (Approximate)

TYPE	EXISTING	PROPOSED	TOTAL
Office	50,000 square feet	200,000–250,000 square feet	250,000–300,000 square feet
Housing	0	400–500 units	400-500 units
Retail	110,000–140,000 square feet	20,000–50,000 square feet	130,000–190,000 square feet

Glenridge Transit Village Vision: A Bird's Eye View



For illustrative purposes only

A public space in the transit village accommodates outdoor seating, landscaped water features, and public art. A diverse mix of uses encourage activity, ranging from office workers who frequent the area during the day to residents visiting cafés around the green during the evening.

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. As 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 Ardwick-Ardmore 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 is the proposed Purple Line and corresponding new development. 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.

Guiding General Plan Policies:

- *Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in context 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 linkages 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 infill development maintains or enhances the character of the existing community.*
- *Minimize impacts of noise on residential uses during the land development process.*

Land Use

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 Plan

Mixed-use
Community/civic uses
Residential
Open Space

For illustrative purposes only

Locator Map

Block A

Block A reconfigures the existing Glenridge Shopping Center and is organized around a transit green—a landscaped linear plaza that extends from Gallatin Street toward the Purple Line station drop-off area near Veterans Parkway.

Strategies:

- Incorporate ground floor retail in multifamily development along Annapolis Road and orient retail toward both Annapolis Road and the transit green.
- Encourage multifamily or office uses with ground floor retail in buildings along Veterans Parkway.
- Terminate Glenridge Drive at a transit green—a formal gateway to the Central Annapolis Road corridor. The transit green serves as a public open space, helps alleviate congestion near Veterans Parkway by drawing pick-up/drop-off traffic from Annapolis Road, and supports new ground-floor retail with additional on-street parking. The transit green can accommodate a weekend farmers' market, outdoor community events, and other active and passive uses.
- Encourage a single level of below-grade parking for residential uses. Shared parking and reduced parking ratios for office uses alleviate the need for structured parking. Additional on-street parking is clustered around the transit green.

Block B

Block B is located south of Annapolis Road at its intersection with Veterans Parkway.

Strategies:

- Encourage office uses with ground-floor retail.
- Orient parking to the rear of buildings.

Block C

Block C lies immediately west of Block B and extends to Ardwick-Ardmore 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 rear-loaded, two- to 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 Bellemead.

Block D

Block D extends west of Block A from Gallatin Street to Ardwick-Ardmore 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 tree-lined multiway 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 neighorhood schools.

Circulation and Street Network

Strategies:

- Between Veterans Parkway and Gallatin Street, retain three travel lanes in each direction plus a single left-turn lane 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 Chesapeake 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

Circulation Plan

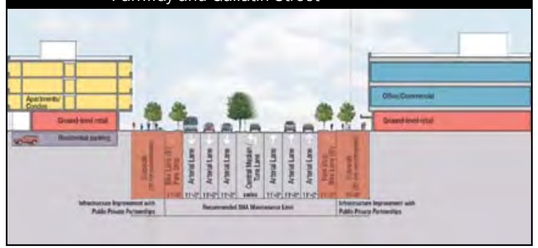
For illustrative purposes only

Arterial
Secondary access road
On-site roadways and driveways

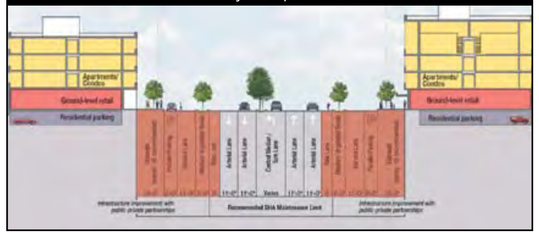
would incorporate right-turn-in/right-turn-out access to Veterans Parkway and an overpass across the future Purple Line right-of-way.

- 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 turns).
  - » Reconfigured intersections and reprogrammed traffic signals to allow service lane traffic to safely reenter the main roadway.
  - » A diverter at the end of the westbound service lane with a pedestrian/bikeway pass-through to prohibit 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



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



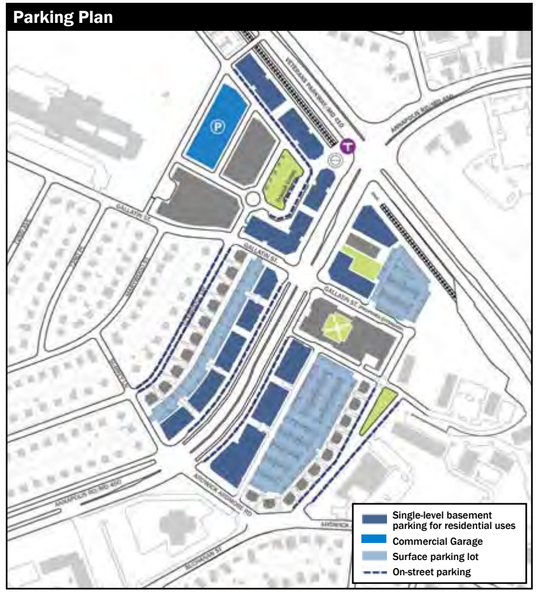
Parking

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.

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.

Parking Plan



For illustrative purposes only

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.

Pedestrian Network Plan

For illustrative purposes only

- Widen sidewalks to accommodate increased foot traffic in vicinity of the planned Purple Line station.
- Enhance existing and/or incorporate safe and well-marked pedestrian crosswalks at the reconfigured Gallatin Street/Annapolis Road, Gallatin Street/Glenridge Drive, and Ardwick-Ardmore Road/Surrey Lane/Annapolis Road intersections. Where appropriate, use contrasting materials, textured paving and/or in-pavement lighting.
- Locate bus stops next to safe pedestrian crossings.

- Retrofit all bus stops with shelters, benches, trash receptacles, and schedule information.
- Designate bus stops at Glenridge to receive priority corridor network (PCN) service and related PCN stop enhancements.
- Complete analysis of traffic operations and topography to determine the feasibility of a bicycle/pedestrian connection from Ardwick-Ardmore 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 welcoming to community events, outdoor performances, and public art.
- Design a safe, convenient, and attractive Purple Line station that increases transit use and enhances opportunities for transit-oriented redevelopment.
- Prioritize access and parking for pedestrians, bicyclists, and transit transfers above vehicular traffic.

Strategies:

- In accordance with Crime Prevention through Environmental Design (CPTED) principles:
  - » Facilitate natural surveillance with more "eyes on the street" by encouraging ground-level retail uses and by providing for outdoor dining.
  - » Install pedestrian-scaled lighting at regular intervals in addition to street lights that light the arterial roadways.
  - » Build a greater sense of security by encouraging residential uses above ground-level floors, with balconies, terraces, and windows overlooking the street.
  - » Encourage transparency in retail façades and minimize blank walls along sidewalks.

Crime Prevention through Environmental Design (CPTED) is a crime prevention philosophy based on actively designing the built environment to reduce crime and the perception of crime. CPTED utilizes urban design techniques to eliminate opportunities for criminal activity and to foster positive social interactions among the pedestrians, residents, businesses, and commuters who frequent the area.

- 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 station platform without secured access.
- Provide at-grade transit waiting areas 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 and advocates for Alternative 1.

Alternative 1: "Glenridge Lantern"

This alternative locates an underground station under the intersection of Annapolis Road and Veterans Parkway. This option facilitates safer pedestrian and bike crossings with a well-lit and well-designed station platform that also serves as a safe underpass 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."

Under Alternative 1, a glass-sided "Lantern" marks the eastern gateway to the neighborhood and provides a secure waiting area for Purple Line riders.

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 unsupervised, underground transit station by providing a climate-controlled, street-level 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 within the new transit hub.

Alternative 2: "Glenridge Galleria"

Under Alternative 2, the new transit station is carefully integrated into the lively retail arcade and lobby of a new mixed-use building.

This alternative is a daylit, below-grade station platform located north of the Annapolis Road/ Veterans Parkway intersection within the redesigned Glenridge Shopping Center. It integrates the station platform into the proposed 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 building.
- 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 50-foot 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 investment incentives around station areas.
- Leverage the state enterprise zone designation to attract tenants and support infrastructure and streetscape improvements.
- Develop a coordinated promotional and marketing strategy for New Carrollton and Central Annapolis Road to include clearly delineated target markets for each station area and targeted strategies for business recruitment.
- Institute a development roundtable to market Glenridge Transit Village opportunities.
- Consider establishment of a privately approved special assessment district to pay for enhanced security and maintenance in the Glenridge Transit Village to help promote the area, maintain higher standards of safety and cleanliness, and advocate for a competitive retail mix.
- Consider establishment of a Glenridge Transit Village tax-increment financing district, to support redevelopment efforts.

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, live/work units, and townhouses.
- Ensure that new housing is compatible with surrounding neighborhoods.

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 phasing plan illustrates the preferred timeline for each "block's" redevelopment and is supported by illustrative renderings and cross sections.

Glenridge Transit Village: Composite of Key Recommendations

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

b Alternative 1: "The Lantern," 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.

c Kiss-and-ride area moves transit drop-offs away from heavy traffic.

d Glenridge Drive terminates at Purple Line station and transit plaza.

e Two– to three-story fourplex units act as a buffer between existing single-family units and proposed three- to five-story lofts and multifamily units along Annapolis Road. Existing single-family houses face service entrances and loading docks for stores that face Annapolis Road.

f Screened surface parking serves retail uses.

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

h Gallatin Street extends across Annapolis Road and continues as Chesapeake Road. Chesapeake/Annapolis Road intersection is eliminated.

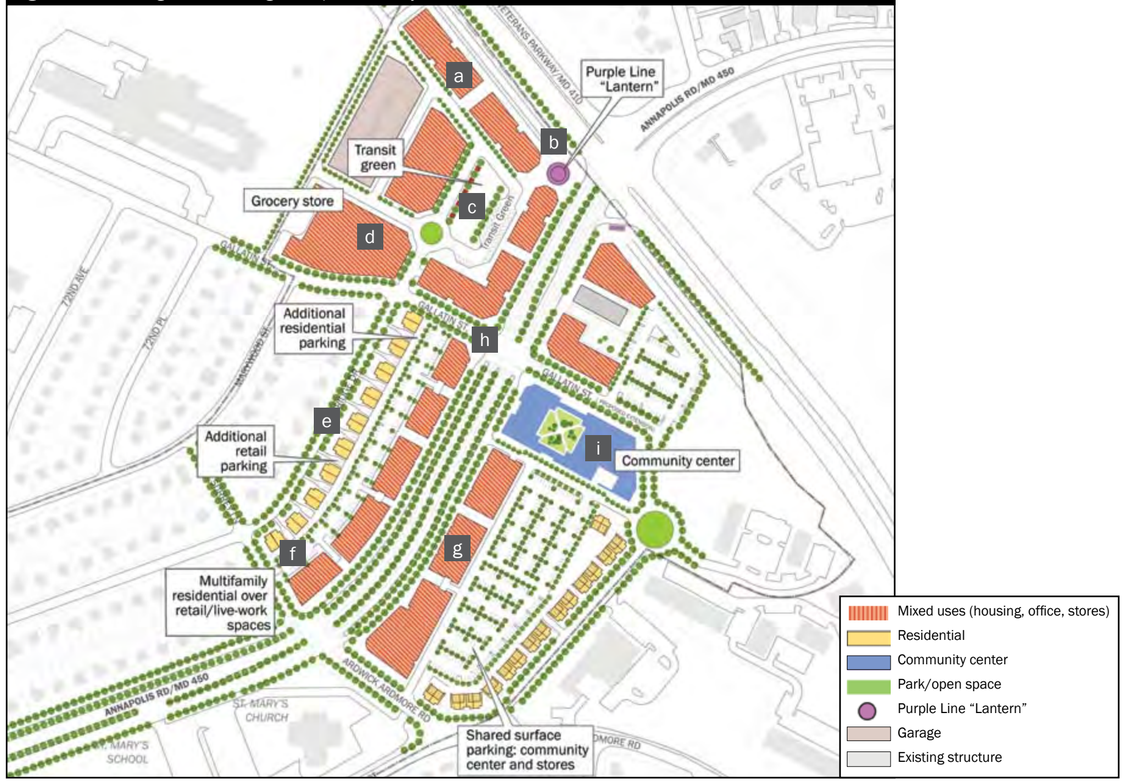
i Potential site for community center prominently situated within a one-block distance from the Purple Line station. Service lane acts as a buffer from heavy traffic along Annapolis Road. Shared parking with retail uses, secondary access from Buchanan Street.

Restaurants with outdoor seating enliven the transit green.

The transit village brings together multiple modes of transportation, including a light-rail bus interchange (above left) and dedicated bike-parking facilities (above). Events such as a weekend farmers' market add life to the transit green (left).

Glenridge redevelopment brings attractive wayfinding signage and adequate street lighting (above left), a new grocery store with a transparent façade and attractive design (above), and extended sidewalks along Annapolis Road (left).

Figure 6.6: Glenridge Transit Village Composite of Key Recommendations



For illustrative purposes only

Glenridge Transit Village: Illustrative Phasing Plan

Year 1 → Year 20 +

Short-Term | **Medium-to Long-Term**

- 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

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

- Reconfigured Gallatin Street and property acquisition/consolidation for future redevelopment
- Elimination of Chesapeake/ Annapolis Road intersection
- Mixed-use buildings between Gallatin and Surrey Lane
- Relocated grocery store
- New community center south of Annapolis Road
- Mixed-use buildings west of community center
- See sections on pages 75 and 76

- Full build-out
- Multilevel 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

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

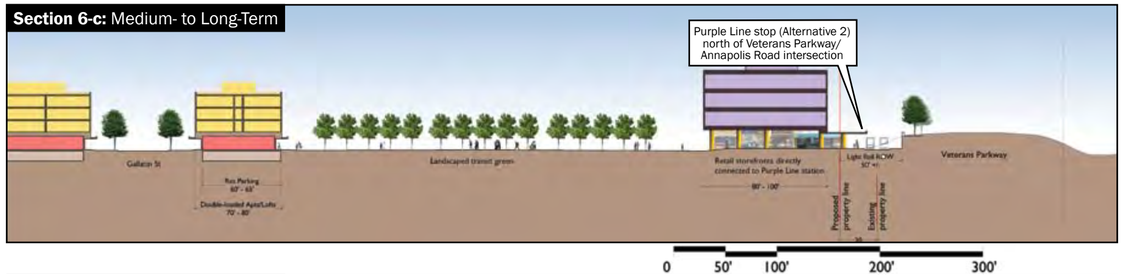
Upgraded streetlights and banners

Lanes for arterial traffic

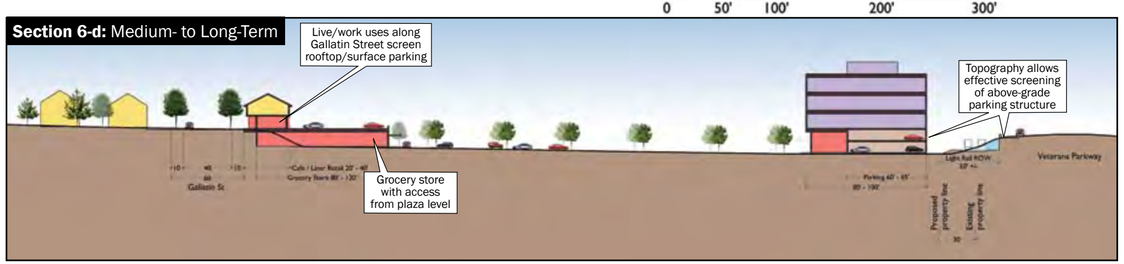
Glenridge Transit Village: Long-Term/Full Build-out Illustrative

Glenridge Transit Village: Sections

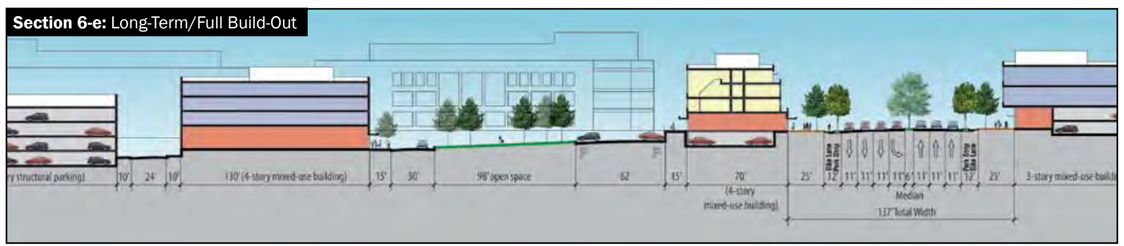
Section 6-c: Medium- to Long-Term



Section 6-d: Medium- to Long-Term



Section 6-e: Long-Term/Full Build-Out



Glenridge Transit Village: Section Key

Medium- to Long-Term

The north–south sections across the Glenridge Transit Village (see Section 6-c and Section 6-d) illustrate the grade differences between Veterans Parkway, the transit green, and Gallatin Street.

Long-Term Full Build-out

An east–west section across the Glenridge Transit Village (see Section 6-e) illustrates the grade differences among the proposed parking structure, mixed-use office building, transit green, mixed-use residential building, and Annapolis Road.

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 feature; restore lost ecological functions.*
- *Preserve, protect, and enhance the designated green infrastructure elements.*

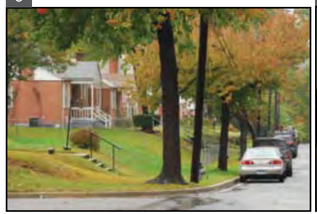
Composite of Key Recommendations

Promoting Connections with the Existing Street Network

a Glenridge Park

b Greenvale Parkway

c Absence of sidewalks



d Landover Hills Shopping Center

e 71st Avenue

f Landover Hills Park

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 gyms 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 crosswalk signals on Annapolis Road at its intersection 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.
- Retrofit all bus stops with shelters, 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 68th 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 gyms to encourage residents to walk within and between neigbhorhoods.
- 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.

Urban 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 68th Plaza, Greenvale Parkway, and 70th and 71st Avenues.
- Preserve and increase the number of street trees.
- Plant a green screen along the existing chain-link fence to serve as a visual barrier for existing homes fronting Annapolis Road between Surrey 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 streetscape maintenance outside of the SHA-maintained public right-of-way, along Annapolis Road.

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, size, material, and design.
- Educate residents on existing county, state, and federal foreclosure prevention, weatherization, and home improvement loan programs, grants, and design services (see The Community page 38).
- Support the Town of Landover Hill's efforts to secure community development block grants and other sources of funding to facilitate revitalization activities, such as improving sidewalks or addressing stormwater management issues.
- Pursue aggressive code enforcement, to address and correct code violations.

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 to schools, parks, recreation areas, commercial areas, and employment centers.*
- *Ensure quality housing for all price ranges while encouraging development of a variety of high-value housing.*
- *Attract quality retail development to the county.*
- *Minimize impacts of noise, on residential uses, during the land development process.*
- *Ensure that compact mixed-use projects have the highest quality of urban design.*

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 side 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

Land Use Plan

For illustrative purposes only

Table 6.3 Development Program (Approximate)

TYPE	EXISTING	PROPOSED	TOTAL
Office	0 square feet	0 square feet	0 square feet
Housing	0 square feet	300–500 units	300–500 units
Retail	75,000–85,000 square feet	0 square feet (existing retail to be reconfigured)	75,000–85,000 square feet

Infrastructure

Goals:

- Facilitate the gradual transformation of the auto-oriented Annapolis Road corridor into a tree-lined multiway boulevard that provides a safe and inviting pedestrian experience without impeding the flow of regional traffic.
- Provide comfortable, convenient, and attractive pedestrian and bike connections across Annapolis Road and, in particular, between community assets such as the surrounding parks and the Capital Plaza Shopping Center.

Circulation and Street Network

Strategies:

- 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 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 68th 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.

Circulation Plan

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.

Parking Plan

For illustrative purposes only

Pedestrian and Bike Network and Transit Amenities

Strategies:

- Incorporate walkways, to facilitate pedestrian connections, between the Cooper's Crossing Apartments and Annapolis Road.
- Retrofit all bus stops with shelters, 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."

- Retrofit sidewalks along Annapolis Road as redevelopment occurs.
- 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.

Pedestrian Network Plan

For illustrative purposes only

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-articulated 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 heights, moving from the existing two-story, detached, single-family dwellings, to three- to five-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 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 residential neighborhoods in terms of density, size, material, and design.

Strategies:

- Encourage a mix of residential densities and housing types such as multifamily units and townhouses.
- Ensure housing design is compatible in character and height with surrounding neighborhoods.

A range of housing types welcome young professionals, new families, and seniors to the neighborhood.

Mixed-Use Transition Area Composite

The following represents a composite of key recommendations as they relate to land use, urban design, and infrastructure improvements in the Mixed-Use Transition character area (also see Figure 6.7). The phasing plan illustrates the preferred timeline for the area's redevelopment, and is supported by illustrative renderings and cross sections.

Mixed-Use Transition Area: Composite of Key Recommendations

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

b

Alley-loaded townhouses, two–three stories high, face the new neighborhood park, which...

c Accommodates elderly seating, tot lots, and informal play areas for young adults. Reduced rights-of-way around the park enable traffic calming with on-street parking.

d These parcels could be developed either as "big box" stores to complement retail uses in Capital Plaza or as mixed-use apartment buildings, depending on the market demand at the time of development.

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

f 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.

g The neighborhood park accommodates a community garden, in addition to seating, tot lots, and informal play areas.

Both parks in this district can host a range of activities designed to appeal to residents of all ages—from passive enjoyment on benches to informal play areas and supervised tot lots. The linear park behind the multifamily buildings south of Annapolis Road has room for community gardens.

Ground-floor retail uses line Annapolis Road on both sides, with apartments or condos overhead. A planted service median, curbside parking, and street trees combine to create a setting pleasant enough for outdoor dining.

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

For illustrative purposes only

Mixed-Use Transition Area: Illustrative Phasing Plan

Year 1 → Year 20 +

Short-Term | **Medium-to Long-Term**

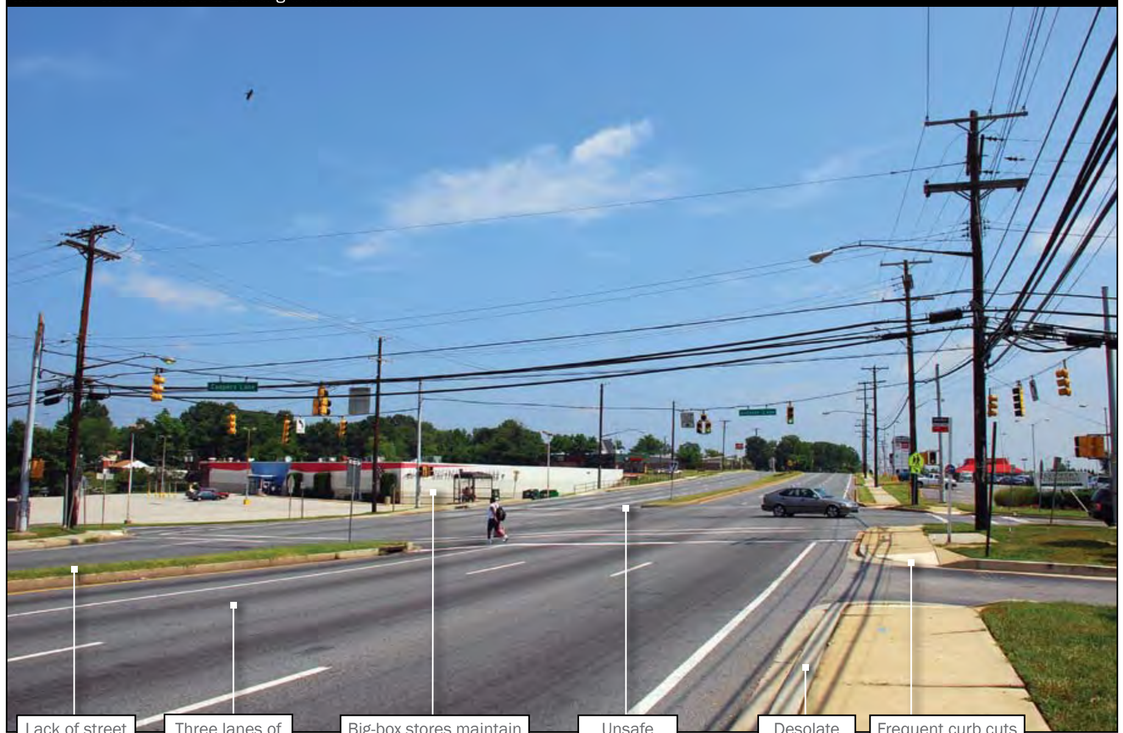
- Landscape, lighting, and streetscape improvements

- Property acquisition/ consolidation for future development
- Redevelopment of empty Safeway site into a mixed-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

- Continued property acquisition and consolidation for future redevelopment
- 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
- Mixed-use development between Cooper Lane and 68th Avenue
- New neighborhood park between the proposed mixed-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

Mixed-Use Transition Area: Existing Conditions



Mixed-Use Transition Area: Medium-to Long-Term Illustrative

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

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 safer 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).

TABLE 6.4 Development Program (Approximate)

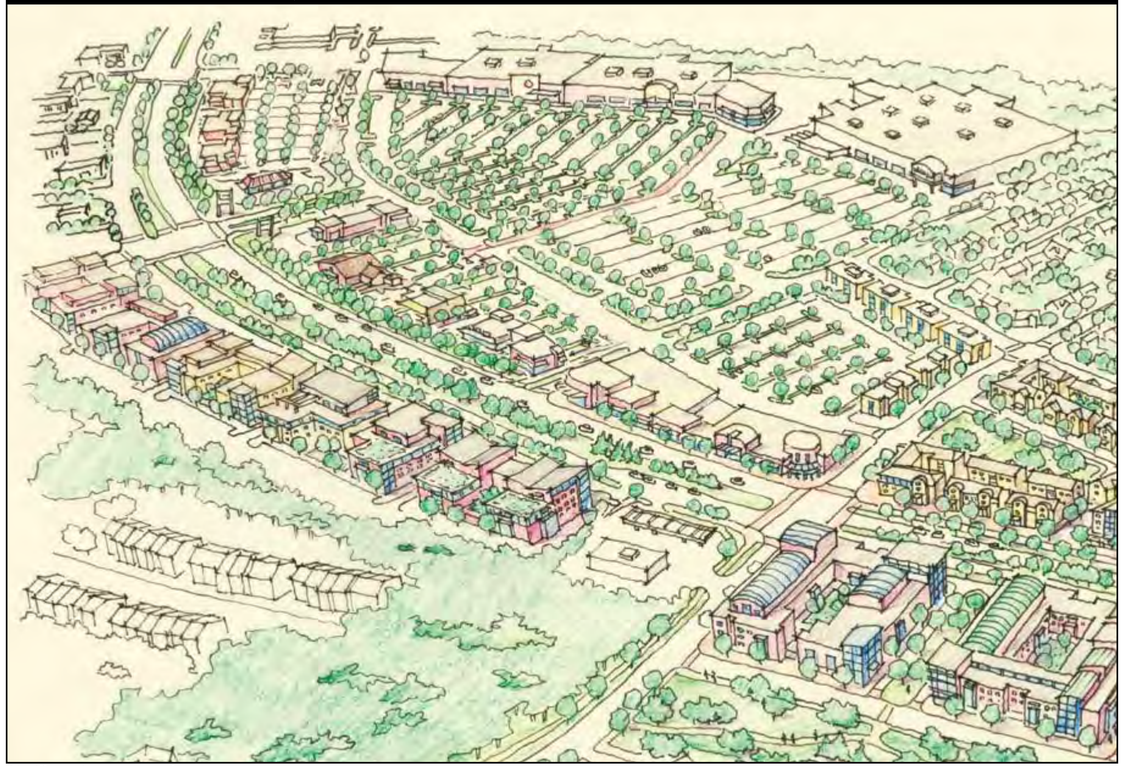
TYPE	EXISTING	PROPOSED	TOTAL
Office	0 sq.ft.	0 sq.ft.	0 sq.ft.
Housing	0 sq.ft.	200–250 units	200–250 units
Retail	110,000 sq.ft.	370,000–440,000 sq.ft.	480,000–550,000 sq.ft.

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.*
- *Identify sidewalk retrofit opportunities.*
- *Provide opportunities for high-density housing within centers, at selected locations along corridors, and in mixed-use areas.*
- *Minimize impacts of noise on residential uses, during the land development process.*
- *Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.*

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

Retail Town Center Vision: A Bird's Eye View



For illustrative purposes only

Land Use

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

Land Use Plan

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 façade 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:

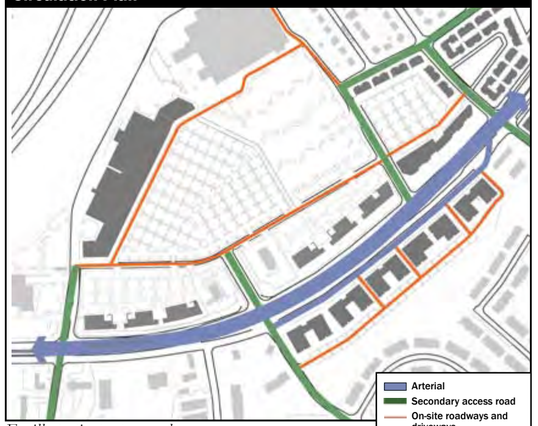
- Facilitate the transformation of Capital Plaza and neighboring retail uses, from an entirely auto-oriented shopping center, to a more pedestrian-friendly retail destination with comfortable, convenient, and attractive pedestrian connections.
- Facilitate the gradual transformation of the auto-oriented 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.

Circulation Plan



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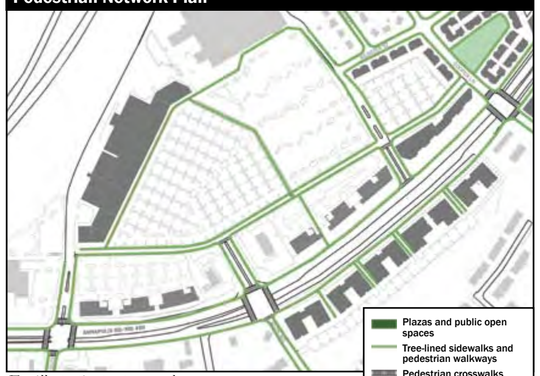
Parking Plan

For illustrative purposes only

Pedestrian Network Plan



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 retailers, restaurants, and mixed-use developments to the rear of buildings.

Cross-access parking is surface parking that serves multiple properties by allowing access across one or more property lines. It is often applied to frontage parking lots along commercial streets or roads to minimize the number of curb cuts that would otherwise be required.

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 tree-lined walkway and bike path, that bisects 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 and around parking lots (see The Community).
- Promote the application of CPTED principles (see page 66).

Economic Development

Goals:

- Retain and enhance existing businesses.
- 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.
- Leverage the state enterprise zone designation to attract tenants, and support infrastructure and streetscape improvements.
- Develop a promotional and marketing strategy to market investment opportunities in the Capital Plaza retail center area.
- Enhance commercial façades and signage of existing businesses.
- Encourage a range of eating establishments to diversify dining options and promote healthier eating habits.

Housing

Goals:

- Increase the residential diversity of housing types.
- 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.

Strategies:

- Encourage a mix of residential densities and housing types such as multifamily units and townhouses.
- Ensure housing design is compatible in character and height 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.

Retail Town Center: Composite of Key Recommendations

a "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.

b Secondary anchors include a new retail anchor.

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

d Side 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.

e Landscaped sidewalk and roadway edge along Annapolis Road screen the surface parking while providing a safer pedestrian environment with adequate street lighting.

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

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

Figure 6.8: Retail Town Center Composite of Key Recommendations

For illustrative purposes only

Retail Town Center: Long Range Alternative



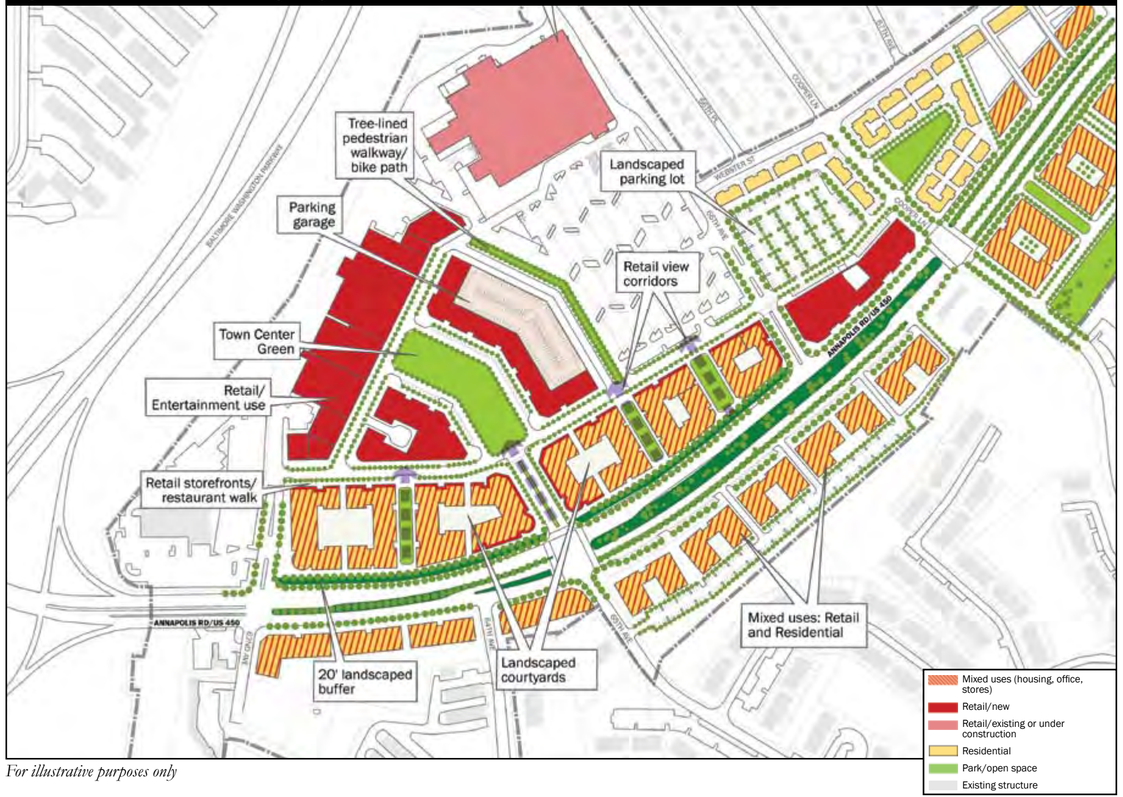

The sector plan design and zoning strategies will facilitate the transformation of Capital Plaza into a "retail town center." Even without the ability to predict market conditions in 2030, the vision should also lay the groundwork for a more comprehensive urban design strategy that will support the Center's 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.

Figure 6.9: Retail Town Center Long Range Alternative



For illustrative purposes only

Retail Town Center: Illustrative Phasing Plan

Year 1 → Year 20 +

Short-Term | Medium-to Long-Term

- Landscape, lighting, and streetscape improvements
- Façade improvements

- Phased development of new secondary retail anchor at Capital Plaza
- Redevelopment of empty Safeway site
- Enhancements to drive aisle at Capital Plaza
- Infill of pad sites along the north side of Annapolis Road
- Façade improvements

- Redevelopment of strip commercial sites between 65th Avenue and Cooper Lane into mixed-use, pedestrian-oriented development

- Redevelopment of strip commercial sites between 65th Avenue and the Baltimore-Washington Parkway into mixed-use development
- Long range alternative:
  - » Three- to five-story mixed-use infill development that faces both Annapolis Road and the Restaurant Walk
  - » Parking lots transformed into landscaped pocket parks, pedestrian greenways, and a "Town Center Green"
  - » Increased parking demand accommodated within a new multilevel parking structure that is wrapped at ground level with retail storefronts

The Community

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.

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.

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.

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.

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

Benches and pedestrian-scaled lighting encourage residents to walk.

Environmental Infrastructure and Sustainability

Guiding General Plan Policies:

- *Preserve, protect, and enhance the designated green infrastructure elements.*
- *Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.*
- *Reduce energy consumption countywide.*
- *Reduce overall sky glow, minimize the spill-over of light from one property to the next, and reduce glare from light fixtures.*
- *Minimize impacts of noise on residential uses during the land 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

Goals:

- Create vibrant mixed-use communities while minimizing the impact of infill development on existing residential neighborhoods and sensitive natural areas.
- Increase walkability and connectivity with enhanced pedestrian, bike, and public transit connections.

Strategies:

- Manage traffic speeds through the use of reduced travel lane widths, signalized pedestrian crossings, and other traffic-calming measures.
- Install on-street parking where appropriate and feasible to buffer pedestrians from vehicular traffic.
- Use street cross sections designed according to complete street principles to enhance pedestrian and bicyclist connectivity and safety.
- Reduce parking lot footprints and create shared public spaces to connect neighborhoods and create a sense of community.
- Encourage local food production through community gardens to promote a sense of community and increase access to fresh, locally grown produce.

Water Resources

Goals:

- 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.

Strategies:

- Design the service roads to direct stormwater runoff to street tree and planting strips as well as storm sewer gutters.
- In accordance with Subtitle 32 of the Prince George's County Code, implement pervious paving, bioretention areas, rain gardens, and other 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.

Typical example of planting strip

Typical example of a rain garden

Green Building

Goal: Implement environmentally sensitive design building techniques and reduce overall energy consumption.

Strategies:

Typical example of bioretention area in a parking lot

- 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:
  - » Gray 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 roofs 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, bioretention areas, rooftop gardens, and other landscaping techniques that increase infiltration.

Typical example of permeable paving

- 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/nonnative in nature.
- Maintain street trees and support property owners' efforts to maintain healthy trees on their properties.

Light Pollution

Goal: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

Strategies:

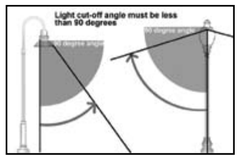


Diagram of full cut-off optic outdoor light

- 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.

Air Pollution

Goal: Reduce air pollution to support community health and wellness by supporting development that is accessible by nonmotorized and alternative modes of travel and by increasing the urban tree canopy.

Strategies:

- Encourage shared parking and cross-access parking strategies to reduce the number of parking spaces required to serve adjacent uses.
- Promote mixed-use and transit-oriented development that minimizes the need for motor vehicle trips.
- Incorporate tree planting and vegetated areas into redevelopment plans and encourage tree planting on existing properties.

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.

Implementing the Plan

7

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.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME / PRIORITY
1.1	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.	Planning Department; Prince George's County Economic Development Corporation (EDC); Town of Landover Hills Mayor and Council; local civic associations; local HOAs	County Council; state delegates and senators; Maryland Transit Administration (MTA); Washington Metropolitan Area Transportation Authority (WMATA); key property owners		Short-term / Priority 1
1.2	Enact legislation to create a public use easement tool to mandate setbacks for streetscape enhancements outside of public rights-of-way in selected Centers and Corridors.	District Council	Planning Department, DPW&T		Short-term / Priority 2
1.3	Include a 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 rights-of-way and acceptable cross sections—and phased implementation plan for improving Central Annapolis Road consistent with the sector plan's vision.	State Highway Administration (SHA)/ Regional Intermodal Planning Division (RIPD)	SHA District 3; SHA Office of Highway Development (OHD); DPW&T; WMATA; Planning Department	State Consolidated Transportation Plan; Planning Department	Medium-term / Priority 1
1.4	Enact legislation to create a new public infrastructure revolving fund, partially financed by developer contributions, to implement the long-term transformation of Annapolis Road.	District Council	Planning Department, DPW&T	CIP, Livable Communities, Developer Contributions	Medium-term /Priority 2
1.5	Support driveway consolidation and access management as development occurs.	Planning Department	SHA District 3; SHA/ OHD; DPW&T	Developer contributions	Long-term as development occurs / Priority 1
1.6	Construct multiway boulevard segments along Annapolis Road at the locations specified in the plan 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, and widened sidewalks.	Developer	DPW&T, SHA	Developer contributions; state Consolidated Transportation Program; federal "Green Tea" program	Long-term as development occurs/ Priority 2
1.7	As redevelopment occurs, overhead utilities shall be relocated so as to be compatible with the design of the site and, ideally, located underground.	Developers	SHA, DPW&T, utility companies	Developer contributions	Long -term as development occurs

2: Through targeted aesthetic and safety-related enhancements, Central Annapolis Road provides safer and more convenient transit, bike and pedestrian connections to and from surrounding communities.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
2.1	Complete a signal-warrant analysis for the installation of pedestrian-activated crosswalk signals on Annapolis Road.	SHA's Office of Traffic and Safety	District 3 Traffic	SHA Spot Safety Program; federal Safe-Routes-to-School program	Short-term / Priority 1
2.2	Increase speed enforcement along Annapolis Road.	Prince George's County Police Department	Landover Hills Police Department	County General Fund - TBD	Short-term / Priority 1
2.3	Relocate bus stops from mid-block to intersections, with appropriate protected shelters.	DPW&T Transit Division	SHA; WMATA	Advertising shelter contract; developer contributions; General Fund - TBD	Short-term / Priority 2
2.4	Retrofit all bus stops with shelters, benches, trash receptacles, and schedule information.	DPW&T Transit Division	SHA; WMATA; local civic associations; HOAs; property owners	Advertising shelter contract; developer contributions	Short-term / Priority 2
2.5	Complete a service analysis for T18 Metrobus service to determine improvement levels and to support its eventual incorporation as a route in the regional WMATA Priority Corridor Network (PCN).	WMATA	Department of Public Works and Transportation (DPW&T); Planning Department	WMATA	Short-term / Priority 2
2.6	Install continuous ADA-accessible sidewalks along both sides of Annapolis Road, in particular between 65th Avenue and the Baltimore-Washington Parkway.	SHA	DPW&T; Council of Governments' Transportation and Land Use Connections Program; SHA, District 3 pedestrian/bike coordinator	SHA Sidewalk Retrofit Program/County Matching Funds	Short-term / Priority 2
2.7	Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.	SHA	DPW&T		Short-term / Priority 2
2.8	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.	SHA	WMATA/DPW&T	Congestion mitigations and air quality funds; federal Transportation Administration Section 5307 funds	Medium-term

(Continued on following page)

2: Through targeted aesthetic and safety-related enhancements, Central Annapolis Road provides safer and more convenient transit, bike and pedestrian connections to and from surrounding communities.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
2.9	Implement the following sidewalk improvements consistent with the 2009 *Approved Countywide Master Plan of Transportation*: • Provide standard sidewalks along both sides of 71st Avenue north of MD 450 • Complete sidewalks along both sides of 65th Avenue south of MD 450 • Complete sidewalks along Buchanan Street and provide bikeway signage • Complete sidewalks along Chesapeake Road and provide bikeway signage • Complete sidewalks along the west side of 72nd Avenue • Provide standard sidewalks along both sides of Decatur Street from 71st Avenue to MD 450	DPW&T	Safe Routes To School		Short to medium-term
2.10	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.	DPW&T	Planning Department; Department of Parks and Recreation	Federal Safe-Routes-to-School program	Medium-term
2.11	Complete an assessment of existing topography and traffic operations and, based on that assessment, construct an ADA-compatible trail connecting Ardwick-Ardmore Road and the New Carrollton Metrorail Station via Ellin Road. Support pedestrian and bike improvements to the Veterans Parkway—Ellin Road intersection.	DPW&T	SHA District 3; Planning Department	General Fund	Long-term
2.12	Enhance existing and/or incorporate safe and well-marked pedestrian crosswalks at reconfigured intersections.	SHA; DPW&T	Local civic associations; HOAs; property owners		Long-term as development occurs

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-scaled development and new employment opportunities.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
1.0	Incorporate findings from the ongoing Purple Line station pedestrian and bike access study into the design recommendations for the Glenridge Transit Village.	District Council; Planning Department	MTA staff and Purple Line consulting team; WMATA; SHA; DPW&T	Land Use Connection Program of the National Capital Transportation Planning Board	Short-term through station engineering / Priority 1
1.1	Guide station design to promote dense, active, multimodal transit-oriented development.	MTA	Planning Department; DPW&T	DPW&T; Planning Department	Short-term through station engineering / Priority 1
1.2	Organize existing commercial property owners in the Glenridge area to discuss Purple Line prospects, identify business issues, and advocate for redevelopment incentives.	Prince George's County Economic Development Corporation (EDC)	Glenridge property owners		Short term / Priority 1
1.3	Support the Maryland Department of Transportation's efforts to increase investment incentives around station areas.	Maryland Department of Transportation	Planning Department		Short-term / Priority 2
1.4	Leverage the state enterprise zone designation to attract tenants and support infrastructure and streetscape improvements.	Prince George's County EDC		Enterprise Zone	Short-term / Priority 2
1.5	Develop a coordinated promotional and marketing strategy for New Carrollton and Central Annapolis Road.	Prince George's County EDC, Business Development Division	Glenridge property owners		Short- to medium-term
1.6	Institute a development roundtable to market Glenridge Transit Village opportunities.	Prince George's County EDC	Glenridge property owners		Medium-term
1.7	Construct Purple Line Station and associated road enhancements and transit infrastructure for buses and pedestrians.	MTA; DPW&T	Planning Department; SHA	CIP; FTA New Starts Program	Medium- to long-term / Priority 1
1.8	Create parking management plan to manage parking demand generated by new development and transit and to prevent parking spillovers into neighborhoods.	Planning Department; DPW&T	Local civic associations; HOAs; MTA		Medium- to long-term / Priority 1
1.9	Consider establishment of a privately approved special assessment district to pay for enhanced security and maintenance in the Glenridge area.	Private property owners	Prince George's County EDC	Special assessment revenues	Long-term / Priority 2
1.10	Consider establishment of a Glenridge Transit Village tax-increment financing district to support redevelopment efforts.	Prince George's County Council	Prince George's County EDC	Future tax receipts	Long-term / Priority 2

(Continued on following page)

1: The Glenridge Transit Village serves as a vibrant, pedestrian-friendly, mixed-use node that supports community-scaled development and new employment opportunities.					
STRATEGY		**LEAD ACTOR**	**ASSOCIATE ACTORS**	**SOURCE(S) OF FUNDING**	**IMPLEMENTING TIMEFRAME/ PRIORITY**
1.11	Extend Gallatin Street across Annapolis Road and continue as Chesapeake Road; eliminate the Chesapeake Road/Annapolis Road intersection.	DPW&T	Planning Department; SHA	CIP	Long-term / Priority 2
1.12	Also see Parts 1 (page 110) and 3 (page 118).				

The Annapolis Road Corridor—Existing Residential Neighborhoods

2: Retain and enhance the quality of life in existing residential neighborhoods.					
STRATEGY		**LEAD ACTOR**	**ASSOCIATE ACTORS**	**SOURCE(S) OF FUNDING**	**IMPLEMENTING TIMEFRAME/ PRIORITY**
2.1	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.	SHA; District 3 Traffic	District 3 pedestrian/ bike coordinator	SHA Spot Safety Program; federal Safe-Routes-to-School program	Short-term / Priority 1
2.2	Enhance street lighting along 68th Plaza, Greenvale Parkway, and 70th and 71st Avenues.	DPW&T			Short-term / Priority 1
2.3	Relocate bus stops from mid-block to intersections and install transit amenities such as bus shelters, benches, and schedule information.	DPW&T Transit Division	SHA; WMATA	Advertising shelter contract; developer contributions; General Fund	Short-term / Priority 2
2.4	Educate stakeholders about code standards and requirements, and provide increased code enforcement.	DER	Planning Department; HOAs; local civic associations; churches		Short-term / Priority 2
2.5	Educate residents on existing county, state, and federal foreclosure prevention, weatherization, and home improvement loan programs, grants, and design services.	Department of Housing and Community Development; Town of Landover Hills	HOAs; civic associations; local churches	2009 American Recovery and Reinvestment Act (ARRA) - TBD; Weatherization Assistance Program	Short-term / Priority 2
2.6	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.	Planning Department; DPW&T	Civic associations; HOAs	Metropolitan Washington Council of Governments (MWCOG) planning grant; County General Fund; MDOT Transportation Enhancement Funds	Short- to medium-term / Priority 1
2.7	Plant green screen along the existing chain link fence fronting Annapolis Road between Surrey Lane and Decatur Street.	Property owners	SHA; Civic Associations	Civic associations; SHA	Medium-term
2.8	Transform Greenvale Parkway into a green connector street equipped with weather-resistant outdoor exercise benches and play gyms.	DPW&T; Department of Parks and Recreation; civic associations; schools; churches; Landover Hills Learning Center Coalition	Planning Department	CIP	Medium-term
2.9	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.	DER; civic associations; HOAs; schools; Prince George's County Police Department	Planning Department; DPW&T		Medium- to long-term as development occurs
2.10	Also see Parts 1 (page 110) and 3 (page 113).				

The Annapolis Road Corridor—Mixed-Use Transition

3: 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.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
3.1	Complete a feasibility analysis for a new four-way intersection at Annapolis Road and 68th Avenue.	SHA	Planning Department; civic associations, HOAs; Town of Landover Hills	Developer contributions	Medium-term
3.2	Install a four-way intersection on Annapolis Road at 68th Avenue.	SHA	Civic associations, HOAs; Town of Landover Hills	Developer contributions	Long-term / Priority 1
3.3	Extend Rockford Drive across Webster Street to connect to the new service lane.	DPW&T; developer	Civic associations; HOAs	Developer contributions	Long-term / Priority 2
3.4	Construct a new residential access lane parallel to and south of Annapolis Road from 68th Place and Cooper Lane.	DPW&T; developer	Civic associations; HOAs	Developer contributions	Long-term / Priority 2
3.5	Also see Parts 1 (page 110) and 3 (page 113).				

The Annapolis Road Corridor—Capital Plaza

4: 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.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
4.1	Leverage the state enterprise zone designation to attract tenants and support infrastructure and streetscape improvements.	Prince George's County EDC	Capital Plaza property owners; other land owners	State and county funding as approved in the enterprise zone designation	Short-term / Priority 1
4.2	Support efforts to market investment opportunities in the Capital Plaza retail center area.	Prince George's County EDC, Business Development Division		EDC program funds	Short-term / Priority 1
4.3	Relocate bus stop from mid-block to 65th Avenue intersection, with appropriate protected shelter.	DPW&T Transit Division	WMATA; SHA	Developer contributions	Short-term/ Priority 1
4.4	Complete sidewalk gaps along Annapolis Road between 65th Avenue and the Baltimore-Washington Parkway.	SHA	DPW&T; Council of Governments' Transportation and Land Use Connections (TLC) Program; SHA	SHA Sidewalk Retrofit Program/county Matching Funds; federal Economic Stimulus Funds	Short-term / Priority 2
4.5	Enhance commercial façades.	Property owners	Prince George's County Economic Development Corporation	DHCD	Short- to medium-term
4.6	Install enhanced landscaping and on-site bioretention of stormwater as development occurs.	Property owners	Prince George's County Department of Environmental Resources (DER); Planning Department; DPW&T	Developer contributions	Long-term as development occurs
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.	Property owners	Planning Department	Developer contributions	Long-term as development occurs/ Priority 1
4.8	Construct a landscaped walkway connecting the improved drive aisle with new and existing commercial pad sites.	Property owners	Planning Department	Developer contributions	Long-term as development occurs/ Priority 2
4.9	Also see Parts 1 (page 110) and 3 (page 113).				

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.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
1.1	Assess the programming and services provided at existing facilities to determine if they meet community needs; adjust programming and services as gaps are identified.	Department of Parks and Recreation; Landover Hills Learning Center Coalition	Civic associations; HOAs; local churches; local schools; Town of Landover Hills Mayor and Council; local youth	Department of Parks and Recreation	Short-term / Priority 1
1.2	Maintain the safety of neighborhood parks.	Department of Parks and Recreation; Landover Hills Police Department; Prince George's County Gang Prevention Task Force; local schools; Landover Hills Learning Center Coalition; local youth	Civic associations; HOAs; local churches; Town of Landover Hills Mayor and Council		Short-term / Priority 1
1.3	Coordinate transportation for local youth and elderly to existing facilities, in particular the Bladensburg Community Center and the Kentland Community Center.	Landover Hills Learning Center Coalition; Town of Landover Hills Mayor and Council; local civic associations; local HOAs; local churches; local schools	Department of Parks and Recreation		Short-term / Priority 2
1.4	Investigate opportunities for public/private or public/nonprofit partnerships to support a potential temporary facility and the construction of a new facility.	Landover Hills Learning Center Coalition	Department of Parks and Recreation		Short- to medium-term
1.5	Construct a new community recreation facility	Landover Hills Learning Center Coalition; Department of Parks and Recreation, Prince George's County	Developers	Department of Parks and Recreation; developer, foundation, and private contributions	Medium-term
1.6	As development occurs, create proposed open space and parks.	Developers	Department of Parks and Recreation; Planning Department	Developer contributions	Long-term as development occurs

(Continued on following page)

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

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
1.7	Transform Greenvale Parkway into a green street equipped with weather-resistant outdoor exercise benches and play gyms.	DPW&T; Department of Parks and Recreation; local civic associations; local schools; local churches; Landover Hills Learning Center Coalition	Planning Department	CIP	Long-term

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

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
2.1	Enhance collaboration between police services, neighborhood schools, churches, local civic associations, and HOAs.	Prince George's County Police Department; Town of Landover Hills Police Department; Department of Parks and Recreation; M-NCPPC Park Police	HOAs; civic associations; local churches		Short-term / Priority 1

3: Promote better air and water quality and sustainable design to improve residents' quality of life and the health of the natural environment.

STRATEGY		LEAD ACTOR	ASSOCIATE ACTORS	SOURCE(S) OF FUNDING	IMPLEMENTING TIMEFRAME/ PRIORITY
3.1	Implement demonstration projects and educate youth, homeowners, and commercial property owners on environmental site design.	DPW&T; property owners	DER; civic associations; HOAs; local schools	Developer contributions	Short-term / Priority 2
3.2	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.	Prince George's County Council	Planning Department; DPW&T; Prince George's County Planning Board		Short- to medium-term
3.3	Adopt Best Management Practices (BMP's) in developing site plans, addressing urban stormwater runoff, new building construction, and infrastructure	SHA; DPW&T	Property owners; civic associations; HOAs; DER; developers		Medium- to long-term
3.4	Plant, maintain, and preserve healthy, native street trees throughout the MD 450 corridor.	DPW&T	Prince George's County DER		As development occurs

PUBLIC FACILITIES COST ESTIMATES

The following Public Facilities Report summarizes the recreation, transportation and other infrastructure improvements recommended by the sector plan. The report also identifies the preliminary responsibilities, timing, priorities and estimated costs associated with each recommended project.

The Public Facilities Report is submitted pursuant to Section 27-645(b) of the Prince George's County Zoning Ordinance which requires that prior to adoption or amendment of any preliminary plan, the Planning Board shall submit its proposals for public facilities in the plan to the District Council and County Executive to review, provide written comments, and identify any inconsistencies between the public facilities proposed in the plan and any existing or proposed state or county facilities including roads, highways and other public facilities.

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 each committed and proposed project the following information is provided by the Public Facilities Report:

Column 1	Facility Type
Column 2	Project Description/Location
Column 3	For committed projects, identification of the State Consolidation Transportation Program (CTP), County or M-NCPPC Capital Improvement Program (CIP) number and year of completion is provided.
Column 4	For proposed 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 timeframe and prioritizes projects based on completed analyses and proposed phasing. The proposed implementation timeframe for each project is defined as either Short-Term (1-6 Years), Mid-Term (7-15 Years) or Long-Term (16+ Years). Projects included in the State's CTP, the County's or M-NCPPC's CIP with a completion date will only have a timeframe listed.
Column 5	Estimated capital cost
Column 6	Public and/or private entities responsible for project implementation

PARKS, RECREATION FACILITIES, AND OPEN SPACE

FACILITY TYPE	PROJECT DESCRIPTION/LOCATION	*COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP) / M-NCPPC CAPITAL IMPROVEMENT PROGRAM (CIP)/ STATE CONSOLIDATION TRANSPORTATION PROGRAM*	SECTOR PLAN IMPLEMENTATION ACTION PLAN TIMEFRAME/PRIORITY	ESTIMATED CAPITAL COST	IMPLEMENTING AGENCY
Recreation Center	Construct a community center at or near the reconfigured Gallatin Street - Annapolis Road intersection or at one of the sites identified by the 2009 Department of Parks and Recreation Landover Hills & Vicinity Community Center Feasibility Study.		Long-term	$5.4 million (not including property acquisition)	Department of Parks and Recreation

SIDEWALKS

FACILITY TYPE	PROJECT DESCRIPTION/LOCATION	*COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP) / M-NCPPC CAPITAL IMPROVEMENT PROGRAM (CIP)/ STATE CONSOLIDATION TRANSPORTATION PROGRAM*	SECTOR PLAN IMPLEMENTATION ACTION PLAN TIMEFRAME/PRIORITY	ESTIMATED CAPITAL COST	IMPLEMENTING AGENCY
Sidewalks	Initiate sidewalk gap retrofits along Annapolis Road between Veterans Parkway and the Baltimore Washington Parkway.		Short-term	$250,000–$300,000 per mile	SHA; DPW&T

PEDESTRIAN AND BICYCLE FACILITIES

FACILITY TYPE	PROJECT DESCRIPTION/LOCATION	*COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP) / M-NCPPC CAPITAL IMPROVEMENT PROGRAM (CIP)/ STATE CONSOLIDATION TRANSPORTATION PROGRAM*	SECTOR PLAN IMPLEMENTATION ACTION PLAN TIMEFRAME/PRIORITY	ESTIMATED CAPITAL COST	IMPLEMENTING AGENCY
Bicycle/ pedestrian amenities	Replace the curb lane in each direction between 65th Avenue and Gallatin Street with a bike track and a paint-striped buffer.		Short-term	TBD	SHA
Bicycle/ pedestrian amenities	Develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets such as Ardwick-Ardmore Road, Buchanan Street, Allison Street, Varnum Street, and Webster Street. Install wayfinding signs designating it as a preferred bicycle route.		Medium-term	$25,000–$75,000 per mile	DPW&T
Bicycle/ pedestrian amenities	Create a bicycle/pedestrian connection from Ardwick- Ardmore Road to Veterans Parkway.		Medium- to long-term	$25,000–$75,000	DPW&T; SHA

TRANSIT					
FACILITY TYPE	**PROJECT DESCRIPTION/LOCATION**	***COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP) / M-NCPPC CAPITAL IMPROVEMENT PROGRAM (CIP)/ STATE CONSOLIDATION TRANSPORTATION PROGRAM***	**SECTOR PLAN IMPLEMENTATION ACTION PLAN TIMEFRAME/PRIORITY**	**ESTIMATED CAPITAL COST**	**IMPLEMENTING AGENCY**
Transit	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.		Short-term / Priority 1	$7,000–$15,000 per bus stop	DPW&T; SHA
Transit	Improve T18 bus service to support its eventual incorporation as a route in the regional Primary Corridor Network (PCN).		Short-term / Priority 2	$250,000–$300,000 per additional bus required	WMATA
ROAD FACILITIES					
FACILITY TYPE	**PROJECT DESCRIPTION/LOCATION**	***COUNTY CAPITAL IMPROVEMENT PROGRAM (CIP) / M-NCPPC CAPITAL IMPROVEMENT PROGRAM (CIP)/ STATE CONSOLIDATION TRANSPORTATION PROGRAM***	**SECTOR PLAN IMPLEMENTATION ACTION PLAN TIMEFRAME/PRIORITY**	**ESTIMATED CAPITAL COST**	**IMPLEMENTING AGENCY**
Roadway	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.		Short-term	$50,000–$100,000 per location	SHA
Roadway	Install four-way intersection on Annapolis Road at 68th Avenue.		Long-term / Priority 1	$750,000	SHA
Roadway	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.		Long-term / Priority 2	$10 million per mile	SHA; DPW&T; Private Developers
Roadway	Extend Gallatin Street across Annapolis Road and continue as Chesapeake Road.		Long-term / Priority 2	$750,000	DPW&T; SHA; Private Developers
Roadway	Eliminate existing intersection at Chesapeake Road and Annapolis Road.		Long-term / Priority 2	$150,000-$300,000	DPW&T; SHA; Private Developers
Roadway	Extend Rockford Drive across Webster Street to connect to proposed new residential service lane.		Long-term / Priority 2	$750,000	DPW&T; Private Developers

Sectional Map Amendment

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.

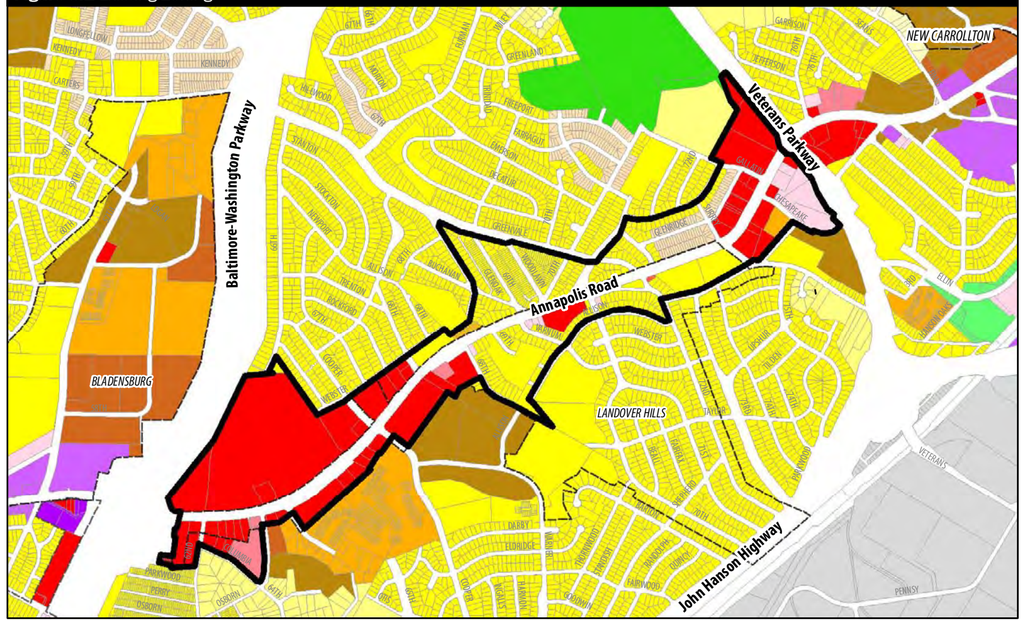
The District Council initiated the SMA in 2009 through Council Resolution CR-50-2009, with the intent of processing the SMA concurrently with the sector plan. The procedure followed was in accordance with Council Bill CB-39-2005 which allows the District Council to approve sector plans and SMAs simultaneously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



Existing Zoning

- Sector Plan Boundary
- Municipal Boundary
- Property Lines
- C-A (Ancillary Commercial)
- C-2 (General Commercial, Existing)
- C-M (Commercial Miscellaneous)
- C-O (Commercial Office)
- C-S-C (Commercial Shopping Center)
- I-1 (Light Industrial)
- M-U-I (Mixed Use Infill)
- M-X-T (Mixed Use Transportation Oriented)
- O-S (Open Space)
- R-O-S (Reserved Open Space)
- R-10 (Multifamily High Density Residential)
- R-18 (Multifamily Medium Density Residential)
- R-20 (One-Family Triple-Attached Residential)
- R-35 (One-Family Semidetached, and Two-Family Detached, Residential)
- R-55 (One-Family Detached Residential)
- R-80 (One-Family Detached Residential)
- R-T (Townhouse)

0 750 1,500 Feet

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 inharmonious 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 R-O-S Zone is generally applied to federal and state properties, unless specific uses or the intended character of the property or area should warrant another zoning category. This policy complies with Section 27-113 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

Policies governing the zoning 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. The SMA has been prepared in accordance with this section of the ordinance.

Limitations on the Use of Zones

Zoning classifications proposed in an SMA are limited only to the range of zones within the ordinance available at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223) of the Zoning Ordinance.

Reclassification of an existing zone to a less intense zone is prohibited where:

(g)(1) "The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of a Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such the zoning; or"

(g)(2) "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 these 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."

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

"The area of the 'property,' as the word is used in Subsection (g) (2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved."

Comprehensive rezoning of the plan area in its entirety last occurred in May 1994, with the approval of the SMA for Bladensburg-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" cannot be utilized in SMAs. In the piecemeal rezoning 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 as binding as any provision of the County Zoning Ordinance (see Conditional Zoning Procedures, Section 27-157(b)).

In theory, zoning actions taken as part of the comprehensive zoning (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 via conditional zoning cases that have been approved prior to the initiation of a sectional map amendment—or since initiation but before approval. As such, when special 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 Design Zones

Comprehensive design zones (CDZ) may be included in a sectional map amendment. Normally, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a comprehensive design zone can be recognized. Therefore an application must be filed, including a basic plan, and the Planning Board must have considered and made a recommendation on the zoning application in order for the comprehensive design zone to be included in the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate "base density" for development. In theory, the base density zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated in the master plan. No CDZs are included in this SMA.

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 overlay 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 Central Annapolis Road SMA makes three zoning changes based on the land use and development policies of the sector plan (see Tables 8.1–8.5 and Figures 8.4–8.7). Mixed-use zoning techniques are required to implement the long-range land use recommendations of the Central Annapolis Road Corridor Sector Plan for integrated centers of community activity along the corridor. Two mixed-use zones are applied: the M-U-I (Mixed Use-Infill) Zone and the M-X-T (Mixed Use-Transportation Oriented) Zone.

Table 8.1 Cumulative Zoning Inventory

	EXISTING		APPROVED	
ZONING DISTRICT	ACREAGE	% LAND AREA	ACREAGE	% LAND AREA
C-A Ancillary Commercial	0.13	0.06%	0.13	0.06%
C-M Commercial Miscellaneous	5.56	2.70%	4.79	2.33%
C-O Commercial Office	9.94	4.83%	.95	.46%
C-S-C Commercial Shopping Center	114.42	55.76%	75.38	36.63%
R-20 One-Family Triple Attached Residential	0.89	0.43%	0.89	0.43%
R-35 One-Family Semidetached, Two-Family Detached, Residential	7.35	3.57%	7.35	3.57%
R-55 One-Family Detached Residential	65.38	31.78%	65.44	31.80%
R-T Townhouse	1.78	0.87%	0	0
M-U-I Mixed Use Infill	0	0	29.04	14.11%
M-X-T	0	0	21.79	10.59%
TOTAL	205.75	100.00	205.76	100%

The plan vision presented in Chapter 6 calls for the long-range development of a mix of uses within and across from Capital Plaza after the year 2025. Rezoning of the commercially zoned properties in this area will be required to permit this development to occur. However, 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 zone is to encourage residential, commercial, mixed-residential, 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 (6) Residential/Lodging, the uses allowed are those permitted in the medium-density R-18 Zone.

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

The SMA applies a Development District Overlay Zone (DDOZ) to the entire SMA to achieve the plan's goal of creating a multinode transportation corridor with a community focus. The DDOZ is a mapped zone that is superimposed by an SMA over the other zones in a designated development area and may modify development requirements and/or standards within the underlying zone.

Under the DDOZ for Central Annapolis Road, new development plans or redevelopment plans are reviewed through the detailed site plan process for their compliance with development standards approved in the sector plan and the SMA.

Figure 8.2 Existing Land Use

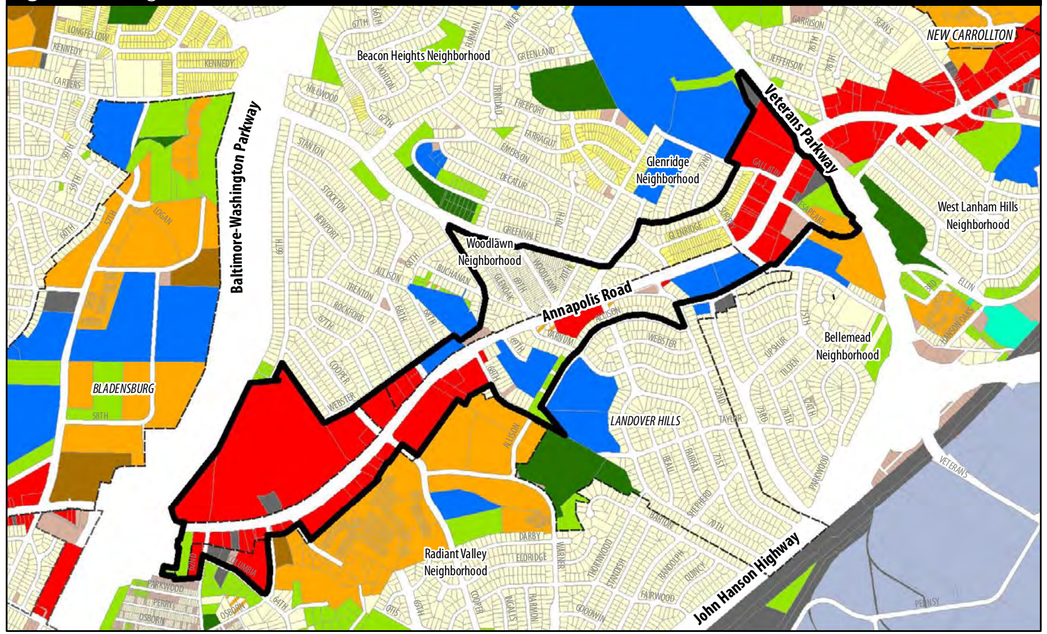


Figure 8.3 Preferred Land Use

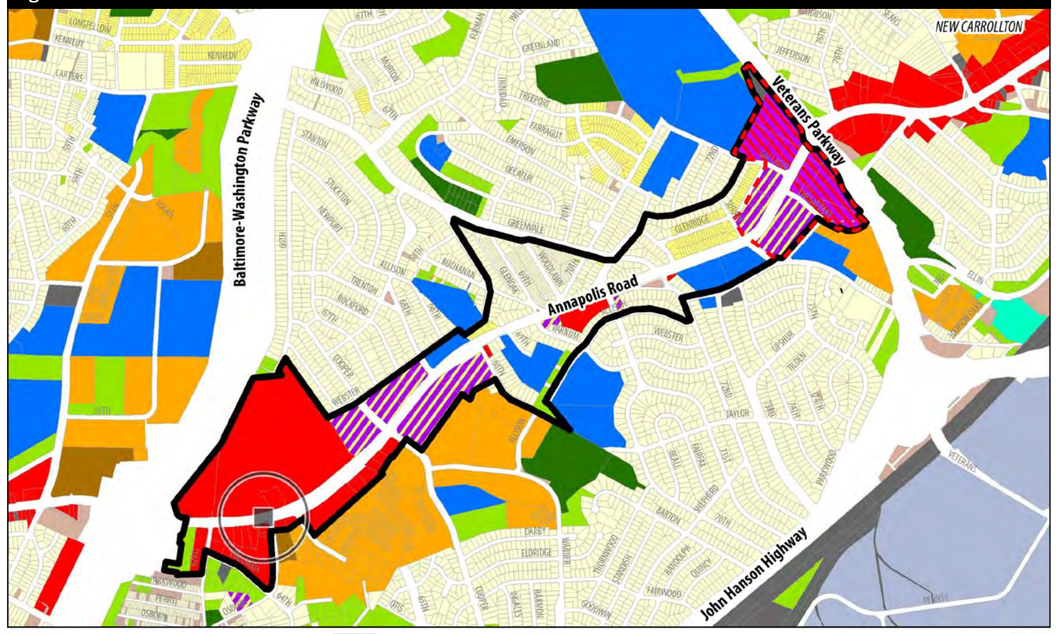


Figure 8.4 Approved Zoning

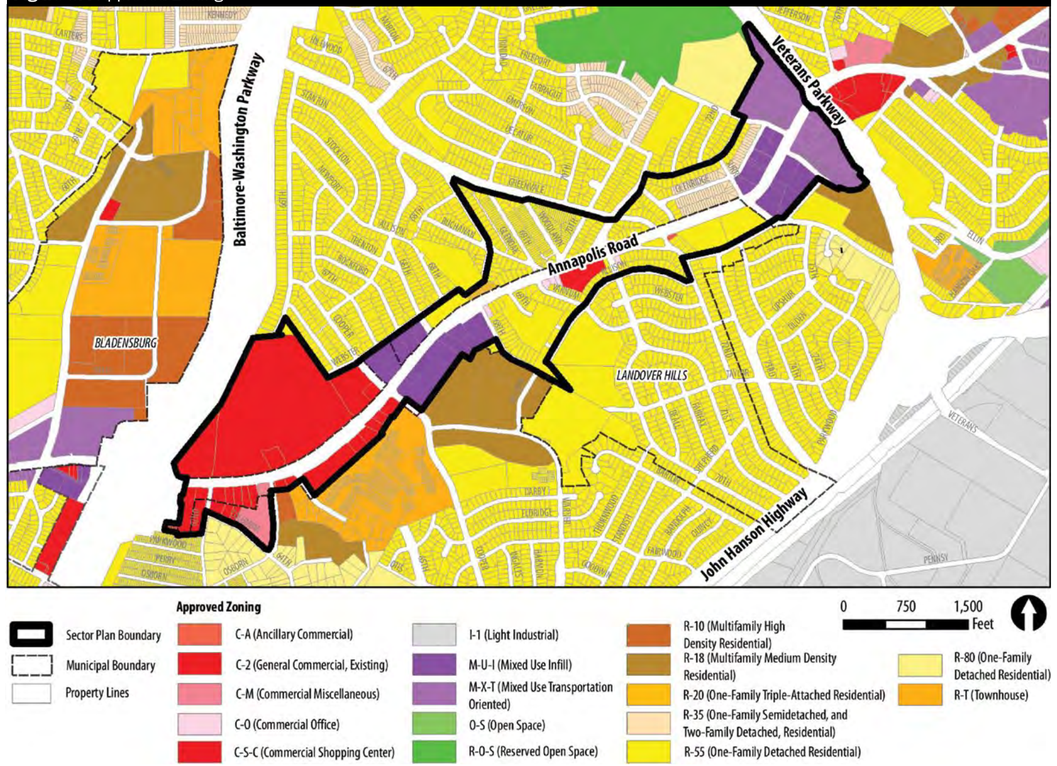


Table 8.2 Zoning Change #1

CHANGE NUMBER	ZONING CHANGE	AREA OF CHANGE (APPROXIMATE)	APPROVED SMA/ZAPS/SE		200' SCALE INDEX MAP
			NUMBER	DATE	
1	Superimpose DDOZ on C-A, C-S-C, C-O, C-M, R-20, R-35, R-55, R-T	252.7 Ac.	SMA	1/28/93	205NE05 205NE06 206NE06

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

Table 8.3 Zoning Change #2

CHANGE NUMBER	ZONING CHANGE	AREA OF CHANGE (APPROXIMATE)	APPROVED SMA/ZAPS/SE		200' SCALE INDEX MAP
			NUMBER	DATE	
2	C-O to M-X-T C-S-C to M-X-T Total	9.0 Ac. 12.4 Ac. 21.4 Ac.	SMA	1/28/93	206NE06

Discussion: *Rezoning 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			
Use	*Address(es)*	*Legal Description*	*Tax Account(s)*
retail shopping center	*7520 Annapolis Road*	*GLENRIDGE SHOPPING CENTER PARCELS A, B, B-1*	*2191575*
retail shopping center parking lot	*Ingraham Street*	*GLENRIDGE SHOPPING CENTER PARCEL B-1*	*2191583*
dental and medical clinic	*7503 Annapolis Road*	*WEST LANHAM SHOPPING CENTER PARCEL A*	*2221125*
office building	*7515 Annapolis Road*	*WEST LANHAM SHOPPING CENTER PARCEL B*	*2213106*
vacant building	*7519 Annapolis Road*	*WEST LANHAM SHOPPING CENTER PARCEL C*	*2170629*
fast food restaurant	*7501 Annapolis Road*	*WEST LANHAM SHOPPING CENTER, PARCEL D*	*2171072*
condominium offices	*7050, 7100, and 7150 Chesapeake Road*	*CHESAPEAKE OFFICE PARK CONDO, ALL UNITS*	*2198349, 2198455, 2198323, 2198463, 2198489, 2198406, 2198315, 2198372, 2198414, 2198307, 2198299, 2198448, 2198505, 2198380, 2198398, 2198497, 2198547, 2198570, 2198554, 2198562, 2198588, 2198539, 2198430, 2198471, 2198521, 2198513, 2198422, 2198331, 2198364, 2198356*
vacant property	*7011 Chesapeake Road*	*ARDWICK ARDMORE ROAD AND DEFENSE HIGHWAY L7666 F003, PARCEL 21*	*2190395*
commercial use	*Chesapeake Road*	*ARDWICK ARDMORE RD & DEFENSE HWY, PARCEL 143*	*2213098*
vacant property	*0000 Chesapeake Road*	*LANHAM PROFESSIONAL PARK OUTLOT A*	*2198281*

Table 8.4 Zoning Change #3

CHANGE NUMBER	ZONING CHANGE	AREA OF CHANGE (APPROXIMATE)	APPROVED SMA/ZAPS/SE		200' SCALE INDEX MAP
			NUMBER	DATE	
3	R-T to M-U-I C-S-C to M-U-I Total	1.7 Ac. 9.9 Ac. 11.6 Ac.	SMA SE-982 SE-41 SE-4251 SE-605 SE-1077	1/28/93	206NE06

Discussion: *Rezoning 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 a mixed-use 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			
Use	*Address(es)*	*Legal Description*	*Tax Account(s)*
nursery sales	*7400 Annapolis Road*	*GLENRIDGE, Block: J, PARCEL B*	*2206605*
pharmacy	*7401 Annapolis Road*	*GLENRIDGE SHOPPING CENTER PARCEL, A*	*2190536*
gas station	*7460 Annapolis Road*	*GLENRIDGE, Block J, PARCEL E*	*2227205*
laundromat	*7456 Annapolis Road*	*GLENRIDGE, Block J, PARCEL H*	*2208585*
retail and service commercial	*7423-7467 Annapolis Road*	*GLENRIDGE SHOPPING CENTER PARCELS A & B;* *WEST LANHAM HILLS-RESUB OF BLK 114, LOT 1;* *GLENRIDGE, Block J, PARCELS A-D (including PT PARCEL D EQ 3600 SQ FT) & F; Parcel: 155*	*2190510, 2190544, 2190536, 2194793, 2176592, 2208338, 2274488, 2194843*
funeral home	*7311 Gallatin Street*	*GLENRIDGE, Block J, PARCEL G*	*2238921*
post office	*7400 Buchanan Street*	*GLENRIDGE SHOPPING CENTER PARCEL C*	*2180230*
church	*7550 Buchanan Street*	*WEST LANHAM HILLS-RESUB OF BLK 114, LOT 2*	*2190528*

Figure 8.6 Zoning Change #2 & 3

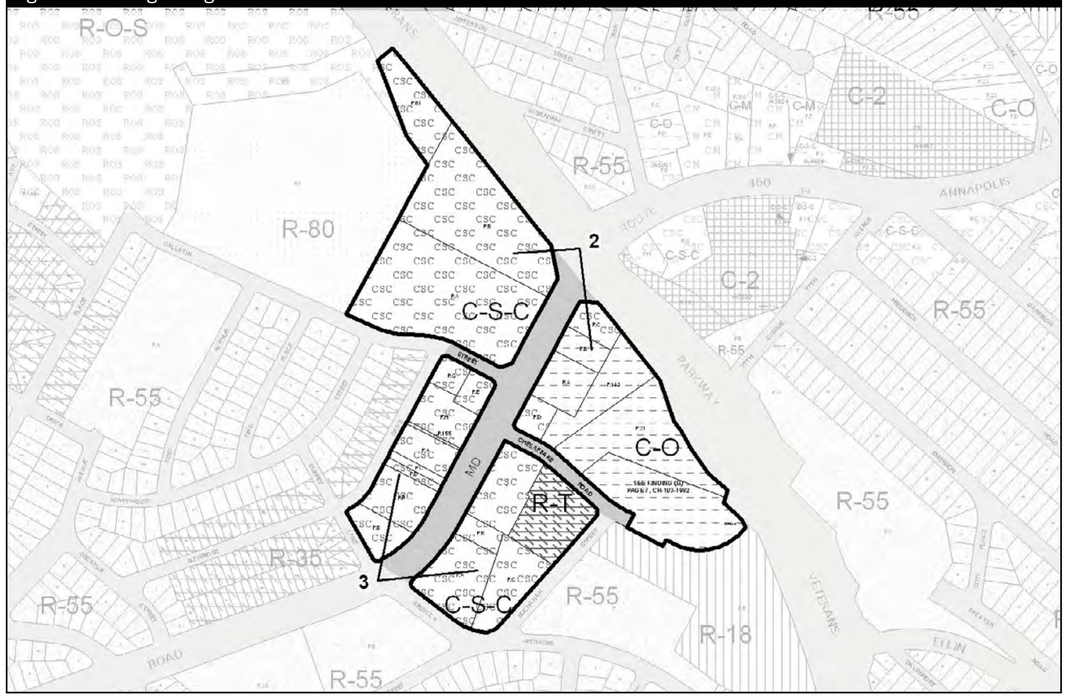


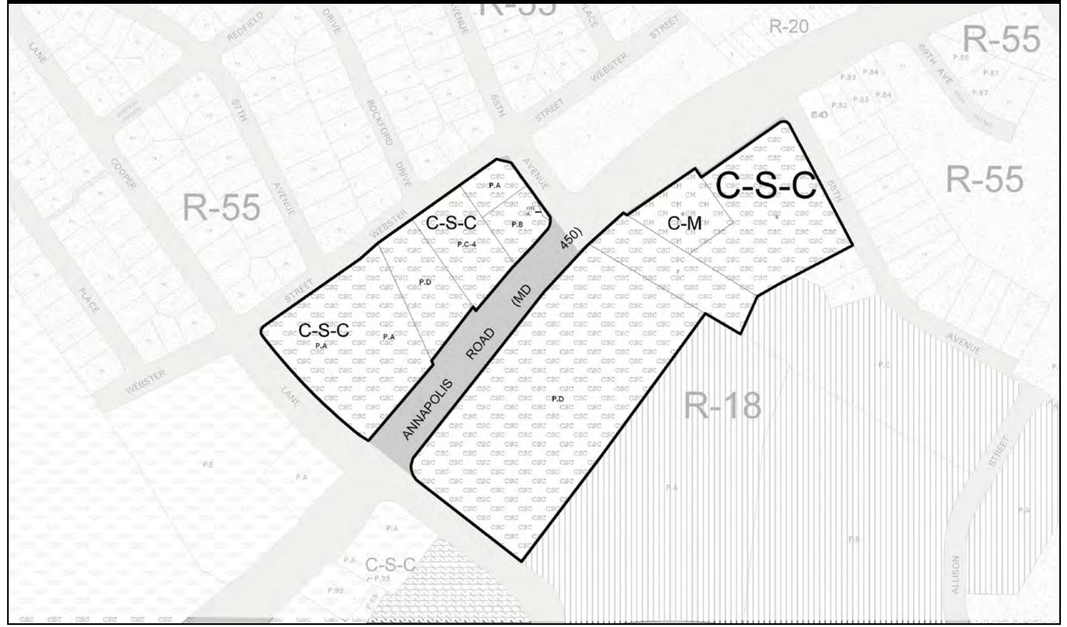
Table 8.5 Zoning Change #4

CHANGE NUMBER	ZONING CHANGE	AREA OF CHANGE (APPROXIMATE)	APPROVED SMA/ZAPS/SE		200' SCALE INDEX MAP
			NUMBER	DATE	
4	C-S-C to M-U-I C-M to M-U-I Total	17.2 Ac. 0.8 Ac. 18.0 Ac.	SMA SE-489 SE-1357	1/28/93	205NE05 205NE06 206NE06

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			
Use	*Address(es)*	*Legal Description*	*Tax Account(s)*
gas station	*6710 Annapolis Road*	*DEFENSE HEIGHTS, PARCEL B & P/O OUTLOT A*	*0155366*
fast food restaurant	*6747 Annapolis Road*	*LANDOVER ESTATES, BLOCK 19 PT PARCEL D EQ 2809 SQ FT*	*0104067*
retail commercial	*6601 Annapolis Road*	*LANDOVER ESTATES, BLOCK 19, IMPSPARCEL D EX 2809SF (PT IMPS RAZED 4/1/04) PTA 661-09*	*0104059*
auto-related commercial	*6815 & 6825 Annapolis Road*	*GRAYLING, Block E, LOT 5 & LOT 6 EQ 35284 SF*	*0128736, 0124040*
child care	*6801 Annapolis Road*	*GRAYLING, Block E, LOT 7*	*0119701*
church	*6706 Annapolis Road*	*DEFENSE HEIGHTS, BLOCK B, PARCEL C-4*	*0155374*
laundromat	*6704 Annapolis Road*	*DEFENSE HEIGHTS, BLOCK B, PT PAR D EQ 45459 SQ FT T-DT S/B 08/03/04 L20071 F103*	*0137364*
check cashing business	*4606 68th Avenue*	*DEFENSE HEIGHTS, PARCEL A*	*0155358*
bowling alley	*4601 Cooper Lane*	*CARROLL CORP PROPERTY, PARCEL A*	*0098509*

Figure 8.7 Zoning Change #4



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 center.
- Enhance pedestrian and multiple-stop vehicular trips.
- Provide safer 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 simultaneous with the adoption of this sectional map amendment (see boundary designation on Figure 8.3). 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 street 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 Landscape 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.

Under the Zoning Ordinance, and for the purposes of the Development District Overlay Zone, development is any activity that materially affects the condition or use of land or a structure. Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. A change from a lower-intensity impact use to a higher-intensity impact use, as indicated in the Prince George's County Landscape Manual, is also a form of development.

Whenever there appears to be a conflict between the Central Annapolis Road Corridor DDOZ and the Prince George's County Zoning Ordinance (as applied to a particular development), the DDOZ shall prevail. For development standards not covered by the DDOZ, the other applicable sections of the Zoning Ordinance and the Landscape Manual shall serve as the requirement. All development shall comply with all relevant federal, state, county, and local regulations and ordinances.

Exemptions from the Development District Standards

The following are exemptions from the development district standards:

1. **Legally existing development.** Until a site plan is submitted, all buildings, structures, and uses which were lawful or could be certified as a legal nonconforming use on the date of SMA approval are exempt from the development district standards and from site plan review and are not nonconforming.

   Until a site plan is submitted, active shopping centers with freestanding commercial uses on perimeter pod sites are also exempt from the development district standards and from site plan review and are not nonconforming.

2. **Legally existing parking and loading.** Until a site plan is submitted, all legally existing parking and loading spaces in the development district that were lawful and not nonconforming on the date of the SMA approval are exempt from the development district standards and site plan review, need not be reduced, and are not nonconforming.

3. **Single-family residential dwellings.** Additions to single-family residential dwellings are exempt from the development district standards and site plan review.

4. **Multifamily development.** An addition to a multifamily residential structure that was lawful and not 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.

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

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

7. **Nonconforming buildings, structures, and uses.** Restoration or reconstruction of a nonconforming building or structure, or a certified non-conforming use, is exempt from the development district standards and from site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.

   Except for improvements listed in section 8. General below, a property may not expand a certified nonconforming use unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.

8. **General.** The following are exempt from the development district standards and site plan review if the existing or proposed use is permitted:

   - Permits for alternation or rehabilitation, with no increase of the existing gross floor area
   - Canopies
   - Fences of six feet in height or less within rear and side yards on non-residential properties which are made of pressure-treated wood, composite, decorative aluminum or masonry (not concrete block) are exempt
   - Fences on residential properties six feet in height or less within rear and side yards and four feet in height or less within front yards
   - Decks
   - Ordinary maintenance
   - Changes in use and occupancy
   - Changes in ownership

9. **Signs**. Signs in a development requiring a detailed site plan will be reviewed in the site plan process. Signs for development not otherwise requiring a detailed site plan will 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 construction of) all new development-related streetscape improvements outside of the public right-of-way maintained by the Maryland State Highway Administration (SHA), the county's Department of Public Works and Transportation (DPW&T), or the Town of Landover Hills. Developer/property owners shall also be required to maintain streetscape improvements outside of the public right-of-way. New development projects with a gross floor area (GFA) of less than 10,000 square feet or less than 30 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 submittal requirements for the Central Annapolis Road DDOZ are the same as those required by Part 3, Division 9, of the Zoning Ordinance.

Applicants 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 per Part 3, Division 9, of the Zoning Ordinance and applicable development district standards, to obtain preliminary evaluation of foreseeable conformance issues and to identify required documentation.

Other pertinent information required for detailed site plan submittals as per Section 27-282(e)(20) shall include:

- Architectural elevations in color of all sides of the buildings
- Street and streetscape sections
- Supporting documentation where requested in the development district standards
- A list of all applicable standards from this document that have been used in the design, as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled

Uses

The Central Annapolis Road Development District includes properties classified in the C-A, C-M, C-O, C-S-C, R-20, R-35, R-55, R-T, M-U-I and M-X-T. The uses allowed on these properties shall be the same as those allowed in the underlying zone in which the property is classified, except as modified by these development district standards.

Modification of the Development District Standards

This is permitted through the process described in Section 27-548.25(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 Plan." Two types of amendments are required to be heard by the District 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)

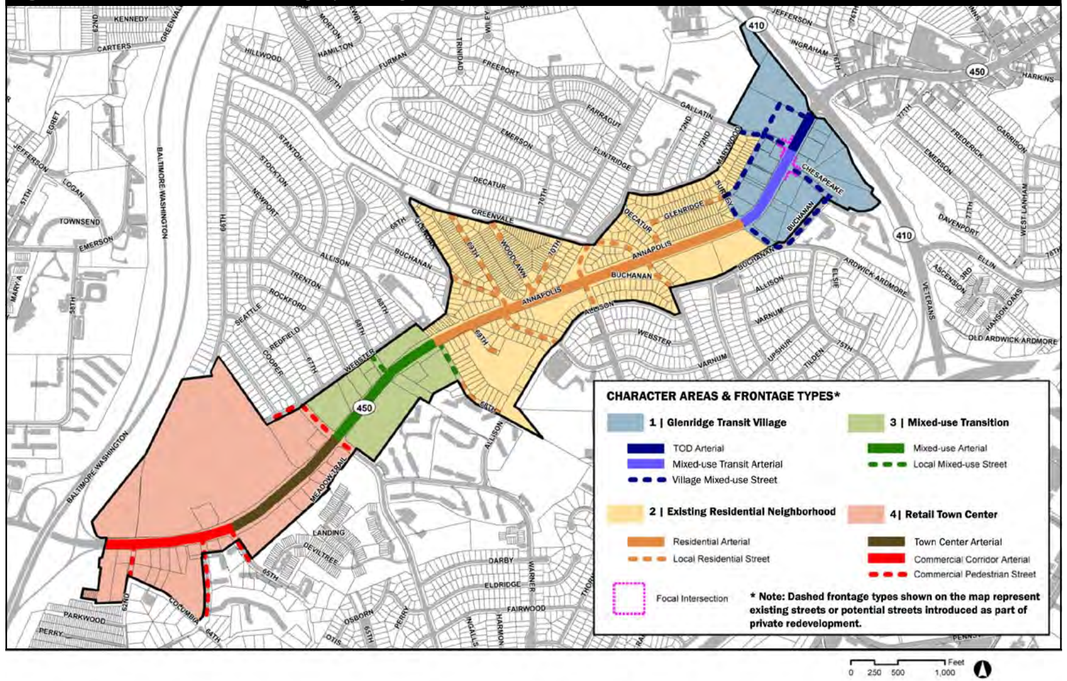
The development district standards are specifically intended to address new development and redevelopment proposals in the development district. The standards establish a consistent design framework to ensure quality in future development.

The DDOZ provides standards for the development of each property and illustrates how each relates to the adjacent properties and street(s). 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.

Figure 8.8 Character Areas and Frontage Type Designations



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, Ardwick-Ardmore 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 68th Place and Surrey Lane, and the south side of Annapolis Road between 68th Place and Ardwick-Ardmore Road

   b. *Local Residential Street*—All side streets with the exception of Greenvale Parkway, Marywood Street, Allison Street, and Glenoak 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 strip 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 68th Place

   b. *Local Mixed-use Street*—All side streets, including 68th Avenue between Annapolis Road and Webster Street and 68th 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

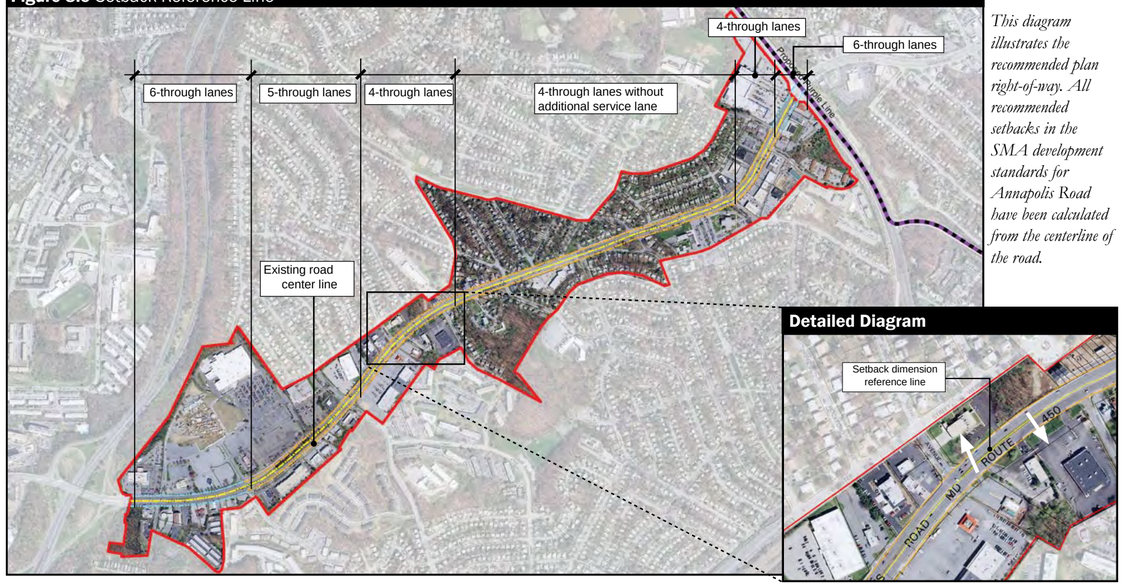
1. The purpose of this area is to promote the redevelopment of a regional shopping destination in a town center environment. The Retail Town Center area will include regional or subregional concentrations of commercial retail uses and tenants, and may be composed of large parcels with multiple buildings 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 streets.

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 plan right-of-way. All recommended setbacks in the SMA development standards for Annapolis Road have been calculated from the centerline of the road.

c. *Commercial Pedestrian Street*—All side streets, including internal circulator roads within multi tenant shopping centers, but excluding Meadow Trail Lane

Development District Overlay Zone (DDOZ) Standards

This section identifies standards and guidelines for development in each of the character areas. All development must conform to the development standards and follow the guidelines to the greatest extent possible as determined through the required design review process.

Recommended Right-Of-Way

The existing Annapolis Road right-of-way contains a six-lane divided highway between the Baltimore-Washington Parkway and Veterans Parkway (MD 410). 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).

The Central Annapolis Road Sector Plan amends the 2009 MPOT public right-of-way for Annapolis Road between 65th Avenue and Gallatin Street. The amended SHA-maintained public right-of-way for this segment of Annapolis Road is 90 feet. The amended right-of-way permits the reconstruction of Annapolis Road as a four-lane divided highway with left-turn lanes at signal-controlled intersections. The recommended reduction in travel lanes is based on:

- 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 divert regional through traffic from Annapolis 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 vision for future development.

Annapolis Road between the Baltimore-Washington Parkway and 65th Avenue and between Gallatin Street and Veterans Parkway will remain a six-lane road within a 120-foot public right-of-way

A key mechanism for implementing the transformation of Annapolis Road according to the plan vision will be the establishment of a public use easement for streetscape 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. The plan also recommends the establishment of a revolving infrastructure improvement fund, financed partially by developer contributions, to implement the long-term reconstruction of Annapolis Road on a block-by-block basis as future development occurs.

I. Glenridge Transit Village

A. Table 8.6 summarizes bulk and yard requirements for the Glenridge Transit Village Area. Figures 8.10a through 8.10c illustrate the regulations as described in the 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.

Table 8.6 Glenridge Transit Village Bulk Table

	PRIMARY FRONTAGE TYPE	TOD ARTERIAL	MIXED-USE TRANSIT ARTERIAL	VILLAGE MIXED-USE STREET
Front Building Placement Line				
A	Minimum	65'*	75'*	5' for residential use-only buildings, otherwise 0'
B	Maximum	75'*	85'*	20' for residential use-only buildings, otherwise 10'
Corner Side Yard				
C	Minimum	0'	0'	5' for residential use-only buildings, otherwise 0'
D	Maximum	5'	5'	10'
Interior Side Yard				
E	Minimum	0'	0'	5'
F	Maximum	Aggregate of both interior side yard setbacks not to exceed 20% of lot width, excluding the width of an access drive to the primary street		
Rear Yard				
G	Minimum	0', unless against a residential use-only area, then 20'		5'
Building Height				
	Minimum	2 stories	2 stories	N/A
	Maximum	6 stories	6 stories	6 stories
Ground-Floor Height				
	Minimum	2 stories		

**Note: Front building placement lines for the TOD arterial and mixed-use transit arterial frontage types are to be measured from the Annapolis Road centerline which is on file with the Maryland State Highway Administration (SHA). All required yard setbacks are to be measured from the corresponding property lines.*

Figure 8.10a TOD Arterial

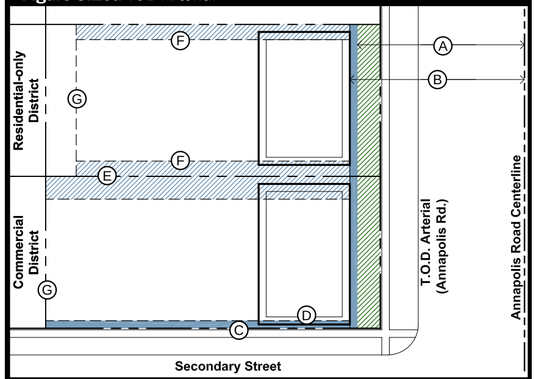


Figure 8.10b Mixed-Use Transit Arterial

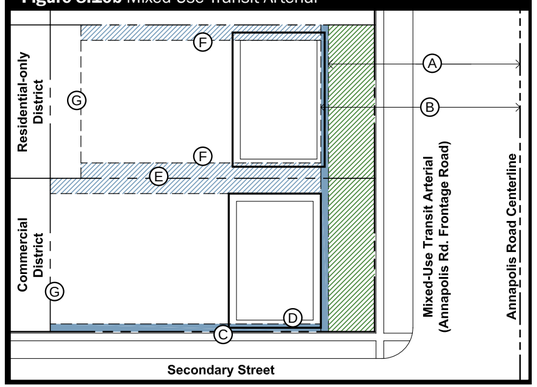
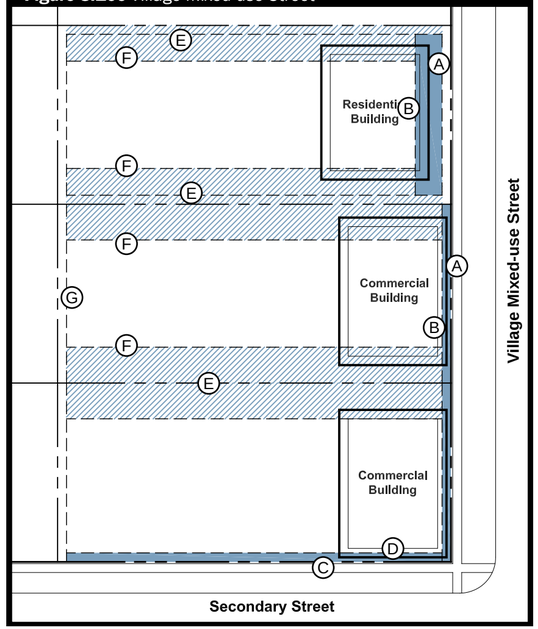


Figure 8.10c Village Mixed-use Street



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.

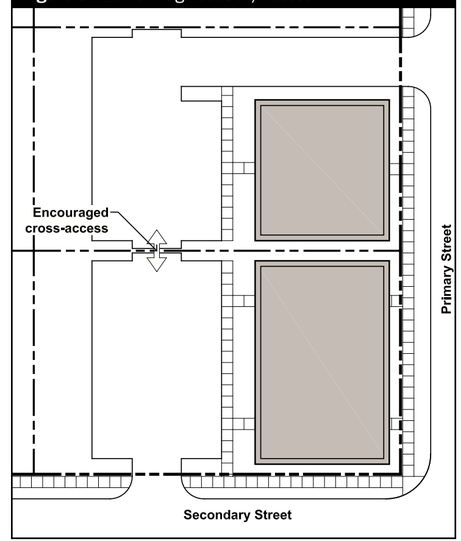
3. Direct pedestrian access shall be provided from rear parking areas to tenant spaces or to a public lobby that provides access to tenant spaces.

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.

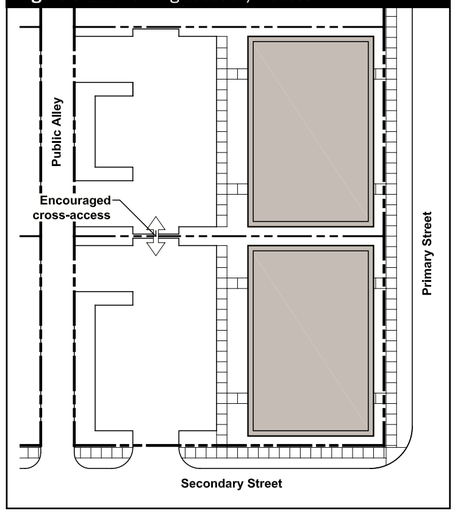
   a. For lots with less than 200 feet of frontage and no alley or rear public street, one curb cut is permitted from a public street. On interior lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street (see Figure 8.11a).

Figure 8.11a Parking Location/Access



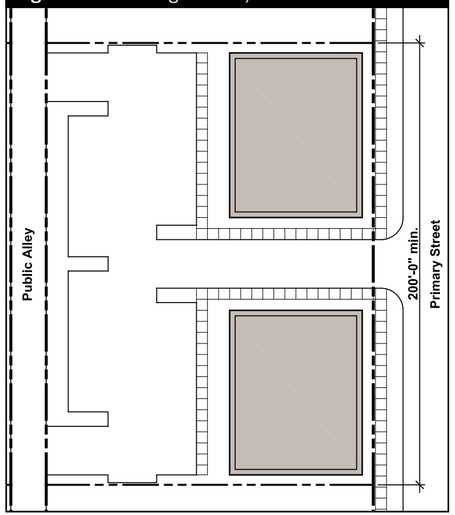
b. For lots with 200 feet or more of frontage, with or without an alley, one additional curb cut, above and beyond what is permitted otherwise, is permitted from the primary street (see Figure 8.11b).

Figure 8.11b Parking Location/ Access



c. For lots with access to a public alley or rear public street, no curb cut from the primary street is permitted, unless the lot frontage equals or exceeds 200 feet. Then, one curb cut is permitted as per item (b) above (see Figure 8.11c).

Figure 8.11c Parking Location/Access



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.

Table 8.7a Shared-Parking Reduction Percentage Multiplier

	WEEKDAY		WEEKEND		NIGHT
	6:00 A.M.–6:00 P.M.	6:00 P.M.–MIDNIGHT	6:00 A.M.–6:00 P.M.	6:00 P.M.–MIDNIGHT	MIDNIGHT–6:00 A.M.
Office	100	10	10	5	5
Commercial/Retail	60	90	100	70	5
Restaurant	50	100	100	100	10
Lodging	70	100	70	100	70
Recreational/Entertainment/ Social/Cultural	40	100	80	100	10
Residential	60	90	80	90	100
Other	100	100	100	100	100

Source: Table based on "Shared Parking," a publication from the Urban Land Institute, Washington, D. C., 1983

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 8.7b Example of Shared-Parking Calculation

	WEEKDAY		WEEKEND		NIGHT
	6:00 A.M.–6:00 P.M.	6:00 P.M.–MIDNIGHT	6:00 A.M.–6:00 P.M.	6:00 P.M.–MIDNIGHT	MIDNIGHT–6:00 A.M.
Office	200 (100% of 200)	20 (10% of 200)	20 (10% of 200)	10 (5% of 200)	10 (5% of 200)
Commercial/Retail	60 (60% of 100)	90 (90% of 100)	100 (100% of 100)	70 (70% of 100)	5 (5% of 100)
Residential	60 (60% of 100)	90 (90% of 100)	80 (80% of 100)	90 (90% of 100)	100 (100% of 100)
Total	320	200	200	170	115

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 as an integral component of the overall site and be architecturally compatible with adjoining buildings. 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 street environment and maintain a safe and comfortable pedestrian sidewalk environment (see Figures 8.12a through 8.12d).

1. Building massing

   (a) Building massing should be concentrated toward the primary public street or prominent public amenities, such as open spaces, plazas, or landscaped areas. On multistory buildings, upper stories may be stepped back to reduce the "canyon" effect and preserve view corridors.

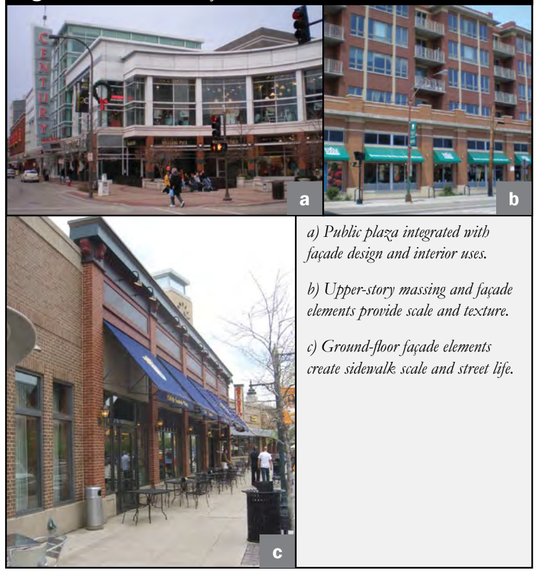
   (b) Building massing should be used to define public open spaces and activate them through uses that engage the open space.

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

Figure 8.12 Desired Building Massing

a) Prominent corner massing and upper-story setback. *b) Upper-floor façade elements relate to ground-floor façade design.* *c) Materials and façade elements prevent blank surfaces.* *d) Varied façade design and roof form add interest.*

Figure 8.13 Desirable Façade Elements



a) Public plaza integrated with façade design and interior uses.

b) Upper-story massing and façade elements provide scale and texture.

c) Ground-floor façade elements create sidewalk scale and street life.

(d) Upper-story elements, such as balconies and window bays, should be used to create texture and avoid large blank surfaces as seen from a distance.

(e) Building scale should be reduced adjacent to property lines shared with single-family attached or detached residential lots.

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

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

(h) 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) Plazas, 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 friezes 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

vi. Commercial signage frieze

vii. Decorative commercial cornice

(e) 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 eave 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 multistory 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).

Figure 8.14 Desirable Building Materials and Details

a) Consistent forms and details establish a unified design theme.
b) Upper-story entrances vary from ground-floor character.
c) Awning and signage coordination balance individual expression and overall street character.

(e) A coordinated awning and signage plan should be used on multi tenant or multibuilding 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).

(f) 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).

(a) Buildings should incorporate articulated corners that create visual interest, provide entry plazas, and/or establish pocket open spaces adjacent to the public sidewalk.

(b) Articulated corners may extend up to 15 feet above the permitted building height.

(c) 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.

(d) Buildings on focal intersections should maximize façade transparency in order to create a more vibrant relationship between the public sidewalk, corner plazas, and interior uses.

Figure 8.15 Focal Intersection Design Principles

a) – c) Massing, materials, transparency and details help establish neighborhood centers at key focal nodes.

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.

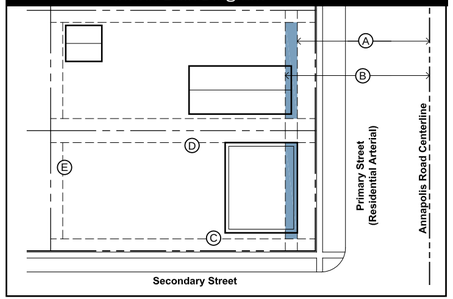
Table 8.8 Existing Residential Area Bulk Table

	PRIMARY FRONTAGE TYPE	RESIDENTIAL ARTERIAL		LOCAL RESIDENTIAL STREET
Front Building Placement Line				
		without existing service road	with existing service road	
(A)	Minimum	70'*	100'*	20'
(B)	Maximum	80'*	110'*	30'
Corner Side Yard				
(C)	Minimum	10'		
Interior Side Yard				
(D)	Minimum	10'		
Rear Yard				
(E)	Minimum	10'		
Building Height				
	Maximum	3 Stories		

**Note: Front building placement lines for residential arterial frontages shall be measured from the Annapolis Road centerline which is on file with the Maryland State Highway Administration (SHA). All other setbacks are to be measured from corresponding property lines.*

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.

Figure 8.16 Residential Arterial & Local Residential Street Bulk Diagram



C. Parking and access management

Parking access and location in this area reflect the goals of preserving the area's residential character.

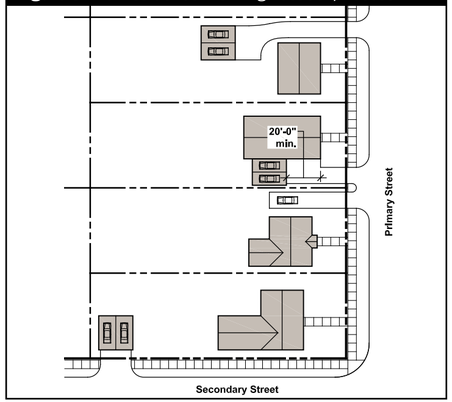
1. For residential development (see Figure 8.17a):

   (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 secondary 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.

Figure 8.17a Residential Parking Location/Access



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.

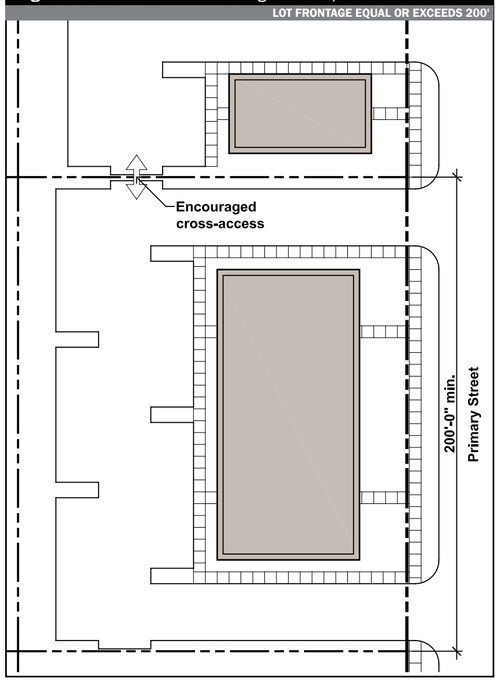
   b. To the extent possible, parking should be located to the rear of the primary building.

   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.

Figure 8.17b Commercial Parking Location/Access



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 development.

   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.

Figure 8.18 Building Design Principles

a) Form, scale, materials, and details should preserve residential character.

b) Commercial façades should reinforce neighborhood scale and 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. Awnings 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 18.9b).

Figure 8.19 Desirable Residential Details

a) Residential developments should incorporate porches and dormers.

b) Side elevations of buildings visible from the street shall be designed so that they are equal to the front elevation in terms of quality of materials and detailing.

III. Mixed-Use Transition

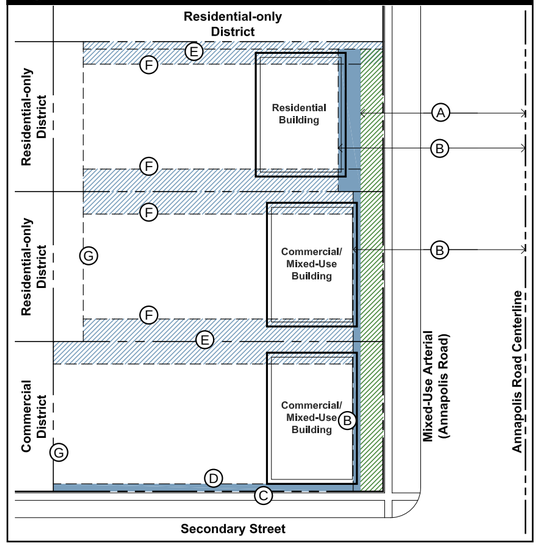
A. Table 8.9 summarizes bulk and yard requirements for the Mixed-use Transition Area. Figures 8.20a and 8.20b illustrate the regulations as described in the table.

Table 8.9 Mixed-use Transition Area Bulk Table

	PRIMARY FRONTAGE TYPE	MIXED-USE ARTERIAL	LOCAL MIXED-USE STREET
Front Building Placement Line			
(A)	Minimum	80'*	10'
(B)	Maximum	85' for buildings, with non-residential uses OR buildings on corner lots, otherwise 90'*	10' for buildings, with non-residential uses AND buildings on corner lots, otherwise 15'
Corner Side Yard			
(C)	Minimum	0'	
(D)	Maximum	5'	10'
Interior Side Yard			
(E)	Minimum	0', unless against a residential use-only area, then 5'	
(F)	Maximum	Aggregate of both interior side yard setbacks not to exceed 30% of lot width	Aggregate of both interior side yard setbacks not to exceed 40% of lot width
Rear Yard			
(G)	Minimum	0', unless against a residential use-only area, then 20'	
Building Height			
	Maximum	4 stories	
Ground-Floor Height			
	Minimum	12' for building with non-residential uses or buildings on a corner lot	

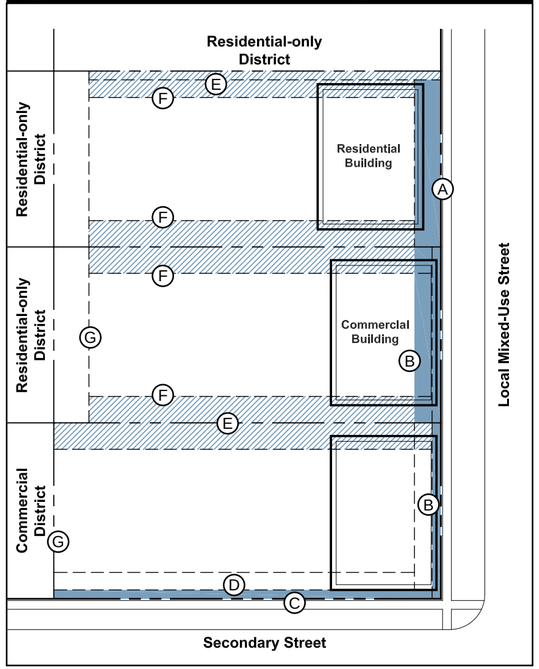
** Note: Front building placement lines along the mixed-use arterial frontage shall be measured from the Annapolis Road centerline which is on file with the Maryland State Highway Administration (SHA). All other required setbacks are to be measured from the corresponding property lines.*

Figure 8.20a Mixed-use Arterial Bulk Diagram



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.

Figure 8.20b Local Mixed-use Street Bulk Diagram

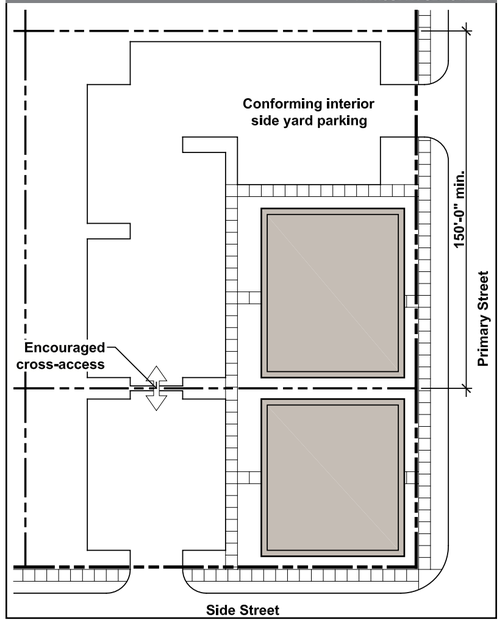


C. Parking and access management

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

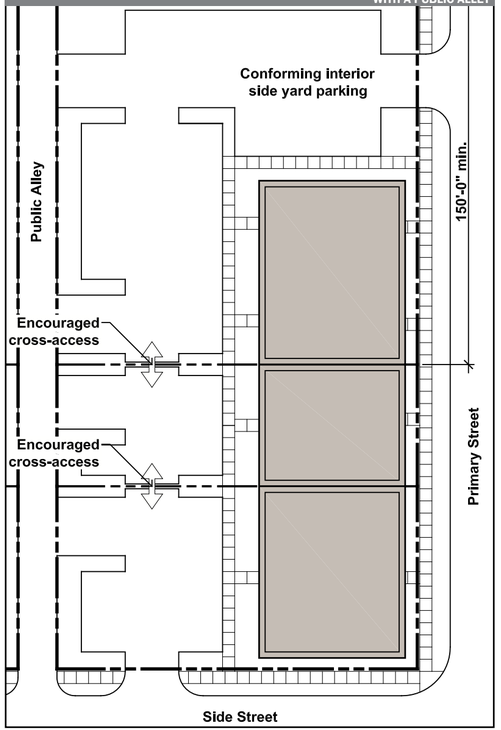
1. No parking shall be located in the front yard or corner side yard.
2. For parking in the interior side yard, one double-loaded parking aisle is permitted for lots with 150 feet or more of frontage, provided the parking is set back from the primary building façade a minimum of 10 feet and is screened 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).

Figure 8.21a Parking Location/Access



e. 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.

Figure 8.21b Parking Location/Access



5. 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 maximum permitted 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 maximum on-site capacity shall be equal to 100% of the minimum capacity required by Section 27-568(a).

6. 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 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:

        i. 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

        ii. 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.

        An example of how shared parking requirements are calculated is included in section I.C.7.b.(2) under the Glenridge Transit Village Character Area.

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 multistory 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.

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

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

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

2. Sidewalk environment

a. Internal streets shall be designed and streetscaped in accordance with Section 5—Public Realm Standards of this overlay ordinance.

b. Ground-floor residential façades 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 façade (measured between the ground plane and the top of the commercial storefront, not including upper-façade sign friezes or extended parapets) for two-way transparency on the front façade. Ground-floor façades 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 façades should use the following elements to create an appropriate scale and relationship to the ground floor (see Figure 8.23c):

Figure 8.22 Desired Building Massing

a) Prominent corner massing and upper-story setback. *b) Upper-floor façade elements relate to ground-floor façade design.* *c) Materials and façade elements prevent blank surfaces.* *d) Varied façade design and roof form add interest.*

i. Upper-story massing with stepbacks, planar 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 façade 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, 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.

d. For multistory development 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 façade.

e. 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.

Figure 8.23 Desirable Façade Design Elements

a) – c) Varied materials, decorative commercial cornices, and stepbacks help foster a welcoming pedestrian sidewalk environment.

IV. Retail Town Center

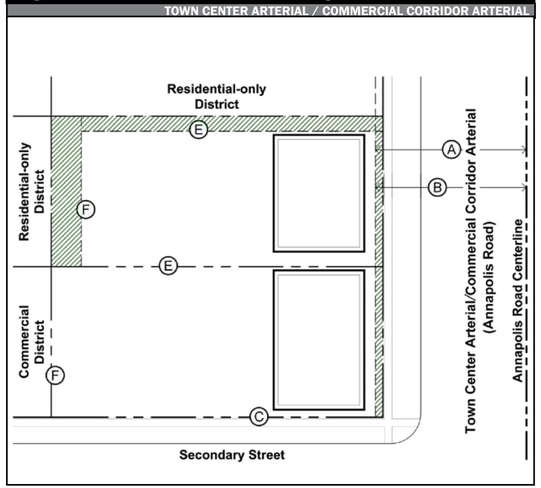
A. Table 8.10 summarizes bulk and yard requirements for the Retail Town Center Area. Figures 8.24a and 8.24b illustrate the regulation as described in the table.

Table 8.10 Retail Town Center Bulk Table

	PRIMARY FRONTAGE TYPE	TOWN CENTER ARTERIAL	COMMERCIAL CORRIDOR ARTERIAL	COMMERCIAL PEDESTRIAN STREET
*Front Building Placement Line**				
A	Minimum	75' (North side of MD 450), 65' (South side of MD 450)*		0'
B	Maximum	85' (North side of MD 450), 75' (South side of MD 450)*		10'
Corner Side Yard				
C	Minimum	0'		
D	Maximum	30'		30'
Interior Side Yard				
E	Minimum	0', unless against a residential-use only area, then 10'		
Rear Yard				
F	Minimum	0', unless against a residential-use only area, then 20'		
Building Height				
	Maximum	3 stories		
Ground-Floor Height				
	Minimum	12'		

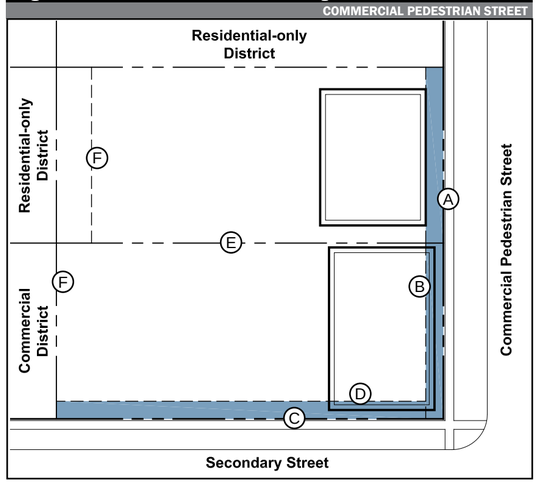
**Note: Front building placement lines for the town center arterial and the commercial corridor arterial frontages shall be measured from the Annapolis Road centerline which is on file with the Maryland State Highway Administration (SHA). The centerline of the westbound MD 450 travel lanes shall be used as the reference point for the required setback for properties fronting the north side of Annapolis Road. The centerline of the eastbound MD 450 travel lanes shall be used as the reference point for the required setback for properties fronting the south side of Annapolis Road. All other required setbacks are to be measured from the corresponding property lines.*

Figure 8.24a Retail Town Center Bulk Diagram



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.

Figure 8.24b Retail Town Center Bulk Diagram

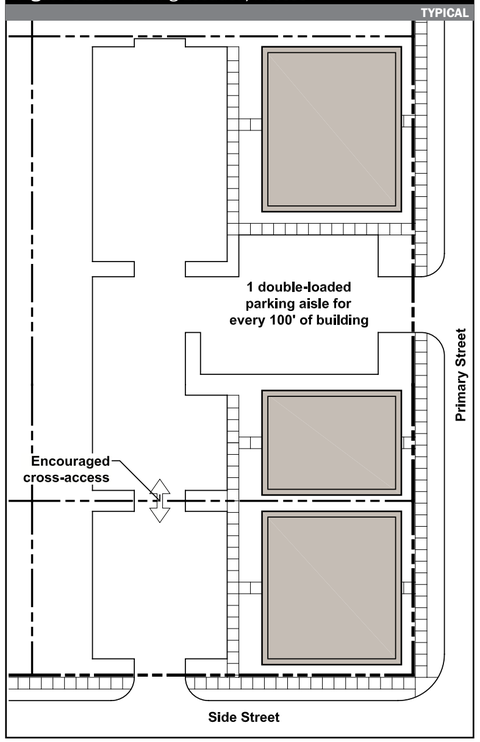


C. Parking and access management

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.
      i. For parking in the interior side yard, one double-loaded parking aisle is permitted for every 100 feet of

Figure 8.25a Parking Location/Access



building frontage. 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 sidewalks and a front façade 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 wherever possible through shared curb cut access and cross-access between commercial tenants.

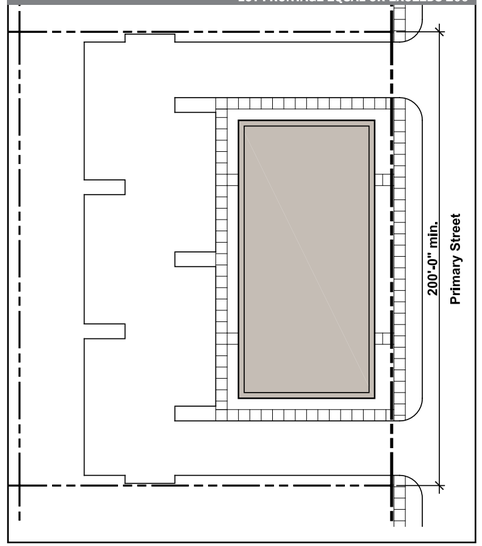
i. For lots with less than 200 feet of frontage, one curb cut is permitted from a public street. On interior lots, this may be the primary street. On corner lots, a curb cut is only permitted from the side street.

ii. For lots with 200 feet or more of frontage, one additional curb cut above and beyond what is permitted 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 capacity required by the Zoning Ordinance for all uses.

Figure 8.25b Parking Location/Access



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 if:

i. 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

ii. 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.

An example of how shared parking requirements are calculated is included in section I.C.7.b.(2) under the Glenridge Transit Village Character Area.

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 turrets, towers, 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 development forms.

Figure 8.26 Desired Building Massing

a) Buildings define the public sidewalk environment.

b) Massing on prominent corners creates interest from multiple views.

c) Varied façade and roof forms create interest and texture.

d) Materials, massing, and structural elements can create a pedestrian-scaled sidewalk.

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

2. Sidewalk environment

a. Internal streets shall be designed and streetscaped 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 friezes 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 sidewalk 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 frieze

vi 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 8.27b).

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.

Figure 8.27 Building Design Principles

a) Form, massing, materials, and details create a unified theme and activate commercial streets.

b) Varied materials and formal details create an appropriate scale and interest.

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 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.

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 at the rear of development parcels (see Figure 8.28c).

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).

B. Street design

The following regulations summarize design requirements for new streets. For the purposes of this section, the following roadway types apply:

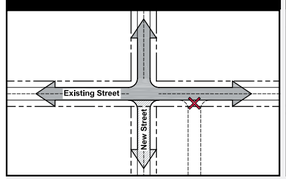
1. Annapolis Road (see Figure 8.29 and associated cross sections)

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).

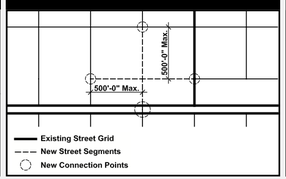
c. Residential Arterial (5 or 7 lanes, depending on existing service lanes): 4 through lanes, 1 left-turn lane, 0 or 1 service lane(s), 0 or 1 parking lane(s) (see Figure 8.29c and Table 6.1).

Figure 8.28a New Intersections



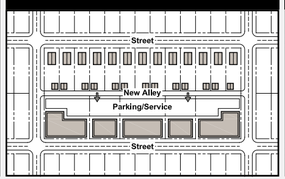
a) New street segments should be linked to existing network nodes.

Figure 8.28b New Grid



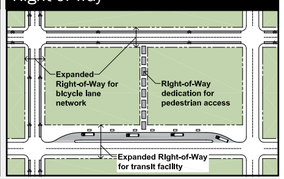
b) New streets should enhance the grid and multimodal accessibility.

Figure 8.28c Rear Alley Access



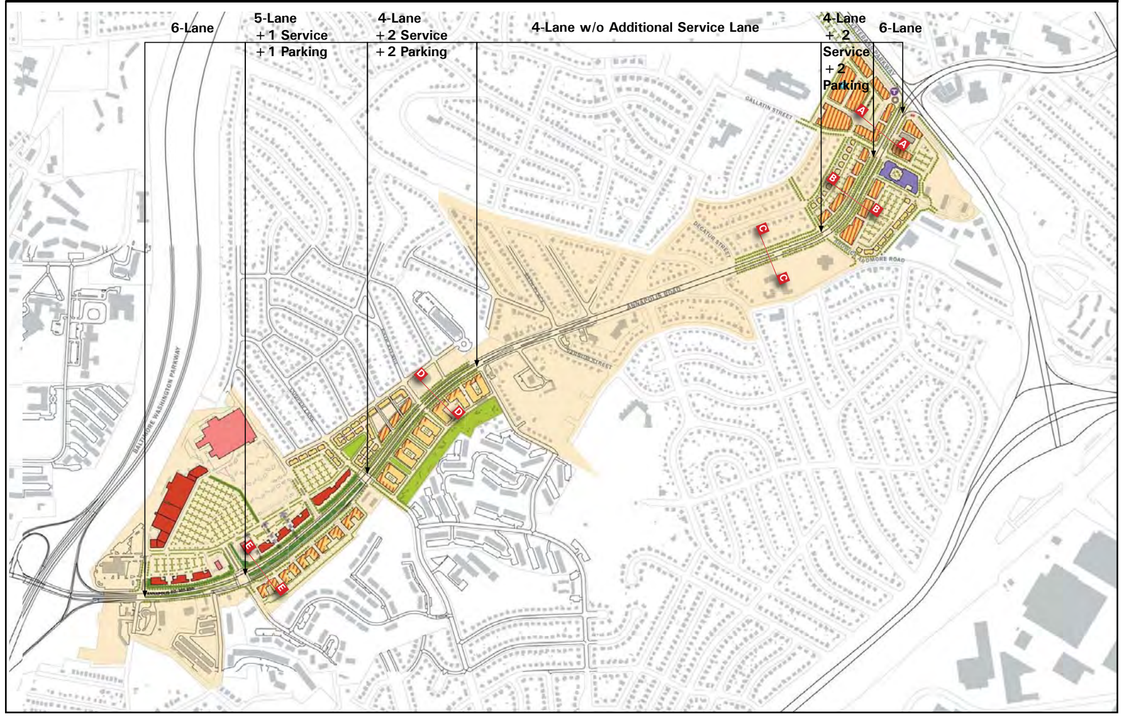
c) Public alleys can provide parking and service access.

Figure 8.28d Transit and Bicycle Right-of-way



d) Transit, bicycle, and pedestrian infrastructure should be integrated into block design and right-of-way provisions.

Figure 8.29 Central Annapolis Corridor



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

Figure 8.29a TOD Arterial

AT GLENRIDGE TRANSIT VILLAGE (BETWEEN VETERANS PARKWAY AND GALLATIN STREET)

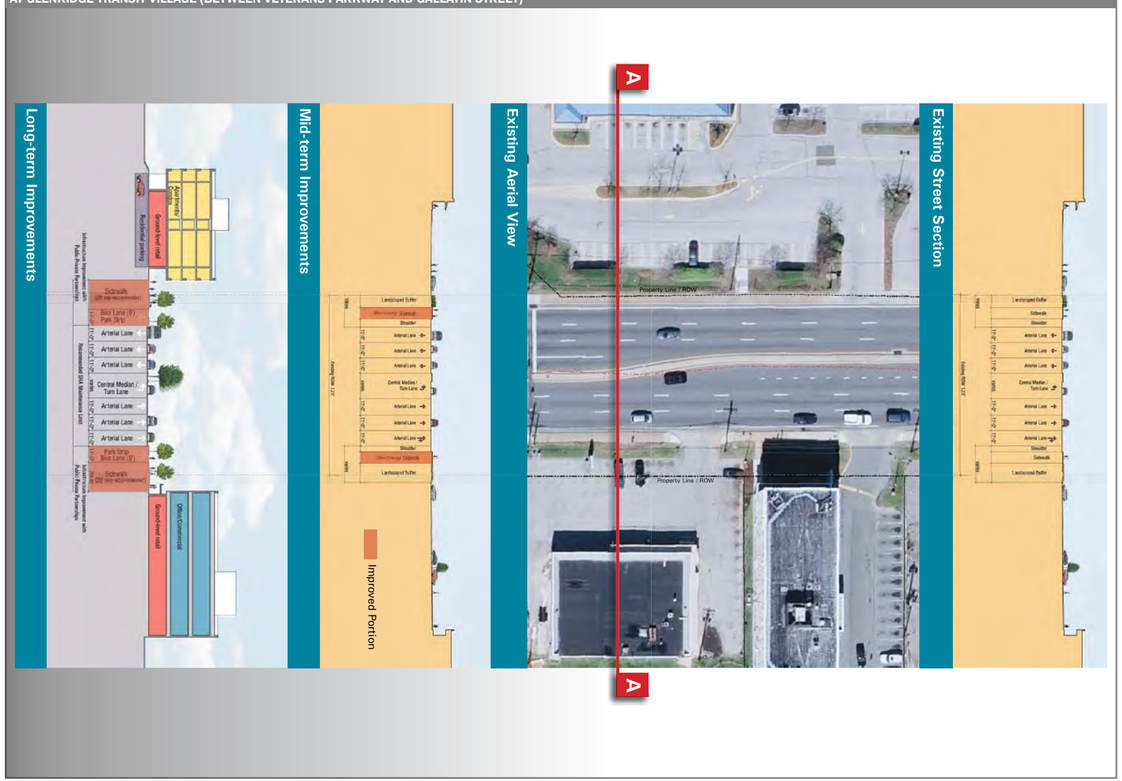


Figure 8.29b Mixed-use Transit Arterial

AT GLENRIDGE TRANSIT VILLAGE (BETWEEN GALLATIN STREET & ARDWICK-ARDMORE ROAD/SURREY LANE)

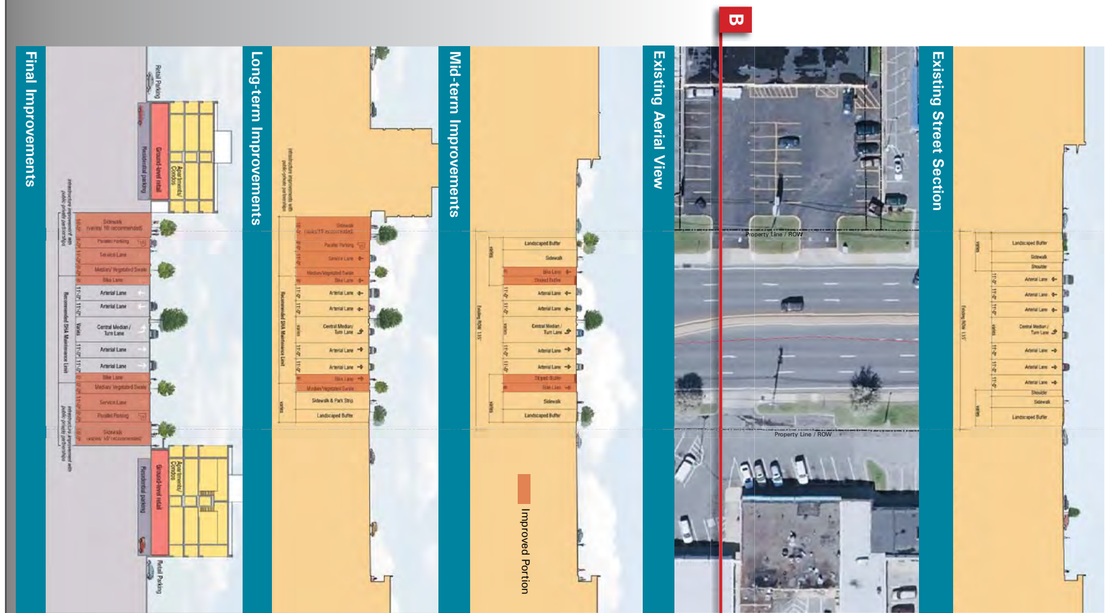


Figure 8.29c Residential Arterial

AT EXISTING RESIDENTIAL NEIGHBORHOOD (BETWEEN ARDWICK-ARDMORE ROAD/SURREY LANE AND 68TH PLACE)

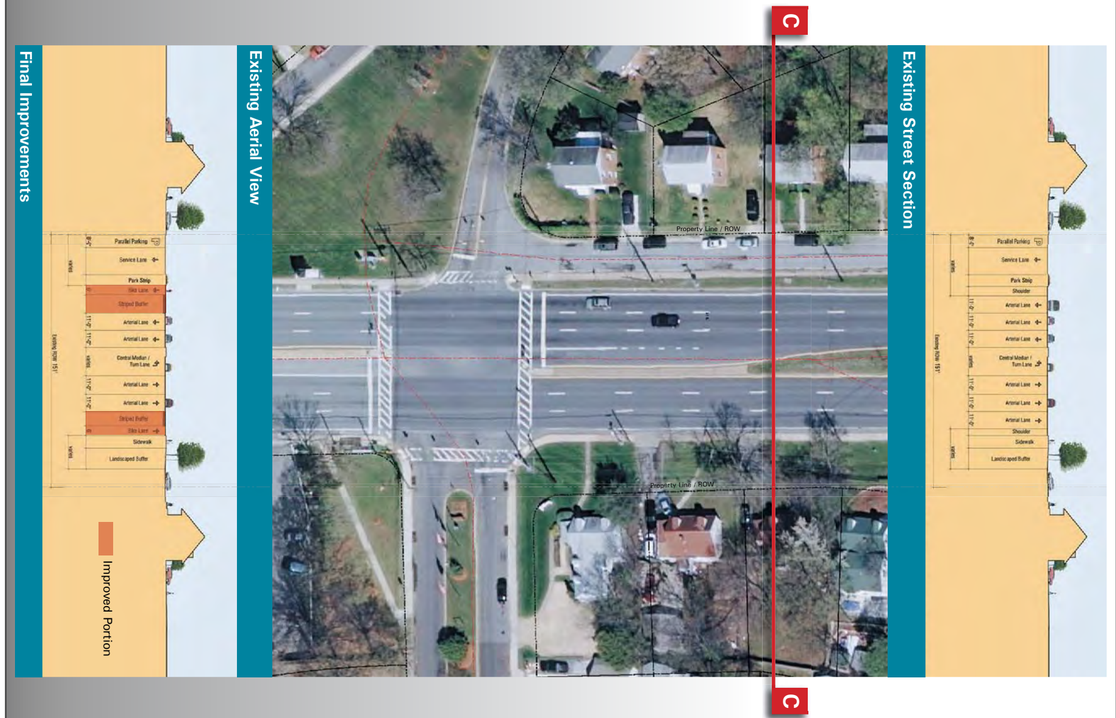
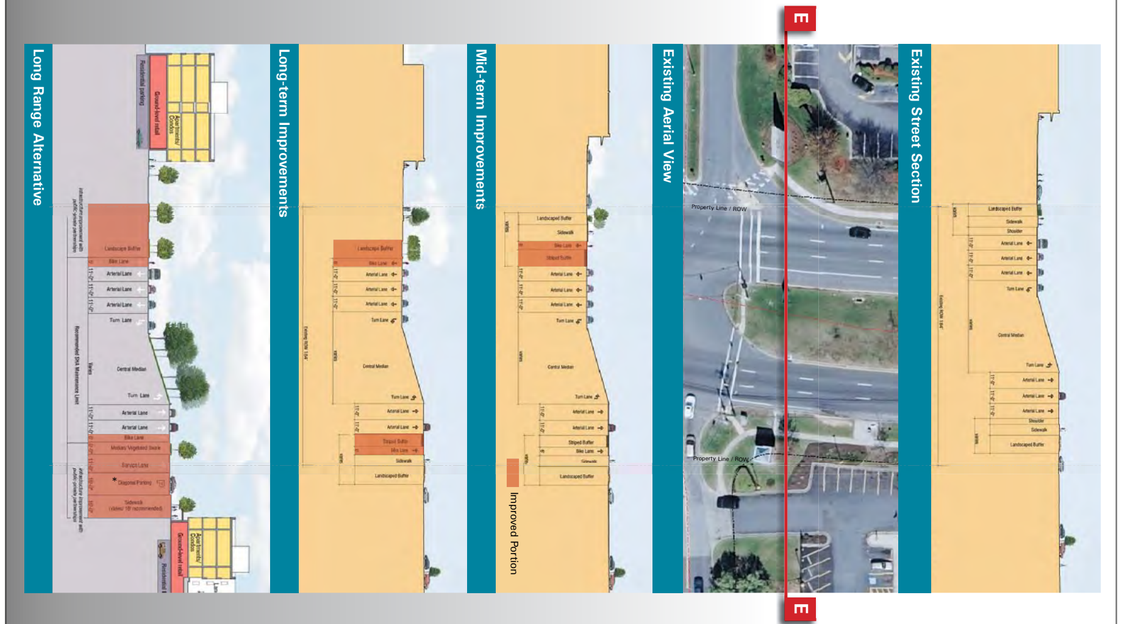


Figure 8.29d Mixed-use Arterial

AT MIXED-USE TRANSITION (BETWEEN 68TH PLACE & COOPER LANE)

Figure 8.29e Town Center Arterial

AT RETAIL TOWN CENTER (BETWEEN COOPER LANE AND 65TH AVENUE)



d. Mixed-use Arterial (9 lanes): 4 through lanes, left-turn lane, 2 service lanes, 2 parking lanes (see Figure 8.29d and Table 6.1).

e. Town Center Arterial (7 lanes): 3 through lanes westbound, 2 through lanes eastbound, 1 service lane, 1 parking lane (see Figure 8.29e, Table 6.1, and Figure 8.31).

f. Commercial Corridor Arterial (7 lanes): 3 through lanes westbound, 2 through lanes eastbound, 1 service lane, 1 parking lane (see Table 6.1).

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 Figure 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).

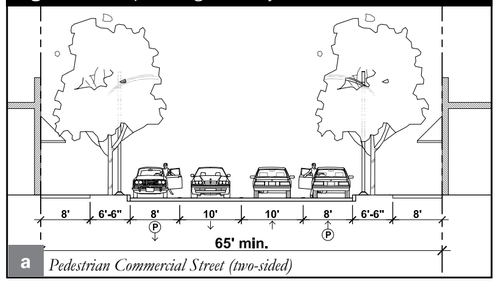
4. Public alley—a two-way drive, typically located between rear lot lines or rear building façades, that provides rear access for parking and/or service.

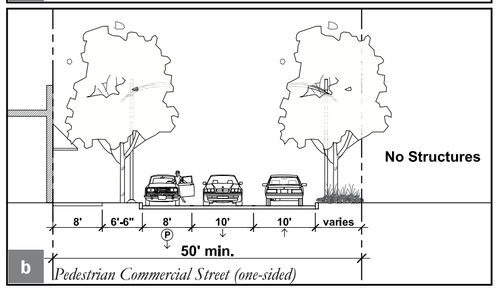
Table 8.11 summarizes the required right-of-way widths for the roadway types defined above and identifies each type on a conceptual development plan (see Figures 8.30a through 8.30c).

Table 8.11 Required Right-of-way Width

Annapolis Road	*(See Figure 8.31)*
Pedestrian commercial street (minimum)	
> two-way, two-sided	65'
> one-way, one-sided	50'
Residential street (minimum)	60'
Public alley (minimum/maximum)	15'/20'

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





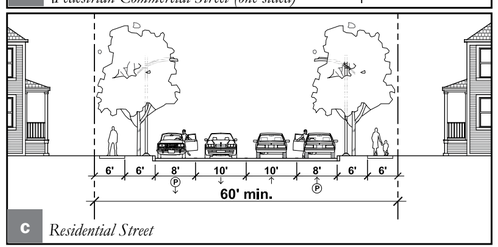


Table 8.12 summarizes the required street elements and their widths for the roadway types defined on the previous page (see Figures 8.30a through 8.30c)

Table 8.12 Required Street Elements and Dimensions

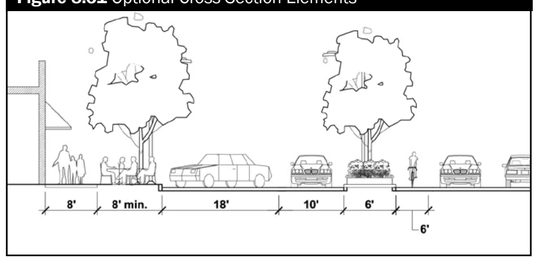
STREET ELEMENT	ANNAPOLIS ROAD	PEDESTRIAN COMMERCIAL STREET	RESIDENTIAL STREET
Public sidewalk zone	8' min.	8' min.	6'
Furniture/planting zone (to face of curb)	6'-6"	6'-6"	6'
On-street parallel parking	8'	8'	8'
Vehicular travel lane (per lane)	11'	10'	10'

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

Table 8.13 Optional Street Elements and Dimensions

STREET ELEMENT	ANNAPOLIS ROAD	PEDESTRIAN COMMERCIAL STREET	RESIDENTIAL STREET
Café seating (in lieu of furniture zone)	8' min.	8' min.	N/A
On-street angled parking (in lieu of parallel parking)	18'	18'	N/A
Dedicated (on-street) bike lane	6'	6'	5'
Decorative median	6'	6'	6'

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 designed 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 environment in conformance with CPTED principles. Open spaces should be illuminated to a minimum 1.0 foot candles and a maximum of 2.0 foot candles. Full cut-off optic fixtures should be used where public and private spaces abut residential areas so that light does not spill into residential building windows.
5. If more than one lamp style is used, the styles should be complementary.
6. Open spaces are encouraged to include amenities and focal points of interest such as recreational equipment, chess tables, fountains, community gardens, and public art.
7. Trash and recycling receptacles should be provided within all open spaces.
8. All site furnishings should be coordinated and shall feature durable, low-maintenance materials. Site furnishing shall not be constructed of wood.
9. Plazas are defined as open spaces that are primarily paved and spatially defined by building frontages. Plazas should relate to the surrounding built context in terms of character, theme, and views and should help create a sense of place (see Figures 8.32a through 8.32c). Plazas should be durable, safe, and inviting spaces that can 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 centers, 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:

Figure 8.32 Public Space Design Principles

a) Building mass is used to define the public plaza space.

b) Hardscape and landscape elements create a comfortable and active space.

c) Focal elements, lighting, and materials create texture and vibrancy that complement adjacent uses.

a. Buildings should maintain a direct relationship with public plazas 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.

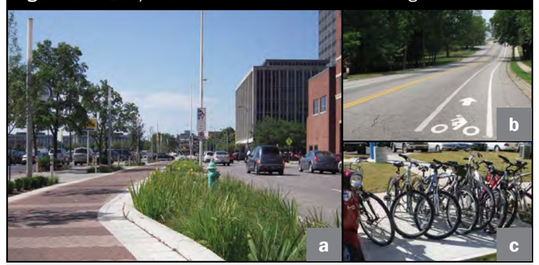
f. Loading and service areas abutting plazas are strongly discouraged. If compliance with this standard is not feasible, loading and service areas should be screened from public view with appropriate opaque walls constructed of materials compatible with surrounding buildings or with a combination of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

Figure 8.33 Bike/Pedestrian Infrastructure and Design



a) Paths can provide a safe and comfortable mobility option.

b) Paths can be integrated into street design.

c) Private bicycle storage racks can enhance accessibility to commercial and residential areas.

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.

e. 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.

f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.

g. 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.

h. Bicycle parking is not required for non-residential and multi-family developments under 10,000 square feet of GFA in the Glenridge Transit Village and Retail Town Center character areas.

i. Whenever possible, bicycle parking spaces should be located near building entrances, but should not conflict with pedestrian circulation routes.

j. Bicycle parking spaces shall be located in accessible, secure, well-lit, and highly-visible areas.

k. Bicycle racks and/or lockers should be designed and located so that they are integral to the overall site design and should be compatible in appearance with other site furnishings.

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.

Figure 8.34 Transit Infrastructure and Design

a) Transit facilities should be integrated into destination uses.

b) Transit stops should address pedestrian and bicycle networks and rider needs.

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.

1. Building and Canopy Signs

   a. Signs shall be constructed of quality materials.

   b. The placement, colors, type, style and size 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. Commercial signs painted on side or rear façades shall not exceed 30 percent of the façade area.

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

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

   h. Lit signs should be externally illuminated from the front, except for individually-mounted letters or numbers, which may be internally lit. Panelized back lighting and box signs are discouraged.

   i. Projecting signs should maintain a minimum clear height of nine feet above the sidewalk.

2. Monument/Freestanding Signs

   a. Freestanding/monument signs should feature a sign mounted directly to a base constructed of high quality materials such as brick, stone or other finished masonry products. Signs should not be constructed of tin, aluminum, sign board, or other similar, low-quality materials.

   b. New pole mounted signs are discouraged; however, existing pole-mounted signage may be revised as a result of changes in occupancy that do not 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, blinding, or moving elements.

F. Lighting

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

VI. Landscape Standards

The regulations and requirements of the Prince George's County Landscape Manual shall apply to the DDOZ unless the Central Annapolis Road development standards specify otherwise.

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

B. Residential uses with the DDOZ shall comply with the Residential planting 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 planting of street trees during the development process when existing public roads have to be improved and when 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 purpose. Private streets 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 shall be provided along all streets to enhance and soften building façades, 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. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, overhead utility lines, and other infrastructure elements.

2. Street Trees (Arterial Frontage Road and New Commercial Streets): Street trees shall be planted along the Arterial Frontage Road and all New Commercial Streets in the DDOZ according to the streetscape sections. Street trees shall be a minimum three-inch caliper in size, located 30 feet on center, planted in tree pits (minimum five feet by ten feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk pavement system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity. Tree species that will not grow beyond 25 feet in height shall be planted underneath utility wires. If the utility wire is buried with the road construction, then larger tree species are recommended.

3. Street Trees (New Residential Streets): Street trees shall be planted along all residential streets in the DDOZ according to the streetscape sections. Street trees shall be a minimum three-inch caliper in size, located 30 feet on center, planted in a continuous six-foot-wide minimum landscape strip or five feet by ten feet, provide a minimum five cubic feet of soil, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity. Tree species that will not grow beyond 25 feet in height shall be planted underneath utility wires.

4. DDOZ Street Tree Placement: Street trees shall be planted along 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 roadways and public areas (such as sidewalks, plazas, and abutting 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 surface parking lots, as follows:

   a. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall 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 mixture of evergreen ground cover and low shrubs planted between the shade trees.

   b. Interior planting shall be required for any parking lot which is 6,000 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, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. 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 exiting vehicles, vehicle overhangs, and opening 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 wheelstop 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 vehicle doors to swing open.

   i. In cases where a planting island is perpendicular to parking spaces and the spaces head into the planting island on both sides, the island shall be a minimum of eight feet wide to allow for bumper overhangs. 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 development is 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 monopoles 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 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.

2. Dumpsters 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 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. Buffering incompatible uses

1. Buffer yards between any uses contained within a property of 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.

3. 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.

4. 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 width 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 zero-setback buildings.

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

Streetscape 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 streetscape 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 streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The Bus) and appropriate transit service-related notices at other locations within the Central Annapolis Road public realm subject to the approval of DPW&T and the appropriate municipality.

Streetscape 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. These pits or planting beds shall be no less than 5 feet in width/diameter in any direction.

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 DPW&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, precast pavers, Belgium 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 tree species

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.

Public Sidewalk Zone: The portion of the street space that is required to be dedicated primarily or solely to pedestrian use.

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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