

Plan Progress Report

Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)

Date Plan Approved: May 17, 1994

Date of Progress Report: September 9, 2025

Councilmanic Districts: 3, 5

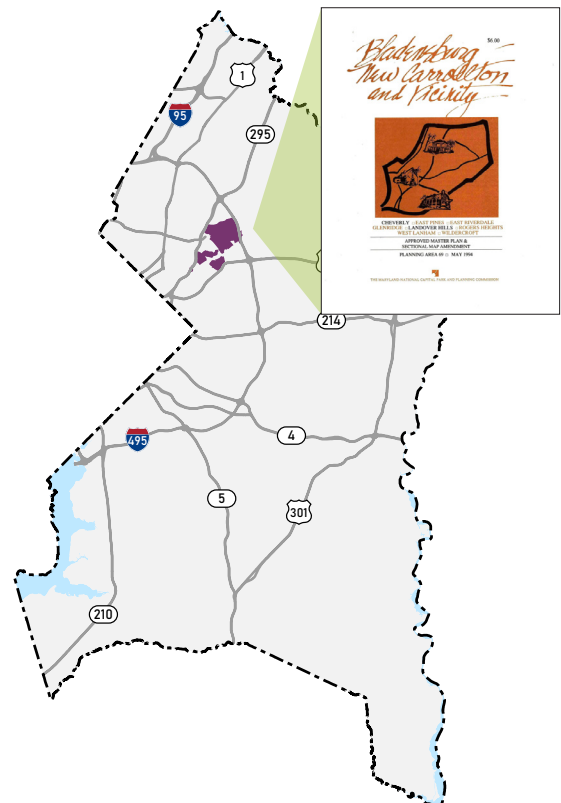
Progress Summary

The Bladensburg, New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendment (Planning Area 69) contains 342 recommendations, primarily focused on community heritage, culture, and design; economic prosperity; housing and neighborhoods; and public facilities.

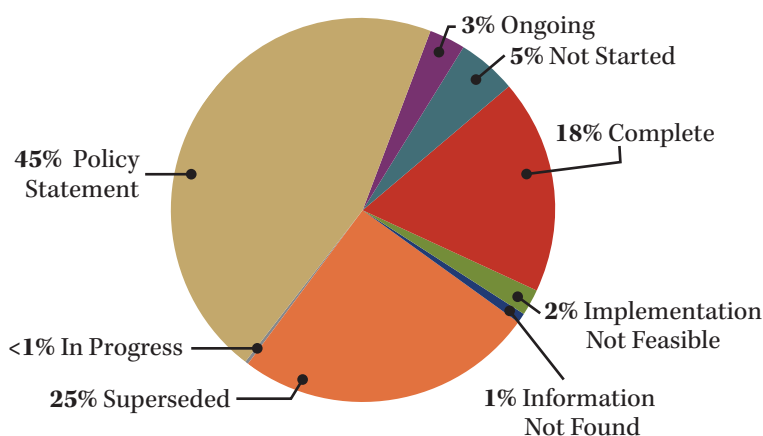
Since its adoption in 1994, approximately 18 percent (63) of the recommendations have been completed, 3 percent (9) are ongoing, and less than 1 percent (1) are in progress. Approximately 5 percent (18) have not yet had action taken.

One highlight of completed recommendations includes:

- Furman Parkway was extended to Beacon Light Road to improve access.



Plan Recommendation Status



Suggested Next Step(s)

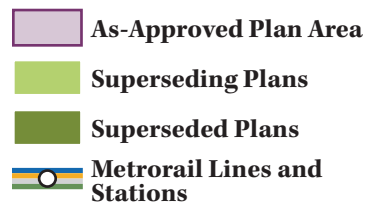
- ☐ Review in 2030
- ☐ Major/Minor Plan Amendment
- ☒ Replace
- ☒ Consolidate

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

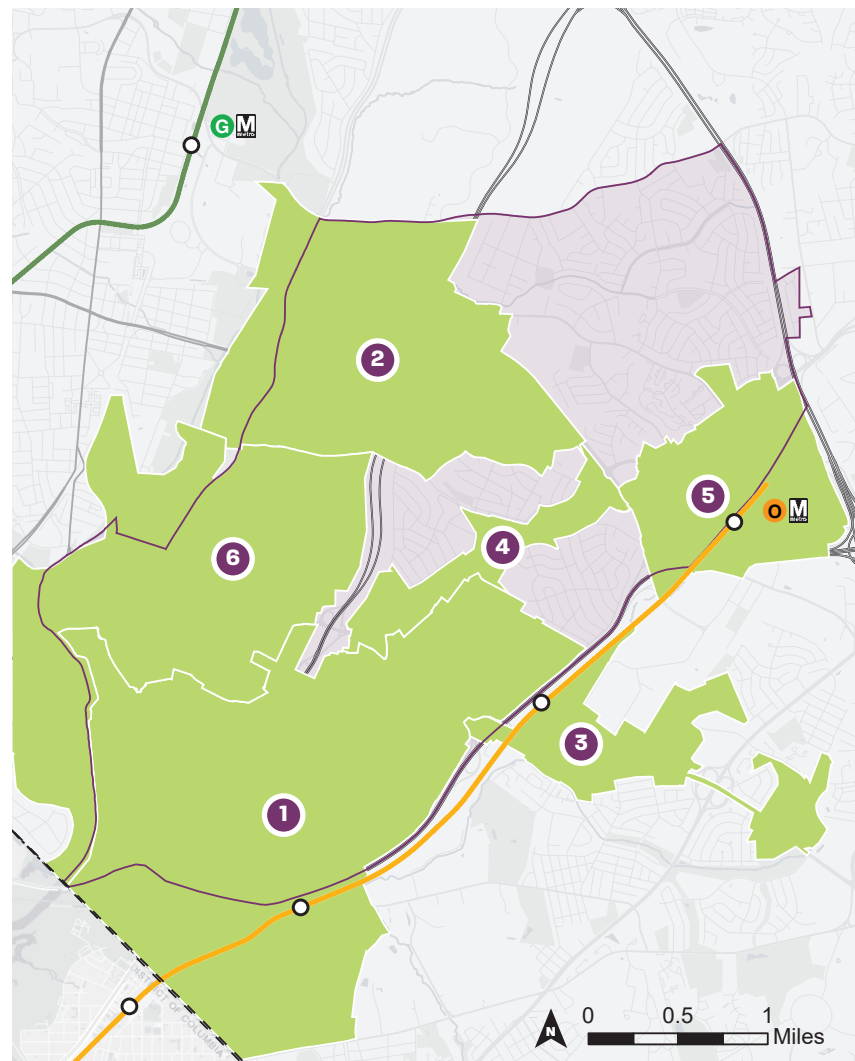
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Bladensburg, New Carrollton, and Vicinity Master Plan were bounded by Kenilworth Avenue and the Anacostia River to the west, Good Luck Road to the north, the Capital Beltway (I-95/I-495) to the east, and US 50 to the south. The plan area has been superseded by a number of plans since adoption, with each superseding plan carving out a portion of the original plan area.



As-Approved Plan Area and Related Plan Boundaries



Related Plans

The following plans supersede a portion of the Bladensburg, New Carrollton, and Vicinity Master Plan:

- 1 Greater Cheverly Sector Plan (2018)
- 2 East Riverdale-Beacon Heights Sector Plan (2017)
- 3 Landover Metro Area and MD 202 Sector Plan (2014)
- 4 Central Annapolis Road Sector Plan (2010)
- 5 New Carrollton Transit District Development Plan (2010)
- 6 Port Towns Sector Plan (2009)

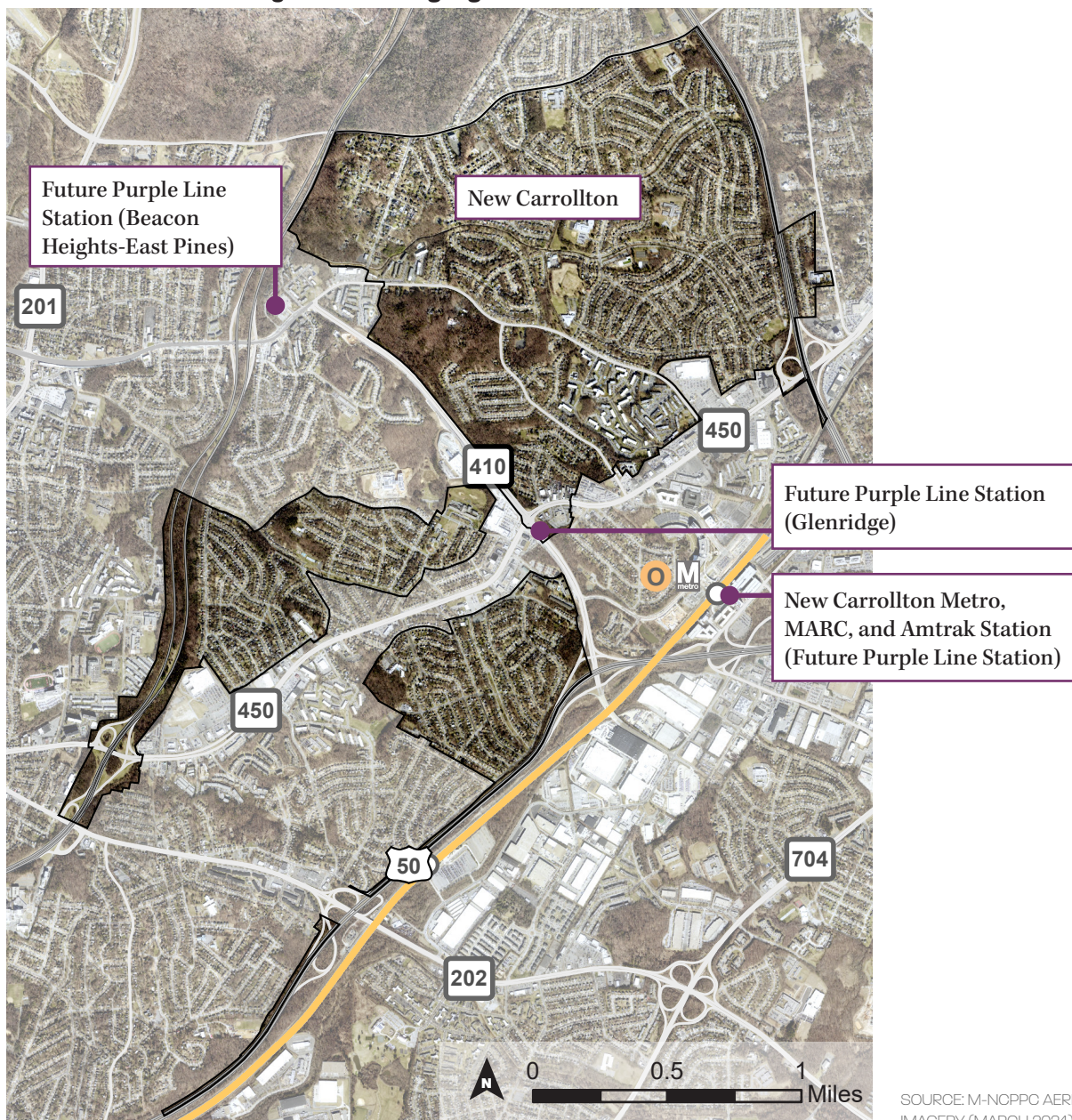
Plan Area Summary

Plan Area

The approved Bladensburg, New Carrollton and Vicinity plan area (Planning Area 69) encompassed 10.6 square miles (or 2.3 percent of Prince George's County). The original plan area was bordered by Good Luck Road and Greenbelt Park to the north; I-495 / Capital Beltway to the east; US 50 (John Hanson Highway) to the southeast; and MD 201 (Kenilworth Avenue) and the Anacostia River to the west. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page.

The WMATA Metro Orange Line, as well as cargo rail, runs along the southeast border of the planning area. The area surrounding the future Glenridge Purple Line Station was designated as a Plan 2035 Neighborhood Center.

Plan Area Aerial with Key Locations Highlighted



Plan Overview

Plan Goals

- **Environmental Envelope:** To protect and enhance the environmental quality of the planning area by preserving natural environmental assets as an integral part of the community.
- **Historic Preservation:** To enhance the quality of life through the preservation of designated historic resources which are significant for their historical, architectural, archaeological, and cultural value.
- **Living Areas and Housing:** To protect and improve the quality of all living areas. To provide decent, safe and sanitary housing for all residents by providing a broad range of housing opportunities and neighborhood choices which can meet the needs of different age groups, family sizes, lifestyles and income capabilities.
- **Commercial Areas:** To provide adequate, appropriately located amounts of commercial space.
- **Employment Areas:** To create more diversity in job opportunities for local residents and to enhance the economic base of the County and the planning area.
- **Urban Design:** To enhance the quality of development and the physical image of the planning area by fostering order and harmony in the built environment.
- **Circulation and Transportation:** To provide a safe, efficient and effective circulation and transportation system which will maximize accessibility and the movement of people and goods in the planning area and region.
- **Public Facilities:** To provide the needed public infrastructure and services – including schools, libraries, police, fire and rescue, and health facilities and services – within the planning area in a timely manner and with attention given to the needs of specific user groups.
- **Public Schools:** To provide appropriate facilities to meet the general and special educational needs of the residents of the planning area. To develop school properties for multiple uses to the maximum extent possible in order to meet public service needs in a more economical and efficient manner than is possible through acquisition of individual sites for each use.
- **Trails:** To provide hiker/biker/equestrian trails within the planning area in a manner that is functional, effective, sensitive to the surrounding environment, consistent with local property rights, and compatible with the siting of public open space.

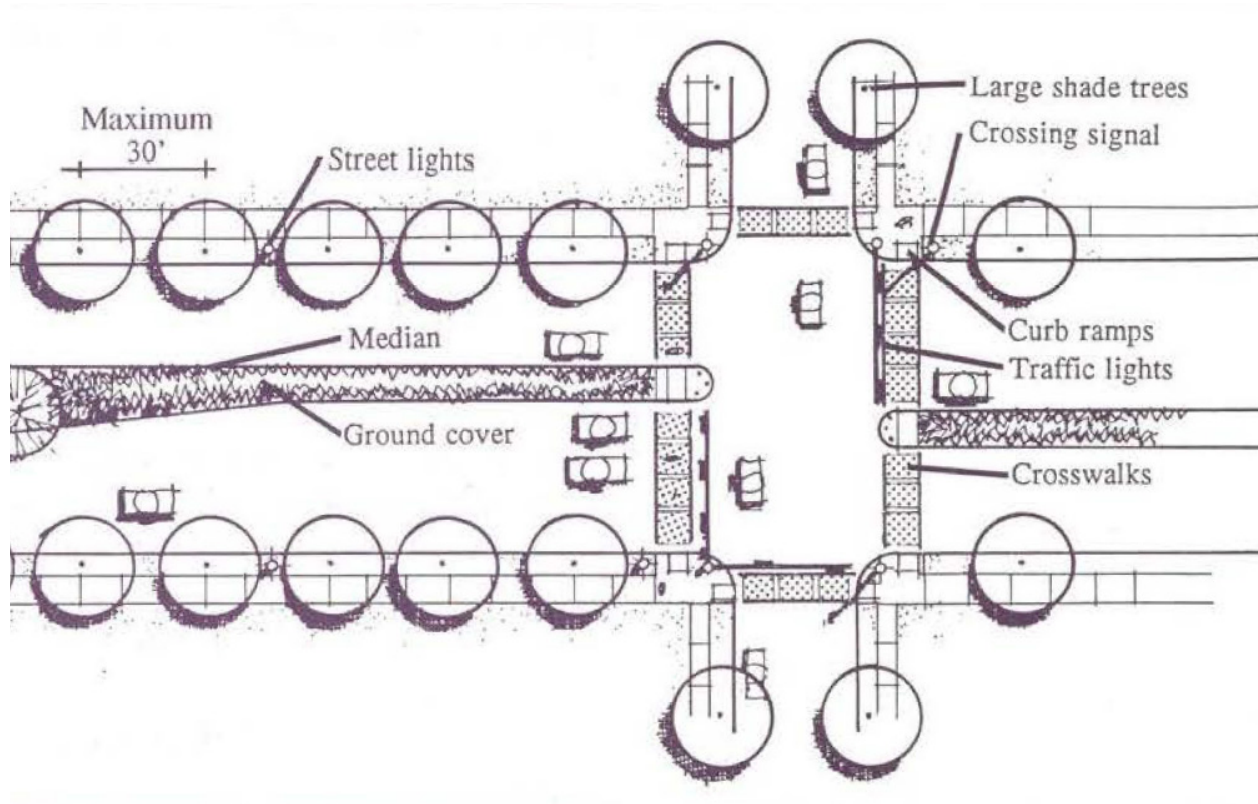
Plan Highlights

This plan and sectional map amendment proposes:

- Creation of an overlay zone which would allow limited industrial uses in selected declining shopping centers.
- A better integration of the shopping centers with the surrounding community.
- A special study of one deteriorating employment area with the objective of creating a redevelopment plan.
- Urban design recommendations and guidelines which should be followed on new and revitalization projects.
- The preservation of recognized historic sites and their environs.
- An integrated transportation system composed of Metrorail, buses and automobiles, with opportunities for pedestrian, equestrian and bicycle movements on trails and other public rights-of-way.
- A park system to provide both active and passive recreation, which meets the particular needs of differing interest and age groups.
- An environmental envelope with the goal of protecting and enhancing the environmental quality of the planning area by preserving natural environmental assets.
- Various public facility and service improvements to meet the needs of planning area residents.

Plan Overview

Typical Streetscape Elements



SOURCE: BLADENSBURG-NEW CARROLLTON AND VICINITY MASTER PLAN

Multifamily Complex - Existing When Plan Was Developed



SOURCE: BLADENSBURG-NEW CARROLLTON AND VICINITY MASTER PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 22,099

2020: 24,174



+9.4%



COUNTY

2010: 863,420

2020: 967,201



+12.0%



Housing²

TOTAL UNITS

-0.3%

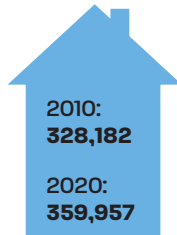


2010: 7,177

2020: 7,159

PLAN AREA

+9.7%



2010: 328,182

2020: 359,957

COUNTY

OCCUPANCY RATE (PLAN AREA)



+2.5%

93.2%

2010

95.6%

2020

HOMEOWNERSHIP RATE (PLAN AREA)



-7.2%

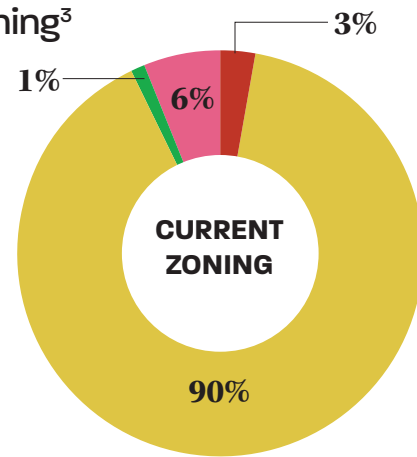
67.8%

2010

62.9%

2020

Zoning³



CURRENT ZONING

Residential (90%)

Transit-Oriented/Activity Center (6%)

Non-Residential (3%)

Rural/Agricultural (1%)

Land Use

CURRENT LAND USE⁴

Residential

97%

Other

Commercial (<1%)

Industrial (<1%)

Institutional (1%)

Parks and Open Space (<1%)

Vacant Land (2%)

Transportation and Utilities (<1%)

Agricultural (<1%)

Not Classified/Unknown (<1%)

PLANNED FUTURE LAND USE⁵

82%

Residential

9%

Institutional

7%

Parks and Open Space

Other

Commercial (2%)

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

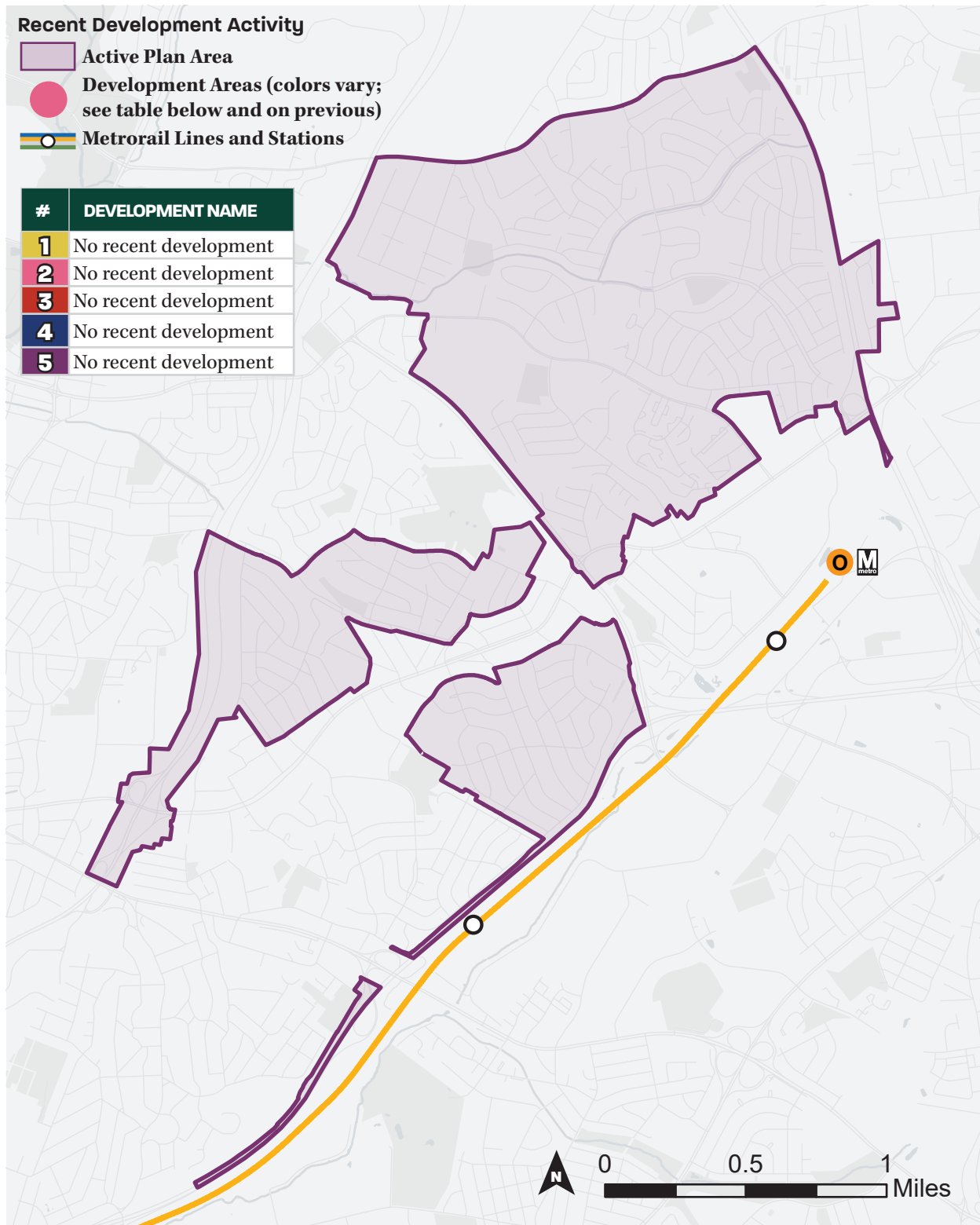
The plan calls for preservation of the single-family residential character of the community and continued separation of “incompatible” uses from the residential neighborhoods. It also identified an oversupply of commercial uses, expressed by high vacancy rates and low rents. The plan calls for freezing the amount of commercial-zoned land in the plan area and encouraging renovation and adaptive reuse of underutilized retail spaces while also encouraging industrial development in designated employment areas.

As the plan area was mostly built out at the time of the plan’s approval, few significant developments have been constructed in the time since. Many non-residential portions of the approved plan area have been superseded by other plans in the intervening years.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	No Recent Development		
Mixed-Use/Flex			
2	No Recent Development		
Retail/Services			
3	No Recent Development		
Institutional			
4	No Recent Development		
Industrial			
5	No Recent Development		

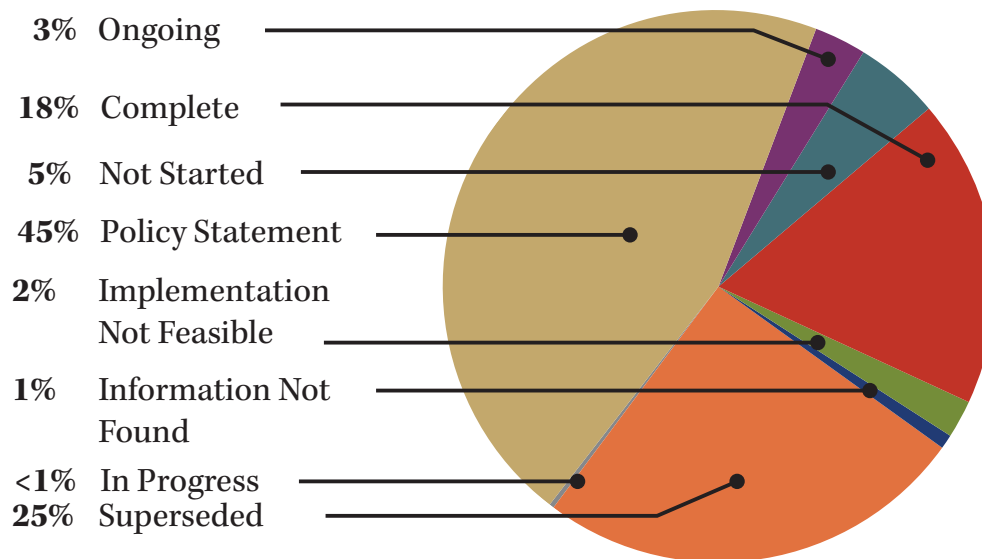
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, “DEVELOPMENT ACTIVITY” IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



Reconstruction of the **Powhatan Street Bridge** is well underway, with completion expected in October 2025.



With support from the Purple Line Transit Partners, the City of New Carrollton is turning **Veterans Park** into a “**food forest**” by planting food that will be available to all.

KEY UPCOMING PROJECTS



While not directly in this plan area, the **Purple Line** will give this area better transit access to the region, though additional “first/last mile” connections are needed.



Margaret Brent Elementary School is currently under construction on Lamont Terrace, with an expected completion year of 2026.

Challenges

- **Connectivity:** Incomplete multimodal routes may exacerbate the distance between the plan’s residential areas and the light rail and Metro stations. The completion of the Purple Line, with Annapolis Road and New Carrollton stations nearby, will give this area better transit access to the region, though additional “first/last mile” connections are needed.
- **Plan Age:** The plan has not been updated since 1994, and much has changed in the local and regional area in that time. The plan’s focus on preserving single-family uses is likely making it difficult to achieve other plan visions for compact development patterns that allow clustering of services and facilities. In addition, this plan was finalized well before Plan 2035 (2014) and the updated zoning ordinance (2022) were adopted and therefore may not align with prevailing Countywide goals and visions.

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

Next Steps

Near-Term Opportunities

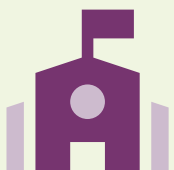
While we are recommending a replacement for this plan, there are some key near-term opportunities for continued implementation of the 1994 plan that can serve as a catalyst for the future and support the implementation of Plan 2035.



Connectivity Improvements: The plan contains objectives related to reducing vehicle miles traveled and supporting transit as an automobile alternative (see page 125 in the plan). In order to do that, there needs to be safe, comfortable routes for neighborhood residents to use. Identify priority projects for bicycle and pedestrian connections, as well as funding opportunities. This opportunity can support Plan 2035 Transportation and Mobility Policy 6, to “pursue a range of transportation facility and systems funding sources and strategies to maintain and enhance the existing transportation network in order to encourage the safe and efficient mobility of all persons.”

Responsible Parties:

- City of New Carrollton
- Department of Public Works and Transportation (DPW&T)



Community Facilities: The plan suggests construction of an addition to Glenridge Elementary School, adjacent to Glenridge Park, to serve as a school/community center (page 167 in the plan). Given the size of the property, this should be assessed as a potential future use, in the context of other community center planning. This opportunity 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 Schools
- Department of Parks and Recreation

PLAN UPDATE RECOMMENDATIONS

- Replace plan
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

May 2030

Because the plan was approved in 1994 and has not had any amendments, this area may benefit from a plan update that can ensure that recommendations align with Plan 2035 and consider ways to connect the plan area community with the Purple Line and other investments near the New Carrollton Metro Area. Given the fragmentation of this area caused by superseding plans, we recommend consolidating this plan with the Central Annapolis Road Sector Plan and the portion of the East Riverdale-Beacon Heights Sector Plan that is located east of MD 295 (Baltimore-Washington Parkway).