

COUNCIL DISTRICT 3

Annapolis Road

COMMUNITY FORUM SUMMARY

Saturday February 8, 2025 | 9:30–11:00 AM
West Lanham Hills Community Center

District 3 Council Member Eric Olson hosted a community forum on February 8, facilitated by the Prince George's County Planning Department. The forum focused on the Annapolis Road Corridor in the New Carrollton and Hyattsville communities. Forty-six residents and stakeholders attended the forum.

Forum Purpose

The forum's purpose was to:

- Discuss upcoming changes to the Annapolis Road Corridor based on current planning policies;
- Help attendees understand the policies and strategies that support the community's vision for the corridor;
- Enhance the community's understanding of the zoning rules that impact local development projects; and
- Describe the County's development process and how residents can get involved.



Forum attendees

The attendees viewed display boards featuring aerial images of the project area, major roads, transit stations, vision statements, and other related images, including the ones below:

Annapolis Road Corridor Plans



New Carrollton Transit District Development Plan Vision

- The Annapolis Road Corridor will continue as a major commercial district with auto-oriented services located near major intersections. New mixed-use development, with ground-floor retail shops and parking in the rear, will bring buildings up to widened sidewalks.



View the Plan—
New Carrollton TODP



Planning Area 69 Master Plan Vision

- Provide decent, safe, and sanitary housing for all residents.
- Balance commercial uses and non-commercial uses, enhance economic base and jobs.
- Safe, efficient, and effective circulation and transportation.



Central Annapolis Road Sector Road Plan 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.
- Capital Plaza continues as a pedestrian-friendly, landscaped retail center, home to a mix of large scale national retailers and neighborhood-focused businesses, including sit-down restaurants.
- The Purple Line stop at Veterans Parkway (MD 410) brings vitality, growth, and employment opportunities to the area around Glenridge Shopping Center with new shops and restaurants, medium-density housing, and office space.

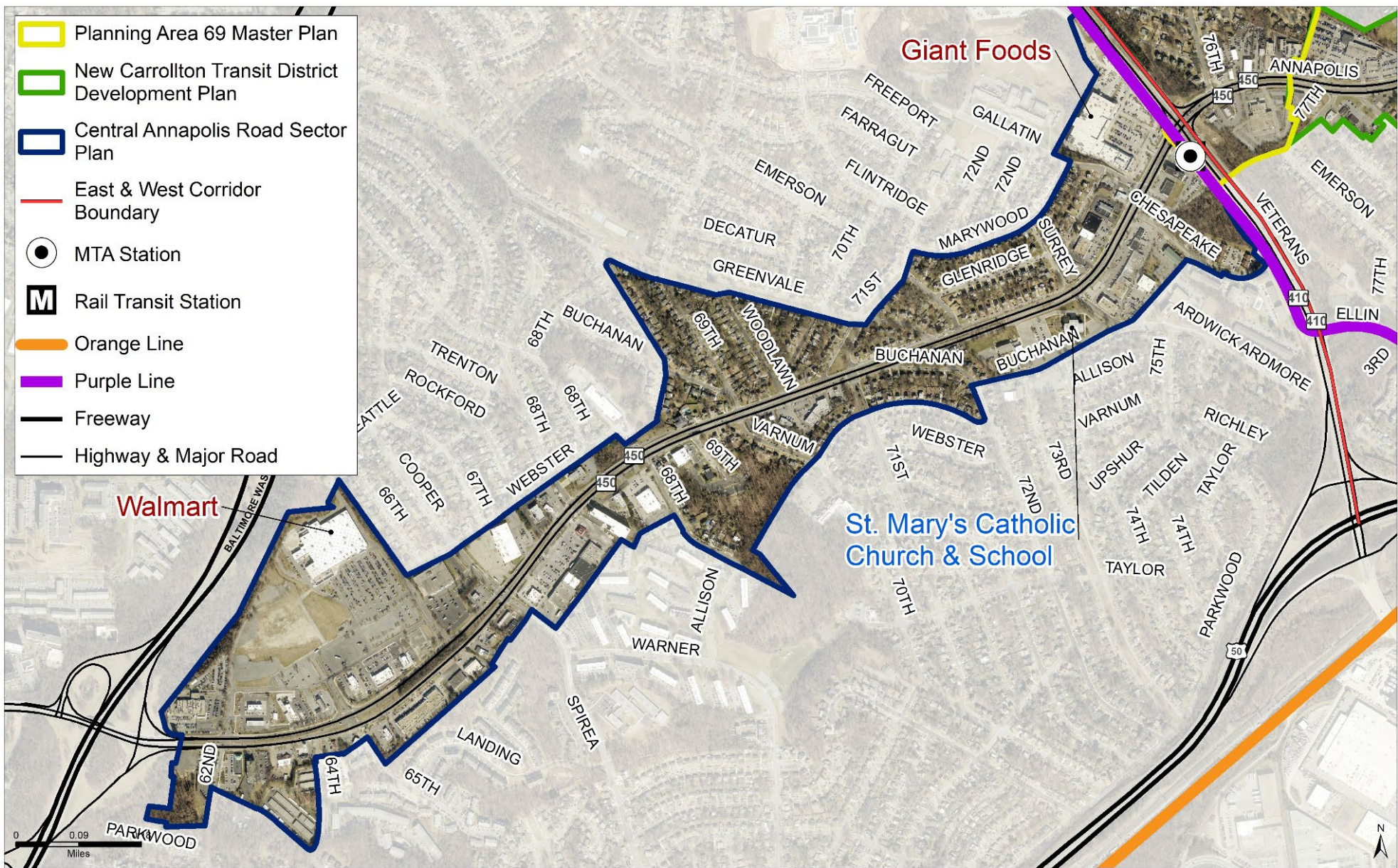


View the Plan—
Central Annapolis Road
Sector Plan and SMA



View the Plan—
Planning Area 69 Master Plan

 **PRINCE GEORGE'S COUNTY**
Planning Department



Annapolis Road Study Area - West

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West Lanham Hills Community Center
February 8th, 2025



Annapolis Road Study Area - East © M-NCPPC

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Korey Arsenault, a planner with the Prince George's County Planning Department, described the zoning and development process and used interactive polling to test attendees' comprehension.

He also gave an overview of the three active plans for the corridor and identified their goals:

New Carrollton Transit District Development Plan

- Redevelop auto-oriented areas along the corridor and replace them with commercial and mixed-use development with an attractive streetscape.

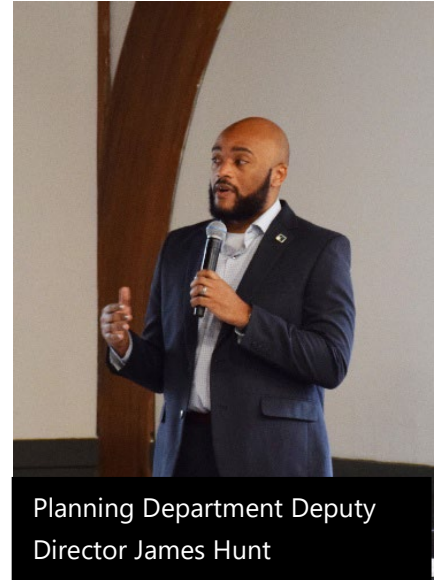
The Bladensburg-New Carrollton and Vicinity (Planning Area 69) Plan

- Provide public infrastructure in and around existing neighborhoods
- Create jobs and enhance the economic base
- Orient development toward transit, walking, and cycling

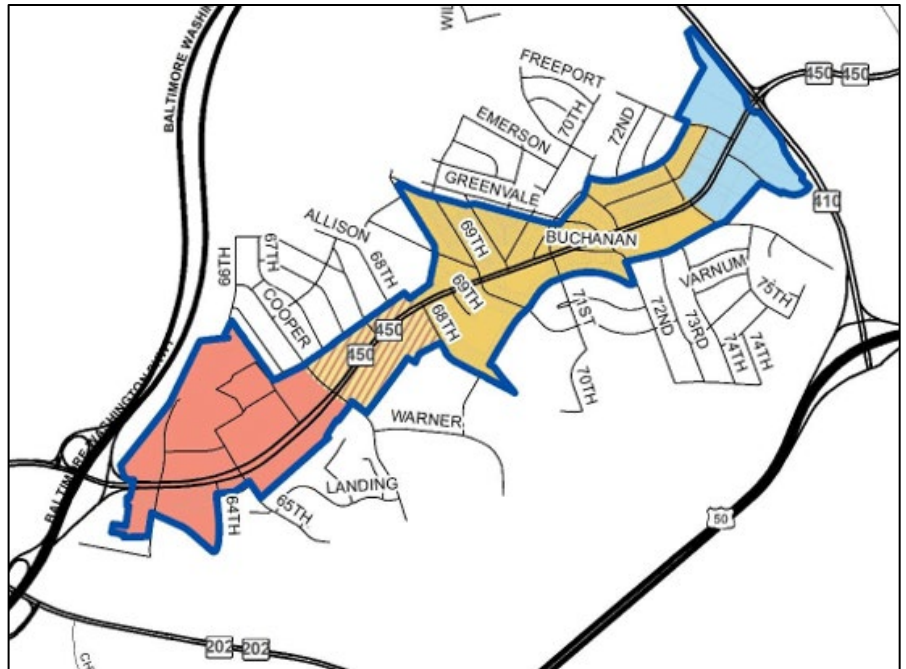
Central Annapolis Road Sector Plan

The Central Annapolis Road Sector Plan governs the corridor segment between the Baltimore-Washington Parkway and Veterans Parkway. This plan has four unique character areas for this part of Annapolis Road.

- The Glenridge Transit Village, a vibrant, pedestrian-friendly mixed-use area
- The Existing Residential Neighborhoods remain predominantly residential
- The Mixed-Use Transition area provides a transition between densities
- The Retail Town Center will accommodate a mixture of businesses



- Glenridge Transit Village
- Existing Residential Neighborhoods
- Mixed-Use Transition Area
- Retail Town Center



Panel Discussion

Council Member Olson led a panel discussion with:

- Prince George's County Planning Department Director Lakisha Hull, AICP, LEED AP BD+C (M-NCPPC)
- Prince George's County Planning Department Deputy Director of Operations James Hunt, MPA (M-NCPPC)
- Stuart Eisenberg, Director of the Hyattsville Community Development Corporation
- Deron Lovaas, Chief of Environment and Sustainable Transportation, Maryland Department of Transportation

Q: What is the development process in the County?

A: The development process is a multi-step process consisting of zoning, subdivision, site plans, final plat, permitting, and enforcement. The process results in the construction of buildings that follow the blueprint of the County's plans.

Q: How can residents continue to be involved in plan implementation?

A: The community has the opportunity to participate in every step of the development process. For every development project, developers must notify affected property owners and other community members, put up signs at the property, and host community meetings. Community members can also testify about specific development applications at Planning Board meetings.

Q: Who reviews development applications, what do they consider, and what community benefits can residents advocate for?

A: Development applications are reviewed by Planning Department staff as well as other stakeholder agencies who specialize in environmental, transportation, historic preservation, and park planning for various development standards. Development applicants must adhere to the development standards for each development.

Developers who apply for a Zoning Map Amendment Planned Developments are expected to provide an additional “public benefit” in their project. Under the [County Code](#), these public benefits may include:

- Providing superior landscaping
- Creating or preserving open spaces
- Providing public art
- Providing affordable housing options
- Providing employment and/or training opportunities
- Providing outdoor children’s play areas open to the public

Q: How do we achieve a mix of uses along Annapolis Road?

A: The policies and strategies from the area plans were created to make the corridor more attractive for investment and mixed-use development when implemented.

Appropriate zoning along the corridor is also necessary to encourage mixed-use development. The Zoning Ordinance includes a list of the allowed or prohibited uses in each zone. The zones along Annapolis Road, such as the Commercial, General, and Office Zone, allow for the development of retail, offices, housing, and institutional uses near each other.

The plan's policies and strategies, as well as property zoning, work together with market factors that inform the type of development that is profitable and in demand.

Q: How do we achieve quality redevelopment along Annapolis Road?

A: The master plans applied the necessary zoning classifications to each property and provided the guidelines that development applications will follow. The community has the opportunity to weigh in on the character and quality of development they want to see. Developers typically submit a site plan showing what a proposed development will look like. Residents can attend neighborhood meetings hosted by developers to give their opinions about the developments. Residents can also give testimony at Planning Board meetings, which becomes part of the legal record.

Q: How do we achieve safe walking and biking conditions in the plan area, including safe access to the Purple Line via sidewalks, side paths, bike lanes, trails, or other means?

A: Safe walking and cycling are achieved through traffic calming and improved connectivity. Traffic calming consists of physical measures that reduce the adverse effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Improving the connectivity of sidewalks, trails, bike lanes, shared-use paths, and bike boulevards will allow more access to Purple Line stations.

The Central Annapolis Road Sector Plan includes strategies for circulation and street network improvement to ensure safe access to the upcoming Purple Line stop, such as:

- Incorporating bike lanes along the service medians on Annapolis Road
- Widening sidewalks along Annapolis Road and neighborhood streets as redevelopment occurs
- Increasing speed enforcement along Annapolis Road

Q: How can we limit the provision of liquor licenses and the presence of liquor stores?

A: Liquor licenses are not managed by the County. They are managed by the Maryland Board of License Commissioners, a state entity. The board has the power to approve or deny liquor licenses, and its decisions are separate from the County's planning process.

The board holds public meetings where residents can share their opinions, and everyone is encouraged to participate.

Q: How do we deal with sidewalk maintenance issues?

A: Sidewalks are maintained by the Department of Public Works & Transportation. To submit a request, call PGC311 at 3-1-1 (or 301-883-4748). More information about sidewalks in the County, including maintenance requests, can be found [here](#).

After the discussion, Council Member Olson invited attendees to ask questions. Planning Department staff collected written questions that panelists did not address due to time constraints:

Attendee Questions Submitted in Writing

Q: Are the police and fire departments involved in the planning process? Is increased development resulting in increased service?

A: Yes, police, fire, and emergency medical services are considered in the public facilities chapter of the relevant sector plans. The response times of the police and fire departments are evaluated in the proposed development area to determine whether additional service may be required.

Section 24-4502 of the County's subdivision regulations states that the acceptable response time for police to reach a residential development is within 25 minutes for non-emergency calls, and 10 minutes for emergency calls in each police district. The acceptable level of service for fire and rescue services is seven minutes travel time for any residential uses and five minutes response time for any nonresidential uses.

Q: Can a plan make changes to existing private property, such as adding shade trees in parking lots or removing bright lights?

A: The planning and development process cannot require a private property owner to add trees or remove lights.

If a property is redeveloped, staff may recommend landscaping and lighting options during the site plan review process.

For properties **not** in the redevelopment process, changes can be mandated only if the trees or lighting violate the County code. The Department of Permitting, Inspections, and Enforcement enforces the code, which contains rules about lighting and other items.

Q: Is landscaping a part of development plans?

A: Yes, landscaping design is considered when a developer submits a site plan application. The designs show the location, size, type, and quantity of trees and plantings on a site.