

Plan Progress Report

Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment

Date Plan Approved: May 4, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 3, 5

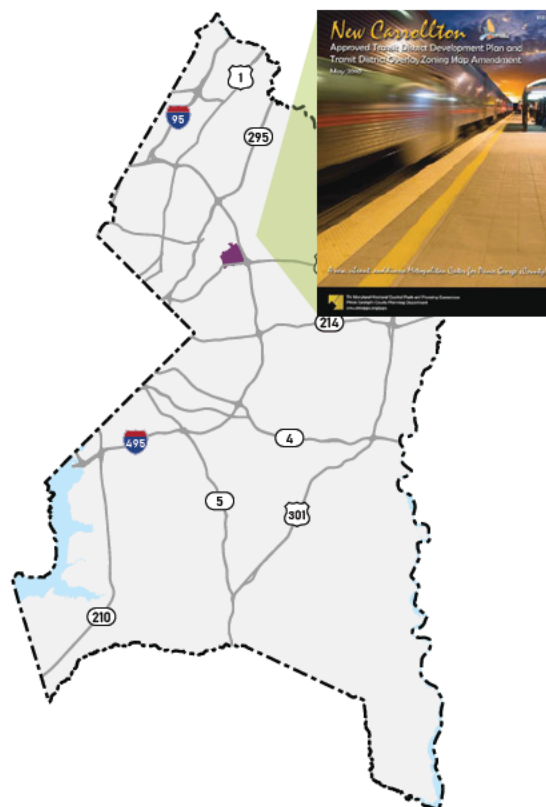
Progress Summary

The Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning (TDOZ) Map Amendment contains 99 recommendations, primarily focused on transportation and mobility; housing and neighborhoods; and community heritage, culture, and design.

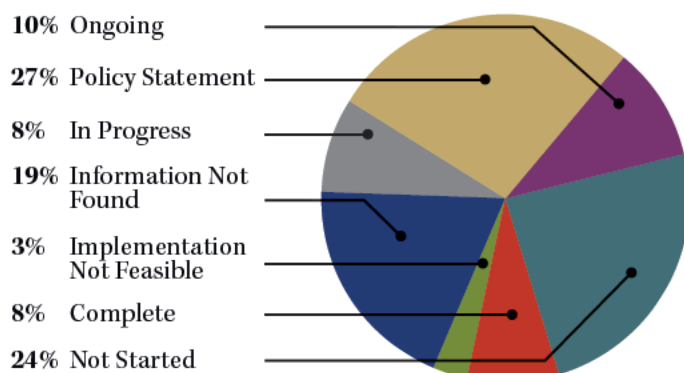
Since its adoption in 2010, approximately 8 percent (8) of the recommendations have been completed, 8 percent (8) are in progress, and 10 percent (10) are ongoing. Approximately 24 percent (24) have not yet had action taken.

Some highlights of completed recommendations include:

- The plan recommends a civic building be constructed to serve as a visual landmark for the area; the Washington Metropolitan Area Transportation Authority's (WMATA) serves this role.



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

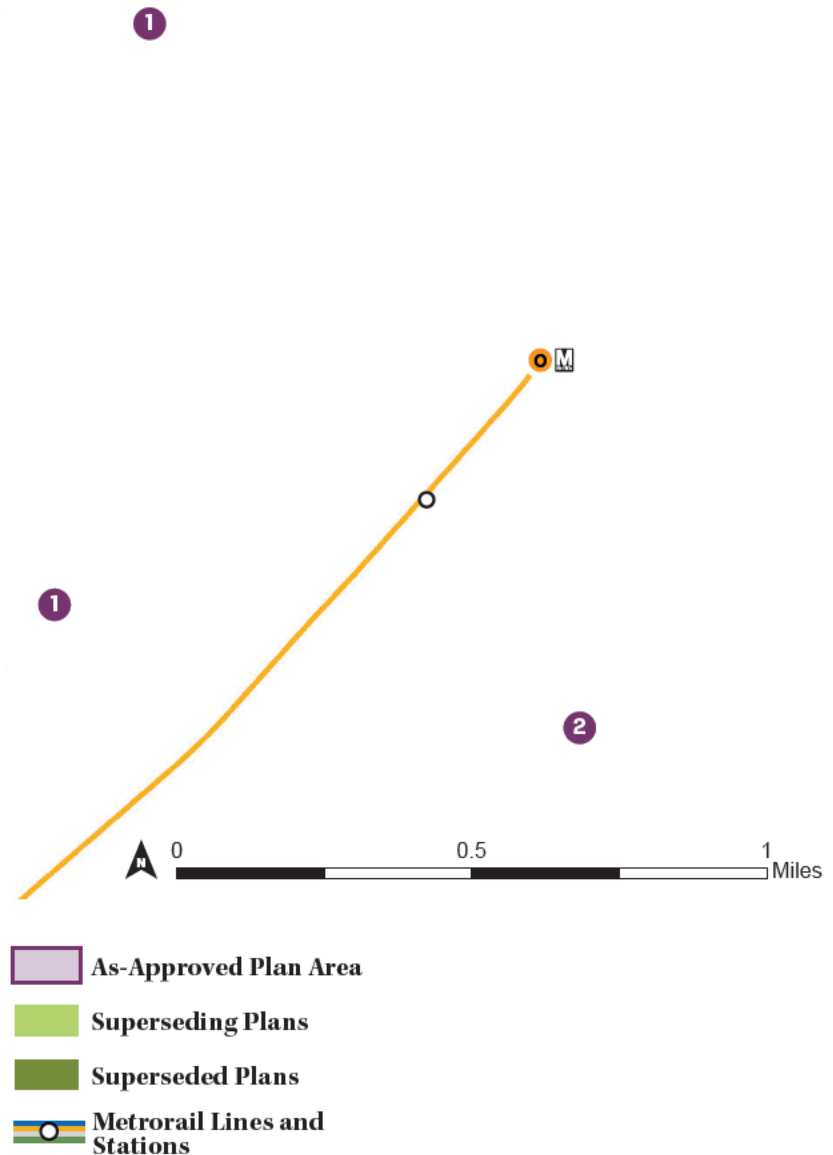
The original approved borders of the New Carrollton Transit District Development Plan were roughly bounded by Veterans Parkway to the west, Annapolis Road to the north, the Capital Beltway (I-95/I-495) to the east, and US 50 to the south. The plan area supersedes a portion of the Bladensburg, New Carrollton and Vicinity Master Plan and Subregion 4 Master Plan upon adoption.

Related Plans

The New Carrollton Transit District Development Plan supersedes a portion of the following plans:

- 1 Bladensburg, New Carrollton and Vicinity Master Plan (1994)
- 2 Subregion 4 Master Plan (2010)

As-Approved Plan Area and Related Plan Boundaries



Plan Area Summary

Plan Area

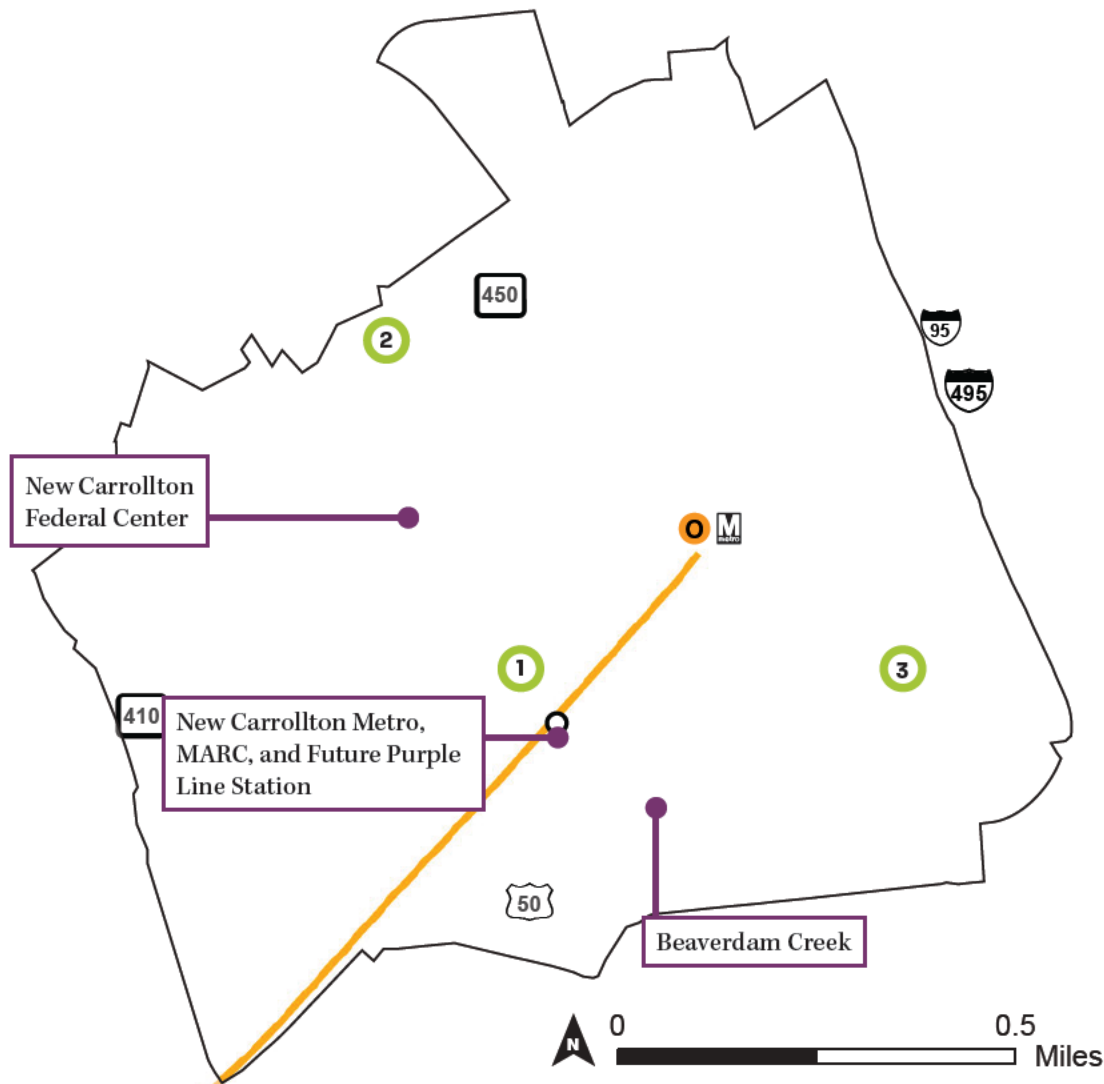
The New Carrollton Transit District occupies portions of Planning Areas 69 (Bladensburg-New Carrollton and Vicinity) and 72 (Landover and Vicinity) in central Prince George's County just inside the Capital Beltway (I-95/I-495). It encompasses approximately 640 acres including the New Carrollton Metro Station. The Metro station is the terminal Orange Line Metro station securing rapid transit access from New Carrollton to the rest of the metropolitan region. In addition to Metrorail, New Carrollton Metro Station provides access to MARC (Maryland Area Regional Commuter), Amtrak, and extensive bus service. The New Carrollton Transit District contains a portion of the City of New Carrollton and is bordered to the west by the Town of Landover Hills. It is one of three Downtowns designated in Plan 2035.



Focus Areas
and Goals

- 1 Metro Core:** Mixed-use heart of the TDDP with medium- to high-density commercial, retail, and residential uses.
- 2 Annapolis Road Corridor:** Primary commercial corridor with medium-density residential and revitalized commercial uses clustered at major intersections.
- 3 Garden City:** Medium-density, mixed-use residential and commercial neighborhood with easy and walkable access to the Metro station and the future Purple Line.

Plan Area Aerial with Key Locations Highlighted



SOURCE:
M-NOPPC
AERIAL IMAGERY
(MARCH 2024)

Plan Overview

Plan Vision

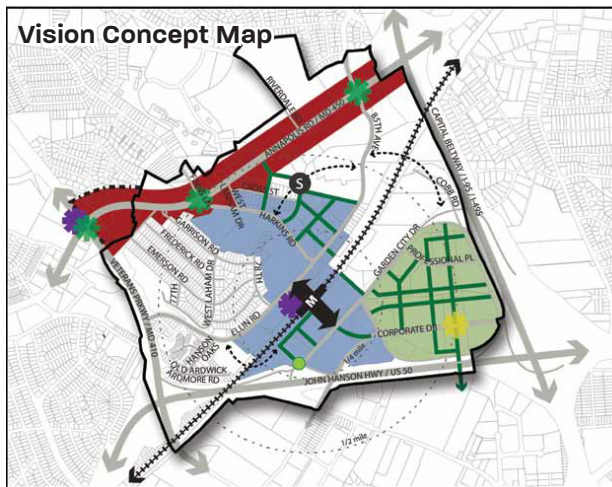
By 2030, the New Carrollton Metropolitan Center is a premier destination in the region comprised of up to 7,000 housing units; 6,180,000 square feet of office/retail space; an extensive system of civic, park, and open spaces; and an efficient street and circulation network that feels welcome to pedestrians, bicyclists, and vehicular traffic alike. The Metro station complex, rebuilt as a grand urban transportation center, anchors the center and brands it as a distinctive urban place. Five vibrant and diverse neighborhoods with distinct characters and functions—ranging from a dense, mixed-use urban core to a preserved residential neighborhood—define the center. Concentrated and viable commercial activity serves as an economic driver and income generator in the County and generates accessible and quality employment for local residents. Transit and enhanced pedestrian connections are augmented by the completion of the Purple Line. A new crossing carries the Purple Line and vehicular traffic across the shared rail alignment between areas north and south of the Metro station. New parks, environmentally-sensitive design, and mixed-income housing distinguish the center for its commitment to sustainability and social equity.

Four key elements: (1) vibrant, diverse, and viable neighborhoods, (2) a multimodal transportation system, (3) sustainable and accessible environmental infrastructure, and (4) pedestrian-oriented urban design.

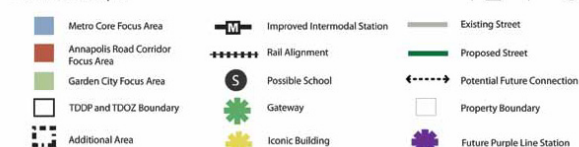
New Carrollton Metro Station South Entrance



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN



Vision Concept



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN

Plan Highlights

The plan envisions five transformed neighborhoods, three of which will be substantially redeveloped (Metro Core, Annapolis Road Corridor, Garden City) and one of which will experience scattered-site infill (North Hillside Residential). Major recommended changes include a reconstructed New Carrollton Metro Station; an urban boulevard-like feel to Annapolis Road; and a new iconic office building to anchor the US-50/I-495 interchange.

The plan also envisions three gateways that will guide vehicular and pedestrian travelers to the New Carrollton Metro Station and surrounding area.

Implementation of the long-range land use recommendations of the New Carrollton TDDP for transit-oriented development will require mixed-use zoning techniques and form-based development controls, and as such, the plan includes a sectional map amendment that reclassifies some commercial and industrial properties.

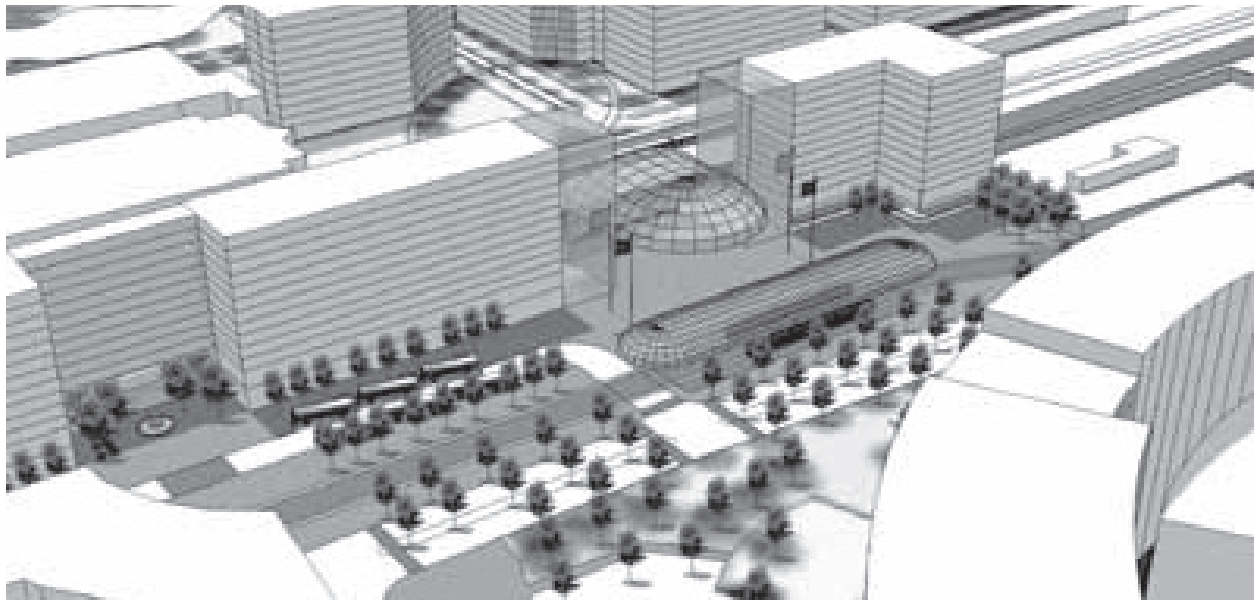
Plan Overview

Illustrative New Carrollton TDOZ Site Plan



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN

Metro Core Rendering



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 1,450

2020: 2,610



+80.0%



COUNTY

2010: 863,420

2020: 967,201



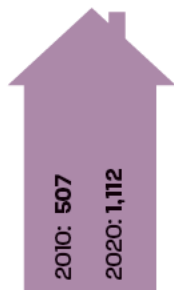
+12.0%



Housing²

TOTAL UNITS

+119.3%



PLAN AREA

+9.7%



COUNTY

OCCUPANCY RATE (PLAN AREA)



+3.7%

87.6%

2010

90.8%

2020

HOMEOWNERSHIP RATE (PLAN AREA)



-57.8%

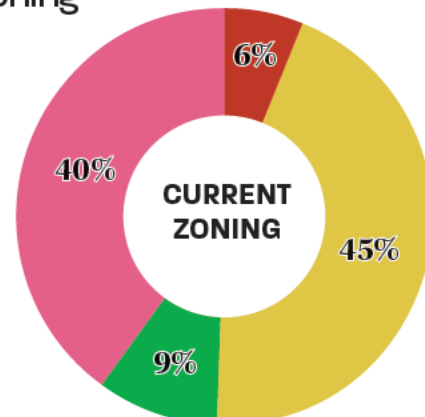
54.0%

2010

22.8%

2020

Zoning³



Residential (45%)

Non-Residential (6%)

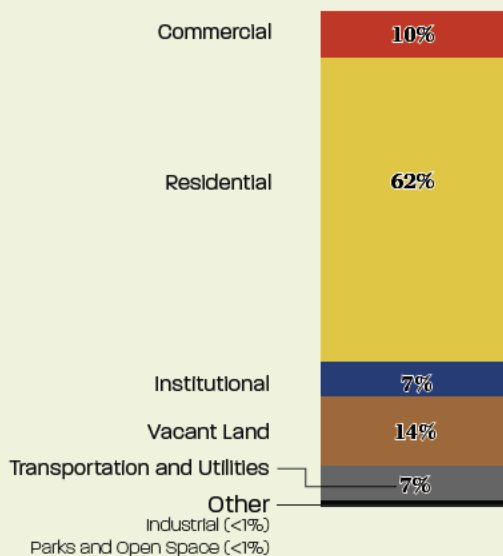
Transit-Oriented/
Activity Center (40%)

Rural/Agricultural (9%)

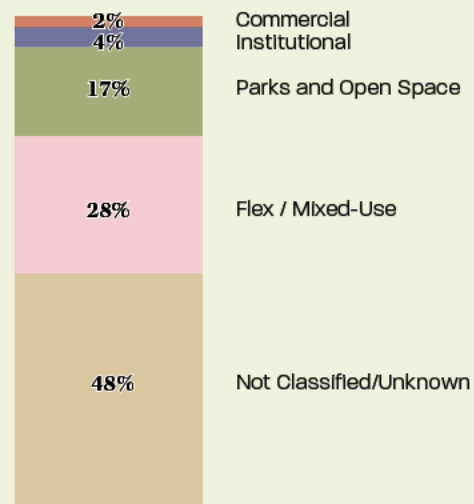
Other (<1%)

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 plan calls for development of the plan area into “a high-intensity urban center and regional destination” radiating out from the Metro station. The heart of this vision is the Metro Core that surrounds the station, alongside the Annapolis Road and Garden City focus areas. Outside this core, neighborhoods should be stabilized and revitalized but not house significant increases in density or intensity. Multimodal streets are proposed to be built out in the focus areas, supported by a network of open spaces and comprising pocket parks and a greenway along Beaverdam Creek.

Development in the plan area has been significant in the Metro Core, with multiple mixed-use and apartment buildings completed in the intervening years. This has been clustered adjacent to the Metro station and along Harkins Road near Annapolis Road. More phases of development are approved in the Metro Core, and the completion of the Purple Line may spur further investment.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Alta New Carrollton	320 units under construction	
2	The Remy	556 units constructed	
Mixed-Use/Flex			
3	New Carrollton Town Center	282 units constructed, 718 units in the pipeline	810,000 SF in the pipeline

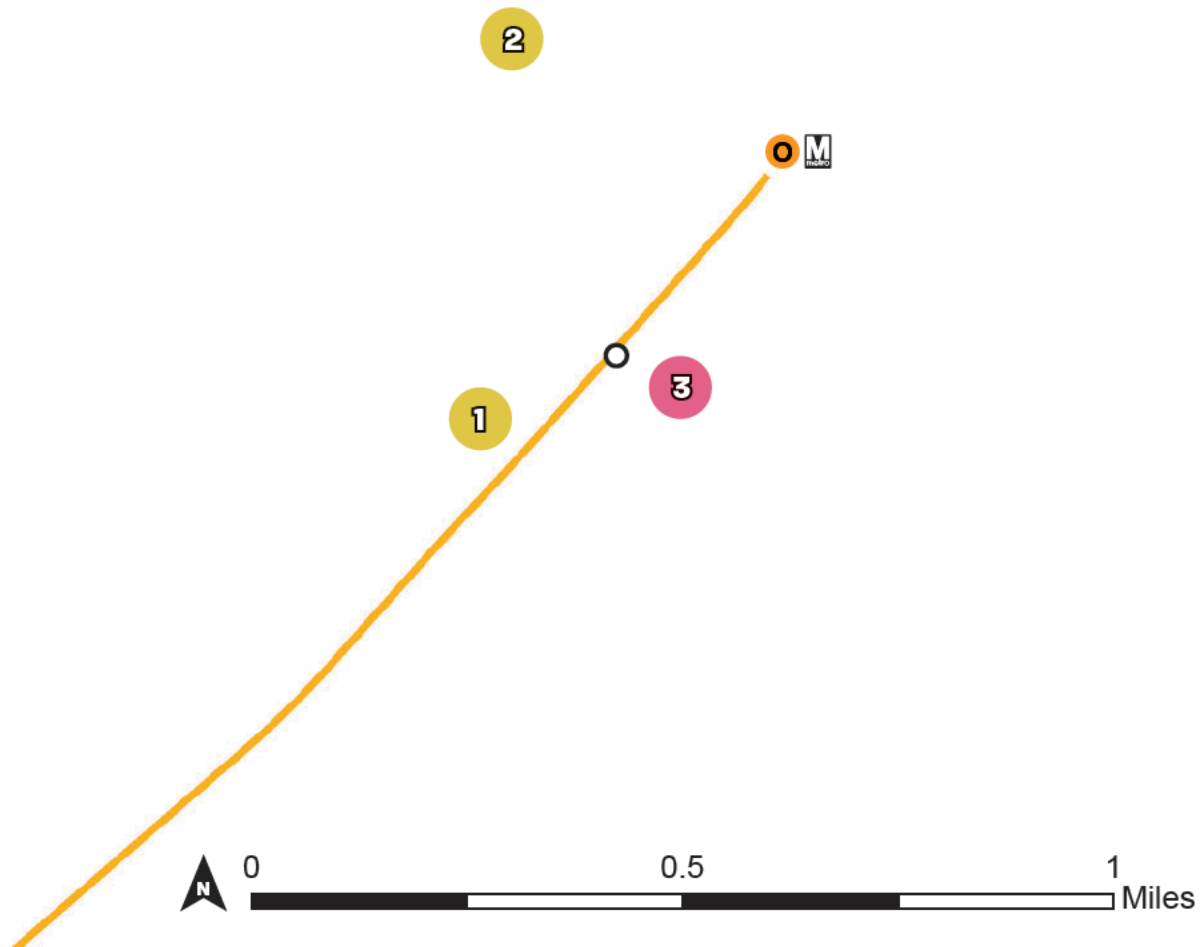
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, “DEVELOPMENT ACTIVITY” IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE 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

Recent Development Activity

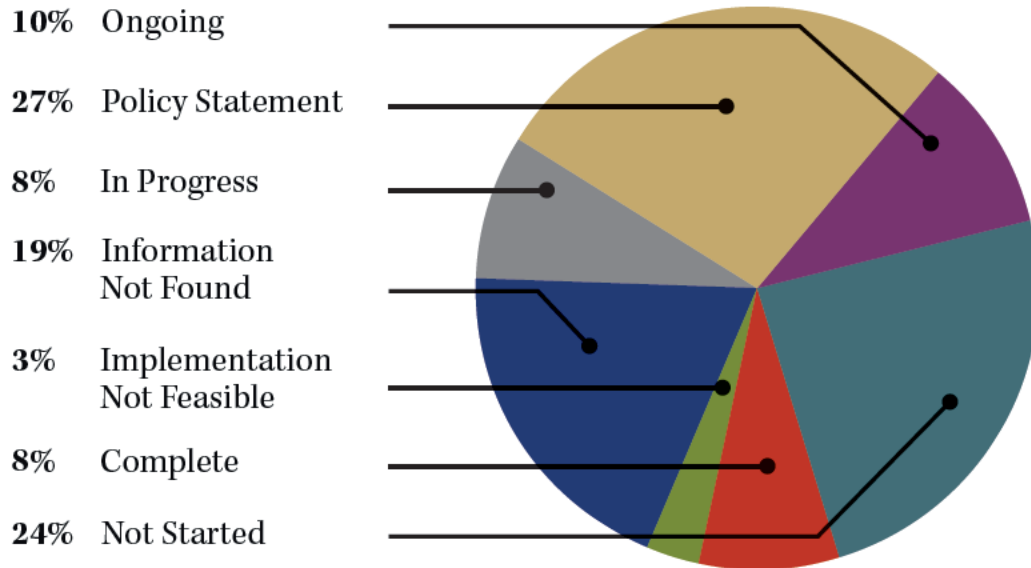
-  Active Plan Area
-  Development Areas (colors vary; see table below and on previous)
-  Metrorail Lines and Stations

#	DEVELOPMENT NAME
1	Alta New Carrollton
2	The Remy
3	New Carrollton Town Center



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



Washington Metropolitan Area Transportation Authority (WMATA) demolished and reconstructed the **New Carrollton Metro Station parking garage and bus loop**.



Some mixed-use development has been completed, and more is anticipated, with the goal of supporting a **Town Center** area. In 2023, WMATA opened a new Metro building at New Carrollton. Several residential developments such as The Stella (multifamily) have been built or are planned.

KEY UPCOMING PROJECTS



The New Carrollton joint development project will transform New Carrollton Metro Station into a 2.3 million square foot, mixed-use transportation hub and gateway to the National Capital Region and Northeast Corridor. The **Purple Line** station at New Carrollton will further boost its ability to serve as a transit hub.



The County received a \$20.5M federal grant to develop a transit hub, including a **transit hall** to replace the current Metro station.

Challenges

- **Walkability:** While the joint development project is bringing much investment to the area, its use by neighboring residential communities is currently limited due to limited pedestrian connectivity.

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

Next Steps

Near-Term Opportunities

The plan area is poised to continue growing as the transit options and transit-oriented development are built out. Near-term opportunities listed here focus on accomplishing plan recommendations that support recent successes and forthcoming improvements. They can also support implementation of Plan 2035.



Connectivity: Part of the vision for the New Carrollton station area includes creating more connections to facilitate street activity and interaction between land uses north and south of the station. (See plan page 35.) As the transit amenities at New Carrollton grow, so does the need to look for ways to provide additional safe, comfortable "first- and last-mile" connections. One example from the plan is to, "create an enhanced pedestrian linkage through the station that could be lined with traveler-serving retail outlets." This can support Plan 2035 Transportation and Mobility Policy 1, to "ensure that Countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern."

Responsible Parties:

- Department of Public Works and Transportation
- City of New Carrollton
- Developers/property owners



Schools: Along with transit-oriented growth comes additional residents and children. There are several recommended new or redeveloped school facilities in the plan. (See plan page 121.) These should be reviewed at regular intervals for potential inclusion in facility planning processes. This can support Plan 2035 Public Facilities Policy 2, to "invest in public facilities to catalyze economic development and revitalization, stimulate employment growth, and strengthen neighborhoods."

Responsible Parties:

- Prince George's County Public Schools

PLAN UPDATE RECOMMENDATION

Review for updates as scheduled

NEXT SIX-YEAR UPDATE DUE DATE

May 2028

Plan implementation is underway, with several projects completed, in progress, or scheduled. A future progress report update may consider if an amendment is needed to identify new opportunities for development or infrastructure improvements not currently identified in the plan. This could potentially include reissuing the plan as a sector plan, incorporating new elements as needed.