

Plan Progress Report

Approved Central Annapolis Road Sector Plan and Sectional Map Amendment

Date Plan Approved: October 5, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 3, 5

Progress Summary

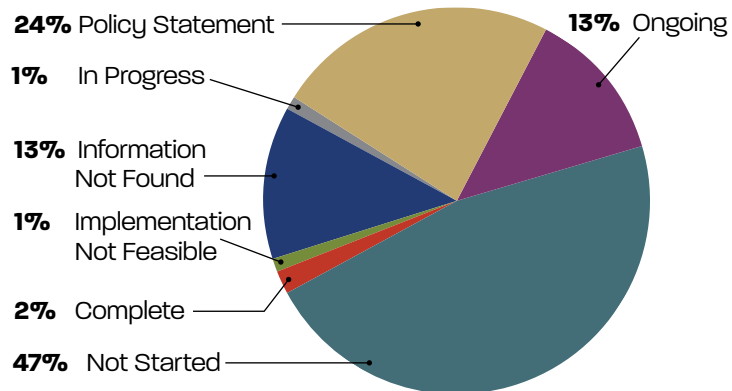
The Approved Central Annapolis Road Sector Plan and Sectional Map Amendment contains 390 recommendations, with more than half of the recommendations focused on transportation and mobility.

Since its adoption in 2010, approximately 2 percent (7) of the recommendations have been completed, 1 percent (5) are in progress, and 13 percent (50) are ongoing. Approximately 47 percent (183) have not yet had action taken.

Some highlights of completed recommendations include:

- Continuous sidewalks were installed along both sides of Annapolis Road between 65th Avenue and the Baltimore-Washington Parkway.
- A new four-way intersection was installed at Annapolis Road and 68th Avenue.

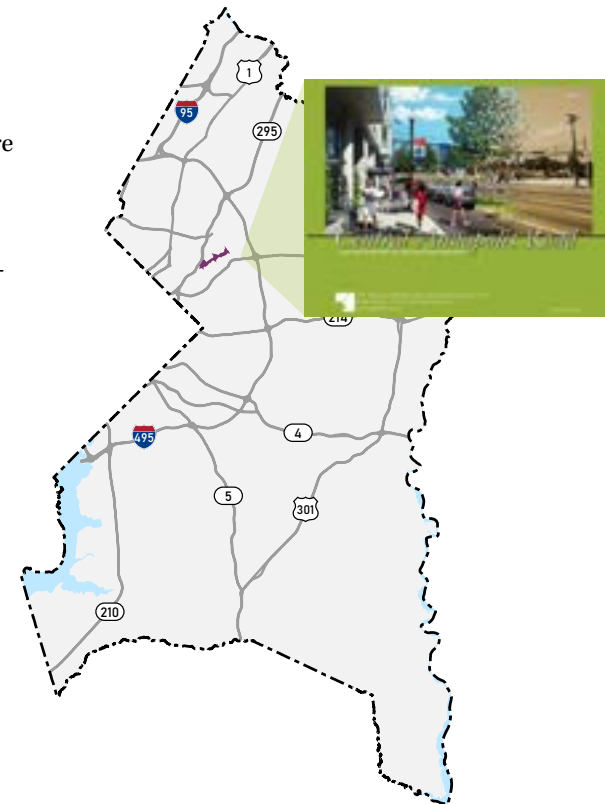
Plan Recommendation Status



Suggested Next Step(s)

- ☐ Review in 2028
- ☒ Major/Minor Plan Amendment
- ☐ Replace
- ☒ Consolidate

More information about this recommendation can be found at the end of the report.

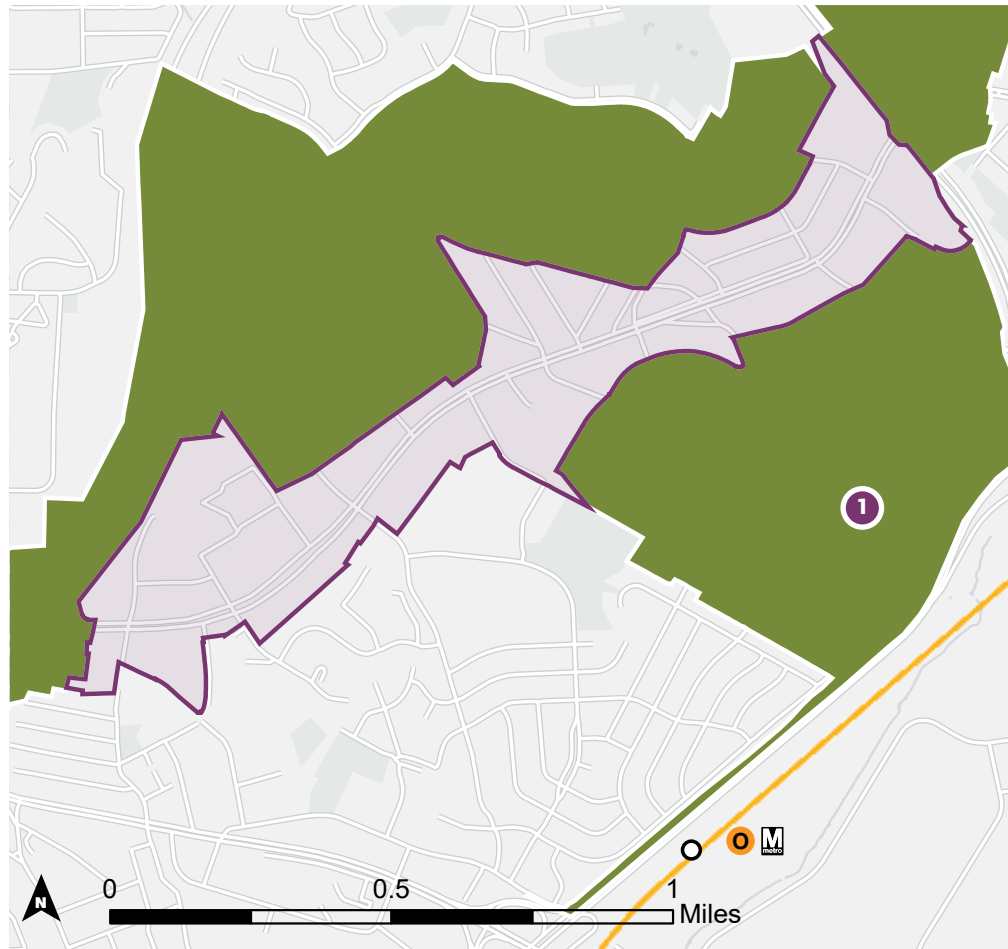


Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved Central Annapolis Road Sector Plan area centered on Annapolis Road (MD 450) between the Baltimore-Washington Parkway (MD 295) and Veterans Parkway, and generally included the area 1-2 blocks north and south of the Annapolis Road corridor. The plan area superseded a portion of the Bladensburg, New Carrollton and Vicinity Master Plan upon adoption.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Central Annapolis Road Sector Plan supersedes a portion of the following plan:

- 1 Bladensburg, New Carrollton and Vicinity Master Plan (1994)

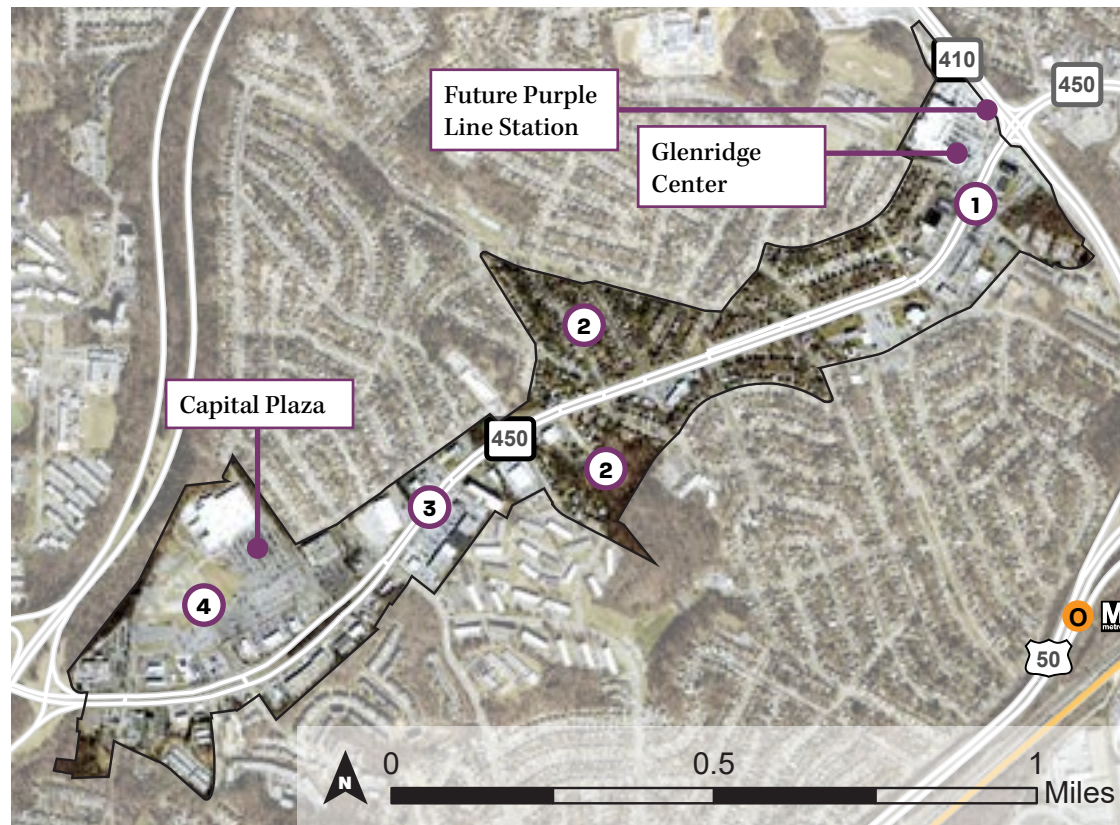
- As-Approved Plan Area
- Superseding Plans
- Superseded Plans
- Metrorail Lines and Stations

Plan Area Summary

Plan Area

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 to the east and the Port Towns to 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. The area is bounded by the Glenridge 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). The area surrounding the future Purple Line station was designated as a Plan 2035 Neighborhood Center.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPO AERIAL IMAGERY (MARCH 2024)

Character Areas and Goals

- 1 Glenridge Transit Village:** Envisioned to develop as a vibrant, pedestrian-friendly mixed-use node that supports community scaled, transit-oriented development, and new employment and commercial opportunities.
- 2 Existing Residential Neighborhoods:** Remains predominantly residential in nature, they feature safer pedestrian and bike crossings, improved connections between community schools and parks, and enhanced lighting and landscaping.
- 3 Mixed-Use Transition Area:** 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.
- 4 Retail Town Center:** As 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 and improved bus access.

Plan Overview

Plan Vision

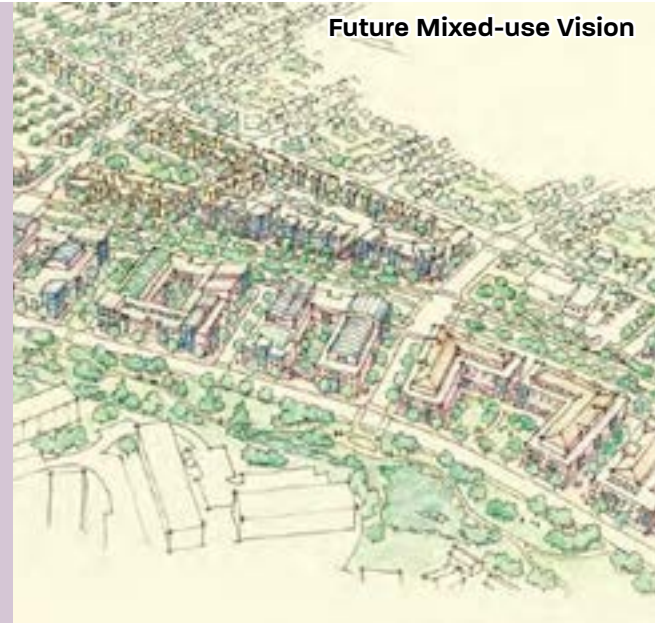
Central Annapolis Road's character and design—its landscaping, width, safety features, and lighting—vary to reflect the unique pedestrian, bike, and auto needs generated by the different uses along the corridor. Neighborhood connections are strengthened by a pedestrian- and bike-friendly network of local streets that link key community sites—such as area schools, parks, and shopping centers—on either side of the road.

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.

Community needs for a wide range of safe, accessible, and affordable intergenerational 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.

Future Mixed-use Vision



SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN

Character Areas



SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN

Plan Highlights

- 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.
- 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 guidelines to implement the plan vision.
- Updates the zoning map via the Sectional Map Amendment, implementing the plan's land use recommendations.

Plan Overview

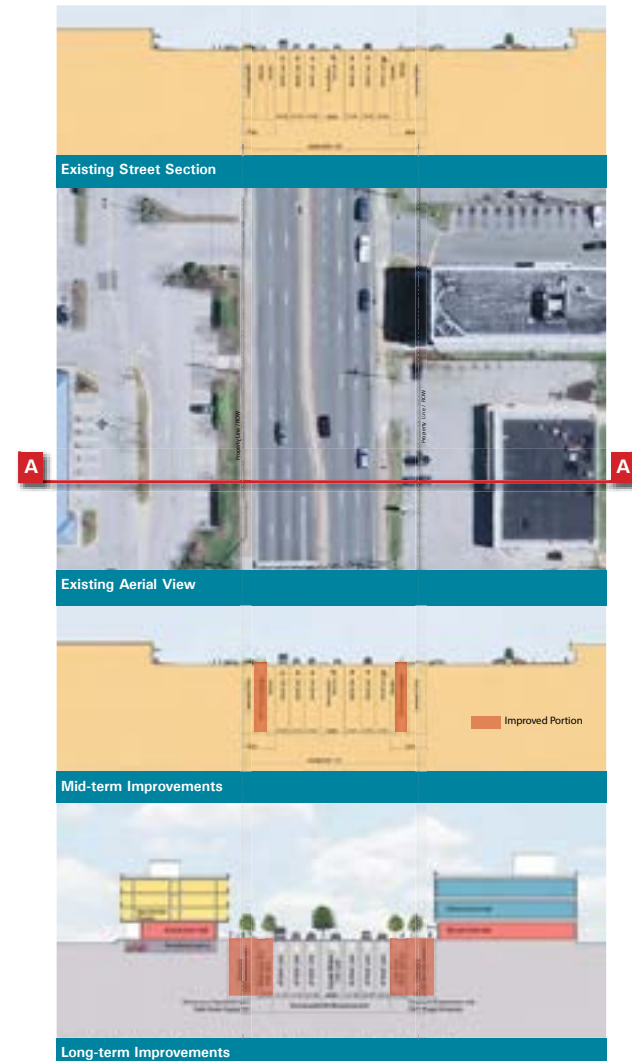


SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN



SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN

TOD Arterial Road Existing vs. Proposed Cross Section

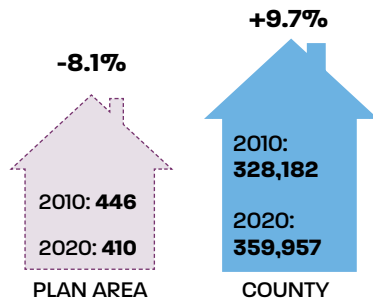


SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN

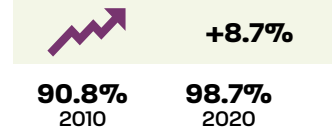
Where Are We Now?

Housing¹

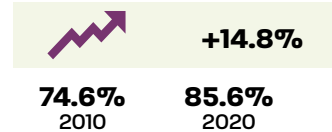
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 1,243

2020: 1,376



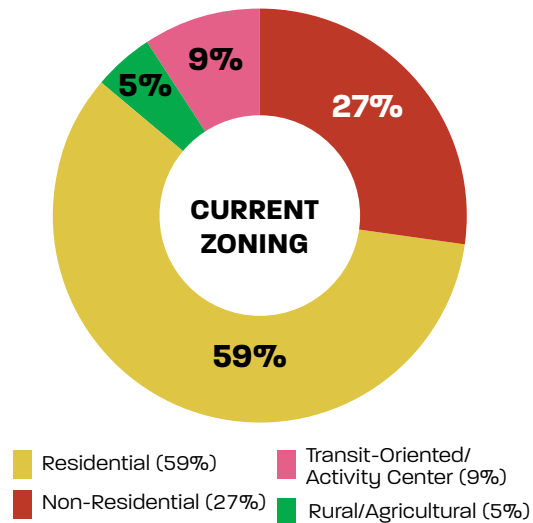
COUNTY

2010: 863,420

2020: 967,201

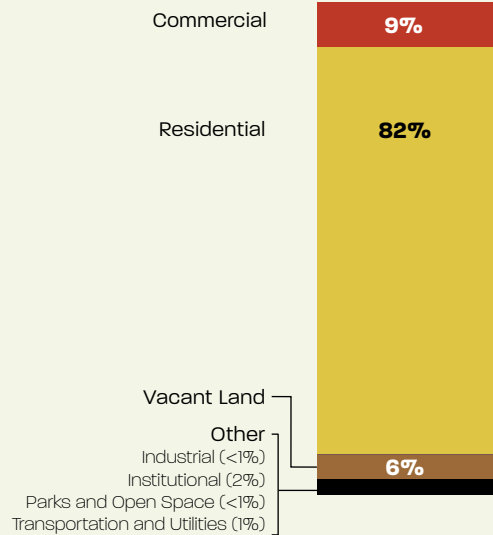


Zoning³

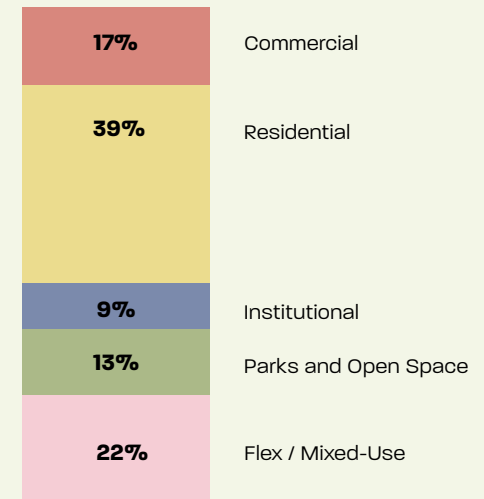


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



NOTE: CURRENT AND FUTURE LAND USE CATEGORIES MAY DIFFER DUE TO DIFFERENT SOURCES.

SOURCES: 1 — 2010 AND 2020 DECENNIAL CENSUS; 2 — 2010 AND 2020 DECENNIAL CENSUS; 3 — 2025 COUNTY DATA; 4 — 2025 COUNTY PARCEL DATA; 5 — 2025 COUNTY PLANNING DATA. ALL PLAN AREA DATA CALCULATED USING THE ACTIVE PLAN BOUNDARY AS OF THE DATE OF THE REPORT.

Development Activity

The future of the Annapolis Road corridor is planned to be multimodal and welcoming, with character areas defining different subsets of the plan area. Towards the future Purple Line station, a transit village is proposed, while further away from this node development is less intense but still mixed-use and pedestrian friendly in nature.

Some development is proposed in the plan area, including the Flats at Glenridge Station apartment development which would bring affordable housing to a site within walking distance of the future Purple Line station. Multimodal improvements to Annapolis Road have not yet been constructed; if they do, it would be a catalyst to development patterns that support the plan vision.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Retail/Services			
1	Royal Farms		5,897 SF
2	Chick-fil-a		4,966 SF
3	McDonalds		11,840 SF

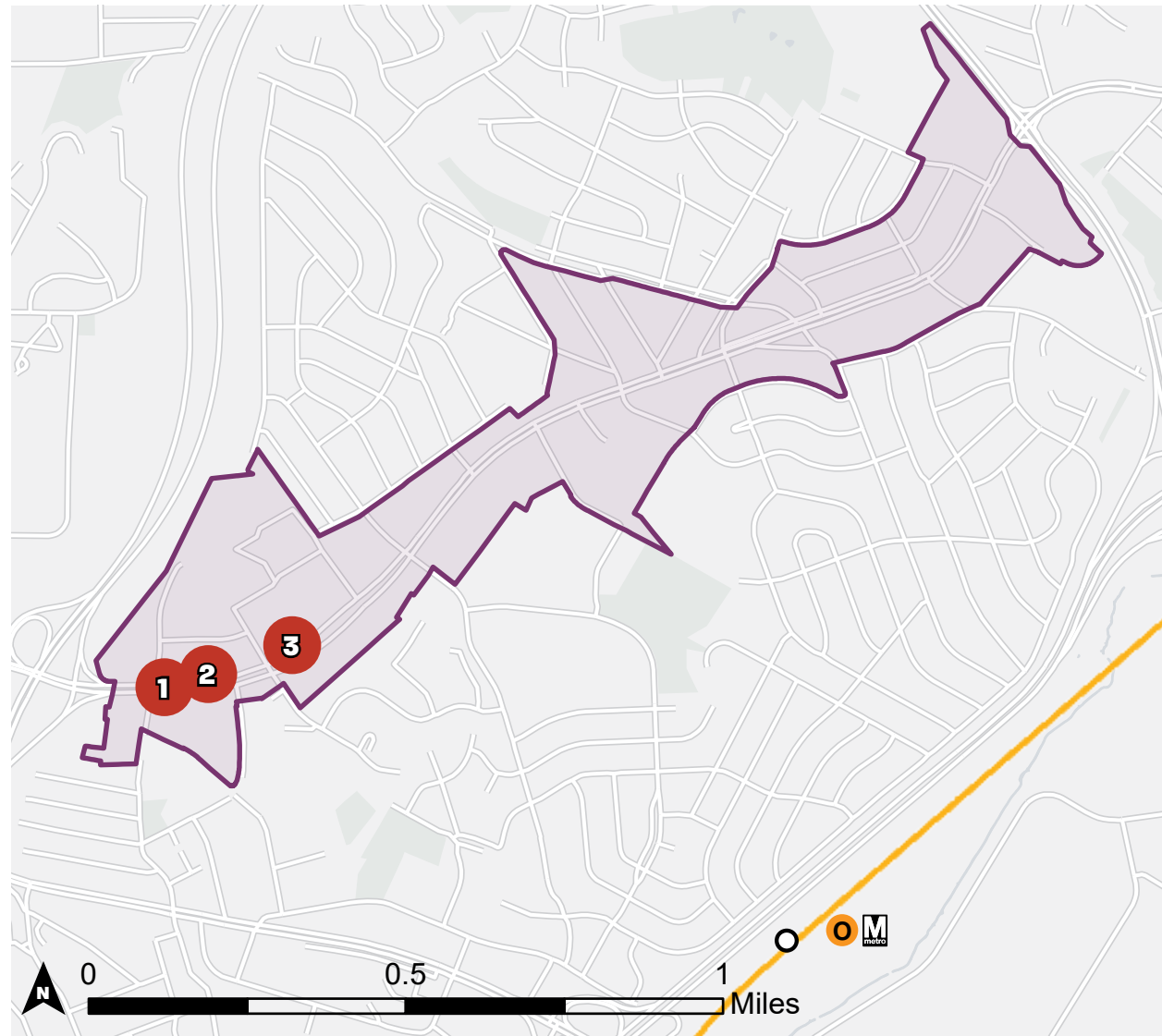
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE OF ALL DEVELOPMENT IN THE COUNTY AND MAY NOT REFLECT THE MOST UP-TO-DATE BUILDOUT INFORMATION. THE PRIMARY SOURCE OF DEVELOPMENT ACTIVITY INFORMATION IS THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT DEVELOPMENT PIPELINE DATASET, WHICH WAS UPDATED THROUGH AUGUST 2022. DEVELOPMENT PIPELINE VALUES INCLUDE THE NUMBER OF RESIDENTIAL UNITS AND THE GROSS FLOOR AREA IN SQUARE FEET OF COMMERCIAL DEVELOPMENT THAT HAVE BEEN BUILT, AS WELL AS THE AMOUNT LEFT TO BE BUILT. ADDITIONAL DATA SOURCES THAT WERE USED TO IDENTIFY DEVELOPMENT ACTIVITY INCLUDE THE COUNTY'S DEVELOPMENT APPLICATION REVIEW TRACKING SYSTEM (DARTS), LOCAL MUNICIPALITY WEBSITES, AND NEWS ARTICLES.

Development Activity

-  Active Plan Area
-  Development Areas
(colors vary; see table below and on previous)
-  Metrorail Lines and Stations

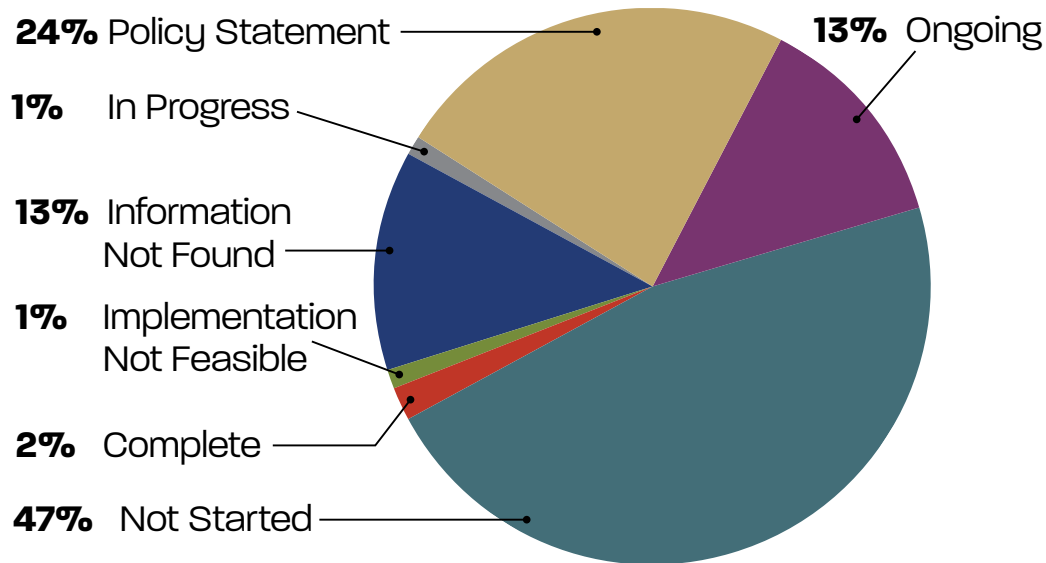
#	DEVELOPMENT NAME
1	Royal Farms
2	Chick-fil-a
3	McDonalds

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Transportation Issues:** Traffic congestion near the intersection of Annapolis Road and Veterans Parkway (MD 410) is an ongoing issue. Inadequate safe pedestrian crossings means Annapolis Road and other large roads act as barriers.
- **Size Constraints:** There are redevelopment constraints associated with smaller lots under fragmented ownership, which makes it difficult to achieve a cohesive character.

KEY CONSTRUCTED PROJECTS¹



Sidewalk improvements were provided to improve access to Glenridge Elementary School and Glenridge Community Park

KEY UPCOMING PROJECTS



The ongoing construction of the **Purple Line**, with a stop at the northern end of the plan area, is a major opportunity for Central Annapolis Road.



The **Flats at Glenridge Station** is a forthcoming **transit-oriented apartment** building near the future Purple Line station. It is expected to include 245 affordable rental units restricted to those who earn up to 60 percent of the area median income.

¹ Constructed projects highlight infrastructure, community amenities, or other projects that have been built since plan approval.

Next Steps

Near-Term Opportunities

Coordination between stakeholder is vital when it comes to seeing progress on plan implementation. The strategy below supports a top priority action from the plan, as well as implementation of Plan 2035.



Form a Corridor Alliance: To benefit from the Purple Line and see progress on plan implementation, this area would benefit from a central advocacy group or alliance. Strategy 1.1 of Action Plan Part 1 in the sector plan notes this as a short-term action, with top priority. Among other things, this group could advocate for parcel consolidation to support the development vision, as well as connectivity improvements. This opportunity can help support Plan 2035 Partnerships and Civic Engagement Policy 3, to “foster stronger relationships between County agencies and municipalities, including robust intergovernmental coordination, especially as it relates to zoning and land use policies.”

Responsible Parties:

- Planning Department
- Prince George’s County Economic Development Corporation
- Town of Landover Hills Mayor and Council
- Local civic associations
- Local homeowner associations
- County Council
- State delegates and senators
- Maryland Transit Administration
- Washington Metropolitan Area Transportation Authority
- Key property owners

PLAN UPDATE RECOMMENDATION

- Review for potential amendments
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

October 2028

Plan implementation is underway. However, many recommendations have not seen progress. We recommend reviewing this plan for potential amendments to ensure it considers current conditions and opportunities. We also recommend consolidating this plan with the Bladensburg, New Carrollton and Vicinity Master Plan and the portion of the East Riverdale-Beacon Heights Sector Plan that is located east of MD 295 (Baltimore-Washington Parkway).