Port Towns
Preliminary Sector Plan

The 2026 *Adopted Port Towns Sector Plan* consists of 3 documents:

- 2026 *Port Towns Preliminary Sector Plan*
- Prince George's County Planning Board Resolution of Adoption No. 2026-048
- Prince George's County District Council's Resolution of Plan Approval CR-113-2026



February 2026

PRINCE GEORGE'S COUNTY
Planning Department

Abstract

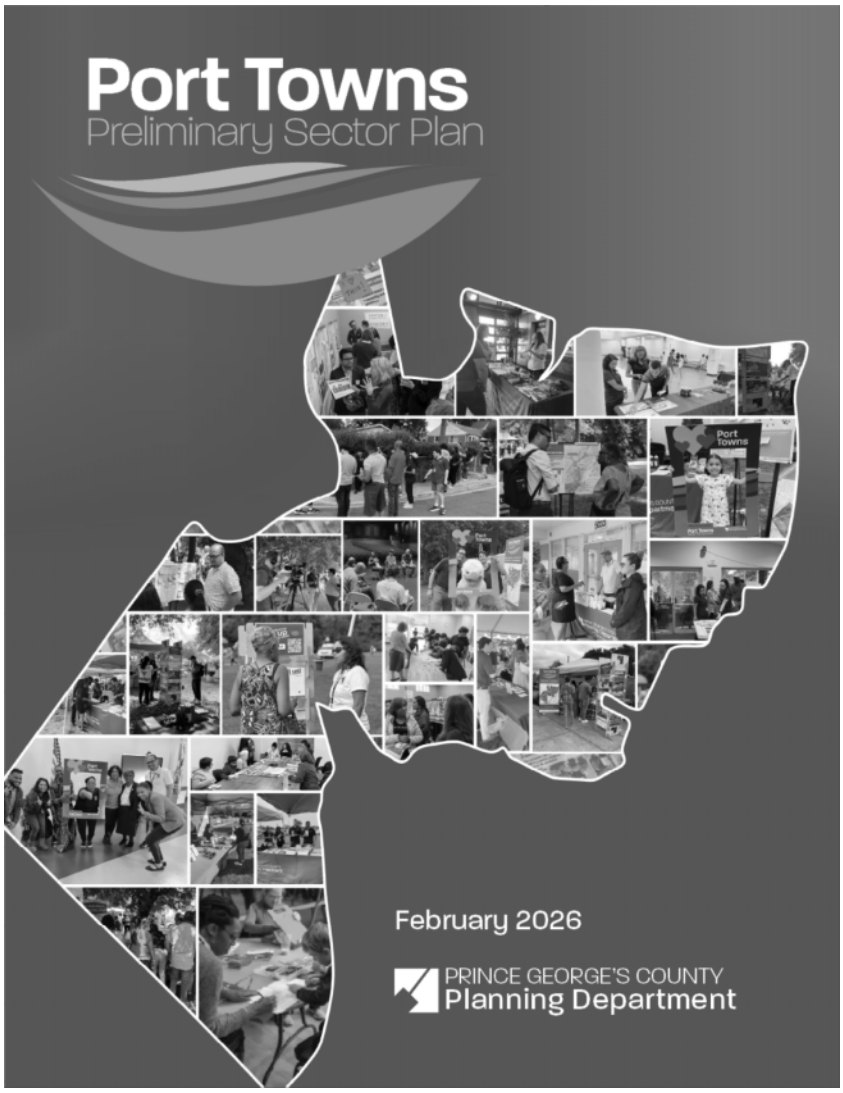
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Author	The Maryland-National Capital Park and Planning Commission
Subject	Port Towns Sector Plan
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The 2026 *Preliminary Port Towns Sector Plan* proposes a new sector plan for portions of Planning Areas 68 and 69. Upon approval, it will fully replace the 2009 *Approved Port Towns Sector Plan*. In addition, this plan will amend portions of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and other relevant countywide functional master plans.

This sector plan was developed over 24 months with significant public input, including meetings and feedback from residents, property owners, business owners, public agencies, and stakeholders. The result is a long-term community vision for the Port Towns area along with goals, policies, and strategies to implement this vision.

The plan prioritizes directing growth and development to the Plan 2035 designated Neighborhood Center and targeted opportunity sites. It aims to promote transit-oriented, pedestrian-friendly development while preserving the natural environment. The implementation framework provides a clear timeline, identifies key partnerships and funding sources, and outlines action items to guide development over the next 20 years.

This sector plan is accompanied by a concurrent Proposed Sectional Map Amendment and recommends zoning changes necessary to implement the communitywide vision and plan.



February 2026

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
1616 McCormick Drive
Largo, MD 20774

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The Maryland-National Capital Park and Planning Commission

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The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bi-county 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 Planning Department:

- 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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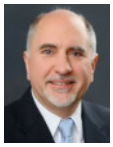
County Council

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 general plan. The 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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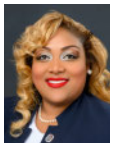
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Foreword



Darryl Barnes, Chairman
Prince George's County Planning Board

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission is pleased to make available the 2026 *Preliminary Port Towns Sector Plan* and its accompanying proposed concurrent Sectional Map Amendment. This plan recommends fostering a vibrant, inclusive, and resilient community by focusing development in mixed-use hubs, enhancing transportation and green space access, and honoring the community's rich cultural and natural heritage.

This is a comprehensive sector plan that contains recommendations for Land Use; Economic Prosperity; Transportation and Mobility; Natural Environment; Housing and Neighborhoods; Community Heritage, Culture, and Design; Healthy Communities; Public Facilities; and Placemaking specific to the Port Towns Sector Plan area, and a matrix that identifies the timeframe and responsible entities for implementation.

We invite you to carefully review this preliminary sector plan and encourage you to attend the joint public hearing anticipated in Spring 2026 to present your views to the Prince George's County Planning Board and Prince George's County Council, sitting as the District Council. You are also encouraged to submit testimony in writing to the Clerk of the County Council. The Planning Board will review all comments presented at the joint public hearing in our deliberations prior to the adoption of the plan and transmittal to the County Council for action. We look forward to hearing from you soon!

Sincerely,



Darryl Barnes, Chairman
Prince George's County Planning Board

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PHOTO BY M-NCPPC

Port Towns Cottage City Day

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How to Use this Plan

The 2026 *Preliminary Port Towns Sector Plan* is broken down into four parts:

- High-Level Overview of Plan (Section I)
- Background Information (Section II)
- Sector Plan (Sections III–XII)
- Implementing the Plan (Sections XIII–XIV)

PROPERTY INFORMATION

It is important to note that several strategies, maps, and tables within this sector plan refer to specific properties identified by location, address, and tax account information as of 2025. Should parcels be re-platted or new tax accounts or addresses assigned during the adoption and approval process, these items should be updated to reflect the accurate property information as of the sector plan approval date.

REFERENCES

This plan includes extensive research with the sources compiled into a bibliography (see Appendix H: Bibliography on page 353). References to sources do not occur in chronological order, but rather utilizes the number assignment in the bibliography.

High-level Overview of Plan (Section I: Introduction)

The first section provides a high-level overview by introducing the purpose of a sector plan, establishing its legal context, and identifying key guiding themes.

Background Information (Section II: Defining the Context)

The second section provides a comprehensive overview of the Port Towns Sector Plan area and acts as the foundation for writing feasible and implementable action items for the plan area. This section provides demographic indicators, historical context, significant locations, a summary of current governing plans, updates made since the 2009 Sector Plan, community engagement takeaways, and identifies major opportunities and challenges. This section acts as the building blocks for Port Town's blueprint toward a shared future.

Port Towns Blueprint (Sections III–XII)

The third section starts with the defined vision and a high-level overview of key policies and strategies. This is followed by conceptual designs showcasing how some of these ideas can be interpreted within the built environment and focuses on seven opportunity sites to catalyze redevelopment.

The following sections are organized by Plan 2035 elements, each containing an overarching goal, policies, and strategies to help create a roadmap for implementing the vision.

PLAN 2035 ELEMENTS

1. Land Use (LU)
2. Economic Prosperity (EP)
3. Transportation and Mobility (TM)
4. Natural Environment (NE)
5. Housing and Neighborhoods (HN)
6. Community Heritage, Culture, and Design (HD)
7. Healthy Communities (HC)
8. Public Facilities (PF)
9. Placemaking (PM)*

DEFINITIONS

VISION
The vision statement describes, in aspirational terms, what plan area residents, workers, and other stakeholders want the area to be in 20 years and establishes the broadest context for decision-making.

GOAL
A goal reflects desirable future conditions and is the end state toward which actions are aimed. Each plan element starts with a goal.

POLICY
A policy is a statement of intent upon which decisions are evaluated. Policies in a master plan are intended to guide actions by public, private, nonprofit, and institutional partners to implement the vision and goals of the plan.

STRATEGY
An initiative, program, or project describing a specific action to achieve a goal. Strategies can be directly incorporated into an agency work program or capital budget, represent an action by a private entity, or recommend a new partnership, further study, or analysis.

Policies and strategies are often interrelated, having connections with other sections. These relationships are addressed through cross-references to related elements in the plan.

Goals, policies, and strategies are organized so that the specific controls the general. If a conflict is perceived between policies or strategies, the more specific strategy is applicable. The approved policies and strategies take precedence over the tables and maps. If a conflict arises between the text and the graphics or tables, the policies and strategies will apply.

Implementing the Plan (Sections XIII-XIV)

The plan includes an implementation framework illustrating the timeline, necessary partnerships, and key action items to implement the vision, goals, policies, and strategies for the Port Towns area over the next 20 years.

* While Placemaking is not explicitly designated as a distinct element within Plan 2035, this sector plan formally recognizes it as a ninth element, complete with its own goal, policies, and strategies. This inclusion underscores its significance to the community and its critical role in advancing the overarching community vision.

Section I
Introduction

The preliminary Port Towns Sector Plan outlines a long-term vision and goals, supported by focused policies and strategies, to steer the development of the area through 2045.

The draft plan's recommendations are based on extensive community engagement. Input was gathered from diverse groups of participants, including community members, Steering Committee members, residents, property owners, youth, seniors, artists, stakeholders (including the Town of Bladensburg, Town of Edmonston, Town of Cottage City, and Town of Colmar Manor), and other public agencies. A wide range of outreach methods were used to ensure broad participation. These included in-person, virtual, and hybrid engagement opportunities, as well as bilingual (i.e., English/Spanish) project materials communicated via project websites, social media, and e-newsletters. Additional outreach efforts involved door-to-door flyer distribution, coordination through Steering Committee members, towns' social media resources, and targeted engagement with youth, seniors, artists, churches, and apartments.

WHAT DOES A NAME CONVEY?

The Towns of Bladensburg, Edmonston, Cottage City, and Colmar Manor are collectively known as the Port Towns due to their historical and geographical significance along the Anacostia River. The name "Port Towns" reflects their shared heritage and the collaborative efforts of these communities to revitalize and promote their unique identity. This plan updates the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*.

This sector plan is accompanied by a concurrent Sectional Map Amendment (SMA) which recommends zoning changes necessary to implement the community vision and plan recommendations (see Appendix D).

SECTOR PLAN

Sector plans build on goals, policies, and strategies of Plan Prince George's 2035 (Plan 2035), Prince George's County's General Plan for growth and preservation, which designated the Port Towns area as a Neighborhood Center. To help implement Plan 2035, sector plans study and test more detailed and refined development scenarios at the local level, incorporating such factors as community input, demographic trends, population forecasts, and market analyses. Once this sector plan is approved, it may amend the land use and other policy area designations set out in Plan 2035 (Prince George's County Zoning Ordinance Section 27-3502(j)).

Map 1. Port Towns Sector Plan Boundary



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Legal Context

The Prince George's County Council, sitting as the District Council, initiated a sector plan and concurrent Sectional Map Amendment (SMA) for the Port Towns Sector Plan area on October 24, 2023, through Council Resolution CR-094-2023.

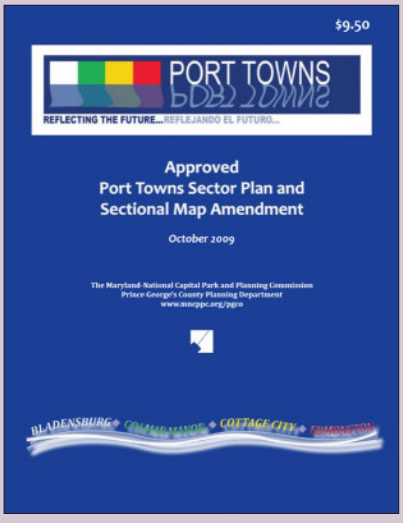
This plan was prepared according to Subtitle 27 Zoning Ordinance effective as of April 1, 2022. It will be adopted, with the accompanying Sectional Map Amendment (SMA), pursuant to Section 27-3502 and Section 27-3503.

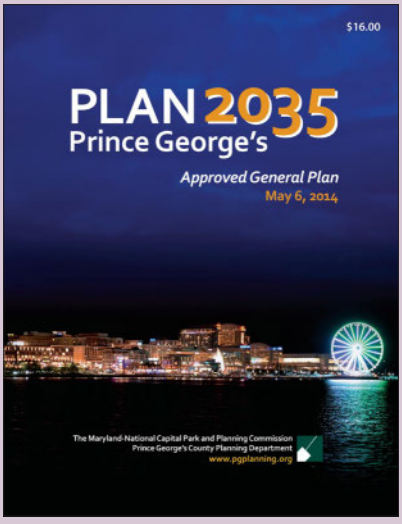
Other provisions of the County Code affecting the use and development of land considered in the preparation of this plan include, but are not limited to:

Table 1. Prince George's County Ordinance References

Subtitle	Area Served
5B	Chesapeake Bay Critical Area
20A	Transportation Demand Management
21A	Revenue Authority
23	Roads and Sidewalks
24	Subdivision Regulations
25	Trees and Vegetation
29	Preservation of Historic Resources
32	Water Resources Protection and Grading Code

Once adopted and approved, this sector plan will supersede and replace the 2009 *Approved Port Towns Sector Plan* in its entirety, the 1994 *Approved Master Plan for Planning Area 68* for the portion of Planning Area 68 within this Sector, and the 2018 *Approved Greater Cheverly Sector Plan* for the portion of Planning Area 69 within this Sector. This plan will amend portions of the 2014 *Plan Prince George's 2035* Approved General Plan, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) (or Go Prince George's if approved before plan adoption), and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space.* See Appendix A for a list of specific amendments to functional master plans.







Themes

The Port Towns Sector Plan aligns with Plan 2035's three guiding themes—Work, Live, and Sustain—underscoring the importance of weighing economic, social, and environmental decisions when creating land use policy.

In 2045—residents of the Port Towns Sector Plan area:

WORK IN A THRIVING AND DIVERSE ECONOMY THAT:

- Creates opportunities for small, neighborhood, and underrepresented-owned businesses to thrive by catering to a diverse market with distinctive products and services.
- Preserves the town's history and culture, fosters inclusivity, and supports the arts.
- Creates vibrant, walkable communities by integrating residential, commercial, and recreational spaces.
- Ensures safe and accessible streets for pedestrians, cyclists, motorists, and public transit users, featuring a well-connected street network with multiple routes and easy access to key destinations and opportunities.

LIVE IN A SAFE, WALKABLE, AND HEALTHY COMMUNITY THAT:

- Distinguishes Port Towns as a unique destination by transforming it from a pass-through area into a celebrated locale, highlighting its local identity, culture, and history.
- Offers housing of all types and price points within proximity to services and amenities, making it a place where people of all ages can thrive.
- Features local food systems, improving food access and sustainable practices.
- Maintains its small-town feel.

SUSTAIN OUR NATURAL RESOURCES AND RURAL AREAS BY:

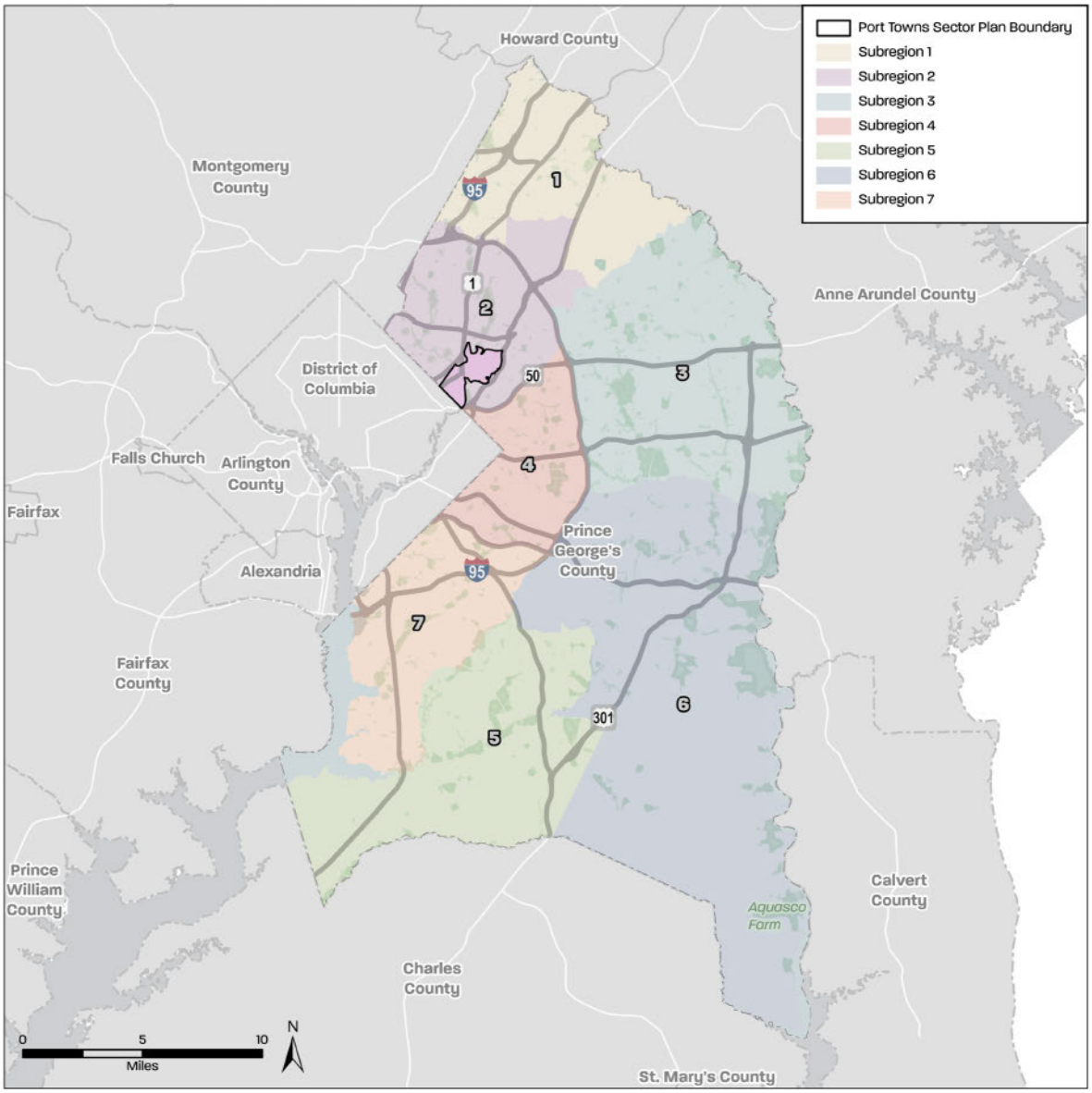
- Utilizing a comprehensive multimodal network for bicycles, pedestrians, and public transit to decrease dependence on cars.
- Advocating for enhanced and comprehensive climate change mitigation efforts, while bolstering wetland, forest, and other restoration initiatives to protect the area's ecological richness for generations to come.
- Protecting an interconnected habitat corridor via a system of stream valleys stemming from the Anacostia River that strengthens biodiversity and capitalizes on the ecological richness of this ecosystem.

Section II
Defining the Context

Port Towns Sector Plan Area Description

Prince George's County is divided into seven subregions, which are further divided into thirty-six planning areas. The Port Towns plan boundary is located within Subregion 2 and planning areas 68 and 69.

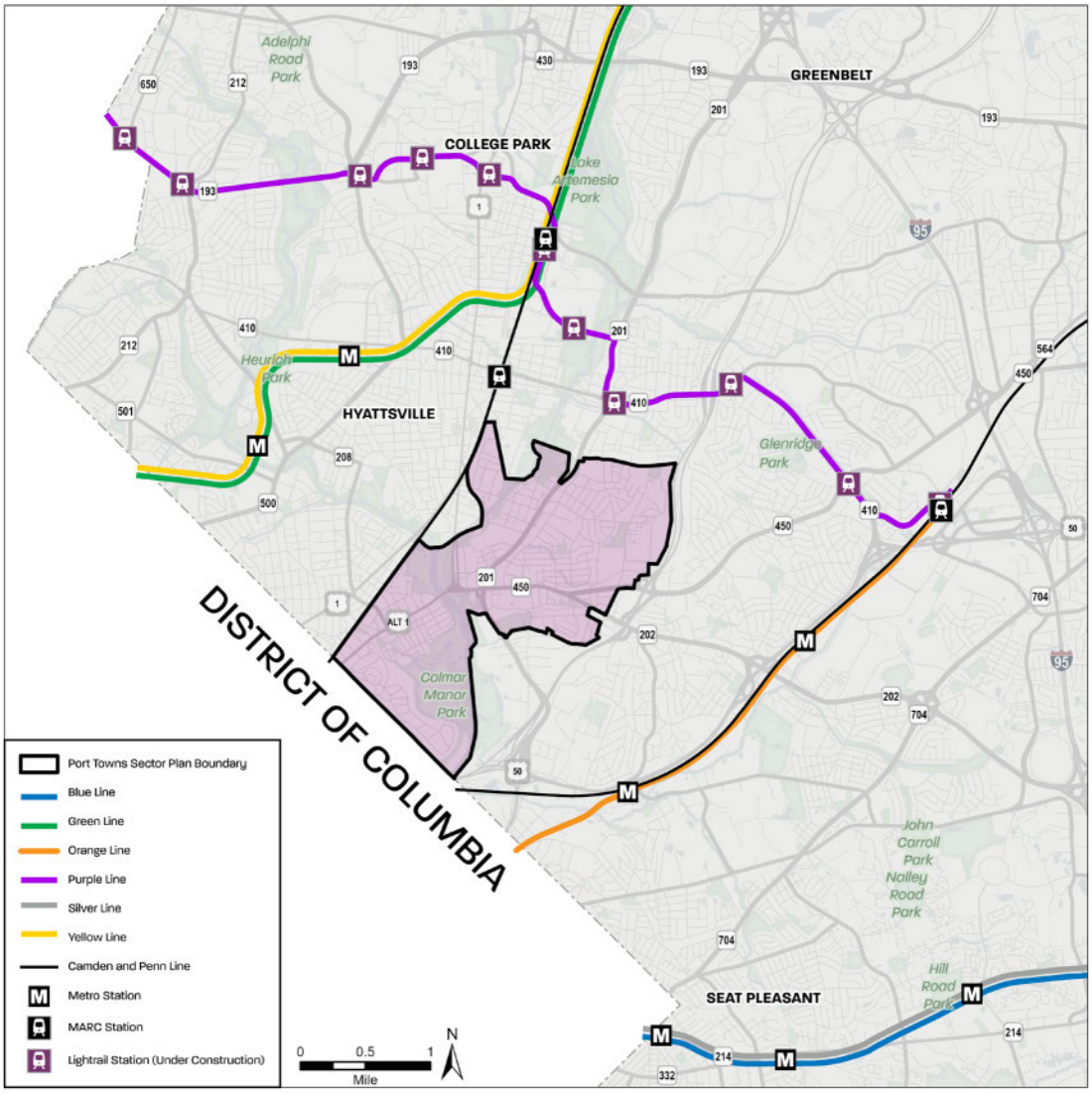
Map 2. County Context



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

The sector plan area includes major transportation routes and commercial corridors that impact the visual character and economic viability of these inner-ring suburban communities. US 1 Alt (Bladensburg Road) is an entryway to Prince George's County from the District of Columbia, as well as a major commercial thoroughfare for the Port Towns communities. US 1 Alt (Baltimore Avenue) and MD 201 (Kenilworth Avenue) are both prime routes for truck traffic and important commercial corridors. The sector plan area is largely residential but contains a mix of other uses, including several shopping centers, employment areas, and portions of the Northeast and Northwest branches of the Anacostia River.

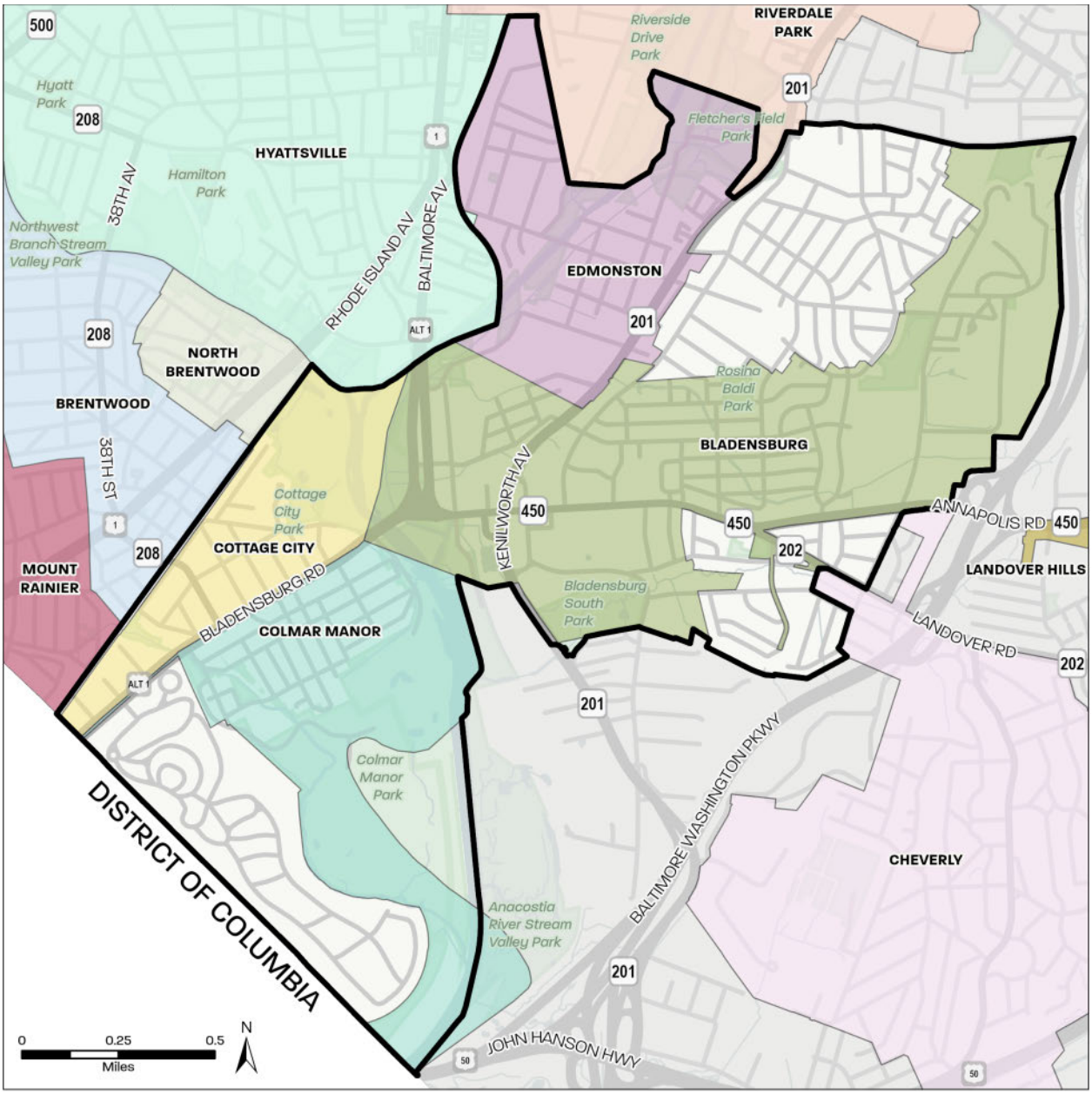
Map 3. Local Context



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

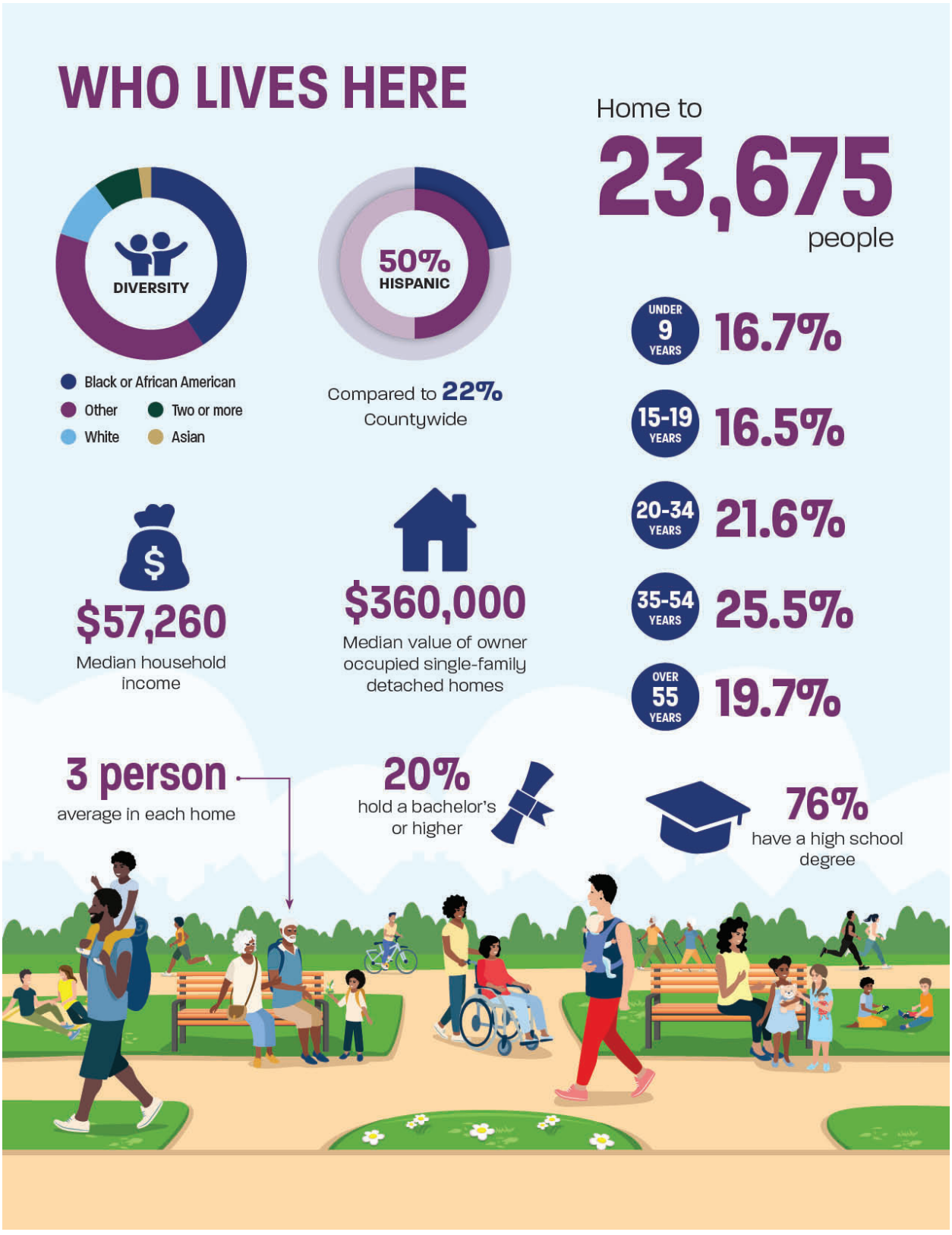
The Port Towns Sector Plan area is approximately 1,935 acres and generally comprises the properties contained within the municipal boundaries of Bladensburg, Colmar Manor, Cottage City, and Edmonston.

Map 4. Municipal Boundaries



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Figure 1. Who Lives Here[292,303]



History

DATE	EVENT
10,000 years ago - 1608	Historians estimate that Native People lived on the Anacostia River for approximately 10,000 years.[47,182] The Nacotchtank (Anacostan) people resided within the Washington, D.C. area and were an Algonquian-speaking group.[145]
1608	Captain John Smith explores the Anacostia River.[237]
1640 - 1670	Settlers arrive, causing a war with Native People.[229] Generally, within forty years after settlers' arrival, 75% of Native People had been forcibly displaced or slain.[34,169] Locally, the Nacotchtanks' influence ended around 1670, causing remaining Algonquian-speaking groups to become refugee communities.[229]
1650s - Early 1700s	Maryland saw rapid expansion during this time "from farmers clearing land to grow tobacco."[229] Maryland increased its reliance on Enslaved Africans for labor from 25% in the 1660s to 75% by the early 1700s.[274]
1738 - 1747	Bladensburg was established in 1742 and named after Governor Bladen. The town developed as a tobacco-based economy and became a hub for trade and commerce. The surrounding land was utilized for tobacco farming.[241, 323] The town became one of the official tobacco inspection stations in 1747.
1760 - 1776	Bladensburg grew as a commercial and tobacco export center. "Slaves and indentured servants were the essential sources of labor that built and maintained this tobacco-based economy."[241] By 1776, "...Bladensburg was one of the busiest ports in Maryland..."[147]
1812 - 1814	War of 1812 and the Battle of Bladensburg
1820-1835	Deforestation and sod-breaking plows to accommodate farming led to large amounts of sediment runoff, which accumulated over time, making waterways unnavigable.[157, 229] In 1835, the last large ship left the port of Bladensburg.[275] Bladensburg transitioned during this period from a vibrant port to a small town with multiple churches, shops, and dwellings.
1861 – 1865	The American Civil War
1870 – Early 1900s	The African-American population expanded during the late-nineteenth century and several churches and a Freedmen's Bureau school were built in the vicinity of the sector plan area.[261] In addition, D.C.'s streetcar system expanded and connected to Bladensburg, but the area did not see much development due to persistent flooding.[309]

DATE	EVENT
1902-1955	This era marks a profound transformation with public infrastructure projects and urbanization. New and widening of existing roadways spurred development along transit routes.[283] Growth resulted in public buildings such as fire stations and schools.[283] Development continued eastward and was designed around the automobile. Eventually, the Baltimore-Washington Parkway was constructed, which bypassed traffic away from Bladensburg.[283] Flooding remained an issue and led to a massive flood control project consisting of dredging, straightening sections of the river, and building levees and pump stations. [38]
1924	Edmonston and Cottage City were incorporated. It is believed that the community was named for Captain James Edmonston of Bladensburg, who in 1742 purchased 60 acres of land near what is now Edmonston. Edmonston, originally known as "East Hyattsville," was platted in 1903 as two subdivisions, East Hyattsville and Palestine. Cottage City was originally platted in 1870 as a railroad suburb known as the "City of the Highlands." A group of Washington, D.C. developers planned to build cottages and villas reminiscent of Andrew Jackson Downing's Cottage Residences (1842).
1927	Colmar Manor was incorporated. The area remained largely farmland until part of the Shreve estate was purchased by developers and platted as Colmar Manor in three subdivisions between 1918-1920. The town was established as a residential commuter suburb.
1994 - 2009	Formation and expansion of the Port Towns partnership for community revitalization. M-NCPPC published the 2009 Port Towns Sector Plan, which envisioned creating green, healthy, and pedestrian-friendly communities that celebrate the area's cultural diversity and assets.
2009 - Today	Not much has changed to the built environment since publishing the 2009 Sector Plan and while the built landscape may look the same, significant worldwide events have altered societal norms. When the previous plan was published, the nation was coming out of "The Great Recession" and financial recovery was slow. Nearly a decade later, a global pandemic (COVID-19) created another economic and humanitarian crisis. COVID-19 and stay-at-home orders had an impact on migration patterns, remote work, use of public spaces, and mental health. While there were periods of turmoil since the last plan was published, one thing remained constant: the four towns continued to build their partnership and work together toward revitalization.

Significant Locations

LANDMARK FEATURES

Poppleton-Roberts House (PGID 68-079-01), built in 1901, reflects the influence of the Queen Anne, French Colonial, and West Indies styles. It was constructed for A.D. Poppleton and is one of the earliest dwellings constructed in Edmonston.[187]

Prince George's Publick Playhouse (PGID 69-028) was constructed in 1947 as the Cheverly Movie Theatre and was designed by John Eberson, known as the "Dean of American Theatre Architects." Of the thirteen theaters designed by Eberson in the Washington, D.C., area, the Publick Playhouse is one of only three remaining in the area, the only remaining example in Prince George's County, and one of only two surviving Art Deco theaters in the County. This historic site was acquired by M-NCPPC in 1975 and converted into a theater for live performances.[310]

Peace Cross (PGID 69-005-16) was built from 1919 to 1925 and is listed on the National Register of Historic Places. The cross is significant as a prominent public monument to County residents who lost their lives in the line of duty during World War I.[44]

John and Mary White House (PGID 68-103-01), constructed circa 1927, is a substantially intact example of Craftsman-style architecture and embodies the heritage theme of streetcar suburb development in Prince George's County in the early twentieth century.[103]

Bladensburg Waterfront Park serves as a popular destination for local and regional visitors, including amenities such as a marina (for kayaks, canoes, and sport rowing boats), a playground, Battle of Bladensburg historic exhibits, and access to the Anacostia River Trail System (40+ miles for recreational walking, running, and bicycling).[206]

Fort Lincoln Cemetery (Historic Resource 68-015) was chartered in 1912 by the General Assembly of Maryland. The original entrance is located at the approximate location where Commodore Joshua Barney's detachment unsuccessfully tried to hold back the British during the Battle of Bladensburg in 1814.[23]

Rural Cottage Highlands (PGID 68-096-20) is perhaps the only surviving example of an early suburban house with Second Empire features in Prince George's County. This mansard-roofed cottage was built circa 1867.[299]

Ernest Maier Building This mid-twentieth-century building was constructed and designed to incorporate the Modern Movement in 1958 by Ernest Maier "to serve as the headquarters for his expanding concrete-block manufacturing business, which was founded in 1926."[309]

D.C. Boundary Marker N.E. #7 (PGID 68-019) is one of forty boundary stones—one placed every mile—used to demarcate the original boundary of the District of Columbia. The boundary stone was placed between 1791 and 1792 and is made of stone from a quarry near Acquia Creek, Virginia.[30]

Dueling Grounds (PGID 68-014) is a designated historic site and the scene of at least 26 recorded duels during the first half of the nineteenth century. The most famous was the 1820 duel between Commodores James Barron and Stephen Decatur, in which Decatur was mortally wounded. The public opinion against dueling reached a peak in the late 1830s, and the practice of dueling ended after the Civil War.[29]

George Washington House (PGID 60-005-02), built circa 1760, included a store (this structure), a billiard hall, tavern, and blacksmith shop. Its name originated from an assumption the President visited the site, although there is no evidence of his visit. The property was listed in the National Register of Historic Places in 1974.[306]

St. Paul's Baptist Church (PGID 69-005-06) was built in 1818 to house the Presbyterian congregation of Bladensburg. The church was later sold to a black Baptist congregation established by Sarah Miranda Plummer, whose family had been enslaved laborers for the Calvert family at Riversdale, and is the only remaining resource associated with the historic African-American community in Bladensburg.[129]

Map 5. Major Landmarks



1. **BLADENSBURG WATERFRONT PARK/ ANACOSTIA RIVER**
   4601 Annapolis Road, Bladensburg, MD 20710
2. **PRINCE GEORGE'S PUBLICK PLAYHOUSE**
   5445 Landover Road, Hyattsville, MD 20784
3. **BLADENSBURG BRANCH LIBRARY**
   4820 Annapolis Road, Bladensburg, MD 20710
4. **PEACE CROSS**
   4500 Annapolis Road, Bladensburg, MD 20710
5. **FORT LINCOLN CEMETERY**
   3401 Bladensburg Road, Brentwood, MD 20722
6. **RURAL COTTAGE HIGHLANDS**
   4203 Bunker Hill Road, Brentwood, MD 20722
7. **JOHN & MARY WHITE HOUSE**
   3602 41st Avenue, Brentwood, MD 20722
8. **DUELING GROUNDS**
   3505 38th Avenue, Brentwood, MD 20722
9. **DC BOUNDARY MARKER N.E. #7**
   Within Fort Lincoln Cemetery
10. **GEORGE WASHINGTON HOUSE**
    4302 Baltimore Avenue, Bladensburg, MD 20710
11. **ST. PAUL'S BAPTIST CHURCH**
    4107 47th Street, Bladensburg, MD 20710
12. **HILLEARY-MAGRUDER HOUSE**
    4703 Annapolis Road, Bladensburg, MD 20710
13. **MARKET MASTER'S HOUSE**
    4006 48th Street, Bladensburg, MD 20710
14. **BOSTWICK HOUSE**
    3901 48th Street, Bladensburg, MD 20710
15. **EVERGREEN CEMETERY**
    52nd Avenue near Newton Street, Bladensburg
16. **POPPLETON-ROBERTS HOUSE**
    5104 Emerson Street, Hyattsville, MD 20718
17. **ERNEST MAIER BUILDING**
    4700 Annapolis Road, Bladensburg, MD 20710
18. **ECO-CITY FARMS, EDMONSTON**
    4913 Crittenden Street, Hyattsville, MD 20718
19. **ECO-CITY FARMS, BLADENSBURG**
    6100 Emerson Street, Bladensburg, MD 20710
20. **COMMUNITY FORKLIFT**
    4671 Tanglewood Drive, Hyattsville, MD 20781
21. **MURAL 1**
    4309 Bladensburg Road, Brentwood, MD 20722
22. **MURAL 2**
    4600 Annapolis Road, Bladensburg, MD 20710
23. **MURAL 3**
    4726 Annapolis Road, Bladensburg, MD 20710
24. **MURAL 4**
    4217 Edmonston Road, Bladensburg, MD 20710
25. **MURAL 5**
    5000 Crittenden Street, Hyattsville, MD 20781
26. **MURAL 6**
    5001 Decatur Street, Hyattsville, MD 20781
27. **MURAL 7**
    4500 57th Avenue, Bladensburg, MD 20710

Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Hilleary-Magruder House (PGID 69-005-07) was constructed for William Hilleary in 1742 and is one of four surviving pre-Revolutionary buildings in Bladensburg. The house was visited by George Washington in 1787 and was used as a hospital after the Battle of Bladensburg in 1814. The property is listed in the National Register of Historic Places.[66]

Market Master's House (PGID 69-005-08), built circa 1765 by Christopher Lowndes of Bostwick on the lot overlooking the adjoining market space, this dwelling is believed to have housed the market manager for Bladensburg's busy port. This unique structure is one of four pre-Revolutionary buildings surviving in Bladensburg and is listed in the National Register of Historic Places.[130]

Bladensburg Branch Library opened in 2023 following the demolition of its previous facility, making way for a newly constructed, state-of-the-art building encompassing over 22,000 square feet. The new library includes meeting rooms, study areas, comfort rooms, a computer lab, makerspace, and a small café. The building alludes to the rich maritime heritage and is the first Memorial Library System facility that has been certified LEED Silver within the County.[256]

ECO-City Farms (Edmonston and Bladensburg) is a nonprofit urban teaching and learning farm that grows great food, farms, and farmers in ways that protect, restore, and sustain the natural environment and the health of the local communities.[178]

Community Forklift is a nonprofit reuse center for home improvement supplies that donates new and gently used building materials and home essentials to the community and people in need.[324]

Bostwick House (PGID 69-005-09) is the earliest surviving building in Bladensburg. The house was built in 1746 for Christopher Lowndes, merchant and Town Commissioner; it was also the home of Lowndes' son-in-law and the first Secretary of the Navy, Benjamin Stoddert. Currently, the property is owned by Bladensburg and is listed in the National Register of Historic Places.[323]

Evergreen Cemetery (PGID 69-005-10) is a large cemetery located on a hilltop overlooking the Anacostia River and was the site of one of the earliest Presbyterian churches in the country. Grave markers here range from the mid-18th Century to present times.[77]

Murals 1-7: The plan area contains numerous murals conveying themes such as physical activity and sports, cultural heritage, community and solidarity, among others.



PHOTO BY M-NCPPC

Planning Background

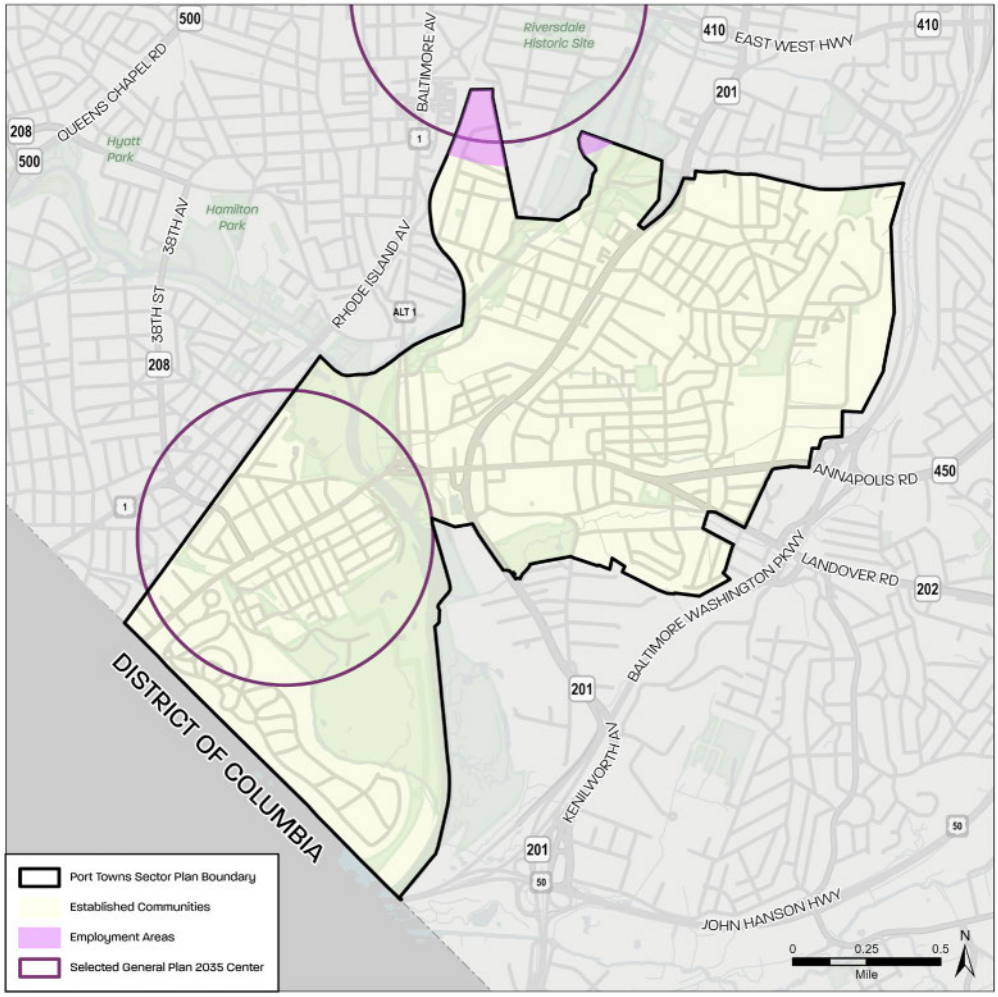
There are numerous long-term plans and studies to help guide future growth in the County and sector plan area. Summarized below are a few important documents that help govern and inform how the area will grow in the future. Additional summaries for guiding documents that helped shape this preliminary sector plan are provided in Appendix B.

Plan 2035

A comprehensive 20-year general plan, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) articulates a shared vision for making Prince George's County a competitive force in the regional economy, a leader in sustainable growth, a community of strong neighborhoods and municipalities, and a place where residents are healthy and engaged. Plan 2035 specifies indicators of success and growth management targets to measure progress toward the vision and goals described in the plan.

Plan 2035 strategically directs growth through its Growth Policy Map, which consists of six policy areas (Regional Transit Districts, Employment Areas, Local Centers, Established Communities, Future Water and Sewer Service Areas, and Rural and Agricultural Areas) (see https://www.planpgc2035.org/ for more information). The Port Towns Sector Plan boundary contains three out of the six growth policy areas (see Map 6).

Map 6. Plan 2035 Growth Policy



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

EMPLOYMENT AREAS

Designated employment areas have the highest concentrations of economic activity in four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics; and the federal government. Plan 2035 recommends continuing to support business growth in these geographic areas—particularly in the targeted industry clusters—concentrating new business development near transit, improving transportation access and connectivity, and creating opportunities for synergies. Plan 2035 designates a portion of Edmonston as an employment area. See Map 6.

LOCAL CENTERS

Plan 2035 contains recommendations for directing medium- to medium-high residential development, along with limited commercial uses, to Local Centers rather than scattering them throughout Established Communities. Local Centers are envisioned as supporting walkability, especially in their cores and where transit service is available. There are 26 Local Centers throughout Prince George's County which are further broken down into four categories: Local Transit Centers, Neighborhood Centers, Town Centers, and Campus Centers. Port Towns has a general designation of a Neighborhood Center. Plan 2035 did not delineate a precise boundary; therefore, part of the Port Towns Sector Plan update is to define the limits of the Neighborhood Center. The boundary has been shaped through extensive public input during the Sector Plan process, where the team created activities and questions to better understand existing gathering places for the community that may already be functioning similarly to a Local Neighborhood Center (see Figure 2).

During this time, there was also an ongoing market analysis and zoning analysis to help identify feasibility for redevelopment. Zoning and market feasibility are key components in supporting the level of density and intensity necessary to motivate property owners and developers to pursue redevelopment.

The result of the analyses and outreach is a boundary that includes some of these natural gathering spaces and opportunity sites well-positioned to serve as catalytic projects, warranting focused investment of time and resources. The boundary follows a primarily linear form, encompassing properties along both sides of US 1 Alt (Bladensburg Road), extending from the County-D.C. line in the west to the Port of Bladensburg Shopping Center in the east. See Map 7 and Appendix E.

Figure 2. What We Heard



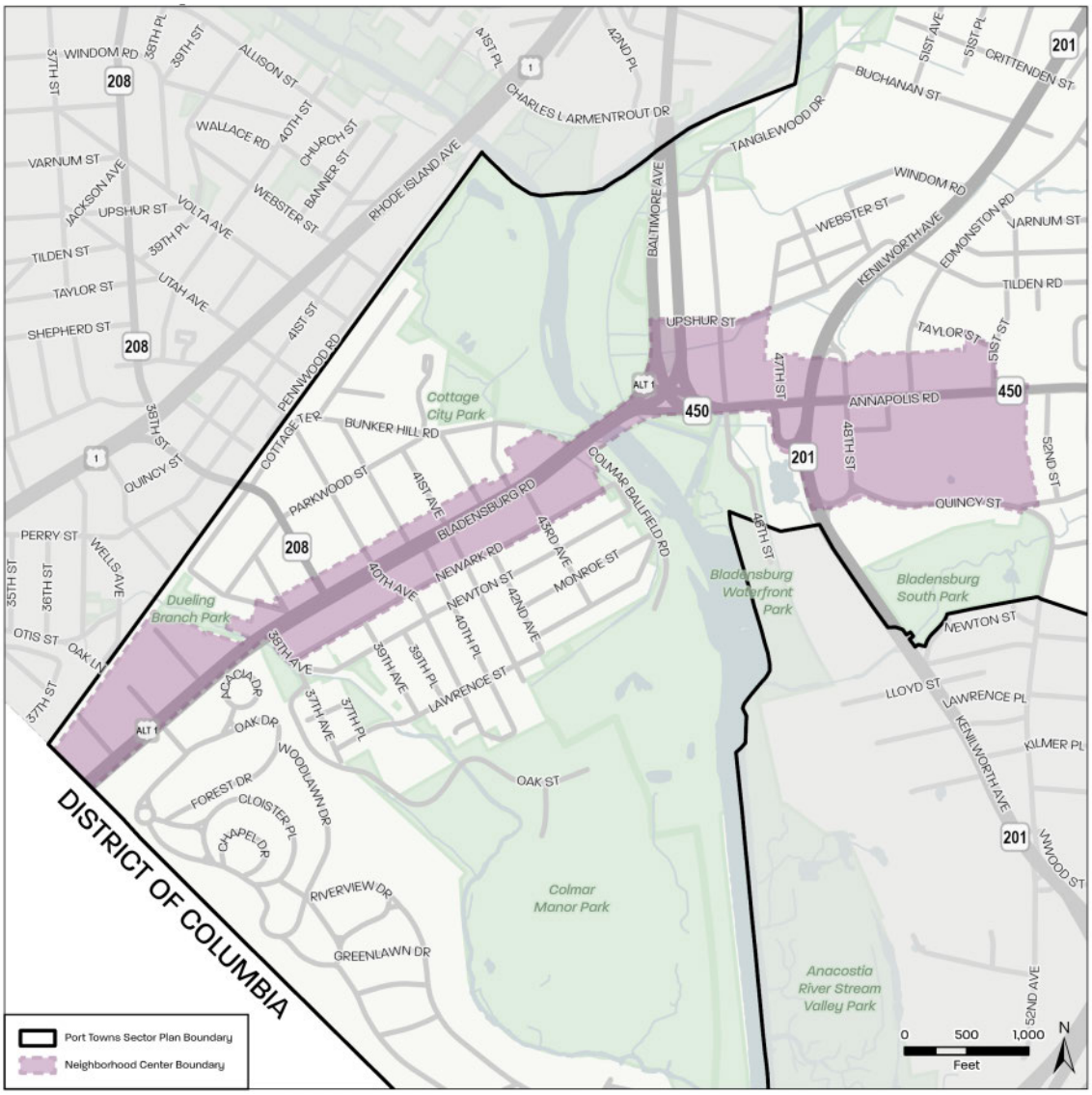
*What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

The Growth Policy Map also shows that a small section at the northern end of the sector plan area lies within the Riverdale MARC Center. Plan 2035 identified Riverdale MARC as a Neighborhood Center, but the center boundary has yet to be refined; defining that boundary is outside the scope of this sector plan. However, this plan removes the properties located within the sector plan boundary from the Riverdale MARC Center designation.

ESTABLISHED COMMUNITIES

Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers as Established Communities. Established Communities are most appropriate for context-sensitive infill and low- to medium-density development. This policy area makes up most of the land area within the Port Towns sector plan boundary.

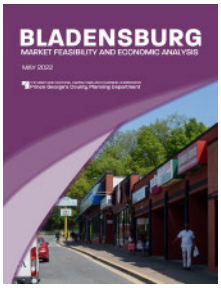
Map 7. Neighborhood Center Boundary



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

2009 Approved Port Towns Sector Plan and Sectional Map Amendment

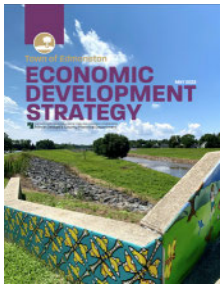
The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* for the Port Towns area (Bladensburg, Colmar Manor, Cottage City, and Edmonston) envisions creating green, healthy, and pedestrian-friendly communities that celebrate the cultural diversity and assets of the area. It aims to establish MD 450 (Annapolis Road) and US 1 Alt (Bladensburg Road) as Main Streets with mixed-use development, enhance connections to the waterfront, and promote key development sites. The plan also focuses on improving recreational and environmental assets, implementing pedestrian safety measures, reconfiguring US 1 Alt (Bladensburg Road) near the Peace Cross, and establishing gateway elements. A significant zoning change to Mixed-Use Transportation-Oriented (M-X-T) with form-based code standards is recommended, along with fostering public-private partnerships.



2022 Bladensburg Market Feasibility and Economic Analysis

The 2022 *Bladensburg Market Feasibility and Economic Analysis* examines the potential for mixed-use development in the area and assesses its financial viability from a private investor's perspective. The study evaluates feasibility under both the current and previous Zoning Ordinance.

It suggests leveraging the town's unique assets, such as the waterfront, local food and shopping establishments, and historic sites, to attract broader market interest. The plan also recommends creative placemaking initiatives like street clean-ups, art installations, free Wi-Fi, programming, and branding to generate interest and activity. Specific interventions include improved wayfinding signage and creative lighting for pedestrian tunnels under MD 201 (Kenilworth Avenue).



2023 Town of Edmonston Economic Development Strategy

The 2023 *Town of Edmonston Economic Development Strategy* plan outlines four priority areas to achieve its economic development vision and goals, identifying twelve action items. These actions require policy changes, funding, staff support, and collaboration with various stakeholders to support a vibrant, diversified, and sustainable local economy. The priority areas include improving the appearance of industrial areas, diversifying types of businesses, enhancing the town's identity, creating greater connectivity to neighboring communities and the broader region, and continuing to promote eco-friendly development.

WHY UPDATE THE 2009 SECTOR PLAN?

Pre-Recession Market Assumptions: The 2009 *Approved Port Towns Sector Plan and SMA* were based on several pre-recession assumptions about the market and overly predicted parcel assembly, which were ultimately unimplementable.

Plan 2035: In 2014, Prince George's County adopted a new general plan referred to as Plan 2035, which replaced the 2002 General Plan, and provides new guidelines for growth and development. Plan 2035 strategically directs growth through its Growth Policy Map. A new sector plan for Port Towns became necessary to implement the recommendations of Plan 2035, including those recommendations specific to the Port Towns Neighborhood Center and Established Communities (see Plan 2035 section above).

2018 Zoning Ordinance: Prince George's County adopted a new Zoning Ordinance in 2018 to help facilitate and implement Plan 2035. This updated sector plan and Sectional Map Amendment will examine the area through the lens of the current Zoning Ordinance and make zoning recommendations with the concurrent Sectional Map Amendment.

2019 Port Towns Sustainable Communities Renewal

The original Sustainable Communities (SC) application was submitted by the Port Towns Community Development Corporation (CDC) in 2012. The 2019 Port Towns Sustainable Communities Renewal application was submitted by the four Port Towns to collaborate with community partners to manage and coordinate the implementation of outcomes and strategies submitted in 2012.

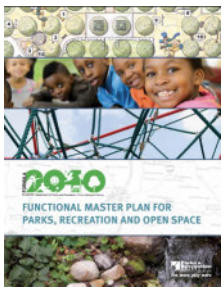
The 2019 SC application discusses Port Towns' strengths and weaknesses regarding the environment, economy, transportation, housing, quality of life, and land use/local planning. The application further identifies the top three to four priorities of each of these areas and includes revitalization priorities over

SUSTAINABLE COMMUNITIES

"The Maryland Department of Housing and Community Development's Sustainable Communities Program is a place-based designation offering a comprehensive package of resources that support holistic strategies for community development, revitalization and sustainability. Led by the Department, Sustainable Communities has provided local governments with a framework for promoting environmentally, economically and socially responsible growth and development in existing older communities." – Maryland DHCD[248]

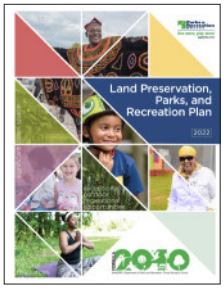
Port Towns is one of Maryland's designated Sustainable Communities, which makes the area eligible for several state incentive programs and benefits. These include the Community Legacy, Neighborhood Business Works, and Strategic Demolition and Smart Growth Impact Fund programs, for which a Sustainable Community designation is a threshold requirement. See Appendix F.

the next five years based on the community's strengths and weaknesses. It aims to continue revitalizing Port Towns by targeting long-term strategies for reinvestment and renewal. The application emphasizes the importance of collaboration among local government departments and stakeholders to align community development priorities. Key areas of focus include improving infrastructure, supporting small businesses, enhancing public spaces, and promoting environmental sustainability.



Formula 2040

Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (Formula 2040) recognizes that parks, recreation, and leisure programming are a major component of the Department's mission and centers on three main goals: connectivity, health and wellness, and economic development. Formula 2040 focuses on creating an accessible and interconnected network of parks and recreational facilities, promoting physical and mental well-being through diverse programs and activities, and leveraging parks and recreation to stimulate economic growth. In addition, the plan underscores the importance of community engagement and sustainable practices to ensure long-term benefits for the County.



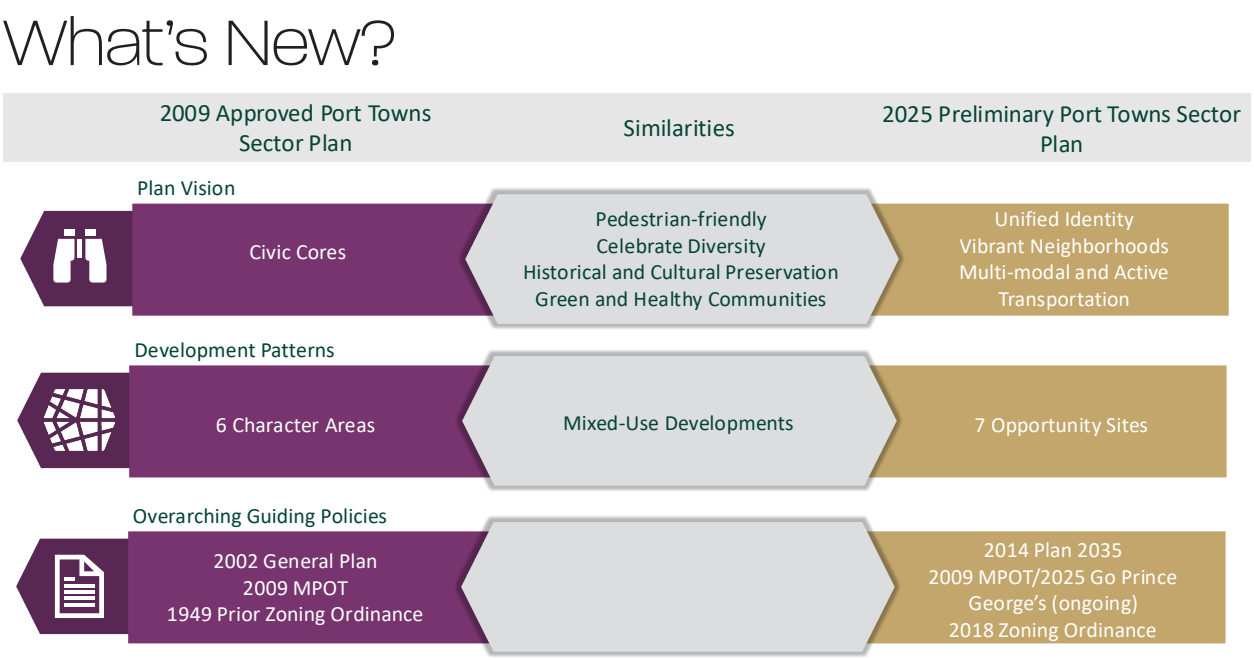
2022 Land Preservation, Parks, and Recreation Plan (LPPRP)

The Maryland Department of Natural Resources (DNR) works with municipalities to develop a local land preservation and recreation plan per Natural Resources Article §5-905(b)(2). The 2022 *Land Preservation, Parks, and Recreation Plan for Prince George's County* is split into five chapters that detail the County's historic park system, the current resource and land conservation efforts, and the goals for Formula 2040. The plan emphasizes the importance of growing and maintaining the County's trail networks considering an increase in trail usage following the COVID-19 pandemic. The plan also evaluates existing parks and facilities using Level of Service (LOS) standards, identifies gaps in access to parks based on population density and location, proposes investment to improve and expand park infrastructure, and outlines preferred types of parks and facilities for future development based on community input.

See Appendix B for additional long-term plans and studies that helped inform this plan update.

The Port Towns Sector Plan area is located within the boundaries of Park Service Area 2 and Park Service Area 4 as defined by Formula 2040.

Figure 3. Overview of Changes



Major Differences Spotlight

COUNTYWIDE ZONING UPDATE

The Prince George's County Council adopted Subtitle 27: Zoning Ordinance, Subtitle 24: Subdivision Regulations, and the Prince George's County Landscape Manual, which went into effect April 1, 2022. The current Zoning Ordinance does not have an M-X-T Zone, which the 2009 Sector Plan utilized to encourage development along major corridors. Instead, the zoning code has transit-oriented/activity center zoning designations, which offer higher densities and are intended to concentrate mixed-use development within specific areas. Since Plan 2035 designates Port Towns as a Neighborhood Center, this updated plan strategically defined a center boundary to encourage development with an activity center base zone.

PLACEMAKING

While placemaking is not a formal element of Plan 2035, this sector plan intentionally incorporates it as an additional focus area. As part of the community engagement process, a Port Towns workshop was held at Lariscy Park in Colmar Manor. Conducted in collaboration with Colmar Manor and the Placemaking Section, the event aimed to activate an underutilized public space, showcase the potential of placemaking in real time, and gather community feedback to inform the sector plan.

During the existing conditions analysis, an inventory of vacant and underutilized spaces was conducted. These locations present opportunities for future placemaking initiatives. Placemaking within public rights-of-way can support wayfinding, enhance traffic calming, and provide visual cues that signal entry and exit points into the Port Towns area.

Through hands-on engagement, community members experienced the impact of placemaking firsthand. By including dedicated policies and strategies for placemaking in this plan, the Port Towns communities can better collaborate with Prince George's County to implement future placemaking efforts that reflect local identity and community priorities. See Section XII for Placemaking Policies and Strategies.

STORMWATER MANAGEMENT AND FLOODPLAIN DEVELOPMENT

The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* discusses important conservation areas in its Environmental Infrastructure chapter.[262] When the 2009 Sector Plan was drafted, it was the policy of Prince George's County Planning Department to preserve the 100-year floodplain by maintaining it in its natural state, prohibiting new development, and acquiring property at risk of significant property damage.[262] However, this approach undermines the role the levee plays in significantly reducing flooding risks within the plan area and limits the area's potential for redevelopment, given that 31% of Cottage City, 28% of Colmar Manor, 7% of Bladensburg, and 21% of Edmonston are located within the 100-year floodplain.[206,210] In addition, acquiring land within the floodplain to return to its natural state would significantly alter and lead to the loss of an important community and culture within Prince George's County.

The four municipalities have been proactive in retrofitting their built environment with stormwater management best practices and are becoming model sustainable communities. This plan update examines their efforts, the area's history of flooding events, and stormwater management solutions in the Natural Environment element, all with an aim to support the Port Towns communities in their sustainable development endeavor.

COMMUNITY ENGAGEMENT

From the kickoff event in December 2023 to the final open house in September 2024, community input played a central role in defining the plan's goals, policies, and strategies. Over the course of the engagement process, the project team connected with thousands of participants through community events and one-on-one conversations. The team spoke directly with more than 350 individuals and gathered over 540 comments. In addition, the team engaged approximately 50 students in youth-focused events, collecting around 215 comments.

The community engagement was transparent, inclusive, and community-centered, meeting people where they were and ensuring broad participation. Special attention was given to engaging Hispanic residents by providing Spanish-language services and making all materials available in both Spanish and English. See Appendix C.

STEERING COMMITTEE

A crucial part of the sector plan development includes community input and collaboration through various channels, one of which is a Steering Committee. This group is an advisory board made up of volunteers and experts with deep local knowledge, intended to provide feedback and guidance on different issues and challenges facing the community. The committee acts as the liaison between M-NCPPC Prince George's County Planning Department staff, consultants, and the broader community to advise on the development of recommendations for the Port Towns Sector Plan. After the plan is approved, the committee may play a key role in making sure the plan recommendations, policies, and strategies are implemented.





PHOTOS BY M-NCPPC

Community Engagement

Figure 4. Port Towns Community Events Summary



t Events Summary

FOCUS GROUPS

April 24, 2024
Community Heritage, Culture, and Design, and Public Facilities Focus Group
Virtual

April 24, 2024
Land Use, Housing and Neighborhoods, and Economic Prosperity Focus Group *Virtual*

April 25, 2024
Natural Environment and Healthy Communities Focus Group
Virtual

April 25, 2024 Transportation and Mobility *Virtual*

August 15, 2024
Senior Focus Group
Bladensburg

September 5, 2024
Artist Focus Group
Publick Playhouse

WALK AUDIT

June 4, 2024
TAG Walk Audit
Bladensburg

COMMUNITY EVENTS

July 22, 2023
International Day
Bladensburg

August 1, 2023
National Night Out
Edmonston

August 11, 2023
Town Visioning Day
Colmar Manor

September 7–10, 2023
Prince George's County Fair
Upper Marlboro

September 9, 2023
Mexican Independence Day Festival
Bladensburg

September 16, 2023
Hispanic Heritage Month
Bladensburg

September 29, 2023
Senior Day
Bladensburg

September 30, 2023
Festival del Rio Anacostia
Bladensburg

52 stakeholder meetings (Winter 2022- Spring 2025)

October 28, 2023
Bladefest
Bladensburg

February 10, 2024
Black History Month Event
Bladensburg

May 4, 2024
Cinco de Mayo
Bladensburg

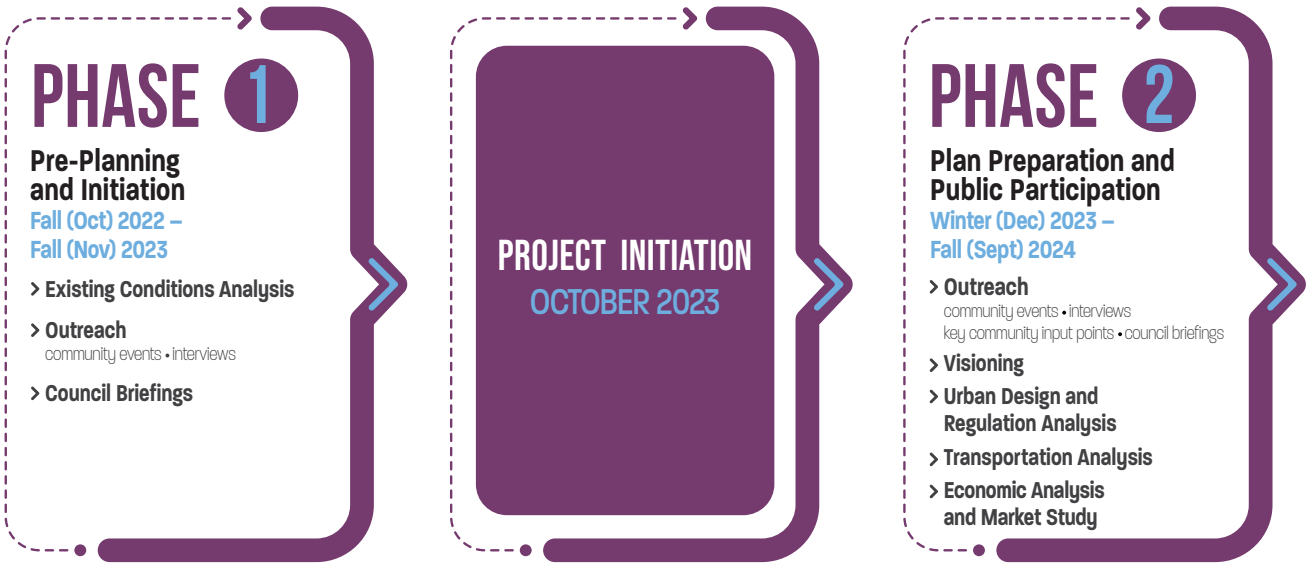
June 1, 2024
Centennial Celebration
Edmonston

July 5, 2024
Bladensburg Fireworks: The American Frontier
Bladensburg

August 6, 2024
National Night Out
Bladensburg

August 24, 2024
Cottage City Day
Cottage City

Figure 5. Public Participation Timeline



Key Takeaways

LAND USE

- Create opportunities for more mixed-use development.
- Incentivize the relocation of industrial businesses to allow for other commercial uses at those locations or retrofit industrial spaces to make the current industrial areas more visually appealing.
- Provide more housing options and economic development opportunities, as well as spaces and amenities needed to support growth in these areas (e.g., parking and/or increased transit options).

ECONOMIC PROSPERITY

- Modernize and improve aging shopping centers along commercial corridors to support economic growth and development.
- Support increased diversity of small, local, and community-oriented businesses in the plan area.
- Attract sit-down, family-friendly restaurants and more outdoor dining options.
- Invest in youth by providing educational opportunities, fostering entrepreneurship, building life skills, and promoting health and wellness.





PHOTO BY M-NCPPC

DRAFT AND DESIGN PLAN
Fall 2024 - Winter 2026

PHASE 3

Legislative Process
Spring 2026 - Fall 2026

- Joint Public Hearing
- Planning Board Work Sessions + Action
- District Council Work Sessions + Action
- Possible Council Action with 2nd Joint Public Hearing

TRANSPORTATION AND MOBILITY

- Develop Complete Streets programs that promote multimodal transportation and pedestrian access solutions that allow people to navigate the plan area safely, regardless of method of transportation used.
- Improve bicycle connectivity from the neighborhood level to surrounding amenities and transit stations through the installation of protected bicycle lanes, more core connections, and better wayfinding.
- Explore ways to improve the street network and reduce traffic congestion, such as through improved highway access and limiting dead-end streets.

NATURAL ENVIRONMENT

- Create more opportunities for climate readiness and resilience.
- Preserve and expand tree canopy, biodiverse habitats, and natural areas.
- Reduce flood risk by mitigating stormwater runoff, incorporating natural stormwater systems, and investing in current infrastructure.

HOUSING AND NEIGHBORHOODS

- Support development that increases housing options and types to increase affordable housing options and support aging in place.
- Fund programs to support homeowners with upkeep and renovation costs.
- Improve programs to support neighborhood cleanliness and combat littering.

COMMUNITY HERITAGE, CULTURE, AND DESIGN

- Explore artist hub models to support existing arts communities and other industries.
- Increase arts-related programming and gathering spaces at existing community assets such as the Publick Playhouse and the Bladensburg Community Center.
- Design educational signage for historical and cultural sites to elevate local Black and Indigenous history.

HEALTHY COMMUNITIES

- Bring better quality grocery stores that provide healthy food at affordable prices.
- Support urban agriculture and consider farmers markets to support emergent agriculture-based businesses.
- Improve community access to health services.

PUBLIC FACILITIES

- Enhance connectivity to and from existing parks and green spaces by widening paths, creating better trail connections, and improving lighting and signage.
- Enhance existing community spaces by adding recreational activities/programming, public art, and better lighting.
- Identify more spaces for public events and community gatherings.
- Identify additional spaces for new parks, public plazas, fields, and courts for recreational use.
- Support local schools with expanded resources that create safer educational environments for students.

PLACEMAKING

- Increase arts programming to enhance placemaking and community beautification.
- Explore opportunities for collaboration and unity across the towns that can celebrate Port Towns' diversity, culture, and history.
- Foster Port Towns' strengths as identified by community members: its sense of community, character, and small-town feel.

Major Challenges and Opportunities

During development of this plan, the project team conducted a comprehensive analysis of existing conditions and identified the following challenges and opportunities to implement what we heard.

LAND USE

CHALLENGES

- **Fragmented Land Uses**—The industrial corridor within the Port Towns area creates a physical separation between residential neighborhoods and parks and open spaces, limiting connectivity and access to recreational amenities.
- **Critical Areas**—30% of the sector plan area is located within the Chesapeake Bay Conservation Overlay and 14% is in FEMA's designated floodplain.[206,210] Any redevelopment considerations within the floodplain will require thoughtful planning and the use of sustainable, resilient design approaches to ensure environmental responsibility and long-term viability.

OPPORTUNITIES

- **Vibrant Destinations**—Mixed-use land designations can help concentrate a variety of uses within a small geographic area and help create vibrant, walkable destinations.
- **Well-Connected Neighborhoods**—Strategic residential and commercial infill can help connect residents with services, parks and open space, and transit while also introducing new housing types to the sector plan boundary.
- **Open Space Corridors**—Designating additional public land to connect the existing parks and open space properties can create interconnected habitat corridors while also fostering community well-being and enhancing quality of life for future generations.

ECONOMIC PROSPERITY

CHALLENGES

- **Reinvestment Disincentives**—Port Towns' major corridors have low vacancy rates, leaving little incentive for improvement into existing properties, such as façade improvements or infill redevelopment.[303, 304]
- **Costly Lot Assemblage**—Port Towns is mostly built out and contains smaller lot sizes, requiring lot assemblage, which can be costly for redevelopment.
- **Development Costs**—Mixed-use redevelopment within the sector plan boundary may require public intervention, like subsidies or partnerships, due to high land cost, property owners' perception of high land value, lot assemblage, existing lease agreements, and cost to build a parking structure to meet minimum zoning requirements.[304] Since the adoption of the 2009 Port Towns Sector Plan, the area has seen limited private sector investment.[206,210]

OPPORTUNITIES

- **Supporting Local Businesses**—Existing shopping centers offer a variety of goods and services and include one-of-a-kind establishments, serving their diverse population, which contributes to a strong sense of community and offers a foundation for building a strong local economy.
- **Reimagining Industrial Areas**—Local support for small manufacturing, artisanal production, and entrepreneurial activity presents an opportunity for local economic development growth based on creativity and innovation.
- **Fortifying Centralized Commercial Hubs**—Focusing infill redevelopment efforts and resources on existing anchor establishments can create opportunities for vibrant mixed-use development that draws residents and visitors to Port Towns.

TRANSPORTATION AND MOBILITY

CHALLENGES

- **Auto-Oriented Area**—This area is designed primarily for vehicles, with wide roads, inadequate sidewalk and bike infrastructure, and minimal pedestrian crossings, furthering dependence on automobiles.
- **Barriers to Cohesive Integration**—Major transportation infrastructure, including highways, state roads, rail lines, and the Anacostia River, acts as a physical barrier that limits access to historic sites, community amenities, and essential services.

OPPORTUNITIES

- **Active Transportation**—Additional investment in trail improvements, sidewalk gaps, and bike lanes that connect to bus stops, amenities, and services will help decrease dependence on automobiles.
- **Multimodal Connectivity**—The sector plan area's proximity to major thoroughfares, including MD 201 (Kenilworth Avenue), MD 202 (Landover Road), and US 1 Alt (Baltimore Avenue), enhances access to both bus and Metrorail services, providing convenient, affordable, and sustainable transportation options that connect the area to the broader region.

NATURAL ENVIRONMENT

CHALLENGES

- **Stormwater Runoff**—The area is highly urbanized with nearly 40% of the area covered by impervious surfaces (buildings, parking lots, sidewalks, roads, and uses such as industrial and automotive businesses) that contribute to the area's vulnerability to pollution and runoff.[206,210] These conditions may require additional investment and innovative strategies to support environmentally responsible and financially feasible redevelopment.
- **Tree Canopy**—Existing commercial and industrial areas have limited tree canopy coverage (less than 30%), which contributes to elevated urban heat island effects, reduced air quality, increased stormwater runoff, and higher cooling demands for nearby buildings.[206,210] See 3-30-300 callout box.

OPPORTUNITIES

- **Green Stormwater Infrastructure**—Port Towns have worked both together and individually to add green infrastructure such as green streets, rain gardens, and tree planting initiatives. Together, the area can become a model example of a sustainable community.
- **Open Space Corridors**—Over a third of the plan area is part of the County's Green Infrastructure Network containing over 200 acres of parkland and offering both natural amenities and ecological benefits.[206,210] There's an opportunity to expand this network to create an interconnected habitat corridor and improve the area's environmental health.

HOUSING AND NEIGHBORHOODS

CHALLENGES

- **Cost-Burdened Households**—Over half of households are cost-burdened, spending more than 30% of their income on housing, limiting their ability to afford essentials like food, transportation, childcare, and healthcare, making them especially vulnerable to displacement as development and housing costs rise.[303]
- **Limited Housing Variety**—Port Towns is mostly comprised of single-family detached homes and large multifamily apartments, with few choices in between and across different price points.[292] See Missing Middle callout box.
- **Minimal Housing Development**—Since the adoption of the 2009 Port Towns Sector Plan, the area has seen minimal changes in its housing landscape. In total, there was a net increase of 106 units, with the largest increase in single-family detached homes.[214]

OPPORTUNITIES

- **Housing Affordability and Diversity**—The area has potential for infill development of new housing types in established neighborhoods, which can help provide homes at differing price points and fit in with the existing character.
- **Housing Preservation**—Port Towns' older housing stock is a source of naturally occurring affordable housing (NOAH), and preserving these units can help with the area's affordability.

COMMUNITY HERITAGE, CULTURE, AND DESIGN

CHALLENGES

- **Hidden Assets**—Currently, there are few identifying features or landmarks to alert you that you have entered Port Towns, a river is nearby, or several historic sites are in the area.
- **Unrecorded Histories**—Numerous groups have called Port Towns home, dating back thousands of years, each with different values, traditions, and beliefs. Some resources have been saved and passed on to successive generations, but much of this history was lost and never recorded.

OPPORTUNITIES

- **Cultural Heritage Trail**—Port Towns' residents have an existing pride and desire to highlight the area's broader history. The sector plan area contains numerous historic sites and resources, which can be connected through a trail network that recognizes local heritage themes and cultural resources.
- **Support Public Art**—Port Towns has numerous public art installations that can be expanded upon to add to the community's character.

HEALTHY COMMUNITIES

CHALLENGES

- **Gaps in Healthcare Infrastructure**—Overall, Prince George's County is experiencing substantial gaps in its healthcare infrastructure when compared to Maryland, Montgomery County, and the District of Columbia.[123] Port Towns is in a high-priority area for improving resident health through new healthcare resources and targeted social interventions.

OPPORTUNITIES

- **Expand Access to Healthy Food**—The sector plan area contains two urban farms (ECOCity Farms) and has community gardens. The community sees these as assets, and there is an opportunity to support and expand upon urban agriculture to help increase access to healthy food.
- **Social Infrastructure Improvements**—Reducing social risks is a crucial intervention that can help reduce dependency on emergency services and will help ensure "…residents have an equitable environment to live healthy and full lives…"[123]



PUBLIC FACILITIES

CHALLENGES

- **Rising Construction Cost**—Based on the ten-year (2022-2031) enrollment projections for Prince George's County Public Schools, all public schools serving the Port Towns area are projected to be overutilized in 8 years.

OPPORTUNITIES

- **Expanding Public Facilities**—Port Towns has an existing vast network of public facilities, including public and private schools, a new library, parks and open spaces, community centers, trails, police stations, and a fire station. The area has the opportunity to expand existing facilities over time to meet the needs of the community.

PLACEMAKING

CHALLENGES

- **Travel corridor rather than destination**—The area lacks a distinct, recognizable, unified character and was cited as a corridor rather than a destination during public outreach.

OPPORTUNITIES

- **Destination Branding**—The area's distinctive character can be emphasized through destination branding and visual storytelling can attract visitors, support local businesses, and reinforce a cohesive community image.
- **Strategic Site Identification**—Investing in thoughtful design and community-centered improvements can foster a distinct sense of place that encourages connection, belonging, and long-term engagement. Identifying potential right-of-way spaces and vacant lots presents a valuable opportunity for strategic placemaking.

PHOTO BY M-NCPPC



Section III
Port Towns Blueprint

Plan Vision*

Port Towns is an attractive community for residents of all ages and backgrounds, as well as an inviting destination for visitors from throughout the region. It exemplifies a thriving and collaborative relationship between communities showcasing a unified identity that respects and honors the area's rich heritage—its history, diversity, and natural assets. By harnessing its vibrant neighborhoods with diverse residential options, a robust commercial and industrial base, and expansive open spaces, Port Towns focuses on change within its mixed-use hubs and corridors. This focus, combined with compatible infill development, strengthens the vibrancy and success of its neighborhoods. With a commitment to multimodal transportation, including enhanced pedestrian, bicycle, and transit connections, Port Towns provides seamless access to regional destinations and jobs, while ensuring that all communities enjoy abundant green spaces, trails, and the Anacostia River. As it looks ahead, Port Towns prioritizes resilience to climate change, implementing a sustainable long-range plan that enables future generations to thrive and prosper.

Port Towns
Sector Plan and SMA

* The vision statement was developed collaboratively with the project consultant and informed by feedback gathered through community engagement activities conducted throughout the planning process.

Key Policies by Element

LAND USE

- Integrate mixed-use centers with residential neighborhoods, open spaces, and activity hubs within Port Towns.
- Ensure compatible transitions between land uses of higher intensity mixed-use and commercial nodes and surrounding established neighborhoods.

ECONOMIC PROSPERITY

- Strengthen opportunities for entrepreneurship and promote the development of businesses that are small, locally-owned, and/or owned by underrepresented groups.
- Attract new businesses and employers by leveraging existing County and state incentive programs.

TRANSPORTATION AND MOBILITY

- Enhance multimodal connectivity to improve access between key areas, neighborhoods, green spaces, and amenities for all users.
- Reduce personal vehicle use by encouraging non-vehicular modes of travel (walking, bicycling, transit use) through area-wide parking management, enhancing pedestrian and bicycle infrastructure, and improving streetscape design and placemaking.
- Enhance active transportation infrastructure and streetscaping elements to meet Safe Routes to Schools objectives.

NATURAL ENVIRONMENT

- Implement best practices for stormwater management in flood-prone and high-risk residential and commercial areas.
- Expand Port Towns' network of green spaces and encourage the use of low-impact development best practices.

HOUSING AND NEIGHBORHOODS

- Implement Prince George's County's Comprehensive Housing Strategy Report, Housing Opportunities for All, by increasing the quantity, diversity, and affordability of the housing supply throughout the sector plan area.[196]
- Preserve the existing supply of naturally occurring and dedicated affordable housing.

COMMUNITY HERITAGE, CULTURE, AND DESIGN

- Identify new historic and cultural resources to expand Port Towns' existing network of sites highlighting the area's history and traditions.
- Build an interconnected network of significant sites that recognizes local heritage themes and promotes the plan area's historic and cultural resources.

HEALTHY COMMUNITIES

- Aid the development of a local food economy that offers affordable healthy food options.
- Provide programs and services that support healthy living for all ages and mobility levels.

PUBLIC FACILITIES

- Provide a range of community facilities that provide space for community gatherings and activities, as well as opportunities for active and passive recreation.
- Enhance connectivity to parks and green spaces within the plan area by strengthening pedestrian and bicycle pathways.
- Promote access to and encourage the use of outdoor recreational spaces, including trails and parks, along the Anacostia River.

PLACEMAKING

- Establish a distinct sense of place, visual identity, and community character for all of Port Towns by drawing inspiration from its cultural, natural, historic, and architectural setting.
- Develop effective branding strategies and foster organizational and social initiatives to enhance the identity and appeal of the area, positioning Port Towns as a vibrant, inclusive, and community-driven destination.



PHOTO BY M-NCPPC

National Harbor.

Opportunity Sites

The Port Towns Sector Plan provides conceptual frameworks for seven opportunity sites to help visualize the plan's vision, goals, policies, and strategies. The sites were chosen because they are well-positioned to support higher-intensity development, create inviting public spaces, and improve connectivity to surrounding neighborhoods. See Map 8.

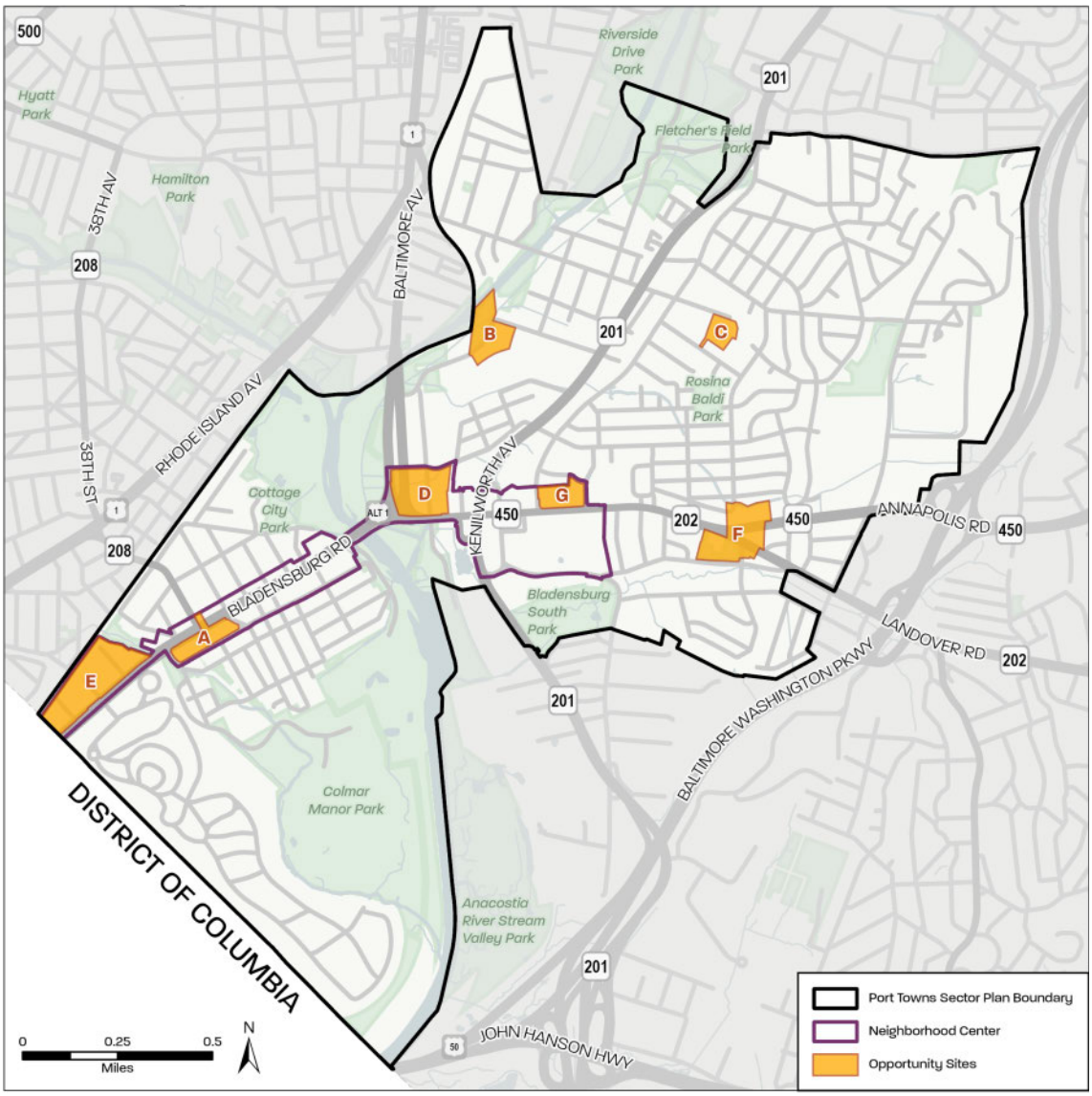
Realizing these conceptual opportunity sites along key corridors into thriving mixed-use hubs will take a combination of collaboration, strategic marketing, regulatory support, and financial incentives to attract investment and align redevelopment efforts.[303,304] See Appendix F.

The following conceptual frameworks are based on what the project team heard from the community and the plan vision. The plan showcases a concept illustration for Opportunity Sites A-G to demonstrate how these ideas could be implemented.

Table 2. Opportunity Sites

Site ID	Concept name
A	The Port Collective
B	Maker District
C	The Grove at Decatur
D	Sponge City
E	Port Towns Junction
F	Publick Square Gateway
G	The Mercantile

Map 8. Neighborhood Center Boundary and Opportunity Sites



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.



Site A


Site B


Site D


Site E


Site F



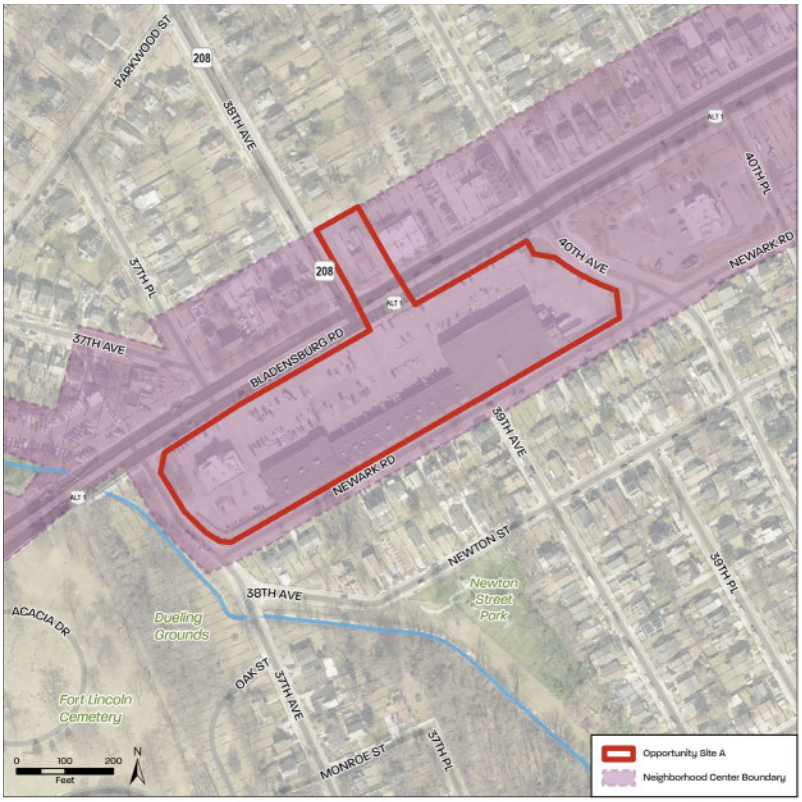
Site G

PHOTOS BY M-NCPPC

Site A: Port Towns Shopping Center

Site A Characteristics

Map 9. Site A Characteristics



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

SITE A CONCEPTUAL FRAMEWORK

Create a vibrant mixed-use development and central gathering space with unique businesses, services, and amenities that bridges communities together and with the greater region.

Table 3. Site A Characteristics[210]

Site Address	**3601 and 3800 Bladensburg Road, Brentwood, MD 20722**		
Tax Accounts	0123521; 0102939; 0102947		
Site Acreage (Parcels + ROW)	6.04	**Site Acreage (Parcels Only)**	5.14
Number of Parcels	4	**Jurisdiction**	Colmar Manor and Cottage City
Existing Zoning	NAC (Neighborhood Activity Center)	**Proposed Zoning**	No Change
Overlay Zones	None	**Proposed Future Land Use**	Mixed-Use
Existing Future Land Use	Mixed-Use	**Ownership**	Private
Plan 2035 Growth Policy Area	Local Center	**Anchor Store**	None
Existing Uses	Shopping Center	**Transit**	WMATA and TheBus
Access	Bladensburg Road		
Site Characteristics	• Christiana Soils, K Factor greater than 0.35 (soil erodibility factors). See Section VII: Natural Environment.		
Site Assets	• In proximity to Dueling Grounds, Fort Lincoln Cemetery, Dueling Creek, and Colmar Manor Park. • Surrounding established neighborhoods present opportunities for redevelopment to support mixed-use and neighborhood-serving amenities.		

The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* emphasized transforming US 1 Alt (Bladensburg Road) into a pedestrian-friendly mixed-use boulevard. This sector plan envisions community-focused redevelopment with diverse housing, public amenities, and green spaces.

Figure 6. Site A Illustrative Plan*,[208]



IMAGE BY RHI (FOR ILLUSTRATION PURPOSES ONLY)

Figure 7. Site A Illustrative Rendering*,[209]



IMAGE BY IFMM (FOR ILLUSTRATION PURPOSES ONLY)

Conceptual Framework Features

UNIQUE FEATURES

- Uses Neighborhood Compatibility Standards of Section 27-61200 to introduce a variety of housing options. See LU 6, HN 2.5, and HN 8.1.
- Maximizes site use with parking garage versus surface parking lot (building vertically instead of horizontally). See EP 8.1, TM 3.1, LU 4, and LU 4.4.
- Adjacent to a proposed greenway-blueway corridor. See NE 1.4.
- Near numerous significant resources as seen in Cultural Heritage Trail callout box. See LU 3 and HD 3.
- Proposed extension of MD 208 (38th Avenue) includes bollards for road closures to support pedestrian safety and hosting events. See Table 33, TM 7.1, and HD 10.4.
- Signature Public Plaza. See PM 7.1.
- Rooftop gardens and green roofs. See HD 9.1.
- Applies Urban Street Design Standards to create a pedestrian-friendly, multimodal corridor with enhanced walkability. See LU 4.3 and TM 1.1.

Table 4. Site A Illustrative Characteristics

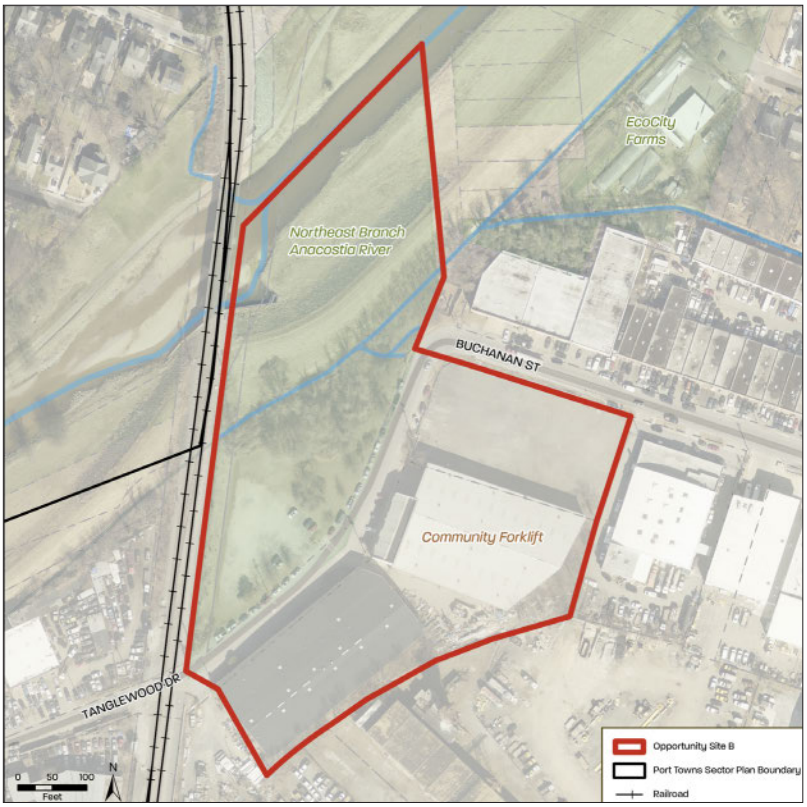
Concept Name	The Port Collective		
Number of Residential Units	174 multifamily units 18 Townhomes	**Max. Proposed Height**	65'
Commercial SF	99,733 sq ft	**Number of Floors**	1-5

*This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.

Site B: Buchanan Street Industrial Area

SITE B CHARACTERISTICS

Map 10. Site B Characteristics



SITE B CONCEPTUAL FRAMEWORK

Revitalize the Buchanan Street/ Tanglewood Drive area to establish a "maker" district, integrating existing industrial spaces and architectural features with opportunities for local artists and local agricultural industries.

Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Table 5. Site B Characteristics[210]

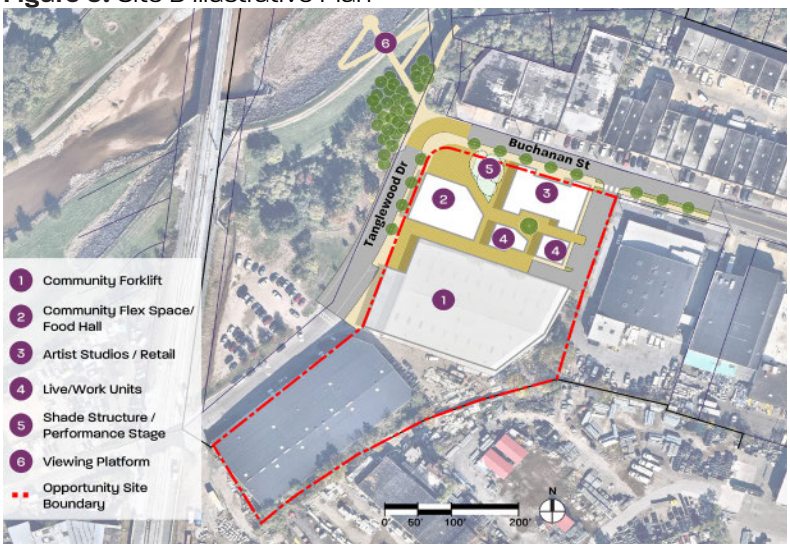
Site Address*	**4671 and 4600 Tanglewood Drive / 4901 Buchanan Street, Hyattsville, MD 20781**		
Tax Accounts*	1819739, 1812031, 1811462, 5588526, 5600185, 5600196		
Site Acreage (Parcels + ROW)	8.03	**Site Acreage (Parcels Only)**	7.30
Number of Parcels	3	**Jurisdiction**	Bladensburg; Edmonston
Existing Zoning	IH, IE, ROS	**Proposed Zoning**	IE, ROS No change to CBCAO
Overlay Zones	Chesapeake Bay Critical Area Overlay Zones (CBCAO) I-D-O & R-C-O	**Proposed Future Land Use**	Industrial/Employment; Parks and Open Space
Existing Future Land Use	Industrial/Employment; Parks and Open Space	**Ownership**	Public and Private
Plan 2035 Growth Policy Area	Established Communities	**Anchor Store**	Community Forklift
Existing Uses	Warehouse and Utility	**Transit**	Not Serviced/None
Access	Buchanan Street and Tanglewood Drive		
Site Characteristics	• Located in Environmental Strategy I-D-O • Located in floodplain with reduced risk due to protection from levee • Green Infrastructure Network's Evaluation and Regulated Area		
Site Assets	• In proximity to the Northeast Branch of the Anacostia River, ECO City Farm, Community Forklift, CSX rail line		

* These addresses and tax identification numbers are provided for illustrative purposes only. The concept presented is intended to be applicable to any industrial parcels within the plan area.

Figure 8. 3D Massing of Concept Illustration*,[208]



Figure 9. Site B Illustrative Plan*,[208]



IMAGES BY RHI (FOR ILLUSTRATION PURPOSES ONLY)

Table 6. Site B Illustrative Characteristics

Concept Theme	Maker District		
Number of Residential Units	15 Live/Work Units	**Max. Height Shown**	25'
Commercial SF	9,240 sq ft/ 6,500 sq ft of Flex Space	**Number of Floors**	1-2

Conceptual Framework Features

UNIQUE FEATURES

- Highlights industrial redevelopment can foster opportunities for local artists and local agricultural industries, such as potential food hall, brewery, roastery, artist spaces, live/work units, and performance spaces. See EP 5, EP 6, EP 8 and HN 8.2.
- This conceptual framework can be applied to other industrial areas within the sector plan boundary.
- Proposes a lookout/viewpoint at the corner of Tanglewood Drive and Buchanan Street. See PF 3.1.
- Rooftop gardens and green roofs. See HD 9.1.
- Applies Urban Street Design Standards to create pedestrian-friendly, multimodal corridors with enhanced walkability. See TM 1.1.

*This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.

WHAT IS A MAKER DISTRICT?

A Maker District is a mixed-use area that creates a supportive environment for small manufacturing, artisanal production, and entrepreneurial activity that leads to creativity, innovation, and local economic development. Maker Districts tend to be housed in repurposed industrial or warehouse buildings, and affordable and flexible places where artists, fabricators, design professionals, and craftspeople can create, collaborate, and sell their work. While the Maker District model primarily promotes local talent and community-based industries, including woodworking, metalworking, ceramics, textiles, and food-based industries, it also includes storefronts, public spaces, and maker studios, which can help activate an area and provide public engagement opportunities. Maker Districts tend to have the entrepreneurial quality of an incubator, which are small businesses, or startup incubators, supporting shared tools, co-working studios, and educational workshops. By celebrating creativity, hands-on making, and assisting with local supply chains, Maker Districts create a robust, place-based economy. Maker Districts are inclusive and accessible by creating opportunities. They create opportunities for residents of all identities or backgrounds to participate in the creative economy and further shape the values and identity of their community and neighborhoods.

Site C: Residential Infill Along Decatur Street

SITE C CHARACTERISTICS

Map 11. Site C Characteristics



SITE C CONCEPTUAL FRAMEWORK

Encourage residential development that harmonizes with the adjoining neighborhood character while providing additional diversity of housing options.

Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Table 7. Site C Characteristics[210]

Site Address	5407, 5409, and 5415, Decatur Street, 5322 Chesapeake Road, Hyattsville, MD 20781		
Tax Accounts	3463163, 3463171, 3463197, 3463189, 3463197		
Site Acreage (Parcels + ROW)	3.37	**Site Acreage (Parcels Only)**	3.37
Number of Parcels	4	**Jurisdiction**	Prince George's County
Existing Zoning	RSF-95 and RSF-65	**Proposed Zoning**	RSF-A
Overlay Zones	None	**Proposed Future Land Use**	Residential Medium-High
Existing Future Land Use	Parks and Open Space; Residential Low	**Ownership**	Private
Plan 2035 Growth Policy Area	Established Communities	**Anchor Store**	Not Applicable
Existing Uses	Residential	**Transit**	Not Serviced/None
Access	Decatur St and Chesapeake Rd		
Site Characteristics	• Christiana Soils, K Factor greater than 0.35 (soil erodibility factors). • Limited access and limited future street connections.	• Priority Woodlands for Retention • Steep Slope-Areas with slopes between 15% and 25% and slopes greater than 25%.	
Site Assets	• Within Priority Funding Area. • Contains mature tree canopy.	• Adjacent to Friendship Apostolic Church of God and in proximity to Salvation Army Corps Community Center.	

Figure 10. Site C Illustrative Plan*.[208]



IMAGE BY RHI (FOR ILLUSTRATION PURPOSES ONLY)

Table 8. Site C Illustrative Characteristics

Concept Theme	The Grove at Decatur		
Number of Residential Units	2 Duplexes (4 units) 15 townhomes	**Max. Height Shown**	35
Number of Floors	2-3		

Conceptual Framework Features

UNIQUE FEATURES

- Mix of duplexes and townhomes, adding residential infill. See HN 8.3.
- Woodlands act as buffer to surrounding homes and provide passive recreation. See HC 7.2.
- Fits into character of existing neighborhood with form and scale. See HD 10.3.
- Large lots allow for flexibility in residential infill and can accommodate a range of housing typologies. See HN 7.4 and HN 8.3.

*This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.





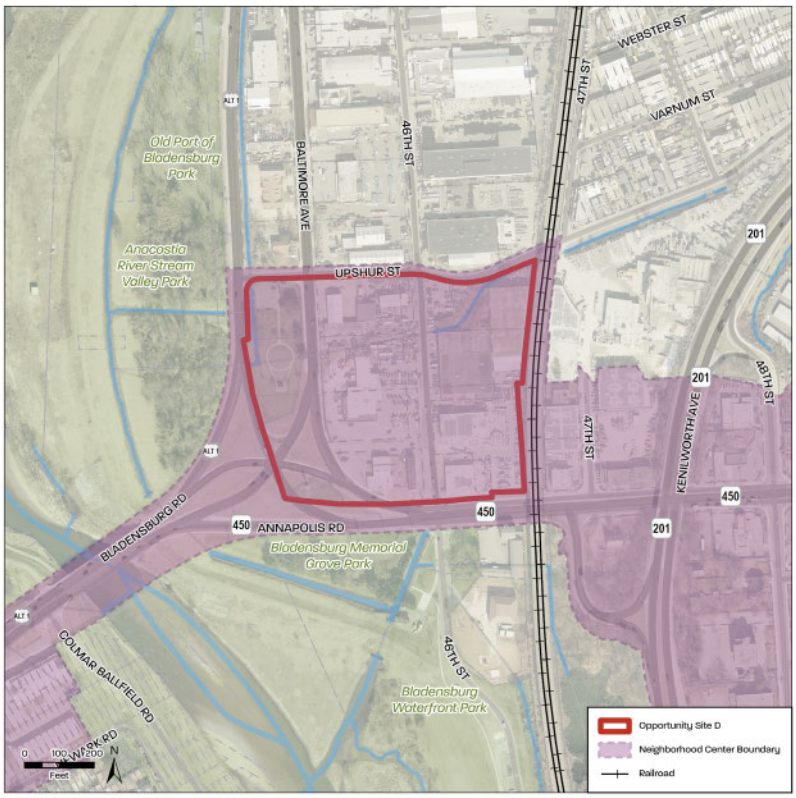
PHOTOS BY M-NCPPC

TOP: Single-family attached home.
BOTTOM: 5-unit multifamily building.

Site D: Peace Cross Industrial Area

SITE D CHARACTERISTICS

Map 12. Site D Characteristics



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

SITE D CONCEPTUAL FRAMEWORK

Transform underutilized, industrial land into a thriving, resilient, mixed-use district designed as a "sponge city" that captures, manages, and recycles stormwater, while reclaiming and repurposing land around Peace Cross.

Table 9. Site D Characteristics[210]

Site Address			
Tax Accounts	4107, 4103, 4129, 4312, and 4100 Baltimore Avenue; 4115, 4109 , 4125, 4519, 4124, and 4210 46th Street; 4602, 4504, and 4508 Annapolis Road; 4611, 4507 and 4401 Upshur Street, Bladensburg, MD 20710		
Site Acreage (Parcels + ROW)	8.44	**Site Acreage (Parcels Only)**	7.75
Number of Parcels	22	**Jurisdiction**	Bladensburg
Existing Zoning	IE	**Proposed Zoning**	NAC No change to CBCAO
Overlay Zones	Chesapeake Bay Critical Area Overlay Zones (CBCAO) I-D-O	**Proposed Future Land Use**	Mixed-Use; Parks and Open Space
Existing Future Land Use	Mixed-Use	**Ownership**	Private and Public
Plan 2035 Growth Policy Area	Local Center	**Anchor Store**	None
Existing Uses	Warehouse	**Transit**	WMATA and TheBus
Access	US 1 Alt (Baltimore Avenue) and MD 450 (Annapolis Road)		
Site Characteristics	• Located in Environmental Strategy I-D-O • Located in floodplain • Priority Woodlands for Retention	• Stream Center and Drainage • The CSX railroad will require additional soundproofing and sound mitigation. • Green Infrastructure Network (Regulated Area)	
Site Assets	• Adjacent to numerous historic sites and significant resources, such as Peace Cross, Battle of Bladensburg memorials, Bladensburg Balloon Park, Hilleary-Magruder House, Indian Queen Tavern/ George Washington House, Bladensburg Waterfront Park, and Anacostia River.		

What is a Sponge City?

A sponge city is an urban area that utilizes green spaces and permeable surfaces to absorb excess water, thereby preventing or mitigating the damage caused by floods. A sponge city entails a variety of man-made and natural methods used to absorb water and prevent flooding.[104] The concept, which emerged in Chinese cities, attempts to build infrastructure that is adapted to water rather than infrastructure that fights against water. Instead of using traditional flood walls and drainage pipes to divert floodwaters, sponge cities absorb and disperse water across an area. In China, these ideas came from traditional, pre-industrial methods of flood control practiced in rural areas.[234]

In addition to flood mitigation, sponge cities can help to clean polluted stormwater and prevent it from entering the water supply or major bodies of water. They also help to cool cities and mitigate the urban heat island effect as the collected water cools the area when it evaporates. Sponge cities are built into the existing infrastructure network in a way that blends the natural and built environment. The transitions are supposed to be seamless and multi-functional to the point that the cities are not obviously intended to prevent flooding.[121]

Sponge cities can enable Port Towns to develop sites in former industrial areas and shopping centers without exacerbating flooding and stormwater issues in the area. Port Towns can utilize sponge cities for both new and existing development to reduce runoff into the Anacostia, which will both lower the risk of flooding and reduce pollution in the river.

Figure 11. Site D Illustrative Plan*,[208]

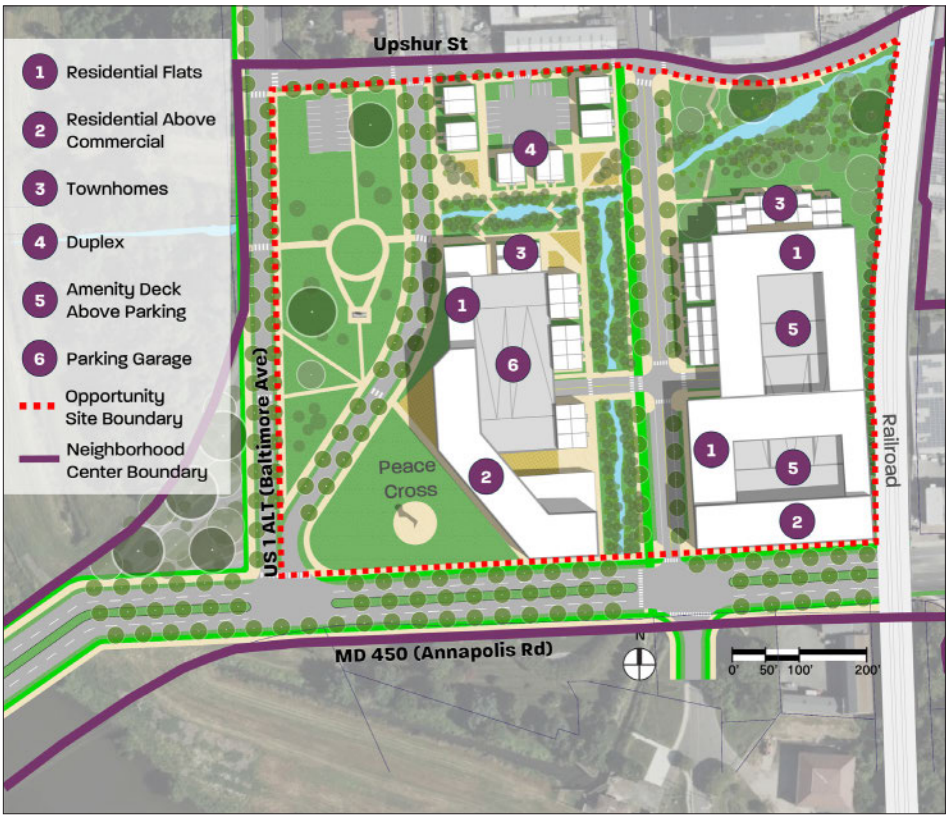


IMAGE BY RHI (FOR ILLUSTRATION PURPOSES ONLY)

*This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.

The 2009 Port Towns Sector Plan focused on general recommendations to create a mixed-use district for properties between Baltimore Avenue and 46th Street. While aligned with the 2009 recommendations, this sector plan builds on the area's potential by leveraging the planned realignment of US 1 Alt (Baltimore Avenue) and US 1 Alt (Bladensburg Road), introducing a diverse range of housing options, integrating environmentally sensitive development, enhancing protection from high-water events, and improving multimodal experiences.

Figure 12. Site D Illustrative Rendering Street View*,[209]



IMAGE BY IFMM (FOR ILLUSTRATION PURPOSES ONLY)

Figure 13. Site D Illustrative Rendering Aerial View*,[209]



IMAGE BY IFMM (FOR ILLUSTRATION PURPOSES ONLY)

Table 10. Site D Illustrative Characteristics

Concept Theme	Sponge City		
Number of Residential Units	381 multifamily units 28 Townhomes	**Max. Height Shown**	55’
Commercial SF	43,074 sq ft	**Number of Floors**	2-5

*This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.

Conceptual Framework Features

UNIQUE FEATURES

- Near numerous significant sites and resources as seen in Cultural Heritage Trail callout box. See HD 3.
- Culverted stream provides an opportunity to implement the Sponge City concept with daylighting and adding stream channels for more natural stormwater management solutions. See NE 1.4.
- Realignment of US 1 Alt (Baltimore Avenue) allows for additional plaza space. See TM 1.2.
- Adjacent parks provide pilot program opportunities with Sponge Parks. See Sponge Parks callout box.
- Rooftop garden and green roofs. See HD 9.1.
- Utilizes Neighborhood Compatibility Standards Sec. 27-61200 to introduce more housing variety. See LU 6, HN 2.5, HN 8.1, and HD 10.5.
- Strengthens connection to Bladensburg Waterfront Park.
- Incorporates pedestrian and bicycle infrastructure.
- Applies Urban Street Design Standards to create pedestrian-friendly, multimodal corridor with enhanced walkability. See TM 1.1.

Sponge Parks

WHAT ARE SPONGE PARKS?

Sponge parks are used to manage and treat local stormwater during storm surges. These types of parks are commonly referred to as floodable parks and can have profound impacts on the environmental, social, and economic health of communities by reducing flooding, improving water quality, and enhancing opportunities for community members to exercise and socialize.[100]

CONTEXT

Port Towns' history contains significant flooding events, but the towns have rallied to become sustainable cities and have spent decades dedicating resources to green infrastructure improvements (see Section VII: Natural Environment).

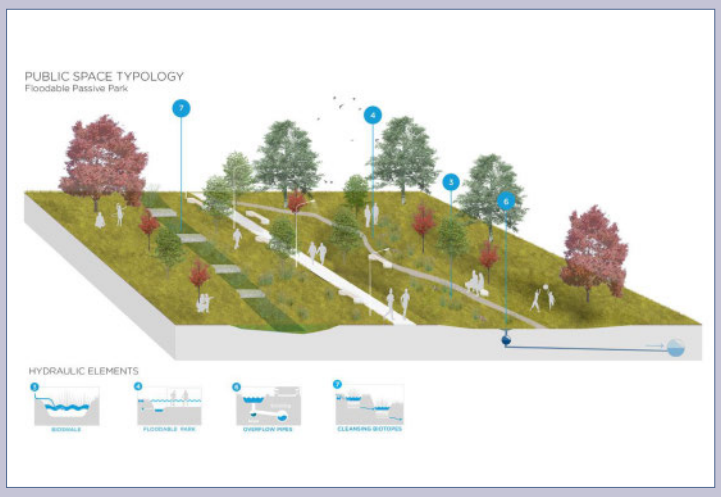
This redevelopment concept is a prime location to examine a pilot Sponge Park for Prince George's County and is a way to implement the Sponge City idea. This conceptual site is adjacent to several public parks along the Anacostia River and the future realignment of US 1 Alt (Baltimore Avenue) can provide additional land to implement this pilot project.

CASE STUDIES

Chattanooga, TN: In Renaissance Park, there are numerous art installations and historical displays informing parkgoers about the area's role in major events in the nation's history. The wetland displays inform parkgoers about the park's ecological purpose.[72]

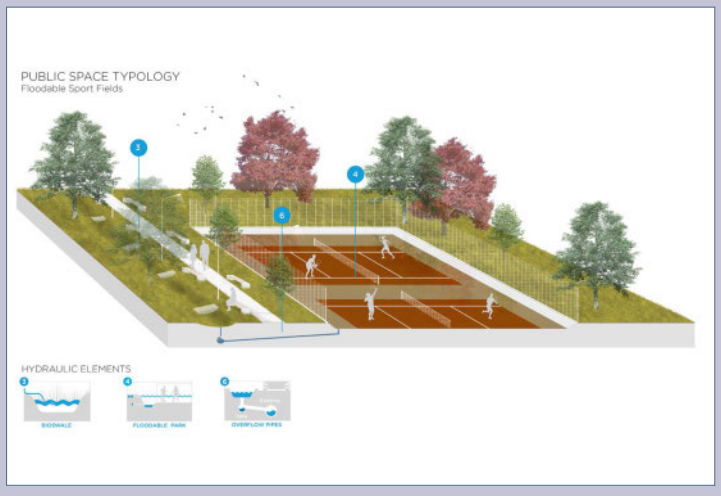
New York City, NY: New York City has developed schoolyards as floodable parks. These playgrounds serve as stormwater management systems, recreational space for elementary students, and spaces to inform students about green infrastructure.[191]

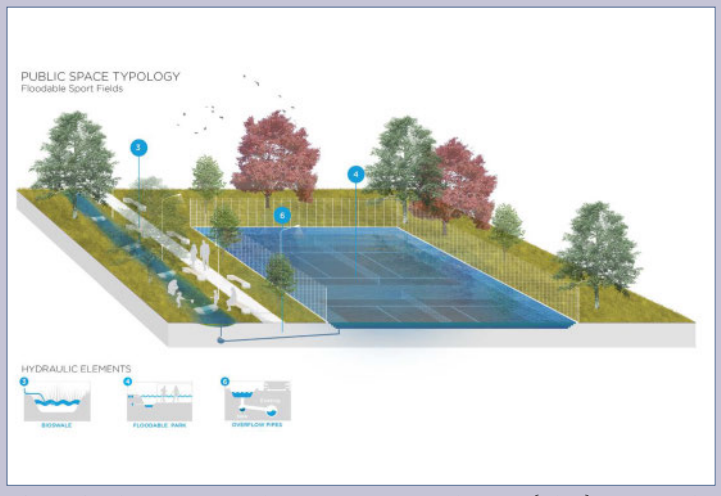
Floodable Passive Park





Floodable Athletic Fields



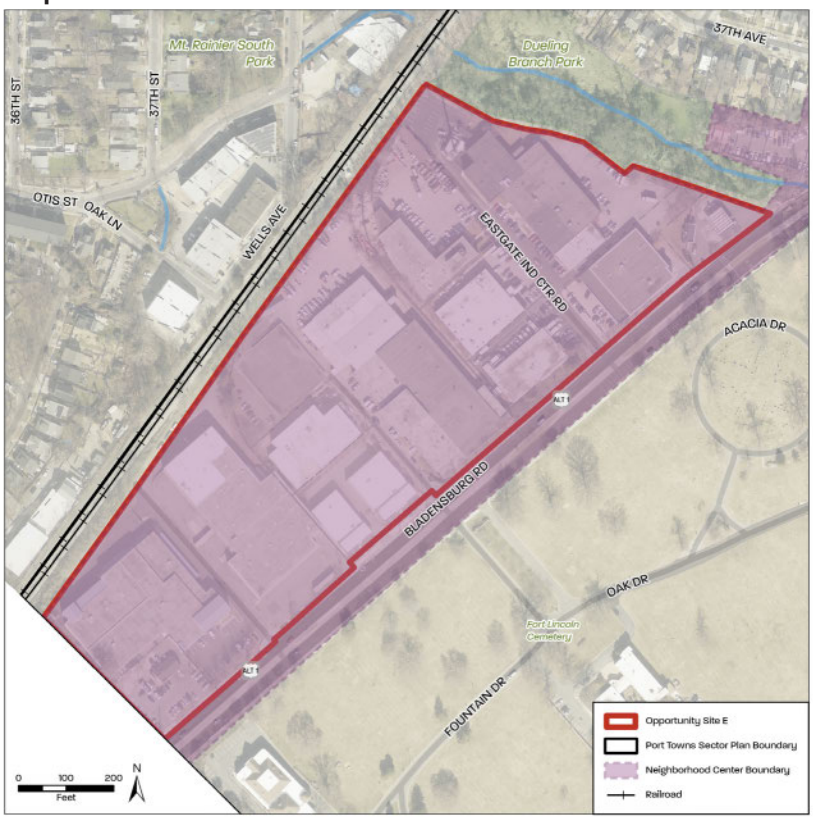


DIAGRAMS BY DISTRICT DEPARTMENT OF ENERGY AND ENVIRONMENT (DOEE) AND RAMBOLL

Site E: Eastgate Industrial Center

SITE E CHARACTERISTICS

Map 13. Site E Characteristics



SITE E CONCEPTUAL FRAMEWORK

Transform the Eastgate site into a multi-use, multigenerational community that serves as a prominent western gateway to Port Towns.

The 2009 Port Towns Sector Plan emphasized transforming US 1 Alt (Bladensburg Road) into a pedestrian-friendly mixed-use boulevard. This sector plan envisions community-focused redevelopment and seamless connections to surrounding neighborhoods, a community anchor with recreational, retail, and light industrial uses, diverse housing options, and public amenities.

Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Table 11. Site E Characteristics[210]

Site Address	3556,3450,3512,3520,3308,3434,3554,3342,3320,3500,3570 and 3380 Bladensburg Road, Brentwood, 20722		
Tax Accounts	0139337, 0139303, 0176917, 0181909, 0139311, 0117465, 0139345, 0139360, 0091421, 0139329, 0139352, 5537403		
Site Acreage (Parcels + ROW)	18.5	**Site Acreage (Parcels Only)**	18.03
Number of Parcels	12	**Jurisdiction**	Cottage City
Existing Zoning	CS; NAC	**Proposed Zoning**	NAC
Overlay Zones	None	**Proposed Future Land Use**	Mixed-Use
Existing Future Land Use	Mixed-Use	**Ownership**	Private
Plan 2035 Growth Policy Area	Local Center	**Anchor Store**	Extra Storage
Existing Uses	Warehouse	**Transit**	WMATA
Access	Bladensburg Road		
Site Characteristics	• Christiana Soils, K Factor greater than 0.35 (soil erodibility factors). • Areas with slopes between 15% and 25% and slopes greater than 25%.	• Priority Woodlands for Retention • The CSX railroad will require additional soundproofing and mitigation. • Green Infrastructure Network's Evaluation Area	
Site Assets	• Close to Fort Lincoln Cemetery and Dueling Creek/the Historic Dueling Grounds, offering a unique blend of historical significance, natural features, and development potential.	• Adjacent to Washington, D.C.	

SITE E CONCEPTUAL FRAMEWORK

Figure 14. Site E Illustrative Plan*,[208]

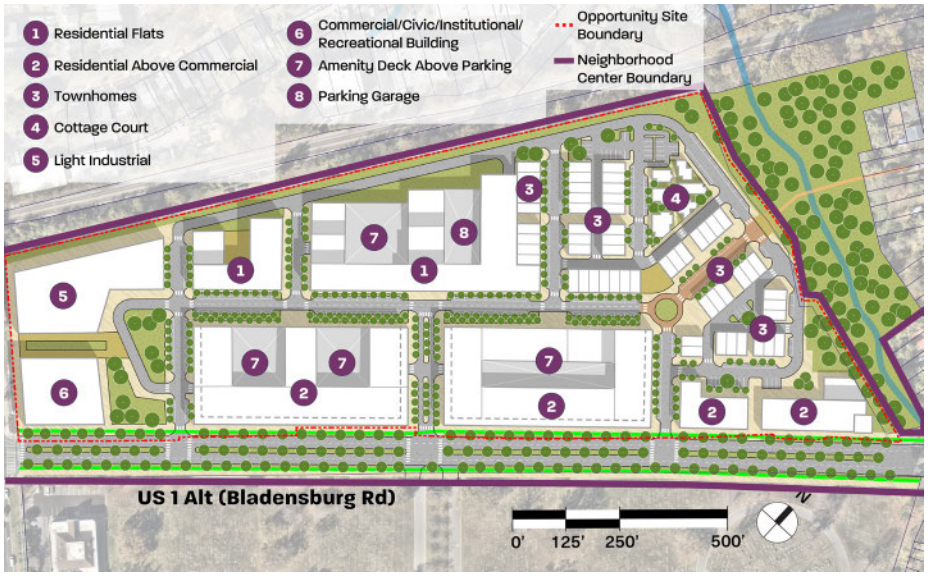


IMAGE BY RHI (FOR ILLUSTRATION PURPOSES ONLY)

Figure 15. Site E Illustrative Rendering*,[209]



IMAGE BY IFMM (FOR ILLUSTRATION PURPOSES ONLY)

Table 12. Site E Illustrative Characteristics

Concept Theme	Port Towns Junction		
Number of Residential Units	589 Multifamily Units 55 Townhomes 6 Cottage Court Units	**Max. Height Shown**	55'
Commercial SF	104,205 sq ft	**Number of Floors**	1-5

*This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.

Conceptual Framework Features

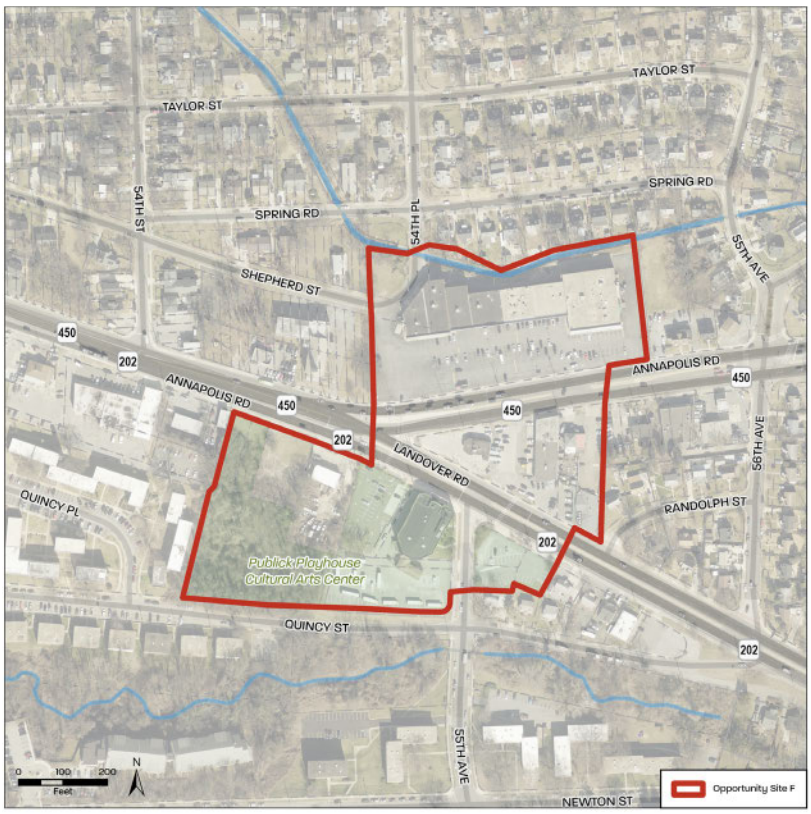
UNIQUE FEATURES

- Concept imagines this area as a multi-use, multigenerational community that serves as a prominent western gateway to Port Towns. See HD 10.9 and HD 10.10.
- Proposes adaptive reuse of industrial land.
- Centered around a linear green park which links to Dueling Creek Park. See HD 10.6, PF 3.1, TM 2.1, TM 7.8, and NE 1.
- Constructs a pedestrian and bicycle bridge over Dueling Creek to connect with adjacent neighborhoods.
- Integrates public plazas and green spaces to provide family-oriented play areas and gathering spaces.
- Includes pedestrian-friendly streetscapes with street furnishings, landscaping, lighting, public art, wayfinding, and signage.
- Applies Urban Street Design Standards to create pedestrian-friendly, multimodal corridor with enhanced walkability. See TM 1.1.
- Near numerous significant resources as seen in Cultural Heritage Trail callout box. See HD 3.

Site F: Publick Playhouse and Vicinity

SITE F CHARACTERISTICS

Map 14. Site F Characteristics



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

SITE F CONCEPTUAL FRAMEWORK

Create a dynamic eastern gateway to Port Towns surrounding Publick Playhouse by leveraging its cultural significance to create a vibrant, pedestrian-friendly, and mixed-use destination.

The 2009 Port Towns Sector Plan focused on general recommendations for a mixed-use district around Publick Playhouse. This sector plan builds on the area's potential by leveraging the proposed road realignment of Annapolis/ Landover Road and existing cultural anchor, Publick Playhouse. This plan reimagines the area as a vibrant, walkable, eastern gateway which builds upon and significantly advances the 2009 Sector Plan vision.

Table 13. Site F Characteristics[210]

Site Address	**5445, 5500, 5401, 5503, 5502 Landover Road, 5439, 5435, 5416, 5423, 5427 Annapolis Road, 0 55th Avenue, and 0, 5450 Quincy Street**		
Tax Accounts	3763679, 3763687, 0109744, 0180919, 0125880, 0134254, 0166157, 0163543, 0146191, 0125864, 0163550, 0100875, 0125872, 0163303, 0134247		
Site Acreage (Parcels + ROW)	12.78	**Site Acreage (Parcels Only)**	10.43
Number of Parcels	16	**Jurisdiction**	Bladensburg
Existing Zoning	CS, CGO, RMF-48, and RSF-65	**Proposed Zoning**	CS, CGO, RMF-48, and RSF-65
Overlay Zones	None	**Proposed Future Land Use**	Mixed-Use
Existing Future Land Use	Mixed-Use	**Ownership**	Public and Private
Plan 2035 Growth Policy Area	Established Communities	**Anchor Store**	Save a Lot
Existing Uses	Shopping Center; residential, theater	**Transit**	WMATA and TheBus
Access	MD 450 (Annapolis Road), MD 202 (Landover Road), 55th Avenue		
Site Characteristics	• Stream Center and Drainage • Public utility easements on wedge lot • Located in Environmental Setting of a Historic Site and would require either a historic area work permit or a reduction in the environmental setting of the historic site.	• Christiana Soils, K Factor greater than 0.35 (soil erodibility factors). • Areas with slopes between 15% and 25% and slopes greater than 25%. • Priority Woodlands for Retention • In the Green Infrastructure Network's Evaluation Area	
Site Assets	• Contains cultural landmark (Publick Playhouse)	• Convenient access to Baltimore-Washington Parkway	

Figure 16. Site F Illustrative Plan*,[208]



IMAGE BY RHI (FOR ILLUSTRATION PURPOSES ONLY

Conceptual Framework Features

UNIQUE FEATURES

- Establishes an Eastern Gateway using thematic design elements, wayfinding, and placemaking. See HD 10.8 and PM 6.4.
- Utilizes additional land from proposed road realignment as an expanded civic gathering space referred to as "Publick Square." See TM 1.1, HD 10, PF 3, HD 10.8 and PM 6.4.
- Introduces a range of housing options. See HN 8.
- Showcases arts-focused businesses, restaurants, retail, and residential options to reinforce its role as a cultural and community anchor. See HD 5 and EP 2.4.
- Applies Urban Street Design Standards to create pedestrian-friendly, multimodal corridors with enhanced walkability. See TM 1.1

Table 14. Site F Illustrative Characteristics

Concept Theme	"Publick Square" Gateway		
Number of Residential Units	88 Multifamily Units 11 Townhomes	**Max. Height Shown**	45'
Commercial SF	53,144 sq ft 5,564 sq ft	**Number of Floors**	1-4

* This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.

Figure 17. Site F Illustrative Rendering*,[209]

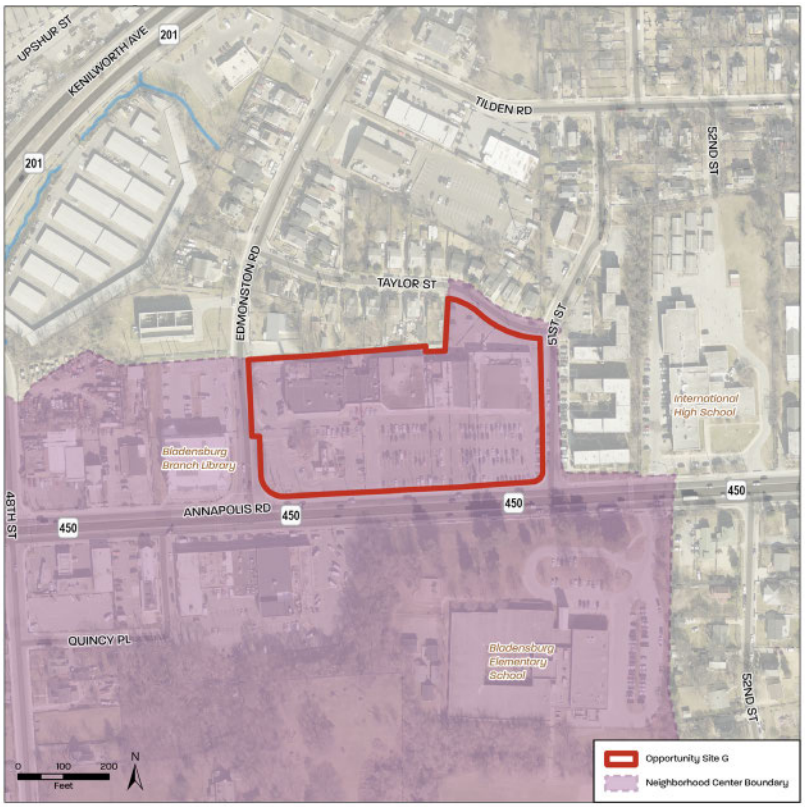


IMAGE BY IFMM (FOR ILLUSTRATION PURPOSES ONLY)

Site G: Port of Bladensburg Shopping Center

SITE G CHARACTERISTICS

Map 15. Site G Characteristics



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

SITE G CONCEPTUAL FRAMEWORK

Improve the Port of Bladensburg Shopping Center into a vibrant mixed-use hub that caters to the area's diverse demographics while enhancing walkability, connectivity, and public spaces.

Table 15. Site G Characteristics[210]

Site Address	4900 Annapolis Road		
Tax Accounts	0133108, 0133116, 0091439, 0114876, 0114850, 0114868, 0114884		
Site Acreage (Parcels + ROW)	4.74	**Site Acreage (Parcels Only)**	4.74
Number of Parcels	10	**Jurisdiction**	Bladensburg
Existing Zoning	CS and RSF-65	**Proposed Zoning**	NAC
Overlay Zones	None	**Proposed Future Land Use**	Mixed-Use
Existing Future Land Use	Mixed-Use	**Ownership**	Private
Plan 2035 Growth Policy Area	Local Center	**Anchor Store**	Thrift Superstore and Americana Grocery-Maryland
Existing Uses	Shopping Center	**Transit**	WMATA and TheBus
Access	MD 450 (Annapolis Road), MD 769 B (Edmonston Road), Taylor Street, 51st Street		
Site Characteristics	• Christiana Soils, K Factor greater than 0.35 (soil erodibility factors).		
Site Assets	• Close to numerous public services, such as Bladensburg Elementary School and Bladensburg Library	• Near Bostwick House	

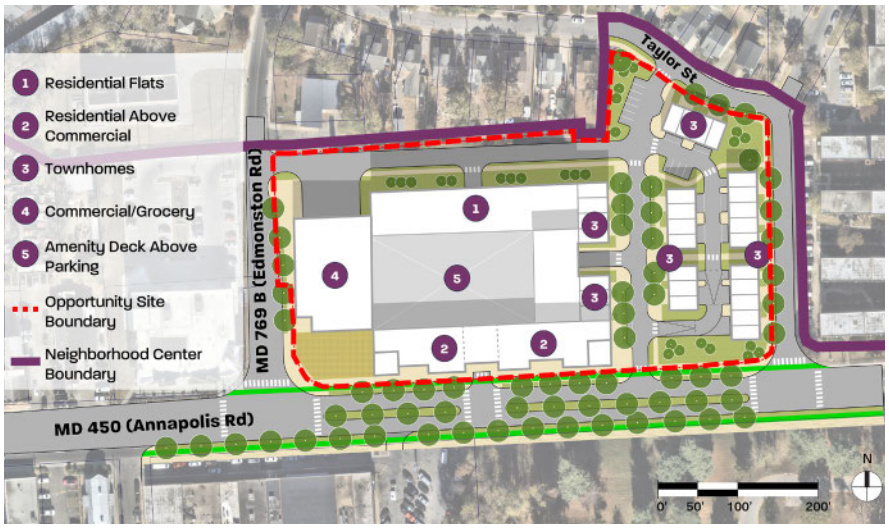
The 2009 Port Towns Sector Plan had a broad civic vision for the area to create a pedestrian-oriented center for activities and services. This plan builds on the broad civic vision of the 2009 Sector Plan but takes a more targeted and implementation-focused approach to transform the shopping center into a mixed-use hub with new housing options, preserved anchor businesses, and active public spaces.

Figure 18. Site G Illustrative Rendering*,[209]



IMAGE BY IFMM (FOR ILLUSTRATION PURPOSES ONLY)

Figure 19. Site G Illustrative Plan*,[208]



SOURCE: RHI (FOR ILLUSTRATION PURPOSES ONLY)

Table 16. Site G Illustrative Characteristics

Concept Theme	The Mercantile		
Number of Residential Units	90 Multifamily Units 28 Townhomes	**Max. Height Shown**	55'
Commercial SF	31,800 sq ft	**Number of Floors**	1-5

*This concept is not a redevelopment proposal. It is meant to illustrate how the plan principles could be applied to a development project in the future.

Conceptual Framework Features

UNIQUE FEATURES

- Retains and incorporates existing businesses into the redevelopment concept. See EP 4.
- Develops a public outdoor space at the corner of US 1 Alt (Bladensburg Road)/MD 450 (Annapolis Road)
- Introduces a wide range of housing options to scale down towards established neighborhoods. See HN 8 and LU 6.
- Applies Urban Street Design Standards to create pedestrian-friendly, multimodal corridors with enhanced walkability. See TM 1.1.
- Near numerous significant resources as seen in Cultural Heritage Trail callout box. See HD 3.
- Incorporates green roofs and building design. See HD 9.1.



Redevelopment Feasibility Considerations

SHOPPING CENTERS[304]

- When shopping centers have low vacancies, redevelopment will likely require lease-buyouts (negotiated arrangements in which the landlord pays the tenant to terminate their lease before the agreed-upon expiration date), which adds to the development cost and has displacement considerations. See EP 8.
- Existing shopping centers have low vacancy rates and high rents, leaving little incentive to redevelop their property. Partnerships can help offset the financial and market risk.
- Financial subsidies are required to achieve an internal rate of return necessary for a developer to consider a project. See Appendix F.
- Building vertically is much more expensive than single-story construction.

INDUSTRIAL SITES[304]

- Many of these industrial sites are in the floodplain according to the most recent floodplain mapping available (see Section VII: Natural Environment and Map 56), and building in these areas would require special considerations for ground floors. Generally, these concepts propose ground-floor parking or floodproofed commercial uses. In addition, flood insurance would be required. These are additional costs to consider for redevelopment. However, the presence of the levee system reduces the risk of flooding.
- Industrial uses can leave behind contaminants, which are monitored and tracked at the federal and state levels. Soil remediation is an additional cost to a developer, and the financial liability is on a site-by-site basis. Many sites in Port Towns have already gone through the site cleanup process and received a No Further Action certification from the State of Maryland's Department of the Environment (MDE) Land Management Administration's Land Restoration Program, which administers the Voluntary Cleanup Program (VCP).
- Financial subsidies would be required to achieve an internal rate of return necessary for a developer to consider a project. See Appendix F.

PHOTO BY JOECHRISTENSEN, ISTOCKPHOTO.COM

SUBTITLE 25

Some of the conceptual diagrams for Opportunity Sites (Sites A, B, E, and G), as rendered, do not meet the woodland conservation, tree canopy coverage, and/or afforestation threshold requirements per Subtitle 25.

PLANNED DEVELOPMENT ZONE APPLICATIONS

The opportunity sites noted within this plan are good candidates for Planned Development (PD) Zone applications, which are intended to encourage site design concepts that result in projects superior to what would be required from their respective Base zones (see Zoning Ordinance 27-4301(a) and 27-4301(d)(3)). See Planned Development (PD) Zones callout box on page 65 for more information.

- **Opportunity Site A:** Public benefits for the Neighborhood Activity Center Planned Development (NAC-PD) Zone application could include:
  - Tree canopy and landscaping on rooftops; and
  - Naturalization, natural stormwater management systems, and habitat restoration in adjacent Anacostia River Stream Valley Park between Oak Street and 38th Avenue. See Planned Development callout box, PF 3.1, and NE 1.4.
- **Opportunity Site B:** Public benefits for the Industrial/Employment Planned Development (IE-PD) Zone application could include:
  - Tree canopy, landscaping, and urban agriculture on rooftops;
  - Riverfront walkways, ramps, and viewing platform at Anacostia River Stream Valley Park.
- **Opportunity Site D:** Public benefits for the NAC-PD Zone application could include:
  - Tree canopy and landscaping on rooftops;
  - A pilot 'sponge park' or plaza with the Peace Cross intersection realignment;
  - Flood mitigation strategies inspired by the sponge city concept;
  - Public linear park by daylighting and naturalizing streams; and
  - Side path with 46th Street improvements to connect to Cultural Heritage Trail. See TM 2.1, HD 3, PF 3, PM 5, and HN 8.4.
- **Opportunity Site E:** Public benefits for this NAC-PD Zone application could include:
  - Tree canopy and landscaping on rooftops;
  - Naturalization, natural stormwater management systems, and habitat restoration in adjacent Dueling Branch Park; and
  - Trail connection to Cottage City neighborhood across from Dueling Creek. See HD 3, HD 10.6, PF 3.1, TM 2.1, TM 7.8, and NE 1.
- **Opportunity Site F:** Public benefits of the Mixed-Use Planned Development (MU-PD) Zone application could include:
  - Tree canopy and landscaping on rooftops;
  - Naturalize the channeled stream as part of the Anacostia River Stream Valley greenway-blueway corridor; and
  - A plaza with an arts and culture thematic design with the realignment of MD 450 (Annapolis Road) and MD 202 (Landover Road). See TM 1.1, NE 1.4, PM 6.4, and PM 3.7.
- **Opportunity Site G:** Public benefits for the NAC-PD Zone application could include:
  - Tree canopy and landscaping on rooftops;
  - Percentage of commercial spaces with subsidized rents for existing businesses to return after redevelopment. See Case Study: Prosper Portland's Affordable Commercial Tenanting Program and EP 2.
- **Opportunity Sites A-G:** Public benefits that should be considered for all opportunity sites include:
  - Percentage of units set aside for households making less than 80% area median income; and
  - Percentage of commercial spaces with subsidized rents for existing businesses to return after redevelopment at predevelopment rent costs. See Case Study: Prosper Portland's Affordable Commercial Tenanting Program and EP 2.

Public benefits for PD zone applications will be evaluated at the appropriate phase of the development review process. See the Planned Development callout box for more information regarding these zones and feasibility considerations for Port Towns.

Section IV
Land Use

Plan 2035 Land Use Goal

Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources.

Sector Plan Land Use Goal

Create vibrant focal areas that are well-connected to surrounding neighborhoods that offer diverse housing choices, a variety of commercial spaces, a range of intensity of uses, and welcoming public areas.

Existing Conditions Summary

Existing Land Use

Land use refers to the way land is utilized and managed for various purposes, including residential, commercial, office, agricultural, parks and open space, industrial, mixed-use, institutional, transportation and utilities, and vacant.

The Port Towns land use pattern reflects a shift from early transit-oriented development to auto-centric design.

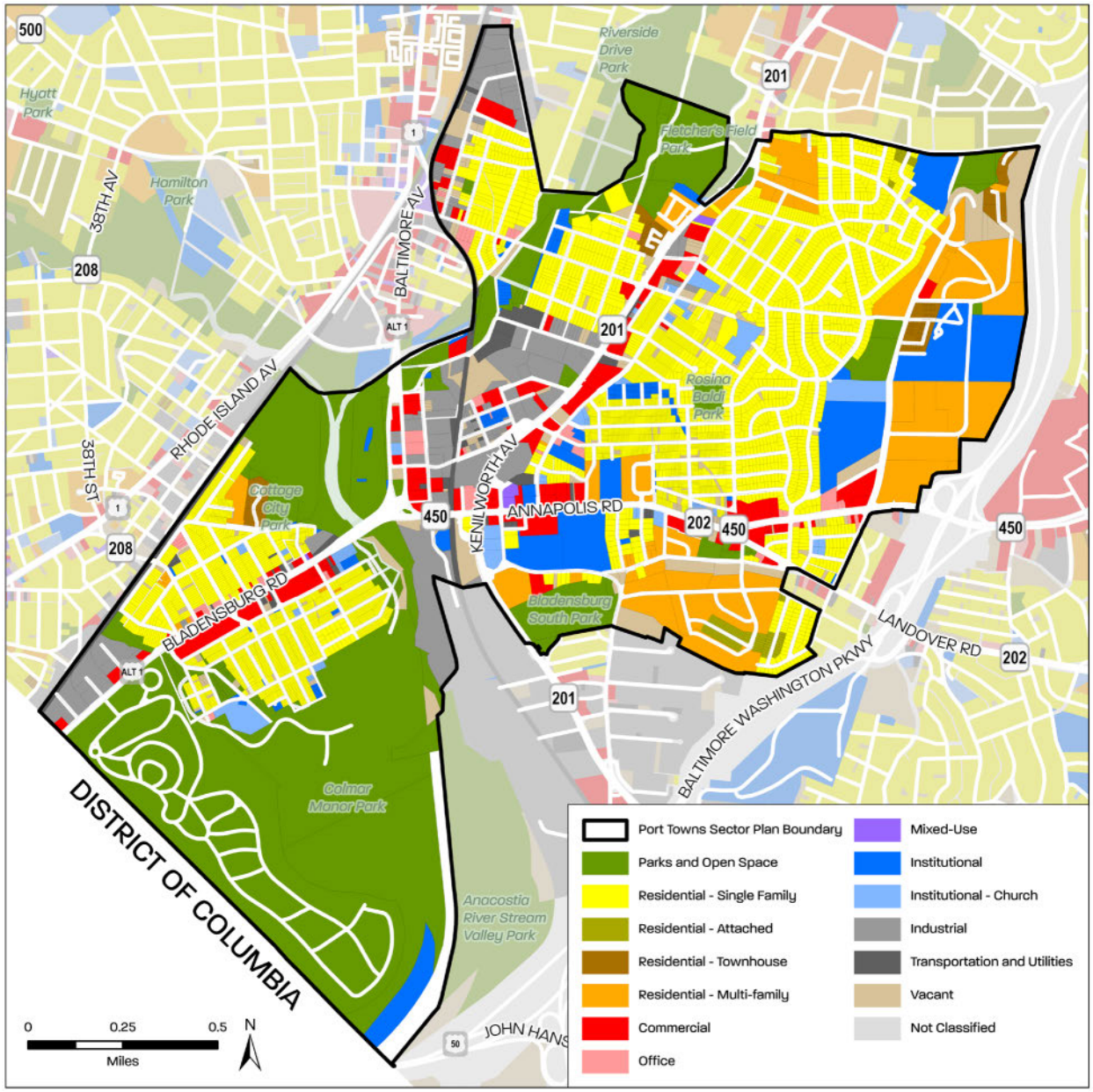
Commercial corridors emerged along major roads, while older homes were repurposed for business use. This evolution created a fragmented urban fabric and a "pass-through" identity the community now seeks to transform (see page 82 for additional historical context).

Figure 20. What We Heard



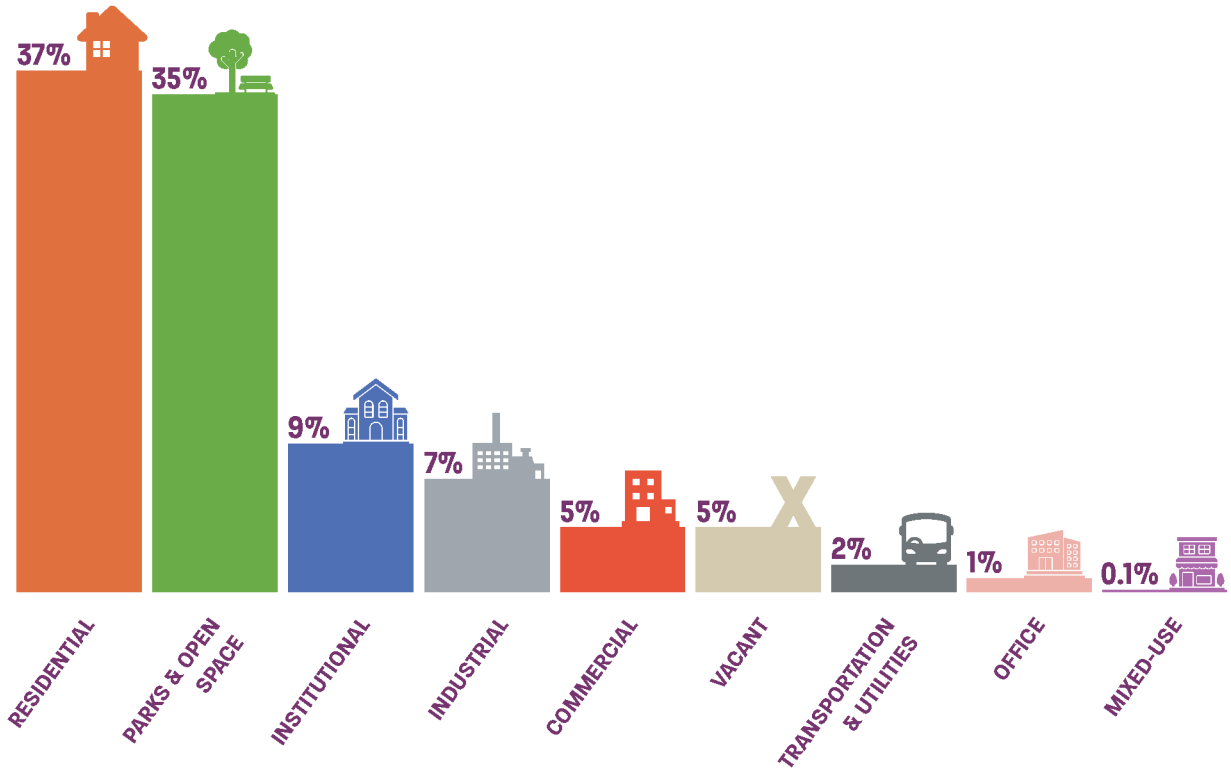
* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

Map 16. Existing Land Use



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Figure 21. Existing Land Use Percentages*,[210]



*Percentages may not total 100% due to rounding.

The existing land use map shows two nodes of residential use, one in the northeast section and the other in the southwest side of the plan area, separated by an area of mostly industrial use (see Map 16). The southwest residential node, consisting of the towns of Colmar Manor and Cottage City, is compact and composed primarily of single-family detached homes flanked by parks and open space and commercial uses fronting US 1 Alt (Bladensburg Road) (see Figure 22). The northeast residential node, consisting of the towns of Edmonston and Bladensburg, is more diverse and includes single-family (1-3 units), multifamily (4+ units), and institutional uses (see Figure 23). The majority of residential land use is located in the northeast portion of the plan area. Most of the parks and open space are located in the southwest portion or adjacent to the Anacostia River within the plan boundary. While these areas are not well integrated with established neighborhoods, there are still numerous M-NCPPC parks distributed throughout the area, providing residents with walkable access to these amenities.

Commercial land uses are located along major corridors: MD 201 (Kenilworth Avenue), US 1 Alt (Baltimore Avenue), US 1 Alt (Bladensburg Road), MD 769 B (Edmonston Road), and MD 450 (Annapolis Road).

Figure 22. Colmar Manor and Cottage City Abstract[210]

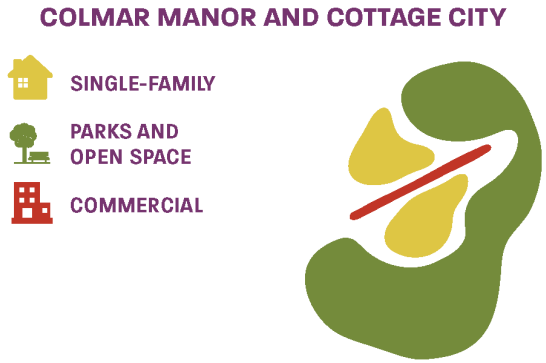
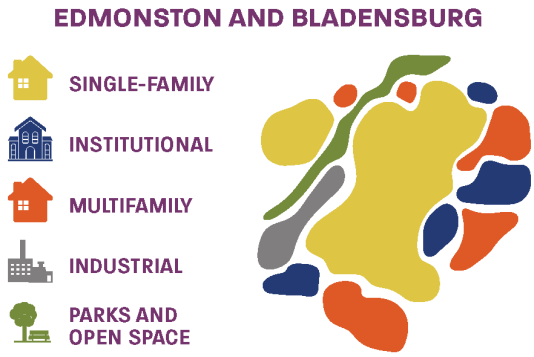


Figure 23. Edmonston and Bladensburg Abstract[210]



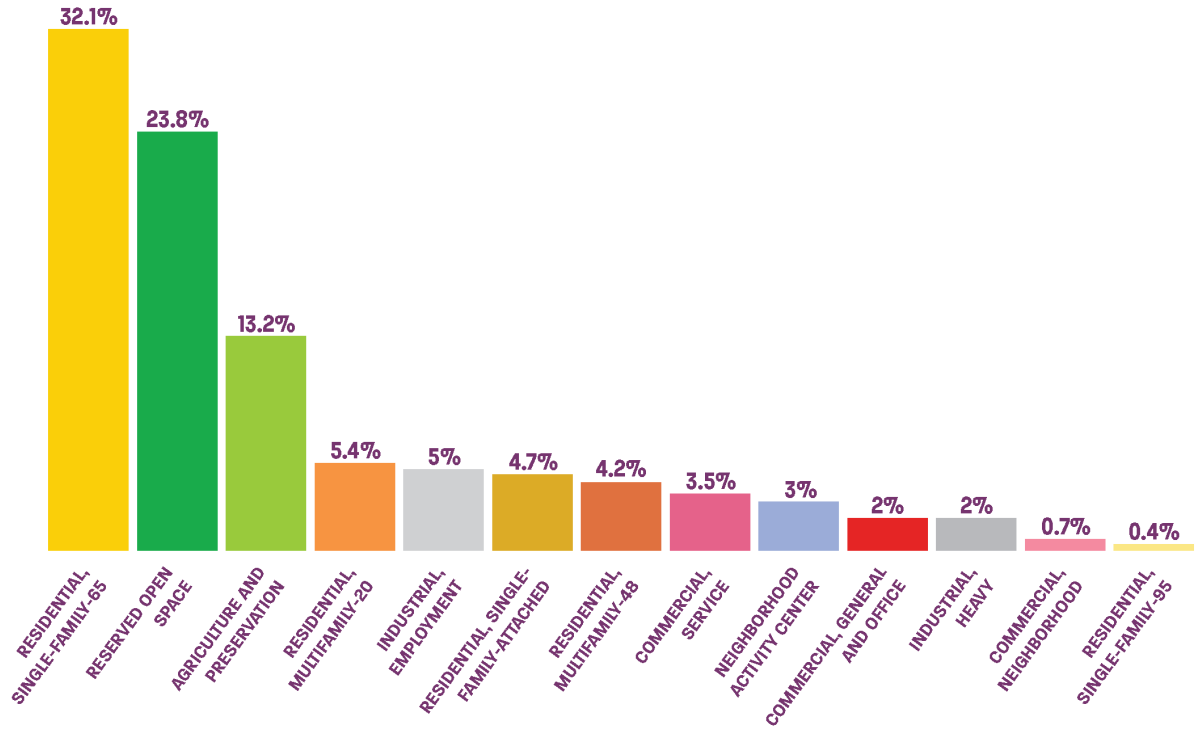
Residential existing land uses, including attached, multifamily, single-family detached, and townhouse, represent 37% of the sector plan area. Parks and Open Space represent 35% and are composed mostly of the Fort Lincoln Cemetery, Colmar Manor Park, and the Anacostia River Stream Valley Park. The other two existing land uses that have a strong presence in the area are Institutional, with 9% and Industrial, with 7%. Those with the least presence are Commercial (5%), Vacant (5%), Transportation and Utilities (2%), and Office (1%). Only 0.1% of the land in the sector plan area is currently dedicated to Mixed-Use (see Figure 21 and Map 16).

Existing Zoning

Governments regulate land use through zoning laws and policies to ensure organized development and environmental sustainability. Existing zoning refers to the current land use regulations and classifications established by local governments for a specific area. These zoning rules determine what types of development and activities are permitted on the land, shaping how residential, commercial, industrial, and recreational spaces coexist—each with its own set of rules and standards for building, property use, density, and design. Zoning is a way to implement the Future Land Use recommendations and can be used to promote organized growth, ensure public health and safety, and support the overall well-being of a community. Through zoning, the County Council can proactively design future land use policies that enhance livability, sustainability, and economic opportunities. When thoughtfully implemented, zoning creates balanced, vibrant, and functional communities.

The predominant zone class for the area (see Figure 24 and Map 17) is the Residential, Single-Family-65 (RSF-65) Zone, followed by the Reserved Open Space (ROS) Zone. Another strong presence in the area is the Agriculture and Preservation (AG) Zone class. The Chesapeake Bay Critical Area Overlay Zone, superimposed over other zones, also covers a large part of the area. This overlay consists of the sub-zones Resource Conservation Overlay (RCO) and Intense Development Overlay (IDO).

Figure 24. Existing Zoning Percentage[210]

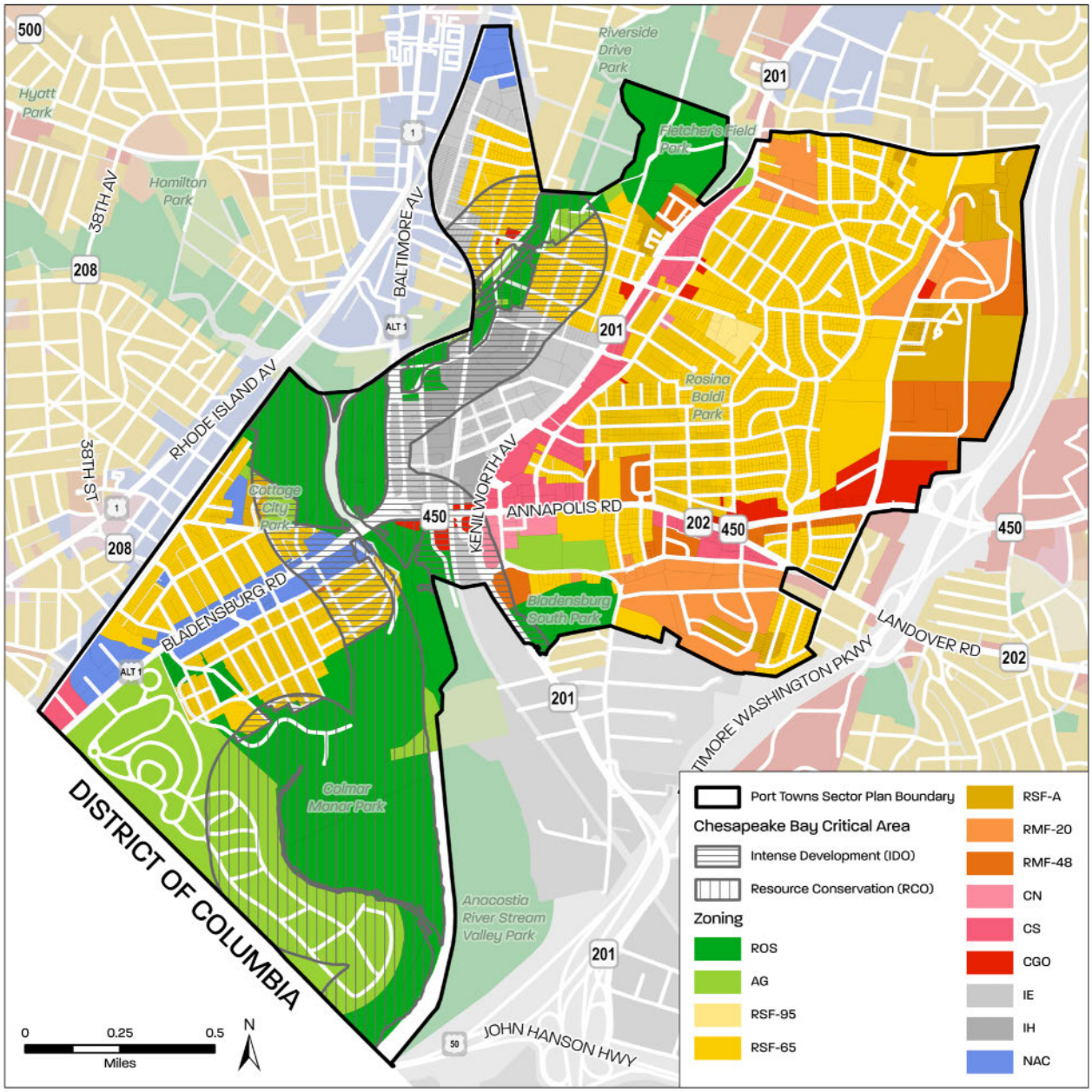


Note: The Chesapeake Bay Critical Area overlay zone also covers 30% of the sector plan area

CHESAPEAKE BAY CRITICAL AREA (CBCA)

The CBCA is comprised of "all lands and waters defined in §8-1807 of the Natural Resources Article, Annotated Code of Maryland. This includes: (a) all waters of and lands under the Chesapeake Bay and its tributaries to the head of tide, and State and private wetlands designated under Title 16 of the Environment Article; (b) all land and water within one thousand (1,000) feet beyond the resources identified in (a); and (c) modification to these areas through inclusions or exclusions proposed by local jurisdictions and approved by the Commission as specified in §8-1807 of the Natural Resources Article, Annotated Code of Maryland."[197] See Map 17.

Map 17. Existing Zoning



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Future Land Use

Future Land Use designations reflect land use recommendations in the Port Towns Sector Plan area and are intended to provide a comprehensive perspective of future land use patterns. Plan 2035 provides ten categories that provide general guidance on the intensity, character, and location of future land uses, as seen in Table 17 below. This sector plan evaluated future land use on each parcel within the boundary (see Map 18).

Table 17. Future Land Use Categories

Color	Designation	Description	Density (Dwelling Units Per Acre)
	Mixed-Use	Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e., commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another. Large-scale mixed-use development should be limited to designated Centers and other areas where it currently exists.	Based on Center
	Commercial	Retail and business areas, including employment uses, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial.	N/A
	Industrial/Employment	Manufacturing and industrial parks, warehouses, and distribution. May include other employment, such as office and services.	N/A
	Institutional	Uses such as military installations, hospitals, sewage treatment plants, and schools.	N/A
	Residential High	Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(>20)
	Residential Medium-High	Residential areas between 8 and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(> 8 and </= 20)
	Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).	(> 3.5 and </= 8)
	Residential Low	Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.	(> 0.5 and </= 3.5)
	Rural and Agricultural	Low-density residential uses with areas of agricultural and forestry production. Agricultural land (cropland, pasture, farm fields), forest, and very low-density residential.	(</= 0.5)
	Parks and Open Space	Parks and recreation areas, publicly-owned open space (federal, state, County, municipal, and M-NCPPC), and privately-owned open space.	N/A

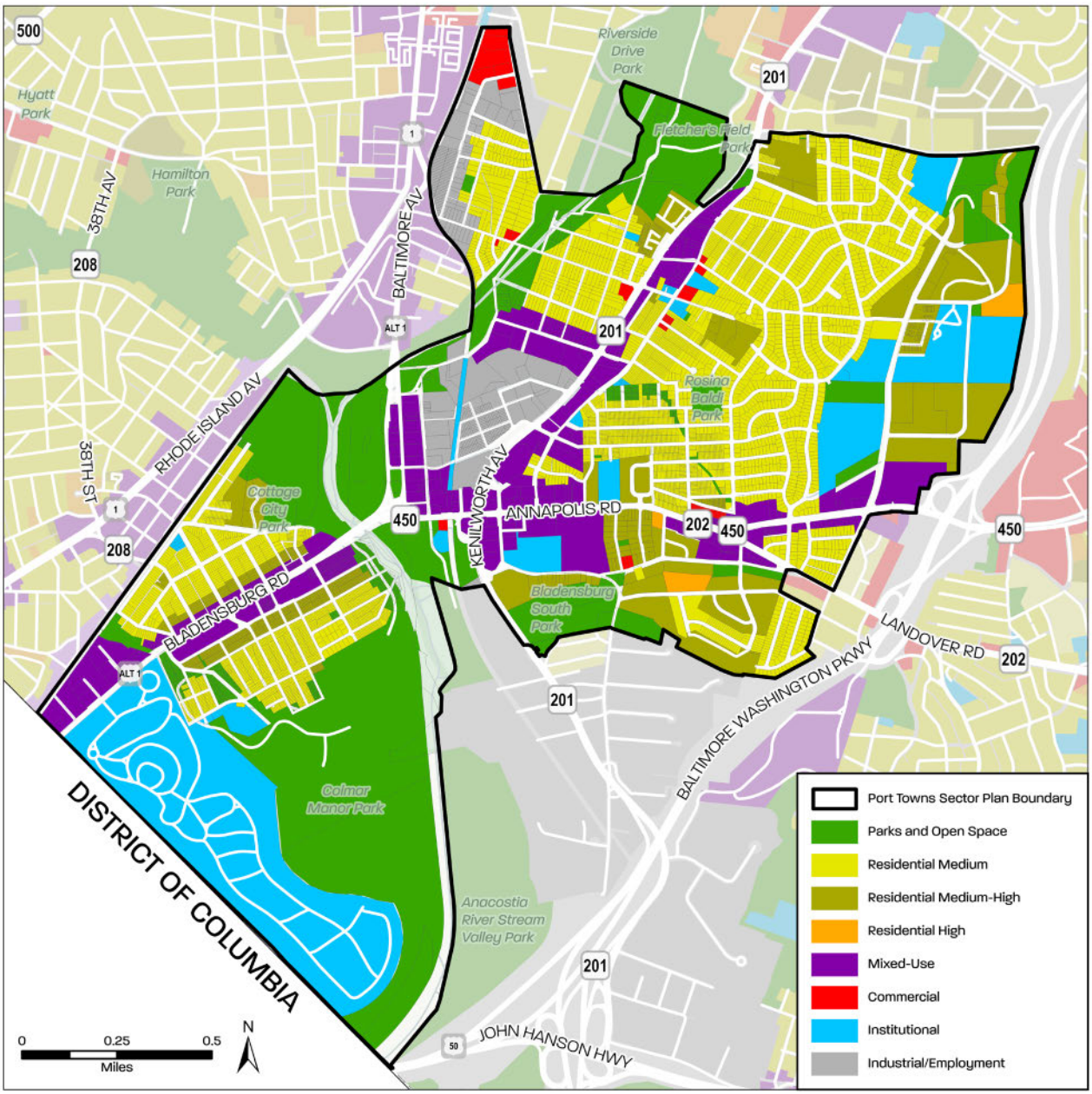
Policies and Strategies

Areawide

Policy LU 1 Foster a sustainable and inclusive Port Towns through a mix of land uses that support community revitalization, housing for all, environmental stewardship, and historic preservation.

Strategy LU 1.1 Designate, implement, and/or retain the future land uses for each parcel as shown in Map 18.

Map 18. Future Land Use



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

FUTURE LAND USE

Map 18 applies to the entire plan area; if a conflict exists between the text of a strategy and a future land use designation, the strategy will take precedence. This map is not a substitute for the County Zoning Map. Implementation of the future land use recommendations on this map may require a zoning reclassification through the concurrent Sectional Map Amendment.

Policy LU 2 Integrate and preserve critical natural areas and environmentally sensitive features throughout the sector plan area.

Strategy LU 2.1 Designate environmentally sensitive and publicly-owned properties within the sector plan area as parks and open space uses as shown in Map 18. Implement this strategy by reclassifying the properties shown in Map 19 and listed in Table 18 from AG, RSF-65, RMF-48, CS, CGO, IE, IH, NAC to Reserved Open Space (ROS) Zone. See LU 1.1.

Table 18. Properties to be Reclassified to ROS per Strategy LU 2.1

Address	Tax ID
4100 Baltimore Avenue	0088435
0 Baltimore Avenue	0086587
0 Varnum Street	0089284
0 52nd Avenue	0090217
0 Taussig Road	0090241
0 54th Street	0090258
0 Taylor Street	0091447
0 Taylor Street	0091470
0 Upshur Street	0091488
0 52nd Street	0091496
0 38th Avenue	0094508
0 38th Avenue	0094524
4222 Cottage Terrace	0096941
4110 Baltimore Avenue	0099895
0 43rd Avenue	0102434
0 Lawrence Street	0102467
0 Bunker Hill Road	0104265
0 52nd Place	0109066
0 Roy Place	0110676
0 Bladensburg Road	0114215
3500 43rd Avenue	0115980
4601 Edmonston Road	0119008
4401 53rd Street	0138966
0 Lawrence Street	0145086
0 Monroe Street	0145094
0 Newton Street	0145110
0 43rd Avenue	0145128
0 Lawrence Street	0145136
0 Lawrence Street	0145144

Address	TAX ID
0 Newton Street	0145326
0 Newark Road	0145375
0 Newark Road	0145441
0 Newark Road	0145458
4323 Newark Road	0145466
4333 Lawrence Street	0145730
0 Annapolis Road	0145946
5311 Varnum Place	0146050
0 Bladensburg Road	0146076
0 Lawrence Street	0146100
4105 Lawrence Street	0146142
0 Bladensburg Road	0146159
0 Bladensburg Road	0146183
4200 Bunker Hill Road	0146209
0 Tanglewood Drive	0148155
4401 Upshur Street	0151829
0 54th Place	0155614
0 Kenilworth Avenue	0175208
0 Varnum Street	0176461
5801 Emerson Street	0179739
0 Varnum Street	0184242
0 Upshur Street	0184259
0 52nd Place	0184267
0 53rd Street	0184275
4409 53rd Street	0184283
0 Edmonston Road	0184291
0 Edmonston Road	0184309
0 Edmonston Road	0184317
0 52nd Street	0184325

Address	Tax ID
0 52nd Street	0184333
0 52nd Street	0184341
0 52nd Street	0184358
0 52nd Place	0184366
0 52nd Place	0184374
0 53rd Street	0184382
0 Varnum Street	0184390
0 Upshur Street	0184408
0 41st Avenue	0184440
0 41st Avenue	0184457
0 Newton Street	0184465
0 53rd Street	0184473
4321 Newton Street	0184507
0 Varnum Street	0184515
0 52nd Street	0184580
0 52nd Place	0184598
0 52nd Street	0184606
0 53rd Street	0184614
0 Edmonston Road	0184689
5015 46th Avenue	1791219
5006 47th Avenue	1791243
0 Tanglewood Drive	1812189
5008 Decatur Street	1813427
5008 52nd Avenue	1816552
5012 47th Avenue	1816628
5010 47th Avenue	1816636
0 Decatur Street	1829720
0 50th Avenue	1829779
0 50th Avenue	1829787
0 Kenilworth Avenue	1829803
0 Decatur Street	1829852
0 Decatur Street	1829860
0 Decatur Street	1829878
0 Decatur Street	1829886

Address	Tax ID
0 Hamilton Street	1829894
0 Hamilton Street	1829902
0 Hamilton Street	1829910
0 Hamilton Street	1829928
0 Hamilton Street	1829936
0 Hamilton Street	1829944
0 Hamilton Street	1829951
0 Tanglewood Drive	1829977
0 Tanglewood Drive	1829985
0 Tanglewood Drive	1829993
0 Tanglewood Drive	1830009
0 Tanglewood Drive	1830025
0 Tanglewood Drive	1830041
5010 Emerson Street	1831734
5100 Emerson Street	1831742
5200 Kenilworth Avenue	2148609
0 Lloyd Street	Portion of 3868205 inside sector plan boundary
0 Tanglewood Drive	5588526
Account Unknown	9999999[1]
Account Unknown	9999999[2]
Account Unknown	9999999[3]
Account Unknown	9999999[4]

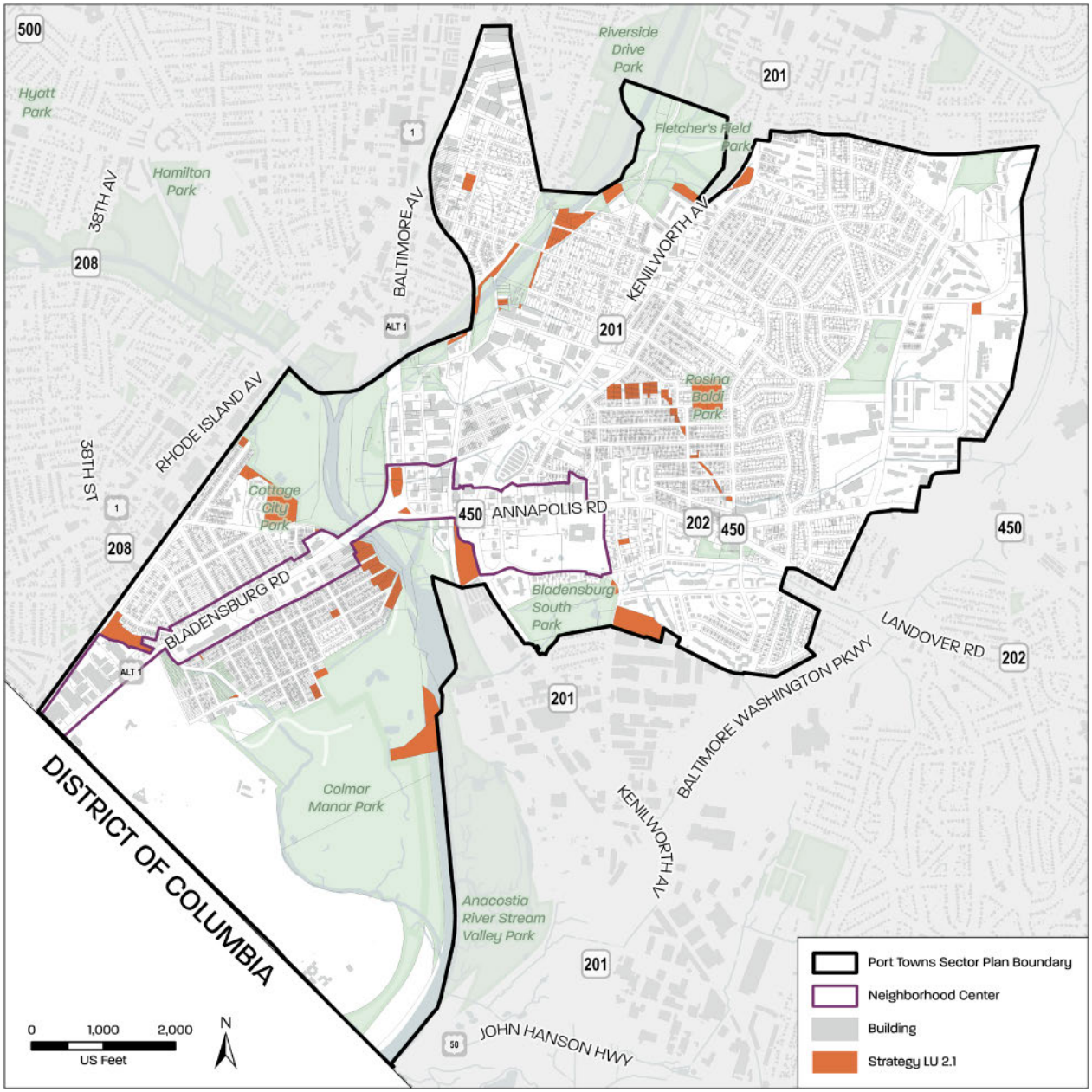
[1]Located on Anacostia River. Adjacent to Tax IDs: 3868205, 0144873, and an unlisted lot containing Tax IDs 0146142, 0094524, and 0094508.

[2]Located south of Decatur Street and west/northwest of the Anacostia River. Adjacent to Tax IDs: 5588526 and 1812031.

[3]Adjacent to Tax IDs: 1812155, 1812163, and a lot containing 33 Tax Accounts.

[4]Located east of 52nd Avenue. Adjacent to Tax IDs: 0131466, 0131524, 0143719, 0143727, and 0176685.

Map 19. Properties to be Reclassified to ROS per Strategy LU 2.1



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Policy LU 3 **Preserve, restore, and embed the area's historic and cultural resources into future development patterns to highlight the history of Port Towns' communities. See HD 3 and HD 7.**

Strategy LU 3.1 Promote the preservation of the Peace Cross (Tax ID: 0145946) historic site by designating Parks and Open Space future land use (see Map 18), and reclassifying them from the Industrial, Employment (IE) Zone to Reserved Open Space (ROS) Zone as shown on Map 20. See LU 1.1 and Map 18.

Strategy LU 3.2 Promote the preservation of Evergreen Cemetery (Tax ID: 9999999; located on 52nd Avenue across from M-NCPPC's Bladensburg South Park) by reclassifying from the Residential, Single-Family-65 (RSF-65) Zone to Reserved Open Space (ROS) Zone and maintain Parks and Open Space future land use. See LU 1.1, Map 18, and Map 20.

Map 20. Historic Properties Preservation Pursuant Strategies LU 3.1 and LU 3.2



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

PORT TOWNS LOCAL NEIGHBORHOOD CENTER

Policy LU 4 Concentrate high-density, transit-oriented, mixed-use development within the Neighborhood Center.

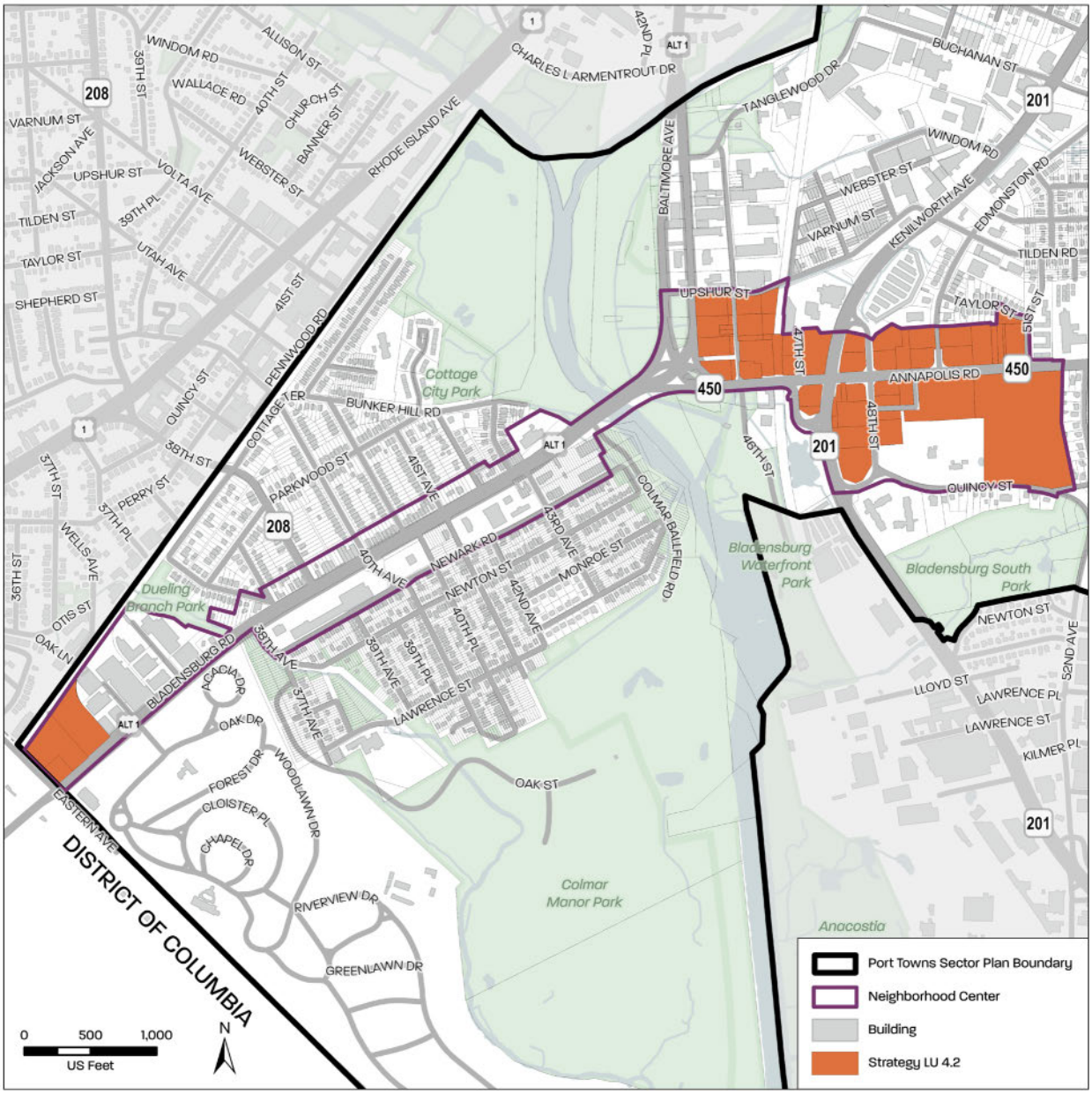
Strategy LU 4.1 Amend Plan 2035 to delineate the Port Towns Neighborhood Center boundary as illustrated on Map 7 and incorporate all properties identified in Appendix E. See also Appendix A.

Strategy LU 4.2 Construct or retain a mix of uses on properties classified in or recommended for the Neighborhood Activity Center (NAC) Zone throughout the Port Towns Neighborhood Center (see Map 18). Implement this by reclassifying all properties listed in Table 19 and shown on Map 21 from the Commercial, Neighborhood (CN), Commercial, Service (CS), Commercial, General and Office (CGO), Industrial, Employment (IE), Industrial, Heavy (IH), Agriculture and Preservation (AG), and Residential, Single-Family-65 (RSF-65) zones to the Neighborhood Activity Center (NAC) Zone. See EP 4, EP 8, and Appendix E.

Table 19. Properties to be Reclassified to NAC per Strategy LU 4.2

Address	Tax ID
4109 46th Street	0086629
4801 Annapolis Road	0087502
0 Baltimore Avenue	0088351
4103 Baltimore Avenue	0088369
0 Baltimore Avenue	0088377
0 46th Street	0088419
4519 46th Street	0088427
4107 Baltimore Avenue	0090563
0 46th Street	0090605
4107 47th Street	0091405
3320 Bladensburg Road	0091421
4918 Annapolis Road	0091439
4820 Annapolis Road	0092106
4915 Annapolis Road	0092155
4103 48th Street	0093963
4728 Annapolis Road	0094649
4808 Annapolis Road	0097741
4102 48th Street	0098657
4312 Baltimore Avenue	0099879
0 48th Avenue	0100883
4005 48th Street	0100891
4805 Annapolis Road	0100925
4129 Baltimore Avenue	0101618
4006 48th Street	0107409
4006 48th Street	0107417
4807 Annapolis Road	0107961
0 46th Street	0108985
3907 48th Street	0109827
4917 Taylor Street	0114850
4915 Taylor Street	0114868
4950 Annapolis Road	0114876
4960 Annapolis Road	0114884
4004 48th Street	0117911
4507 Upshur Street	0118885
4508 Annapolis Road	0122317
4003 48th Street	0122465
4826 Annapolis Road	0122853
4626 Annapolis Road	0124230
4930 Annapolis Road	0133108
4940 Annapolis Road	0133116
3308 Bladensburg Road	0139311
3342 Bladensburg Road	0139360
0 Kenilworth Avenue	0139683
4611 Upshur Street	0139691
3900 48th Street	0141424
4504 Annapolis Road	0142109
4602 Annapolis Road	0142554
0 46th Street	0142562
4810 Annapolis Road	0143156
4713 Annapolis Road	0148957
4800 Annapolis Road	0152355
4210 46th Street	0155275
4124 46th Street	0155283
4115 46th Street	0155309
3950 48th Street	0156653
0 48th Street	0162040
3906 48th Street	0162057
3905 48th Street	0168567
4125 46th Street	0169748
4001 48th Street	0174904
4002 48th Street	0178335
4726 Annapolis Road	0179598
4821 Annapolis Road	2833309
4700 Annapolis Road	3939121
4700 Annapolis Road	3939139

Map 21. Properties to be Reclassified to NAC per Strategy LU 4.2



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Strategy LU 4.3 Promote redevelopment that fosters a vibrant, walkable "Main Street" environment by promoting buildings oriented toward sidewalks, enhanced streetscape design, and the application of complete streets principles. See TM 2, TM 1.1, and HD 8.3.

Strategy LU 4.4 Facilitate public-private partnerships to achieve superior mixed-use developments that maximize the Floor Area Ratio (FAR) of the NAC Zone, incorporate ground-floor retail and services fronting streets or civic spaces, and include a mix of housing types to support a range of households. See EP 4.4, HN 7, and Appendix F.



PHOTO BY M-NCPPC

Strategy LU 4.5 Leverage the location of the new Bladensburg Branch Library, the recent study of Bostwick House Historic Site (ULI 2024 Bostwick TAP), and the conceptual framework for Opportunity Site G to create a mixed-use hub with community-focused uses and a range of housing choices within underutilized sites and commercial outparcels.* See Section III: Port Towns Blueprint (Opportunity Site G) and HN 8.7.

Strategy LU 4.6 Encourage the use of the Neighborhood Activity Center Planned Development (NAC-PD) Zone (see Zoning Ordinance Section 27-4303(A)) to gain a superior level of development with features including, but not limited to, Green Building/LEED Certification, innovative and natural stormwater management facilities, public amenities, and the provision of below-market-rate housing. See Planned Development (PD) Zones callout box, NE 7, NE 5, HN 7, and HD 9.

*On April 17 and 18, 2024, ULI Washington hosted a Technical Assistance Panel in the Town of Bladensburg to craft a feasible adaptive reuse strategy for the Bostwick House Historic Site. The Town aims to restore the property so it can serve as a welcoming space for the Bladensburg community while sharing its rich history.[43] The Panel presented the following key recommendations: 1. Leveraging existing Town assets; 2. Partnering with a developer to build workforce housing; 3. Relocating the Town's Municipal Center to the Bostwick property; and 4. Reactivating Bostwick during the development process. See panel's presentation at https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/sites/15/2024/04/ULI-Bostwick-TAP-Presentation.pdf. Watch the recording of the panel's presentation at https://www.youtube.com/watch?v=2UqPXAX3XmY.

Planned Development (PD) Zones

The PD Zones are established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives. When increased flexibility in design and density is desired, PD Zones provide alternatives to the Residential, Nonresidential, and Transit-Oriented/Activity Center Base Zones. This comes with the expectation that the development quality will surpass what is achievable in the comparable base zone. A PD application must be approved through a rezoning and is subject to a public review process. PD Zones relevant to this sector plan area include:

RESIDENTIAL PLANNED DEVELOPMENT (R-PD) SECTION 27-4302(A)

The Residential Planned Development (R-PD) Zone "provide[s] flexibility for the design of innovative, high-quality, planned residential communities that include a mix of residential use types along with a range of complementary and mutually supporting nonresidential land uses that serve the needs of the residents of the development."[201] For a project to qualify, it must meet the requirements of Sections 27-4301(d) and 27-4302(a)(4).

Like many Inner Beltway communities, Port Towns has small lot sizes that originate from typical standards during the early 1900s. This could be a potential barrier for utilizing the R-PD Zone because there is a minimum area threshold of 20 gross acres (871,200 square feet) if the proposed gross density is less than 5 units an acre, 10 gross acres (435,600 square feet) if the gross density is 5 to 8 units an acre, or 5 gross acres (217,800 square feet) if the gross density is greater than 8 units an acre. The average lot size in each zone across the sector plan area does not meet these thresholds.

As discussed in the planning background section, the previous plan overly relied upon assumptions for lot consolidation, which ultimately were not implemented. Residents and municipalities can help advocate for changes to the provisions of PD Zones in the Zoning Ordinance that account for Inner Beltway communities' lot sizes and help broaden eligibility for this zoning tool. See the Implementing Housing callout box in Section VIII: Housing and Neighborhood for more information on this topic.

NEIGHBORHOOD ACTIVITY CENTER PLANNED DEVELOPMENT (NAC-PD) SECTION 27-4303(A)

The Neighborhood Activity Center Planned Development (NAC-PD) Zone provides opportunities for "…high-quality, vibrant, lower- to moderate-density, mixed-use development that fosters economic development, reduces automobile dependency, supports walkable areas, and provides opportunities for alternative modes of travel."[202] For a project to qualify, it must meet the requirements of Section 27-4301(d) and Section 27-4303(a)(4).

MIXED-USE PLANNED DEVELOPMENT (MU-PD) SECTION 27-4304(A)

The Mixed-Use Planned Development (MU-PD) Zone provides the opportunity for "…the establishment of high-quality, mixed-use development that will foster economic development, reduce automobile dependency, support walkable and bikeable areas, and provide opportunities for alternative modes of travel."[203] For a project to qualify, it must meet the requirements of Sections 27-4301(d) and 27-4304(a)(4).

The minimum area for an MU-PD Zone is 2 gross acres (87,120 square feet), unless the District Council finds a proposed zone of less than 2 gross acres is consistent with and achieves the purposes of the MU-PD Zone. The average lot size per eligible zone in the sector plan area does not meet this threshold; however, the exception in the code may allow for more flexibility for use.

INDUSTRIAL/EMPLOYMENT PLANNED DEVELOPMENT (IE-PD) SECTION 27-4304(B)

The Industrial/Employment Planned Development (IE-PD) Zone provides the opportunity for "…the establishment of a mix of high-quality, primarily non-retail employment uses that will foster economic growth and development."[204] For a project to qualify, it must meet Sections 27-4301(d) and 27-4304(b)(4).

Similar to the R-PD Zone, the IE-PD Zone has a minimum area threshold of 5 gross acres (217,800 square feet) unless the District Council finds a proposed zone of less than 5 gross acres is consistent with and achieves the purposes of the IE-PD Zone. Projects applying for the IE-PD Zone that advance the maker district concepts proposed in this plan but do not meet the minimum area threshold should be evaluated as an exception by the District Council.

RIVERDALE MARC LOCAL NEIGHBORHOOD CENTER

Strategy LU 4.7 Amend Plan 2035 to remove the properties located within the Sector Plan boundary from the Riverdale MARC Neighborhood Center designation. See Table 20 and Appendix A.

Table 20. Properties to be Removed from the Riverdale MARC Neighborhood Center

Address	Tax ID	Subdivision	Council District	Zoning
5328 46th Ave, Hyattsville, MD 20781	1796572	Hyattsville Industrial	5	NAC
5345 46th Ave, Hyattsville, MD 20781	1811694	Hyattsville Industrial	5	NAC
5700 Lafayette Pl, Hyattsville, MD 20781	1811728	Hyattsville Industrial	5	NAC
5320 46th Ave, Hyattsville, MD 20781	1796580	Hyattsville Industrial	5	IE
5610 Lafayette Pl, Hyattsville, MD 20781	1811710	Hyattsville Industrial	5	NAC
5311 46th Ave, Hyattsville, MD 20781	1796507	Hyattsville Industrial	5	IE
5500 Lafayette Pl, Hyattsville, MD 20781	1796556	Hyattsville Industrial	5	IE
5344 46th Ave, Hyattsville, MD 20781	1811702	Hyattsville Industrial	5	NAC
5720 Lafayette Pl, Hyattsville, MD 20781	1822725	Hyattsville Industrial	5	NAC
5470 Lafayette Pl, Hyattsville, MD 20781	1796549	Hyattsville Industrial	3	IE

Established Communities

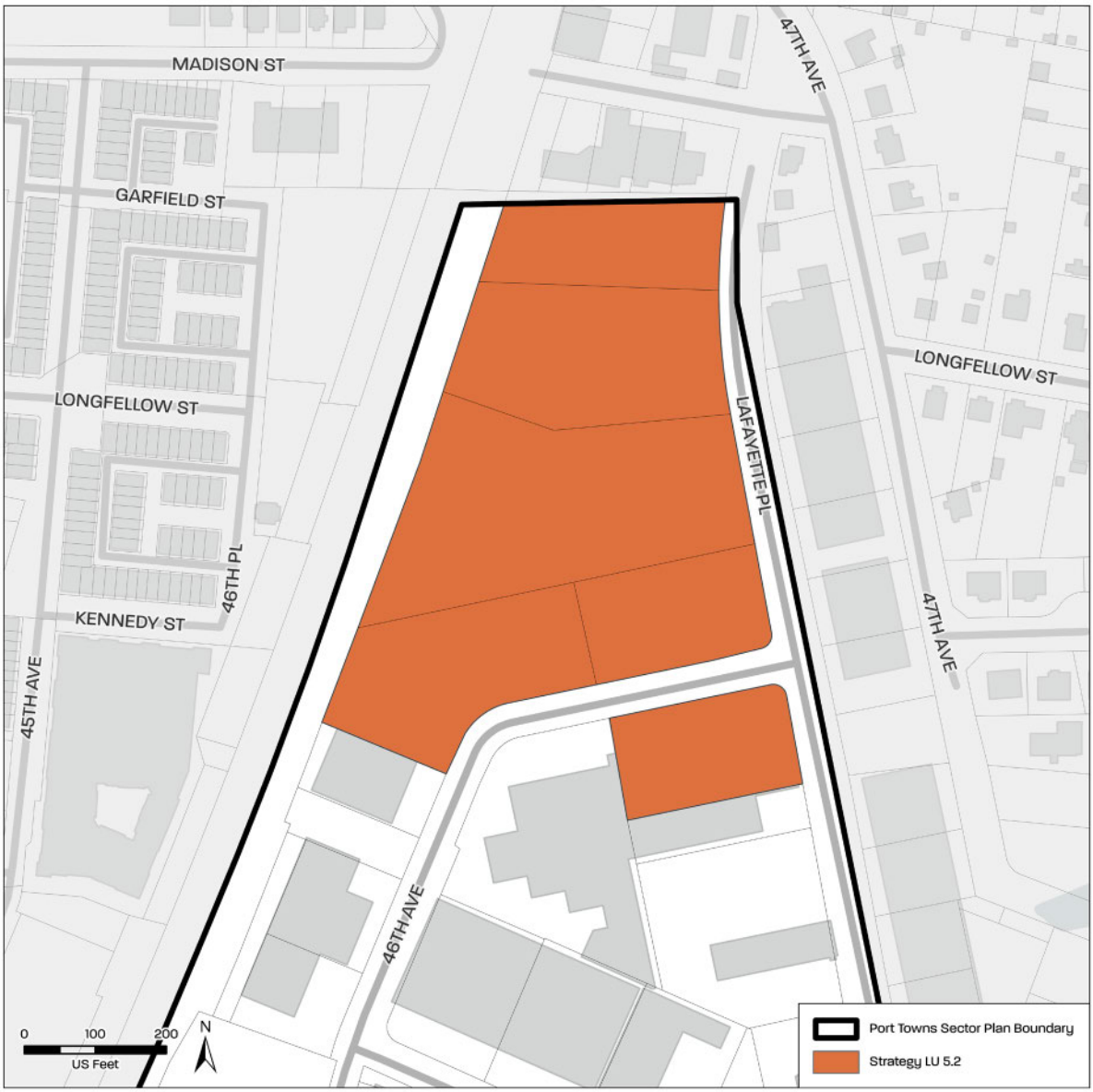
Policy LU 5 Maximize the potential of underutilized land within the Port Towns area by exploring and encouraging redevelopment and infill development in targeted areas.

Strategy LU 5.1 Encourage coordinated parcel assemblage through public-private partnerships and technical assistance to property owners, to facilitate the redevelopment of underutilized properties fronting along US 1 Alt (Bladensburg Road), MD 201 (Kenilworth Avenue), MD 769 B (Edmonston Road), and MD 450 (Annapolis Road) between opportunity sites.



PHOTO BY M-NCPPC

Map 22. Properties to be Reclassified to CN per Strategy LU 5.2



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Strategy LU 5.2 Support a small-scale commercial neighborhood hub at the intersection of Lafayette Place and 46th Avenue in Edmonston through development of neighborhood-scale retail and commercial uses (see Map 18). Implement this by reclassifying the properties listed in Table 21 and shown in Map 22 from the Neighborhood Activity Center (NAC) Zone into the Commercial, Neighborhood (CN) Zone.

Table 21. Properties to be Reclassified to CN per Strategy LU 5.2

Address	Tax ID
5328 4th Avenue	1796572
5345 46th Avenue	1811694
5344 46th Avenue	1811702
5610 Lafayette Place	1811710
5700 Lafayette Place	1811728
5720 Lafayette Place	1822725

Map 23. Properties to be Reclassified to RMF-48 per Strategy LU 5.3



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Strategy LU 5.3 Develop high-density residential uses at the underutilized parcels identified in Table 22. Implement and facilitate this by reclassifying the properties in Table 22 and shown in Map 23 from the Commercial, Service (CS) Zone into the Residential, Multifamily-48 (RMF-48) Zone. See HN 2.5.

Table 22. Properties to be Reclassified to RMF-48 per Strategy LU 5.3

Address	Tax ID
5150 Annapolis Road	0092148
4142 Bunker Hill Road	0109835
3804 38th Avenue	0134585
3802 38th Avenue	0134593
3800 38th Avenue	0134601
3722 Parkwood Street	0134619
5309 Annapolis Road	0144337





PHOTOS BY M-NCPPC

Community maker space for local artists supporting creative projects (top); Industrial-style food hall in Washington, D.C., with high ceilings, natural light, shared seating area and diverse food vendors (bottom).

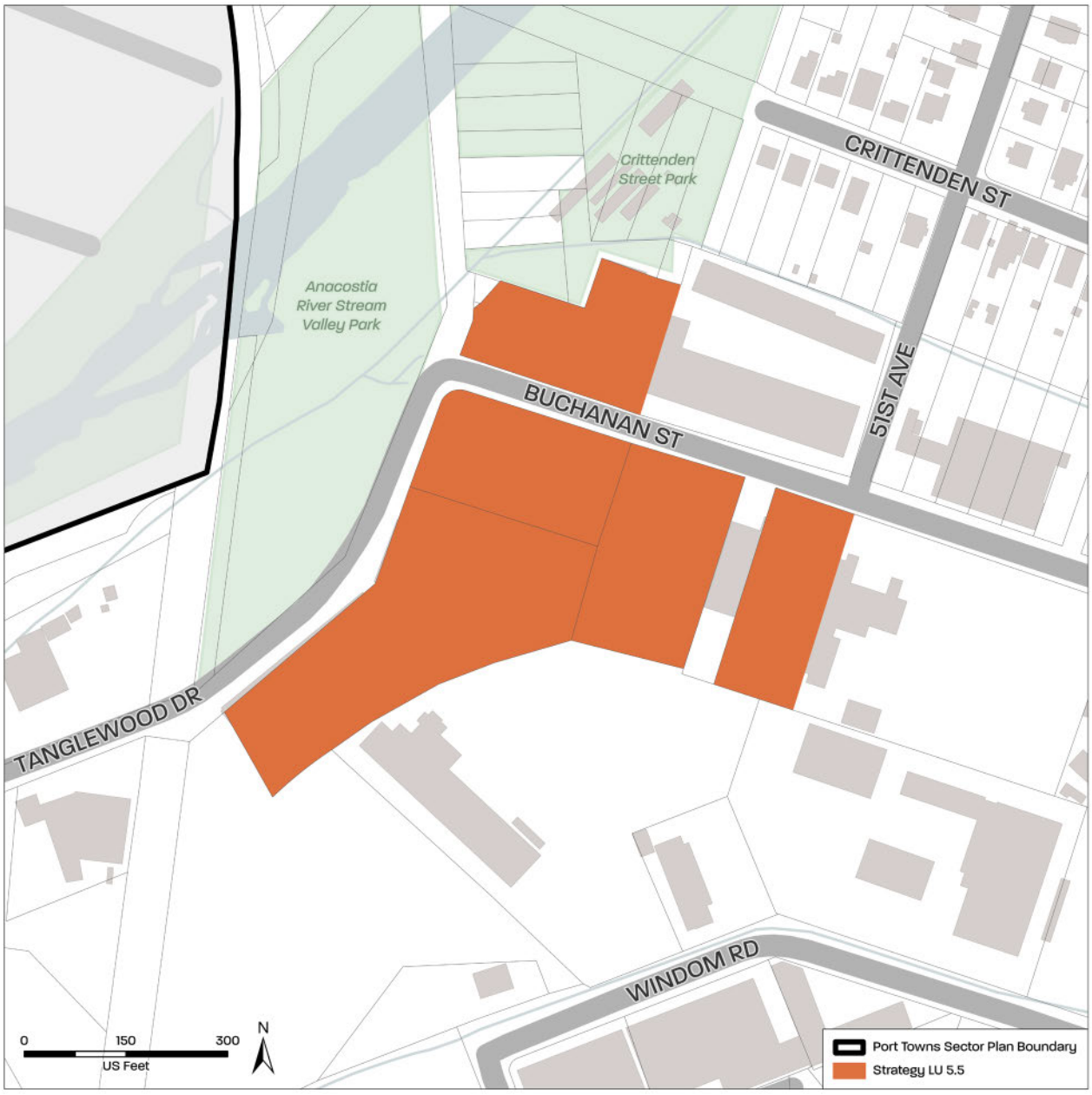
Strategy LU 5.4 Coordinate with Edmonston and provide support for a future minor plan amendment if a Designated Main Street accreditation is received from Maryland DHCD and a land use reclassification is warranted.

Strategy LU 5.5 Revitalize industrial areas into "Maker Districts" to accommodate existing industrial spaces and architectural features with opportunities for local artists and local agricultural industries. Facilitate this by reclassifying targeted areas to the Industrial, Employment (IE) Zone as shown in Map 24 and Table 23.

Table 23. Properties Subject to LU 5.5

Address	Tax ID
4905 Buchanan Street	1791052
4901 Buchanan Street	1811462
4609 Tanglewood Drive	1819739
5101 Buchanan Street	1827815
4900 Buchanan Street	5570167
4902 Buchanan Street	5570178
4904 Buchanan Street	5570180
4906 Buchanan Street	5570191
4908 Buchanan Street	5570203
4910 A Buchanan Street	5570214
4910 B Buchanan Street	5570225
4912 Buchanan Street	5570236

Map 24. Properties to be Reclassified to IE per Strategy LU 5.5



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

PORT TOWNS TRANSITION AREAS

Zoning Ordinance Sec. 27-4204 provides an edge around all Transit-Oriented/Activity Center Base Zones other than for the Neighborhood Activity Center. Edges are intended to accommodate less-intense development with more of a residential mix and less emphasis on commercial development.

The transition areas identified in this plan are intended to provide an "edge" around the Neighborhood Center by creating opportunities for a variety of housing types, like duplexes, quadplexes, townhomes, cottage courts, and other alternatives beyond traditional single-family detached housing. In addition, this area is also intended to implement design concepts described in Sec. 27-61200 Neighborhood Compatibility Standards to create compatible transitions between high-intensity development and existing single-family detached neighborhoods.

If the Planning Department's ongoing housing study determines whether a new zone or zoning tool is more appropriate, the area should be rezoned accordingly to meet the intent of the transition extension.*

*The ongoing countywide study aims to develop a shared vision for the development of additional housing options throughout Prince George's County that responds to both community needs and planning goals; identifies barriers to and opportunities for this type of development; identifies areas for a mix of residential uses; and determines feasible incentives and ongoing programmatic efforts that support development of a variety of housing types. See Section VIII: Housing and Neighborhoods for more information on this topic.

Policy LU 6 Provide a greater variety of housing options (including duplexes, quadplexes, townhomes, cottage courts, multi-generational, universal, and other alternatives beyond traditional single-family detached housing) throughout the sector plan area that is compatible in character with established communities. See HN 1.

Strategy LU 6.1 As redevelopment opportunities arise, develop context-sensitive medium-high residential uses in the designated Port Towns Transition Areas, between the Neighborhood Center and established communities, as shown in Map 18. Implement this strategy by reclassifying the properties listed in Table 24 and shown in Map 25 from Residential, Single-Family-65 (RSF-65) Zone to Residential, Single-Family-Attached (RSF-A) Zone. See HN 1.1 and HN 1.2.

Table 24. Properties to be Reclassified to RSF-A per Strategy LU 6.1 Port Towns Transition Areas

Address	Tax ID	Address	Tax ID	Address	Tax ID
3707 38th Avenue	0084830	3708 40th Place	0119941	3706 43rd Avenue	0154229
3708 40th Avenue	0089052	3705 43rd Avenue	0120154	3702 40th Place	0154492
3704 43rd Avenue	0092411	3703 43rd Avenue	0121251	3704 40th Avenue	0160085
3707 37th Place	0110700	3705 37th Place	0123588	3703 40th Avenue	0162446
0 43rd Avenue	0111393	3709 40th Avenue	0124214	3705 40th Avenue	0163170
3702 40th Avenue	0111427	3709 42nd Avenue	0128249	3704 38th Avenue	0164988
3804 Bladensburg Road	0111443	3709 37th Place	0128892	3704 41st Avenue	0167734
3707 43rd Avenue	0111765	3701 37th Avenue	0129205	3702 41st Avenue	0168989
3707 40th Place	0113159	3703 40th Place	0136044	3707 40th Avenue	0170514
3713 42nd Avenue	0113233	3702 38th Avenue	0137166	3706 41st Avenue	0170886
3706 40th Avenue	0116236	3711 37th Place	0143776	3700 37th Place	0172007
3701 41st Avenue	0117861	3705 40th Place	0144121	3705 37th Avenue	0176750
3702 43rd Avenue	0118935	3703 41st Avenue	0151266	3706 40th Place	0176990
3704 42nd Avenue	0119248	3704 40th Place	0153015	3709 38th Avenue	0180786

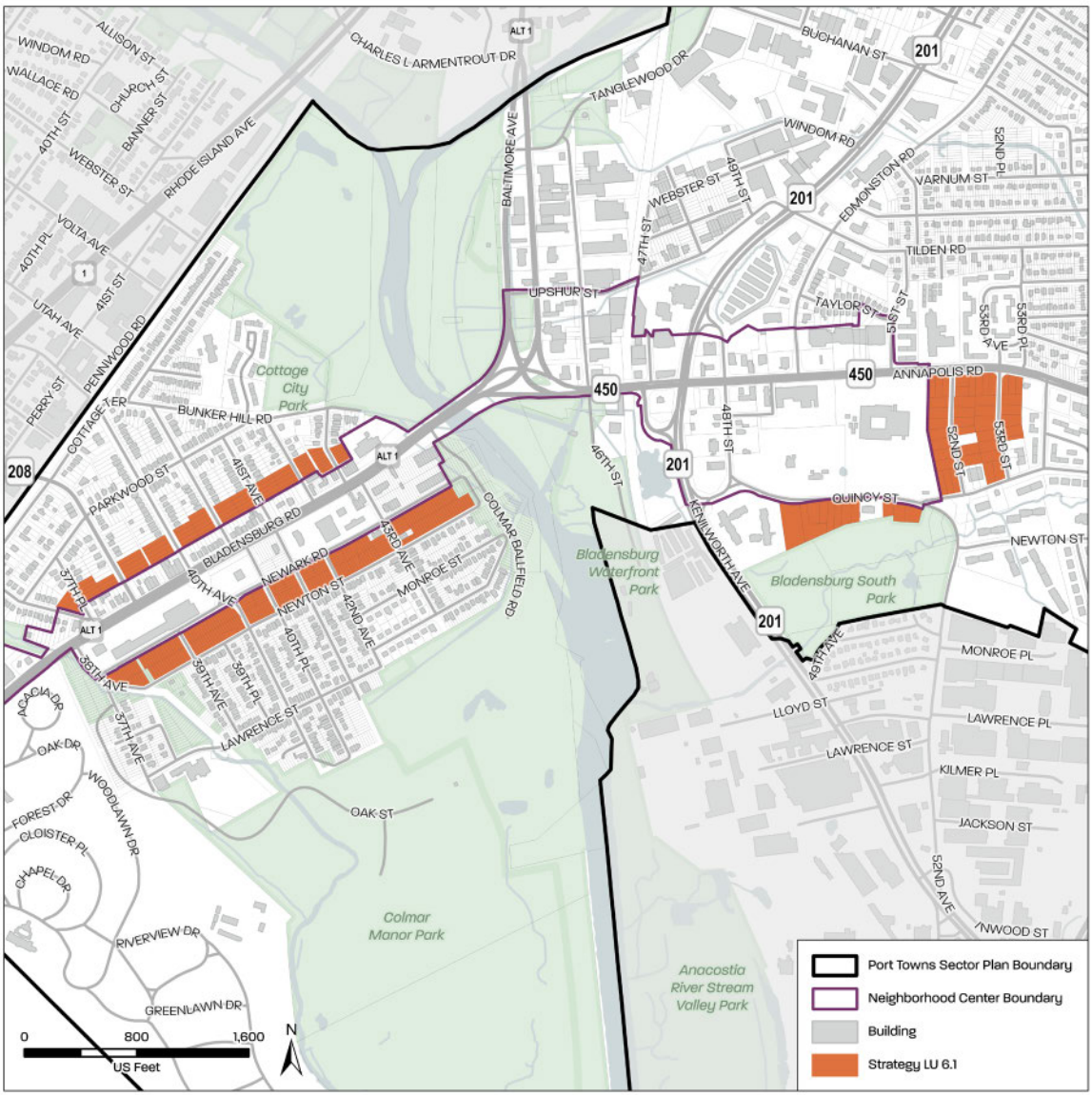
Address	Tax ID
3705 42nd Avenue	0180943
3705 41st Avenue	0185983
3702 42nd Avenue	3703261
3902 Newton Street	0084467
3603 40th Place	0085019
4006 Newton Street	0085738
4317 Newark Road	0086355
3607 43rd Avenue	0088104
4200 Newton Street	0088567
0 42nd Avenue	0088575
0 42nd Avenue	0088583
3603 40th Avenue	0088591
3605 40th Avenue	0088625
4205 Newark Road	0089912
0 Newark Road	0089920
3600 43rd Avenue	0090415
4307 Newark Road	0090811
0 Newton Street	0091090
4204 Newton Street	0091108
3911 Newark Road	0092379
3601 41st Avenue	0092965
4203 Newark Road	0093948
0 Newark Road	0093955
3602 43rd Avenue	0097360
4208 Newton Street	0097378
3608 39th Avenue	0097485
3605 43rd Avenue	0098715
3901 Newark Road	0101113
4002 Newton Street	0102590
3605 41st Avenue	0102632
4312 Newton Street	0102640
0 Newark Road	0102681
0 40th Avenue	0102707
3604 41st Avenue	0103101
3802 Newton Street	0103572
3601 39th Avenue	0107557
4318 Newton Street	0108357
3819 Newark Road	0110130
4305 Newark Road	0110742
4210 Newton Street	0112615
4309 Newark Road	0113415
0 Newark Road	0113654
4100 Newton Street	0116186
3600 42nd Avenue	0116608
3608 41st Avenue	0117218
3603 42nd Avenue	0117358
3814 Newton Street	0120378
3601 43rd Avenue	0120741
4110 Newton Street	0121665
3601 42nd Avenue	0121673
4310 Newton Street	0122341
3816 Newton Street	0125054
4206 Newton Street	0125377
3908 Newton Street	0126524
3903 Newark Road	0128025
3607 40th Place	0129155
3818 Newton Street	0131656
3805 Newark Road	0131862
3803 Newark Road	0131870
3605 40th Place	0133082
4314 Newton Street	0135459
4201 Newark Road	0138446
4311 Newark Road	0139170
4320 Newton Street	0139782
3910 Newton Street	0139824
4322 Newton Street	0141820
3606 41st Avenue	0142976
4102 Newton Street	0143289
4306 Newton Street	0144352
3909 Newark Road	0146852
3609 43rd Avenue	0148254
3606 39th Avenue	0149252
3913 Newark Road	0150664
3602 39th Avenue	0152082
4207 Newark Road	0152579
3904 Newton Street	0153643
3600 39th Avenue	0153783
3600 40th Place	0156364
4315 Newark Road	0158600
4304 Newton Street	0160176
3601 40th Avenue	0160465
3604 43rd Avenue	0163717
3605 42nd Avenue	0164129
3607 42nd Avenue	0164533
4316 Newton Street	0165480
3800 Newton Street	0166181
3823 Newark Road	0168906
3807 Newark Road	0169029
3912 Newton Street	0170878
3817 Newark Road	0173419
3604 42nd Avenue	0173591
3821 Newark Road	0173625
4202 Newton Street	0174136
3604 39th Avenue	0176099
3601 40th Place	0176768
3905 Newark Road	0176925
4302 Newton Street	0177196
3907 Newark Road	0177519
3503 38th Avenue	0179051
3815 Newark Road	0179655
0 Newark Road	0179663
3900 Newton Street	0180257
4303 Newark Road	0181362
4004 Newton Street	0181420
4301 Newark Road	0181750
3600 41st Avenue	0182303
3906 Newton Street	0184788
3602 41st Avenue	0186262
3605 39th Avenue	0186593
4308 Newton Street	0188672
4313 Newark Road	0189654
3602 40th Place	0189852
5003 Quincy Street	0085167
4005 52nd Street	0088112
5207 Annapolis Road	0093880
4007 52nd Street	0097808
5203 Annapolis Road	0097816
3907 52nd Street	0099085
3900 52nd Street	0101493
5001 Quincy Street	0109173

Address	Tax ID
4913 Quincy Street	0109181
3908 52nd Street	0120386
4000 52nd Street	0124982
3900 53rd Street	0126201
4907 Quincy Street	0132811
5303 Annapolis Road	0144345
3906 52nd Street	0148312
4002 52nd Street	0152017
5103 Annapolis Road	0152025
4003 52nd Street	0152033
3908 53rd Street	0153247
5108 Quincy Street	0153460

Address	Tax ID
4000 53rd Street	0155267
3904 52nd Street	0155291
4004 52nd Street	0156513
5017 Quincy Street	0157925
5019 Quincy Street	0157933
4007 53rd Street	0160952
4001 52nd Street	0164772
3911 52nd Street	0164780
3902 52nd Street	0165530
4901 Quincy Street	0165886
5202 Quincy Street	0166892
3905 52nd Street	0166942

Address	Tax ID
3910 53rd Street	0167379
4006 53rd Street	0168385
4002 53rd Street	0168393
5015 Quincy Street	0169383
4905 Quincy Street	0172445
4909 Quincy Street	0172452
5005 Quincy Street	0174912
3902 53rd Street	0177444
3909 53rd Street	0180885
0 53rd Street	0181586
4003 53rd Street	0181594
5106 Quincy Street	2958031

Map 25. Properties to be Reclassified to RSF-A per Strategy LU 6.1 Port Towns Transition Areas



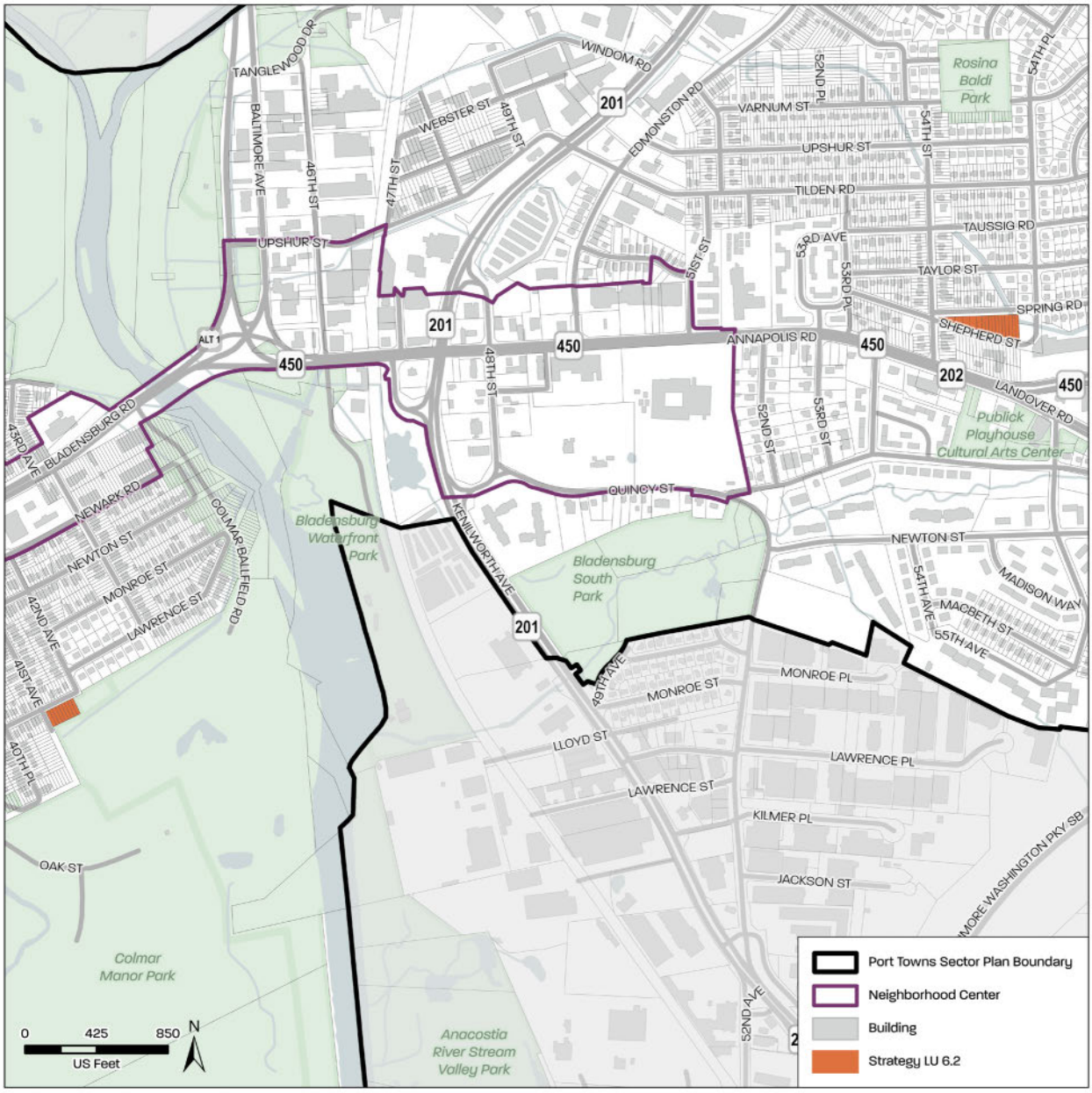
Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Strategy LU 6.2 Develop a variety of context-sensitive medium-high infill residential development of one-, two-, and three-family homes that complement existing single-family neighborhoods. Implement this by reclassifying targeted areas to the RSF-A Zone, as listed in Table 25. See LU 1.1, Map 18, Map 26, and HN 2.5.

Table 25. Properties to be Classified to RSF-A per Strategy 6.2

Address	Tax ID
5407 Spring Road	0099432
0 Shepherd Street	0099440
0 Shepherd Street	0099457
4103 Lawrence Street	0102384
4103 Lawrence Street	0102400
4103 Lawrence Street	0102418
5414 Shepherd Street	0103143
5409 Spring Road	0111054

Map 26. Properties to be Reclassified to RSF-A per Strategy LU 6.2



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

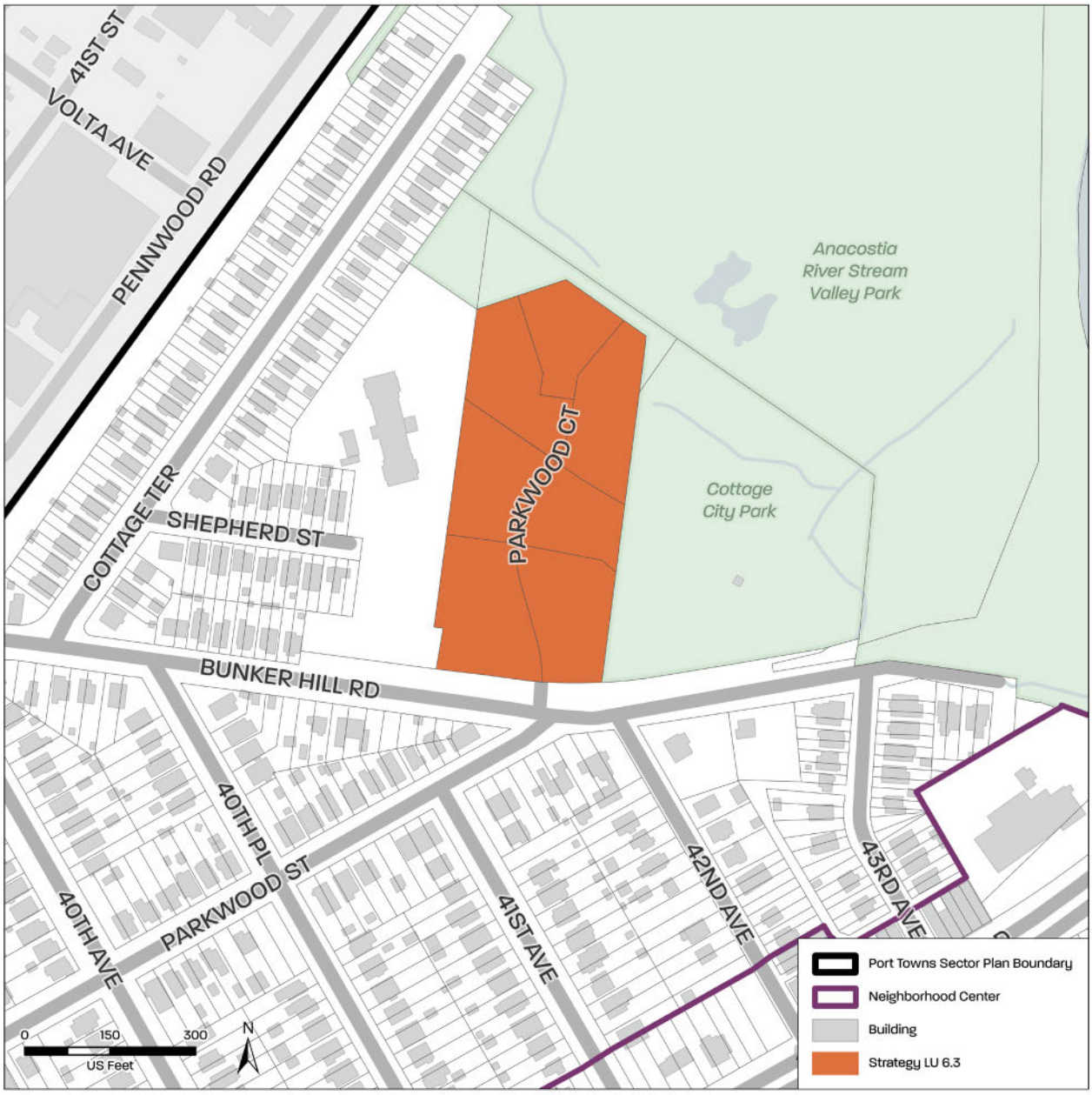
Strategy LU 6.3 Develop medium-high-density residential uses by reclassifying the properties identified in Table 26 and Map 27 below from RSF-A Zone to RMF-20 Zone. See LU 1.1, Map 18, and HN 2.5.

Table 26. Properties to be Reclassified to RMF-20 per Strategy LU 6.3

Address	Tax ID
4001 Parkwood Court	0104273
4003 Parkwood Court	0104281
4005 Parkwood Court	0104299
4007 Parkwood Court	0104307
4009 Parkwood Court	0104315
4011 Parkwood Court	0104323
4013 Parkwood Court	0104331
4015 Parkwood Court	0104349
4004 Parkwood Court	0104356
4006 Parkwood Court	0104364
4008 Parkwood Court	0104372
4010 Parkwood Court	0104380
4012 Parkwood Court	0104398
4014 Parkwood Court	0104406
4016 Parkwood Court	0104414
4018 Parkwood Court	0104422
4020 Parkwood Court	0104430
4101 Parkwood Court	0104448
4103 Parkwood Court	0104455
4105 Parkwood Court	0104463
4107 Parkwood Court	0104471
4109 Parkwood Court	0104489
4100 Parkwood Court	0104497
4102 Parkwood Court	0104505
4104 Parkwood Court	0104513
4106 Parkwood Court	0104521
4108 Parkwood Court	0104539

Address	Tax ID
4110 Parkwood Court	0104547
4112 Parkwood Court	0104554
4114 Parkwood Court	0104562
4161 Parkwood Court	0104570
4163 Parkwood Court	0104588
4165 Parkwood Court	0104596
4167 Parkwood Court	0104604
4169 Parkwood Court	0104612
4171 Parkwood Court	0104620
4131 Parkwood Court	0104653
4133 Parkwood Court	0104661
4135 Parkwood Court	0104679
4137 Parkwood Court	0104687
4139 Parkwood Court	0104695
4141 Parkwood Court	0104703
4143 Parkwood Court	0104711
4145 Parkwood Court	0104729
4147 Parkwood Court	0104737
4149 Parkwood Court	0104745
4140 Parkwood Court	0104752
4142 Parkwood Court	0104760
4144 Parkwood Court	0104778
4146 Parkwood Court	0104786
4148 Parkwood Court	0104794
4150 Parkwood Court	0104802
4152 Parkwood Court	0104810

Map 27. Properties to be Reclassified to RMF-20 per Strategy LU 6.3



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Opportunity Sites

OPPORTUNITY SITES A-G

Policy LU 7 Create a series of opportunity sites (A-G) within Port Towns, where higher-intensity land uses and mixed-use redevelopment are concentrated in compact and well-connected development patterns. See TM 1.1 and TM 2.

Strategy LU 7.1 Promote a higher density mix of uses at key locations, incorporating both horizontal and vertical integration.

Strategy LU 7.2 Preserve viable existing sites and buildings, seamlessly blending them with new development. See HD 7.

Strategy LU 7.3 Support infill and mixed-use redevelopment in targeted areas by leveraging existing zoning tools and exploring new incentive-based strategies such as density bonuses, parking reductions, and expedited reviews for projects that align with the Prince George's County Zoning Ordinance and achieve a high quality of life through development.

Strategy LU 7.4 Encourage the use of the Planned Development (PD) Zones within the opportunity sites to achieve desired amenities including, but not limited to, high-quality streetscapes, innovative stormwater management facilities, additional on-site tree preservation, and the provision of below-market-rate housing. See Planned Development (PD) Zones callout box.

SITE A: PORT TOWNS SHOPPING CENTER

Strategy LU 7.5 Redevelop this site with a variety of housing types, including mixed-use multifamily buildings that consist of commercial and service uses on the ground floor, and residential above. See EP 4.4 and HN 8.1.

SITE B: BUCHANAN STREET INDUSTRIAL AREA

Strategy LU 7.6 Construct a mix of uses to facilitate the development of a "Maker District" that supports a live/work environment, as shown on Map 18, LU 1.1, and HN 8.2.

Strategy LU 7.7 Implement by reclassifying the properties listed in Table 23 and shown on Map 24 into the Industrial, Employment (IE) Zone.

Strategy LU 7.8 Amend the Zoning Ordinance to include development standards for adding storefronts to "Maker District" uses to activate streets, on-street parking along storefronts, and locating off-street parking to the sides and back of primary buildings.

SITE C: RESIDENTIAL INFILL ALONG DECATUR STREET

Strategy LU 7.9 Construct medium-high density residential infill at this opportunity site, allowing for a diversity of housing choices shown in the residential infill conceptual design and as shown on the Future Land Use Map (see LU 1.1 and Map 18). Implement this by reclassifying properties listed in Table 27 to support infill development. See also Map 28 and HN 8.3.

SITE D: PEACE CROSS INDUSTRIAL AREA

Strategy LU 7.10 Provide opportunities for sustainable mixed-use development near the Peace Cross, as shown in the sponge city conceptual design. See LU 1.1, Map 18, and LU 4.2.

Strategy LU 7.11 Repurpose surplus land and vacated rights-of-way from roadway realignment to implement the Sponge City concept at Site D, incorporating parks, plazas, and improved pedestrian access.

Map 28. Properties to be Reclassified to RSF-A per Strategy LU 7.9



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Table 27. Properties Subject to LU 7.9

Address	Tax ID
5407 Decatur Street	3463163
5415 Decatur Street	3463197
5322 Chesapeake Road	3463189
5409 Decatur Street	3463171
5423 Decatur Street	3171030

SITE E: EASTGATE INDUSTRIAL CENTER

Strategy LU 7.12 Establish a landmark building at the western edge of the site to define the gateway into Port Towns, incorporating high-quality architecture that reflects the community's character. Create a community anchor facility at the western edge, such as community and recreational use, "Maker District," and retail, to serve both neighborhood and regional users.

Strategy LU 7.13 Develop a mixed-use core along US 1 Alt (Bladensburg Road), with commercial and retail spaces at the ground level, transitioning to a range of housing types toward the eastern edge along Dueling Creek Greenway. See LU 1.1, Map 18, HD 10.7, and HN 8.5.

SITE F: PUBLICK PLAYHOUSE AND VICINITY

Strategy LU 7.14 Preserve the wooded area to the west of Publick Playhouse as a community amenity and park. The site (Parcels 111 and 112, Tax Account 0163543 and 0163550) is currently owned by M-NCPPC. See LU 2 and LU 2.1.

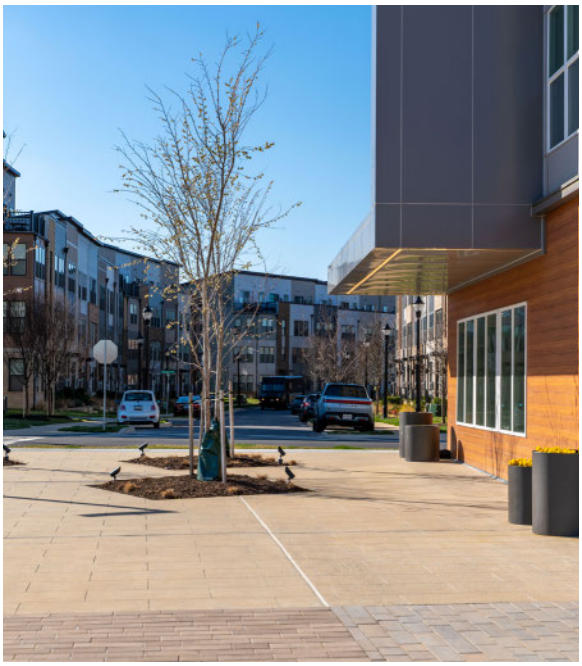
Strategy LU 7.15 Support a diverse mix of uses around the Publick Playhouse, including arts-focused businesses, restaurants, retail, and residential options to reinforce its role as a cultural and community anchor. See HN 8.6.

SITE G: PORT OF BLADENSBURG SHOPPING CENTER

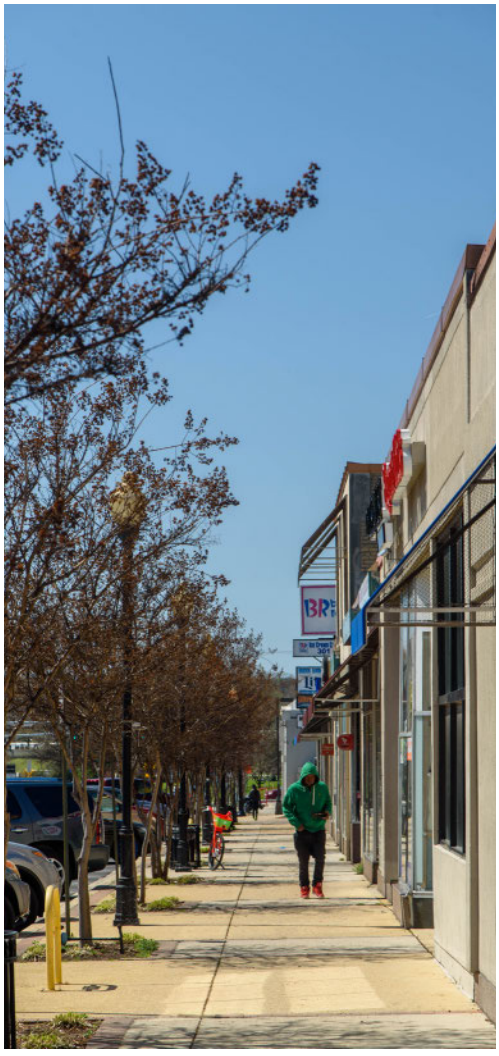
Strategy LU 7.16 Introduce a range of housing options, such as townhomes, duplexes, live/work units, etc., to diversify the area's housing stock and ensure a smooth transition from commercial to residential uses that complement the character of 51st Street and Taylor Street. Consider the following parcels: Tax Accounts 0091439; 0114850; 0114868; 0114876; 0114884; 0133108; 0133116. See HN 8.7.

Strategy LU 7.17 Revitalize the area around the intersections of MD 201 (Kenilworth Avenue), MD 769 B (Edmonston Road), and MD 450 (Annapolis Road) to create a neighborhood commercial node. See LU 4 and LU 4.2.









PHOTOS BY M-NCPPC

Section V
Economic Prosperity

Plan 2035 Economic Prosperity Goal

PRINCE GEORGE'S PLAN 2035

Create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.

Sector Plan Economic Prosperity Goal

Port Towns Sector Plan and SMA

Strengthen a diverse local economy that celebrates cultural heritage, supports entrepreneurship, and fosters innovation.

Figure 25. What We Heard



* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning processes.

Existing Conditions Summary

Historical Context

The sector plan area is in the heart of the Washington, D.C. metropolitan statistical area (MSA), which has one of the strongest economies in the nation. The current business and development landscape seen within Port Towns started in the mid-to late nineteenth century. The development of the streetcar and railroad led residents to move from Washington, D.C., into neighboring communities. Single-family homes were built along major transportation routes and new development continued sprawling eastward.

The shift to plan for the automobile largely changed the development landscape away from the original eighteenth-century plan to what is visible today. This new development pattern included subdivisions that relied on major transportation corridors for shopping and getting around. As a result, the area saw commercial development catered to automobiles, such as service stations, to meet the needs of travelers and surrounding subdivisions.[283]

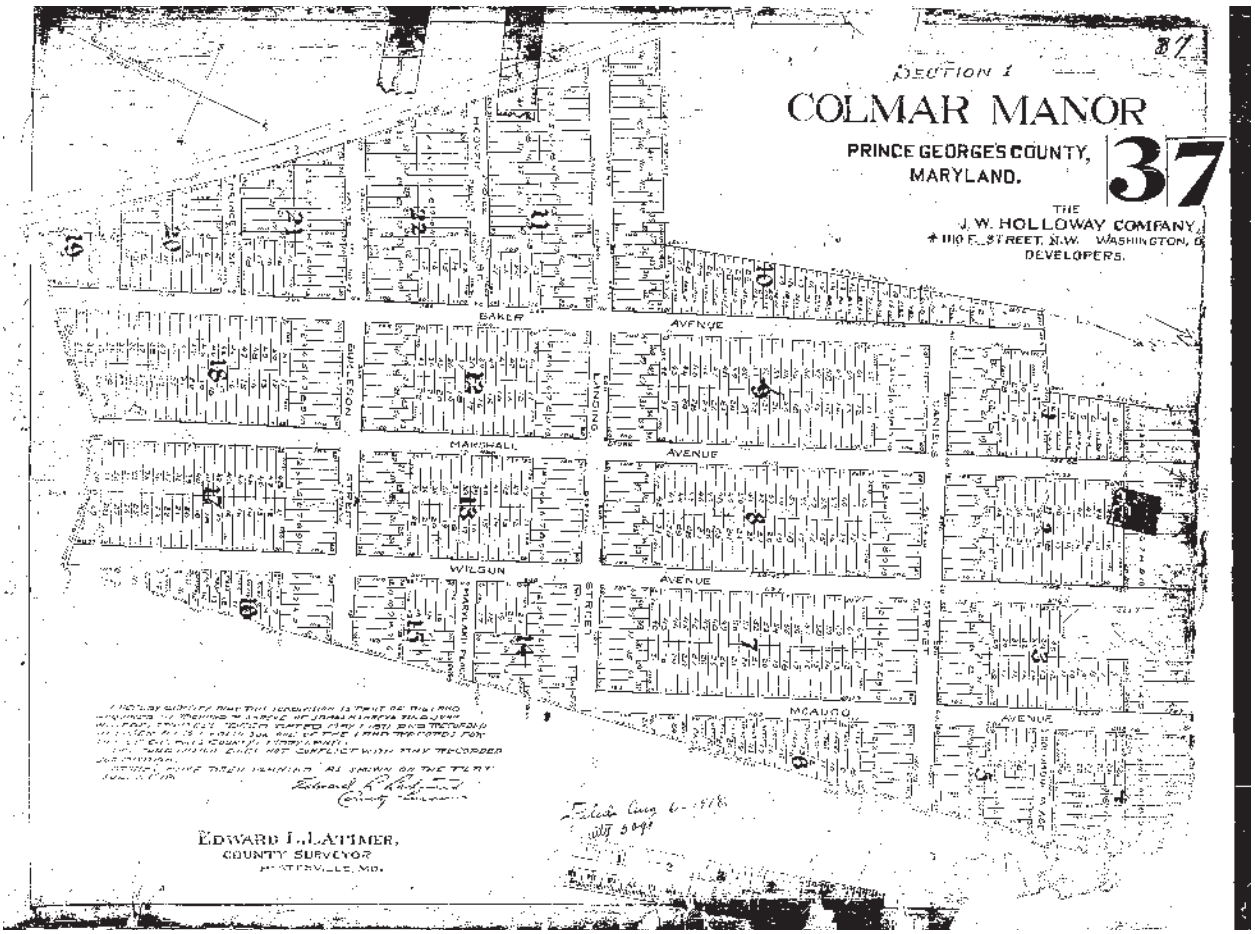


IMAGE FROM PRINCE GEORGE'S COUNTY CIRCUIT COURT

Figure 26. Occupation and Median Earnings[292]

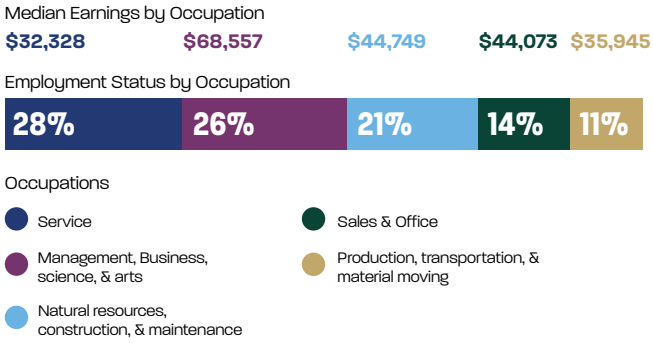


Figure 27. Jobs by Worker Educational Attainment[295]

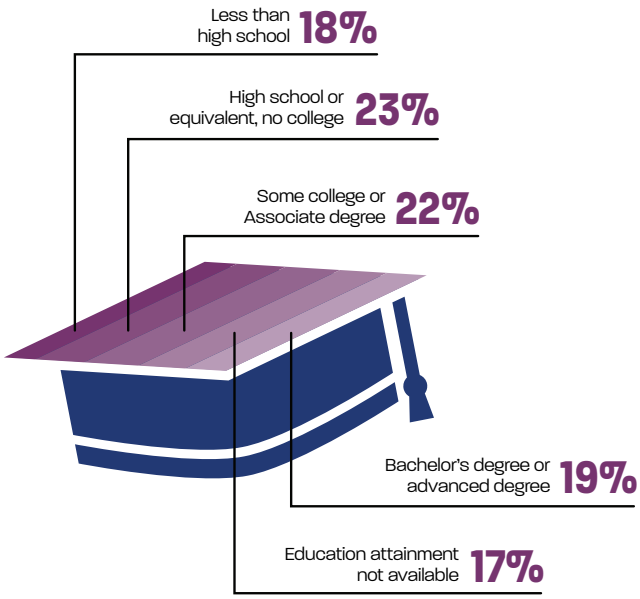
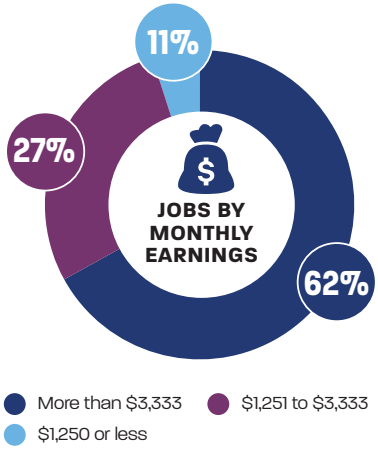


Figure 28. Jobs by Earnings[295]



By the mid-1950s, the Baltimore-Washington Parkway opened and redirected trips away from Port Towns, leaving these corridors to serve "... basic local and regional needs of its surrounding communities requiring gas, auto repairs, and items from the convenience stores."[283] Homes originally built along these corridors due to the railroad and streetcar were rehabilitated for commercial use but maintain their residential architecture, which is still evident today.[283]

These events have helped contribute to what the Port Towns community has described as a pass-through town in need of a unified, recognizable identity and a distinct sense of place. The majority of the area's commercial establishments are along six major corridors (see Map 29), and the industrial establishments are concentrated into three areas (see Map 30).

Retail Market

The retail market refers to retail, eating and drinking establishments, and neighborhood services. Approximately half (51%) of Port Towns' retail establishments are food, drug, or convenience stores, followed by a high concentration of professional and personal establishments, and vehicle-related businesses are interspersed throughout. The following paragraphs summarize the key characteristics of these corridors from a retail and food/drink market perspective.

DEFINITIONS

Retail: Brick-and-mortar establishments for purchasing consumer goods.[303]

Eat/Drink: Establishments where customers can purchase freshly prepared foods; sit-down restaurants, fast food restaurants, and bars or nightclubs are all examples.[303]

Neighborhood Services: Establishments used by residents for essential personal or professional services; examples include banks, fitness centers, and recreational facilities.

RETAIL MARKET[328]

242
Commercial Businesses

3.3%
Vacancy

$20-$25
Rent per Square Foot

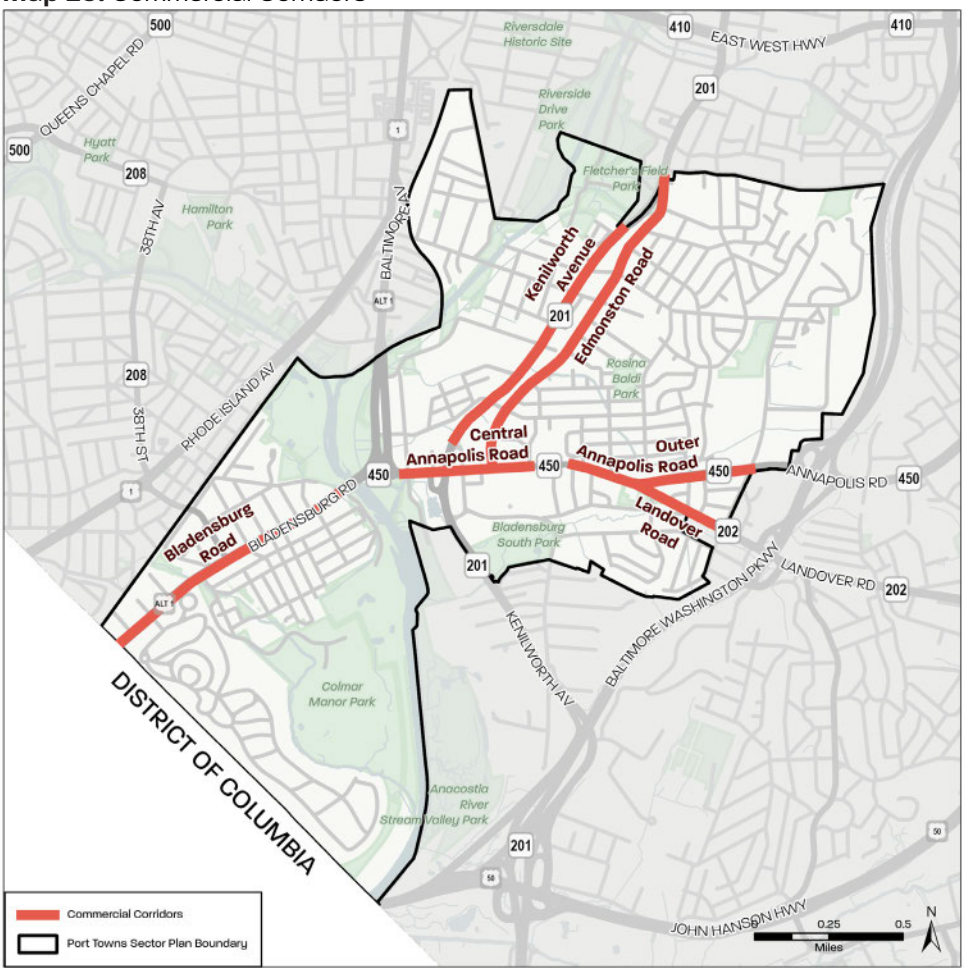
TOP 3 BUSINESS CONCENTRATIONS

Retail

Personal/Business Services

Eat/Drink

Map 29. Commercial Corridors[303]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Port Towns' commercial corridors have a low vacancy rate, indicating it is an attractive and competitive location that can accommodate additional neighborhood-serving commercial space over the next ten years

The exact amount of additional retail, eating and drinking, and community service square footage depends on the amount of new housing development and how well Port Towns can market and fortify its existing commercial nodes and centers.

This is because retail stores and restaurants typically want to locate where there is an assortment of establishments targeting the same market. Therefore, drawing in new retail stores at existing nodes with marketing, branding, and placemaking will help strengthen the overall appeal of locating in Port Towns.

DEFINITIONS

Class A Office: office space characterized by quality construction and state-of-the-art amenities in transit- accessible locations; examples in Prince George's County include the office construction near the New Carrollton, College Park, and Landover Metro Stations.[303]

Class B Office: office space that is fully functional but does not have the amenities or locational advantages of Class A spaces.[303]

Class C Office: office space that is typically older and generally of lower quality in terms of condition, amenities, and location.[303]

Personal service establishments: in-person businesses that offer services for individuals to purchase; examples include barber shops, beauty salons, and laundromats.

Business service establishments: businesses that offer services for other businesses to purchase; examples include advertising, accounting, or computer services.

OFFICE MARKET[303,331]



40
Office Buildings



167,810
Total Square-Feet



$25.54
Average Asking Rent Per Square Foot



77%
of Office Buildings are Under 5,000 Square Feet

Office Market

Port Towns is also an attractive office location for businesses serving the local population and region, as demonstrated by low vacancies and competitive rental rates. Tenants mostly include industries that service the local population, such as real estate, medical, and other services. There are very few jobs in the industries of finance and insurance, professional/scientific/technical services, or company management. This indicates that the residential market drives the demand for office space serving the nearby communities.

Since office demand will mostly come from service-oriented businesses benefiting the local population, office users will value locations convenient to Port Towns residents, such as ground-floor commercial in new-mixed use development or in existing shopping centers along major commercial corridors. New office space may also be realized through the adaptive reuse of current industrial space or new office construction.

Table 28. Port Towns Office Demand Projection[303]

	2024	2034
New Household Projection	1,119	1,359
Office Space Sq Ft/Household	27	30
Total Office Space (Sq Ft)	30,000	41,000

Industrial Market

Port Towns industrial establishments are concentrated in three areas and are successful due to their proximity to Washington, D.C. and highway access. See Map 30. Overall, Port Towns' industrial areas are older than and have relatively small sites compared to modern industrial parks.

DEFINITION

Last-mile location: the final mile of a delivery or transportation destination; it is the distance between the ultimate destination of a person or good and the last stop of the main transportation system or logistics warehouse.[134,316]

INDUSTRIAL MARKET[303]

PORT TOWNS PLAN AREA

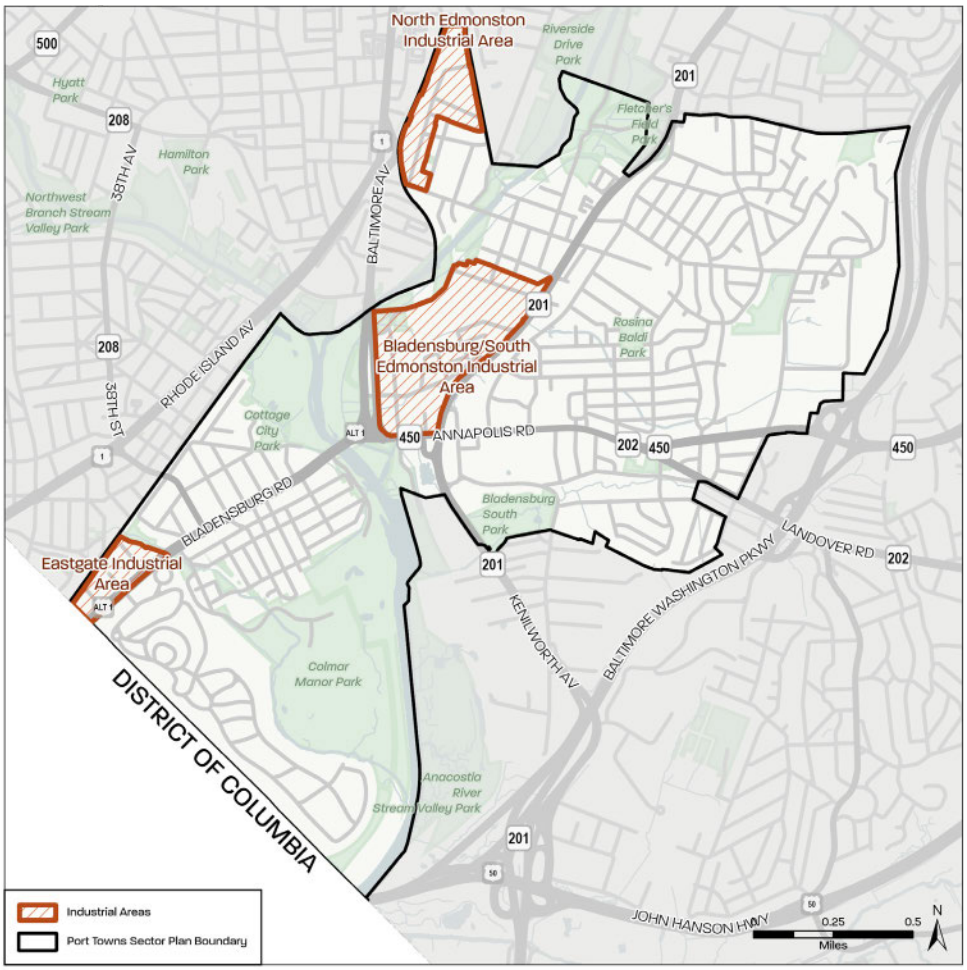
117
Industrial Buildings

1,965,657
Total Square-Feet

9.7%
Vacancy

64%
of buildings constructed before 1970

Map 30. Port Towns Industrial Areas[303]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

NORTH EDMONSTON INDUSTRIAL AREA[303]

70
Businesses

740
Jobs

$10.81-$12.92
Average Rent per Square Foot

BLADENSBURG/SOUTH EDMONSTON INDUSTRIAL AREA[303]

105
Businesses

1,400
Jobs

$10.31-$12.44
Average Rent per Square Foot

EASTGATE INDUSTRIAL AREA[303]

22
Businesses

128
Jobs

$8-$9.88
Average Rent per Square Foot



PHOTO BY M-NCPPC

These industrial areas are well-positioned for a diverse range of businesses, including:[303]

- Third-party logistics providers seeking small distribution facilities for local deliveries
- Small-scale manufacturers specializing in niche or custom products
- Artisanal producers such as microbreweries
- Trade and construction service companies
- Fitness and recreational facilities
- Retail showrooms
- Maker spaces
- Technology-driven operations focused on production, testing, and repair

Many of these businesses are open to leasing older industrial properties to take advantage of more affordable rents compared to newer developments.

The Market Analysis estimates a potential 40,000 square feet of new industrial space over the next decade. However, Port Towns may experience a net decrease in industrial supply due to the adaptive reuse of existing industrial buildings or the redevelopment of existing industrial property to other uses.

CONCLUSION

Port Towns has a lot to offer with an advantageous location near retail, transit, and job centers and numerous recreational, cultural, environmental, and civic anchors. The area has the potential to thrive as a Neighborhood Center and community destination if efforts are made through placemaking and marketing to fortify its existing commercial nodes and centers. The following policies and strategies aim to fortify its centralized commercial hubs by celebrating its cultural heritage and channeling innovation through revitalized industrial spaces.



PHOTO BY M-NCPPC

Policies and Strategies

Areawide

Policy EP 1 Attract new businesses and employers by leveraging existing County and state incentive programs. See Appendix F.

Strategy EP 1.1 Partner with and provide technical assistance to the Bladensburg, Cottage City, Colmar Manor, Edmonston (BCCE) Port Towns Collaborative, once established, to support them in becoming a pillar for Port Towns' revitalization that takes a lead in implementing the sector plan.

Strategy EP 1.2 Leverage Port Towns' Sustainable Community designation and utilize the available resources outlined in their toolbox for community development and revitalization. See Appendix F.

Strategy EP 1.3 Advocate for Port Towns' development by fostering collaboration with neighboring communities such as Brentwood, Hyattsville, and Cheverly. Promote the region as a whole and work together to secure resources and funding for mutual benefit.

Strategy EP 1.4 Appoint a Port Towns Manager to support BCCE Port Towns Collaborative and oversee the day-to-day execution of the sector plan. See Port Towns Manager Role on next page.

COMMUNITY DEVELOPMENT CORPORATIONS

Community Development Corporations (CDCs) are non-profit entities that support neighborhoods, cities, and regions with programs that aid affordable housing, economic development, and other social services.[62] The way each program operates varies across different CDCs, with each working to meet the specific needs of its community. CDCs do not have specific legal definitions and can be formed by groups of residents, business owners, or church congregations.

The Prince George's County Planning Department's Planning Assistance to Municipalities and Communities (PAMC) funds expert assistance to assist municipalities with community planning projects. Port Towns or the BCCE can apply to receive assistance with the operation and initiatives of this non-profit.

PORT TOWNS MANAGER ROLE

To effectively implement the sector plan recommendations, it is essential to establish a dedicated position alongside the BCCE Port Towns Collaborative. This Port Towns Manager role will focus on coordinating and driving the plan's initiatives, including supporting local businesses, attracting investment, organizing events, and enhancing the area's appeal through marketing and design improvements. Serving as a liaison among key stakeholders—including the four towns, the BCCE Port Towns Collaborative, M-NCPPC, and state agencies—the position will manage budgets, oversee strategic initiatives, secure grant funding, and ensure alignment of efforts to foster a thriving and dynamic community.

Policy EP 2 Strengthen local entrepreneurship and small, local, and underrepresented-owned business development.

Strategy EP 2.1 Evaluate the potential of rent subsidies and other financial support to help small, local, and underrepresented-owned businesses stay in their current location.

Strategy EP 2.2 Provide shared facility/incubator space for local start-up businesses, especially those within the Bladensburg/South Edmonston and North Edmonston industrial areas.

Strategy EP 2.3 Work with developers to include micro-storefronts on the ground floor of mixed-use buildings, especially along major commercial corridors.

Strategy EP 2.4 Collaborate with local businesses and community organizations to promote local food hubs that emphasize the diversity of the community (e.g., the area around MD 450 (Annapolis Road) and MD 769 B (Edmonston Road)) as attractions, enhancing their visibility and drawing visitors from the region.

Strategy EP 2.5 Partner with local businesses to launch a Port Towns "Restaurant Week" that highlights diverse dining options and promotes local eateries.

Strategy EP 2.6 Establish a "buy local" program to encourage consumers to support local farmers and other merchants.

Strategy EP 2.7 Partner with the BCCE Port Towns Collaborative, once established, to provide workshops for local entrepreneurs, such as business planning, marketing, expansion, and financial management.

CASE STUDY: PROSPER PORTLAND'S AFFORDABLE COMMERCIAL TENANTING PROGRAM[17]

During Port Towns' public outreach, residents noted the desire for revitalization but also shared concerns that new investment in the area would displace existing residents and businesses. There are numerous agencies, programs, and policies that help with anti-displacement within Prince George's County and the nation. The following is a program the area can consider to bolster existing anti-displacement efforts.

The city of Portland developed an agency called Prosper Portland that aims to build an equitable economy.[8] One of the agency's initiatives addresses rapidly rising commercial rents with the Affordable Commercial Tenanting Program which helps serve as an important tool for anti-displacement. The program prioritizes businesses "...led by owners who are diverse in terms of race, gender and other demographics typically underrepresented in the business community, and who provide needed business services to the local community."[215]

Alberta Commons is one example that benefits from this program. This development is an urban retail shopping center whose construction team was "...an African-American, family-owned business located in the neighborhood..." which is partially what makes this case study worth highlighting.[22] It serves as an example that local businesses can benefit throughout the redevelopment process. After development was complete, leases were given priority to underrepresented-owned local businesses.[22] In addition, tenants were provided an "improvement allowance and/or reduced rates, [the] opportunity to build community among tenants, and connections to business-building resources."[22]

Strategy EP 2.8 Conduct a survey to identify and prioritize programs that would benefit small businesses and local entrepreneurs.

Strategy EP 2.9 Empower local makers and small businesses by organizing artisan markets and providing incentives for unique ventures like craft breweries or food halls.

Policy EP 3 Foster economic prosperity through unified marketing and branding initiatives to elevate the visibility of Port Towns. See PM 1.

Strategy EP 3.1 Generate marketing materials and targeted campaigns highlighting local businesses to draw in investment opportunities. See PM 1.

Strategy EP 3.2 Develop a strong media presence—both digital and print—for the BCCE Port Towns Collaborative to educate the public on its mission and progress.

Strategy EP 3.3 Launch a public relations campaign to share updates on the sector plan and its implementation, ensuring the community stays informed and engaged.

Strategy EP 3.4 Market Port Towns' diverse culinary offerings, emphasizing local food hubs as key cultural landmarks. See HD 1.

PLACE BRANDING FOR ECONOMIC GROWTH

A cohesive, recognizable community brand is critical to attracting new residents, investors, businesses, and visitors to an area. Creating a brand takes time and requires careful coordination and balancing of opinions. Port Towns acts as a gateway into Prince George's County and is the union of four towns, which share a rich history while each having something unique to offer. The municipalities, stakeholders, property and business owners, and residents must work collaboratively, over time, to identify the best brand that will market this area to the next generation of residents, workers, businesses, students, and visitors.

Policy EP 4 Revitalize commercial corridors and hubs to create vibrant, walkable spaces that attract neighborhood-serving businesses.

Strategy EP 4.1 Leverage existing revitalization programs to improve the façade of buildings along commercial corridors (see Map 29), in identified industrial areas (see Map 30), opportunity sites (see Map 8), and within the Neighborhood Center boundary (see Map 7).

Strategy EP 4.2 Attract new patrons by partnering with vendors and other entities to develop temporary commercial, retail, and entertainment uses in underused public spaces along identified corridors in Map 29. See also Case Studies on Pop-up Holiday Markets on next page.



PHOTO BY M-NCPPC

RETAIL REVITALIZATION GUIDE FOR PRINCE GEORGE'S COUNTY

Prince George's County has an interactive online tool aimed at encouraging reinvestment and empowering stakeholders to take advantage of different County opportunities and resources. This ultimate revitalization guide for property owners, decision-makers, and investors can be accessed at www.pgcrrguide.com. See Appendix F.

Pop-up Holiday Markets

CASE STUDY: CHRISTMAS VILLAGE AT INNER HARBOR

Since 2013, West Shore Park in Baltimore's Inner Harbor has been home to the Christmas Village. The event is based on the historic Christmas markets of Germany and features over 60 vendors from both the local area and Europe. It has been named one of the best Christmas markets in the United States and partners with the city each year to turn the Inner Harbor into a festive holiday destination.[56]





PHOTO BY M-NCPPC

CASE STUDY: DOWNTOWN DETROIT HOLIDAY POP-UP MARKET

Every year, Detroit turns Cadillac Square, a local park, into a pop-up holiday market that offers micro-storefronts to small business owners.[51,75] This event is highly anticipated and transforms the park into a winter wonderland with numerous activities that draw in visitors and create a sense of community.



PHOTO BY M-NCPPC

Strategy EP 4.3 Activate the public realm and parking lots by allowing eating and dining establishments to increase outdoor seating in parking stalls. See Parklets box on following page.

Strategy EP 4.4 Place neighborhood-focused retail and services on the ground floor of mixed-use buildings.

Strategy EP 4.5 Improve streetscape retrofits with public art and cultural installations, landscaping, and lighting that reflect local history and identity, attract tourists, and enhance the community's sense of place. See TM 6 and HD 6.5.

Strategy EP 4.6 Create themed trails to connect attractions such as historic sites and food destinations that engage visitors and support local businesses. See HD 3.

Strategy EP 4.7 Expand the opportunity to attract new businesses through targeted infill that maximizes the potential of underutilized land along commercial corridors and hubs. See LU 5.1

Policy EP 5 Foster innovative and sustainable development within industrial areas while preserving the Port Towns' industrial character.

Strategy EP 5.1 Develop a comprehensive inventory of parcel ownership structures in industrial areas to track lease expirations.

Strategy EP 5.2 Reprogram industrial areas, where appropriate, to expand nightlife options and cultural activities, including public art, art galleries, theaters, and outdoor eateries. See LU 5.5.

Strategy EP 5.3 Conduct a focused study to evaluate and document potential underutilized industrial sites for redevelopment.

Strategy EP 5.4 Utilize the inventory from the focused study to convert vacant or underused buildings for:

- Conversion to indoor (controlled-environment) farming operations including, but not limited to, microgreens, hydroponics, and aquaponics;
- A shared-use food processing and distribution facility, which may include space for training/workshops, cold storage, washing/chopping, packaging, and a commercial kitchen; or
- Revitalization, such as a food hall, brewery, roastery, or similar opportunities to make this area an attraction.

Strategy EP 5.5 Integrate live-work facilities and the development of local food options into infill and redevelopment in industrial areas.

Policy EP 6 Encourage the integration of urban farming and agriculture opportunities as part of Port Towns' economic market and vitality. See HC 2, HC 4, and HC 6.

Strategy EP 6.1 Launch a targeted economic development initiative to advance hydroponics and vertical farming by engaging community partners, local businesses, and educational institutions.

Strategy EP 6.2 Provide technical assistance, funding opportunities, and workforce training programs to encourage adoption and scalability of farming operations, including but not limited to microgreens, hydroponics, and aquaponics.

Strategy EP 6.3 Research and pilot innovative market, grocer, and dining models that incorporate "farm-to-table" concepts.

Strategy EP 6.4 Work with local entrepreneurs, policy-makers, and food industry stakeholders to create business incentives, streamline regulatory processes, and promote access to fresh, healthy foods for residents.

Strategy EP 6.5 Partner with the University of Maryland and Beltsville Agricultural Resource Center to develop a program to train indoor farmers in mechanical systems and plant science.

Strategy EP 6.6 Collaborate with Prince George's Community College Culinary Arts Center, University of Maryland, and Beltsville Agricultural Resource Center to offer food preparation workshops and classes.

Strategy EP 6.7 Develop financial incentives for design and construction of new facilities; retrofit, reuse, or rehabilitation of existing facilities; and purchase of refrigeration or other equipment to support the growing, processing, or distribution of fresh produce and healthy food.

Parklets

"During the 19th century, streets and sidewalks in America's central-city areas were vibrant social spaces hosting activities like street peddling, display of wares, and public speaking."[141]
The shift to plan for the automobile largely changed the public realm away from people and toward vehicles. Today, many U.S. cities, including Port Towns, have an abundance of pavement from wide roads and a sea of parking lots, making spaces autocentric and not pedestrian-friendly.

Recently, people across the nation started reclaiming public space from automobiles through initiatives like parklets. "Parklets are typically created by building a platform on the pavement to extend the sidewalk space and retrofitting it with benches, planters, tables and chairs, umbrellas, and bike racks."[141]



PHOTO BY M-NCPPC

Some may recognize parklets from Park(ing) Day, which takes place on the third Friday of September and is celebrated nationally. Others may recognize the use of parklets to keep restaurants open during the COVID-19 pandemic while complying with social distancing requirements.

"In planning for a more sustainable and equitable post-pandemic world, rebalancing urban space has taken center stage."[126]

PARKLETS IN PORT TOWNS

Parklet case studies typically consist of installations in public spaces, such as on-street parking stalls or public streets closures. Since Port Towns' thoroughfares consist of state highways and already pose safety concerns for pedestrians, this concept could be applied to private spaces, such as parking lots. Working in partnership with shopping centers and eating/drinking establishments, it is possible to reclaim space from automobiles and create dedicated pedestrian-oriented spaces.

Adding parklets throughout Port Towns can be a powerful tool to help build support and make changes toward becoming a more walkable and vibrant area. The use of parklets can help meet the following goals:

- Create vibrancy visible from the street.
- Allow businesses additional space for revenue.
- Showcase that parking will still be available for patrons.
- Act as a temporary pilot to gain positive momentum for permanent change.

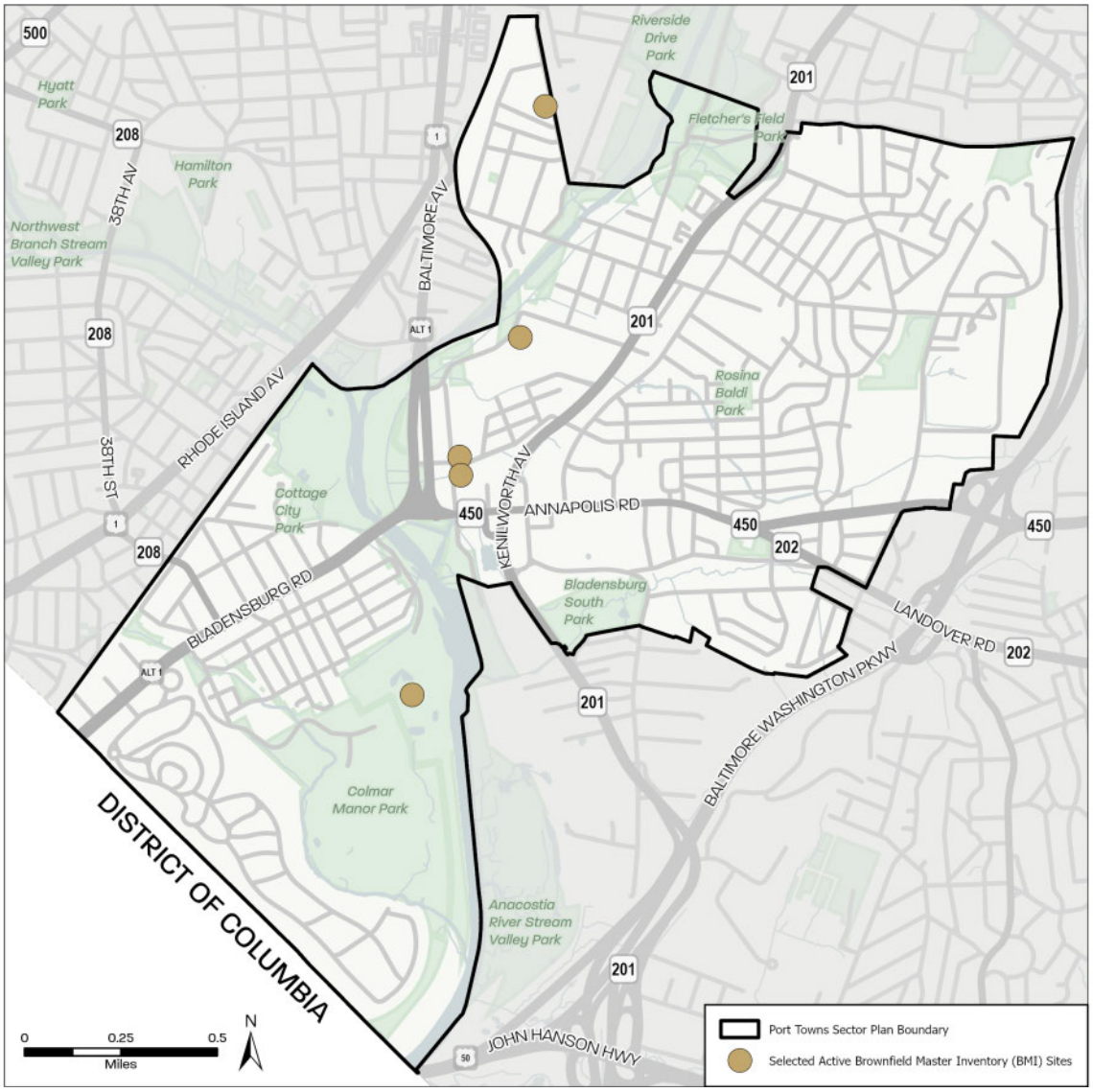
Policy EP 7 **Evaluate the development potential of brownfield sites in alignment with the vision for opportunity sites and take steps to make them shovel-ready for redevelopment.**

Strategy EP 7.1 Conduct Phase I & II ESA, test for contamination, and survey hazardous materials. Engage environmental agencies (including County, state, and federal agencies), secure approvals, and follow cleanup laws.

DEFINITION

Brownfield: Property whose redevelopment or reuse may be affected by the presence of pollutants, hazardous substances, or contaminants. It is typically a former heavy industrial site.[46]

Map 31. Brownfield Sites*,[82]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I. Maryland Department of the Environment, Environmental Restoration Redevelopment Program Brownfields Site Inventory List and Planned Future Action, accessed March 2025, https://mde.maryland.gov/programs/Land/MarylandBrownfieldVCP/Documents/www.mde.state.md.us/assets/document/ERRP%20Site%20Inventory%20List.pdf.

* The Peace Cross Site (Tax Account: 0155309), bordered by 46th St and the railroad tracks, was in the Brownfield Inventory and EPA's Superfund Database but is now archived, with no remaining contaminants. It is not a Land Restoration Program site and has been removed from the Master List.

Strategy EP 7.2 Develop a cleanup and monitoring plan, including a robust health and safety plan, to remediate soil and water, remove hazardous materials, and evaluate project performance.

Strategy EP 7.3 Secure funding (grants, tax incentives), obtain liability protections, and get environmental insurance. See Appendix F.

Strategy EP 7.4 Facilitate public-private partnerships to share risk and cost of remediation and apply for funding to remediate.

Strategy EP 7.5 Assess infrastructure needs, create site fact sheets for mitigation measures, and involve stakeholders to communicate development potential.

Opportunity Sites

Policy EP 8 Revitalize strategic commercial hubs (Opportunity Sites A-G) into thriving, walkable destinations for surrounding neighborhoods and the region through food innovation, creative industry support, and strategic redevelopment.

OPPORTUNITY SITES A – G

Strategy EP 8.1 Help finance parking garages, to meet on-site parking requirements, through targeted public-private partnerships, effective funding/financing strategies, and financing mechanisms. See Appendix F.

Strategy EP 8.2 Create a public-private partnership to develop a local food and beverage entrepreneur incubator space that includes a community commercial kitchen, business planning support, and co-working space.

Strategy EP 8.3 Expand financial, technical, and marketing assistance for entrepreneurs. See Appendix F.

Strategy EP 8.4 Work with property owners and developers during the application process to encourage the integration of local and neighborhood-based commercial uses, including food options, into redevelopment proposals.

Strategy EP 8.5 Partner with developers and property owners to implement mixed-use development strategies and site activation initiatives.

Strategy EP 8.6 Secure funding for public space enhancements, pedestrian improvements, and environmental restoration through public-private partnerships and grant opportunities.

OPPORTUNITY SITE B

Strategy EP 8.7 Create targeted marketing campaigns to spotlight local businesses and civic organizations within the industrial "Maker" area.

Strategy EP 8.8 Develop a co-op and farm-to-table cluster around ECOCity Farms within the industrial "Maker" area, leveraging the Port Towns branding initiative for marketing and visibility. See PM 1.

Strategy EP 8.9 Co-locate a Food Hub, a site for aggregation, processing, and distribution, within an industrial "Maker" area.

Strategy EP 8.10 Encourage development of dedicated studio spaces, live-work units, and supporting retail outlets to directly support local artists.

Strategy EP 8.11 Identify and evaluate additional warehouse properties for redevelopment as part of a broader initiative.



PHOTO BY M-NCPPC

OPPORTUNITY SITE E

Strategy EP 8.12 Establish a community anchor facility at the western edge, such as community and recreational use, "Maker District," and retail, to serve both neighborhood and regional users.

OPPORTUNITY SITE F

Strategy EP 8.13 Support a diverse mix of uses around the Publick Playhouse, including arts-focused businesses, restaurants, retail, and residential options to reinforce its role as a cultural and community anchor.

OPPORTUNITY SITE G

Strategy EP 8.14 Retain and enhance existing anchor businesses, such as the grocery store, while introducing restaurants and retail that reflect the cultural diversity of the area. See EP 2.1 and EP 4.7.

Section VI
Transportation and Mobility

Plan 2035 Transportation and Mobility Goal

PRINCE GEORGE'S PLAN 2035

Provide and maintain a safe, affordable, accessible, and sustainable multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.

Sector Plan Transportation and Mobility Goal

Port Towns Sector Plan and SMA

Enhance the existing interconnected and multimodal transportation network and reduce dependence on motor vehicles while supporting mobility and improving access to destinations, services, amenities, and green spaces within and beyond the Port Towns area.

Figure 29. What We Heard



*What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

Existing Conditions Summary

The sector plan area features vital state and regional transportation routes and bustling commercial corridors in Prince George's County, showcasing and reflecting the dynamic character of the County's inner-ring suburban communities. US 1 Alt (Bladensburg Road) is one of the gateways from the District of Columbia to northern Prince George's County and acts as a major commercial artery for the towns of Colmar Manor and Cottage City. US 1 Alt (Baltimore Avenue) and MD 201 (Kenilworth Avenue) are crucial north-south routes for local and regional truck traffic, and MD 201 serves as an important commercial corridor to Edmonston. In addition, MD 450 (Annapolis Road) and MD 202 (Landover Road) are primary east-west commercial corridors connecting the town of Bladensburg to the City of New Carrollton, the greater Landover area, and the Capital Beltway. Figure 30 shows the major state and County roads in the plan area.

However, the potential economic vitality, along with the visual and historic appeal of the Port Towns area, is impacted heavily by inadequacies in the transportation system. Although there are abundant opportunities to use and tap into the region's parks and trails because of the area's proximity to the Anacostia River Trail System, both vehicular and pedestrian connections to the waterfront are challenging because of barriers created by the regional routes in the area. This is particularly apparent along MD 450 (Annapolis Road), as both MD 201(Kenilworth Avenue) and the CSX Railroad fly over this critical commercial corridor and create separation between many of the Port Towns communities and the waterfront.

In addition, the area has bountiful historic sites and properties, but suffers from poor visibility and accessibility to those sites, especially those near MD 201. Nevertheless, the Planning Department, in collaboration with the community and stakeholders, is committed to improving transportation access to important historic sites in the area, providing opportunities for interconnection.

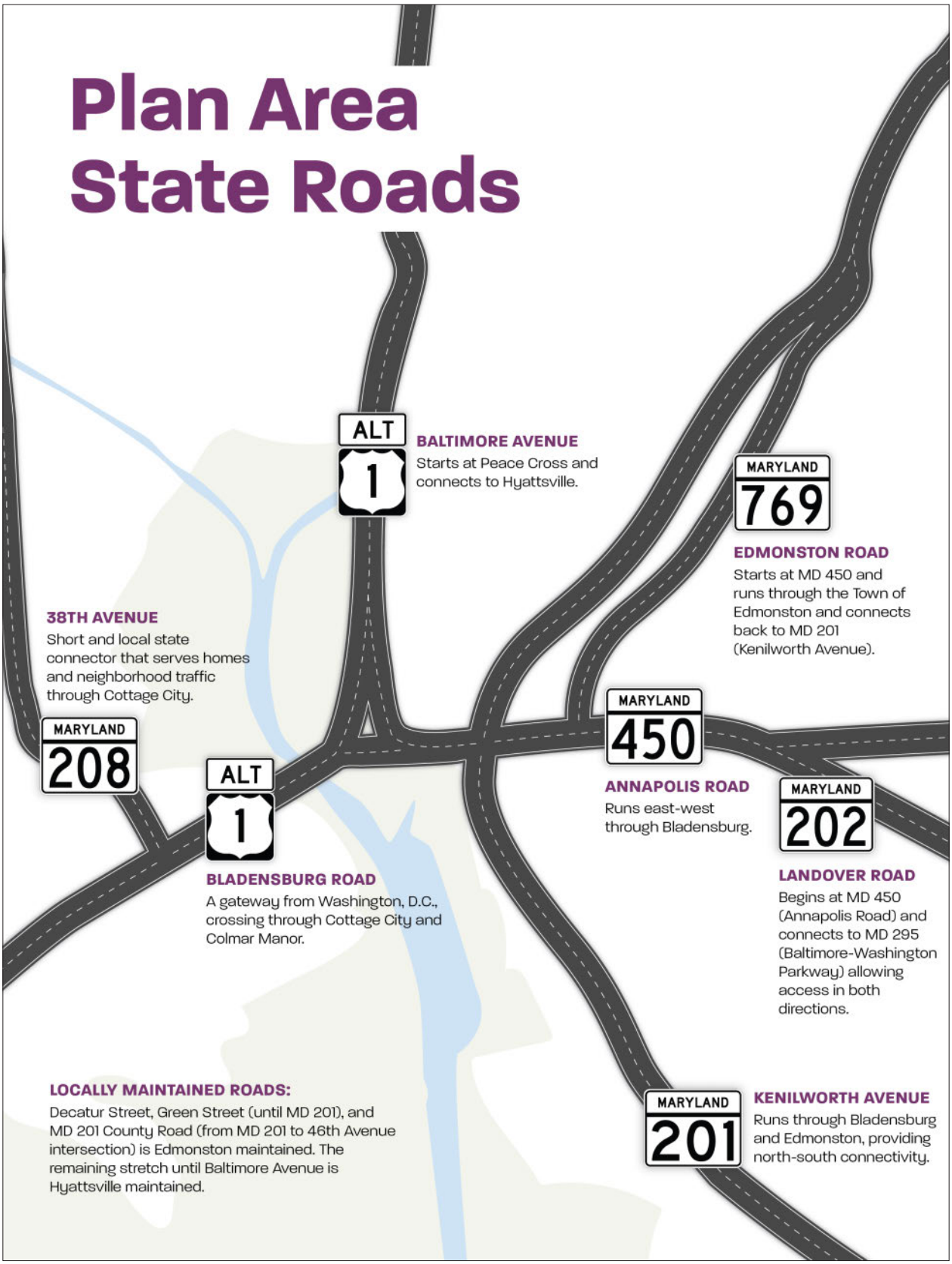


PHOTO BY M-NCPPC

The Anacostia Trail goes through the Port Towns area.

Additional transportation concerns in the sector plan area include fragmented sidewalk networks, general pedestrian safety and comfort, access to public transit, and general transit amenity comfort and safety. Despite its prime location within the Washington, D.C. metropolitan area and convenient access to the Capital Beltway and other major state routes, the area has limited public transit options. Although several WMATA and TheBus routes serve the sector plan area, existing Metrorail stations and the upcoming Purple Line light rail stations are located outside its boundaries, making them difficult to access by any mode other than car.

Figure 30. Major State and County Roads in the Plan Area[210]









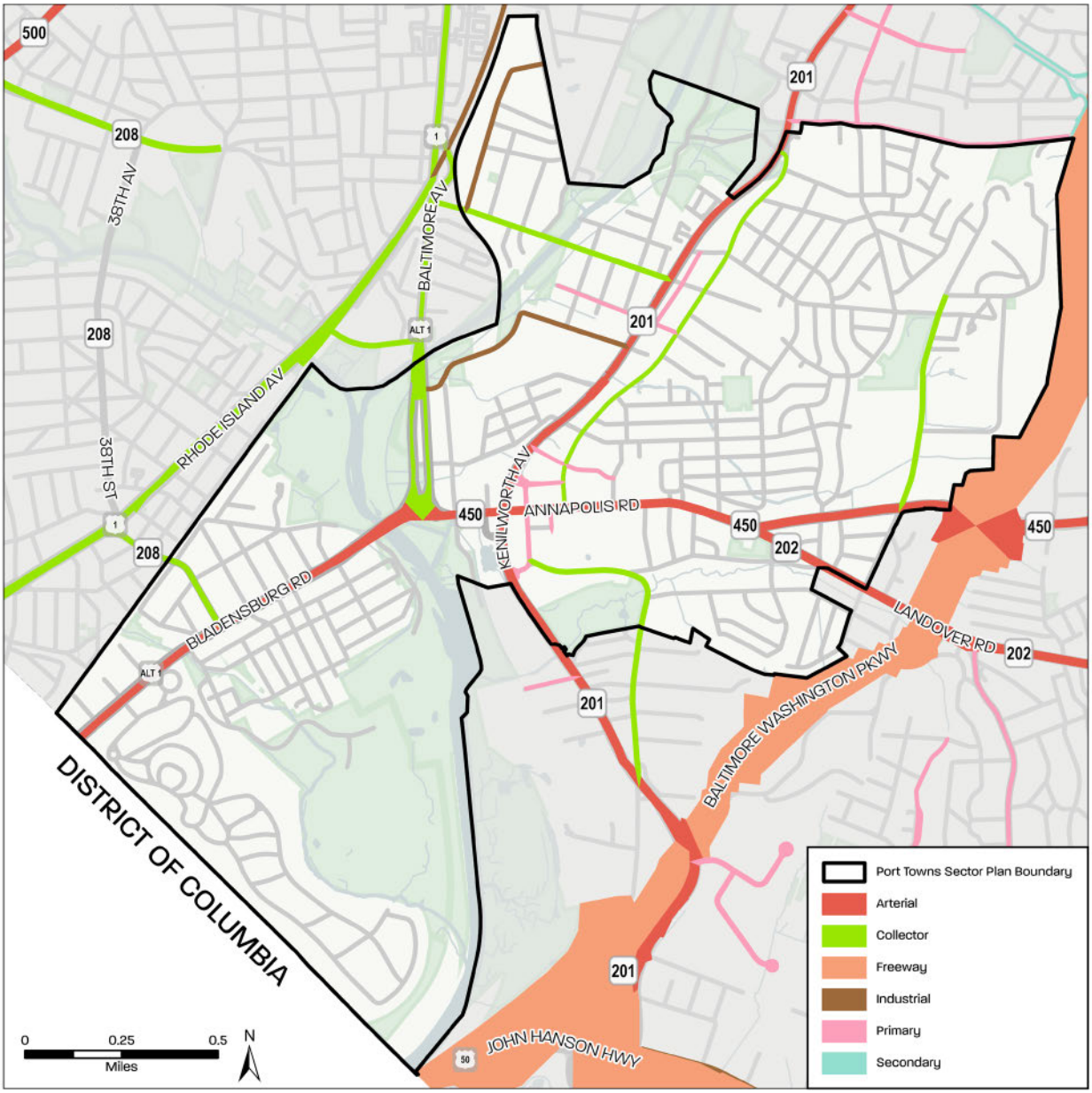
PHOTOS BY M-NCPPC

Transportation policies and strategies need to consider the multimodal options of travel that Port Towns residents use every day, including walking, biking, and driving.

Existing Road Network

The road network within the sector plan area, as depicted in Map 32, includes several functional classifications of roads as defined by the 2009 *Approved Countywide Master Plan of Transportation*. The Baltimore-Washington Parkway, categorized as a "freeway," borders the east side but does not pass through the sector plan area. The area is mainly anchored by four arterial roads: US 1 Alt (Bladensburg Road), MD 450 (Annapolis Road), MD 202 (Landover Road), and MD 201 (Kenilworth Avenue). These roads connect the Port Towns area to Washington, D.C., and other nearby suburbs of Riverdale Park, Landover,

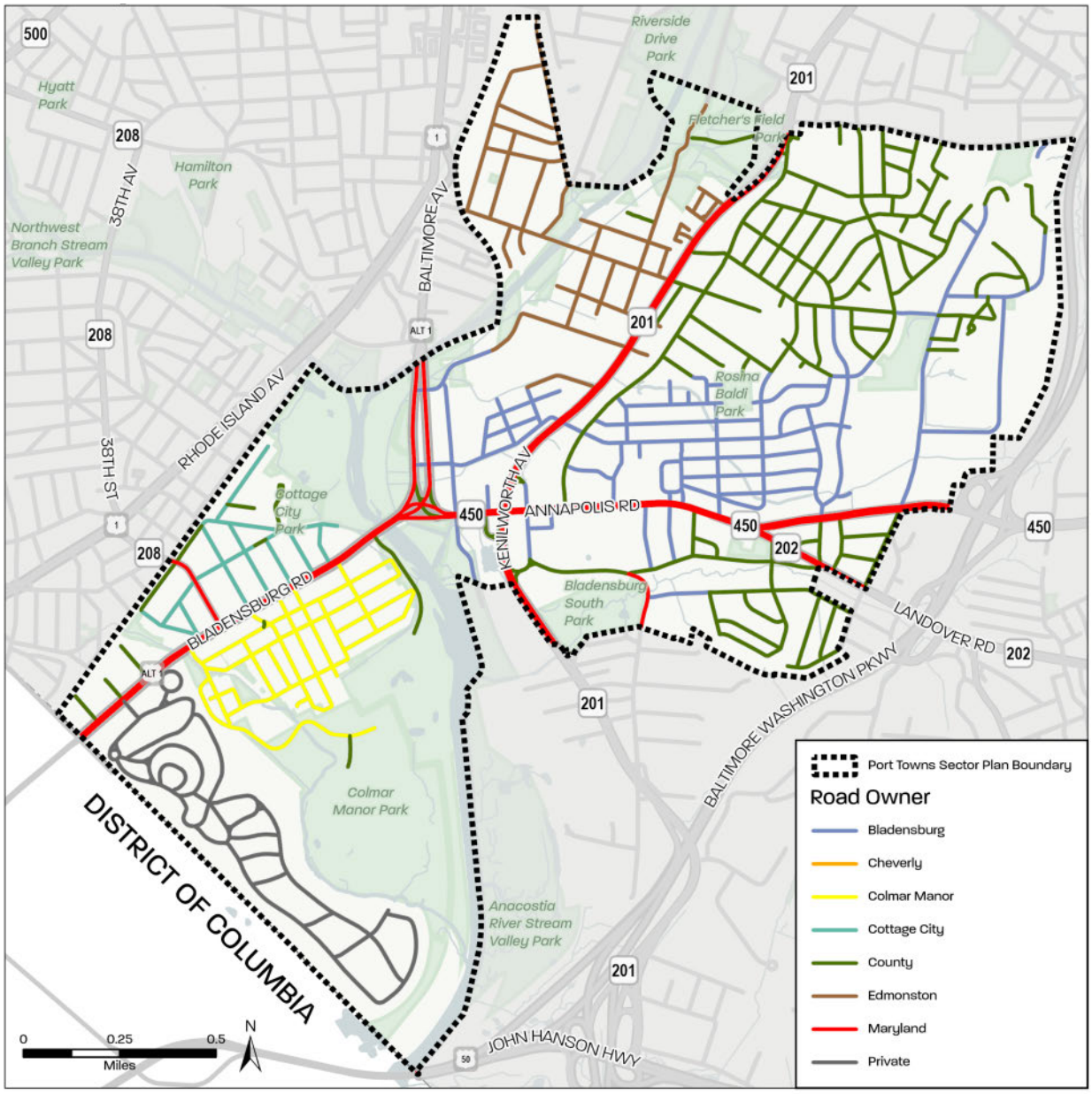
Map 32. Existing Roadways and Intersections



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

and New Carrollton. Six collector roads—US 1 Alt (Baltimore Avenue), MD 769B (Edmonston Road), MD 208 (38th Avenue), Decatur Street, 52nd Avenue/ Quincy Street, and 57th Avenue—act as feeder roads to help move additional motor vehicle traffic from Port Towns neighborhoods to the major arterials of the area and between other neighborhoods in Hyattsville, Brentwood, and East Riverdale. There are two roads categorized as "industrial": 46th Avenue in Edmonston and Tanglewood Drive/Buchanan Street in Bladensburg, serving respective industrial areas. There are additional unclassified neighborhood roads serving the Port Towns area.

Map 33. Existing Roadways Ownership



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Table 29. Major State-Owned (SHA) Roadways[159]

Corridor	Orientation	From	To	Right-of-Way (feet)	Lanes	Speed Limit (mph)	Raised Median	Sidewalks
US 1 Alt (Bladensburg Road)	NB/SB	Eastern Avenue NE	US 1 Alt (Baltimore Avenue)	80-100	4	35	Yes, in portions	Missing in section for most parts
MD 450 (Annapolis Road)	EB/WB	US1 Alt (Baltimore Avenue) through MD 201 (Kenilworth Avenue)	Baltimore-Washington Parkway	80-100	4	45	Yes, in portions	Missing in section for most parts
MD 201 (Kenilworth Avenue)	NB/SB	49th Avenue	MD 450 (Annapolis Road)	80-100	4	35	Yes, for portions	Missing in section for most parts
		MD 450 (Annapolis Road)	Decatur Street	80-100	4	35	Yes, for portions	Missing in section for most part
		Decatur Street	MD 769B (Edmonston Road)	80-100	4	35	Yes, for portions	Missing in sections
US 1 Alt (Baltimore Avenue)	NB/SB	MD 450 (Annapolis Road)	Northeast Branch Anacostia River (Northern Limit)	80-100	4	35	Yes, for portions	Missing in section for most parts
MD 208 (38th Avenue)	NB/SB	US1 Alt (Bladensburg Road)	US1 (Rhode Island Avenue)	60-80	2	30	No	Missing in section for most parts
MD 769B (Edmonston Road)	NB/SB	MD 450 (Annapolis Road)	MD 201 (Kenilworth Avenue)	60-80	2	30	No	Missing in section for most parts
MD 202 (Landover Road)	EB/WB	MD 450 (Annapolis Road)	MD 295	85-90	6	35	Yes	Yes

Commuting to Work

Most residents in the sector plan area heavily rely on personal vehicles for commuting, with some variations in the use of public transportation, walking, other means, and remote working. See Figure 31.

Traffic Analysis

Map 32 illustrates the main transportation corridors within the sector plan boundary. Table 30 provides data on the Average Annual Daily Traffic (AADT). In addition to serving the residents of the four municipalities in the sector plan area, these routes are heavily used by residents from communities east and north, traveling to and from Washington, D.C. The high volume of pass-through traffic attracts commercial land uses, but in turn makes the area less pedestrian-friendly. The sector plan area is located within Transportation Service Area 1, where all major roadways operate at satisfactory levels of service for vehicles. However, the area faces challenges for pedestrians, bicyclists, and transit users due to discontinuous sidewalks, insufficient bicycle infrastructure, poor pedestrian conditions along streets, unsafe crosswalks, and missing curb cuts.

Figure 31. Commuting to Work[292]

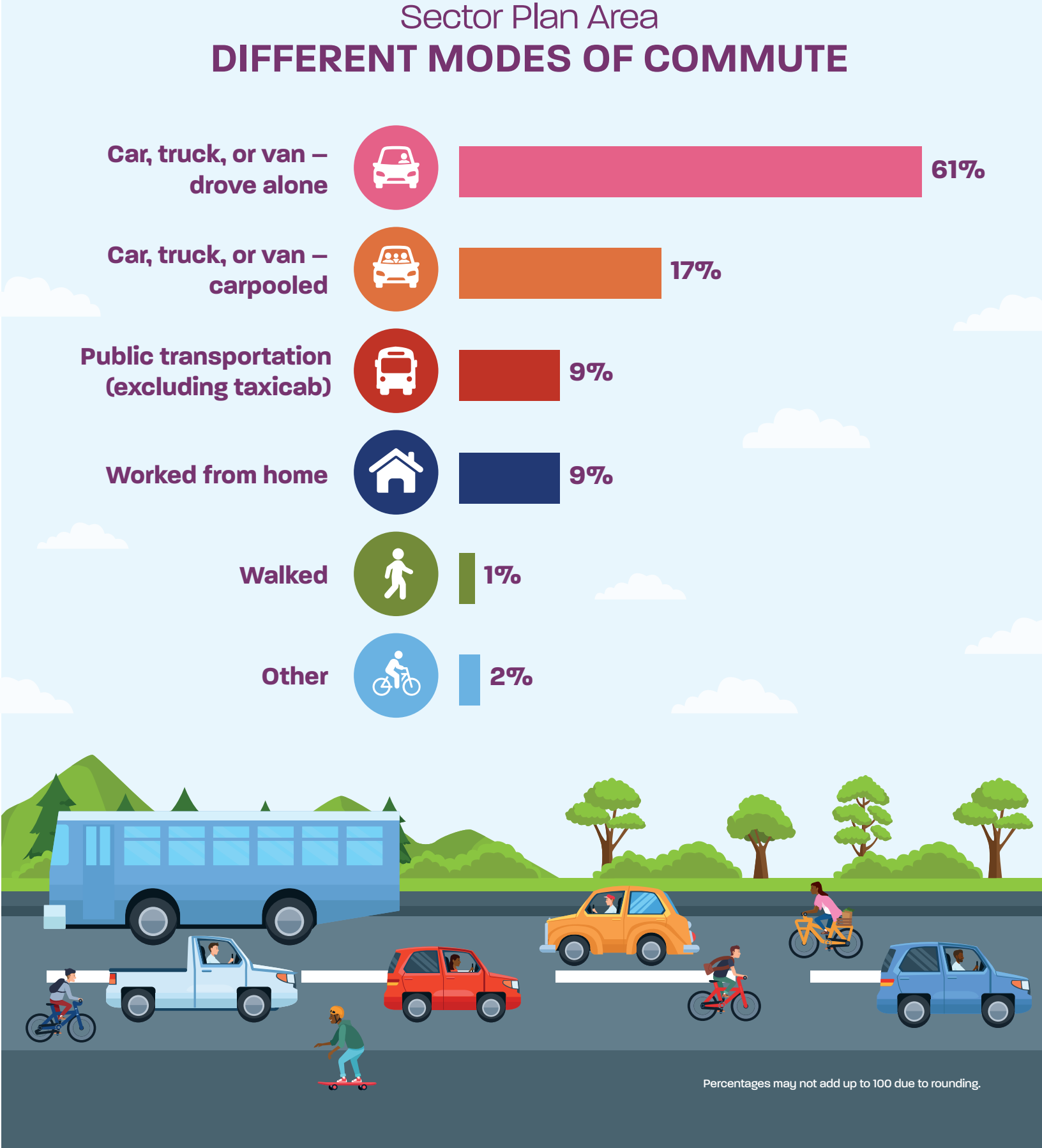


Table 30. Average Annual Daily Traffic in Sector Plan Corridor (2023-2024)[160]

Corridor	Limits		AADT (2023)	AADT (2024)
	From	To		
US 1 Alt (Bladensburg Road)	Eastern Avenue NE	US 1 Alt (Baltimore Avenue)	18,670	18,611
MD 450 (Annapolis Road)	US 1 Alt (Baltimore Avenue)	MD 201 (Kenilworth Avenue)	43,825	47,550
	MD 201 (Kenilworth Avenue)	MD 295 (Baltimore-Washington Parkway)	32,275	33,970
MD 201 (Kenilworth Avenue)	49th Avenue	MD 450 (Annapolis Road)	32,795	32,830
	MD 450 (Annapolis Road)	Decatur Street	21,482	20,440
	Decatur Street	MD 769B (Edmonston Road)	30,902	31,150
US 1 Alt (Baltimore Avenue)	MD 450 (Annapolis Road)	Northeast Branch Anacostia River (Northern limit)	15,234	18,170
38th Street	US 1 Alt (Bladensburg Road)	US 1 (Rhode Island Avenue)	9,083	8,690
MD 769B (Edmonston Road)	MD 450 (Annapolis Road)	MD 769B (Edmonston Road) (Back)	8,985	8,965
	MD 769B (Edmonston Road) (Ahead)	MD 201 (Kenilworth Avenue)	8,985	8,965

The County has a Vision Zero strategy to eliminate all traffic fatalities and severe injuries by 2040. The Vision Zero Prince George's High Injury Network (HIN) identifies one-mile corridors with the highest frequency and severity of bike and pedestrian crashes. The plan area as a whole has a high proportion of crashes in comparison to the County. In 2023, Prince George's County recorded 20,586 crashes, representing approximately 2.15 percent of its total population of 955,584 residents. In comparison, the plan area, with a population of 23,675, recorded 590 total crashes, approximately 2.49 percent of the plan area's population. As indicated in Table 31, the plan area shows a decrease in proportion of total crashes, accounting for 2.86 percent of the total crashes in the County in 2023, and 2.75 percent in 2024. Despite the decrease in the proportion of crashes, safety remains an issue because of ongoing challenges such as high traffic volumes, pedestrian safety concerns, and areas with complex traffic patterns. Continuous efforts are needed to address these challenges and further enhance road safety in the area.

As depicted in Map 34, the crash density is notably high near the intersection of MD 769 C (48th Street) and MD 450 (Annapolis Road), where MD 201 (Kenilworth Avenue) passes over MD 450 (Annapolis Road).

VISION ZERO

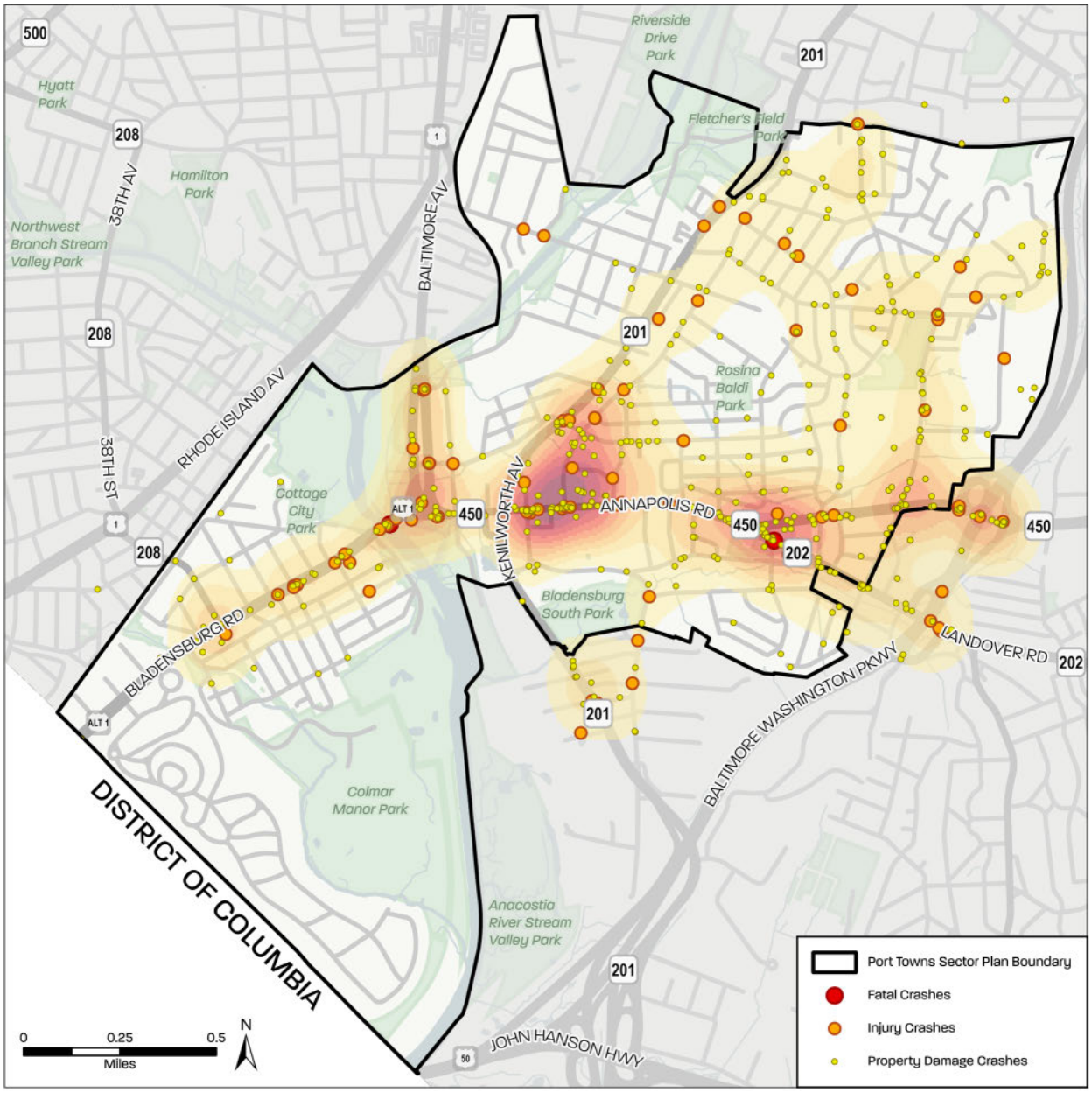
Vision Zero promotes safe, healthy, and equitable mobility for everyone, including pedestrians, cyclists, drivers, and transit users.

Table 31. Prince George's County and Sector Plan Area Crash Data[148]

Year	Property Damage Crash	Injury Crash	Fatal Crash	Total Crashes
Sector Plan Area				
2023	491	95	4	590
2024	454	86	2	542
Countywide				
2023	16,460	4,005	131	20,586
2024	15,504	4,269	91	19,684

Note: The data are an estimate, as the Sector Plan boundary was created on the map using a hand draw tool. This information is taken from reports from state and local police departments across Maryland and Prince George's County.

Map 34. Crash Density



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.



PHOTO BY M-NCPPC

Active Transportation

Since 2017, the Maryland Department of Transportation, State Highway Administration (MDOT SHA) has been actively working to improve safety and accessibility for pedestrians and cyclists in the area, including along MD 201 (Kenilworth Avenue) and MD 769 C (Quincy Street). These efforts include installing new traffic and pedestrian signals, proposing new walking paths, and conducting studies to address sidewalk conditions and traffic issues.

Despite this, pedestrian and bicycle safety are significant concerns in the sector plan area, particularly along sections of US 1 Alt (Bladensburg Road) and MD 450 (Annapolis Road) near commercial areas and Bladensburg Waterfront Park. This corridor, stretching from Eastern Avenue to MD 202 (Landover Road), is primarily designed for vehicles, creating an unfriendly environment for pedestrians and bicyclists. Key intersections posing safety risks include MD 450 (Annapolis Road) at MD 202 (Landover Road) and at the Peace Cross Junction (US 1 Alt (Bladensburg Road and Baltimore Avenue)). One of the most frequently heard comments during public engagement was the need for sustainable development and associated multimodal infrastructure to reduce reliance on motor vehicles, and the need to promote a more compact urban design, benefiting both the environment and residents' quality of life.

Within the Port Towns area, existing sidewalks are fragmented, and there are insufficient visible crosswalks to access stops, meaning connectivity is limited from the neighborhoods to these bus stops.

DEFINITIONS

Active transportation: Human-powered mobility, such as biking or walking, that replaces private vehicle use. It causes a reduction in emissions, an improvement in first-mile and last-mile transit, and improves public health.[12]

Micromobility: Transportation via small, low-speed vehicles intended for personal use, such as bicycles, scooters, and electric bikes.[278]

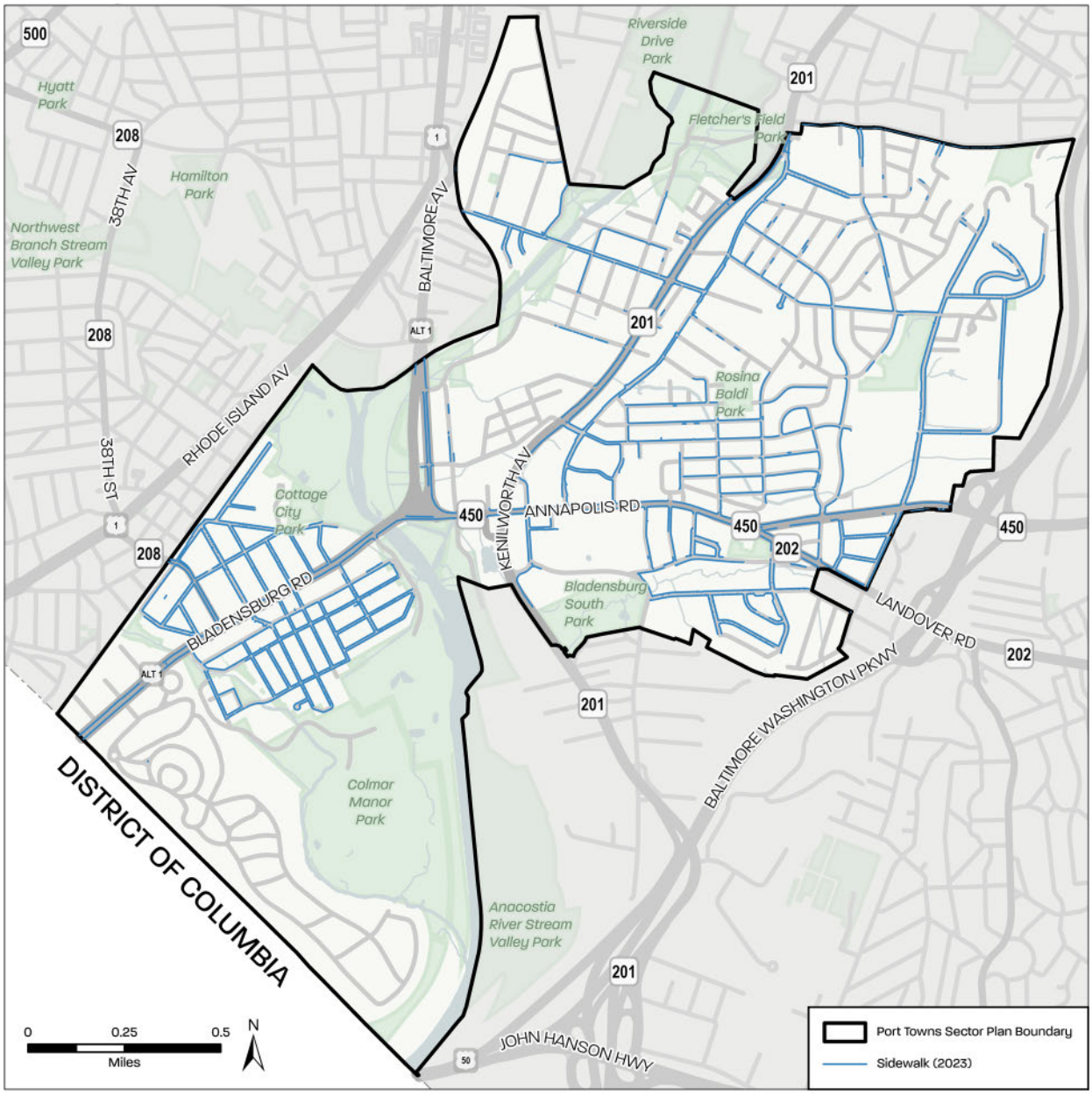
The lack of continuous sidewalks and pedestrian crossings poses challenges for users, particularly near the Peace Cross intersection and Bladensburg Waterfront Park. Map 35 shows the existing sidewalks in the sector plan area.

Active transportation in the area is supplemented by local micromobility. Capital Bikeshare is a bicycle-share program that operates in the Washington, D.C. area, and parts of Prince George's County. The County also works with several private micro-mobility operators to manage vehicles in College Park. Map 36 highlights the planned Capital Bikeshare stations in the sector plan area.

The area's bicycle infrastructure includes limited striped on-street bicycle lanes, protected on-street lanes, shared roadways, and shared-use paths and trails. However, safety concerns for cyclists are notable, especially for bicycle lanes along high-volume state highways that were striped without any horizontal buffer from vehicular traffic or vertical protection.

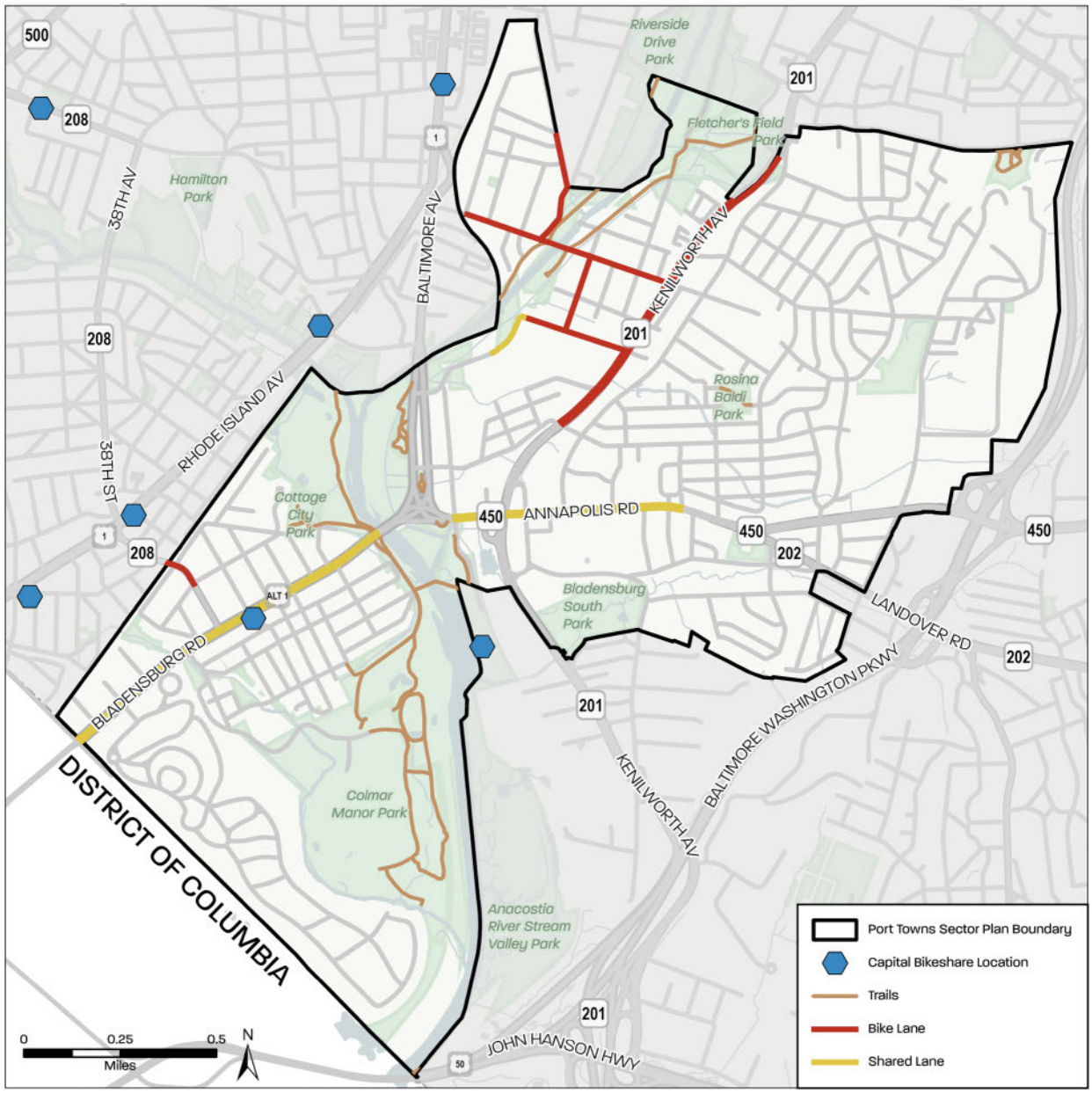
Capital Bikeshare is a bike-sharing service in the Washington, D.C. metropolitan area. IIt provides both classic bikes and ebikes for rent at over 600 stations across eight jurisdictions, including Washington, D.C., Arlington, Alexandria, Montgomery County, Prince George's County, Fairfax County, the City of Fairfax, and the City of Falls Church. Within Prince George's County, there are 27 bikeshare stations.[52]

Map 35. Existing Sidewalks in the Sector Plan Area



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 36. Existing Bicycle, Trail, and Shared-Use Facilities



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 36 shows the existing bike facilities, park trails, and shared-use paths in the Port Towns area. Community engagement and research have affirmed these common concerns, including the lack of protected and connected bicycle infrastructure, the affordability of bicycle equipment, and the poor quality of existing infrastructure, which can discourage residents from bicycling. For example, the Anacostia River Trail, accessible from Bladensburg Waterfront Park, connects Bladensburg to Washington, D.C., the City of College Park, and other destinations. But it is difficult to directly access from many of the Port Towns neighborhoods. While neighborhood streets that can connect to the trail system are low-volume and can accommodate bicyclists, there are topographical challenges to navigating these roads, an absence of clear signage, and a lack of formal infrastructure that remain as significant barriers, particularly for the large segment of 'interested but concerned riders.'



PHOTO BY KITTELSON

The Port Towns Sector Plan area is served by both Metrobus and TheBus.

Transit

The sector plan area is served by several bus routes operated by WMATA (Metrobus) and Prince George's County DPW&T (TheBus). TheBus and WMATA bus stops are scattered throughout the area. WMATA operates three routes within the plan area. Table 32 shows these bus routes in the sector plan area and immediate vicinity, and notable destinations served.

TheBus operates one route within the plan area: P43 running from the Takoma Langley Transit Center to the Addison Road Metrorail Station, and serving the local community along MD 208 (38th Avenue), US 1 Alt (Bladensburg Road), and MD 450 (Annapolis Road). Key stops along this route include the Bladensburg Branch Library and the Publick Playhouse.[230] The route runs approximately every 20 minutes.

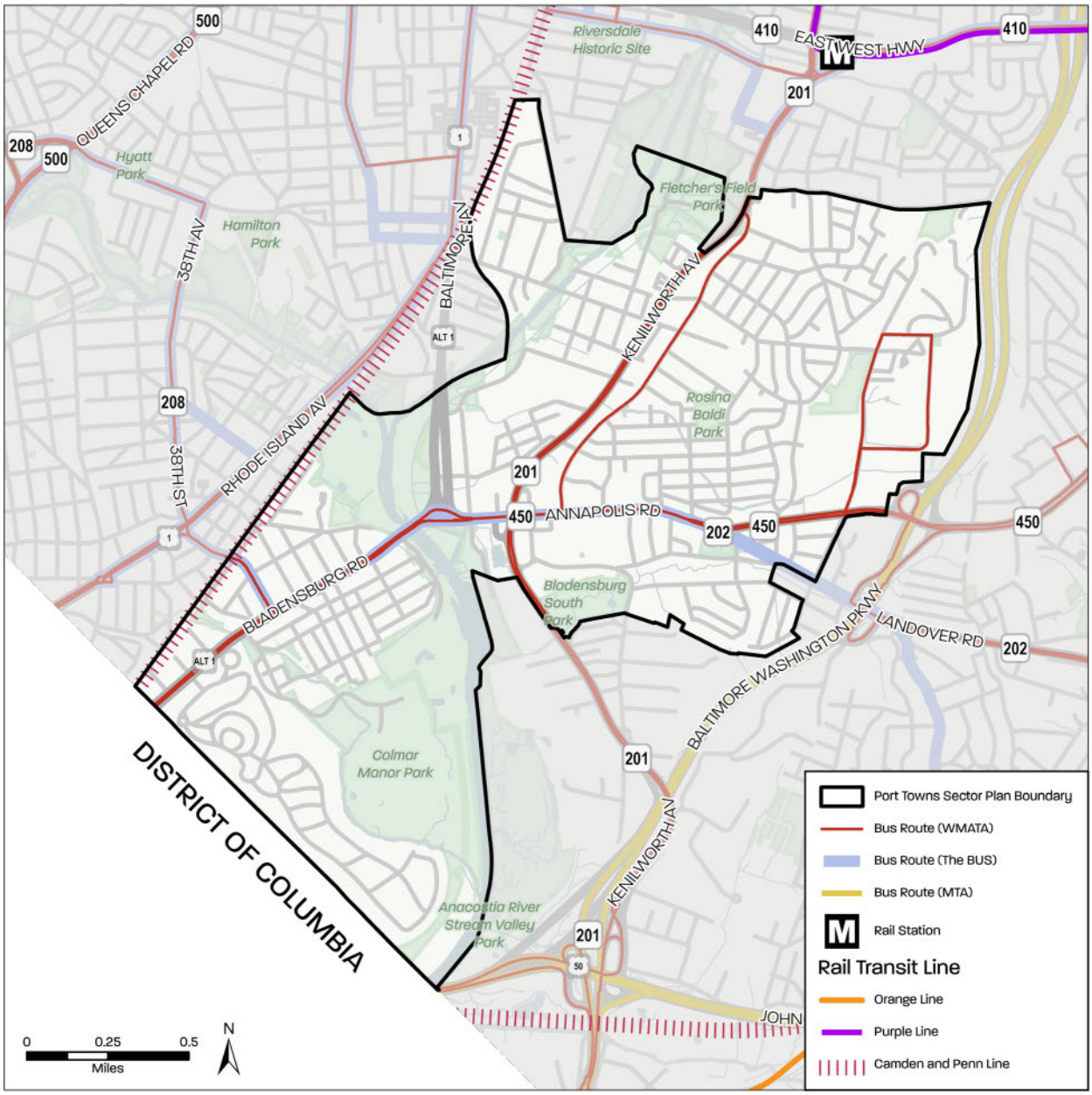
In addition, the County's Call-a-Bus service operates in the Port Towns area. Call-a-Bus is a demand-response curb-to-curb service, with operation provided by the towns of Bladensburg, Cottage City, and Colmar Manor.

Despite abundant bus transit, there are still some gaps in regard to rail transit. The WMATA Metrorail does not serve the Port Towns area, and although the Maryland Area Rail Commuter (MARC) Camden Line passes just west of the sector plan area through Cottage City, there is no station that directly serves the area.[60]

Table 32. WMATA Bus Routes and locations served in the sector plan area and vicinity[146]

Bus Route	Area Served	Roads on Route	Frequency	Destinations
P40	Cottage City, Colmar Manor, Bladensburg	MD 208 (38th St), MD 208 (38th Ave), US 1 Alt (Bladensburg Rd), MD 450 (Annapolis Rd), 57th Ave, 58th Ave, Emerson St	Every 12 minutes during rush hour, midday, and evening hours. Every 15-45 minutes during late-night hours.	New Carrollton Metro Station, Rhode Island Ave Metro Station
P42	Cottage City, Colmar Manor, Bladensburg, Edmonston	US 1 Alt (Bladensburg Rd), MD 450 (Annapolis Rd), MD 769 B (Edmonston Rd)	Every 20 minutes during early morning and rush hour. Every 30 minutes during midday, evening, and late-night hours.	Takoma Metro Station, New Carrollton Metro Station
P14	Edmonston, Bladensburg	MD 201 (Kenilworth Ave), Spring Lane	Every 30 minutes throughout the day every weekday.	Greenbelt Metro/ MARC station, College Park Metro/MARC station, Deanwood Station

Map 37. Existing Transit Facilities



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

The closest Metrorail stations are the West Hyattsville and Hyattsville Crossing stations (Green Line), or the Cheverly and Landover stations (Orange Line), all about two miles or more away from the sector plan area. Additionally, the Riverdale Park MARC Station is the closest MARC station, only about a mile away from the sector plan area. While these MARC and Metrorail stations are only a short drive away, they are not realistically walkable from the sector plan area, and are difficult to access using a bicycle. There are bus options that provide access to the Riverdale Park MARC Station, with many routes stopping within a short walking distance, typically less than 0.5 mile from the station. There are limited open parking spaces located west of Rhode Island Avenue, within proximity to the Riverdale Park MARC Station.

Nearby, the Maryland Transit Authority (MTA) Purple Line light rail station Riverdale Park-Kenilworth will be constructed, allowing connections to New Carrollton, College Park, and Montgomery County. This station will be similarly difficult to access via walking, rolling, or bicycling by residents. Access to the Metrorail, MARC, and Purple Line from Port Towns is very limited due to existing infrastructure, and will require improvement to the bus transit, bicycle, and pedestrian network.

Equity

The 2023 Equity Action Plan by the U.S. Department of Transportation (DOT) aims to advance equity in transportation by addressing barriers and promoting inclusive practices. Key components of the plan include reducing barriers, inclusive decision-making, equitable investment, and data and accountability to achieve equity goals.

On a regional scale, the Transportation Planning Board (TPB) formulated the Equity Emphasis Areas (EEA) designation, identifying 350 census tracts with high concentrations of low-income individuals and communities of color, among other demographic and socioeconomic indicators.[83] As indicated on Map 38, almost the entire plan area falls within an Equity Emphasis Area.

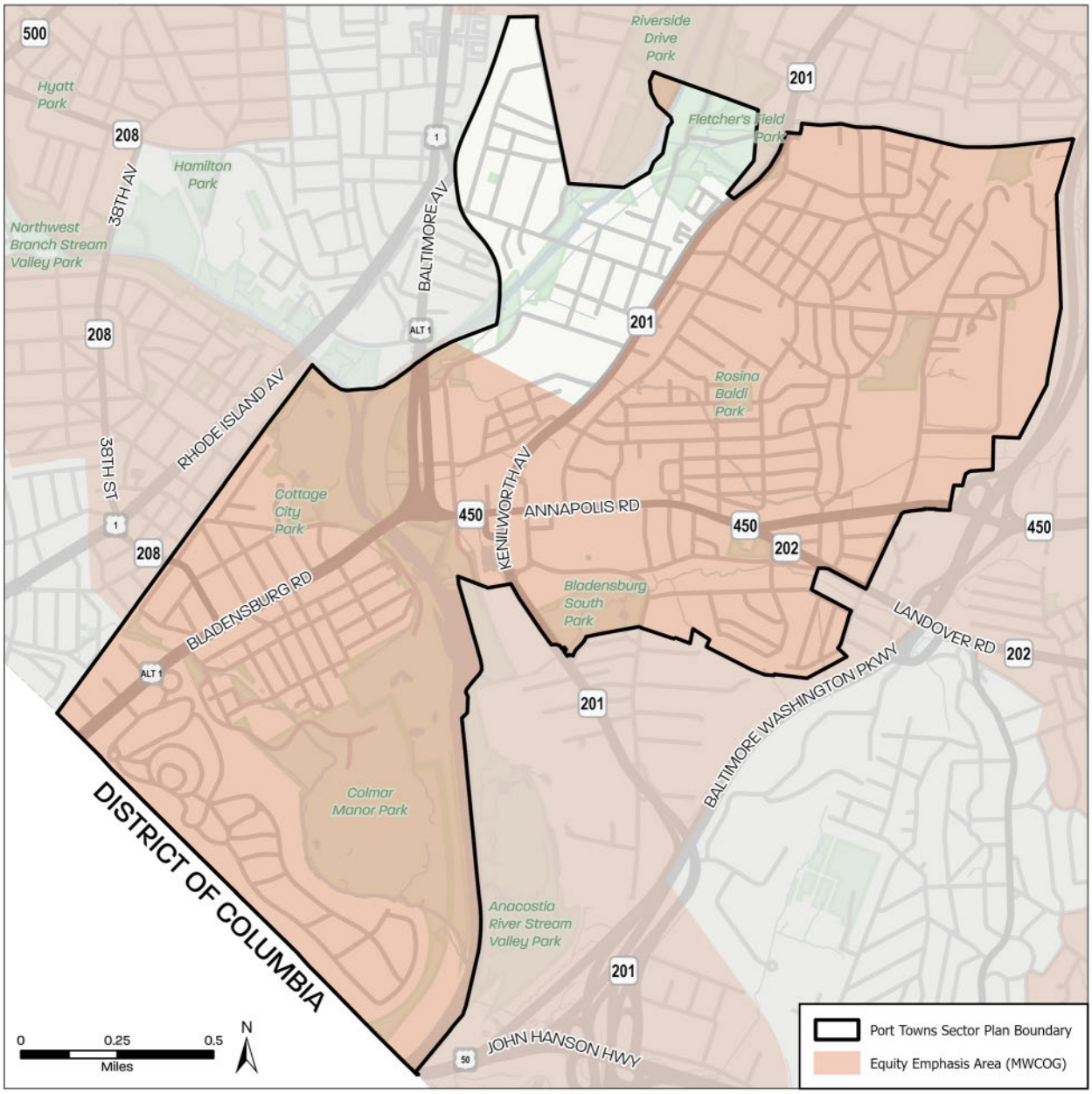
One of the key themes in the Preliminary Plan for Go Prince George's is to promote equitable development projects. These projects aim to reduce vehicle trips by enhancing proximity and access to jobs, destinations, and neighborhood services.[266]

The policies and strategies recommended in this chapter are designed to align with County goals, bridging equity gaps to ensure that transportation planning is fair and benefits all community members.

EQUITY EMPHASIS AREAS

Equity Emphasis Areas (EEAs) are specific geographic regions identified by the Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB) as having high concentrations of low-income individuals and communities of color. These areas are prioritized for investment and planning to address historical inequities and ensure that underserved communities benefit from regional growth and development.[83] See Map 38.

Map 38. Existing Equity Emphasis Area



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Policies and Strategies

Areawide

CONNECTED AND COMPLETE STREETS

Policy TM 1 Create a connected network of complete streets between key sites, neighborhoods, green spaces, and major destinations that enhances safety, accessibility, and circulation for all modes of transport while prioritizing safe, comfortable facilities for people of all ages and abilities.

Strategy TM 1.1 Redesign and construct all major roads within the Neighborhood Center and those specified in Table 33, adhering to the Prince George's County DPW&T Urban Street Design Standards (USDS), to enhance multimodality, reduce traffic-related stress, support redevelopment, and transform these corridors into neighborhood main streets. Space for the proposed USDS recommendations should be within existing road rights-of-way, but in case of additional recommendations, should be acquired over time as part of a capital project or redevelopment projects. Collaborate with key agencies and stakeholders to phase in recommendations through ongoing and new development projects. Map 39 shows recommended functional classifications and USDS designations. Figure 32 through Figure 36 show USDS typical sections for street types proposed as part of this sector plan.

Figure 32. USDS Mixed-Use Boulevard B – Bus Lanes[207,288]

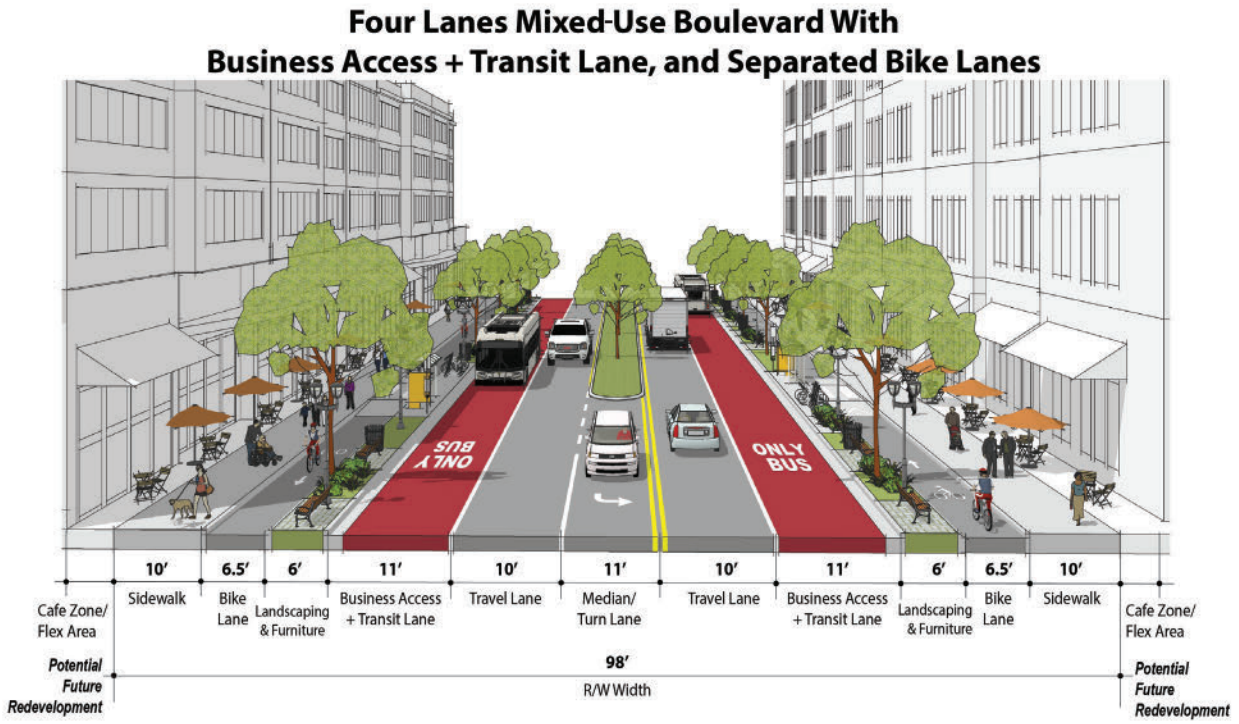


ILLUSTRATION BY KITTELSON

Table 33. Recommended Master Plan of Transportation Facilities, Functional Classification, and USDS Designations[207]

Route ID	Facility Name	From	To	Min. ROW (ft.)	ROW Type	Multimodal Elements	Lanes	Notes
A-14*	MD 201 (Kenilworth Avenue)	Southern Boundary of the Study Area	48th Street (at Taylor Street)	90' - 120'	Arterial	10' Side Path (West side) 6' Sidewalk (East side)	4	Existing ROW has six lanes
A-20	MD 202 (Landover Road)	56th Avenue	57th Avenue	100'	Arterial	5' Bike Lanes (Both Sides) 6' Sidewalk (Both Sides) Curbside business access and transit (BAT) lanes in both directions.	4	Existing ROW has six lanes
C-215	Decatur Street	CSX Railroad	MD 201 (Kenilworth Avenue)	40'-80'	Collector	5' Bike Lanes (Both Sides) 6' Sidewalk (Both Sides, fill in sidewalk gap)	2	
C-216	MD 769B (Edmonston Road)	Taylor Street	MD 201 (Kenilworth Avenue)	60'-80'	Collector	5' Bike Lanes (Both Sides) 6' Sidewalk (Both Sides, fill in sidewalk gaps)	2	
C-222	Quincy Street	48th Street	52nd Avenue	80'	Collector	12' Side Path (North Side) 5' Sidewalk (South Side)	2	Ongoing SHA project Landscaping standards to include GI, like bioretention and planting.
C-222*	52nd Avenue	Southern terminus of Evergreen Cemetery	Quincy Street	83'	Collector	12' Side Path (East Side) 5' Sidewalk (West Side)	2	Ongoing SHA project includes limiting traffic to one way
P-206	Carters Lane	MD 201 (Kenilworth Avenue)	Eastern terminus	60'	Primary	5' Bike Lanes (South Sides) 6' Sidewalk (South Side - fill sidewalk gaps)		
P-213	56th Avenue	MD 450 (Annapolis Road)	56th Place	60'	Primary	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)	2	
P-213	56th Place	56th Avenue	Gallatin Place	60'	Primary	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)	2	
P-213	56th Avenue	Gallatin Place	Carters Lane	60'	Primary	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)	2	
P-220	55th Avenue	Macbeth Street	MD 202 (Landover Road)	50'-60'	Primary	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)	2	Coordinate with municipalities, agencies and private land owners to redesign of intersection and plaza in front of Publick Playhouse.
P-221	Quincy Street	52nd Avenue	55th Avenue	70'	Primary	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)	2	
RES-219	Tilden Road	MD 201 (Kenilworth Avenue)	56th Avenue	50'	Residential	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)	2	
RES-220*	Emerson Street	MD 201 (Kenilworth Avenue)	57th Avenue	50'	Residential	Shared Lane Markings 6' Sidewalk (Both Sides)	2	
RES-221	54th Place	MD 450 (Annapolis Road)	Chesapeake Road	50'-55'	Residential	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)		Coordinate with municipalities, agencies and private land owners to plan extension of roadway to MD 450. Redesign intersecion with Shepherd Street and connect 54th Place to MD 450 in front of Publick Playhouse.
RES-221	55th Avenue	Chesapeake Road	Emerson Street	50'	Residential	Shared Lane Markings 6' Sidewalk (Both Sides - fill sidewalk gaps)		
I-206*	Tanglewood Drive	US 1 Alt (Baltimore Avenue)	Buchanan Street	70'	Industrial	Shared Lane Markings 6' Sidewalk (Both Sides)	2	Landscaping standards to include GI, like bioretention and planting.

Route ID	Facility Name	From	To	Min. ROW (ft.)	ROW Type	Multimodal Elements	Lanes	Notes
I-207	46th Avenue	Decatur Street	Lafayette Place	70'	Industrial	Shared Lane Markings 6' Sidewalk (Both Sides)	2	Landscaping standards to include GI, like bioretention and planting.
UM- 211	US 1 Alt (Bladensburg Road)	District of Columbia	MD 450 (Annapolis Road)	98'	Urban Center - Mixed-Use Blvd 4 lanes (B)	6.5' Separated Bike Lane (Both Sides) 10' Sidewalk (Both Sides) Curbside business access and transit (BAT) lanes in both directions.	4	ROW constraints will need additional study to evaluate section between 46th Street and 48th Street. Landscaping standards to include GI, like bioretention and planting.
UM-218	MD 450 (Annapolis Road)	US 1 Alt (Baltimore Avenue)	MD 202 (Landover Road)	98'	Urban Center - Mixed-Use Blvd 4 lanes (B)	6.5' Separated Bike Lane (Both Sides) 10' Sidewalk (Both Sides) Curbside business access and transit (BAT) lanes in both directions.	4	ROW constraints will need additional study to evaluate section between the park and library. Landscaping standards to include GI, like bioretention and planting.
UM-218*	MD 450 (Annapolis Road)	MD 202 (Landover Road)	57th Avenue	98'	Urban Center - Mixed-Use Blvd 4 lanes (B)	6.5' Separated Bike Lane (Both Sides) 10' Sidewalk (Both Sides) Curbside business access and transit (BAT) lanes in both directions.	4	Coordinate with municipalities, agencies and private land owners to redesign the intersection and plaza in front of Publick Playhouse. Landscaping standards to include GI, like bioretention and planting.
UM-255	MD 201 (Kenilworth Avenue)	48th Street (at Taylor Street)	Carters Lane	98'	Urban Center - Mixed-Use Blvd 4 lanes (B)	6.5' Separated Bike Lane (Both Sides) 10' Sidewalk (Both Sides)	4	
UM-260	MD 202 (Landover Road)	MD 450 (Annapolis Road)	56th Avenue	98'	Urban Center - Mixed-Use Blvd 4 lanes (B)	6.5' Separated Bike Lane (Both Sides) 10' Sidewalk (Both Sides)	4	
UC-213	MD 208 (38th Avenue)	Cottage Terrace	US 1 Alt (Bladensburg Road)	69'	Urban Center - Neighborhood Connector A	6.5' Separated Bike Lane (Both Sides) 8' Sidewalk (Both Sides)	2	ROW constraints would require additional study to evaluate impacts to curbside parking.
UC-215	57th Avenue	MD 450 (Annapolis Road)	Emerson Street	74'	Urban Center - Neighborhood Connector B	5' Bike Lanes (Both Sides) 8' Sidewalk (Both Sides)	2	Landscaping standards to include GI, like bioretention and planting.
UC-266	MD 769 B (Edmonston Road)	MD 450 (Annapolis Road)	Taylor Street	74'	Urban Center - Neighborhood Connector B	5' Bike Lanes (Both Sides) 8' Sidewalk (Both Sides)	2	Landscaping standards to include GI, like bioretention and planting.
UR-251	Buchanan St Extension	MD 201 (Kenilworth Avenue)	MD 769 B (Edmonston Road)	58'	Urban Center - Neighborhood Residential	Shared Lane Markings 6' Sidewalk (Both Sides)	2	
UR-256	Newark Road	38th Avenue	Terminus	58'	Urban Center - Neighborhood Residential	Shared Lane Markings 6' Sidewalk (Both Sides)	2	Newark Road may be used as a bike route from D.C. to Bladensburg Park while side path/bike lane on Bladendburg Road is planned and implemented. Landscaping standards to include GI, like bioretention and planting and green street intersections
UR-261	Decatur Street	MD 201 (Kenilworth Avenue)	Eastern terminus	58'	Urban Center - Neighborhood Residential	Shared Lane Markings 6' Sidewalk (Both Sides)	2	
UR-263	Taylor Steet	48th Street	MD 769 B (Edmonston Road)	58'	Urban Center - Neighborhood Residential	Shared Lane Markings 6' Sidewalk (Both Sides)	2	Carried over from 2009 Sector Plan, page 70

Route ID	Facility Name	From	To	Min. ROW (ft.)	ROW Type	Multimodal Elements	Lanes	Notes
UR-264	Bostwick Place	Quincy Place	MD 450 (Annapolis Road)	58'	Urban Center - Neighborhood Residential	Shared Lane Markings 6' Sidewalk (Both Sides)	2	Coordinate with municipalities, agencies and private land owners to plan extension to connect to Historic Botswick House and shared-use path on Quincy Street. Carried over from 2009 Sector Plan, page 70.
UR-265*	48th Street	MD 201 (Kenilworth Avenue) at Quincy Street	MD 201 (Kenilworth Avenue) at Taylor Street	58'	Urban Center - Neighborhood Residential	Shared Lane Markings 12' Side Path (East Side) 6' Sidewalk (West Side)	2	Coordinate with municipalities, agencies and private land owners to plan and implement the redesign of intersections at off-ramps on the north and south. Landscaping standards to include GI, like bioretention and planting.
UR-267	40th Avenue	Lawrence Street	Cottage Terrace	58'	Urban Center - Neighborhood Residential	Shared Lane Markings 6' Sidewalk (Both Sides)	2	
UI-222*	US 1 Alt (Baltimore Avenue) (Southbound)	US 1 Alt (Bladensburg Road)	Charles I Armentrout Dr	54'	Urban Center - Urban Industrial A	10-12' Cycle Track (West Side) or 10-12' Side Path (West Side) 8' Sidewalk (East Side from MD 450 to Charles I Armentrout Dr)	2	This designation aligns with Go Prince George's and is an important connection between this area and West Hyattsville. Landscaping standards to include GI, like bioretention and planting.
UI-222*	US 1 Alt (Baltimore Avenue) (Northbound)	US 1 Alt (Bladensburg Road)	Charles I Armentrout Dr	54'	Urban Center - Urban Industrial A	10' Side Path with reduced landscape (East Side) 8' Sidewalk (West Side from MD 450 to Charles I Armentrout Dr)	2	This designation aligns with Go Prince George's and is an important connection between this area and West Hyattsville. Landscaping standards to include GI, like bioretention and planting.
UI-251*	Buchanan Street	Tanglewood Drive	MD 201 (Kenilworth Avenue)	54'	Urban Center - Urban Industrial A	10' Side Path (North Side) 6' Sidewalks (South Side)	2	Landscaping standards to include GI, like bioretention and planting.
UI-262*	Upshur Street	US 1 Alt (Baltimore Avenue) South Bound	MD 201 (Kenilworth Avenue)	54'	Urban Center - Urban Industrial A	10' Side Path (South Side) 8' Sidewalks (North Side)	2	Landscaping standards to include GI, like bioretention and planting.
US-213	MD 208 (38th Avenue) Extension	Newark Road	US 1 Alt (Bladensburg Road)	44'	Urban Center - Shared Street	Shared Lane Markings 6' Sidewalk (Both Sides)	2	Coordinate with municipalities and agencies plan this connection to Dueling Creek Trail and Colmar Manor Community Park. Envisioned as a shared street in the illustrative redevelopment concept for the strategic site of Port Towns Shopping Center.
US-261	54th Avenue	Chesapeake Road	Decatur Street Eastern Terminus	40'	Urban Center - Shared Street	Shared Lane Markings 6' Sidewalk (Both Sides)	2	ROW constraints will require a reduction in landscape Connection from Chesapeake Road to Dectur Street shall be made if Opportunity Site C redevelops.

* Priority bicycle and pedestrian infrastructure

Figure 33. Neighborhood Connector with Separated Bike Lanes[207,288]

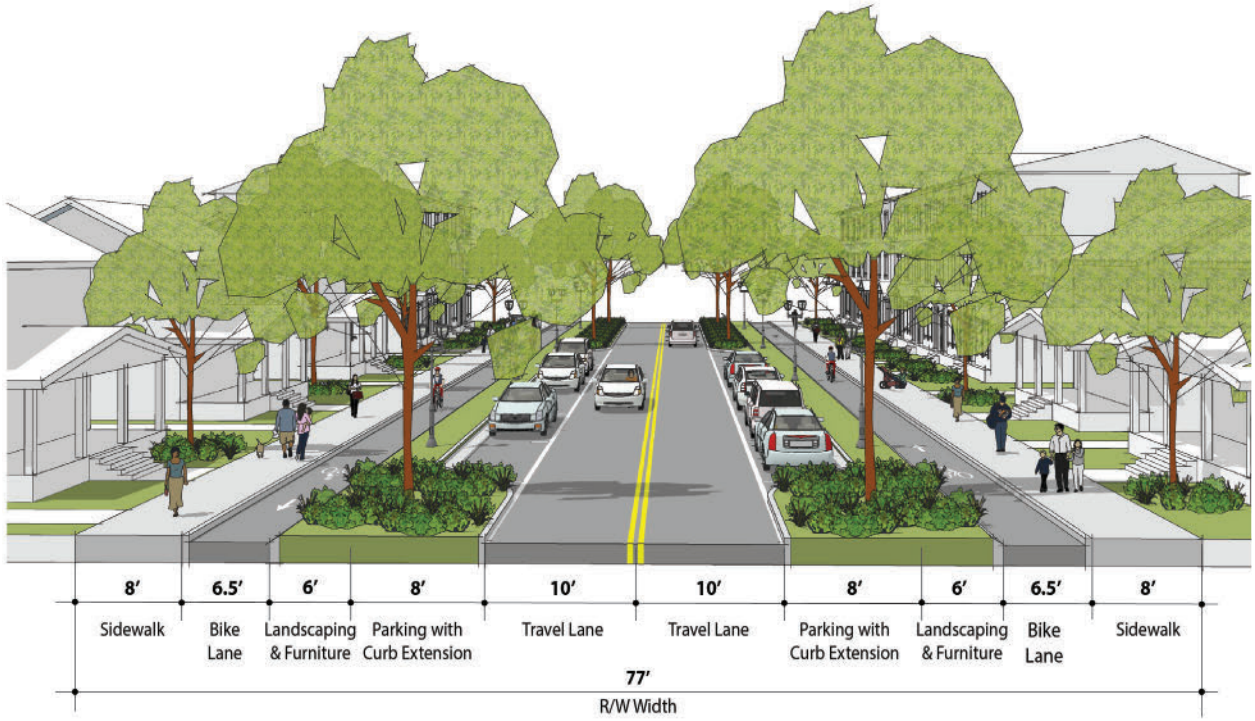


ILLUSTRATION BY KITTELSON

Figure 34. Neighborhood Residential[207,288]

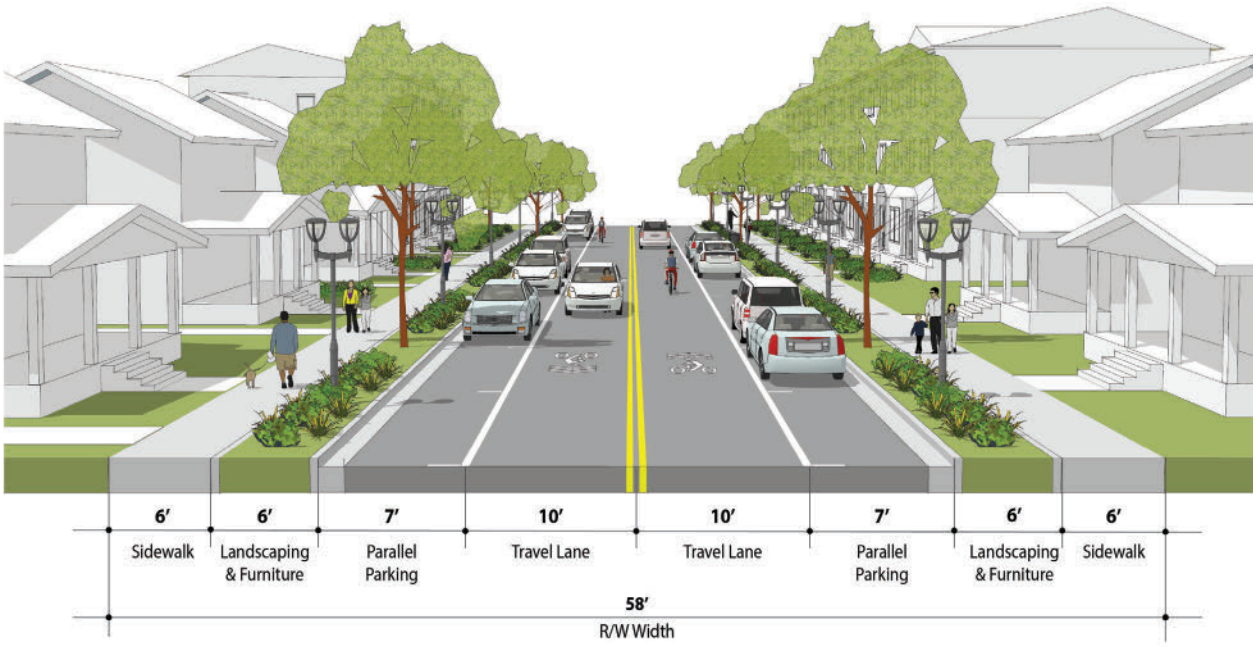


ILLUSTRATION BY KITTELSON

Figure 35. Urban Industrial A[207,288]

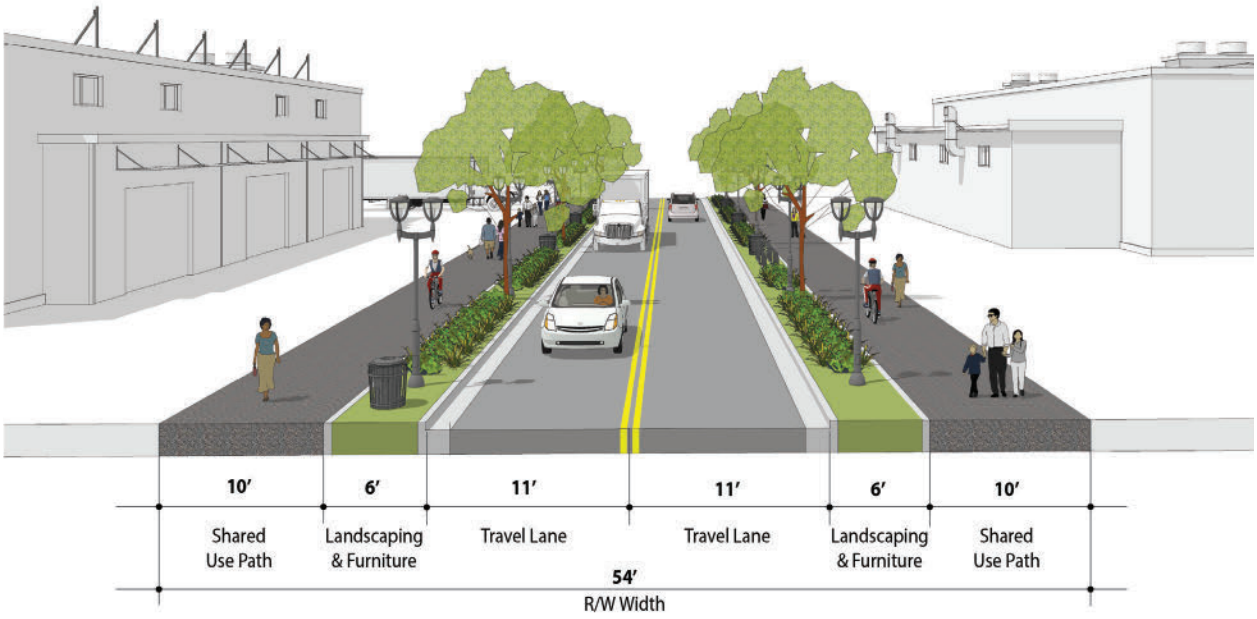


ILLUSTRATION BY KITTELSON

Figure 36. Shared Street[207,288]

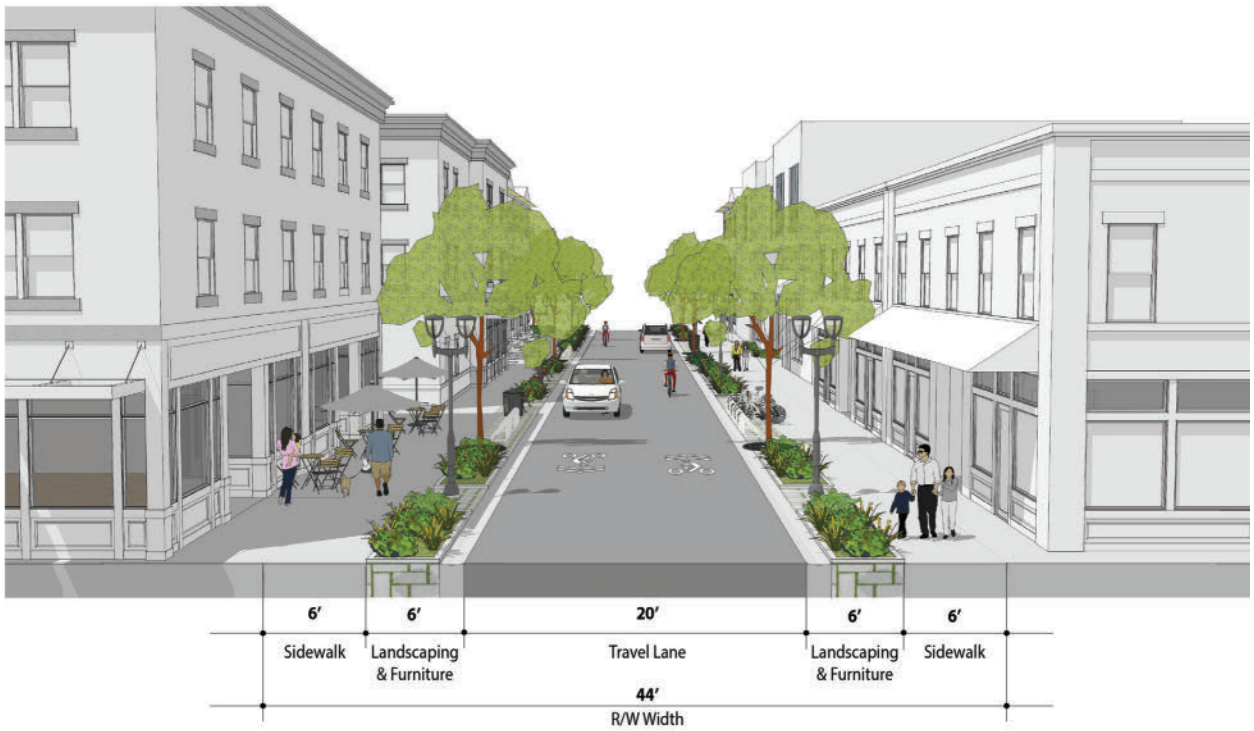
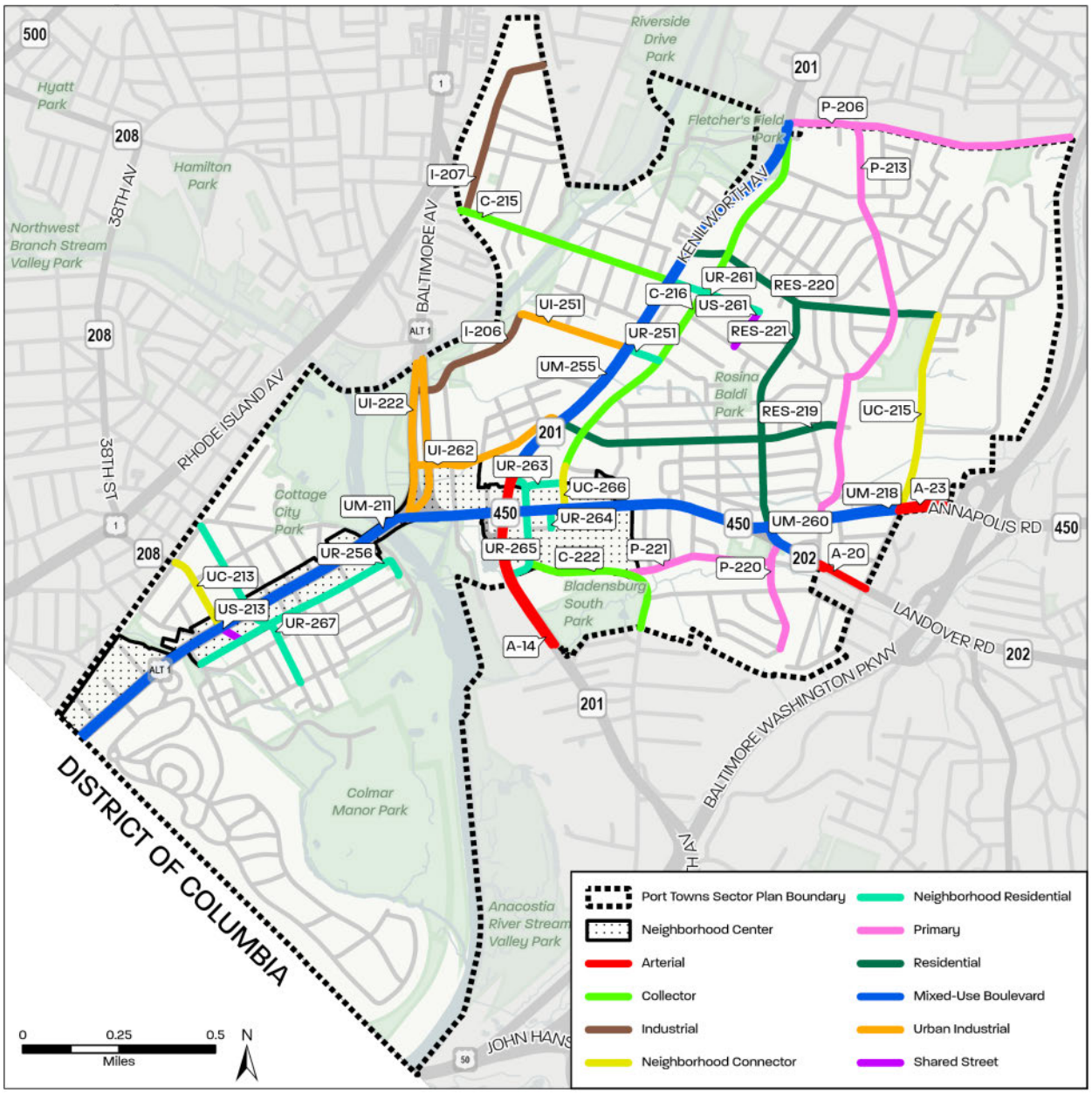


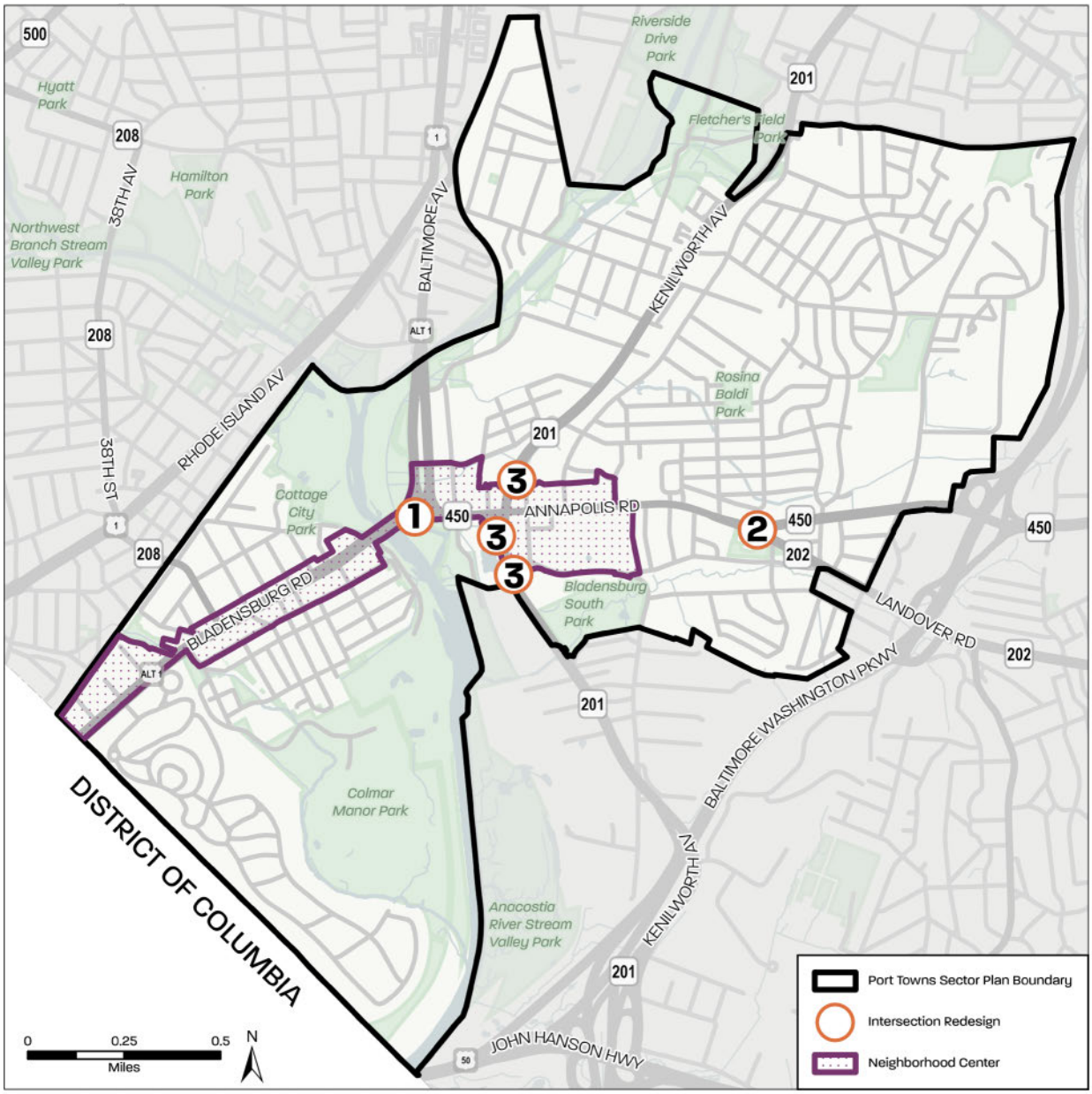
ILLUSTRATION BY KITTELSON

Map 39. Recommended Master Plan of Transportation Facilities and USDS Designations[288,207]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 40. Proposed Intersection Redesign Locations[207,208]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Strategy TM 1.2 Redesign or reconfigure intersections of major roads to address traffic circulation and safety for people walking and biking, while repurposing additional space around the redesigned intersections as programmed open spaces for the community. Coordinate with SHA, DPW&T, municipalities, developers, and property owners to phase in the potential intersection redesign ideas in Map 40.

Location 1: Redesign the Peace Cross intersection US 1 Alt (Baltimore Avenue) northbound and southbound and MD 450 (Annapolis Road) to an urban-style T-intersection to address traffic circulation and multimodal transportation safety, while creating a central public gathering space, a mobility hub, and enhanced access to the riverfront and Peace Cross Memorial. As part of the redesign, conduct an additional analysis to explore the potential to convert the existing northbound segment of US 1 Alt (Baltimore Avenue) to a two-way street and convert the existing southbound segment of US 1 Alt (Baltimore Avenue) to a greenway with a pedestrian and bicycle trail. Map 41 and Map 42 illustrate the existing configuration and a design alternative for the Peace Cross intersection. See Section III (Opportunity Site D).

Location 2: Redesign the intersection of MD 450 (Annapolis Road) and MD 202 (Landover Road) to create a T-intersection and repurpose additional space as a public plaza fronting Publick Playhouse. This redesign will support connections to adjacent neighborhoods through the extension of existing 54th Place to the redesigned intersection. It will also support the potential redevelopment of underutilized parcels between and along these corridors, including the Save A Lot property, fostering new opportunities for community-focused mixed-use development. Map 43 and Map 44 illustrate the existing intersection configuration and a design concept for MD 450 (Annapolis Road) and MD 202 (Landover Road).

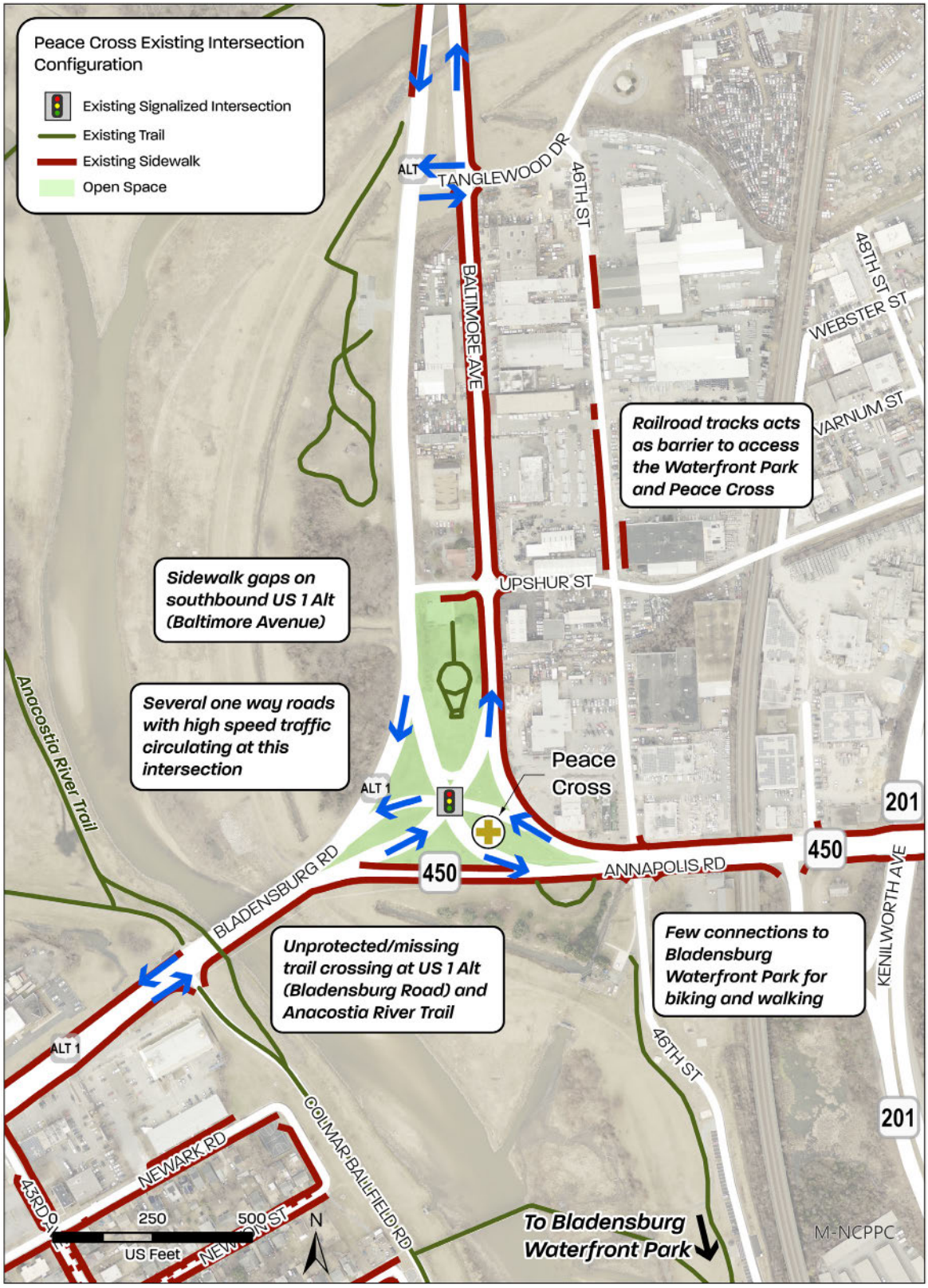
Location 3: Redesign the intersections where MD 201 (Kenilworth Avenue) intersects with 47th Street and MD 769 C (48th Street)—both north and south of MD 450 (Annapolis Road)—within the Port Towns Neighborhood Center. As part of this redesign, conduct a detailed analysis to assess the feasibility of removing the existing northbound on- and off-ramps and redesigning them into T-intersections. This modification may include the installation of new traffic signals and high-visibility crosswalks at both locations along MD 201 (Kenilworth Avenue), and additional geometric adjustment of the MD 769 C (48th Street and Quincy Street) intersection. Map 45 illustrates the existing conditions; a schematic diagram illustrating the potential intersection geometry is provided in Map 46.



PHOTO BY M-NCPPC

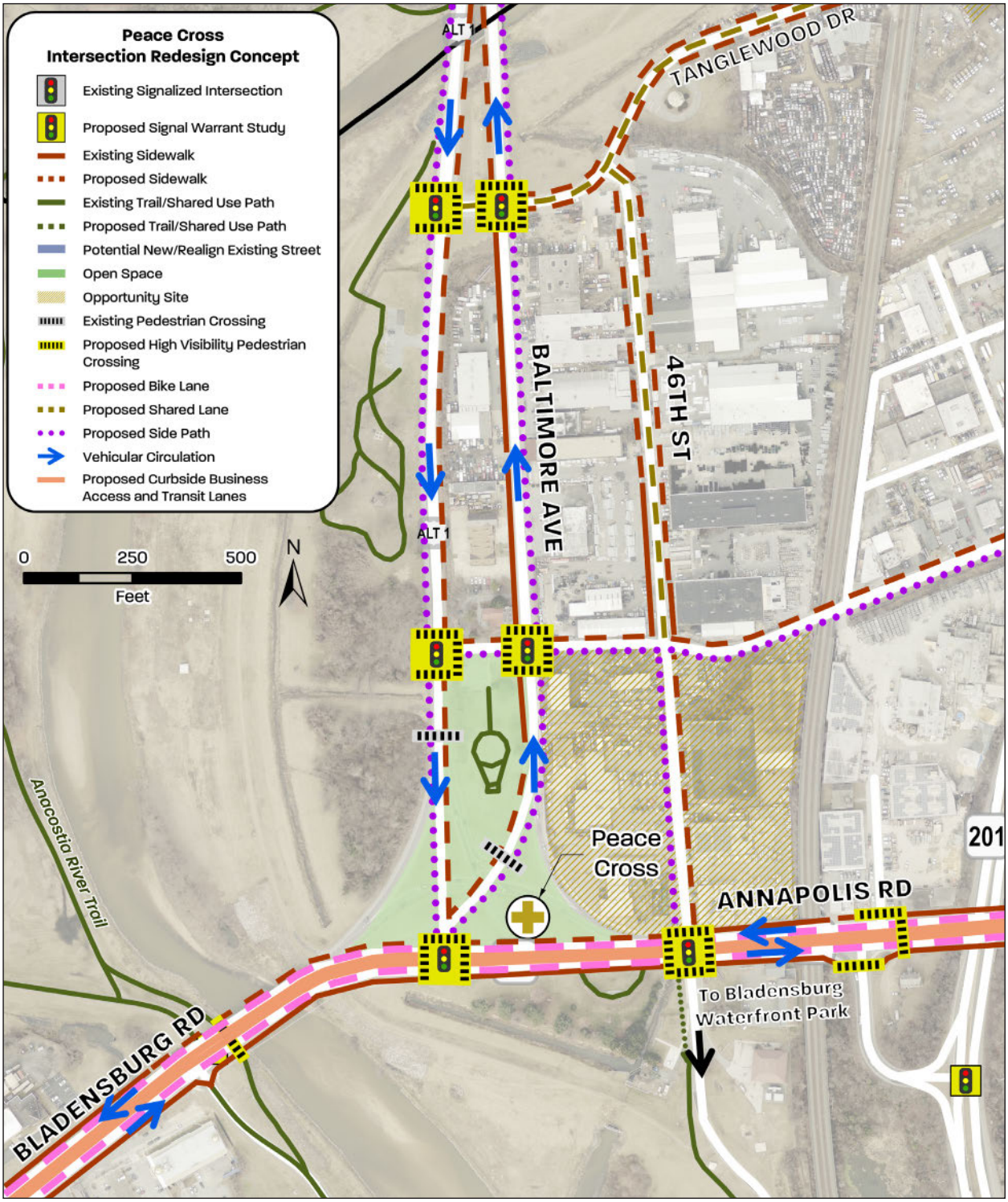
Location 2: Intersection of MD 450 (Annapolis Road) and MD 202 (Landover Road).

Map 41. Peace Cross Existing Intersection Configuration[207]



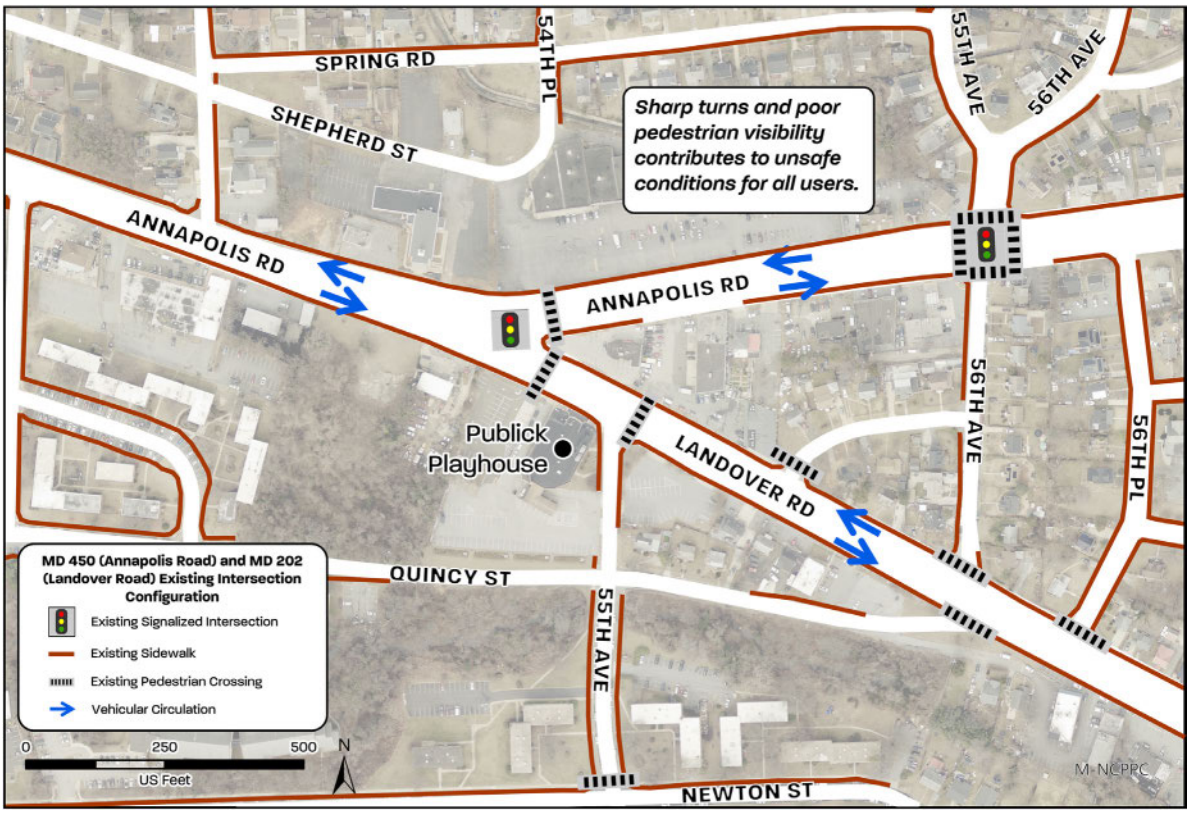
Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/.
Full map citations in Appendix I.

Map 42. Peace Cross Intersection Redesign Concept[207,208]



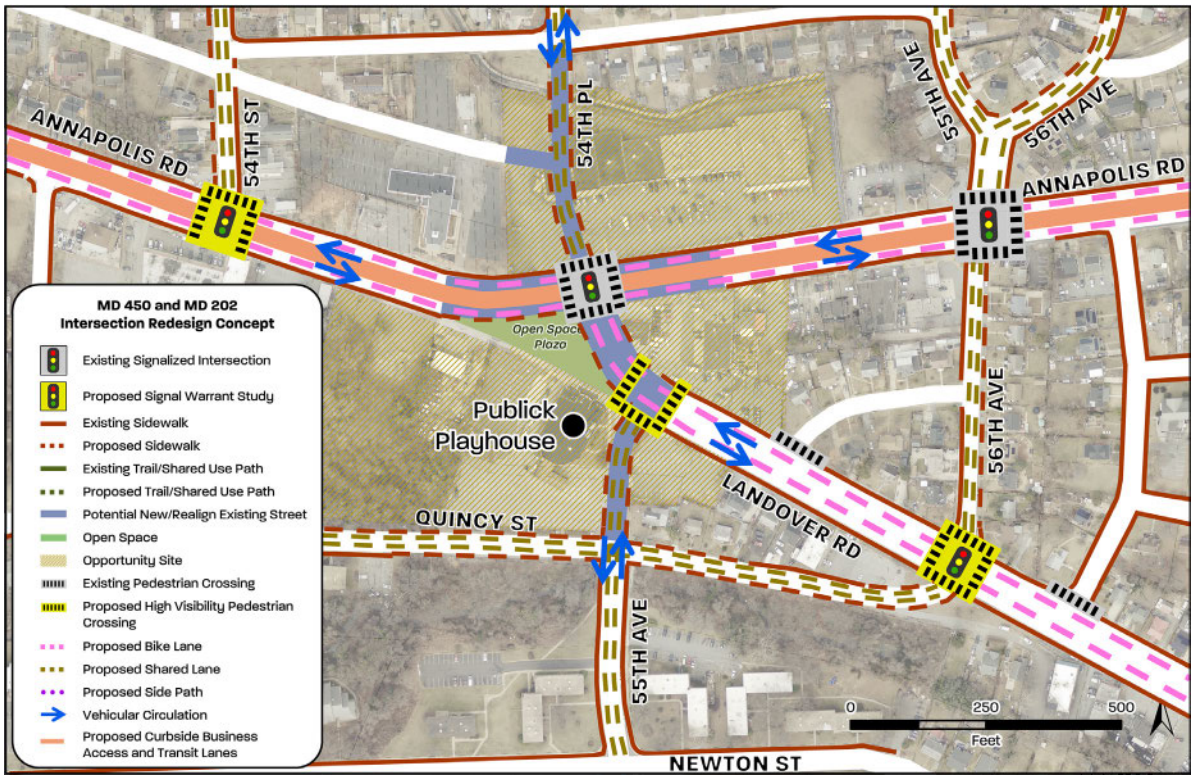
Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 43. MD 450 (Annapolis Road) and MD 202 (Landover Road) Existing Intersection Configuration



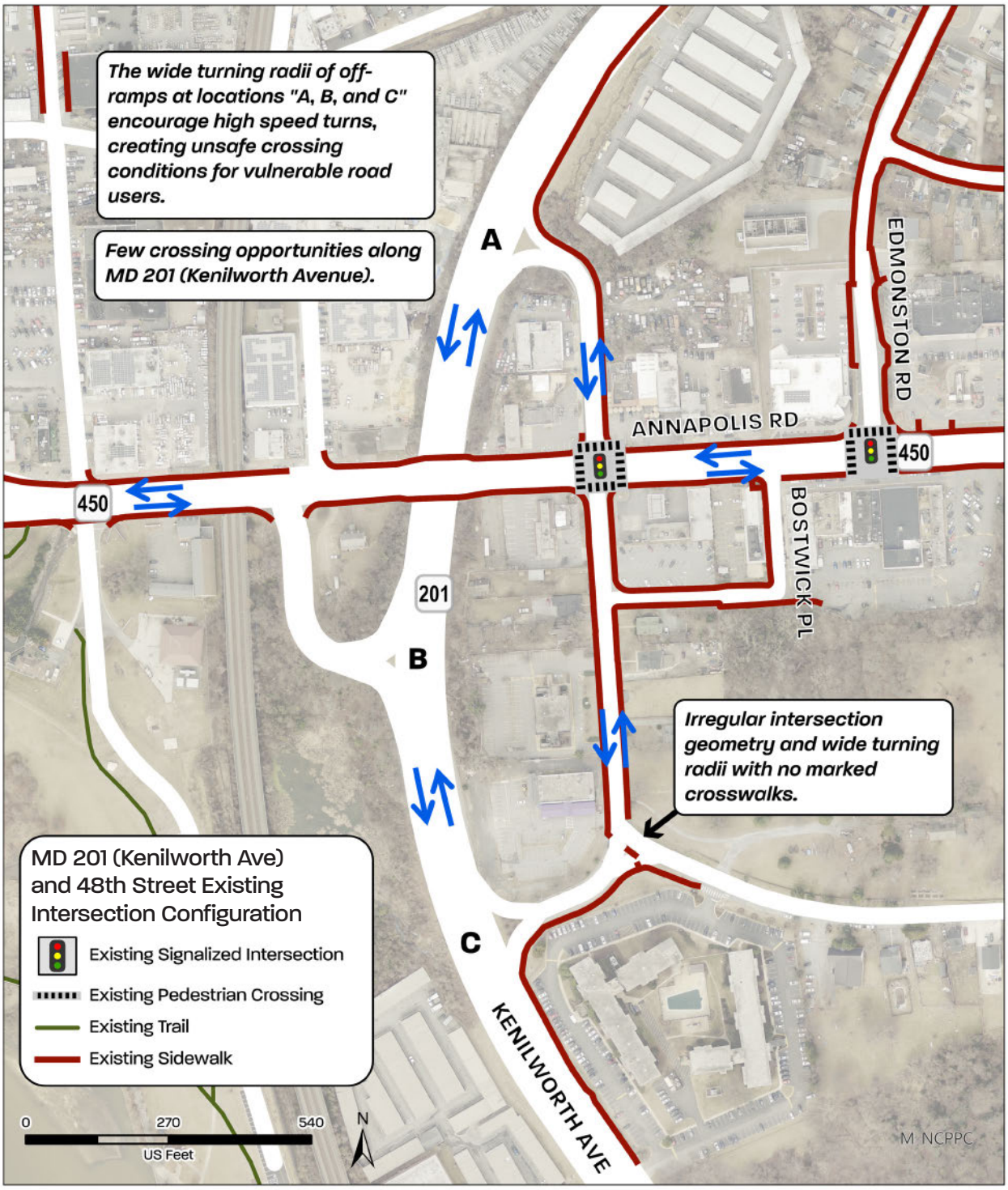
Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 44. MD 450 (Annapolis Road) and MD 202 (Landover Road) Intersection Redesign Concept[207,208]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 45. MD 201 (Kenilworth Avenue) and 48th Street Existing Intersection Configuration



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 46. MD 201 (Kenilworth Avenue) and 48th Street Intersection Redesign Concept[207,208]

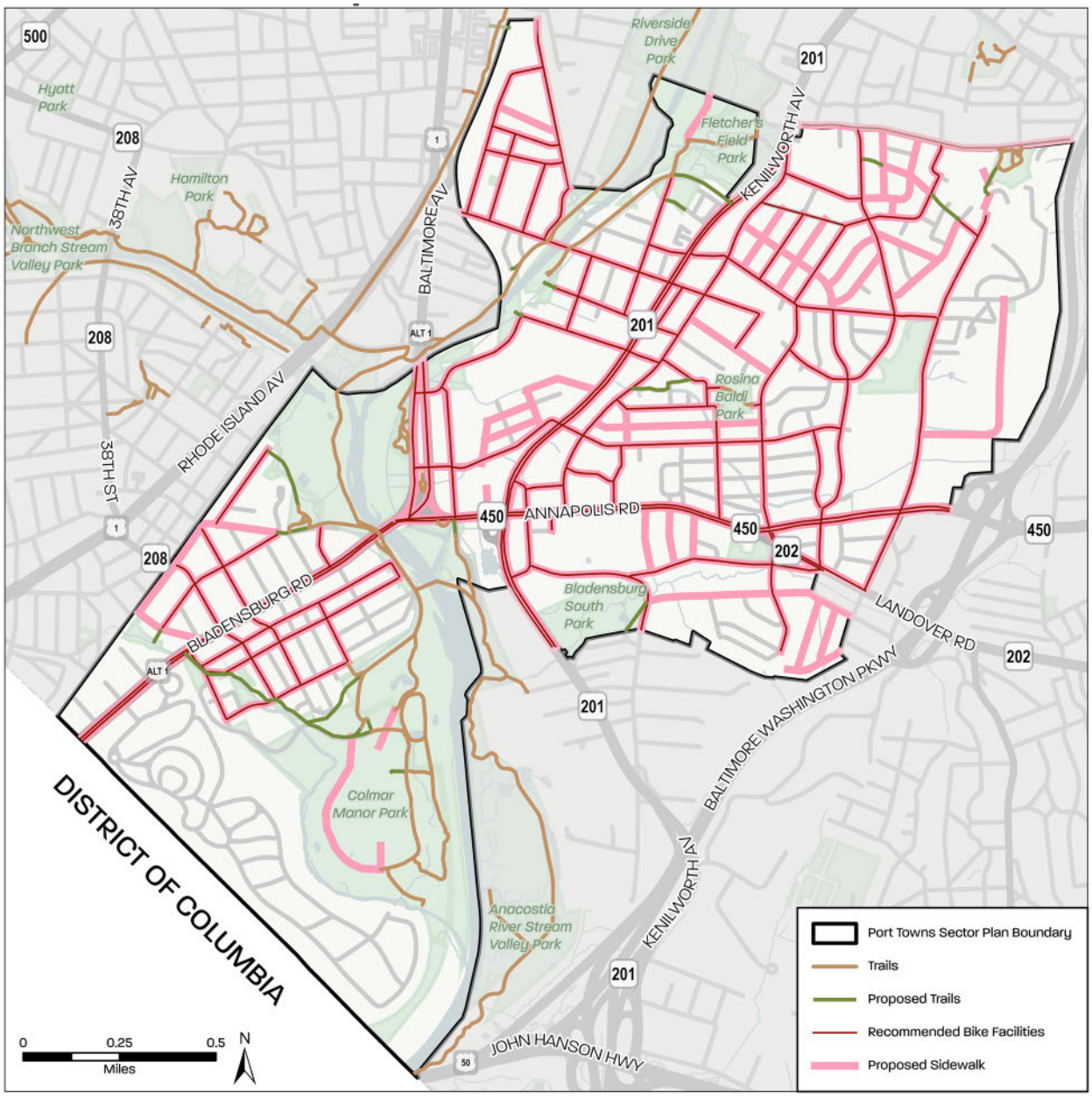


Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Policy TM 2 Promote non-automobile mode share by encouraging the design of safe, and comfortable infrastructure for people walking, biking, and rolling.

Strategy TM 2.1 Construct the recommended pedestrian, bicycle, and trails/shared use facilities listed in Tables 33 and 34 and shown in Maps 39 and 47.

Map 47. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Trail/Shared-Use Facilities[194,207]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Table 34. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Trails/ Shared-Use Facilities[194,206]

Project ID	Facility Name	From	To	Facility Improvements	Notes
Trails and Shared Use Paths					
SUP -1	Dueling Creek Heritage Loop: Segment C	US 1 Alt (Bladensburg Road)	Anacostia River Trail in Colmar Manor Park	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-2		Dueling Creek Heritage Loop: Segment C	Eastern terminus of Colmar Manor Community Park Access Road	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-3		Colmar Manor Community Park Access Road	Sidewalk north of baseball fields parking lot	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-4		Colmar Manor Community Park Access Road (Oak Street)	Trail terminus of basketball court parking lot	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-5		Colmar Manor Community Park Access Road (Oak Street)	Trail terminus at tennis court	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-6		Trail terminus at Cottage City Park	Northeastern terminus of Cottage Terrace	12' Shared-Use Path	To be constructed by M-NCPPC
SUP-7		Trail terminus in Bladensburg Waterfront Park	MD 450 (Annapolis Road)	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-8	Quincy Run Trail (Newton St trail)	Cheverly Avenue	50th Avenue Terminus in Bladensburg South Park	10-12' Shared-Use Path	
SUP-9	Greenway-Blueway Corridor: Segment A	MD 769 B (Edmonston Road)	53rd Place	10-12' Shared-Use Path	See Table 41 and Table 44 in Section VII: Natural Environment
SUP-10		Anacostia River Trail	Buchanan Street	10-12' Shared-Use Path	See Table 55 in Section XI: Public Facilities and Section III: Port Towns Blueprint (Opportunity Site B). Include fencing and edge treatments to enhance safety
SUP-11		Anacostia River Trail	Crittenden Street	10-12' Shared-Use Path	Include fencing and edge treatments to enhance safety
SUP-12		48th Avenue	Anacostia River Trail	10-12' Shared-Use Path	Include fencing and edge treatments to enhance safety
SUP-13		52nd Avenue	Fountain Park Apartment	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-14		Anacostia River Trail near intersection of 52nd and Tanglewood Drive	MD 201 (Kenilworth Avenue)	10-12' Shared-Use Path	To be constructed by M-NCPPC
SUP-15a	Jefferson Street Greenway-Blueway Corridor Segment D	56th Avenue	57th Avenue	10-12' Shared-Use Path	See Table 41 and Table 44 in Section VII: Natural Environment

Project ID	Facility Name	From	To	Facility Improvements	Notes
SUP-15b	Jefferson Street Greenway-Blueway Corridor Segment D	59th Avenue	60th Avenue	10-12' Shared-Use Path	
SUP-16		57th Avenue northern terminus	Path in Templeton Knolls Park	10-12' Shared-Use Path	
SUP-17	Opportunity Site E Connection				Examine a connection between Opportunity Site E and Dueling Creek greenway-blueway corridor identified in Table 41 and Table 44 in Section VII: Natural Environment. Responsible party for construction to be determined
SUP-18	Edmonston Connection to Riverdale/ MARC Plan 2035 Center				Study a connection between the commercial neighborhood node in Edmonston to the Riverdale/MARC designated center. Study should examine safe crossings over the CSX Railroad tracks
Shared Lane (Sharrows) and Sidewalk Improvements (To be implemented by Facility Owner or as redevelopment occurs)					
SP-1	46th Street	MD 450 (Annapolis Road)	Upshur Street	12' Side Path (West Side)	
SP-2	Crittenden Street	52nd Avenue	MD 201 (Kenilworth Avenue)	10-12' Side Path	
SP-3	Crittenden Street	53rd Avenue	MD 769B (Edmonston Road)	10-12' Side Path	
SP-4	Emerson Street	52nd Place	MD 201 (Kenilworth Avenue)	10-12' Side Path	
SP-5	52nd Avenue	Trail near Edmonston Park Building, Park ID: S13	Anacostia River Trail near Tanglewood Drive	10-12' Side Path	
Side Paths					
SL-1	Cottage Terrace	Bunker Hill Road	Terminus at Anacostia River Stream Valley Park	Shared Lane Markings	
SL-2	Parkwood Street	37th Avenue	Bunker Hill Road	Shared Lane Markings	
SL-3	43rd Avenue	US 1 Alt (Bladensburg Road)	Bunker Hill Road	Shared Lane Markings	
SL-4	39th Avenue	Newark Road	Lawrence Street	Shared Lane Markings	
SL-5	42nd Avenue	Newark Road	Lawrence Street	Shared Lane Markings	
SL-6	38th Avenue	US 1 Alt (Bladensburg Road)	Newton Street	5' Sidewalk (West Side) Shared Lane Markings	
SL-7	Newton Street	38th Avenue	Terminus	Fill in sidewalk gaps Shared Lane Markings	
SL-8	37th Avenue	38th Avenue	Lawrence Street	Fill in sidewalk gaps Shared Lane Markings	

Project ID	Facility Name	From	To	Facility Improvements	Notes
SL-9	Lawrence Street	37th Avenue	42nd Avenue	Fill in sidewalk gaps between 37th Place and 39th Avenue Shared Lane Markings	
SL-10	Taylor Street	MD 769 B (Edmonston Road)	51st Street	Shared Lane Markings	
SL-11	51st Street	MD 450 (Annapolis Road)	Tilden Road	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-12	54th Street	MD 450 (Annapolis Road)	Varnum Street	5' Sidewalk (West Side) Shared Lane Markings	
SL-13	Quincy Street	55th Avenue	MD 202 (Landover Road)	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-14	56th Avenue	MD 202 (Landover Road)	MD 450 (Annapolis Road)	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-15	57th Avenue	MD 202 (Landover Road)	MD 450 (Annapolis Road)	6' Sidewalk (Both Sides) Shared Lane Markings	Fill in sidewalk gaps
SL-16	55th Avenue	56th Avenue	Tilden Road	5' Sidewalk (East Side) Shared Lane Markings	
SL-17	Varnum Street	Terminus at Varnum Park	54th Place	5' Sidewalk (South Side) Shared Lane Markings	
SL-18	Varnum Street	51st Street	54th Street	5' Sidewalk (South Side) Shared Lane Markings	
SL-19	51st Street	MD 769 B (Edmonston Road)	Varnum Street	5' Sidewalk (North Side) Shared Lane Markings	
SL-20	53rd Place	Varnum Street	Buchanan Street	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-21	Varnum Place	53rd Place	Terminus at Varnum Park	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-22	Buchanan Street	MD 769 B (Edmonston Road)	53rd Place	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-23	Decatur Street	55th Avenue	56th Avenue	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-24	56th Avenue	Decatur Street	Emerson Street	5' Sidewalk (East Side) Shared Lane Markings	
SL-25	57th Avenue	Emerson Street	Terminus	6' Sidewalk (Both Sides) Shared Lane Markings	Fill in sidewalk gaps from Jefferson Street to terminus of road Part of Safe Routes to School
SL-26	Jefferson Street	60th Avenue	57th Avenue	6' Sidewalk (Both Sides) Shared Lane Markings	Part of Safe Routes to School

Project ID	Facility Name	From	To	Facility Improvements	Notes
SL-27*	55th Avenue	Emerson Street	Gallatin Street	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-28*	54th Avenue	Emerson Street	Gallatin Street	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-29*	Gallatin Street	MD 769 B (Edmonston Road)	59th Avenue	6' Sidewalk (Both Sides) Shared Lane Markings	Part of Safe Route to School
SL-30	Hamilton Street	MD 769 B (Edmonston Road)	56th Avenue	Fill in sidewalk gaps Shared Lane Markings	
SL-31	59th Avenue	Gallatin Street	Jenifer Place	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-32	Jenifer Place	59th Avenue	Terminus (Templeton Elementary)	5' Sidewalk (Both Sides) Shared Lane Markings	59th Avenue is a street jog and Jenifer Street connects them
SL-33	59th Avenue	Jenifer Place	Carters Lane	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-34	53rd Avenue	Crittenden Street	Decatur Street	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-35	Crittenden Street	MD 201 (Kenilworth Avenue)	Terminus (53rd Avenue)	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-36*	Crittenden Street	Western Terminus	52nd Avenue	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-37	51st Avenue	Buchanan Street	Decatur Street	5' Sidewalk (Both Sides) Shared Lane Markings	51st Avenue has existing bike lane in northbound direction. This recommendation will include shared lane treatment in southbound direction.
SL-38	52nd Avenue	Crittenden Street	Edmonston Recreation Center	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-39	Emerson Street	52nd Avenue	52nd Place	5' Sidewalk (Both Sides) Shared Lane Markings	
SL-40	Taylor Road	Decatur Street	Lafayette Place	5' Sidewalk (East Side) Shared Lane Markings	Taylor Road has existing advisory bike lane in northbound direction. This recommendation will include shared lane treatment in southbound direction.
SL-41*	49th Avenue	Decatur Street	Gallatin Street	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-42*	47th Avenue	Decatur Street	Hamilton Street	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-43	Gallatin Street	46th Avenue	Lafayette Place	5' Sidewalk (Both Sides) Shared Lane Markings	

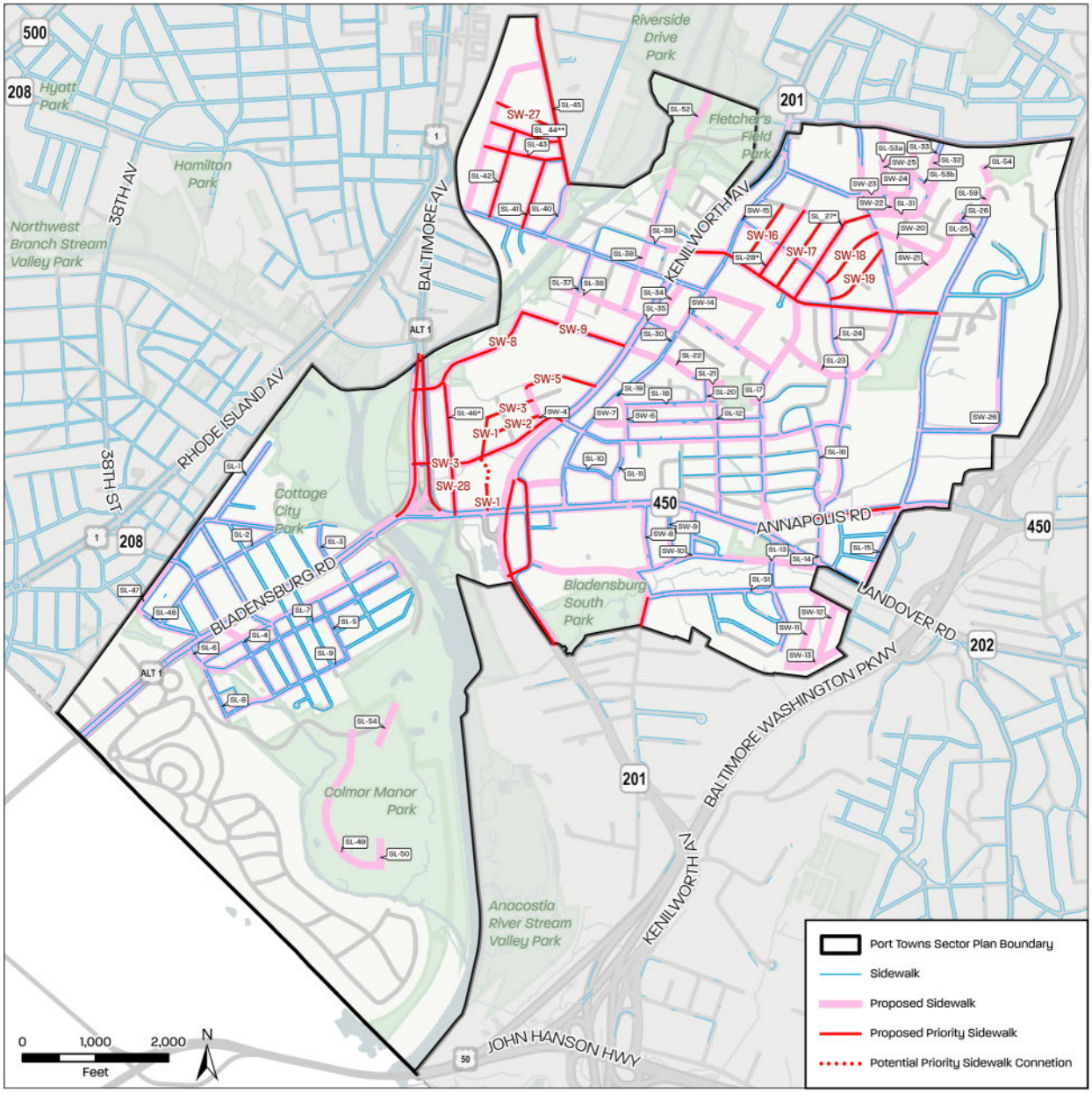
Project ID	Facility Name	From	To	Facility Improvements	Notes
SL-44*	Hamilton Street	46th Avenue	Lafayette Place	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-45*	Lafayette Place	Taylor Road	Northern Terminus	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-46*	46th Street	Upshur Street	Tanglewood Drive	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-47	Dueling Creek Heritage Loop: Segment A	Cottage Terrace Terminus in Cottage City (Bunker Hill Road) at 37th Avenue	Trail terminus at Cottage City Park (west end of Tax Account 0184713)	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-48	Dueling Creek Heritage Loop: Segment B	Cottage Terrace in Cottage City (Bunker Hill Road)	US 1 Alt (Bladensburg Road)	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-49		Southern terminus of Colmar Manor Community Park Access Road	Colmar Manor Community Park Access Road	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-50		Southern terminus of Colmar Manor Community Park Access Road	Colmar Manor Park soccer fields parking lot	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-51	Quincy Run Trail (Newton St trail)	Cheverly Avenue	50th Avenue Terminus in Bladensburg South Park	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-52		Anacostia River Trail terminus near Tax Account: 2148914	Northern sector plan boundary on Tanglewood Drive	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-53a	Jefferson Street Greenway-Blueway Corridor Segment D	56th Avenue	57th Avenue	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-53b	Jefferson Street Greenway-Blueway Corridor Segment D	59th Avenue	60th Avenue	6' Sidewalk (Both Sides) Shared Lane Markings	
SL-54		57th Avenue northern terminus	Path in Templeton Knolls Park	6' Sidewalk (Both Sides) Shared Lane Markings	
Sidewalks (To be implemented by Facility Owner or as redevelopment occurs)					
SW-1*	47th Street	MD 450 (Annapolis Road)	Webster Street	6' Sidewalk (East Side)	If Tax Account: 3939113 redevelops, a pedestrian connection should be made connecting 47th Street to Upshur Street
SW-2*	Varnum Street	47th Street	49th Street	6' Sidewalk (West Side)	
SW-3*	Webster Street	47th Street	49th Street	6' Sidewalk (North Side)	

Route ID	Facility Name	From	To	Facility Improvements	Notes
SW-4	49th Street	Upshur Street	Windom Road	5' Sidewalk (West Side)	
SW-5*	Windom Road	49th Street	MD 201 (Kenilworth Avenue)	6' Sidewalk (South Side)	
SW-6	51st Street	Tilden Road	Varnum Street	5' Sidewalk (East Side)	
SW-7	Upshur Street	MD 769 B (Edmonston Road)	54th Place	5' Sidewalk (South Side)	Fill in sidewalk gaps north side
SW-8	52nd Street	Quincy Street	MD 450 (Annapolis Road)	5' Sidewalk (Both Sides)	Fill in sidewalk gaps
SW-9	53rd Street	Quincy Street	MD 450 (Annapolis Road)	5' Sidewalk (Both Sides)	Fill in sidewalk gaps
SW-10	53rd Place	Quincy Street	MD 450 (Annapolis Road)	5' Sidewalk (Both Sides)	Fill in sidewalk gaps
SW-11	56th Street	Monroe Street	Newton Street	5' Sidewalk (Both Sides)	
SW-12	56th Place	Monroe Street	Newton Street	5' Sidewalk (Both Sides)	
SW-13	Monroe Street	56th Street	57th Avenue	5' Sidewalk (Both Sides)	
SW-14	Chesapeake Road	MD 769 B (Edmonston Road)	54th Place	5' Sidewalk (Both Sides)	
SW-15	Farragut Street	MD 769 B (Edmonston Road)	Emerson Street	5' Sidewalk (Both Sides)	Fill in gaps south side between Edmonston and 54th Place and north side between 54th place and Emerson Street
SW-16*	53rd Place	Emerson Street	Gallatin Street	6' Sidewalk (Both Sides)	Part of Safe Routes to School
SW-17*	54th Place	Emerson Street	Gallatin Street	6' Sidewalk (Both Sides)	
SW-18*	56th Avenue	Farragut Street	56th Place	6' Sidewalk (Both Sides)	
SW-19*	Elberton Place	Farragut Street	56th Place	6' Sidewalk (Both Sides)	
SW-20	Gallatin Place	56th Place	60th Avenue	5' Sidewalk (Both Sides)	
SW-21	60th Avenue	56th Place	Jefferson Street	5' Sidewalk (Both Sides)	
SW-22	57th Place	Gallatin Street	Hamilton Street	5' Sidewalk (Both Sides)	
SW-23	Hamilton Street	56th Avenue	58th Avenue	5' Sidewalk (Both Sides)	
SW-24	58th Avenue	Hamilton Street	Carters Lane	5' Sidewalk (Both Sides)	
SW-25	57th Avenue	Hamilton Street	Carters Lane	5' Sidewalk (Both Sides)	
SW-26	58th Avenue	57th Avenue	Emerson Street	5' Sidewalk (Both Sides)	Fill in sidewalk gaps along Tax Account: 2937266
SW-27*	Ingraham Street	46th Avenue	Lafayette Place	6' Sidewalk (North Side)	
SW-28*	46th Street	MD 450 (Annapolis Road)	Upshur Street	6' Sidewalk (East Side)	

Route ID	Facility Name	From	To	Facility Improvements	Notes
Bicycle Lane					
BL-1	MD 208 (38th Avenue)	Cottage Terrace	US 1 Alt (Bladensburg Road)	6.5' Separated Bike Lane	Route ID: UC-213, see Table 33
BL-2	US 1 Alt (Bladensburg Road)	District of Columbia	MD 450 (Annapolis Road)	6.5' Separated Bike Lane	Route ID: UM- 211, see Table 33
BL-3	US 1 Alt (Baltimore Avenue) (Southbound)	US 1 Alt (Bladensburg Road)	Charles I Armentrout Dr	10-12'; Separated Bike Lane	Will be either 10-12' cycle path or side path, see Table 33 Route ID: UI-222, see Table 33
BL-4	MD 450 (Annapolis Road)	US 1 Alt (Baltimore Avenue)	MD 295 (Baltimore-Washington Parkway)	6.5'; Separated Bike Lane	Route ID: UM-218 and Route ID: A-23, see Table 33
BL-5	MD 202 (Landover Road)	56th Avenue	57th Avenue	5'; Separated Bike Lane	Route ID: A-20, see Table 33
BL-6	MD 202 (Landover Road)	MD 450 (Annapolis Road)	56th Avenue	6.5'; Separated Bike Lane	Route ID: UM-260, see Table 33
BL-7	57th Avenue	MD 450 (Annapolis Road)	Emerson Street	5'; Separated Bike Lane	Route ID: UC-215, see Table 33
BL-8	Carters Lane	MD 201 (Kenilworth Avenue)	Eastern Terminus	5'; Separated Bike Lane	Route ID: P-206, see Table 33
BL-9	MD 769 B (Edmonston Road)	MD 450 (Annapolis Road)	MD 201 (Kenilworth Avenue)	5'; Separated Bike Lane	Route ID: C-216 and Route ID: UC-266, see Table 33
BL-10	MD 201 (Kenilworth Avenue)	48th Street (at Taylor Street)	Carters Lane	6.5'; Separated Bike Lane	Route ID: UM-255, see Table 33
BL-11	Decatur Street	CSX Railroad	MD 201 (Kenilworth Avenue)	5'; Separated Bike Lane	Route ID: C-215, see Table 33

* Priority Sidewalk Infrastructure.

Map 48. Recommended Pedestrian Network with Sidewalk Priority Areas[194,207]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Strategy TM 2.2 Create a complete network of bicycle facilities based on USDS classification as per Table 33. In addition, provide neighborhood Bicycle Boulevards or Neighborways (shared streets with traffic calming) as complementary routes to major roads to provide a low-stress bicycle network by implementing the recommended bicycle facilities shown in Map 49 and listed in Table 34. Figure 37 shows a bicycle boulevard and best practices for installation.

Strategy TM 2.3 Where rights-of-way challenges exist to implement the Urban Street Design Standards, work with the operating agency for the subject facility (e.g., DPW&T and SHA) to identify which vehicular elements may be modified to ensure high-quality complete streets as shown in Map 39.

Strategy TM 2.4 Coordinate with SHA, DPW&T, and local municipal jurisdictions (depending on roadway ROW ownership) to implement 'Complete Streets' by considering all modes while restriping, resurfacing, and redesigning roadways. Use design guidance developed as part of DPW&T's Urban Street Design Standards when roadways are redesigned. Table 33, Map 39, and Map 49 provide guidance for right-of-way design standards as well as pedestrian and bicycle facilities.

Strategy TM 2.5 Conduct warrant studies to explore the feasibility of creating signalized intersections and/or adding high-visibility crosswalks with Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacons (PHB) (also sometimes referred to as High-Intensity Activated Crosswalk (HAWK) Signals) across all legs at all the intersections as per Table 35 and Map 51.

Strategy TM 2.6 Improve pedestrian crossing safety and ensure ADA compliance at existing and potential future signalized intersections, as well as stop-controlled intersections. Utilize traffic control measures such as high-visibility crosswalks, pedestrian signal recalls, dedicated pedestrian and bicycle signal phases, and traffic control technology such as Leading Pedestrian Intervals (LPI). Additional location-specific warrant studies or traffic studies will be required to finalize locations and specific treatments. Refer to Map 51 and Table 35 for the locations to add high-visibility crosswalks at existing and potential new signalized intersections.

BICYCLE BOULEVARDS

Neighborhood Bicycle Boulevards are streets with low motorized traffic volumes and speeds, designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.[286]

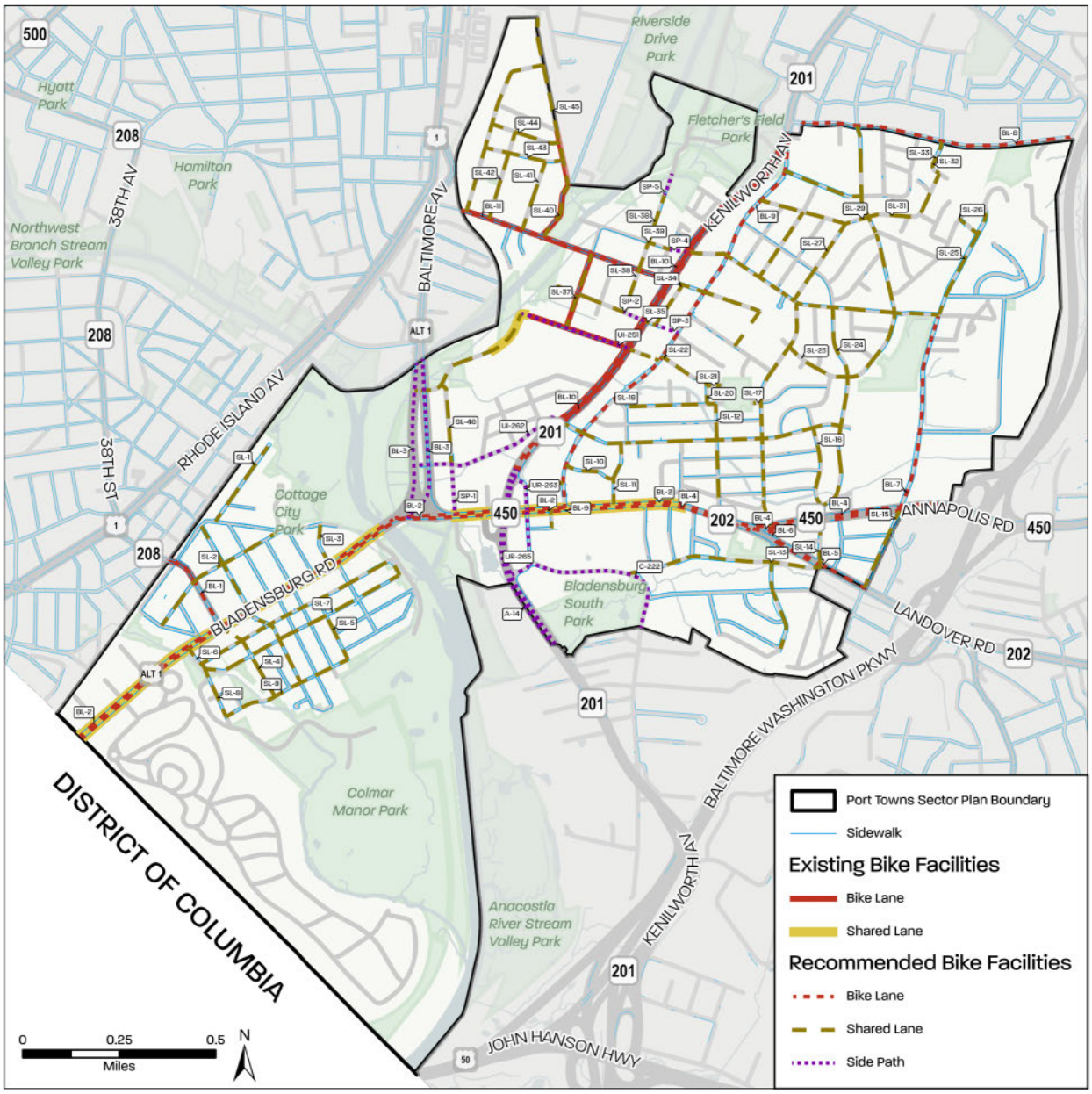
LEADING PEDESTRIAN INTERVAL

A Leading Pedestrian Interval (LPI) at signals gives pedestrians a clearance time to stop entering the crosswalk "Flashing Don't Walk" sign (FHWA), which is about 3-7 seconds before vehicles get a green light, enhancing visibility, reducing conflicts with turning vehicles, increasing motorist yielding, and improving safety for slower pedestrians.[296]

Strategy TM 2.7 Install infrastructure for pedestrian safety, including mid-block crossings with refuge islands, at strategic locations such as major transit stops and other pedestrian destinations such as schools, parks, libraries, and shopping center entrances (see Table 37). For roads with high volumes of vehicular traffic, utilize advanced traffic control technologies, including Rectangular Rapid Flashing Beacons (RRFB) and Pedestrian Hybrid Beacons (PHB), to enhance safety and accessibility. Conduct additional warrant analysis to determine the need for traffic control devices such as new signals, RRFB, and PHBs at locations with proposed new crosswalks.

Strategy TM 2.8 Enhance active transportation infrastructure and streetscaping elements in and around schools within the sector plan area to meet Safe Routes to Schools objectives. See Table 38.

Map 49. Recommended Bicycle Network[207]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning .org/opendata/. Full map citations in Appendix I.

Figure 37. Bicycle Boulevard[288]

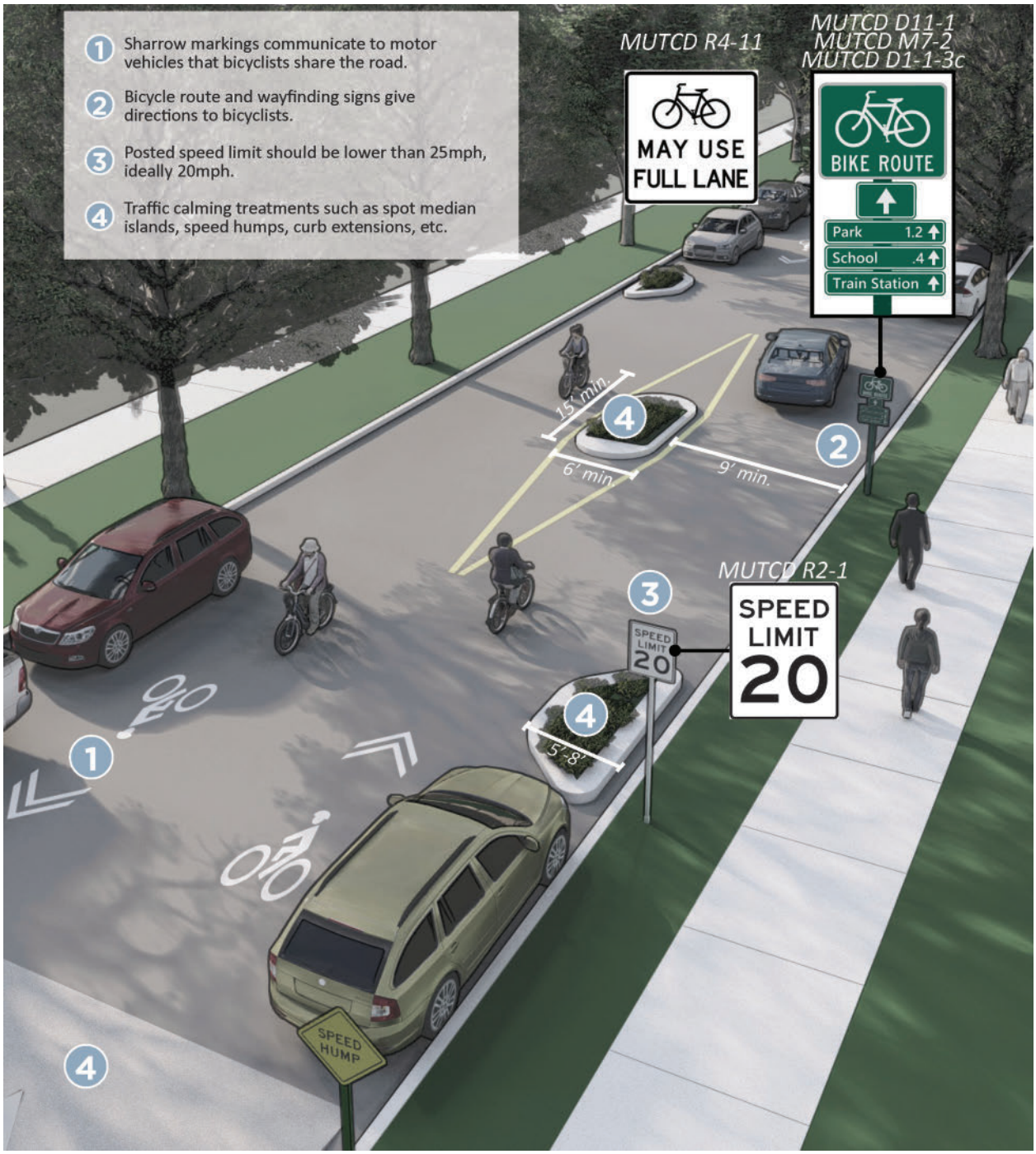
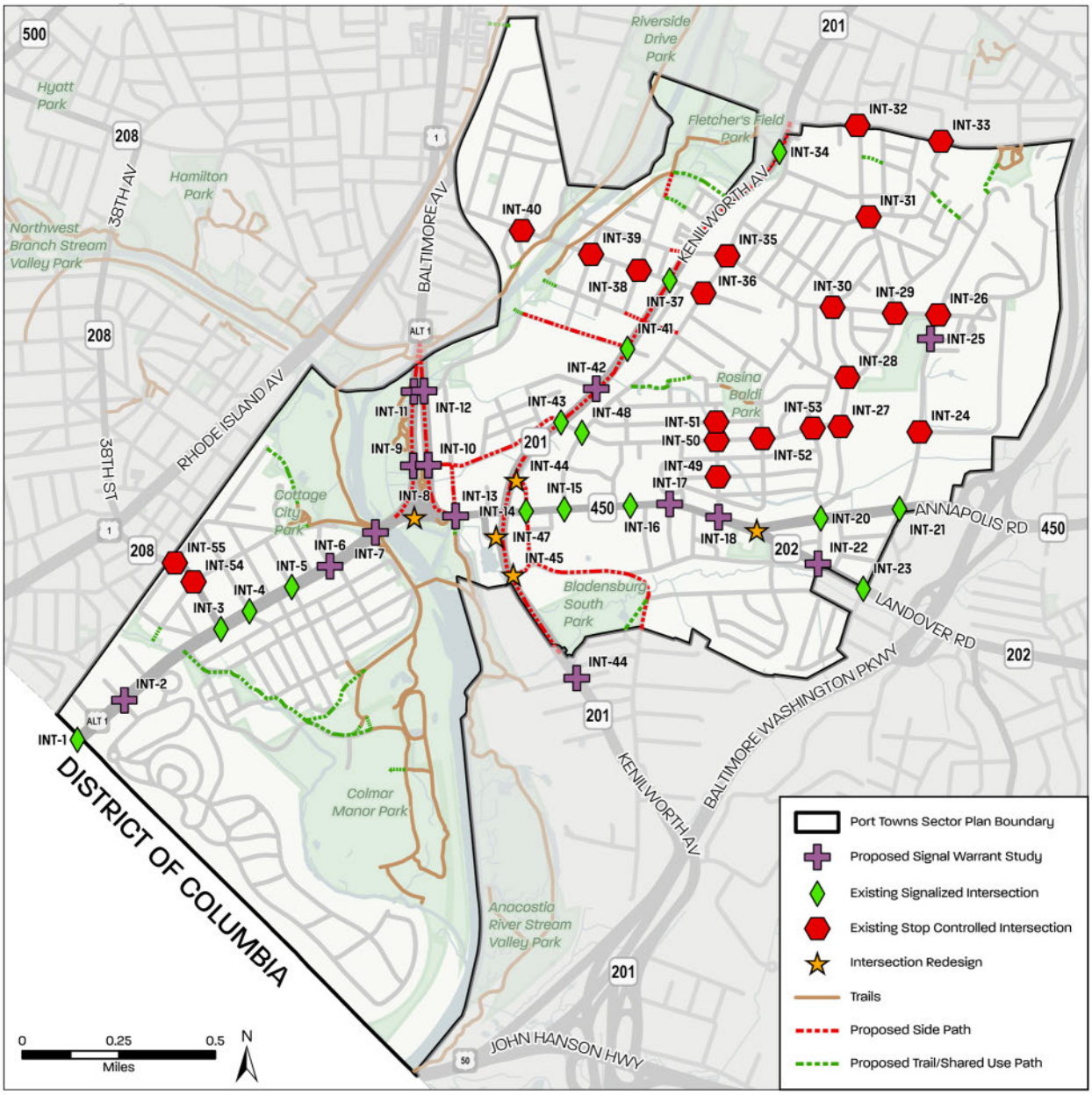


ILLUSTRATION BY KITTELSON

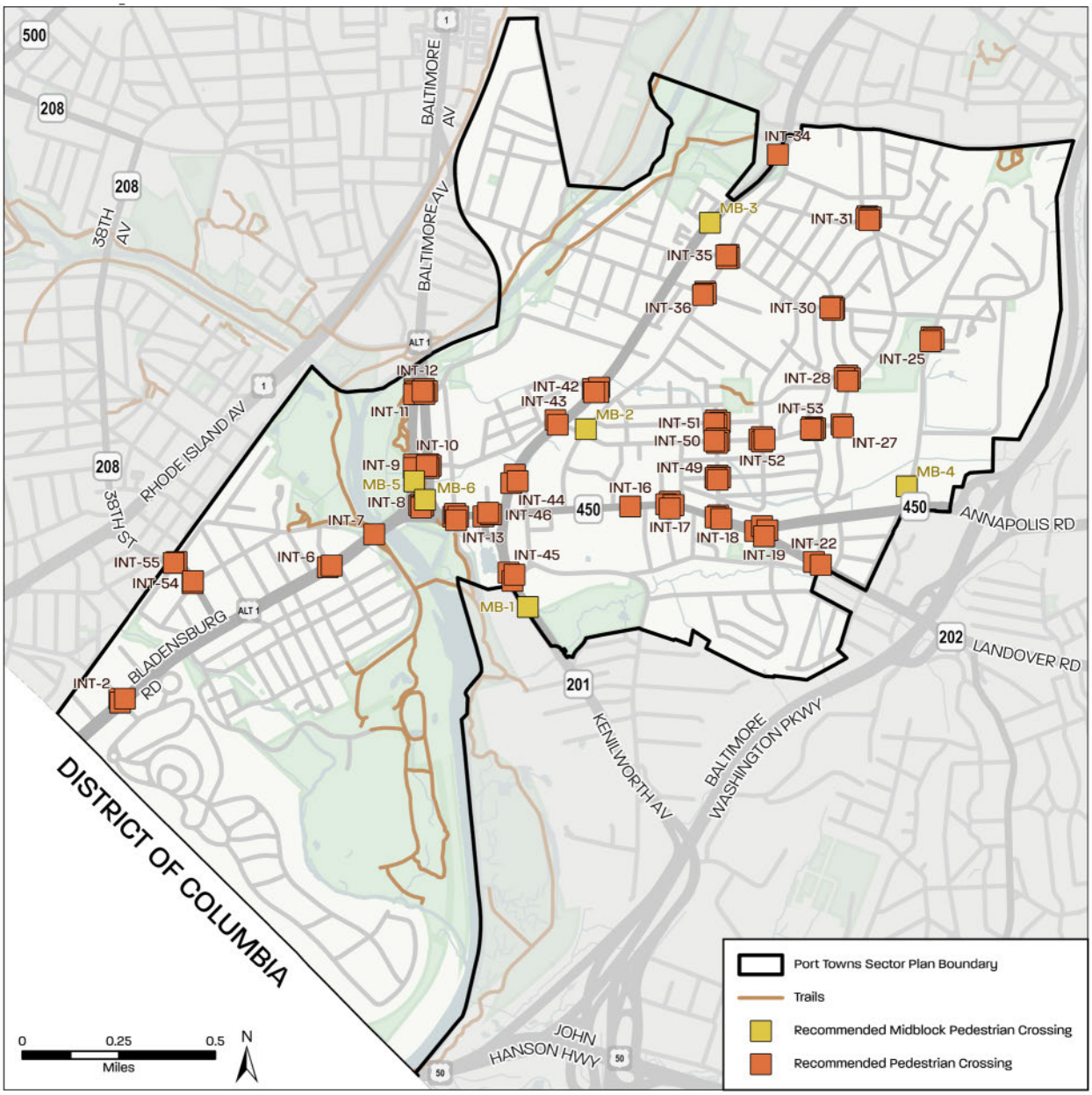
NOTE: MUTCD references are the recommended designs as per the Manual on Uniform Traffic Control Devices (MUTCD).[297]

Map 50. Existing Signalized Intersections



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map 51. Recommended Pedestrian Facilities[207]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.



Refuge Islands provide a way to safely cross a street with a median.

PHOTO BY KITTLESON

Table 35. Existing Signals and Proposed Signal Warrant Studies[207]

Project ID	Name	Cross Street/ Location	Intersection Type	New High-Visibility Crosswalks at Existing Signals	New High-Visibility Crosswalks at Potential New Signals
INT-1	US 1 Alt. (Bladensburg Road)	Eastern Avenue (NE)	Existing Signalized Intersection		
INT-2	US 1 Alt. (Bladensburg Road)	Ft. Lincoln Cemetery Road	Proposed Signal Warrant Study		Across All Legs
INT-3	US 1 Alt. (Bladensburg Road)	38th Avenue (South Leg of US 1 Alt. Bladensburg Road)	Existing Signalized Intersection*		
INT-4	US 1 Alt. (Bladensburg Road)	40th Avenue	Existing Signalized Intersection		
INT-5	US 1 Alt. (Bladensburg Road)	41st Avenue	Existing Signalized Intersection		
INT-6	US 1 Alt. (Bladensburg Road)	43rd Avenue	Proposed Signal Warrant Study		Across All Legs
INT-7	US 1 Alt. (Bladensburg Road)	Anacostia River Trail Crossing (West Leg of Anacostia River)	Proposed Signal Warrant Study		North Leg
INT-8	US 1 Alt. (Bladensburg Road)	US 1 Alt. (Baltimore Avenue) Peace Cross Intersection	Proposed Signal Warrant Study		Across All Legs
INT-9	US 1 Alt. (Baltimore Avenue) Southbound	Upshur Street	Proposed Signal Warrant Study		Across All Legs

Project ID	Name	Cross Street/ Location	Intersection Type	New High-Visibility Crosswalks at Existing Signals	New High-Visibility Crosswalks at Potential New Signals
INT-10	US 1 Alt. (Baltimore Avenue) Northbound	Upshur Street	Proposed Signal Warrant Study		Across All Legs
INT-11	US 1 Alt. (Baltimore Avenue) Southbound	Tanglewood Drive	Proposed Signal Warrant Study		Across All Legs
INT-12	US 1 Alt. (Baltimore Avenue) Northbound	Tanglewood Drive	Proposed Signal Warrant Study		Across All Legs
INT-13	MD 450 (Annapolis Road)	46th Street (Entry to the Bladensburg Waterfront Park)	Proposed Signal Warrant Study		Across All Legs
INT-14	MD 450 (Annapolis Road)	48th Street	Existing Signalized Intersection		
INT-15	MD 450 (Annapolis Road)	MD 769B (Edmontson Road)	Existing Signalized Intersection		
INT-16	MD 450 (Annapolis Road)	International High School and Langley Park	Existing Signalized Intersection	East Leg	
INT-17	MD 450 (Annapolis Road)	53rd Avenue	Proposed Signal Warrant Study		West Leg
INT-18	MD 450 (Annapolis Road)	54th Street	Proposed Signal Warrant Study		North, East and West Legs
INT-19	MD 450 (Annapolis Road)	MD 202 (Landover Road) (Redesign Intersection and existing signal)	Existing Signalized Intersection*		Across All Legs
INT-20	MD 450 (Annapolis Road)	55th/56th Avenue	Existing Signalized Intersection		
INT-21	MD 450 (Annapolis Road)	57th Avenue	Existing Signalized Intersection		
INT-22	MD 202 (Landover Road)	56th Avenue	Proposed Signal Warrant Study		East and West Legs
INT-23	MD 202 (Landover Road)	57th Avenue	Existing Signalized Intersection		
INT-24	57th Avenue	58th Avenue	Existing Stop Controlled		
INT-25	57th Avenue	Doris Court (Front of Bladensburg Community Center and Playground)	Proposed Signal Warrant Study		Across All Legs
INT-26	57th Avenue	Joyce Place/Emerson Street	Existing Stop Controlled		
INT-27	56th Avenue	Tilden Road	Existing Stop Controlled	North and East Legs	
INT-28	56th Place	56th Avenue	Existing Stop Controlled	Across All Legs	
INT-29	Emerson Street	57th Avenue	Existing Stop Controlled		
INT-30	56th Place	Emerson Street	Existing Stop Controlled	Across All Legs	
INT-31	56th Avenue	Gallatin Street	Existing Stop Controlled	Across All Legs	

Project ID	Name	Cross Street/ Location	Intersection Type	New High-Visibility Crosswalks at Existing Signals	New High-Visibility Crosswalks at Potential New Signals
INT-32	Carters Lane	56th Avenue	Existing Stop Controlled		
INT-33	Carters Lane	59th Avenue	Existing Stop Controlled		
INT-34	MD 201 (Kenilworth Avenue)	Ingraham Street	Existing Signalized Intersection	South Leg	
INT-35	MD 769B (Edmonston Road)	Emerson Street	Existing Stop Controlled	Across All Legs	
INT-36	Decatur Street	MD 769B (Edmonston Road)	Existing Stop Controlled	South Leg	
INT-37	Decatur Street	MD 201 (Kenilworth Avenue)	Existing Signalized Intersection		
INT-38	Decatur Street	Tanglewood Drive	Existing Stop Controlled		
INT-39	Decatur Street	51st Avenue	Existing Stop Controlled		
INT-40	Decatur Street	49th Street	Existing Stop Controlled		
INT-41	MD 201 (Kenilworth Avenue)	Buchanan Street	Existing Signalized Intersection		
INT-42	MD 201 (Kenilworth Avenue)	Windom Road	Proposed Signal Warrant Study		Across All Legs
INT-43	MD 201 (Kenilworth Avenue)	Tilden Road/Upshur Street	Existing Signalized Intersection	West and South Legs	
INT-44	MD 201 (Kenilworth Avenue)	48th Street (North off-ramps)	Proposed Signal Warrant Study		Across All Legs
INT-45	MD 201 (Kenilworth Avenue)	48th Street (South off-ramps)	Proposed Signal Warrant Study		Across All Legs
INT-46	MD 450 (Annapolis Road)	47th Street/Off ramp	Existing Stop Controlled		Across North, East and South Legs
INT-47	MD 201 (Kenilworth Avenue)	47th Street (Off ramps)	Proposed Signal Warrant Study		Across All Legs
INT-48	MD 769B (Edmonston Road)	Tilden Road	Existing Signalized Intersection		
INT-49	54th Street	Taylor Street	Existing Stop Controlled	Across All Legs	
INT-50	54th Street	Tilden Road	Existing Stop Controlled	Across All Legs	
INT-51	54th Street	Upshur Street	Existing Stop Controlled	Across All Legs	
INT-52	54th Place	Tilden Road	Existing Stop Controlled	Across All Legs	
INT-53	55th Avenue	Tilden Road	Existing Stop Controlled	Across All Legs	
INT-54	38th Street	Parkwood Street	Existing Stop Controlled	North Leg	
INT-55	38th Street	Cottage Terrace	Existing Stop Controlled	North and West Legs	

Note: Existing signals may need to be modified due to intersection redesign.

Table 36. Proposed Signal Warrant Studies and High-Visibility Crosswalk Locations[207]

Project ID	Name	Cross Street/Location	Proposed High-Visibility Crosswalk
INT-2	US 1 Alt. (Bladensburg Road)	Ft. Lincoln Cemetery Road	Across all legs
INT-6	US 1 Alt. (Bladensburg Road)	43rd Avenue	Across all legs
INT-7	US 1 Alt. (Bladensburg Road)	Anacostia River Trail Crossing (West Leg of Anacostia River)	North Leg
INT-8	US 1 Alt. (Bladensburg Road)	US 1 Alt. (Baltimore Avenue) Redesign Peace Cross intersection	Across all legs
INT-9	US 1 Alt. (Baltimore Avenue) Southbound	Upshur Street	Across all legs
INT-10	US 1 Alt. (Baltimore Avenue) Northbound	Upshur Street	Across all legs
INT-11	US 1 Alt. (Baltimore Avenue) Southbound	Tanglewood Drive	Across all legs
INT-12	US 1 Alt. (Baltimore Avenue) Northbound	Tanglewood Drive	Across all legs
INT-13	MD 450 (Annapolis Road)	46th Street (Entry to the Bladensburg Waterfront Park)	Across all legs
INT-17	MD 450 (Annapolis Road)	53rd Avenue	West Leg
INT-18	MD 450 (Annapolis Road)	54th Street	North, East, and West Legs
INT-19	MD 450 (Annapolis Road)	MD 202 (Landover Road)- Redesign intersection and existing signal	Across all legs
INT-22	MD 202 (Landover Road)	56th Avenue	East and West
INT-25	57th Avenue	Doris Court (Front of Bladensburg Community Center and Playground)	North Leg
INT-42	MD 201 (Kenilworth Avenue)	Windom Road	Across all legs
INT-44	MD 201 (Kenilworth Avenue)	48th Street (North Off-ramps)	Across all legs
INT-45	MD 201 (Kenilworth Avenue)	48th Street (South Off-ramps)	Across all legs
INT-47	MD 201 (Kenilworth Avenue)	47th Street (Off ramps)	Across all legs
INT-54	38th Street	Parkwood Street	North Leg
INT-55	38th Street	Cottage Terrace	North and West Legs



PHOTO BY KITTLESON

Mid-block crossings address pedestrians who want convenient locations for crosswalks.



PHOTO BY KITTLESON

Rectangular Rapid Flashing Beacons provide more visibility.

Safe Routes to Schools



The project team, in collaboration with the Washington Area Bicyclist Association (WABA) and a teen action group from the Bladensburg Library, conducted a walk audit. The route started and ended at the Bladensburg Library, covering **Annapolis Road, 54th Street, Tilden Road, and Edmonston Road.** During the audit, participants identified missing bike and pedestrian infrastructure and noted general street safety concerns.

Walk Experience

- Pleasantness
- Driver Behavior
- Walking Space
- Street Crossing
- Safety Rules

Area Transformation

- Proposed Changes and Reasons

The Safe Routes to School (SRTS) concept originated in the 1970s in Odense, Denmark, due to concerns about the safety of children walking and bicycling to school. The idea quickly spread internationally, with programs emerging in Europe, Australia, New Zealand, Canada, and the United States. The success of pilot projects led to interest in a federally funded national program. In 2003, advocates and experts in pedestrian and bicycle issues met to discuss SRTS and develop a national program. This momentum continued, and several states in the U.S. began creating their own SRTS programs.[110] Safe Passages Project is a similar collaboration effort spearheaded in 2024 by the office of County Council Member Jolene Ivey, along with Council Members Krystal Oriadha and Wala Blegay, School Board Member Branndon Jackson, and District Heights Commissioner Anthony Tilghman, that aims to provide added security and supervision along school routes.

Table 37. Proposed Mid-Block Crossings[207]

Project ID	Location	Street 1	Street 2
MB-1	MD 201 (Kenilworth Avenue)-Kenilworth Towers Apartments Entrance	North of Lloyds Street	48th Street
MB-2	MD 769B (Edmontson Road) - Bladensburg Town Hall	North of Upshur Street	
MB-3	MD 201 (Kenilworth Avenue) - At bus stop near Fountain Park Entrance	Southern Entrance of Apartments	
MB-4	57th Avenue - At bus stop in front of Phoenix Apartments	MD 450 (Annapolis Road)	59th Avenue
MB-5	US 1 Alt. (Baltimore Avenue) Peace Cross Intersection Redesign	US 1 Alt(Baltimore Avenue) Southbound	
MB-6	US 1 Alt. (Baltimore Avenue) Peace Cross Intersection Redesign	US 1 Alt(Baltimore Avenue) Northbound	

Strategy TM 2.9 Enhance access to existing trails by building new trail connections. Map 52 highlights the gaps and recommended connections to complete the network.

Strategy TM 2.10 Explore passenger ferry opportunity along water trail from Bladensburg Waterfront Park to Washington, D.C. (see Go Prince George's Preliminary Plan WW 3.3; Page 107) WT-1 in Map 52 shows the existing water trail connection on the Anacostia River.

Strategy TM 2.11 Initiate a feasibility study for a trail connection along Quincy Run, including options for a safe crossing across the railroad tracks, to link Bostwick House to Bladensburg Waterfront Park and the regional trail network.

Strategy TM 2.12 Coordinate with SHA, DPW&T, and local municipal jurisdictions (depending on roadway ROW ownership) to separate modes using dedicated and separated facilities, especially for pedestrians and bicyclists along high-speed and high-traffic-volume roads as part of restriping, resurfacing, and redesigning roadways. Recommended bicycle facilities are illustrated in the images below.

Strategy TM 2.13 Develop a comprehensive wayfinding and signage strategy for easy access to and from existing and new trails, public spaces, and destinations in the Port Towns area. Install a combination of signs, from directional signs to mile markers, to facilitate navigation for people walking and biking.

Strategy TM 2.14 Encourage municipalities to adopt tactical urbanism as a tool for incremental mobility infrastructure improvements and public space activation.

Policy TM 3 Reduce personal vehicle use and encourage non-vehicular modes of travel (walking, bicycling, transit use) through area-wide parking management.

Strategy TM 3.1 Eliminate minimum parking requirements for redevelopment within the Port Towns Neighborhood Center.

Strategy TM 3.2 Establish regulations and permit a 50% parking reduction within one-quarter mile of a Neighborhood Center.

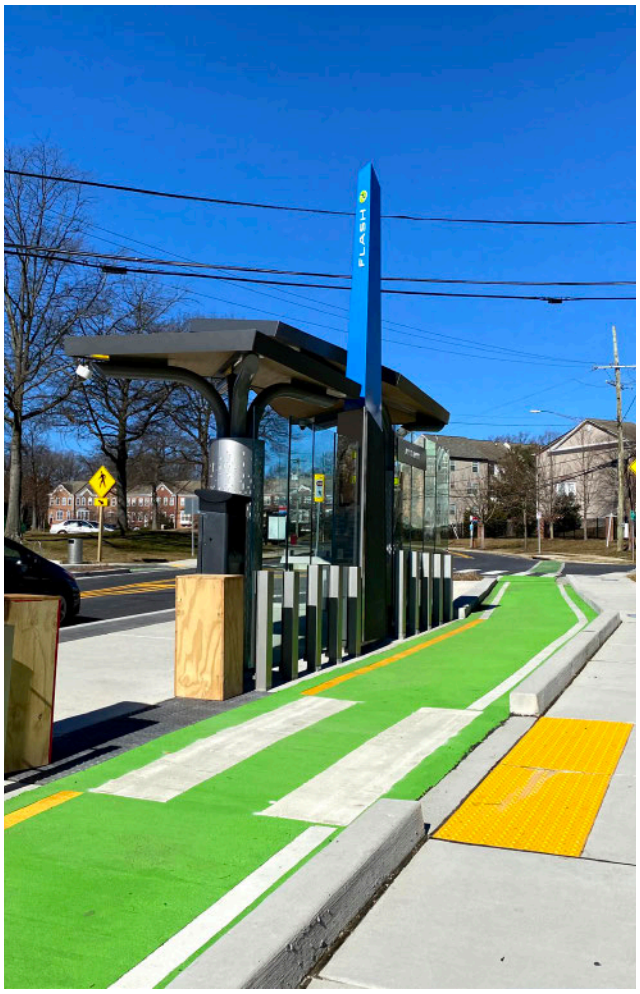
Strategy TM 3.3 Establish regulations to permit and incentivize a 15% reduction in required parking for developments located within a quarter- to half-mile of a Neighborhood Center.

Strategy TM 3.4 Encourage developers to utilize shared parking policies that are currently under Prince George's County Zoning Ordinance as part of the Section 27-6307 – Off-Street Parking Alternatives.

Strategy TM 3.5 Eliminate vehicular LOS requirements within the Port Towns Neighborhood Center. This strategy will amend Table 21 of Plan 2035.



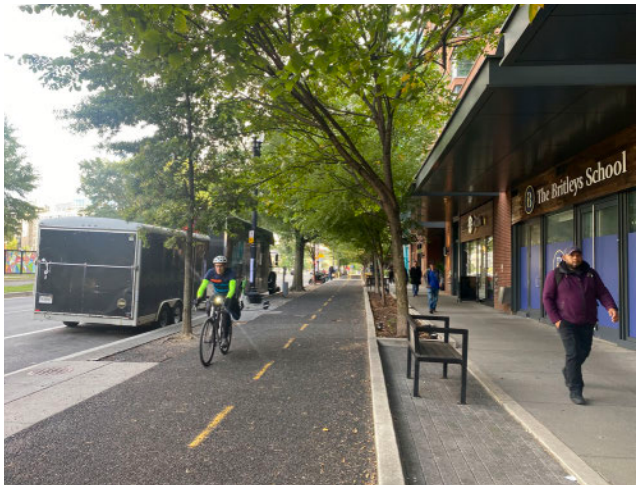
Side path. PHOTO BY M-NCPPC



One-way separated bike lanes. PHOTO BY KITTLESON



Shared-use path. PHOTO BY M-NCPPC

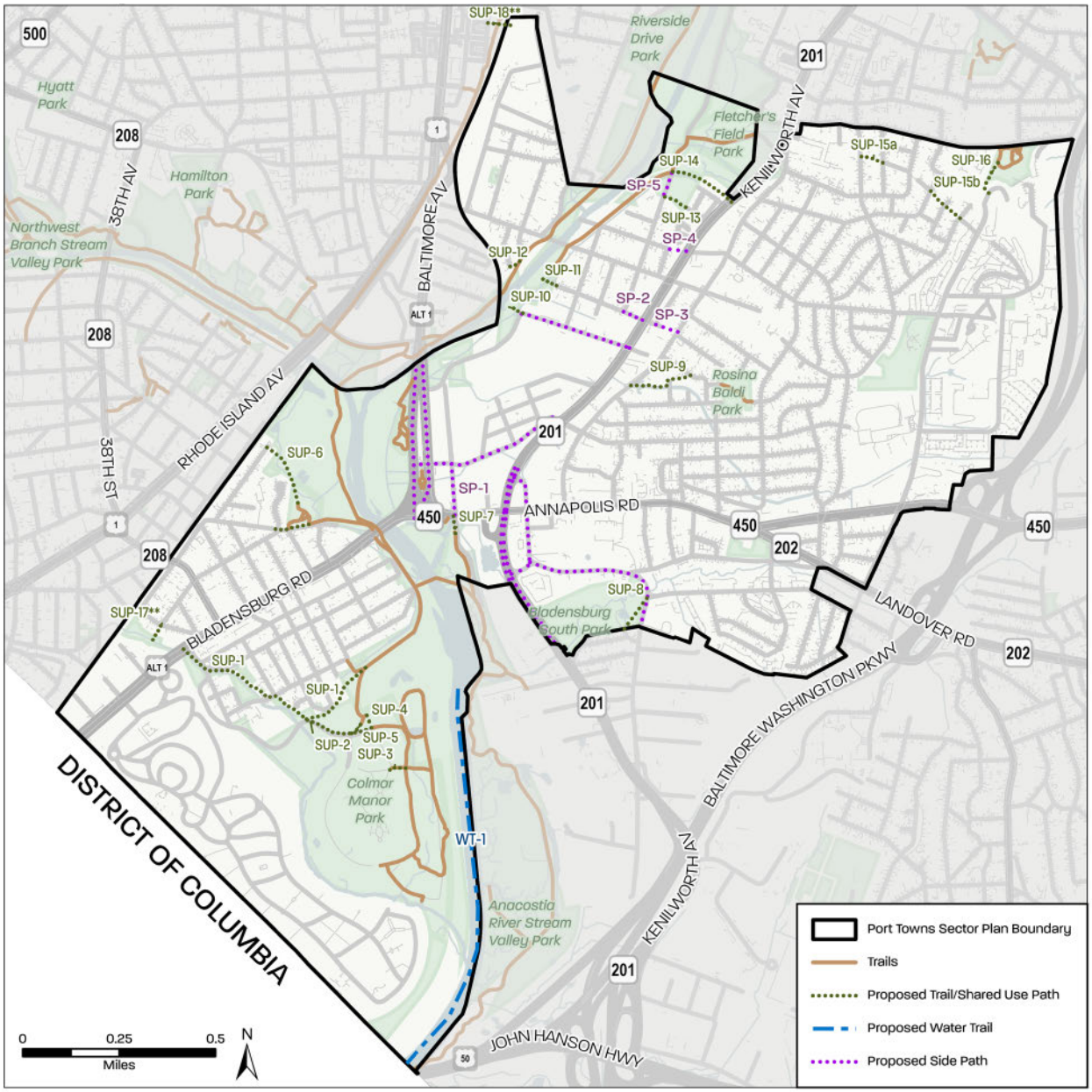


Two-way separated bike lanes. PHOTO BY KITTLESON

Table 38. Safe Routes to School Streetscape Improvements

School Name	Location	Suggested Improvements
Templeton Elementary School	Intersection of Caters Lane and 55th Place	Coordinate with utility companies to relocate the telephone pole currently situated in the middle of the narrow sidewalk, as it obstructs access for individuals using mobility devices.
Templeton Elementary School	Fletcher's Field Apartments and Carlyle Village property	Create formal pedestrian connections between Fletcher's Field Apartments and Carlyle Village property. Currently, there is an informal walking path on the southern end of Fletcher's Field Apartments property that students and community members use to reach the bus stop (ID 3001633).
Templeton Elementary School	Neighborhood around Templeton Elementary School	Collaborate with PGCPS to ensure and enhance pedestrian connections with the neighborhood during the construction of the new Templeton Elementary School.
Templeton Elementary School	Hamilton Street from 56th Avenue to 58th Avenue and Carters Lane	Extend the sidewalks. Currently, the sidewalk ends at Hamilton Street and 56th Avenue intersection, leaving no sidewalk for the remainder of Hamilton Street and its transition to 58th Avenue. The sidewalk resumes at the 58th Avenue and Carters Lane intersection.
Templeton Elementary School	North side of Carters Lane to intersection with 56th Avenue	Extend sidewalks. Sidewalk on north side of Carters Lane abruptly ends at 5712 Carters Lane and should be extended to Carters Lane-56th Avenue intersection, where they resume on Carters Lane and 56th Avenue.
Templeton Elementary School	57th Ave, Jefferson St, 58th Street, and Jennifer Place	Install sidewalks. Connect Jefferson Street between 57th Avenue and 58th Street.
Port Towns and Rogers Elementary Schools and Elizabeth Seton High School	MD 769B (Edmonston Road) and Farragut Street intersection.	Paint crosswalks and install pedestrian crossing signs.
Port Towns and Rogers Elementary Schools and Elizabeth Seton High School	59th Avenue	Extend the 59th Avenue sidewalk that abruptly ends at 5224-5226 59th Avenue.
Port Towns and Rogers Elementary Schools and Elizabeth Seton High School	Gallatin Street	Install sidewalks on Gallatin Street.
Bladensburg High School	MD 201 (Kenilworth Avenue) to 56th Avenue leading up to Bladensburg High School	Proposed as a residential street treatment featuring shared lane markings (sharrows) to enhance cyclist safety and promote multimodal use.
Bladensburg High School	56th Avenue from Farragut Street to 56th Place extending Tilden Road	Provide sidewalk on both sides. See Map 48 and Table 34.
Bladensburg Elementary School	MD 769 C (Quincy Street) between MD 769 C (48th Street) to the Evergreen Cemetery	Coordinate with Bladensburg and SHA to refine and improve one-way eastbound only traffic along MD 769 C (Quincy Street) between MD 769 C (48th Street) to the Evergreen Cemetery to retrofit a shared-use path for pedestrians and bicyclists.
Bladensburg Elementary School	Port of Bladensburg Shopping Center	With Site G (Port of Bladensburg Shopping Center) identified as an opportunity site, connect it with Bladensburg Elementary School and International High School by providing new crosswalks and repaint the existing crosswalks, enhancing the bus stops (Stop IDs #3002884, #3001448). See Table 40.
International High School	52nd Avenue from Town Hall to Crittenden Street and on Crittenden from 52nd Avenue to Crittenden Street Neighborhood Park	Coordinate with Edmonston in the ongoing effort to use the Safe Routes to Schools grant to add sidewalks to 52nd Avenue from Town Hall to Crittenden Street and on Crittenden from 52nd Avenue to Crittenden Street Neighborhood Park.
International High School	52nd Avenue from southern boundary of the Sector plan area to Quincy Street	Provide sidewalk along 52nd Avenue from Southern Boundary of the Sector plan area to Quincy Street. See Map 39 and Table 33.

Map 52. Existing and Recommended Trail/Shared-Use Path Network



Prince George's County Planning Department Analysis, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

TACTICAL URBANISM

Tactical Urbanism is a dynamic approach that focuses on small-scale, temporary interventions to provide immediate and experimental solutions to urban issues and projects. It is a way for cities to test ideas before committing significant amounts of time and resources toward permanent infrastructure projects.[164]

Interventions are often created and designed by members of the community, with businesses creating parklets (see Parklet callout box) in former parking spots and residents placing planters to serve as protective barriers between pedestrians and cars.

Many of these temporary interventions lead to permanent changes. A famous example of tactical urbanism is Times Square in New York City, which started out as a temporary pedestrian plaza and is now a permanent car-free zone and economic engine that attracts visitors each year.

While tactical urbanism is an increasingly popular approach in cities across the world, it faces several challenges. In many jurisdictions, the informal interventions of tactical urbanism are illegal and are removed or shut down. In addition, some of the temporary interventions never become permanent because of a lack of community or institutional support.

Tactical Urbanism in Port Towns

Port Towns can utilize tactical urbanism as a quick and more affordable way to test out small-scale, innovative solutions to implement the policies and strategies noted in this plan.[320] Below are some temporary installation ideas based on the plan's recommendations:



PHOTO BY M-NCPPC

Temporary barriers extend existing bike lane along road, near 52nd and Quincy Streets in Bladensburg, MD.

- Dedicated bike lanes (find photo of temporary bike lane installation – Quincy Lane)
- Intersection safety (find photo of art to call attention to sidewalks and create curb extensions)
- Open Streets (find photo of temporary street closure to automobiles)

TRANSIT AND REGIONAL CONNECTIVITY

Policy TM 4 Enhance regional connections to and from the area through implementing improvements to the existing transit network.

Strategy TM 4.1 Integrate Bus Rapid Transit (BRT) or other facilities that support high-capacity transit on WMATA's Frequent Service Network's P40 bus route, including implementing dedicated bus lanes and enhancing bus stops along US 1 Alt (Bladensburg Road) and MD 450 (Annapolis Road), and optimizing signal timing to ensure bus route efficiency. Implement curbside bus lanes as illustrated in Map 53 and listed in Table 39. No new transit routes or stops are being proposed as part of this Sector Plan. Map 53 shows a planned transit network by transit agencies like WMATA and Prince George's County's 'The Bus' service.

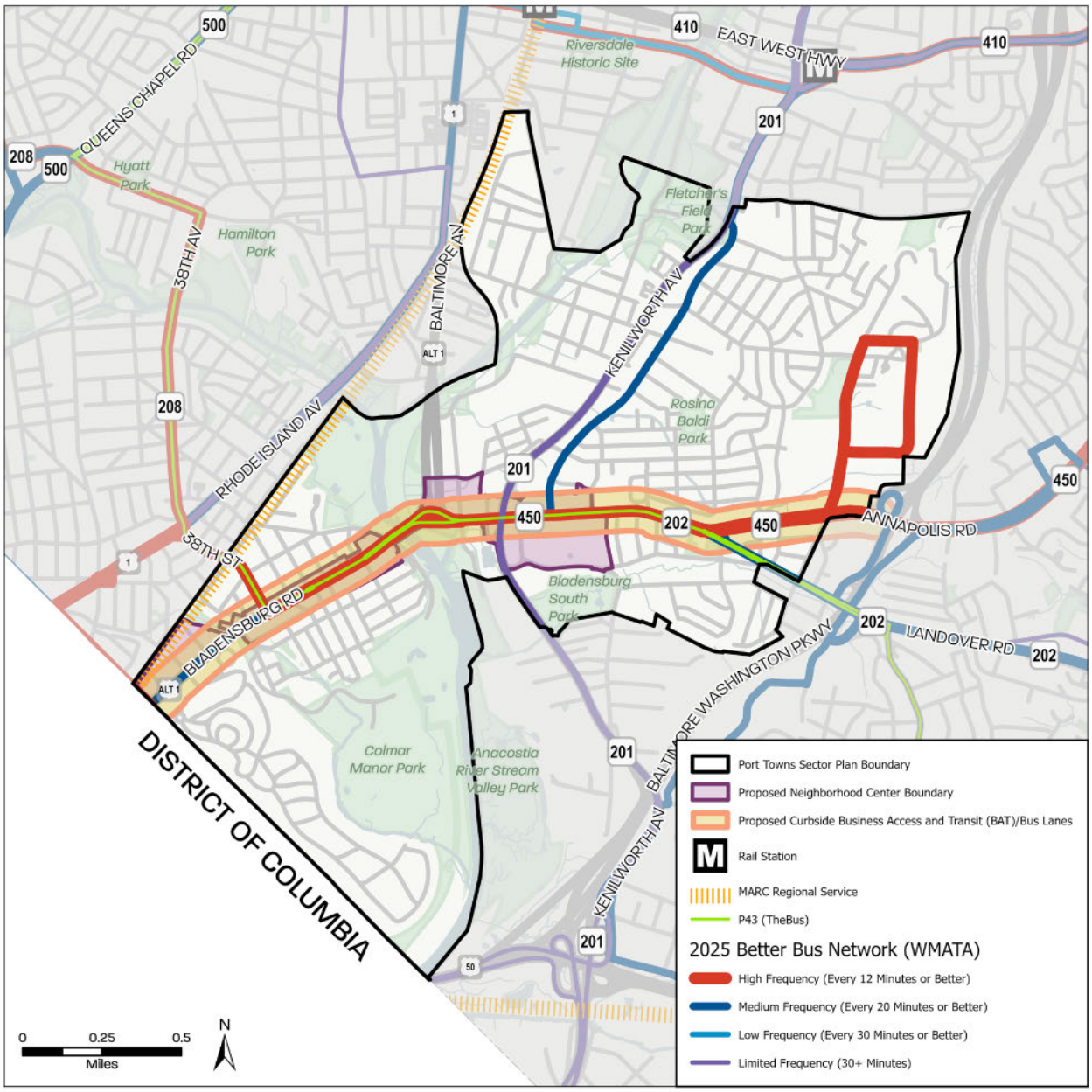
Strategy TM 4.2 Design new bus stops to be ADA-compliant with improved transit facilities such as bus shelters, benches, trash receptacles, and lighting for improved accessibility and rider comfort.

Strategy TM 4.3 Redesign and/or relocate bus stops to be accessible, within close proximity, and aligned with pedestrian crossings. Bus stops should be designed to offer a comfortable and functional experience for transit users, featuring quality amenities for waiting passengers and sufficient space for boarding and alighting without obstructing pedestrian flow on the sidewalk. The surrounding streetscape should incorporate proper lighting and shade to ensure a safe, pleasant, and inviting environment.

Strategy TM 4.4 Consider relocating or consolidating bus stops to the far side of signalized intersections, with the installation of Transit Signal Priority (TSP) or locating bus stops as part of queue jumps on the near side of signalized intersections.

Strategy TM 4.5 Identify deficiencies in current bus stop infrastructure and implement targeted design and infrastructure improvements. See Table 40.

Map 53. Planned Transit Network[146]



Prince George's County Planning Department Analysis in collaboration with Kittelson. Prince George's County Planning Department Analysis, GIS Open Data Portal, 2025 https://gisdata .pgplanning.org/opendata/. Full map citations in Appendix I.

Policy TM 5 Expand micromobility travel options within Port Towns and provide access to regional transit connections and destinations.

Strategy TM 5.1 Align design elements to the Prince George's County DPW&T Urban Street Design Standards and complete streets treatments to provide low-stress and high-comfort pedestrian and bicycle connections along US 1 Alt (Baltimore Avenue) (see TM 1.1). Coordinate recommendations in respective master/sector plan updates beyond the Port Towns Sector Plan boundary to assist in connecting to Riverdale MARC station and Hyattsville Crossing Metro station, and along MD 201 (Kenilworth Avenue) to the future Purple Line station, as highlighted in Map 57.

Strategy TM 5.2 Construct bicycle and electric-assist bicycle and scooter parking infrastructure adjacent to major destinations such as shopping centers, bus stops, libraries, parks, schools, and community centers. For example, local or regional destinations like the Bladensburg Waterfront or the Annapolis Road corridor can be enhanced by utilizing the open space areas of the redesigned Peace Cross intersection and Publick Playhouse intersection for the construction of parking infrastructure for shared bicycles and scooters.



PHOTO BY M-NCPPC

Strategy TM 5.3 Provide adequate docking areas for shared micromobility devices to minimally impact paths for walking, rolling, and biking, and to complement other modes of transportation.

Strategy TM 5.4 Design a mobility hub near the redesigned Peace Cross junction, with facilities equipped for bus transfers, micromobility and bike-share options, bicycle parking, greenspace, and placemaking elements.

Table 39. Proposed Curbside Business Access and Transit Lanes

Name	From	To	Transit Facility Type	Min. Width
US 1 Alt. (Bladensburg Road)	District of Columbia-Maryland Line	MD 450 (Annapolis Road)	Curbside Business Access and Transit (BAT) Lanes in both directions	11'
MD 450 (Annapolis Road)	US 1 Alt. (Baltimore Avenue)	MD 202 (Landover Road)	Curbside Business Access and Transit (BAT) Lanes in both directions	11'
MD 450 (Annapolis Road)	MD 202 (Landover Road)	57th Avenue	Curbside Business Access and Transit (BAT) Lanes in both directions	11'
MD 450 (Annapolis Road)	57th Avenue	MD 295 (Baltimore-Washington Parkway)	Curbside Business Access and Transit (BAT) Lanes in both directions	11'

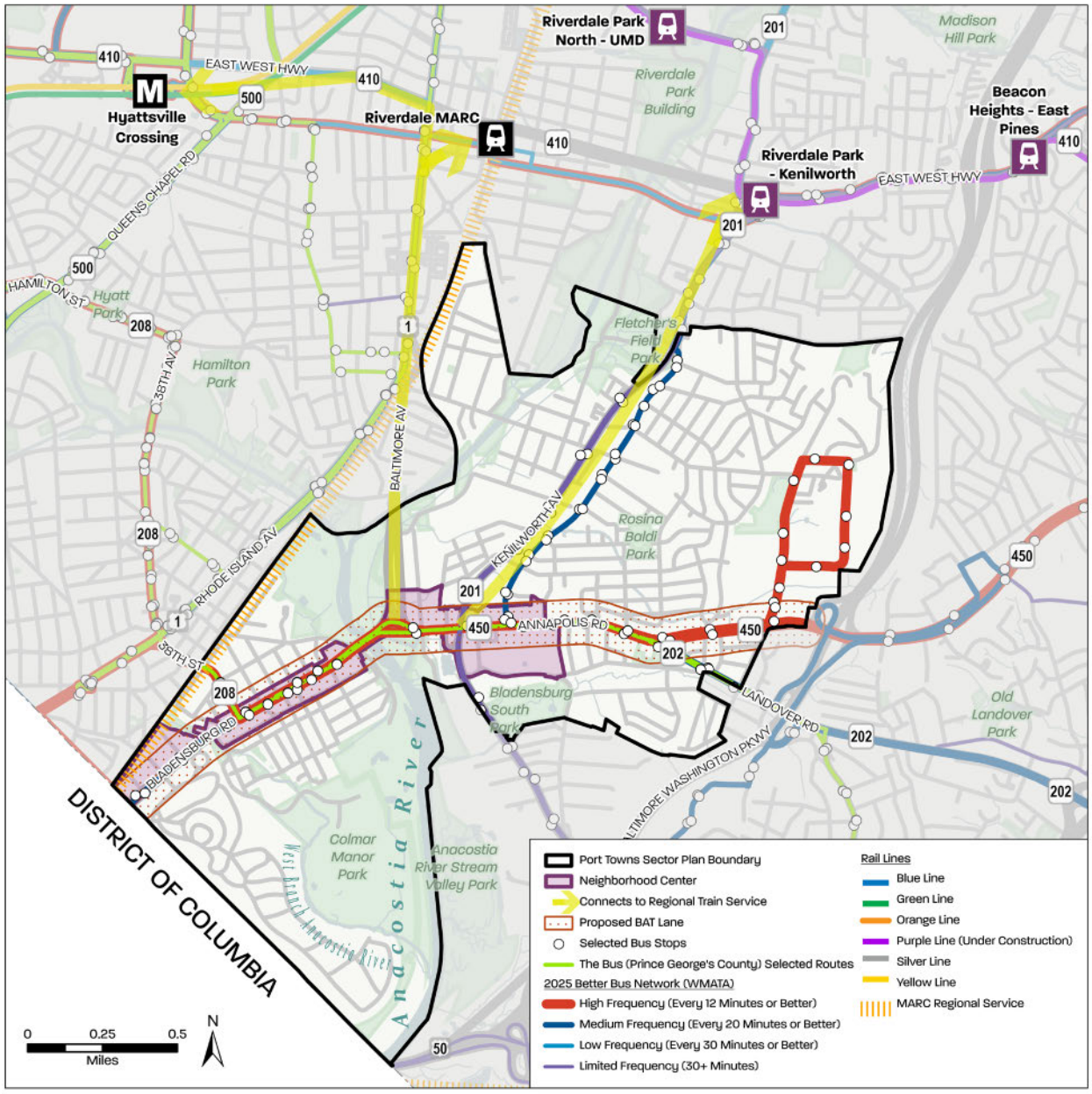
Table 40. Existing Bus Stop Elements and Potential Needs for Improving Design and Connectivity[92,206]

Stop ID	Location	Essential Needs for Improvements
3001633	Fletchers Field Apartments, MD 201 (Kenilworth Avenue)	New pedestrian connection, Marked ADA clear space, Bench
3002874	Emerson Street and 57th Avenue	Extended concrete slab, Marked ADA clear space , Bench
3001523	58th Avenue and Rogers Heights Elementary School	Marked ADA clear space, Bench
3002876	57th Avenue and Bladensburg High School	Paved and marked ADA clear space, Bench
3002873	58th Avenue and Emerson Street	Marked ADA clear space
3002875	58th Avenue and Joyce Place	New pedestrian connection, Marked ADA clear space
3002877	57th Avenue and 58th Avenue	Paved and marked ADA clear space, Bench
3002872	58th Avenue and #4245	Marked ADA clear space, Bench
3002871	58th Avenue and #4213	Marked ADA clear space, Bench
3001473	57th Avenue and Bladensburg High School	Paved boarding area, Marked ADA clear space, Bench
3001466	57th Avenue and Parkway Ctr	Marked ADA clear space
3001460	57th Avenue and MD 450 (Annapolis Rd)	Marked ADA clear space
3001449	MD 450 (Annapolis Rd) and 57th Avenue	Marked ADA clear space, Bench
3001600	MD 769 B (Edmonston Road) and Hamilton Street	Marked ADA clear space, Bench
3001608	MD 769 B (Edmonston Road) and Hamilton Street	Marked ADA clear space, Bench
3001592	MD 769 B (Edmonston Road) and Gallatin Street	Marked ADA clear space, Bench
3001593	MD 769 B (Edmonston Road) and Gallatin Street	Marked ADA clear space, Bench
3003331	MD 201 (Kenilworth Avenue) and Fountain Park Apartment	Paved and marked ADA clear space, Bench
3001579	MD 769 B (Edmonston Road) and Farragut Street	Marked ADA clear space, Bench, Trash can
3004300	MD 769 B (Edmonston Road) and Emerson Street	Marked ADA clear space, Bench
3001569	MD 769 B (Edmonston Road) and Emerson Street	Marked ADA clear space, Bench
3003330	MD 201 (Kenilworth Avenue) and Decatur Street	Marked ADA clear space
3001554	MD 769 B (Edmonston Road) and Decatur Street	Paved and marked ADA clear space, Bench
3001535	MD 769 B (Edmonston Road) and Chesapeake Road	Marked ADA clear space, Bench
3001537	MD 769 B (Edmonston Road) and Chesapeake Road	Marked ADA clear space, Bench
3001525	MD 769 B (Edmonston Road) and Buchanan Street	Paved and marked ADA clear space, Bench, Trash can
3001500	MD 201 (Kenilworth Avenue) and Upshur Street	Marked ADA clear space, Bench
3002890	MD 769 B (Edmonston Road) and Tilden Road	Marked ADA clear space
3001472	MD 769 B (Edmonston Road) and Taylor Street	Paved and Marked ADA clear space, Bench
3001469	MD 769 B (Edmonston Road) and Taylor Street	Paved and marked ADA clear space, Bench
3002889	MD 769 B (Edmonston Road) and MD 450 (Annapolis Road)	Paved and marked ADA clear space
3001452	MD 769 B (Edmonston Road) and MD 450 (Annapolis Road)	Unknown (under construction at time of research)
3001450	MD 450 (Annapolis Road) and MD 769 B (Edmonston Road)	Marked ADA clear space
3001606	MD 450 (Annapolis Road) and MD 769 B (Edmonston Road)	Marked ADA clear space
3002884	MD 450 (Annapolis Road) and Bladensburg Elementary School	Marked ADA clear space
3001429	MD 450 (Annapolis Road) and Bladensburg Elementary School	Marked ADA clear space

Stop ID	Location	Essential Needs for Improvements
3001448	MD 450 (Annapolis Road) and 53rd Street	Marked ADA clear space
3001428	MD 450 (Annapolis Road) and 53rd Avenue	Marked ADA clear space
3001434	MD 450 (Annapolis Road) and 56th Avenue	Paved and marked ADA clear space, Bench
3001427	MD 450 (Annapolis Road) and 54th Place	Paved and marked ADA clear space, Bench
3001430	MD 450 (Annapolis Road) and MD 202 (Landover Road)	Marked ADA clear space, Bench
3001366	MD 201 (Kenilworth Avenue) and 49th Avenue	Elevated waiting platform, Connection to sidewalk, Crosswalk, Paved and marked ADA clear space, Bench
3001395	MD 201 (Kenilworth Avenue) and Kenilworth Towers Apartment	Marked ADA clear space
3001428	MD 450 (Annapolis Road) and MD 202 (Landover Road)	Paved and marked ADA clear space, Bench
3001432	MD 450 (Annapolis Road) and 56th Avenue	Marked ADA clear space, Bench
3001610	MD 202 (Landover Road) and MD 450 (Annapolis Road)	Marked ADA clear space
3001413	MD 202 (Landover Road) and 56th Avenue	Marked ADA clear space, Bench
3001396	MD 202 (Landover Road) and 58th Avenue	Marked ADA clear space, Bench, Trash can
3001426	MD 202 (Landover Road) and MD 450 (Annapolis Road)	Paved and marked ADA clear space, Bench
3001611	MD 202 (Landover Road) and 55th Avenue	Marked ADA clear space
3001414	MD 202 (Landover Road) and 56th Avenue	Marked ADA clear space, Bench
3001586	MD 201 (Kenilworth Avenue) and Fountain Park Apartment	Marked ADA clear space, Bench
3001552	MD 201 (Kenilworth Avenue) and Decatur Avenue	Paved and marked ADA clear space
3001528	MD 201 (Kenilworth Avenue) and Buchanan Street	Paved and marked ADA clear space, Paved connection to bench
3001439	MD 450 (Annapolis Road) and 46th Street	Marked ADA clear space, Bench
3002883	MD 450 (Annapolis Road) and 46th Street	Marked ADA clear space, Bench
3001415	US 1 Alt (Bladensburg Road) and 43rd Avenue	Paved and marked ADA clear space, Bench
3002882	US 1 Alt (Bladensburg Road) and 42nd Avenue	Marked ADA clear space
3002881	US 1 Alt (Bladensburg Road) and 40th Place	Paved and marked ADA clear space, Bench
3001393	US 1 Alt (Bladensburg Road) and 40th Avenue	Marked ADA clear space
3001435	US 1 Alt (Bladensburg Road) and MD 208 (38th Avenue)	Marked ADA clear space
3002879	MD 208 (38th Avenue) and Parkwood Street	Marked ADA clear space, Bench
3001436	MD 208 (38th Avenue) and Parkwood Street	Marked ADA clear space, Bench
3001387	US 1 Alt (Bladensburg Road) and MD 208 (38th Avenue)	Marked ADA clear space
3001407	US 1 Alt (Bladensburg Road) and 41st Avenue	Paved and marked ADA clear space
3001433	US 1 Alt (Bladensburg Road) and 43rd Avenue	Paved and marked ADA clear space

Note: Analysis of bus stop features using Google images and site visits (2023-2024).

Map 54. Transit Connections



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

PUBLIC REALM AND PLACEMAKING

Policy TM 6 Utilize Port Towns' mobility infrastructure and associated public realm improvements to create welcoming public spaces that serve as community gathering spaces.



PHOTO BY KITTLESON

A bike-share station is seen next to a separated bike lane.

Strategy TM 6.1 Integrate the design of public spaces—such as plazas and parklets—into street redesign efforts to support a comprehensive placemaking approach. Map 40 identifies a few potential opportunities for new public spaces.

Strategy TM 6.2 Coordinate with property owners/applicants/developers to include development of new plazas and parks as part of the Peace Cross intersection redesign, as well as redesign of MD 450 (Annapolis Road) and MD 202 (Landover Road) intersection to enhance the frontage of Publick Playhouse, as shown in Map 42, Map 44, and Table 55.

Strategy TM 6.3 Collaborate with municipalities and agencies to create a plan and protocols to close strategically located streets to traffic during street festivals, farmers' markets, and other events.

Opportunity Sites

Policy TM 7 Foster a well-connected, accessible, and dynamic urban environment across the proposed opportunity sites (A-G) to enable safe, inclusive, and sustainable redevelopment.

OPPORTUNITY SITE A

Strategy TM 7.1 During development review, ensure MD 208 (38th Street) extension contains retractable bollards at each end.

Strategy TM 7.2 Develop a protocol for temporary street closures to pedestrian-oriented streets (interior north-south aligned street connecting MD 208 (38th Avenue) to 39th Avenue for events and activities accessible to pedestrians and bicyclists.

OPPORTUNITY SITE B

Strategy TM 7.3 Conduct a feasibility to determine a connection between the "Maker" District and ECO-City Farms to advance "farm-to-table" options.

Strategy TM 7.4 Connect streetscape and public gathering areas with the Anacostia riverfront by adding trails, walkways, and ramps on the levee. This connection will help create a vibrant public space that fosters activity and serves as a landmark at the western terminus of Buchanan Street. See HC 7.3, PF 3.1, and Table 55.

OPPORTUNITY SITE C

Strategy TM 7.5 Provide safe and efficient access via Decatur Street with dedicated pedestrian and bicycle connections to enhance mobility and walkability, while improving grid connectivity between Decatur Street and Chesapeake Road for better circulation.



ILLUSTRATION BY KITTLESON

Mobility hubs provide multiple options.

OPPORTUNITY SITE D

Strategy TM 7.6 Strengthen connections between redevelopment areas with walkable internal roads linked to US 1 Alt (Baltimore Avenue), Baltimore Avenue, and Upshur Street.

Strategy TM 7.7 Implement the Mixed-Use Boulevard as per the Urban Street Design Standards along US 1 Alt (Bladensburg Road) and US 1 Alt (Baltimore Avenue) to create pedestrian- and bicycle-friendly streetscapes. See TM 1.1 and TM 1.2

OPPORTUNITY SITE E

Strategy TM 7.8 Construct a pedestrian and bicycle bridge over Dueling Creek to connect the site with adjacent neighborhoods and improve multimodal accessibility. See PF 3.1 and Table 55.

Strategy TM 7.9 Apply Mixed-Use Boulevard urban street design standards to US 1 Alt (Bladensburg Road) and ensure a 98-foot right-of-way is preserved from the edge of Fort Lincoln Cemetery.

Strategy TM 7.10 Design pedestrian-friendly streetscape with street furnishings, landscaping, lighting, public art, wayfinding and signage, and transparent ground-floor storefronts, specifically along US 1 Alt (Bladensburg Road), to activate the streetscape.

Strategy TM 7.11 Incorporate gateway features such as thematic design elements, signage, and banners to signal entry into Port Towns and Prince George's County.

OPPORTUNITY SITE F

Strategy TM 7.12 Improve sidewalks, crossings, and public spaces by expanding the public realm on all sides of the intersection, implementing shorter, safer pedestrian crossings, and introducing streetscape elements such as lighting, trees, and seating.

Strategy TM 7.13 Ensure that excess land from road realignment is used to transform the space adjacent to Publick Playhouse into "Publick Square," an expanded civic gathering space. Conduct traffic studies to assess the feasibility of realigning MD 450 (Annapolis Road) into a T-intersection with MD 202 (Landover Road) to create a safer, more cohesive public realm.

Strategy TM 7.14 Extend 54th Place south to MD 450 (Annapolis Road) to improve circulation, increase permeability, and enhance local access.

OPPORTUNITY SITE G

Strategy TM 7.15 Preserve and improve the existing service road/alleyway behind commercial buildings for utility access, parking garage entrances, and back-of-house services while introducing alternative connections parallel to US 1 Alt (Bladensburg Road) to improve local circulation.

Strategy TM 7.16 Apply Mixed-Use Boulevard Urban Street Design Standards along US 1 Alt (Bladensburg Road)/MD 450 (Annapolis Road) to create a pedestrian-friendly, multimodal corridor with enhanced walkability.

Strategy TM 7.17 Design pedestrian-oriented streetscapes along US 1 Alt (Bladensburg Road) and internal residential streets with landscaping, lighting, and public seating to activate the public realm and enhance connectivity.

Section VII
Natural Environment

Plan 2035 Natural Environment Goal

PRINCE GEORGE'S PLAN 2035

Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development.

Sector Plan Natural Environment Goal

Port Towns Sector Plan and SMA

Preserve, enhance, and restore an interconnected network of significant environmental features that improves the area's environmental health and resilience for current and future generations.

Figure 38. What We Heard



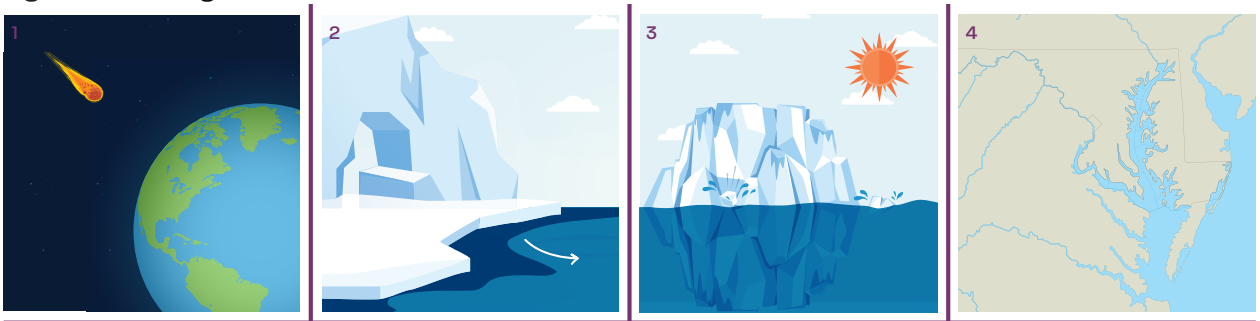
* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

Existing Conditions Summary

Geological Context

The Chesapeake Bay began forming around 35 million years ago and is part of a changing landscape that transcends state, county, and municipal lines, with its watershed spanning six states, each playing a crucial role in maintaining this unique ecosystem. While regional efforts protect larger ecosystems, Port Towns also contributes by safeguarding the Anacostia River, a vital tributary to the Bay, along with its own natural resources.[229]

Figure 39. Geological Context[229]



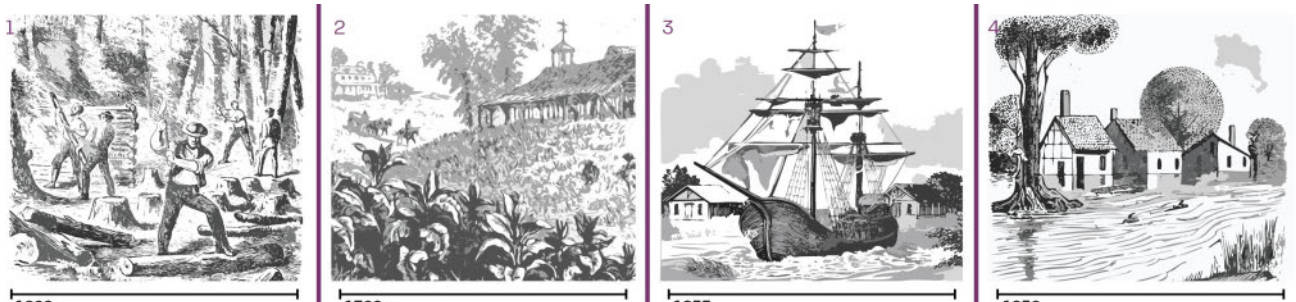
1	2	3	4
The Chesapeake Bay's history started 35 million years ago when an object from outer space collided with earth.	During the Ice Age, water solidified into glaciers and ice sheets, which caused the sea to withdraw eastward.	During interglacial periods, bays started to form from sea level rising.	Cycles of warming and cooling periods continued shaping the Bay's boundaries, only becoming the form we recognize today about 3,000 years ago.

Historical Context

COLONIAL SETTLEMENT

Over a century after English settlers arrived, Port Towns rapidly developed as a thriving tobacco-based economy and hub for trade within the region. After the river became unnavigable from unsustainable farming and settlement practices, the area became a quiet commuter suburb of D.C. that experienced extensive flooding until the 1950s, when a significant public infrastructure investment helped alleviate flooding through levees and realignment of the Anacostia River.[38, 323]

Figure 40. Colonial Settlement



1	2	3	4
1600s	**1700s**	**1835**	**1950**
In the 1600s, Europeans settled the area by "cutting forests, plowing fields, fertilizing soils, and channelizing...streams."[229]	In the 1700s, Bladensburg developed as a tobacco-based economy and became a hub for trade and commerce; the surrounding land was utilized for tobacco farming.[147, 241]	Settlement patterns caused mud to build up in the waterways, decreasing river depth and rendering them too shallow for large vessels to navigate.[132, 241]	The constricted waterway made the area prone to more flooding events than would have occurred naturally prior to European settlement.[139]

IMAGE 1 - ISTOCK ID: 184920890; IMAGE 2 - ISTOCK ID: 1174901144; IMAGES 3 AND 4 - ADOBE GENERATIVE AI.

Figure 41. Anacostia River before and after Flood Control Project[210]

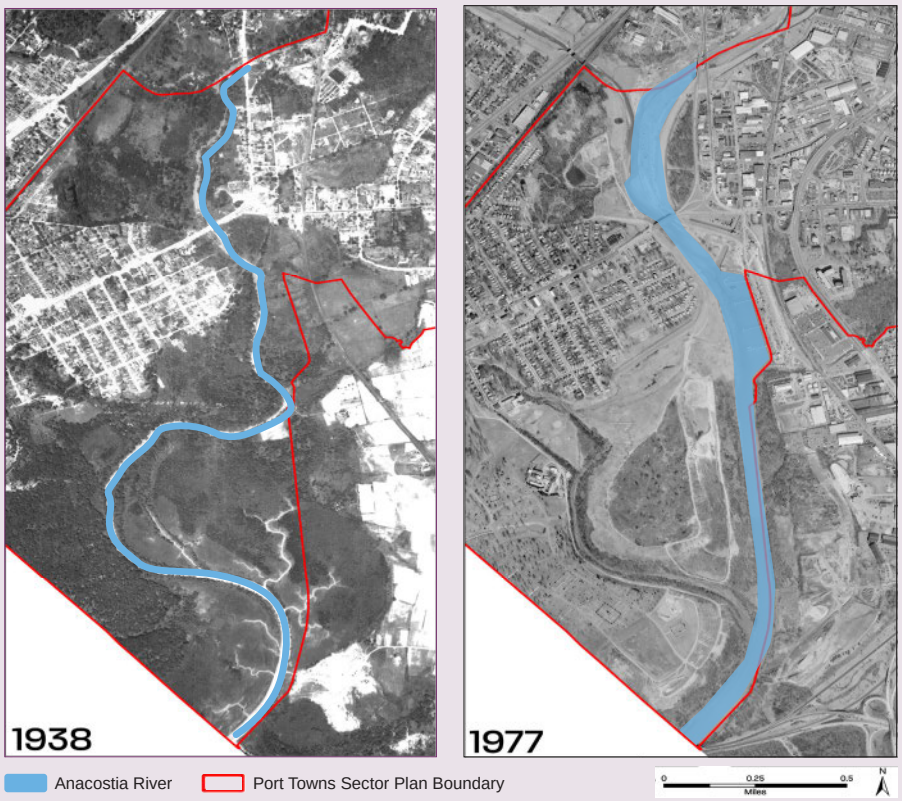
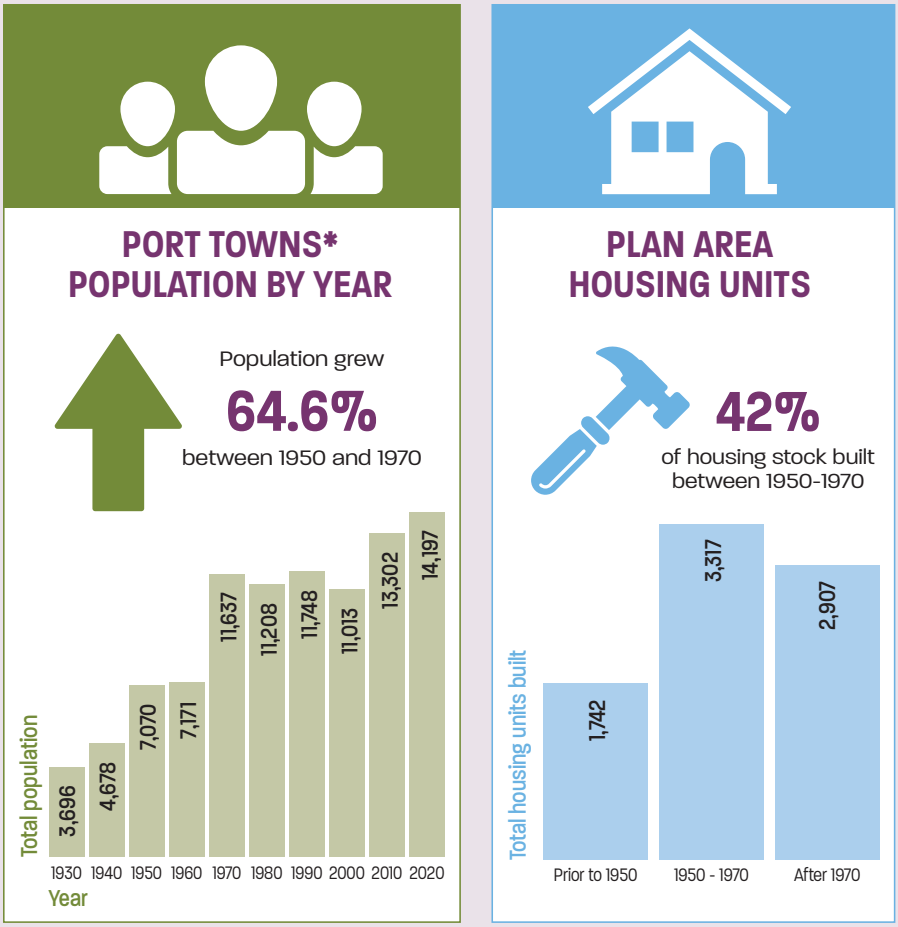


Figure 42. Flooding Relief and Growth[289, 292]



*Bladensburg, Colmar Manor, Cottage City, and Edmonston

FLOODING RELIEF AND GROWTH

The Anacostia River Flood Control and Navigation project led to a second period of significant growth in the area. Between 1950 and 1970, the four municipalities in Port Towns (Bladensburg, Colmar Manor, Cottage City, and Edmonston) added 4,567 residents, and the sector plan area gained 3,317 housing units.[289,292]

FORMATION OF PORT TOWNS PARTNERSHIP

In 1994, Bladensburg, Colmar Manor, and Cottage City agreed to work together toward community revitalization. The union was established as the "Port Towns." Edmonston later joined this partnership in 2005. The towns have worked individually and together to become exemplary sustainable communities with projects like expanding tree canopy coverage, adding bioretention landscaping, and implementing programs like rain barrel giveaways.

SINCE THE 2009 PLAN...[13,101,186,194,218,282]



PHOTO BY: THE TOWN OF BLADENSBURG

BLADENSBURG

adopted its Green Purchasing Policy which prioritizes environmentally preferred products in its town operations.

150 FREE RAIN BARRELS

given to community members through Port Towns Walkable Watershed Project.



PHOTO BY: THE TOWN OF EDMONSTON

COLMAR MANOR

plans for Greening Newark Road as a green street with a sense of place.

Port Towns Energy Efficiency Initiatives

EV Charters
Solar Panels
LED Street Lights
Big Belly Solar Receptacles



PHOTO BY TOWN OF BLADENSBURG

EDMONSTON

built the first municipality-owned green street in Maryland and is continuing to retrofit roads to build a network of green streets.



PHOTO BY TOWN OF BLADENSBURG

Edmonston, Bladensburg, and Colmar Manor are **TREE CITY USA** communities.

COTTAGE CITY

completed a recent study identifying sites to grow their tree canopy.

Port Towns receives Sustainable Maryland Bronze Certifications

Natural Environment

The natural landscape has been significantly altered over past centuries; however, the sector plan area still contains several significant natural resources and environmental features, including the Anacostia River and its tributaries, floodplains, wetlands, and forest and tree canopy.

Map 55. Major Environmental Features



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

WATERSHEDS

Port Towns is located within the Anacostia River watershed, which is further subdivided by the Prince George's County Department of the Environment into three subwatersheds that drain into the Anacostia River. These subwatersheds are the Northwest Branch, the Lower Northeast Branch, and the Upper Anacostia River. The Port Towns area is primarily located in the Lower Northeast Branch and Upper Anacostia River subwatersheds. These subwatersheds are home to a network of waterways, wetlands, floodplains, and woodlands that provide critical environmental services.

Figure 43. Diagram of a Watershed

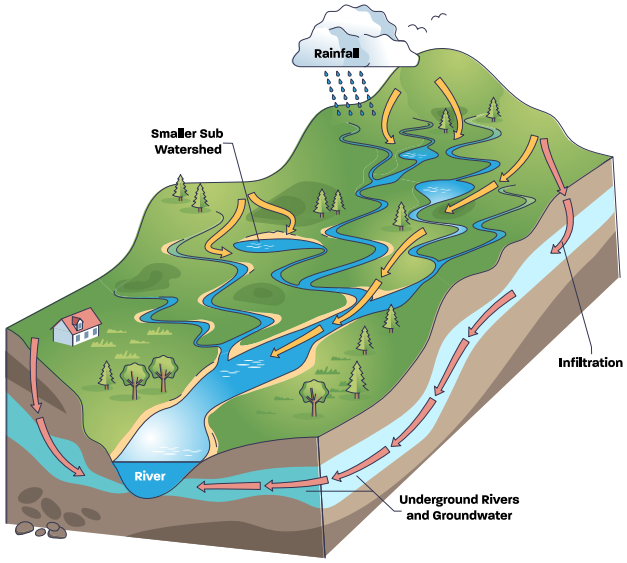


Illustration from iStockphoto.com

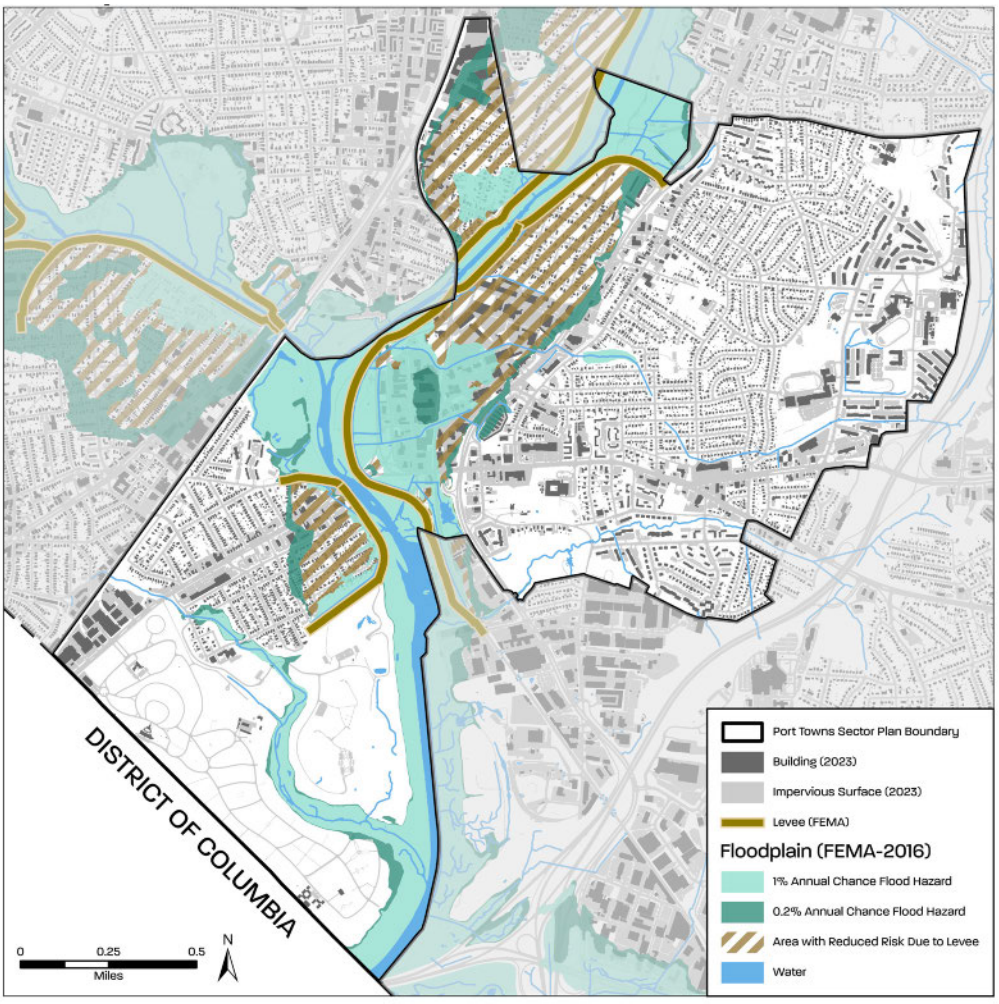
WATERWAYS AND WETLANDS

At the heart of Port Towns is the Anacostia River. The river's two largest tributaries, the Northeast Branch and Northwest Branch join in Bladensburg, near the Peace Cross. Additional tributaries to the Anacostia River include Dueling Creek and Quincy Manor Run. Wetlands are critical to achieving goals of improving water quality, controlling erosion, and managing flooding. Port Towns contains approximately 14 acres of wetlands primarily in the southwestern portion of the plan area (see Map 55).

FLOODPLAIN

"Floodplains perform important natural functions, including temporary storage of floodwaters [when rivers overflow], moderation of peak flows, maintenance of water quality, groundwater recharge, and prevention of erosion. Floodplains also provide habitat for wildlife, recreational opportunities, and aesthetic benefits."[222] Most of the floodplain is located along the Anacostia River, Dueling Creek, and in a small area between MD 769 B (Edmonston Road), Buchanan Street, and Varnum Street (see Map 56).

Map 56. Floodplain

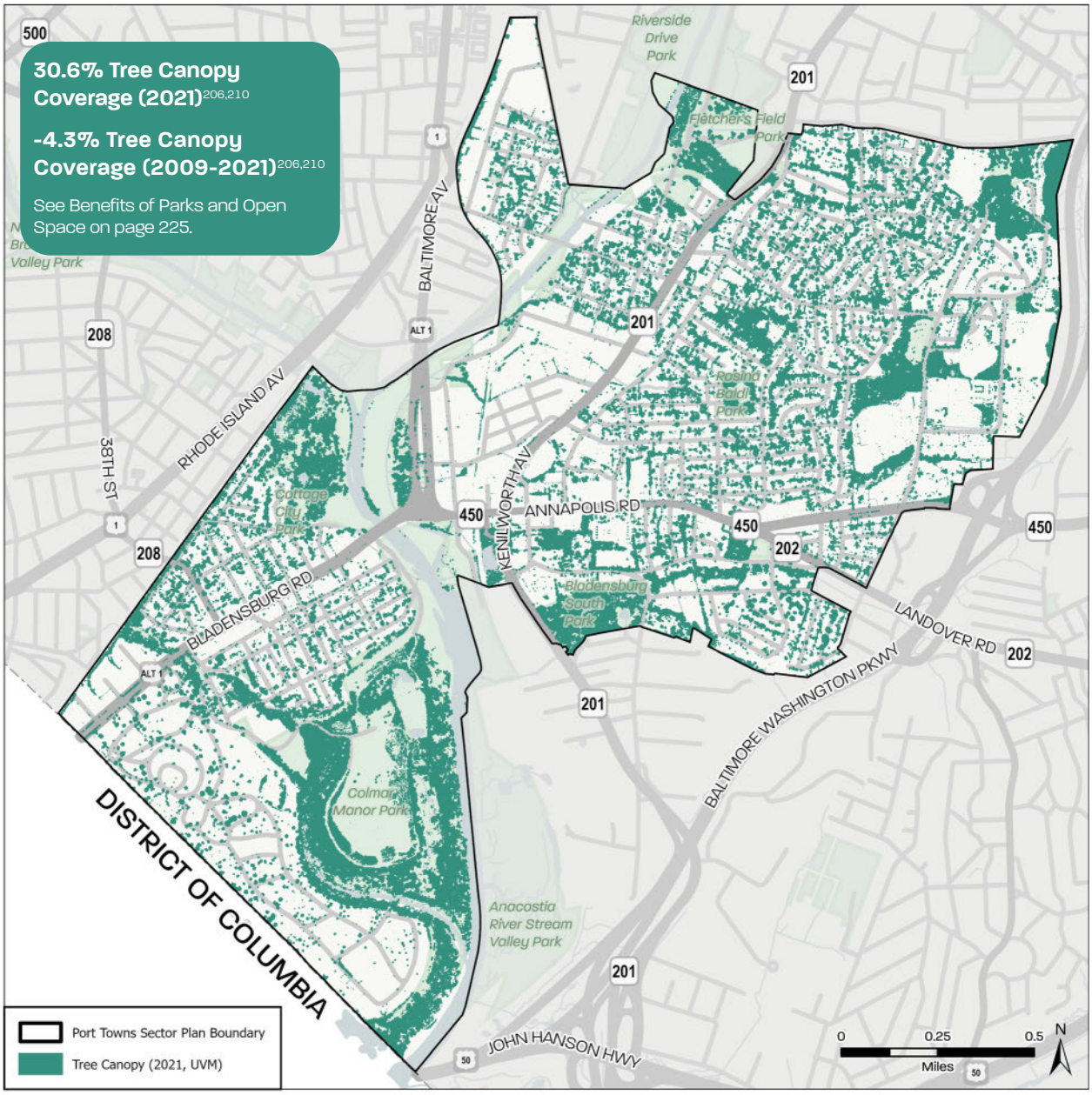


Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/ Full map citations in Appendix I.

FOREST AND TREE CANOPY

Forest and tree canopy provide a variety of benefits from offering shade and lowering temperatures to slowing water runoff and improving water quality. In 2023, tree canopy was distributed throughout the plan area. However, two large areas have little to no tree canopy–Fort Lincoln Cemetery and the industrial area located between MD 201 (Kenilworth Avenue) and the Northeast Branch of the Anacostia River in Edmonston.

Map 57. Tree Canopy Coverage



PG Planning Department Analysis, Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

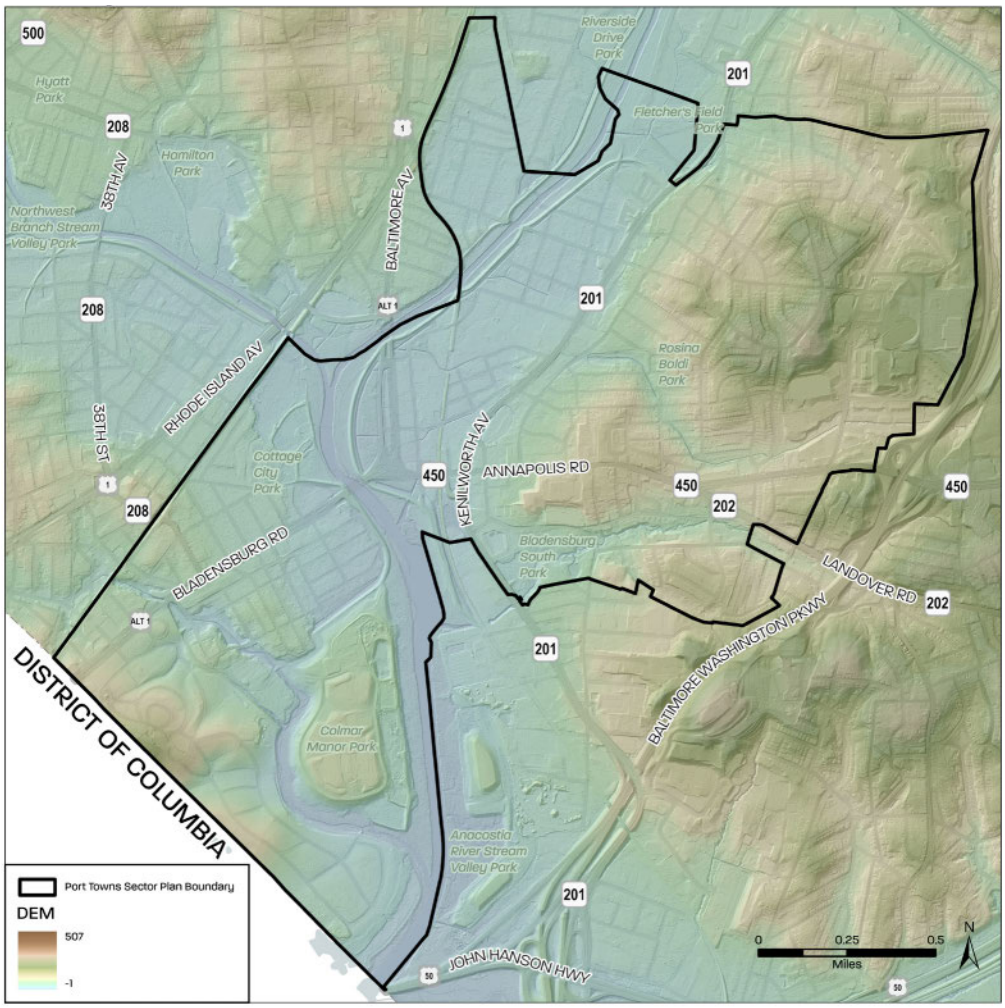
TOPOGRAPHY

Topography and soil influence the shape and intensity of development in an area. A digital elevation model (DEM) map shows that the topography within the sector plan is relatively flat, with some slightly sloping terrain. The lower areas are located along the Anacostia River, while the higher areas are located to the southwest (Fort Lincoln Cemetery) and to the northeast (Bladensburg) of the plan.

SOIL

The texture and structure of soil are key to the health and function of the natural environment, as well as the ability to construct structures. The three main things Port Towns should be mindful of for the natural environment and built environment are Christiana Soils, likelihood of soil erosion, and water infiltration rates.

Map 58. Digital Elevation Model



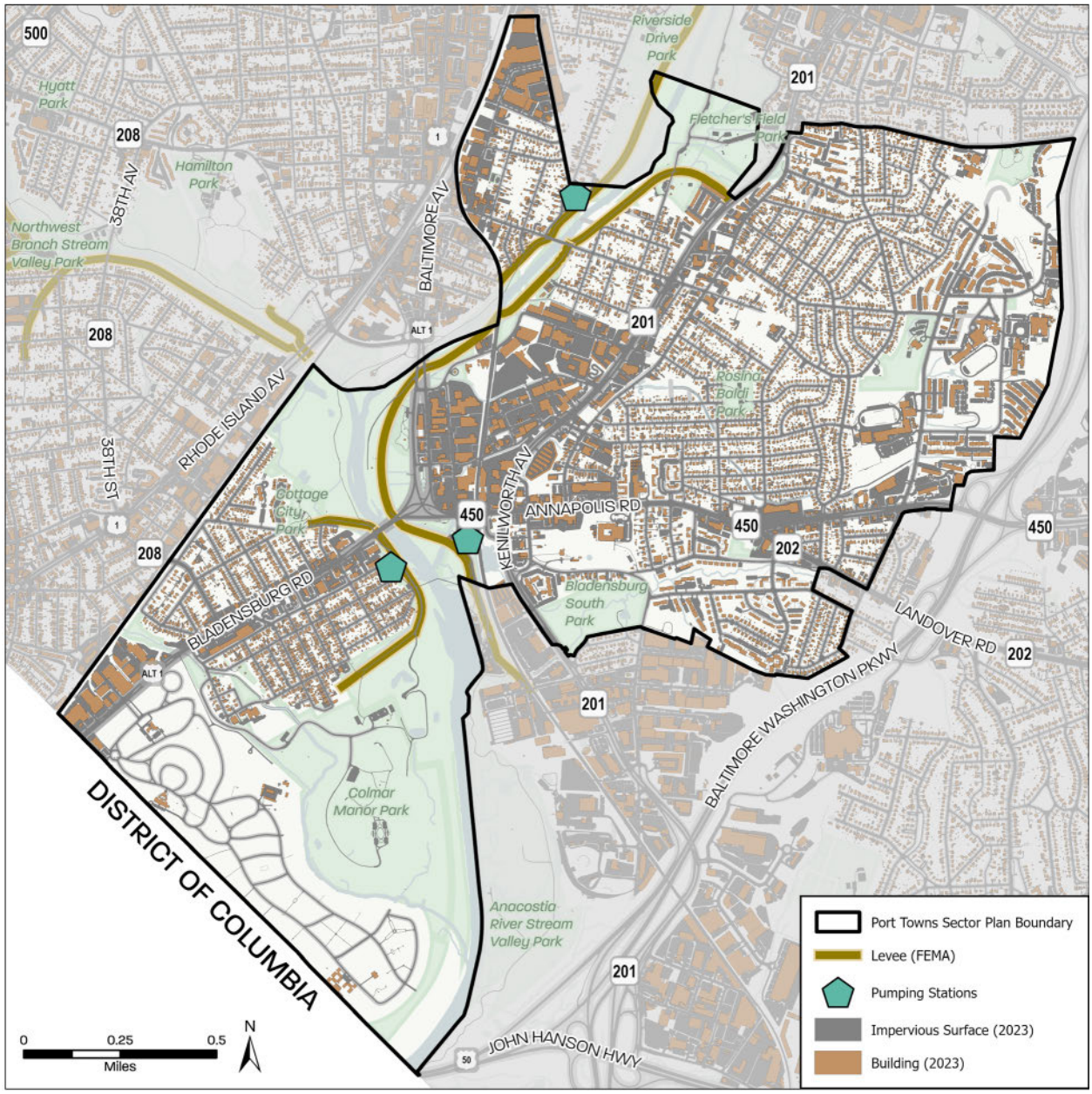
Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

1. **Christiana Soils:** Port Towns has a high concentration of Christiana Soils (54% of plan area), which can make development difficult since the clay soil shrinks and swells at a greater rate than other soils around them, leading to potential movement and slope failure.[206,210]
2. **Soil Erosion:** The soil erodibility factor (K-factor) is a measure of the likelihood of soil particles being detached and transported by rainfall and runoff. Soils with a K-factor ≥0.35 (66% of soil in the plan area) indicate a slightly higher risk of soil erosion by rainfall.[206,210] The Christiana soils in the plan area have a K-factor greater than 0.35 and are located at higher elevations. This presents a risk of siltation and pollution to nearby streams during rain events.
3. **Water Infiltration:** Port Towns' topography directs the flow of water toward flat land consisting of Hydrologic Soil Groups C and D (18% of the plan area), which has slow infiltration rates.[206,210] Slow infiltration can lead to the pooling of water, and these soil groups are located along flat areas, near homes and businesses.

Built Environment

"The built environment touches all aspects of our lives, encompassing the buildings we live in, the distribution systems that provide us with water and electricity, and the roads, bridges, and transportation systems we use to get from place to place. It can generally be described as the man-made or modified structures that provide people with living, working, and recreational spaces."[31]

Map 59. Port Towns Built Environment

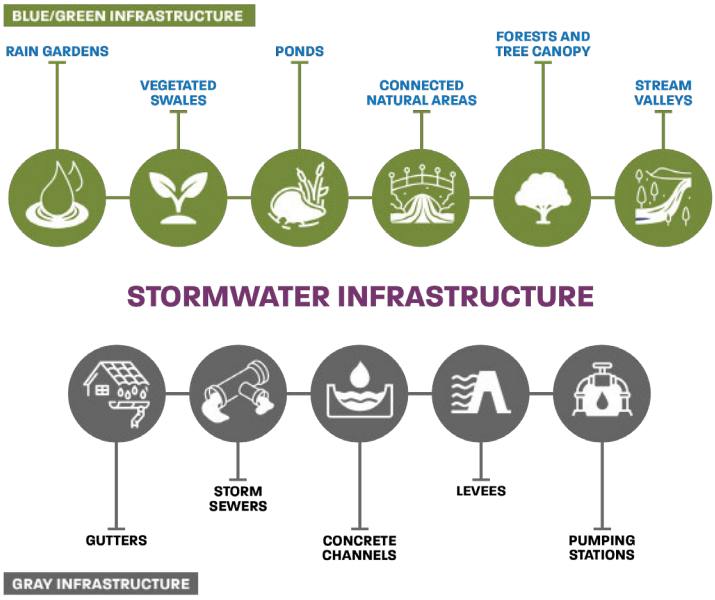


Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/ Full map citations available in Appendix I.

IMPERVIOUS SURFACES

Impervious surfaces include roads, buildings, and parking lots, and cover 747.82 acres, or 39%, of the plan area (see Map 59).[206,210] Impervious surfaces absorb and emit heat, creating "heat islands" where surface, air, and stormwater runoff temperatures are higher than in forested or undeveloped areas. In addition, impervious surfaces prevent water from soaking into the ground, which plays a key role in the area's vulnerability to inundation events and water quality.

Figure 44. Blue-Green versus Gray Stormwater Infrastructure[98]



STORMWATER MANAGEMENT AND FLOOD CONTROL

Stormwater management measures seek to reduce the impacts of rainwater or melted snow from developed areas and improve water quality. The best management strategies seek to slow, spread, and allow stormwater to soak into soils for filtration before replenishing aquifers or flowing into streams and rivers. During rain events, the water runs off impervious surfaces, often increasing in temperature and carrying loose soil, trash, debris, and pollutants while also preventing water from soaking into the ground. Generally, stormwater management is broken down into two different categories: gray stormwater infrastructure and blue-green stormwater infrastructure.

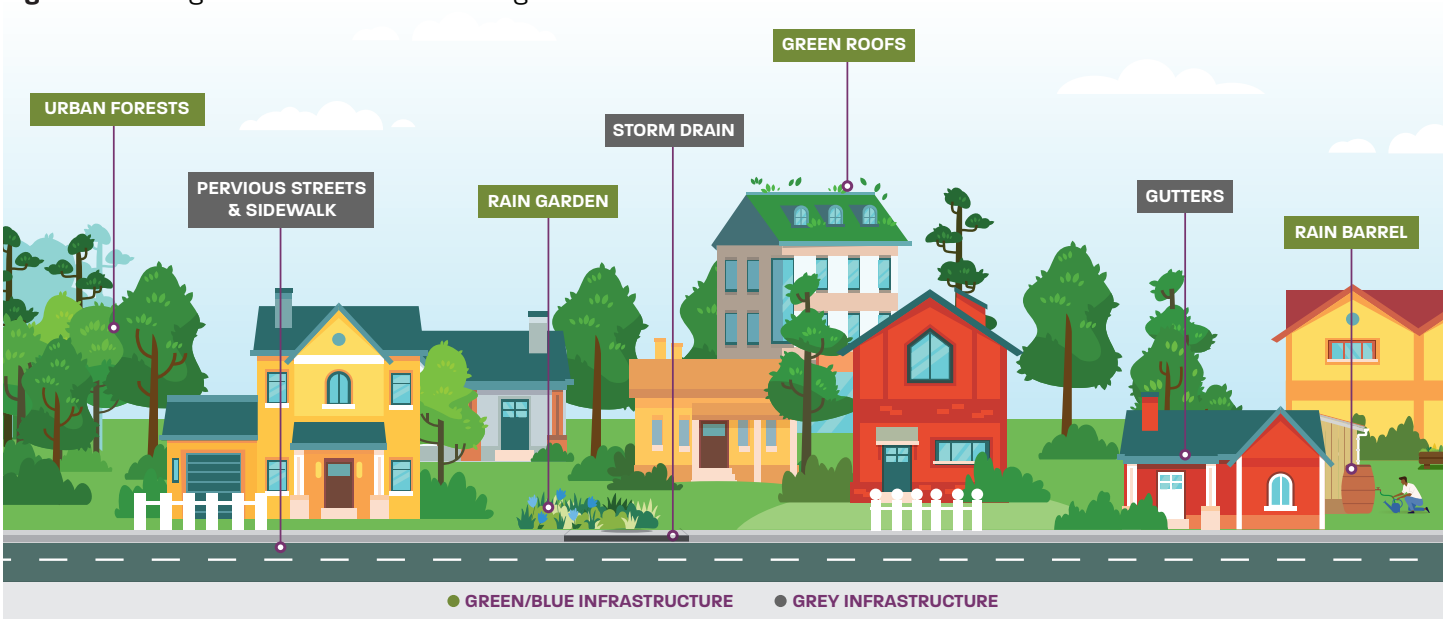
Gray Stormwater Infrastructure

As noted earlier, the area was once "marshes fed by clear streams [and consisted of] wetlands and tributary streams that carved floodplains in lowlands."[229] Over the course of settlement, numerous human engineering projects started to shape the built and natural environment. Today, the area has a system of levees along the Anacostia River to control flooding and navigation of water. There are also numerous concrete channels that convey the once clear tributary streams. Residential homes in the plan area collect water through gutters and downspouts, directing it toward roadways, where water is guided through storm drains.

Blue-Green Stormwater Infrastructure

The Port Towns partnership has emphasized each municipality's commitment to creating a sustainable place to call home. The towns have worked together and individually to add blue-green stormwater infrastructure, such as green streets, rain gardens, and tree planting initiatives. Their efforts have earned each town a bronze certification through the Sustainable Maryland Program.

Figure 45. Categories of Stormwater Management



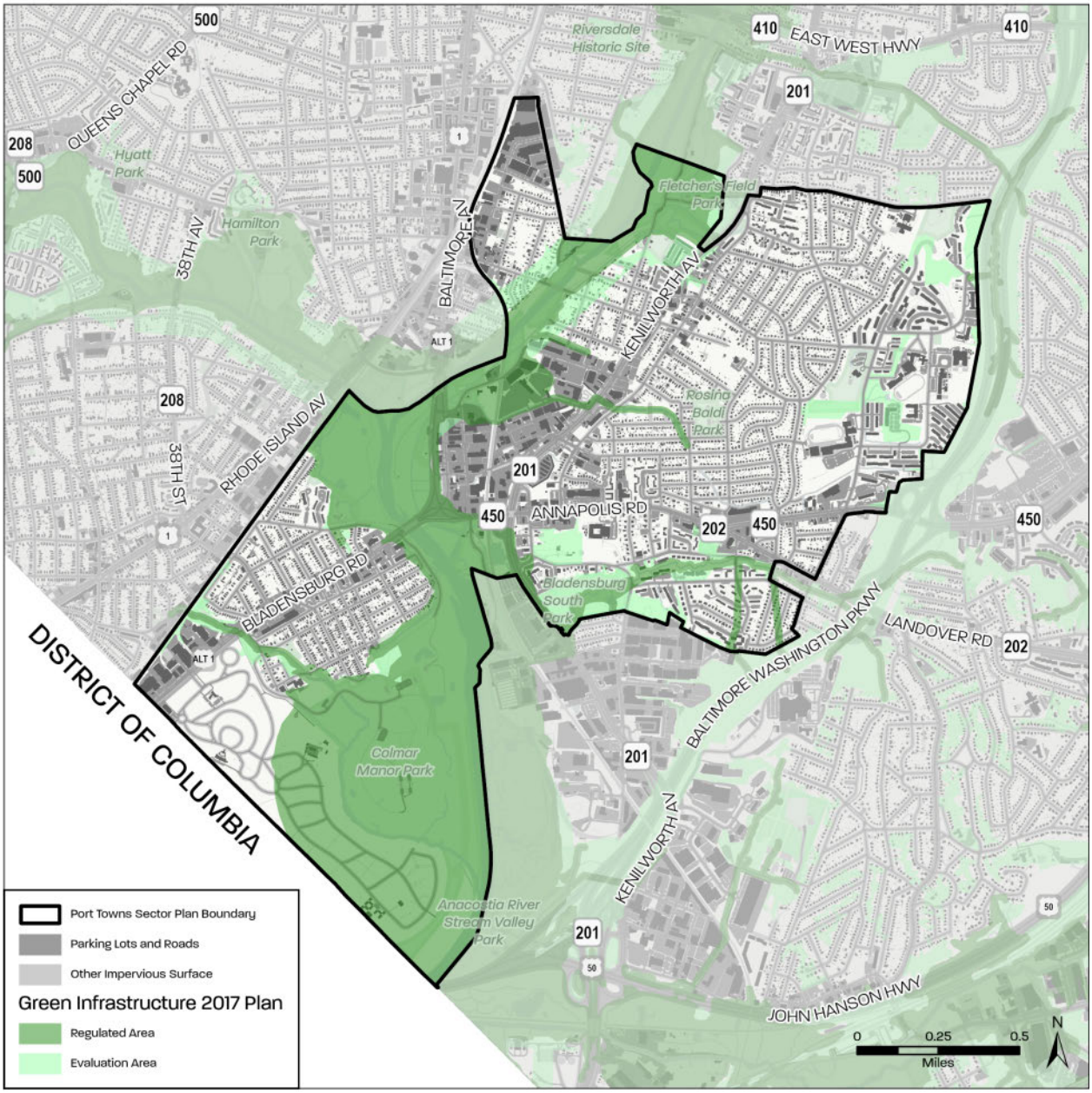
BALANCING GROWTH AND CONSERVATION

Balancing growth and conserving the natural environment have taken many shapes throughout history and are guided by policy decisions at the local, state, and federal levels. One way Prince George's County balances targeted growth in designated centers, while also conserving the County's rich environmental resources, is through its Green Infrastructure Network.

The Countywide Green Infrastructure Network includes both regulated areas and evaluation areas. Regulated Areas include connected environmental features which are protected by law (e.g., streams, wetlands, steep slopes, applicable buffers, and 100-year floodplain).[260] Evaluation Areas may contain regulated or sensitive environmental features and will be considered during the development review process.

The following policies and strategies aim to balance growth and conservation by expanding upon existing successful approaches and by encouraging the implementation of innovative ideas to make Port Towns a resilient and sustainable community.

Map 60. Existing Green Infrastructure Network



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Maryland Environmental Justice Screening

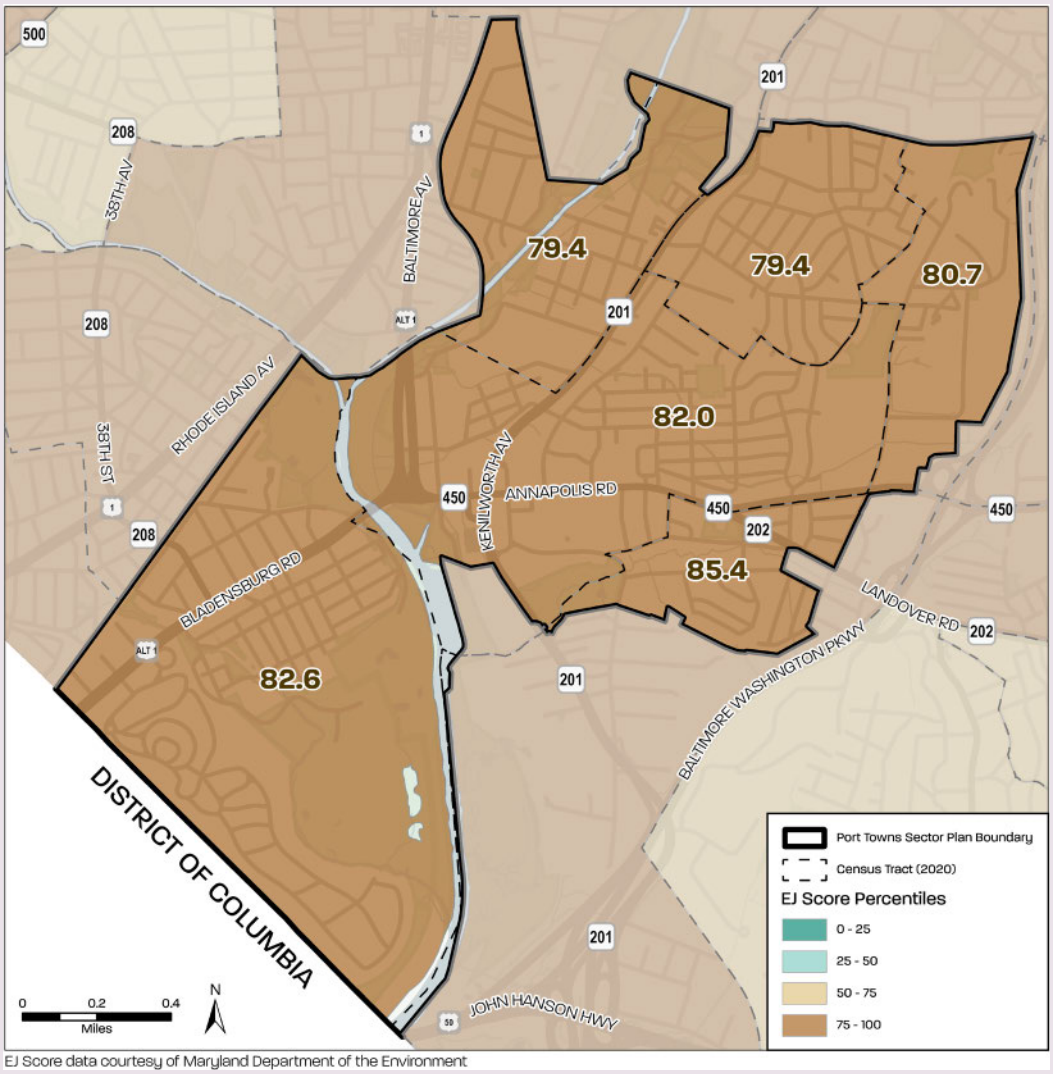
The Environmental Justice Movement emerged from individuals, especially people of color, who recognized the disparity in environmental protections between different communities. Dr. Robert Bullard stated that "whether by conscious design or institutional neglect," urban communities of color and Native-American reservations experience some of the worst environmental conditions in the United States.[81]

The State of Maryland is making efforts to address issues of environmental justice by tracking which communities have been disproportionately affected by a lack of environmental protection. The Maryland Department of the Environment utilizes a screening tool to identify places that qualify as underserved and/or overburdened communities by assigning them an Environmental Justice (EJ) score. All locations in Port Towns have high EJ scores (see Map 61).

The high EJ scores in Port Towns necessitate an understanding of the environmental hazards the area faces and what measures can be taken to increase environmental protection for residents. The Transportation and Mobility chapter promotes multimodal transportation, complete streets, and increased non-auto modes of transportation. These strategies address high EJ scores regarding vehicle and truck emissions by reducing auto-dependency, improving mobility equity, and environmental outcomes.

Similarly, the Economic Prosperity chapter addresses the remediation and monitoring of brownfield sites, targeting legacy pollution and supporting equitable redevelopment, further contributing to lowering EJ score indicators concerning proximity to potential exposure to industrial and hazardous sites.

Map 61. Port Towns Environmental Justice Score[158]



EJ Score data courtesy of Maryland Department of the Environment

Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/
Full map citations in Appendix I.

NOTE: Indicators > 75 include:[158]

- Pollution Burden Exposure (Diesel PM (AirToxScreen), Traffic, Toxic Release, Hazardous Landfill)
- Pollution Environmental Effect (Hazardous Waste, Brownfield, Power Plant, Lead Paint, RMP Facility)
- Sensitive Population (Lack of Broadband, Low Income*)

*Low Income Percentile is grouped with sensitive populations for the EJ Score calculations.

Policies and Strategies

Areawide

SPECIAL CONSERVATION AREAS

Policy NE 1 Protect, conserve, and enhance the conditions of streams, wetlands, and wildlife habitat within the plan area, creating better connections between neighborhoods and open space areas while improving environmental quality.

Strategy NE 1.1 Maximize and secure conservation easements to preserve, in perpetuity, sensitive environmental features within the sector plan area.

Strategy NE 1.2 Form a community land trust to foster engagement and stewardship of vacant and underutilized land for conservation of natural areas, urban agriculture, and community management of open space.

Strategy NE 1.3 Enhance or restore forested and meadow buffers to the maximum extent possible around streams and wetlands to preserve and protect water quality. Restoration plans should consider Maryland Natural Communities.[149]

Strategy NE 1.4 Daylight and naturalize Anacostia River tributaries and restore the surrounding habitat along these corridors throughout the sector plan area. See Map 69, Table 41, and Table 44.

Strategy NE 1.5 Secure conservation easements or acquire portions of privately-owned properties, when they are available for sale, identified within the Greenway-Blueway Corridors to daylight and naturalize stream channels. See NE 1.4, Map 69, Table 41, and Table 44.

Strategy NE 1.6 During the development review process, work to expand greenway-blueway corridor buffers and connect to the greater trail network either through preservation as privately-owned open space or dedication, as appropriate.

Strategy NE 1.7 During the development review process, protect environmentally sensitive areas by concentrating development outside of the Green Infrastructure Network.

Strategy NE 1.8 Evaluate land development proposals to ensure that Special Conservation Areas (SCAs) are not impacted and that green infrastructure connections are either maintained or restored. See Special Conservation Areas callout box.

DEFINITIONS

Conservation Easement: a legal agreement that limits the use of land to protect its value.[313]

Community Land Trust: a nonprofit corporation that owns land on behalf of a community and maintains affordable housing, commercial spaces, and other community assets on the land.[312]

Buffer: strips of vegetation in the landscape to help ecological processes, protect wildlife, and improve air and water quality.[35]

Blueway: a water trail or water-based recreational area designed for kayaking, fishing, and other activities.[40]

Greenway: an area of undeveloped land preserved for recreational use or environmental protection.[102]

Daylighting: the process of uncovering streams that were previously buried underwater.[247]

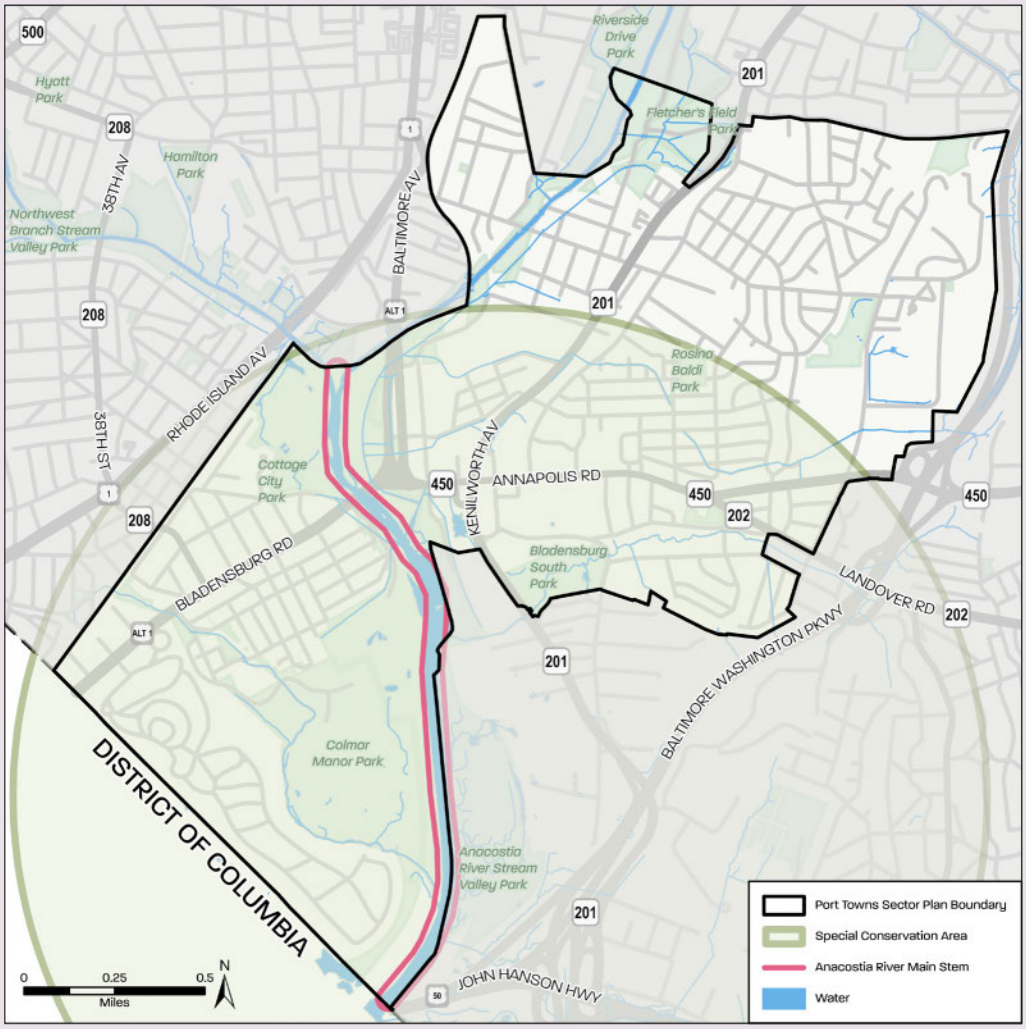
Stream Naturalization: the process of collecting information about artificial influences on streamflow, such as dams, and removing or mitigating them to allow the stream to run more closely to its pre-altered state.[170]

Special Conservation Areas[263]

Special Conservation Areas comprise areas of significant conservation concern. These areas should be carefully considered when land use and public acquisition decisions are made to ensure that the ecological functions of these areas are protected or restored and that critical ecological connections are established and/or maintained.

SCA 4, Main Stem of the Anacostia River—The Anacostia River main stem (from the County line to the confluence of the Northeast and Northwest Branches) contains tidal waters that flow landward into one of the farthest points in Prince George's County. This highly manipulated urban waterway is an important historic spawning ground for anadromous fish such as alewife herring, blueback herring, hickory shad, white perch, striped bass, yellow perch, American eel, and sea lamprey. These species spend most of their lives in saltwater but return to fresh water to spawn. For the past 30 years, the Anacostia main stem and the freshwater tributaries immediately upstream have been the focus of efforts to improve the waterways through reducing flooding, removing stream blockages, improving stream bank stability, replanting lost stream buffers, and improving water quality. The goal is to reopen the historic spawning grounds and to replace important portions of the green infrastructure network that were denuded as the Washington metropolitan region expanded. As development and redevelopment within this watershed occur, lost habitat should be restored, and water quality should be improved.

Map 62. Special Conservation Areas



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/.
Full map citations in Appendix I.

FOREST AND TREE CANOPY

Policy NE 2 Expand forest and tree canopy to improve climate resilience and strengthen the local ecology.

DEFINITIONS

Tree Canopy: the layer of leaves and branches from trees that cover the ground from a bird's-eye view; provides shade and can serve as habitat for numerous animals such as migrating birds.[251]

Strategy NE 2.1 Enforce tree protection measures following Tree Canopy Assessment report to preserve existing trees, monitor canopy health, and guide ongoing tree care and expansion.[281]

Strategy NE 2.2 Coordinate with the state to ensure the Sector Plan area receives its share of new planting identified in the Tree Solutions Now Act of 2021, where ten percent of the Five Million Trees (500,000) must be planted in underserved urban census-designated areas.[152]

Strategy NE 2.3 Target tree planting and tree stewardship to areas that do not meet the 3-30-300 rule of thumb.[252] See Figure 46 and Map 66.

Strategy NE 2.4 During the development review process, include considerations for long-term tree health, such as:[208]

1. **Soil Volume and Quality**—Ensure adequate uncompacted soil volume to support root growth and health. Use structural soils or suspended pavement systems in urban settings.
2. **Species Selection**—Choose native or climate-adapted trees that thrive in local soil and moisture conditions and can tolerate periodic flooding or drought.
3. **Root Protection Zones**—Maintain sufficient root space and avoid conflicts with underground utilities or impervious surfaces that may inhibit root expansion.
4. **Canopy Growth and Maintenance**—Plan for mature tree size in relation to nearby infrastructure, ensuring adequate space for canopy development and long-term maintenance access.

Strategy NE 2.5 Underground utilities to provide space for mature tree canopy health while also providing adequate soil volume for roots.

Strategy NE 2.6 Prioritize native tree planting in areas with significant amounts of impervious surfaces and other areas prone to urban heat island effects by implementing strategic planting and siting techniques designed to maximize shade coverage and environmental benefits.

Figure 46. 3-30-300 Rule

3-30-300 Rule[252]

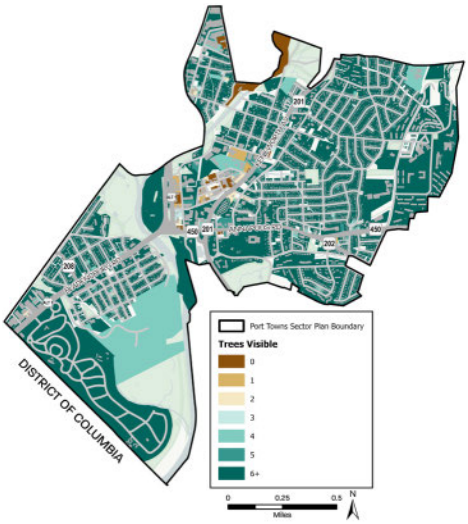
A new rule of thumb for urban forestry and urban greening. The rule has three minimum requirements. Individuals should:

3: See 3 mature trees from every home.

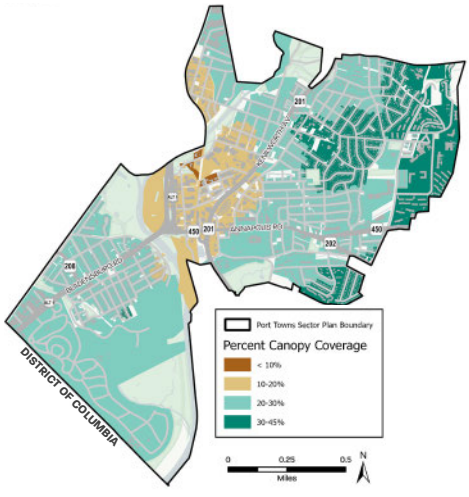
30: Have 30% tree canopy cover in their neighborhood.

300: Live within 300 meters from a public park or green space.

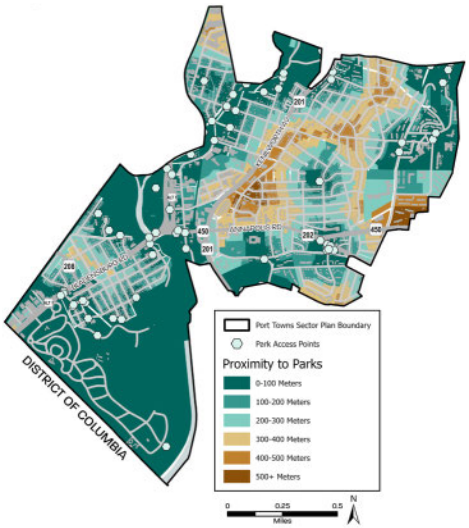
Map 63. Visible Trees (3)*,[206]



Map 64. Tree Canopy Coverage (30)*,[206]

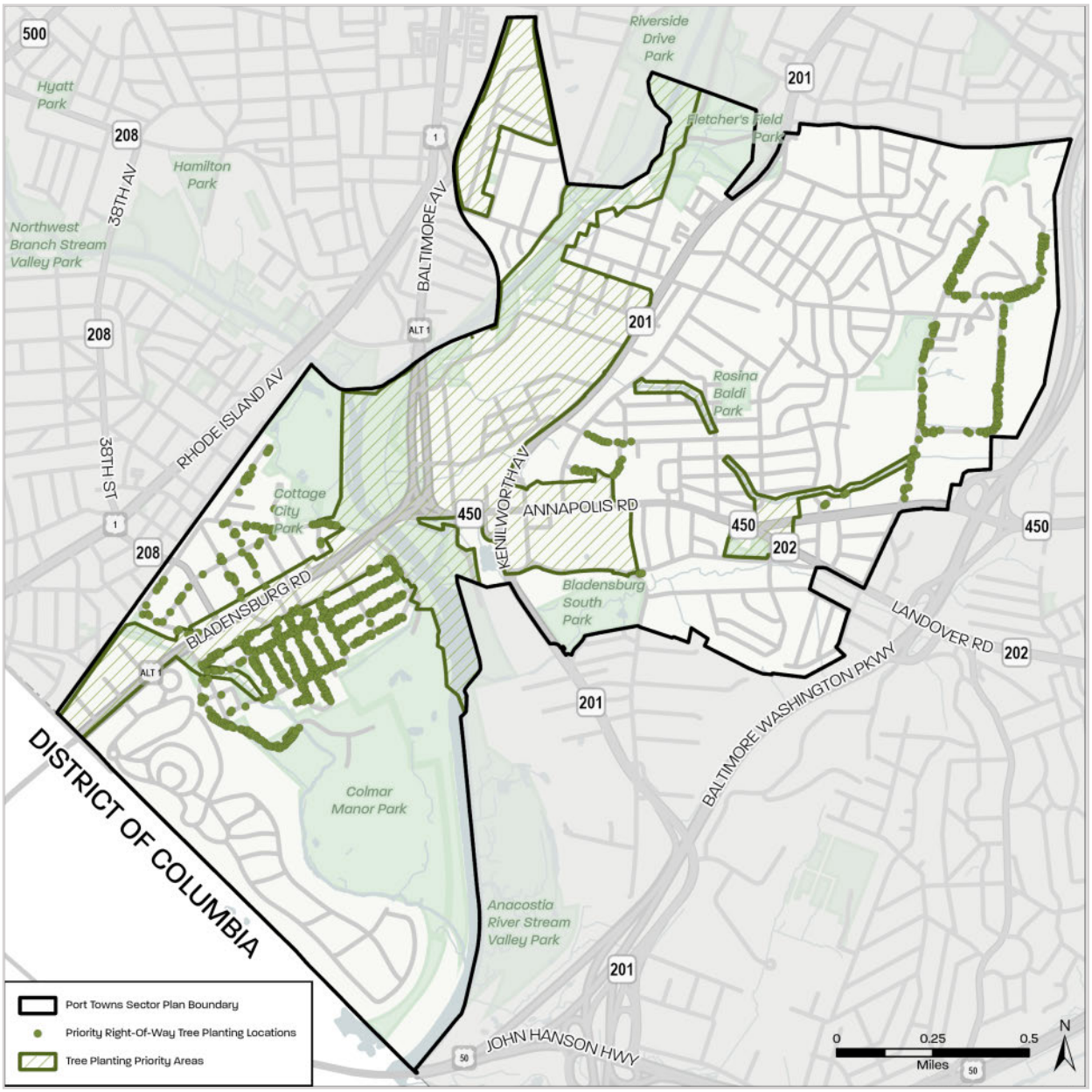


Map 65. Park Access (300)*,[206]



*Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I .

Map 66. Target Tree Planting Areas[194]



Priority right-of-way tree planting carries forward recommendations from the Draft "Port Towns "Walkable Watershed Plan." Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

STORMWATER MANAGEMENT

Policy NE 3 Implement best practices for stormwater management in areas vulnerable to high water impacts, particularly in residential and commercial zones at elevated risk.

Strategy NE 3.1 Identify best practices and appropriate stormwater management projects for areas most vulnerable to stormwater impacts and rising water levels, such as:[208]

1. **Bioretention & Tree Trenches**—Incorporate trees into bioswales, rain gardens, or engineered tree trenches that provide natural stormwater infiltration and treatment.
2. **Permeable Surfaces**—Use permeable pavements around tree planting areas to allow water infiltration and reduce runoff.
3. **Irrigation & Drainage**—Design tree planting areas with subsurface drainage or passive irrigation (curb cuts, infiltration zones) to sustain trees during dry periods.
4. **Hydrological Balance**—Ensure stormwater systems do not create prolonged saturation or erosion around tree roots, which could lead to root rot or instability. See Tables 41-44 and Maps 67-69.

Strategy NE 3.2 Prioritize industrial areas and opportunity site redevelopments for the development of advanced stormwater management infrastructure, improving environmental resilience and stewardship in high-priority zones.

DEFINITIONS

Stormwater Management: The effort to reduce runoff of rainwater or melted snow into streets, lawns, and other sites, and the improvement of water quality.[319]

Environmental Stewardship: The responsible use and protection of the natural environment through conservation and sustainable practices to enhance ecosystem resilience and human well-being.[246]

Table 41. Stormwater Management Infrastructure Projects—Greenway-Blueway Corridors

Corridor Name	Project
Dueling Creek Greenway-Blueway Corridor	Flood mitigation and stormwater management along Dueling Creek through Colmar Manor Community Park (e.g. naturalizing stream with bioretention features). See Table 44 and Map 69.
Anacostia River Tributary Greenway-Blueway Corridor	Flood mitigation and stormwater management along Anacostia River's tributary (e.g. daylighting stream with bioretention features). See Table 44 and Map 69.
Peace Cross Greenway-Blueway Corridor	Flood mitigation and stormwater management in Peace Cross Opportunity Site (daylighting stream with bioretention features). See Table 44 and Map 69.
Jefferson Street Greenway	Add sustainable and native landscaping, and tree canopy. See Table 44 and Map 69.

Flood Events

While much of the area is protected from rising waters by levees, major flooding events continue to threaten Port Towns. In 2020, the residents adjacent to this storm channel suffered severe flooding damage because the channel overflowed, and the pumping station was unable to fully relieve the area of water. Another recent flooding event occurred during July of 2022, which is the second-largest flood in the recorded history of the Northeast Branch of the Anacostia River.[175]

Additional Considerations for Flooding in Port Towns:

Homes built prior to 1980 may contain materials with lead or asbestos (see Important Considerations for Older Homes on page 203), which can pose additional health risks if disturbed during an inundation event.[216] Eighty percent of homes in Port Towns are built prior to this year, which adds to the complexity and severity of the area's flooding patterns. The Centers for Disease Control and Prevention and the Environmental Protection Agency have published safety guidelines for households that experience standing water in their homes.

- **Hazards in a Flooded Home**[216]
- **Safety Guidelines: Reentering Your Flooded Home**[53]



Flooding in Colmar Manor in September 2020.

PHOTO BY TOWN OF COLMAR MANOR

Map 67. Stormwater Management Green Infrastructure Projects[194]



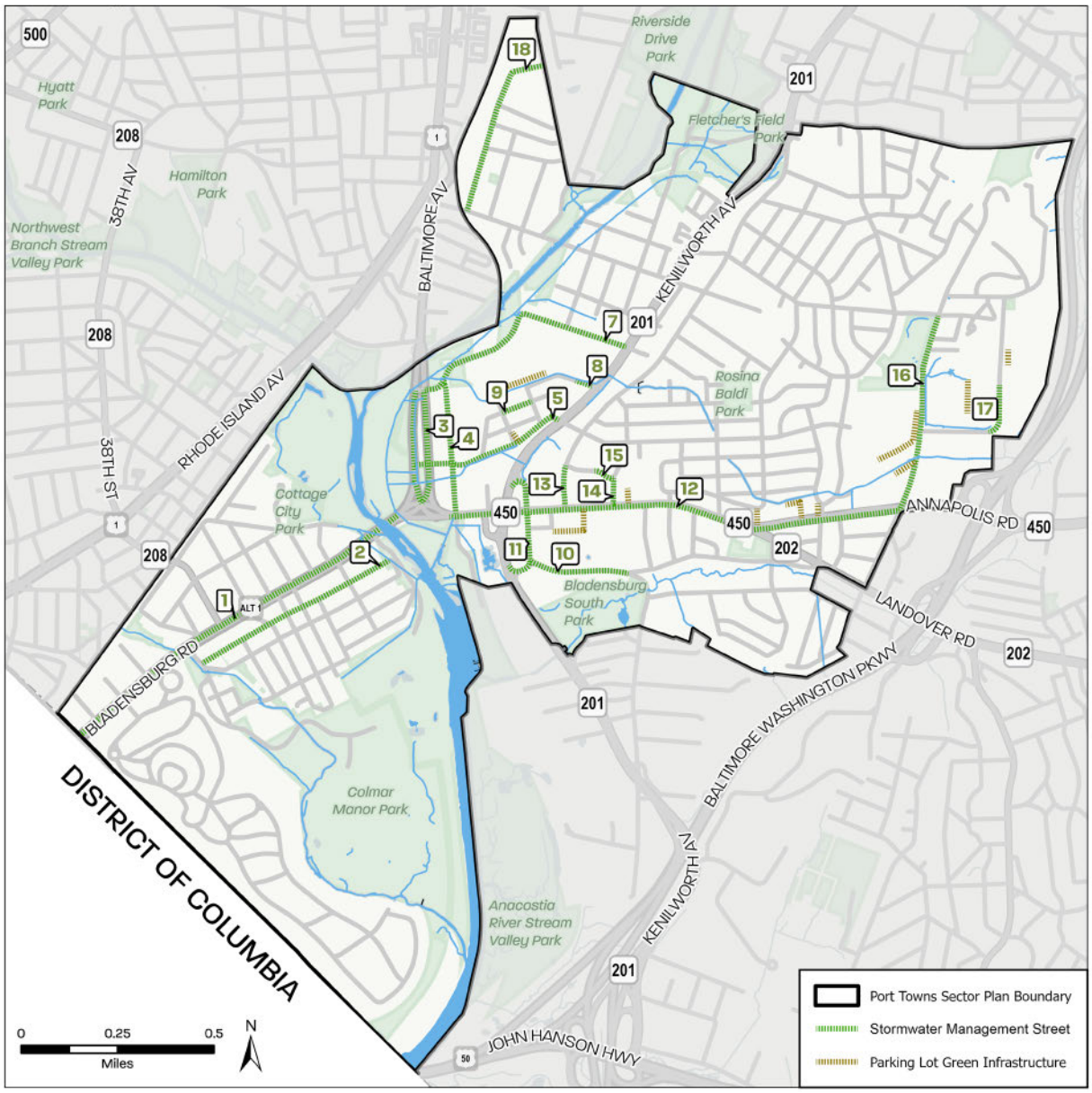
Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I. This map, table, and plan carry over projects identified in the "Draft Port Towns Walkable Watershed Plan."

Table 42. Priority Green Infrastructure Projects (e.g. rain gardens, bioretention features, riparian planting)[194]

ID on Map	Project Location
1	49th Avenue and Decatur Street
2	Tanglewood Drive
3	Corner of US 1 Alt (Baltimore Avenue) and Tanglewood Drive
4	Terminus of Bunker Hill Road in Cottage City Park
5	Colmar Manor Town Hall
6	Cottage City Town Hall
7	Bladensburg Town Hall
8	43rd Avenue and Monroe Street
9	Terminus of Cottage Terrace
10	Parallel to Lawrence Street between 42nd Avenue and Anacostia River

ID on Map	Project Location
11	Bladensburg Community Center
12	Bladensburg High School parking lot
13	Edmonston Town Hall
14	Quincy Place
15	Corner of 54th Street and Upshur Street
16	Corner of Shepherd Street and 54th Place
17	Anacostia River Tributary Greenway-Blueway Corridor
18	57th Avenue and Anacostia River Tributary Greenway-Blueway Corridor
19	Bend of 58th Avenue

Map 68. Stormwater Management Street and Parking Lot Green Infrastructure Projects[194]



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I. This map, table, and plan carry over projects identified in the "Draft Port Towns Walkable Watershed Plan."

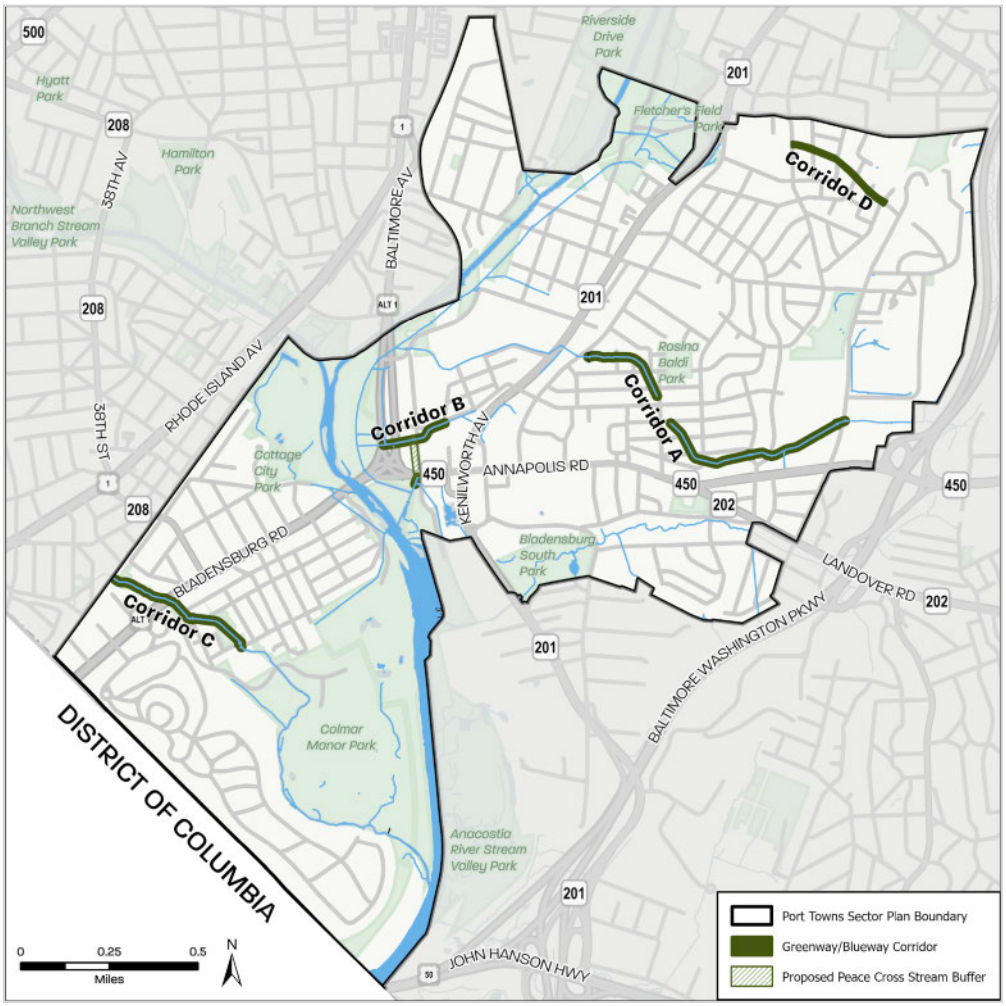
Table 43. Priority Street and Parking Lot Green Infrastructure Projects[194]

Location on Map	Project
1	US 1 Alt (Bladensburg Road),* Route ID: UM-211
2	Newark Road,* Route ID: UR-256
3	US 1 Alt (Baltimore Avenue),* Route ID: UI-222
4	46th Street, between MD 450 (Annapolis Road) and Tanglewood Drive.
5	Upshur Street,* Route ID: UI-262
6	Tanglewood Drive,* Route ID: I-206
7	Buchanan Street,* Route ID: UI-251
8	Windom Road, Near MD 201 (Kenilworth Avenue)
9	Webster Street, Between 48th Street and 49th Street

Location on Map	Project
10	Quincy Street; See Table 33, Route ID: C-222
11	48th Street,* Route ID: UR-265
12	MD 450 (Annapolis Road),* Route ID: UM-218
13	MD 769B (Edmonston Road),* Route ID: UC-266
14	51st Street, Between MD 450 (Annapolis Road) and Taylor Street
15	Taylor Street, Near 51st Street
16	57th Avenue,* Route ID: UC-215
17	58th Avenue, Near Bladensburg Commons
18	46th Avenue,* Route ID: I-207

*See Table 33.

Map 69. Port Towns Greenway-Blueway Corridors Conservation



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Table 44. Greenway-Blueway Corridors

Corridor I.D.	Corridor Name	Tax Accounts	Ownership
Corridor A	Anacostia Tributary Greenway-Blueway Corridor	0171991, 0184291, 0170415, 0084400, 0184366, 0184275, 0091447, 0185009, 0116632, 0184390, 0180919, 0184580, 0113670, 0184382, 0091488, 0103143, 0184283, 0184259, 0111781, 0135319, 0099440, 0176461, 0184242, 0184598, 0092130, 0135160, 0184341, 0184515, 0155614, 0090258, 0184408, 0085480, 0091470, 0138966, 0154757	WSSC, M-NCPPC, Prince George's County, Bladensburg, Anacostia Watershed Society, Private, Board of Education
Corridor B	Peace Cross Greenway-Blueway Corridor	0088351, 0090563, 0155309, 0088377, 0108985, 0088419, 0122317, 0139691, 0169748, 0155283, 0088427, 0155275, 0088435, 0090605, 0118885	M-NCPPC, Private
Corridor C	Dueling Creek Greenway-Blueway Corridor	0184432, 0145193, 0184531, 0146183, 0145367, 0102467, 0145433, 0184523, 0184556, 0184564, 0145425	M-NCPPC, Colmar Manor
Corridor D	Jefferson Street Greenway	Jefferson Street (platted but not constructed right-of-way) between property at 5221 Kenilworth Ave) (Tax Account: 0105015) and 60th Avenue	M-NCPPC

Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Table includes tax accounts containing the stream centerline within the identified Greenway-Blueway corridor.

Policy NE 4 Implement a broad-based green/blue stormwater infrastructure approach that is cost-effective, sustainable, and utilizes environmental process-based technologies to infiltrate, clean, and manage stormwater.[271]

Strategy NE 4.1 Evaluate existing stormwater management facilities for additional volume capacity to support and encourage redevelopment and prioritize watershed-scale system capacity improvements.

Strategy NE 4.2 Incorporate low-impact development (LID) techniques and stormwater best management practices (BMPs) in the redevelopment and development of sites.

Strategy NE 4.3 Retrofit properties and incorporate "green street" design principles within rights-of-way to effectively manage stormwater and other environmental assets.

Strategy NE 4.4 "Coordinate regional stormwater management opportunities with transit-oriented development and other mixed-use projects to the maximum extent practicable."[271]

DEFINITIONS

Low-Impact Development: An approach and set of practices that can reduce runoff and pollutant loadings by managing runoff as close to its source(s) as possible. Includes the overall site design and small-scale practices such as rain barrels, rain gardens, or green roofing.[250]

Heat Island: A phenomenon where cities experience higher air temperatures than the surrounding countryside due to having more manmade structures, such as roads and buildings, which absorb and re-emit more heat than natural areas.[287]

Homeowners Association (HOA): An organization in a residential neighborhood that creates and enforces rules for the properties and residents in the area.[115]

Invasive Species: Nonnative species that cause harm to the environment, economy, and human and animal health.[79]

LOW-IMPACT DEVELOPMENT

Policy NE 5 Utilize low-impact development standards to further Port Towns' green infrastructure initiatives.

Strategy NE 5.1 During the development review process, include low-impact development considerations, such as:[208]

- **Distributed Green Infrastructure**—Strategically place native trees, shrubs, and grasses to work alongside bioswales, green roofs, and rain gardens for maximum ecosystem benefits.
- **Pollutant Filtration**—Utilize tree-root zones to filter pollutants from stormwater before they enter waterways. Prioritize deep-rooted native species that improve soil structure and enhance water quality.
- **Climate Resilience**—Plan for native tree and shrub species that contribute to urban cooling, reduce heat island effects, and support biodiversity. Position plantings to reduce urban heat island effects, provide windbreaks, and improve storm resilience.
- **Community and Aesthetic Value**—Design tree placements that enhance pedestrian environments, improve air quality, and provide shade to reduce energy costs. Incorporate native flowering plants for seasonal interest and community pride.

Strategy NE 5.2 Foster widespread adoption of sustainable land development regulations and techniques within regulated environmental areas, as suggested in Section II of the County's Resource Conservation Plan.

Strategy NE 5.3 Review and revise, as necessary, Homeowners Association (HOA) rules for new development, regarding low-impact landscaping in accordance with the 'Low-impact landscaping law' to allow native plants instead of turf grass.[142]

MANAGEMENT AND MAINTENANCE

Policy NE 6 Enhance public stewardship of parks, trees, and other open spaces to create cleaner, greener, healthier communities and neighborhoods.

Strategy NE 6.1 Develop vegetation management plans that address invasive plant species removal and/or control and promote the use of native plants for restoration projects.

Strategy NE 6.2 Create a "Green Pattern Book" and develop a management plan to guide the use and upkeep of vacant land. See Appendix F.

Strategy NE 6.3 Host litter cleanup events for public spaces, participate in the Clean Sweep, Adopt-a-Stream programs, and Comprehensive Community Cleanup Program, and report efforts using PGC LitterTRAK.

Strategy NE 6.4 Conduct street sweeping and other road cleaning activities to remove litter and debris on a regular basis to significantly reduce the volume of trash directed into area streams and stormwater conveyance systems.

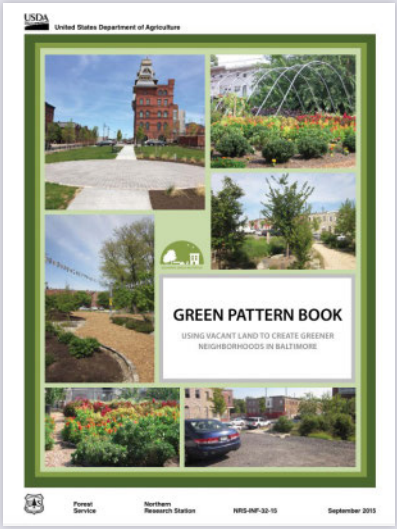
Strategy NE 6.5 Work with Port Towns Green Teams and community groups to enhance private properties within the sector plan area through invasive removal, native tree plantings, and stormwater management practices.



PHOTO BY TOWN OF BLADENSBURG

Green Pattern Book[99]

The Green Pattern Book is a document developed by the USDA for Baltimore City to assist the city's residents, organizations, and governments in improving vacant land. The document recognizes the land improvements as a way to make better use of underutilized properties, and as an opportunity to create greener neighborhoods throughout the city.



As of the time of writing the handbook, 964 vacant lots have been turned into gardens or community open spaces. The book contains 8 different patterns for the reuse of vacant land, which include land that will be redeveloped in the future, urban agriculture, neighborhood parks, and several others. The book describes each pattern in depth, gives multiple examples throughout the city, and includes information about the cost of conversion or construction. The book also includes details about how these reuses of vacant land help with broader environmental needs in Baltimore, such as tree canopy goals and stormwater management.

Green Pattern Guidebook in Port Towns

A similar guidebook could be adapted for underutilized or vacant land in Port Towns to help meet the needs of the community and implement ideas in this plan. Patterns containing:

- Stormwater management projects could help mitigate frequently flooded areas. See NE 3 and NE 4.
- "Sponge Parks" could help meet community recreation needs and retain water during intense rain events. See Section III (Opportunity Site D).
- Greenway-Blueway Corridors could help create connected habitat for wildlife and create more natural stormwater management systems. See NE 1.4.
- Urban agriculture could help remove environmental hazards, help with stormwater management, improve soil conditions, and connect different cultures. See HC 4.

Opportunity Sites

Policy NE 7 Improve Port Towns' climate resiliency through thoughtful, innovative, and strategic enhancements of environmental features at Opportunity Sites.

OPPORTUNITY SITE A

Strategy NE 7.1 Explore partnerships or use of Planned Development zones to naturalize Dueling Creek and provide additional native tree canopy along this Greenway-Blueway Corridor. See NE 1.4, Table 41, Table 44, Map 69, and Redevelopment Feasibility Considerations callout box.

OPPORTUNITY SITE B

Strategy NE 7.2 Expand the network of green spaces and tree canopy by connecting streetscape and public gathering areas landscaping with the riverfront through preservation of the existing tree canopy and limited disturbance. See NE 1.6, TM 7.4, and PF 3.7.

OPPORTUNITY SITE C

Strategy NE 7.3 Preserve sensitive environmental areas, including steep topography, temporary wetlands, and tree clusters, to retain ecological integrity.

OPPORTUNITY SITE D

Strategy NE 7.4 Explore Sponge City concept in redevelopment plans to allow for natural stormwater management solutions. See NE 1.3, NE 1.4, and Redevelopment Feasibility Considerations callout box.

Strategy NE 7.5 Daylight and naturalize Anacostia River tributaries as part of the redevelopment's stormwater management systems. See NE 1.4, Table 41, Table 44, and Map 69.

Strategy NE 7.6 Plant native and/or non-invasive trees and shrubs along daylit stream corridors to improve the tree canopy. See NE 1.4, Map 66, Map 69, Table 41, Table 44, and Figure 46.

Strategy NE 7.7 Collaborate with the Prince George's County Planning and Parks Departments to examine the feasibility of a pilot sponge park by either retrofitting an existing park or using privately-owned open space as part of redevelopment efforts. See Sponge Parks callout box and Redevelopment Feasibility Considerations callout box.

OPPORTUNITY SITE F

Strategy NE 7.8 Daylight and naturalize the onsite stream as part of the redevelopment's stormwater management systems. See NE 1.4, Table 41, Table 44, and Map 69.

Section VIII
Housing And Neighborhoods

Plan 2035 Housing and Neighborhoods Goal

PRINCE GEORGE'S PLAN 2035

Provide a variety of housing options—ranging in prices, density, ownership, and type—to attract and retain residents, strengthen neighborhoods, and promote economic prosperity.

Sector Plan Housing and Neighborhoods Goal

Port Towns Sector Plan and SMA

Offer an inclusive range of housing options that prioritize affordability through the production of new homes, the preservation of existing community character, and protection for current residents and future generations.

Figure 47. What We Heard



* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

Existing Conditions Summary

Port Towns residential neighborhoods are mostly composed of single-story homes that sit comfortably on tree-lined streets. The most common architectural styles are bungalow and cottage styles. Neighborhoods are also distinguished by their walkable scale but face the challenges of primarily automobile-oriented infrastructure networks that foster an unfriendly environment for pedestrians and cyclists.

Since the 2009 *Port Towns Sector Plan,* the area has seen minimal changes in its housing landscape. In total, there was a net increase of 106 units; the largest increase was single-family detached homes.[292] These changes reflect what the nation and region are experiencing in terms of housing production. The nation is in the middle of a housing crisis where decades' worth of housing demand outpaces the supply of new housing. Port Towns, like other areas in the region and nation, has the capacity to accommodate more homes. Table 45 shows the area can support up to 1,359 more housing units within 10 years.

This plan focuses on creating the potential for new housing through mixed-use development within the Neighborhood Center boundary and identified opportunity sites, and accommodating future growth through infill development in established neighborhoods with more diverse housing choices. See Missing Middle callout box on page 185.

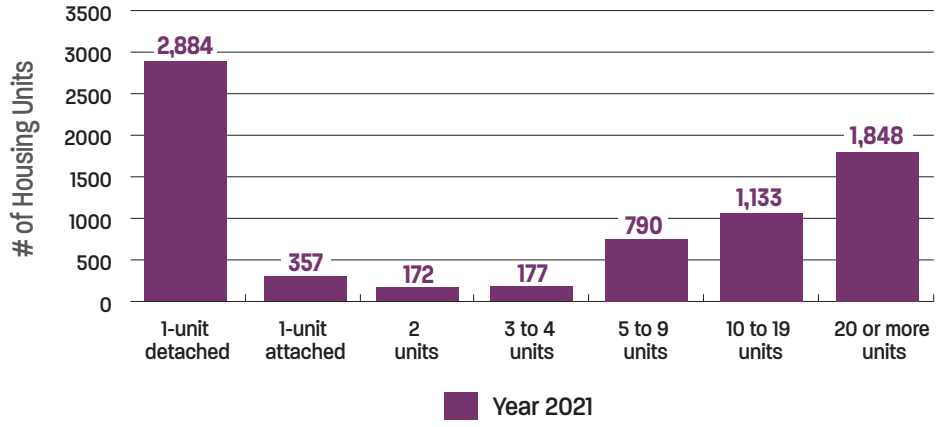
Table 45. Port Towns' 10-Year Residential Demand[303]

Type	2034 Demand
Market Rate Units	820-1,020 units
5+ Unit Building Rentals	550-700 units
1-4 Unit Building Rentals	100 units
1-4 Unit Building for Sale	160-200 units
Single-family Detached Home for Sale	10-20 units
Affordable Units	299-339 units
5+ Unit Building Rentals	180-220 units
1-4 Unit Building Rental	119 units
Total 10 Year Unit Demand	**1,119-1,359 units**

DEFINITIONS

Infill: The construction of new development in the available space between existing structures.[124]

Figure 48. Number of Housing Units by Type[291]



Housing in Neighborhood Center and Opportunity Sites

The Neighborhood Center and identified opportunity sites are intended for new small-scale mixed-use development serving the surrounding neighborhoods. Today, only five percent of uses within the Neighborhood Center boundary are residential and only one of the seven opportunity sites includes residential uses.[206] Mixed-use development along transit corridors will help create compact, walkable, and bikeable areas, which was a common request during public outreach. This type of new development has the potential to deliver different residential unit types that are often more accessible for households earning at least the area median income, of which the plan area has a deficit (see Housing Cost Considerations for Port Towns on page 188). To ensure all households have an opportunity to live in these new developments, a portion of units need to be set aside for those making less than 80 percent of the area median income and government intervention would be needed in this current private market.

Housing in Established Neighborhoods

One of the unique aspects of Port Towns is its older housing stock, with approximately 80 percent of its housing stock built prior to 1980. These older units can be a source of naturally occurring affordable housing (NOAH) due to the structures' lower market value, offering affordable housing options for renters and a lower entry cost into the housing market for first-time homebuyers.[174]

Maintaining naturally occurring affordable housing and adding new mixed-use development will ensure the continued availability of single-family detached homes and multifamily units within the Port Towns sector plan area. However, housing should reflect its community context and offer numerous choices to accommodate the preferences, cultures, incomes, ages, and needs of existing and future residents. See Figure 49.

The plan area has an abundance of single-family detached homes and large multifamily apartment buildings (see Figure 48); therefore, adding alternatives to these two options is key to achieving attainable housing reflective of the diverse population of Port Towns.

MISSING MIDDLE HOUSING

"Missing Middle Housing is [defined as] a range of house-scaled buildings with multiple units that are compatible in scale and form with detached single-family homes that are located in a walkable neighborhood."[162]

"Missing" signifies how, zoning and development restrictions since the 1940s prohibited the construction of certain building types. While "middle" refers both to the form, scale, and number of units—which lie somewhere between single-family detached buildings and mid- to high-rise apartment buildings—and to middle-income households (80%-120% AMI) that benefit from this type of housing.

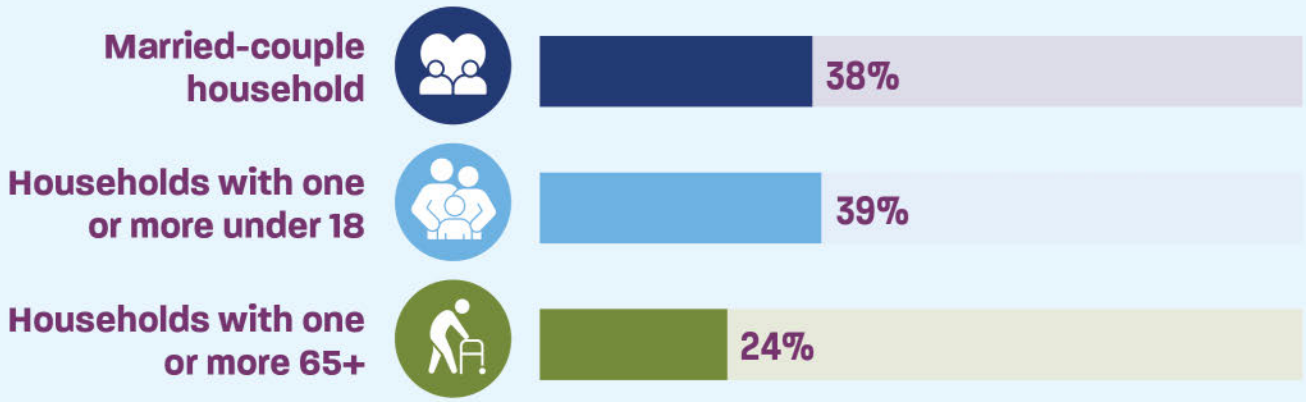
Missing Middle Housing is important when thinking of the fabric of a neighborhood. Communities are not homogeneous; therefore, their housing choices should not be either. Neighborhoods should offer housing options that differ in form, scale, and units to accommodate all households, see Figure 49. For example, a teacher living alone may have a different preference for house size, type, and location than a family of four with two incomes. Most importantly, all households deserve the option to live in the same neighborhood, and providing a range of housing types everywhere can help achieve this goal.

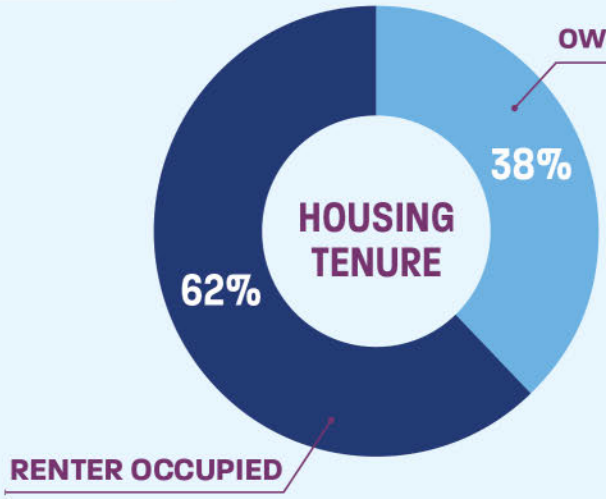
The Prince George's County Planning Department is undergoing a countywide study to develop a shared vision for "missing middle" housing. This initiative will highlight current barriers and opportunities for providing missing middle development to ensure housing choices for all who want to call Prince George's County home.

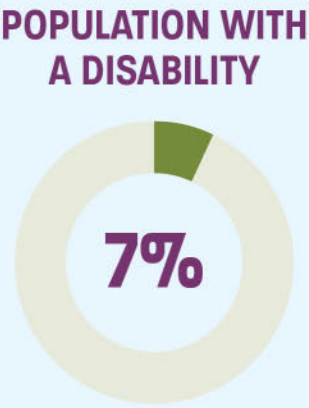


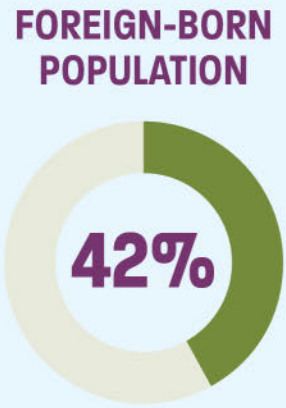
Figure 49. Sector Plan Area

HOUSING DEMOGRAPHICS[292,303]











*Diversity Index is the probability that two people chosen at random will be from different race and ethnicity groups.

2023 MEDIAN HOUSEHOLD INCOME

$57,260



Accommodating additional housing types in the area can occur in existing neighborhoods. Currently, the Residential, Single-Family-65 (RSF-65) Zone makes up 68.7 percent of land zoned for residential use within the plan area.[206] This zone restricts most housing types but allows single-family detached units on large lots, which does not support the development of smaller, more affordable housing types and is not consistent with the area's existing smaller lot sizes. New zoning tools are required to produce a compatible scale of housing development needed within the sector plan area and throughout Prince George's County. See Implementing Housing Ideas callout box on page 200.

Housing for All

Until the nation, region, and Port Towns can accommodate an additional supply of housing units, housing costs will remain unaffordable for many in the plan boundary leaving individuals and families within these communities struggling to make ends meet because they are spending more than 30 percent of their monthly income for housing.

During the Public Participation Program, residents noted that housing affordability is a concern. Approximately 57 percent of renters and 23 percent of homeowners in the plan area are cost burdened or are extremely cost burdened and nearly 15 percent of residents within the sector plan area live below the poverty line.[292]

While the private housing market can accommodate most residents in this area, there will still be low-income families and individuals who get left behind. The Housing Cost Considerations for Port Towns callout box on page 188, shows a deficit of units for renters and homeowners making less than 50 percent of the area median income.

Public funding and programs can help reduce housing costs and provide units at below-market rates. Creating affordable housing opportunities for individuals and families with incomes below 80 percent area median income will help ensure everyone has access to housing. Port Towns has seven existing housing developments and one project in the pipeline that includes income-restricted units. Of the existing/proposed 1,109 affordable housing units, 40 percent are at risk of reverting to market rate within 10 years.

Subsidies for income-restricted housing are typically regulated at the federal level and allocated to state and local organizations to help distribute these funds through housing initiatives and programs. Using and expanding state and local programs, initiatives, and regulations to maintain and incentivize new affordable housing is paramount for ensuring that everyone has access to safe, affordable, and stable housing.

DEFINITIONS

Cost Burden: Monthly housing costs (including utilities) exceeding 30 percent of monthly income.[55]

Severe Cost Burden: Monthly housing costs (including utilities) exceeding 50 percent of monthly income.[55]

Area Median Income: The household income for the middle (median) household in the region.[156]

Income-Restricted Units: Housing units that are only available to individuals whose income falls within a specific range.[18]

Poverty Line: The minimum level of resources that are adequate to meet basic needs.[293]

Table 46. Existing and Pipeline Project Income-Restricted Housing[117,205]

Development Location	Total Units	Occupancy	Status	Affordability Expiration
Bladensburg	60	n/a	Pipeline	n/a
Bladensburg	78	Seniors	Existing	12/22/2048
Bladensburg	102	Seniors	Existing	4/9/2053
Bladensburg	100	Family	Existing	1/1/2047
Bladensburg	113	Family	Existing	1/1/2033
Bladensburg	220	Seniors	Existing	4/30/2039
Bladensburg	336	Family	Existing	7/1/2029
Cottage City	100	Seniors	Existing	n/a

Housing Cost Considerations for Port Towns

In general, housing costs should make up 30% or less of household income (housing costs include mortgage or rent, utilities, insurances, and property taxes). If a household spends more than 30% of its income on housing costs, then it is considered to be "housing-cost burdened."

Affordable monthly housing cost by income is:

Table 47. Affordable Housing Costs Per Area Income[292]

Area Median Income Bands	≤50% AMI	50-80% AMI	80-100% AMI	≥100% AMI
Income Range ($)*	≤$50,354	$50,354 – $80,566	$80,566 – $100,708	≥$100,708
Affordable Housing Cost Per Month**	≤$1,259	$1,259 – $2,014	$2,014 – $2,518	$2,518+

*County Median Household Income as the Area Median Income (AMI), $100,708, for calculating the income ranges.

**30% of monthly pre-tax income ($)

Based on the table above, a household earning **$50,354** per year should be spending **$1,259 or less** per month on their housing costs (including utilities).

In Port Towns, households are spread out across all income ranges:

Table 48. Income Ranges in Port Towns[292]

Area Median Income Bands	≤50% AMI	50-80% AMI	80-100% AMI	≥100% AMI
Income Range ($)*	≤$50,354	$50,354 – $80,566	$80,566 – $100,708	≥$100,708
Estimated % of households in Port Towns Sector Plan Area**	31.5%	24.4%	9.3%	34.9%

*County Median Household Income as the Area Median Income (AMI), $100,708, for calculating the income ranges.
**An estimated percentage of households based on U.S. Census Bureau, 2023 American Community Survey, 5-year estimates (released on December 12th, 2024).

Given the span of household incomes, there should be housing available at a range of price points.

Table 49. Deficit of Affordable Owner-Occupied Units[277,292]

Area Median Income Bands	≤50% AMI	50-80% AMI	80-100% AMI	≥100% AMI
Income Range ($)*	≤$50,354	$50,354 – $80,566	$80,566 – $100,708	≥$100,708
Supply of Renter-Occupied Units	-1,085	873	-123	n/a
Supply of Owner-Occupied Units	-301	-36	418	-1,395

*County Median Household Income as the Area Median Income (AMI), $100,708, for calculating the income ranges.



HOUSING OPPORTUNITIES FOR ALL[119]

Housing Opportunities for All, Prince George's County's 2019 comprehensive housing strategy, provides a blueprint for the increased production and preservation of housing for all family types and income levels. Most of the policies and strategies in *Housing Opportunities for All* require countywide or County-level interventions by public, private, nonprofit, and institutional partners and are beyond the scope of a single master or sector plan. This sector plan broadly carries forward the recommendations within the policy plan.

Port Towns' Future Housing Landscape

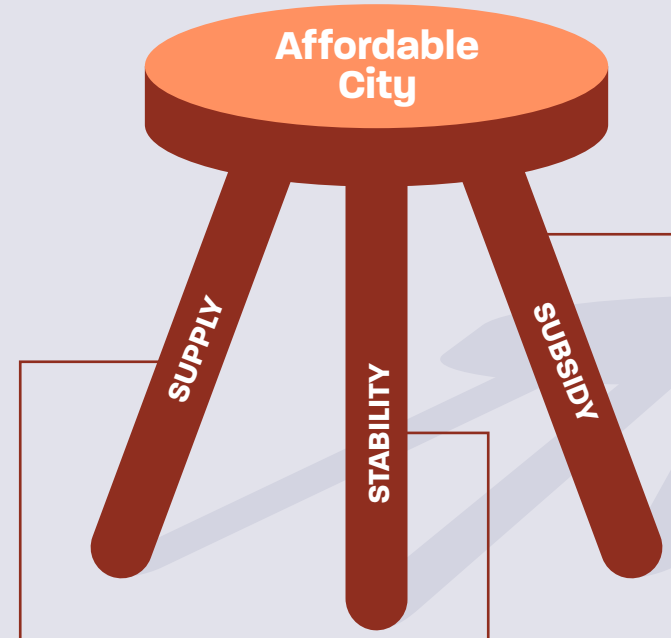
The Metropolitan Washington Council of Governments (MWCOG) determined that 320,000 new homes need to be built over the next decade, which breaks down to more than 87 new dwelling units each day. The solution is for housing to be preserved and created at a higher rate than has been achieved in the recent past."[54] The region, including Port Towns, has a part to play in making up this deficit.

To help reduce the housing deficit and reach the plan's vision of vibrant neighborhoods with a variety of housing types will require a unique and holistic approach based on its existing conditions. The following policies and strategies were crafted with the vision in mind to help meet the needs of existing and future residents.

The Affordable City[190, 284]

The Affordable City, by Shane Phillips, categorizes housing policy into three components or legs of stool: supply, stability, and subsidy. Each is equally important and necessary to craft a comprehensive approach to housing and without one, the stool would topple over.

Figure 50. The Affordable City Stool



"A well-regulated private housing market can serve a large portion of our population...[b]ut there will always be people who are left behind by these efforts...."[190] State, County, and local programs can help fill this financial gap for individuals and families making less than 80 percent of the area median income to provide housing stability and opportunity within Port Towns.

There is a regional housing shortage and a priority for Port Towns should be increasing the supply of housing types that provide a range of affordability. Housing costs will not decrease until there is enough supply to meet demand, which will help lower housing costs for all residents.

Given the older housing stock, high renter rate, number of cost-burdened residents, and deficit of diverse housing choices at different price points, the "stool" for Port Towns will require a more robust approach for stability. Examples of stability approaches can include home maintenance grants, limits to rent and property tax increases, anti-displacement policies, and preserving naturally occurring affordable housing.

HOUSING EQUITY: 20TH AND 21ST CENTURY HISTORICAL CONTEXT

During the 1930s, the Federal Housing Administration (FHA) provided millions of loans to white families to help them obtain homeownership with low down payments. As part of this effort by the FHA, the federal government's Homeowners Loan Corporation (HOLC) assigned grades to residential neighborhoods and created color-coded maps to identify neighborhoods with mortgage security. The best rated neighborhoods were given a grade of "A" and shaded green on the map while the worst graded neighborhoods were given a grade of "D" and shaded red. The grades were assigned based on the neighborhood's housing stock, home sale and rent values, and the racial and ethnic identity and class of residents.[171] These color-coded maps resulted in the term "redlining," which refers to the denial of loans or insurance based on the racial characteristics of the neighborhood.

While there is no record of HOLC maps for the Washington, D.C. area, there are graded maps that express the same sentiment.[235] The FHA map for Washington neighborhoods gives grades based on the housing condition and racial composition of an area. Neighborhoods in this system given an "F" had large numbers of Black residents.[226] G and H areas were given an even lower rating with "G" being considered the lowest level of white neighborhood that did not show signs of structure and racial homogeneity, while "H" neighborhoods represented the lowest level of neighborhood that only had the hope of being razed for new housing.[226]

On this map, the area where Port Towns is located today was given a "G" grade. This meant that housing in Port Towns was less likely to be FHA-insured, and the neighborhood's housing was less likely to be improved.[235] Leaving a low-graded FHA neighborhood like Port Towns was extremely difficult for people of color due to racially restrictive covenants in wealthier and whiter areas that prevented Black residents from buying or renting property.

Figure 51. Federal Housing Administration map of the Washington, D.C., metropolitan area from 1937

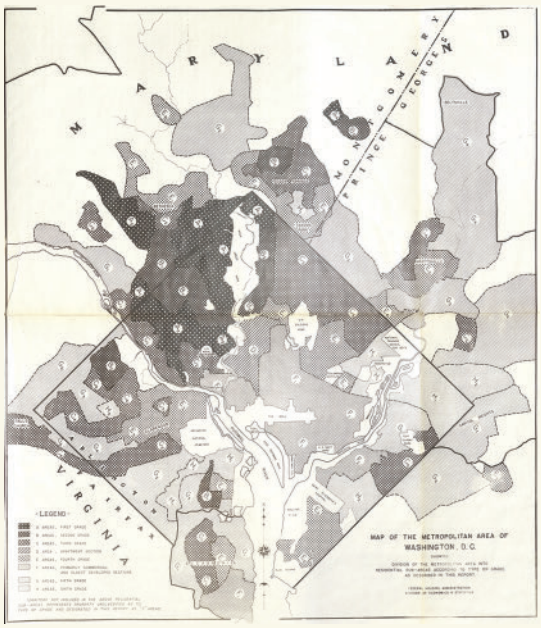


IMAGE FROM NATIONAL ARCHIVES

The Fair Housing Act of 1968 banned restrictive covenants which opened more housing options and neighborhoods to Black and immigrant residents. The Act did not, however, repair the damage caused by federal policies.[228] Future government actions would attempt to stop new bank practices of targeting people of color with predatory loans, but they were largely unsuccessful.[235]

The housing inequity of the past created a disparity in generational wealth and homeownership that has continued to this day.[233] Black and immigrant households were disproportionately affected by the Great Recession in 2008. In 2010, Black and Latino households were 45 and 47 percent more likely to face foreclosure.[48] Similarly disproportionate effects were seen during and in the wake of the COVID-19 pandemic.[254]

While the negative effects of nearly 100-year-old policies are still being felt today, there is a renewed recognition of housing inequity in activist, academic, and government circles. In 2025, lawmakers in Prince George's County have sought to end ways that landlords discriminate against tenants.[165] This is an important step in locally addressing the national problem of increasing overall inequality and a racial income gap that has remained consistently high since the 1970s.

Policies and Strategies

Areawide

PRODUCTION

Policy HN 1 Provide a diverse range of housing types in Port Towns' established communities' designated transition areas. See LU 6.1.

Strategy HN 1.1 Provide a variety of housing types in priority walkable transition areas between higher intensity residential uses and commercial corridors and single-family detached only residential neighborhoods. See LU 6.1 and Implementing Housing Ideas callout box on page 200.

Strategy HN 1.2 Ensure the form and scale of additional housing types and new development are similar to that of surrounding single-family detached dwellings. See Why Form and Scale Matter callout box on page 193.

Policy HN 2 Implement *Housing Opportunities for All* by increasing the quantity, diversity, and affordability of the housing supply throughout the sector plan area.

Strategy HN 2.1 Develop new affordable housing and assisted living projects throughout Port Towns, prioritizing the needs of existing residents who wish to age in place.

Strategy HN 2.2 Support countywide zoning code reform to permit and/or remove barriers to ADUs and additional housing typologies in more zones. See Implementing Housing Ideas callout box on page 200.

Strategy HN 2.3 Create new affordable housing throughout Port Towns by utilizing programs like the Housing Production Trust Fund (HPTF), which provides financing for the development of new construction. See Appendix F.

Strategy HN 2.4 Work with Prince George's County Redevelopment Authority to purchase available surplus, publicly-owned land for new housing development.

Strategy HN 2.5 Expand opportunity for a greater range of housing options through targeted infill, including areas near opportunity sites and Local Centers, that facilitates context-sensitive one-, two-, or three-family housing in walkable communities.

DEFINITIONS

Live/Work: Properties that combine residential and office or commercial units, and typically require the resident to work in the property.[14]

Townhouse: A building containing four or more dwelling units that are attached horizontally through, and entirely separated by, common walls, with each dwelling unit occupying space from the lowest floor to the roof of the building.[200]

Two-Family (Duplex): A building containing two dwelling units. Units may be located side by side in a horizontal configuration or stacked one above the other in a vertical configuration.[200]

Three-Family (Triplex): A building containing three dwelling units. Units may be located side by side in a horizontal configuration or stacked one above the other in a vertical configuration, sharing common vertical walls or horizontal floors and ceilings.[200]

Multifamily: A building containing four or more dwelling units. Units may be located side by side in a horizontal configuration or stacked in a vertical configuration, sharing common vertical walls or horizontal floors and ceilings.[200]

Mixed-Use Multifamily: Mixed-use structures combine multifamily residential units and another use in the same structure; commonly found as apartment buildings with retail on the bottom floor.[285]

Mixed-income development: Housing developments that intentionally mix subsidized housing units and market-rate housing in the same development.[318]

Below-market-rate housing: Housing with a fixed price set below the standard market rate; can be entire buildings or units within market-rate apartment complexes.[57]

PRESERVATION

Policy HN 3 Preserve the existing supply of naturally occurring and dedicated affordable housing. See Appendix F.

Strategy HN 3.1 Utilize the County's Right of First Refusal Program to preserve naturally occurring affordable housing (NOAH) and invest in existing buildings when existing housing stock is at risk of demolition or tenant displacement.

Strategy HN 3.2 Expand the collaborative Prince George's Property Owners Association to all local rental property owners to provide education, technical assistance, and other resources for responsible rental ownership.

Strategy HN 3.3 Preserve naturally occurring affordable housing through programs like the Housing Production Trust Fund (HPTF), which provides financing for rehabilitation and preservation of existing middle-income and affordable housing.

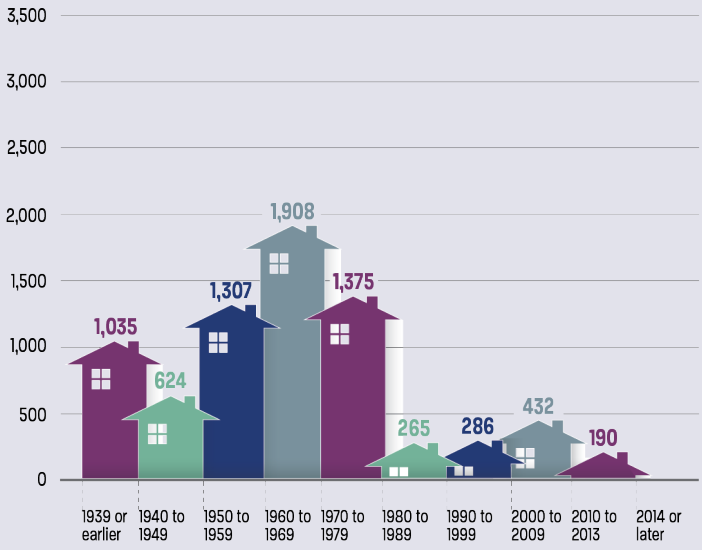
Strategy HN 3.4 Work with property owners and housing providers to preserve existing senior housing and assisted living facilities.

Strategy HN 3.5 Retain key multifamily developments and ensure continued maintenance, rehabilitation, and rent stabilization of multifamily housing throughout the sector plan area. See Table 50.

Strategy HN 3.6 Utilize an array of financing tools (such as grants and tax incentives) to preserve and rehabilitate safe, affordable housing.

Strategy HN 3.7 Identify resources to support homeowner renovations and repairs to weatherize and retrofit homes for better energy efficiency.

Figure 52. Number of Housing Units by Decade Built[291]



CREDIIT: M-NCPPC

IMPORTANT CONSIDERATIONS FOR OLDER HOMES

Maintenance: Home maintenance for aging homes can be very expensive, with items such as a new roof, updating mechanical equipment, rewiring the entire house, or new plumbing throughout. The price for these items would require significant financial resources that may strain those who are on fixed incomes or already burdened with housing costs. Falling behind on home maintenance due to strained financial resources can lead to additional health risks associated with mold and pests.[105]

Home Health Hazards: Homes built prior to 1980 are more likely to contain moderate to severe health risks, such as lead-based (banned in 1978), asbestos cement, insulation, or other compounds (banned in 1977), or lead pipes (banned in 1986).[3,28,112,137] These toxic materials have numerous health risks if disturbed, and remediation for these materials is another costly expense requiring significant financial resources.

Strategy HN 3.8 Actively promote and leverage existing programs to assist homeowners with accessibility improvements, energy efficiency upgrades, and home rehabilitation.

Table 50. Apartment and Condominium NOAH Preservation Prioritization[206]

Complex Name	Year Built	Address	Tax ID(s)
The Phoenix	1971	5802 Annapolis Road	0091397, 0091389, 0131128, 0131136
Parke Cheverly	1968	3400 55th Ave	0150854
Kenilworth Towers	1967	3801 Kenilworth Avenue	0178202, 0178194,
Gateway Gardens	1965	4235 58th Avenue	0180653, 0180661, 0180679, 0180687
Bladenwoods	1974	5203 Newton Street	114 associated tax accounts
Hamlet Park	1987	4001 – 4171 Parkwood Ct	43 associated tax accounts
Emerald Apartments	1951[80]	3554 55th Ave	5616421
[none]	1936	3800-3804 38th Avenue	0134585, 0134593, 0134601
Blair Hanna South Apartments	1936	3722 Parkwood Street	0134619

WHY FORM AND SCALE MATTER IN THE MISSING MIDDLE HOUSING CONVERSATION

Why Form and Scale Matter in the Missing Middle Housing Conversation, a blog written by Daniel Parolek and Karen Parolek, examines the term "middle" and the importance of form and scale when discussing "missing middle housing."

"The form and scale of these buildings—no more than two or three stories, often with setbacks on all sides—are critical features that make them compatible with walkable neighborhoods. (They're often so compatible that people can't tell whether they're single-family houses or Missing Middle Housing, unless they count the mailboxes.)"[184]

Form and scale also play an important role in achieving housing affordable to middle-income households. For example, large-scale housing units may meet the middle criteria for being between a single-family detached home and multifamily building.

However, the term middle also refers to middle-income households (80%-120% AMI) that benefit from this type of housing. A unit's size impacts the sale price and rental rate, so smaller-scale housing can help ensure a unit meets both criteria of the term "middle."

Existing Residential Character, Scale, and Form:



PHOTOS BY M-NCPPC

PROTECTION

Policy HN 4 Implement *Housing Opportunities for All* to ensure equitable access to housing by improving housing affordability throughout the sector plan area. See Appendix F.

Strategy HN 4.1 Promote Permanent Rent Stabilization and Protection Act of 2024, which increases renters' stability and predictability in housing costs.[199]

Strategy HN 4.2 Collaborate with and provide technical assistance to private entities and nonprofits to protect at-risk affordable dwelling units by facilitating the transfer of these units to a nonprofit housing organization.

Strategy HN 4.3 Provide technical support for the creation and implementation of a Community Land Trust in Port Towns to build and sell affordable housing.

Strategy HN 4.4 Continue expanding anti-displacement legislation and strategies as redevelopment occurs.

Strategy HN 4.5 Aid tenants in locating and securing safe, affordable housing with access to comparable or superior services and amenities when their leases are not renewed due to a future redevelopment project.

Strategy HN 4.6 Support nonprofits that offer free legal assistance and connect residents at risk of displacement to protect their housing rights.

Strategy HN 4.7 Advocate for "right to return" legislation to guarantee opportunities for displaced households to return to their neighborhood. Once adopted, facilitate "right to return" policies during the development review process.

Policy HN 5 Reduce hazards in residential buildings that increase risk to health-related issues.

Strategy HN 5.1 Train and equip Lead and Healthy Homes Program inspectors or partner with locally-owned and operated home hazard experts to use multiple hazard assessment tools to provide targeted testing for homes built before 1980 in the plan area.

Strategy HN 5.2 Conduct a comprehensive assessment and inspection of existing senior housing facilities and aging housing stock in Port Towns to identify necessary repairs, maintenance, and code enforcement updates.

Strategy HN 5.3 Integrate universal design features for new construction, redevelopment, and renovations in all residential housing.

Strategy HN 5.4 Work with County agencies and municipalities to connect homeowners to incentives and funding programs for home repairs and renovations to improve the livability of existing homes. See Appendix F.

DEFINITIONS

At-Risk Affordable Dwelling Units: Housing units that are currently affordable but face the risk of becoming market-rate housing. Units that face the highest risk are naturally occurring affordable housing (NOAH) units that are not protected by federal, state, or local housing subsidies. Many of these units are affordable due to the age of the housing, and they face the highest risk of redevelopment.[131]

Permanent Supportive Housing: Permanent housing in which housing assistance (such as long-term leasing or rental assistance) and supportive services are provided to assist households with at least one member (adult or child) with a disability in achieving housing stability.[59]

Affirmatively Furthering Fair Housing: Taking meaningful actions to combat patterns of housing discrimination, foster inclusive communities free from the barriers that restrict access to housing and opportunity, further compliance with civil rights and fair housing laws, and uplift strategies to change paradigms of segregated and unbalanced living patterns.[151]

Policy HN 6 **Provide housing options and services for older adults to support aging in place and enable older residents to remain and thrive in their communities.**

Strategy HN 6.1 Join AARP's Livable Communities Network of Age-Friendly States and Communities to access expertise and technical assistance needed to create livable communities for all.[2]

Strategy HN 6.2 Leverage membership in the Network of Age-Friendly States and Communities to develop and implement an age-friendly action plan.



PHOTO BY WILLOWPIX, ISTOCKPHOTO



PHOTO BY M-NCPPC



PHOTO BY FLY VIEW PRODUCTIONS, ISTOCKPHOTO

Figure 53. Aging in Place[290,292]

Port Towns' Senior Population

Port Towns' senior population is among the fastest growing age groups in the sector since the approval of the 2009 Sector Plan.

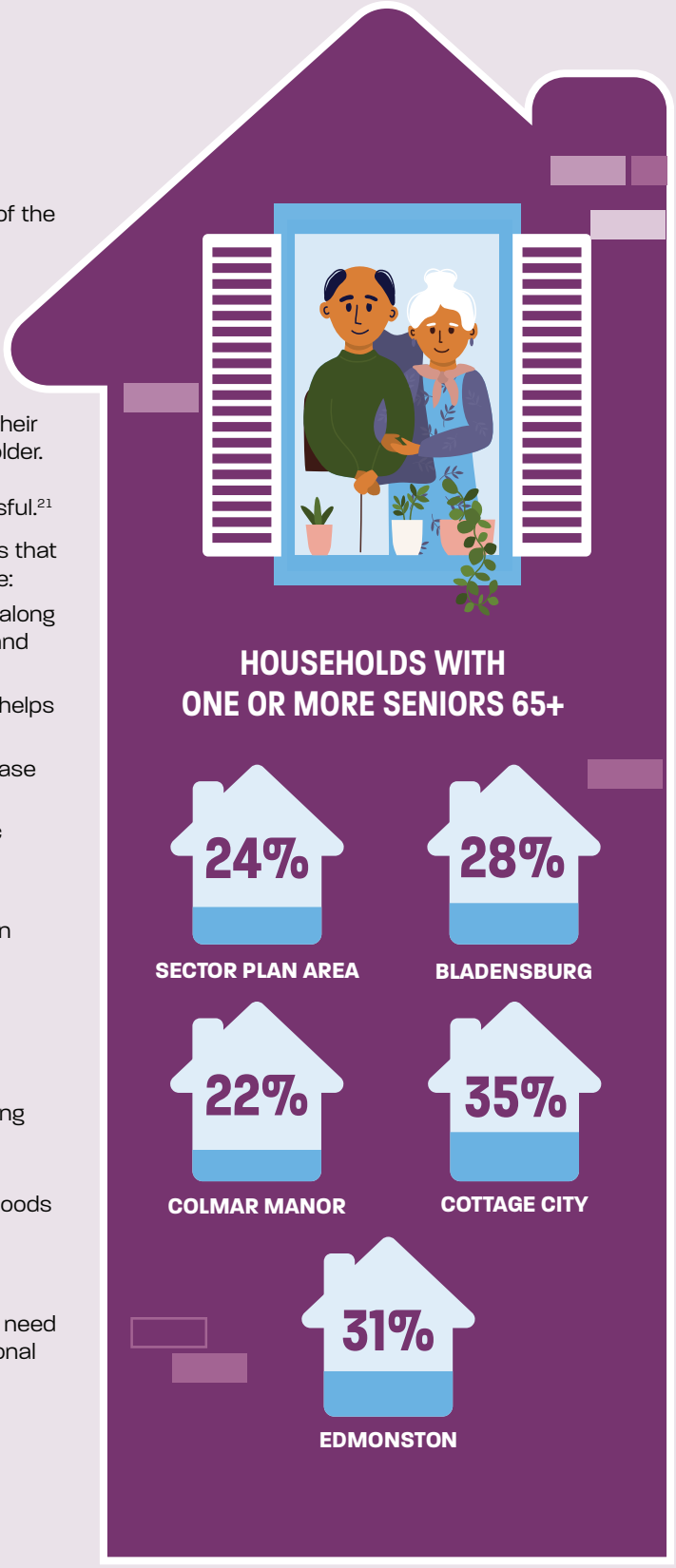
Aging in place is the lifestyle choice made by many older adults to stay in their home or community as they age. More than 90 percent of people over 65 want to age in place, with more than 80 percent of seniors wanting to stay in their home for their entire life.[21] Aging in place allows seniors to maintain their independence, traditions, and lifestyles as they get older. It requires careful planning, medical and community support, and secure personal finances to be successful.[21]

Throughout this plan, there are policies and strategies that benefit all age groups, including seniors aging in place:

- Creating dense, walkable, mixed-use communities along transit routes provides seniors with great access and mobility options to the services that they need.
- Investing in robust public transportation networks helps provide reliable mobility options to services.
- Adding more affordable housing policies can decrease institutionalization of older adults.[238]
- Programming and funding social events in public gathering places can help with loneliness and staying active.

However, there are specific considerations for aging in place that the broader region and Port Towns should consider in supporting this population, such as:

- Resources to help with home maintenance can help with upkeep ranging from roof repairs to lawn maintenance.
- Resources for home modifications that remove falling hazards will also help ensure that seniors can age safely in place.
- Paratransit or expanding bus routes into neighborhoods can help ensure individuals unable to use fixed bus routes on major thoroughfares can still access necessary services.
- Seniors with physical and cognitive disorders may need care provided by a family member or paid professional in their home, at an assisted living community, or memory care facility. See Appendix F.



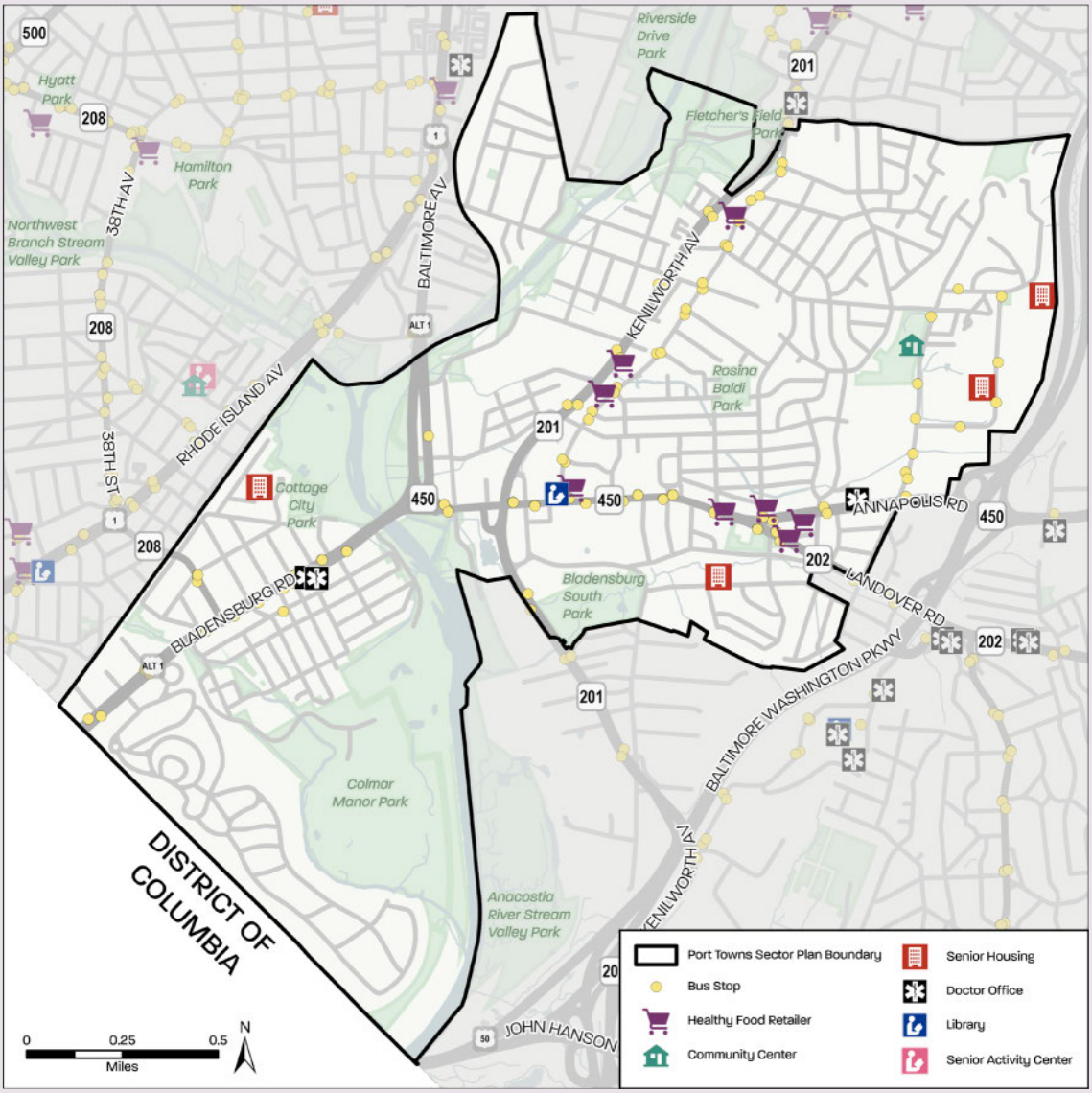
Sector plan area seniors (65+) with disability:

27%

Fastest growing age groups between 2010 and 2023



Map 70. Aging in Place



Prince George's County Planning Department Analysis, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/
Full map citations available in Appendix I.

Neighborhood Center and Opportunity Sites

Policy HN 7 Create compact, inclusive, mixed-use developments within the Neighborhood Center boundary and opportunity sites.

Strategy HN 7.1 Create partnerships with developers to explore and encourage the application of Planned Development (PD) Zones to achieve additional public benefits, such as setting aside a percentage of units for residents making less than 80 percent AMI in new mixed-use housing developments of 20 or more units.

Strategy HN 7.2 Work with developers during the development review process to ensure new mixed-use and multifamily projects offer a mix of unit sizes and price points within the Neighborhood Center boundary and opportunity sites.

Strategy HN 7.3 Encourage partnerships to build new below-market-rate multifamily projects within the Neighborhood Center and opportunity sites close to transit and services.

Strategy HN 7.4 Utilize the Neighborhood Compatibility Design Standards as an opportunity to provide a variety of housing types that scale down toward single-family detached neighborhoods.

Policy HN 8 Introduce a wide range of housing options that are well-balanced and integrate into the surrounding urban form.

OPPORTUNITY SITE A

Strategy HN 8.1 Redevelop Opportunity Site A with a variety of housing types such as mixed-use multifamily buildings and townhomes. See Section III and HN 7.4.

OPPORTUNITY SITE B

Strategy HN 8.2 Redevelop Opportunity Site B with a variety of housing types such as live/work units and small-scale mixed-use buildings. See Section III and HN 7.4.

OPPORTUNITY SITE C

Strategy HN 8.3 Redevelop Opportunity Site C with a variety of housing types such as townhomes, duplexes, cottage courts, triplexes, or fourplexes. See Section III and HN 7.4.

OPPORTUNITY SITE D

Strategy HN 8.4 Redevelop Opportunity Site D with a variety of housing types such as mixed-use multifamily buildings, townhomes, duplexes, triplexes, or fourplexes. See Section III and HN 7.4.

OPPORTUNITY SITE E

Strategy HN 8.5 Redevelop Opportunity Site E with a variety of housing types such as mixed-use multifamily buildings, live/work units, townhomes, duplexes, or cottage courts. See Section III and HN 7.4

OPPORTUNITY SITE F

Strategy HN 8.6 Redevelop Opportunity Site F with a variety of housing types such as mixed-use multifamily buildings, live/work units, townhomes, duplexes, or triplexes. See Section III and HN 7.4.

OPPORTUNITY SITE G

Strategy HN 8.7 Redevelop Opportunity Site G with a variety of housing types such as mixed-use multifamily buildings, townhomes, live/work units, or duplexes. See Section III and HN 7.4.

‘Implementing Housing Ideas’ Definitions

MAXIMUM DENSITY: the highest number of dwelling units permitted on a lot.[302]

MINIMUM DENSITY: the lowest number of dwelling units permitted on a lot (helps ensure housing is built at high enough densities for what the area requires).[302]

GROSS ACREAGE: The total area within a parcel of land.[70]

NET ACREAGE: The total acreage of a lot, tract, or parcel of land excluding land in existing and proposed streets and street rights-of-way.[70]

DIMENSIONAL STANDARDS: Numerical standards relating to spatial relationships, including but not limited to setback, lot area, and height.[70]

ACCESSORY DWELLING UNIT: A smaller independent dwelling unit on the same lot as a stand-alone, single-family detached home.[11]

NONCONFORMING LOT: A lot that was legally created before this Ordinance, or an amendment thereto, was adopted, that is rendered non-compliant with the dimensional standards in this Ordinance.[200]

RESIDENTIAL PLANNED DEVELOPMENT: Zones established to allow for more flexibility regarding the design and mix of residential use types within residential communities.[302]

MINIMUM PARKING REQUIREMENTS: Legal requirements that ensure developers will provide enough spaces in a new development to satisfy the peak demand for free parking.[239]

INCLUSIONARY ZONING: A policy that promotes economic diversity and housing affordability by requiring new housing developments to set aside a certain number of units for affordable or lower-income housing.[195]

IMPACT FEES: Fees that local governments impose on developers to offset the costs of delivering services to new developments.[198]

DENSITY BONUS: A policy that allows developers to exceed zoning restrictions on the number of units or size of the development in exchange for providing a policy goal, such as affordable housing.[279]

AFFORDABILITY EXPIRATION: The date a housing unit is no longer legally or contractually required to maintain its level of affordability.[18]

PERMITTED BY RIGHT: A development that conforms to local zoning policy and does not need special permission to be built.[317]

Implementing Housing Ideas[206]

Achieving the community vision and carrying out the ideas in this chapter will require changes to the Prince George's County Zoning Ordinance, Subdivision Regulations, and Landscape Manual. The following summary and analysis provide background on the barriers posed by current development standards to implementing the Housing element of this plan.

Lot Size

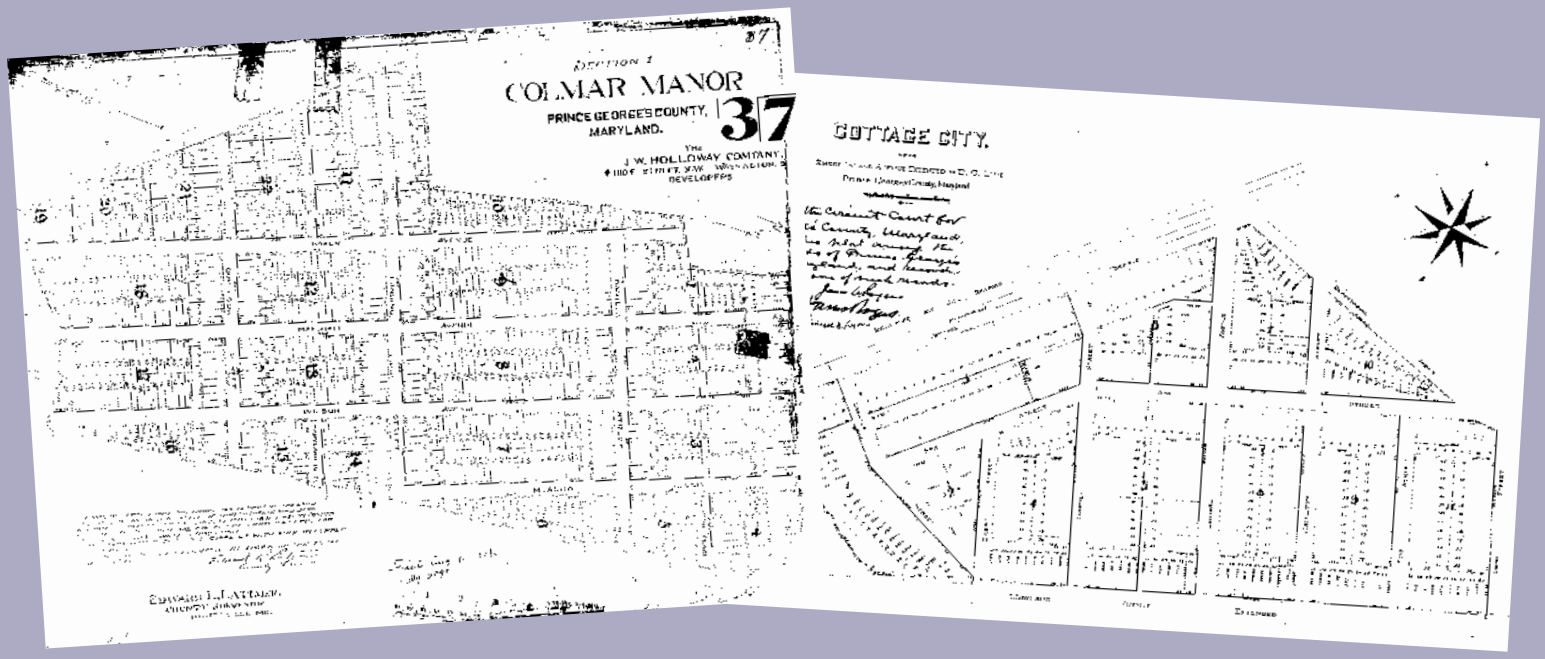
Older Inner Beltway communities tend to have small lot sizes due to the early colonial period in which they were founded. Colmar Manor's plat shows a typical lot size of 20' wide by 100' long (2,000 square feet), whereas Cottage City's plat shows a typical lot size of 30' wide by 100' long (3,000 square feet).

What makes Port Towns unique is the small lot sizes that originated from typical standards during the early 1900s. Small lots are seen as a tool to help with affordability because the assessed home value is the sum of the land value and the property's improvements (total value of structures). A smaller lot is typically associated with lower land costs and helps with affordability regarding property taxes and purchase prices.

However, the development standards for Residential, Single-Family-65 (RSF-65) Zone require lots to have a minimum size of 6,500 square feet. This minimum size would require multiple lots (three-four lots in Colmar Manor's case) to be combined to build on it. This is often cost-prohibitive and would deter new development. The financial and temporal costs of lot assemblage make it very difficult for an average person to develop property or improve their land. This additional cost often restricts this type of small-scale development to experienced developers, which limits who has the opportunity and access to building generational wealth through development investment.

The Prince George's County Planning Department is working on a small lot ordinance, which will help provide new development standards for lots that are less than 6,500 square feet. Advocating for an ordinance to account for lot sizes in Port Towns and other Inner Beltway communities (approximately 2-3 thousand square feet) will help remove barriers for incremental infill development, as discussed in this plan.

Figure 54. The Colmar Manor and Cottage City plats show the relatively small lot sizes of the communities[221]





PHOTOS BY M-NCPPC

Accessory Dwelling Units, such as this apartment above a detached garage, can help with affordable housing in walkable neighborhoods.

Dimensional Standards

The Prince George's County Zoning Ordinance includes intensity and dimensional standards to determine the number of units allowed on a property within a specific zone. For example, the Residential, Single-Family-Attached (RSF-A) Zone states the maximum density of dwelling units per net acreage (du/ac) for three-family dwellings is 12.44 du/ac. Below is an example of how to calculate the permitted density using a typical-sized lot in Cottage City.

- Typical Lot Size = 3,000 square feet (sf)
- One acre = 43,560 sf
- Maximum density in RSF-A for three-family dwelling uses = 12.44 dwelling units (du)/net acreage (ac)
  - Convert lot into acres: 3,000 sf /43,560 sf = 0.07 acres
  - Calculate permitted density per acre: 0.07 acres x 12.44 du/ac = 0.9 dwellings
  - Result: The maximum allowed density on a single lot is approximately 1 dwelling unit.

There are two important takeaways from this exercise:

1. Anyone interested in building a three-family dwelling in Cottage City would need to consolidate four typical-sized lots to get an allowed density of a single three-family dwelling.
2. This exercise utilized gross acreage instead of net acreage. Lots containing rights-of-way or easements will be more restricted because the acreage used in the second step of the calculation will be smaller than what was used in this exercise (see net acreage definition). This may require further lot consolidation to construct a three-family dwelling.

Use Restrictions

Even if the dimensional standards were modified to accommodate existing lot sizes in Port Towns, new and re-development would be restricted to a few housing types that are permitted by right in RSF-65 zones. As mentioned earlier, the RSF-65 Zone makes up 32.1 percent of the plan area and 68.7 percent of residentially-zoned areas.

The Prince George's County Zoning Ordinance has three residential base zones that allow housing options between the typical single-family detached and large-scale multifamily typologies: Residential, Single-Family-Attached (RSF-A), Residential, Multifamily-12 (RMF-12), and Residential, Multifamily-20 (RMF-20). These three zones currently make up 10.1 percent of the sector plan area.

Significant rezoning throughout Port Towns is necessary to see new housing types identified in this plan element. Residents and elected leaders can advocate for additional residential zones or permitted uses to facilitate more housing options, which would help the countywide and regional housing shortage and provide housing choices for all County residents beyond Port Towns.

Accessory Dwelling Units (ADUs) can also be a tool to help with affordability because they add to the inventory of housing units, provide individuals with small-scale units in walkable neighborhoods (meeting both middle criteria), provide homeowners with secondary income, and support multi-generational living. ADUs can also help aging in place by supplementing fixed incomes, providing social benefits, and housing caregivers.

Minimum Parking Standards

Minimum parking standards can act as a barrier to the construction of "missing middle" housing. Parking requirements in low-density neighborhoods are typically met with driveways and garages. Additional units will require more land dedicated to cars, leaving little room for housing (see Figure 55 and Figure 56). Meeting off-street parking requirements may require additional lot consolidation because parking structures for smaller residential projects are cost-prohibitive. The cost of lot consolidation and the amount of land dedicated to non-income generating uses may contribute to a lack of new development in the area.

Inclusive Neighborhoods

Any of these modifications will help some residents with affordability and stability; however, there will still be people left behind. Inclusionary zoning is one way to ensure that new development requires units to be set aside for households making less than 80 percent of the area median income. Inclusionary zoning is a tool that, when implemented, sets aside a fraction of units in a housing development for affordable or below-market-rate housing.

Figure 55. NAC with Parking*

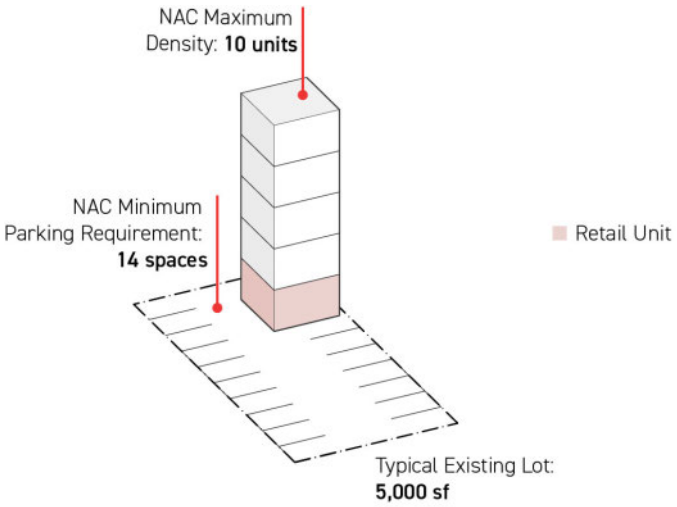
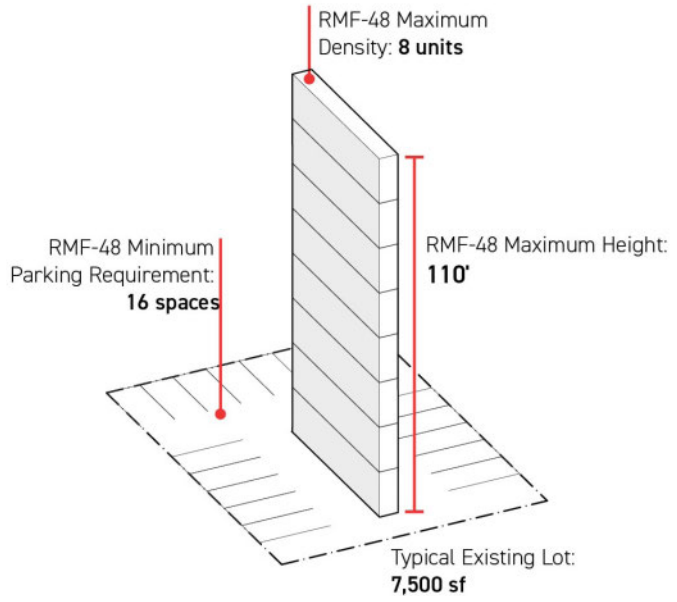


Figure 56. RMF-48 with Parking*



ILLUSTRATIONS BY CODE STUDIO

*Appendix G: Comprehensive Zoning Analysis—Prior vs Current on page 337.

Bringing these housing policies to fruition and updating the Zoning Ordinance to support the types of housing identified during public outreach will require ongoing public engagement. Port Towns residents can continue to make their voices heard by encouraging legislators to introduce zoning changes and by participating in the legislative process for zone changes on issues of housing affordability.

Section IX
Community Heritage, Culture, And Design

Plan 2035 Community Heritage, Culture, and Design Goal

Create walkable places that enable social interaction and reflect community character, and preserve and promote our cultural, historic, and rural resources to celebrate our heritage.

Sector Plan Community Heritage, Culture, and Design Goal

Preserve and showcase local historic and archaeological resources to celebrate the rich history and cultural diversity of Port Towns, attracting visitors and fostering community pride.

Figure 57. What We Heard



* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.



PHOTO BY M-NCPPC

Historically, the interconnected waterways of the Potomac and Anacostia rivers provided opportunities for a vast trade network. Today, these waterways provide access to an extensive trail system for local and regional visitors to travel to major destinations or simply enjoy their surroundings.

Existing Conditions Summary

With ties to indigenous communities and early America, Port Towns is rich with significant historic sites and resources. The sector plan boundary contains fourteen historic sites, one historic resource, one historic road, and one historic district (see Map 71).

Historical Context

INDIGENOUS POPULATION

Historians estimate that Native People lived on the Anacostia River for approximately 10,000 years.[47, 182] The Nacotchtank, also referred to as Anacostan, resided at the confluence of the Anacostia and Potomac Rivers and what is now known as Washington, D.C. Nacotchtank is derived from the word "Anaquashatanik" meaning "a town of traders."[49,169] The interconnected waterways provided the opportunity for a vast trade network along the east coast. The rivers' junction also provided a variety and dependable source of fish and shellfish; the fertile soil was ideal for growing corn, squash, beans, and potatoes; and the woodlands provided smaller wild game.[169]

EUROPEAN COLONIZATION (1608)–AMERICAN CIVIL WAR (1861–1865)

A thriving trading village and home for Nacotchtank was decimated forty years after first contact with Europeans due to wars and disease.[34,169] By 1670, "... all the land in future Washington, D.C. had been claimed by colonists, effectively ending the influence of Nacotchtanks in the area."[145]

European settlers also saw Port Towns as a desirable location in the transatlantic economy. By the mid-1700s, Bladensburg was founded and soon after rapidly developed as a hub of trade and commerce. The town contained "[w]harves, a shipyard and ropewalk, dwelling houses for merchants and other residents, taverns, roads and bridges, and a mill...."[109,241] Large tobacco plantations emerged on the outskirts of this newly established town. This tobacco-based economy led to the designation of an official tobacco inspection station in Bladensburg which was built by indentured servants and enslaved Africans.[157] "…African slavery, which had been legalized in a series of laws starting in the 1660s, grew rapidly, and black slaves replaced white indentured servants as the primary source of plantation labor."[1] The population of enslaved Africans in the State of Maryland increased from 33% in 1680 to 75% in the early 1700s.[1,274]



PHOTO BY M-NCPPC

St. Paul's Baptist Church was built in 1818 and sold in 1874 to a Black Baptist congregation established by Sarah Miranda Plummer, whose family had been enslaved laborers for the Calvert family at Riversdale.

While indentured servants and enslaved Africans were a vital component of Port Towns during this time, there are few known traditions and little knowledge to highlight the cultural significance of this population.

POST AMERICAN CIVIL WAR (1865)–URBAN RENEWAL 1955

By the mid-nineteenth century, Bladensburg's status as a commercial center and port was impacted by the silting of the Anacostia River, which made it unnavigable for larger ships. Bladensburg transitioned from a vibrant port to a small town with multiple churches, shops, and dwellings.

After the Civil War, African-American settlements concentrated on the east side of the Anacostia River. The African-American population expanded during the late-nineteenth century and several churches and a Freedmen's Bureau school were built in the vicinity of the plan area.[253] St. Paul's Church, sold in 1874 to a Black Baptist congregation established by Sarah Miranda Plummer, is the only surviving historic structure associated with the historic African-American community in Bladensburg.

"In the early twentieth century, the expansion of the streetcar system connected Bladensburg and other communities to Washington, D.C...."[309] This area became a convenient and more affordable place to live and commute from, and quickly developed with nine neighborhoods platted in the Port Towns area between 1900 and 1930. The small towns of Edmonston, Cottage City, and Colmar Manor were incorporated in the 1920s as active commuter suburbs to this streetcar system. Edmonston developed as a working middle-class community comprised of federal government employees, railroad employees, tradesmen, and construction workers.

Important early twentieth-century African-American suburb communities also were established in Bladensburg and North Brentwood, located adjacent to the sector plan area. The Lakeland School, built in 1928 just outside of Port Towns, was a secondary school built for African-Americans in Prince George's County. Funded by public appropriations, the African-American community, and the Rosenwald school building program, the school served the communities of Bladensburg, Brentwood, North Brentwood, Lakeland, Ammendale, Muirkirk, and Laurel.

URBAN RENEWAL 1955–1980

As the twentieth century progressed, the construction of the Baltimore-Washington Parkway redirected traffic away from the area. Corridors originally intended to serve as major transportation thoroughfares for shopping within the region transitioned to serving the local needs of surrounding neighborhoods.[283]

The area continued to transform with a second major public infrastructure project, which realigned the Anacostia River to alleviate flooding, followed by a wave of residential infill development and population growth for Port Towns between 1950 and 1980.

1980–TODAY

Following this second wave of development and population growth, the community makeup started to change again. By the late twentieth century, Prince George's County saw a significant increase in its Hispanic population. In 1980, approximately 2% of the County's population was Hispanic, and by 2020, that percentage had grown to approximately 21%.[289] Port Towns also saw an increase in its Hispanic community during this time. In the 1980 census, 2.6% of residents identified as Hispanic, whereas in the 2020 census this population grew to 44.3% (see Table 51).[289]

During this same time period, Bladensburg, Colmar Manor, and Cottage City agreed to work together toward community revitalization. The union was established as the "Port Towns." Edmonston later joined this partnership in 2005, and together the four towns have celebrated their diversity and commitment to becoming sustainable communities.



PHOTOS BY M-NCPPC

Table 51. Population Change in Prince George's County and Port Towns[289, 294]

Census Year	Prince George's County			Port Towns (BCCE)		
	Total Population	Hispanic Population	% Hispanic	Total Population	Hispanic Population	% Hispanic
1980	665,071	14,421	2.2%	11,208	288	2.6%
1990	729,268	29,983	4.1%	11,748	736	6.3%
2000	801,515	57,057	7.1%	11,013	1,560	14.2%
2010	863,420	128,972	14.9%	13,302	4,242	31.9%
2020	967,201	205,463	21.2%	14,197	6,285	44.3%

Community Heritage and Culture

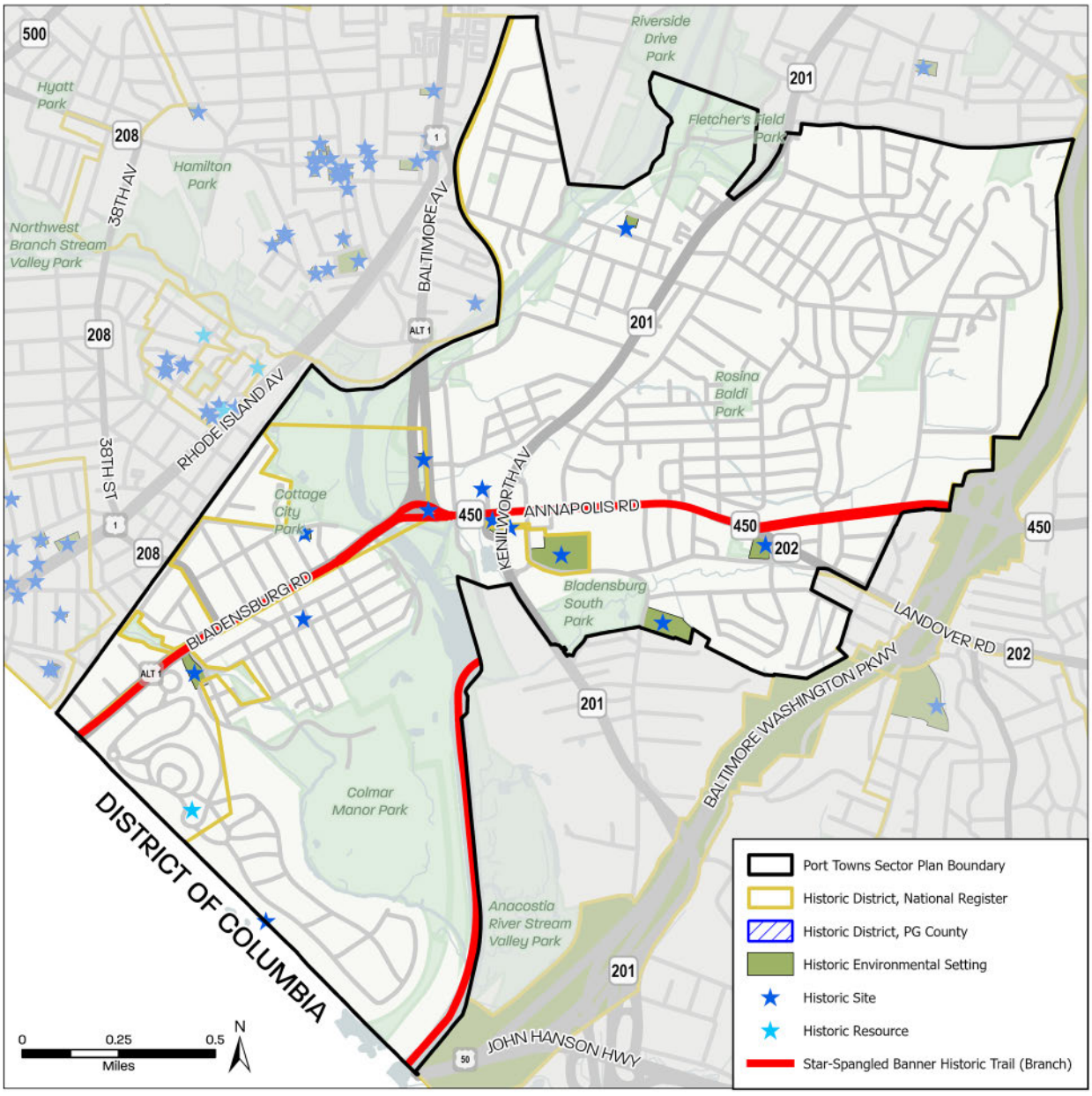
Numerous groups have called Port Towns home, dating back thousands of years, each with different values, traditions, and beliefs. Some resources have been saved and passed on to successive generations, but much of this history was lost and never recorded. This plan promotes preserving heritage and culture through the lens of UNESCO's definition (see Cultural Heritage callout box.)

The following policies and strategies in this section emphasize creating a sense of place through an interconnected network of sites and resources that highlight storytelling of hyperlocal narratives for Port Towns.

CULTURAL HERITAGE

"Cultural heritage includes artifacts, monuments, a group of buildings and sites, museums that have a diversity of values including symbolic, historic, artistic, aesthetic, ethnological or anthropological, scientific and social significance. It includes tangible heritage (movable, immobile and underwater), intangible cultural heritage (ICH) embedded into cultural, and natural heritage artefacts, sites or monuments."[69]

Map 71. Existing Historic Sites, Districts, and Roads



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Policies and Strategies

AREAWIDE

Policy HD 1 Identify new historic and cultural resources to expand Port Towns' existing network of sites highlighting the area's history and traditions.

Strategy HD 1.1 Discover and record untold narratives and hyperlocal traditions.[41] See Treasure Philly! callout box.

Strategy HD 1.2 Utilize innovative outreach techniques to ensure an inclusive narrative of traditions. See Hip Hop Architecture callout box.

Strategy HD 1.3 Designate newly identified landmarks and resources within Port Towns as locally significant.

Strategy HD 1.4 Create local ordinances to protect newly identified landmarks and resources for future generations. See LU 3.

Strategy HD 1.5 Ensure new site designations are added to the interconnected network of historic and cultural resources. See Map 72, HD 3, and PM 3.1.

TREASURE PHILLY!

"The initiative, titled "Treasure Philly!" seeks to deeply engage communities to help them record local traditions and the places that make them. Often, those stories and experiences exist in a folk memory that's absent from mainstream media and academic history."[41]

The Philadelphia Historical Commission created a new method for historical preservation in North Philadelphia. Treasure Philly! is different from the traditional method of preservation by directly engaging communities to record local traditions, stories, and places. These records are reviewed by the Historical Commission which helps determine ways to preserve them by identifying new sites for the city's register of historic places.

The Treasure Philly! exercise combines two methods of preservation. It is a traditional building survey to find unprotected properties that have historic value in North Philadelphia. It is also a way to document the cultural traditions of communities that survived through folklore but are frequently forgotten with the passage of time.[280]

In Port Towns, places like the George Washington House stand as strong examples of traditional historic preservation. However, they are monuments to the colonial period and do not reflect the numerous cultures and heritage of residents that have resided in Port Towns throughout their history. A program like Treasure Philly! can help to preserve structures that are important to the current residents of a community and showcase historical assets that are more culturally relevant to the area in the present-day.





PHOTO BY M-NCPPC

A mix of traditional historic preservation and direct community engagement may support policies that help discover and record local, untold narratives and traditions in Port Towns.

HIP HOP ARCHITECTURE

Hip Hop Architecture is a concept created by architect Michael Ford to engage the community, and especially youth, in architecture, planning, and development. It began as a partnership with the City of Madison to engage with the public as they were creating their comprehensive plan. The concept engages community youth by having them listen to hip hop created by local artists. They are then asked to listen for critiques of the city in the music, and Ford transitions to brainstorming sessions about how to address these issues by changing the built environment.

Ford states that hip hop is a survey of the country's underserved communities. It provides an unfiltered assessment of how some in the community relate to their built environment. Ford hopes to create a database that will allow people to look for specific topics within planning or find music that discusses specific cities. The program both engages residents with what is happening in their communities, and it helps planners listen to voices in their communities and identify key factors affecting the lives of residents.[173] This program has previously run a camp in Prince George's County out of the Oxon Hill library. The newly built Bladensburg Library could be a great place to host this summer camp if it were to return to Prince George's County.[76]

Policy HD 2 Highlight the history of Port Towns' communities through the preservation, restoration, and adaptive reuse of the area's historic and cultural resources. See LU 6.

Strategy HD 2.1 Secure funding to support restoration efforts and ensure that renovations and restorations adhere to best practices outlined by the National Park Service (NPS) and the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Strategy HD 2.2 Collaborate with the Prince George's County Historic Preservation Commission (HPC) to coordinate initiatives that preserve, protect, and enhance properties listed in the County's Inventory of Historic Resources.

Strategy HD 2.3 Advance preservation and adaptive reuse of historic properties by establishing local funding mechanisms, such as adaptive reuse tax incentives, historic preservation fund offering matching grants, or low-interest loans for private owners of designated sites. See Appendix F.

Strategy HD 2.4 Integrate Historic Resources into Hazard Mitigation Planning for properties located within the floodplain.

Policy HD 3 Create a cultural heritage trail that connects historic and cultural institutions and landmarks throughout Port Towns.

Strategy HD 3.1 Connect the Star-Spangled Banner National Historic Trail to the proposed cultural heritage trail and key sites with interpretive signage depicting the Battle of Bladensburg and linking to historic buildings. See Map 72.

Strategy HD 3.2 Launch a self-guided tour website, like Walk Arlington, or mobile application to highlight the historic sites, properties, and cultural amenities Port Towns has to offer.[305]

Strategy HD 3.3 Establish digital integration of programming and materials through online platforms and smartphone applications for broader accessibility.

Strategy HD 3.4 Conduct a wayfinding and signage study to identify marker and signage locations along the proposed cultural heritage trail. See PM 2.4.

Strategy HD 3.5 Once the study is complete, install historical markers and interactive signage at key sites and along the cultural heritage trail to enhance visibility and public understanding of their significance. See PM 2.4.

Strategy HD 3.6 Produce a reoccurring series of public education campaigns highlighting the cultural and historical significance of sites through storytelling initiatives, guided walking tours, and digital content. See PM 3.7.

Strategy HD 3.7 Integrate historic sites and cultural programs into the Port Towns' tourism and economic development strategies, including marketing materials and online platforms to attract visitors. See PM 4 and EP 4.6.

Strategy HD 3.8 Develop programming, information, and signage in multiple languages for greater inclusion. See PM 2.4.

Policy HD 4 Promote dedicated spaces and programming for community expression, including all forms of artistic creativity, visual and performing arts. See PM 2 and 3.

Strategy HD 4.1 Repurpose underutilized buildings and integrate flexible community spaces for artistic expression. See PM 3.

Strategy HD 4.2 Continue to fund, promote, and add programs that foster cultural engagement and creative initiatives by supporting and empowering artists, through the Prince George's County Arts & Humanities Council and Economic Development Corporation.

Strategy HD 4.3 Partner with local artists to create murals, sculptures, and interactive installations that foster social interaction in public spaces, and host annual art festivals to showcase local talent, supported by a sustainable public art fund and partnerships with local arts organizations. See PM 4.

Strategy HD 4.4 Create a year-round calendar of community events, including outdoor performances, cultural festivals, and markets to foster inclusivity and social interaction.

Strategy HD 4.5 Launch online platforms and apps to promote arts programming and collaborations.

Policy HD 5 Promote Port Towns as an economic generator that fosters extant art and cultural value of the community and supports synergies among artists and arts-related business opportunities.

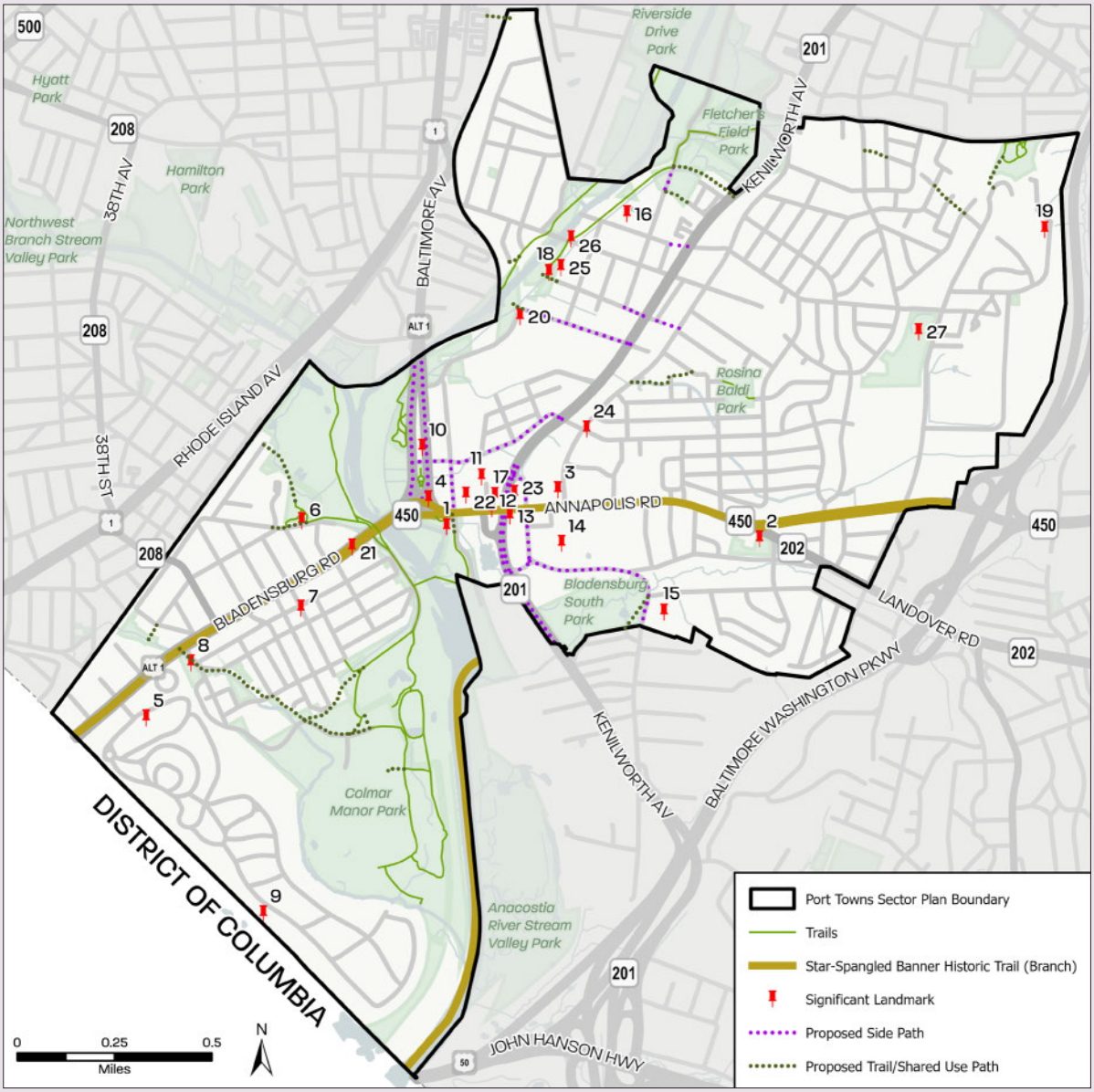
Strategy HD 5.1 Investigate the feasibility of creating an Arts and Entertainment District Boundary for Port Towns.

Strategy HD 5.2 Explore the feasibility of and receptiveness to building partnerships with Hyattsville, North Brentwood, Brentwood, and Mount Rainier to amend Prince George's, Maryland Gateway Arts District to include Port Towns.

PROPOSED PORT TOWNS CULTURAL HERITAGE TRAIL

Port Towns' cultural heritage trail would be an interconnected network of historic sites and culturally significant resources joined through pedestrian, bicycle, and trail connections; streetscape enhancements; and transit access improvements. The proposed trail would guide visitors through wayfinding and provide historical context through interactive signage. Map 72 is a starting point for the community to build from.

Map 72. Port Towns' Cultural Heritage Trail



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

1. Bladensburg Waterfront Park/ Anacostia River
2. Prince George's Publick Playhouse
3. Bladensburg Branch Library
4. Peace Cross
5. Fort Lincoln Cemetery
6. Rural Cottage Highlands
7. John & Mary White House
8. Dueling Grounds
9. DC Boundary Marker #7
10. George Washington House
11. St Paul's Baptist Church
12. Hilleary-Magruder House
13. Market Master's House
14. Bostwick House
15. Evergreen Cemetery
16. Poppleton-Roberts House
17. Ernest Maier Building
18. ECO-City Farms
19. ECO City Farms
20. Community Forklift
21-27. Murals

Policy HD 6 Promote the integration of art into public and private spaces to foster a strong sense of place. See PM 4.

Strategy HD 6.1 Create a formal body to guide public art investments, review proposals, and ensure alignment with community values and goals.

Strategy HD 6.2 Create an inventory of spaces and property owners interested in adding art.

Strategy HD 6.3 Offer incentives to developers for projects that incorporate public art or cultural amenities.

Strategy HD 6.4 Provide grants, technical assistance, and streamline permitting for community-driven art projects, especially those led by local artists, youth, and cultural groups.

Strategy HD 6.5 Incorporate artistic elements into infrastructure and streetscape, such as benches, lighting, crosswalks, and bus shelters, to enhance the public realm and promote walkability.

Strategy HD 6.6 Use art to tell the stories of the community's heritage, traditions, and diverse population, reinforcing a shared sense of belonging and pride.



PHOTO BY M-NCPPC

Veterans Park in the Port Towns area features semi-permanent activations, such as a free library.

SITE ACTIVATION

Site activation is a part of the larger concept of tactical urbanism that looks to create interactive uses in the space between buildings and the street's edge. Communities across the world have transformed dormant, underutilized, or vacant land with temporary, semi-permanent, or permanent fixtures within the community. Activations help encourage social interaction and help create interest in a place. Most site activation occurs on publicly-owned land such as existing sidewalks, alleys, and courtyards, but can also occur on private land.[74, 240]

In addition to existing public spaces, site activation can be achieved through working with local businesses, private landowners, or developers to activate ground-level private spaces. Flexible ground floors that allow for independent and pop-up uses limit area vacancies and create sites that maintain high levels of activity.[240]

In residential neighborhoods, private front yards can be activated through community block parties, and the development of housing that uses features like porches and stoops as gathering spaces for neighbors.[240]



PHOTO BY M-NCPPC

This temporary street vendor activation during Cottage City Day encourages social interaction and helps create interest in a place.



PHOTO BY M-NCPPC

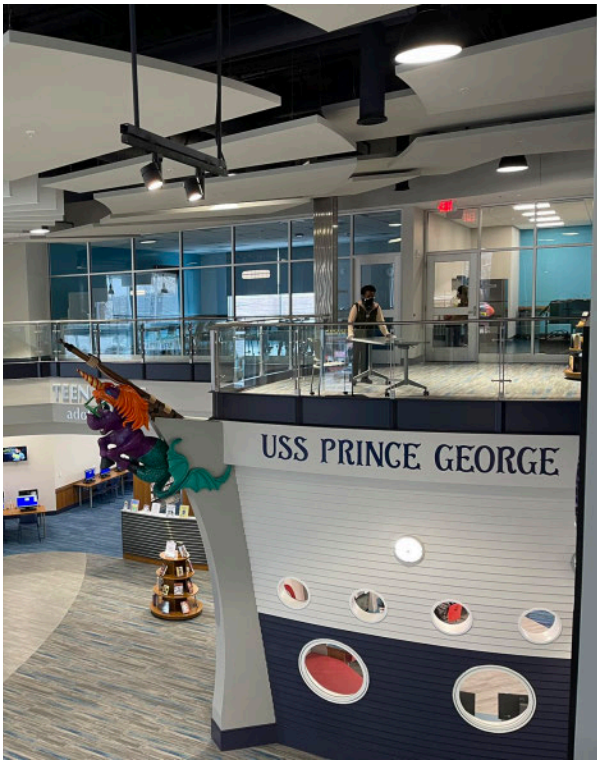
Strategy HD 6.7 Activate vacant and historic properties with festivals, holiday celebrations, community events, farmers' markets, and establish public-private partnerships to include local artists as part of each activation. See LU 1.2 and PM 3.2.

Strategy HD 6.8 Enlist artists and cultural groups to help communicate Port Towns' history, culture, and heritage.

Strategy HD 6.9 Strengthen the cooperation between Prince George's County Economic Development Corporation (EDC) and Prince George's Arts and Humanities Council (PGAHC) and partner with BCCE, artists, and local government to lead the coordination, funding, and implementation of public art initiatives across the Port Towns.

Strategy HD 6.10 Work with developers to incorporate art during the development review process.

Strategy HD 6.11 Prioritize partnerships with artists and community organizations to identify needs, secure funding, and implement projects that enhance visibility and sustainability for the local creative community.



Historical storytelling is illustrated in the architechtural design of the Bladensburg Library interior.

PHOTO BY M-NCPPC

Policy HD 7 Integrate historic resources and sites into Port Towns' development pattern through compatible urban design. See LU 3.

Strategy HD 7.1 Utilize the Planned Development Zones to include adaptive reuse of historic sites with infill development that has compatible building form, high quality building materials (such as brick, masonry, and stone), and architectural styles. See Redevelopment Considerations callout box.

Strategy HD 7.2 Collaborate with developers, the community, and local artists "...to identify appropriate, context-specific opportunities to partner with and honor diverse communities as part of a development project" (examples might include names of buildings and streets or art installations).[27]

WAKPADA: HONORING NATIVE COMMUNITIES IN MIXED-USE DEVELOPMENT[27]

The 2024 American Planning Association National Planning Conference included a panel discussion of a Minneapolis case study where an apartment building development utilized context-sensitive techniques to highlight the area's indigenous culture.

The development, known as the Wakpada project, is an example of a private developer working to create trust and build relationships with indigenous groups to incorporate indigenous values as part of the development. The building incorporates indigenous and other equity values by "...including public art, audio recordings, the building name (which means "creek"), a land acknowledgment ceremony, sustainability features, applying a racial and gender equity lens to the building's ownership structure, a donation to the National Forest Foundation, and even pursuing certain commercial uses and tenants over others."[172]

This effort to include storytelling as part of the development process can help implement some of this plan's policies and strategies and is already occurring within the plan area. For example, the Prince George's County Library's branch design "[a]llude[es] to the rich maritime heritage of the port town of Bladensburg, architectural references to the dynamic nature of water and its limitless potential are themes carried throughout the new two-story branch library."[37]

Policy HD 8 Create safe, inclusive, and accessible environments through architecture and urban design.

Strategy HD 8.1 During the development review process, apply Crime Prevention through Environmental Design (CPTED) in order to create safe, compact, attractive, and accessible environments. See CPTED callout box.

Strategy HD 8.2 Retrofit existing public spaces that do not meet Crime Prevention through Environmental Design principles. See CPTED callout box.

Strategy HD 8.3 Require off-street parking to be strategically located at the rear or side of buildings to support pedestrian activity and maintain continuous, engaging street frontage.



PHOTO BY M-NCPPC

CPTED uses urban and architectural design along with the management of built and natural environments to increase visibility of spaces.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Crime Prevention through Environmental Design (CPTED) is an approach to crime prevention that emerged from Jane Jacobs' classic urban planning text *The Death and Life of Great American Cities*. In Jacobs' book, she discusses the use of "eyes on the street" as a method of preventing crime in neighborhoods. CPTED uses urban and architectural design along with the management of built and natural environments to deter crime.

CPTED's goal is to reduce victimization by giving residents territorial control of areas so that they can feel safer in their community. Examples of CPTED include:[86]

- Constructing the built environment to allow for community surveillance (eyes on the street);
- Providing adequate lighting;
- Avoiding landscaping that may create blind spots or hiding places;
- Caring for neglected properties; and
- Controlling access.

More recent forms of CPTED have emphasized the importance of creating social cohesion, community culture, and connectivity to other areas in order to build stronger bonds with their neighbors and community.[68]

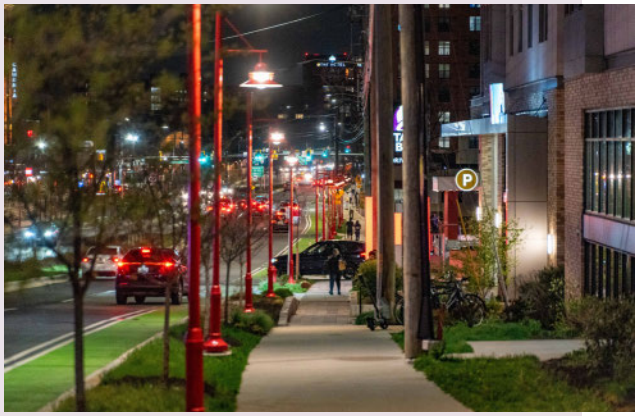


PHOTO BY M-NCPPC

CPTED strategies demonstrated by adequate lighting along US 1 in College Park.

BIOPHILIC DESIGN

Biophilic design combines urban planning with the scientific concept of biophilia, the idea that humans have an innate love of the natural world. This type of design makes daily contact with nature an essential part of city life. The benefits of biophilia range from improved physical and mental health to stronger and more economically prosperous cities. Tim Beatley, the creator of the concept of Biophilic Cities, has created an organization that partners with a network of cities to collectively pursue the goal of conserving nature in all forms within the city.[45,180]

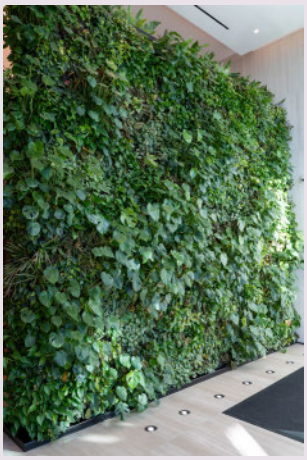


PHOTO BY M-NCPPC

Policy HD 9 Incorporate sustainable site and building design principles to further Port Towns' commitment and brand of sustainable communities.

Strategy HD 9.1 Incorporate biophilic design principles and green roof elements into the design of buildings and public spaces (see Biophilic Design callout box). See PF 3.7.

Strategy HD 9.2 During the development review process, maximize restoration of natural resources through site design and open space set asides that overlap or extend the natural areas identified within the Countywide Green Infrastructure Network. See NE 4.3.

Strategy HD 9.3 Construct new rights-of-way and retrofit existing rights-of-way to allow for innovative stormwater management techniques and best management practices. See NE 2.1 and TM 1.1.

Strategy HD 9.4 Incorporate and/or install landforms (e.g., berms), trees, and vegetation into site development to create buffers that mitigate visual and auditory impacts on existing neighborhoods.

Strategy HD 9.5 Use lighting with dark sky technology to limit light spill over.

Strategy HD 9.6 Incorporate building techniques as designated by the U.S. Green Building Council and Leadership in Energy and Environmental Design program into the design of buildings and public spaces. See Biophilic Design and Green Building Techniques callout boxes.

Strategy HD 9.7 Investigate opportunities to add solar arrays over parking lots and other structures to provide shade to automobiles, capture solar energy, reduce heat island effect, and lessen pressure to use rural, agriculture lands for solar energy production. See EP 3.17.

Strategy HD 9.8 Construct additional Electric Vehicle Charging Stations (EVCS) for public and private use at existing and new developments throughout the County, including parks and recreational facilities and libraries. See NE 4.2.

Strategy HD 9.9 Implement a variety of flood mitigation techniques during redevelopment, such as higher plinths for buildings, daylighting and naturalizing stream channels, additional water channels, pervious paving, and minimizing impervious surfaces.

Strategy HD 9.10 Encourage phased development plans to prioritize early investment in infrastructure, environmental remediation, and open space enhancements, paving the way for future development.

Strategy HD 9.11 During redevelopment and development of sites, cluster structures closer together to:

a. Reduce the amount of roadway, driveway, and sidewalk needed;
b. Reduce building footprints by building vertically rather than horizontally; and
c. Arrange to share parking areas and driveways with neighboring properties to the maximum extent possible.

GREEN BUILDING TECHNIQUES

A LEED (Leadership in Energy and Environmental Design) certification "offers a framework for healthy, efficient, and cost-effective green buildings."[135]

Renewable energy plays an important role in earning LEED certification scorecard points and achieving net zero energy consumption. Common on-site renewable energy systems include using solar panels or wind turbines and are typically smaller and placed on roofs in a denser residential area like Port Towns.[232,327]

Building design, form, and orientation can help absorb heat in winter months and reflect heat in summer months, allowing for more efficient energy use by reducing the need for either heat or air conditioning use in extreme weather months.[97]

- Shaders such as exterior blinds, overhangs, and ensuring that windows have the adequate window glazing can reduce heat gain or loss while also reducing the need for artificial light during daylight hours.
- Placement of large windows will determine sun exposure and can allow for natural heating.

Water reuse and increased efficiency can help reduce water consumption and energy use by minimizing the cooling and heating demands on a building's water pump. Buildings can harvest rainwater with either simple or complex systems.

- Rain barrels collect storm water from a gutter or pipe and can be used for activities like gardening.
- Adding a filter process to water collecting systems can allow it to be used in cleaning, plumbing, or bathing. Any direct consumption requires further purifying processes like boiling and filtering to remove pathogens and microorganisms.[300]
- Recycling greywater reuses water with no fecal matter for various household uses. It requires similar filtering techniques for rainwater for purification, but it can double the effectiveness of harvesting rainwater by recycling water after its use.[97]

Design buildings to facilitate natural processes to help reduce pollution and heat capture, mitigating climate change.

- Cool roofs are designed to reflect solar energy back into the atmosphere reducing the amount of heat buildings capture. This is achieved through the color (white or light-colored roofs) and material of a roof (proper insulation).
- Green roofs using native plants improve air quality, provide habitats for native wildlife, and will require less water and energy than nonnative plants.[97]



PHOTO BY VERY GOOD, ISTOCKPHOTO

Green building techniques help reduce pollution and heat capture, mitigating climate change.

Opportunity Sites

Policy HD 10 Support equitable and context-sensitive redevelopment, with a focus on enhancing connectivity, celebrating the community's unique character, and elevating the quality of the public realm through integrated urban design and placemaking.

OPPORTUNITY SITE A

Strategy HD 10.1 Implement phased redevelopment strategies by prioritizing projects along US 1 Alt (Bladensburg Road), defining a "build-to line" to enhance the pedestrian experience, and applying façade improvement programs for existing commercial buildings.

Strategy HD 10.2 Develop a protocol for temporary street closures to MD 208 (38th Avenue) extension for events and activities accessible to pedestrians and bicyclists. See TM 1.1 and PM 3.

OPPORTUNITY SITE B

Strategy HD 10.3 Create cultural exhibition spaces along Buchanan Street and Tanglewood Drive to support the "maker" area concept with art installations, exhibitions, and collaborative spaces. See PM 3.4.

OPPORTUNITY SITE C

Strategy HD 10.4 Ensure transitional density and building heights that align with the existing neighborhood character for a seamless integration. See HN 7.4.

OPPORTUNITY SITE D

Strategy HD 10.5 Concentrate higher-intensity mixed-use development along US 1 Alt (Bladensburg Road) and around the Peace Cross, with gradual height and density transitions toward Upshur Street.

OPPORTUNITY SITE E

Strategy HD 10.6 Organize the site around a linear green park, linking Dueling Creek Park on the east to the community anchor on the west via a central east-west spine road. See PF 3.1.

Strategy HD 10.7 Design pedestrian-friendly streetscapes along US 1 Alt (Bladensburg Road) with street furnishings, landscaping, lighting, public art, wayfinding and signage, and transparent ground-floor storefronts, to activate the streetscape. See PF 3.1 and PM 6.4.

Strategy HD 10.8 Incorporate gateway features, such as thematic design elements, signage, and banners to signal the entrance into Port Towns and Prince George's County. See PF 3.1 and PM 6.4.

OPPORTUNITY SITE F

Strategy HD 10.9 Ensure new development includes features that highlight and honor the area's past and present communities during the development review process. See Wakpada callout box.

Strategy HD 10.10 Incorporate thematic design elements, physical signage, banners, and/or landscaping to signal arrival into Port Towns. See PF 3.1.

Section X
Healthy Communities

Plan 2035 Healthy Communities Goal

PRINCE GEORGE'S PLAN 2035

Create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.

Sector Plan Healthy Communities Goal

Port Towns Sector Plan and SMA

Integrate green spaces, active transportation, and access to healthy food into the built environment to boost community health and wellness.

Figure 58. What We Heard



* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

Existing Conditions Summary

Health is a state of well-being influenced by many factors including the environment, availability of social and economic opportunities, the quality and accessibility of healthcare, and individual lifestyle choices. This section focuses on providing access to nutritious food, healthcare, and facilities for exercise and active lifestyles. Other sections of this plan describe policies and strategies to create an environment that supports healthy communities and enhances social and economic opportunities.

Access to Healthcare

In 2023, Prince George's County conducted a comprehensive healthcare needs assessment called *Assessing Prince George's County Healthcare and Social Needs and 10+ Year Investment Strategy* which looks at healthcare gaps and needed infrastructure within Prince George's County. To understand the inequitable distribution of existing healthcare services and where investments are most needed, the County is broken down into four regions where Port Towns is located in the Inner Beltway Region.[123]

Overall, Prince George's County is experiencing substantial gaps in its healthcare infrastructure when compared to Maryland, Montgomery County, and the District of Columbia.[123] Out of the four regions within the study, the Inner Beltway and north County were identified as high-priority areas to reduce the number of residents traveling outside of Prince George's County for healthcare services and to improve resident health through new healthcare resources and targeted social interventions.[123]

While not listed in Table 52, access to mental health services is important for residents, which became evident during the COVID-19 pandemic. Prince George's County offers numerous programs to assist with behavioral health to help those in crisis (see Appendix F). This area of medicine is also experiencing a shortage of services within the County and is an important consideration for the overall quality of life and access to healthcare.

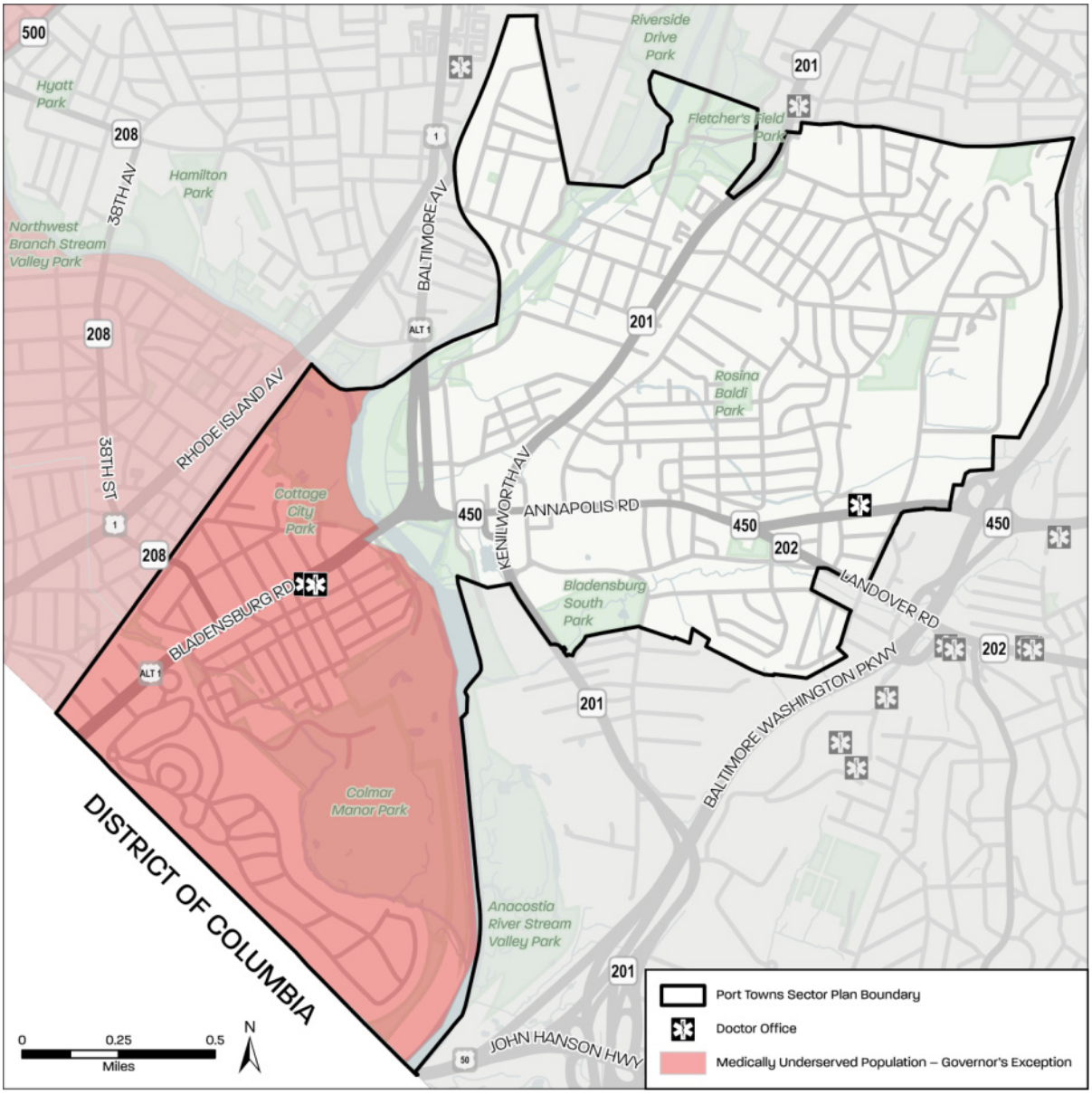
The Port Towns plan area contains few medical offices, and two of the four municipalities (Colmar Manor and Cottage City) are identified as medically underserved populations. Since there are few opportunities to walk to healthcare services, the primary modes of transportation to access these resources are bus transit lines and automobiles. See Map 73.

Targeted interventions are needed to increase access to and provide a more equitable distribution of healthcare services in Prince George's County. The report estimates $2.24 billion is needed to fill existing gaps within Prince George's County, and over half of that estimated investment is needed in the Inner Beltway Region to offset current healthcare inequities.[123] In the short term, extending telehealth facilities, adding mobile clinics, and addressing social interventions can help fill these gaps.

Table 52. Healthcare Needs Summary[123]

	Inner Beltway (pop: 302,074)	Prince George's County (pop: 976,877)
Healthcare Facilities	0 Hospitals	4 Hospitals
Physicians (current supply/future need)	Primary Care: 98/255 Overall: 177/529	Primary Care: 292/839 Overall: 665/1,076
Hospital Beds (current supply/future need)	0/328 Central County offsets < 33% of gap	602/1,076
Social Risk Factors (National average in parentheses)	Food insecure: 52% Housing Quality: 38% Transportation: 11%	Food insecure: 35% (29%) Housing Quality: 23% (25%) Transportation: 6% (8%)

Map 73. Healthcare Services



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Social Infrastructure

Investing in social infrastructure is equally as important as investment in healthcare infrastructure. Reducing social risks is a crucial intervention that can help reduce dependency on emergency services and will help ensure "...residents have an equitable environment to live healthy and full lives on par with other residents of Maryland." [123]

To understand inequitable social infrastructure throughout Prince George's County, each of the four regions received a Social Needs Score.[123] This score ranges between 0-100 and is based upon the following social risk factors:

- Childcare needs
- Financial insecurity
- Food insecurity
- Health literacy
- Housing instability
- Housing quality
- Loneliness
- Transportation insecurity
- Utilities/broadband access

DEFINITIONS:

Social Indicators
Statistical measures that describe the general well-being of a community.[243]

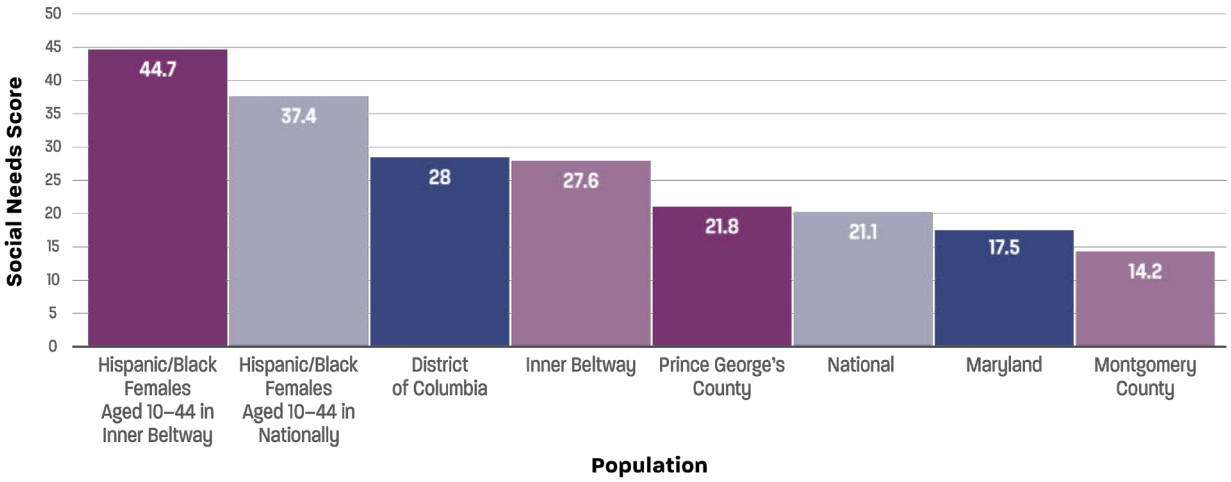
As seen in Figure 59, the Inner Beltway community has a high Social Needs Score when compared to the County and has the highest score out of the four regions identified in this report. While there are many vulnerable populations that would benefit from social interventions, Figure 59 shows a notable disparity for Hispanic and Black females in the Inner Beltway and nation that deserves greater attention.

The report focuses on three social interventions to address social risks and provide a more equitable environment:

a. **"Transportation insecurity**: The lack of reliable transportation or easy public transportation to satisfy non-emergency transportation needs.
b. **Housing quality**: The presence of health risks in the home...where an individual resides, e.g., lead paint, mold, inadequate cooling or heating, high radon levels, etc.
c. **Food insecurity**: The inability or difficulty accessing and/or affording healthy food or enough food, frequently because of limited funds or residence in a food desert."[123]

Improving transportation insecurity and housing quality is explored in the Transportation and Mobility element and Housing and Neighborhood element, respectively. The following section explores how Port Towns can address their food insecurity by expanding access to healthy food.

Figure 59. Social Needs Score: National Profile[123]



Access to Nutritious Food

Access to nutritious food is determined by several factors, including the proximity of residents to stores offering fresh and nutritious foods, the availability of transportation options to reach these stores, and the financial resources residents can allocate toward a nutritious food budget.[224]

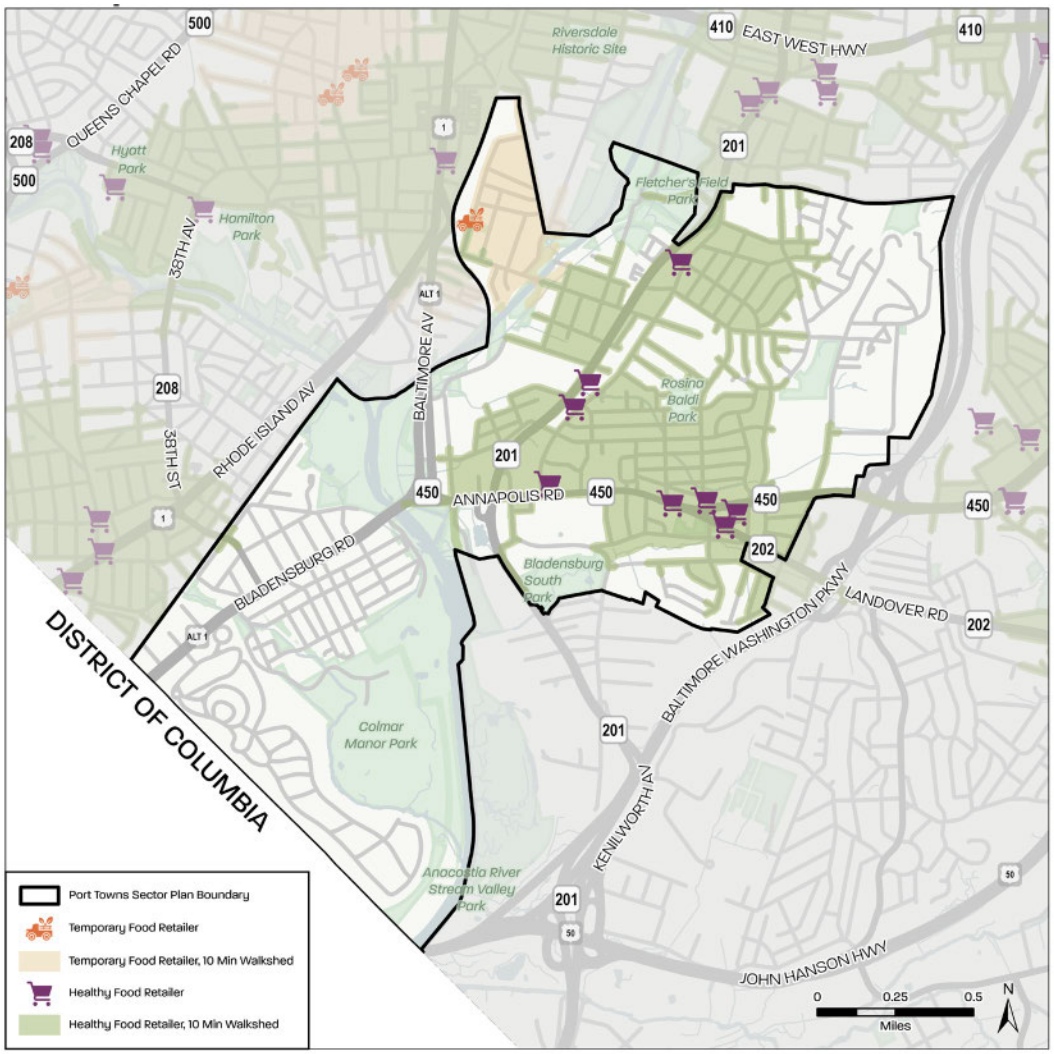
While the sector plan area has many food retailers, it was noted during community outreach that there is a scarcity of food retailers offering fresh and nutritious food options at affordable prices. In addition, the recent closing of a grocery store in Colmar Manor leaves the majority of grocery stores and shopping centers with food retailers concentrated in Bladensburg. This leaves a significant amount of residents outside of a ten-minute walkshed to a healthy food retailer. See Map 74.

In the long term, new and permanent food retailers are needed to expand access and decrease food insecurity. Pop-ups can help fill these gaps in the shorter term by temporarily providing access to fresh produce and healthy foods within a ten-minute walk from their home. For those already within a ten-minute walkshed, pop-ups can help provide options at different price points than brick- and-mortar retailers.

TEMPORARY POP-UP EXAMPLES

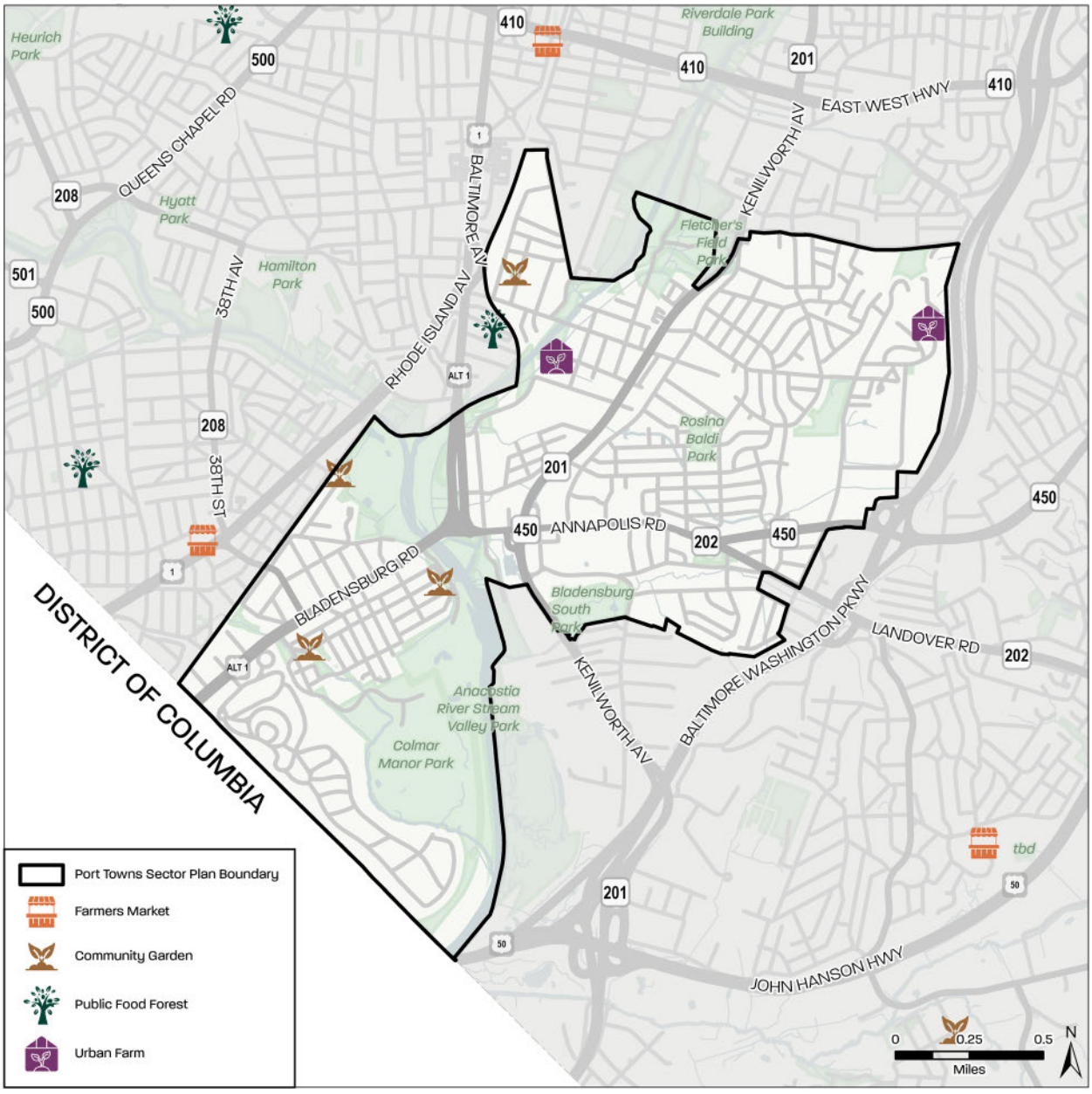
- Food pantries and regular food distribution events: faith-based organizations, government agencies, and nonprofits.
- Farmers' markets.
- Urban food production: community gardens, food forests, and urban farms. See Map 75.

Map 74. Food Retailer Access



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Map 75. Farmers' Markets and Urban Agriculture



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.



PHOTO BY M-NCPPC

DEFINITION:

Active transportation: human powered mobility, such as biking or walking, that replaces private vehicle use. It causes a reduction in emissions, an improvement in first-mile and last-mile transit, and improves public health.[12]

Active Lifestyles

While access to parks, green space, and other recreational facilities was not a primary focus in the County's Healthcare report, this plan recognizes that nature has a significant impact on physical, social, and mental health and helps support active lifestyles.

M-NCPPC owns and manages approximately 770 acres of parkland within the plan area, which provides 100% of residents in this sector plan area with access to a park within a ten-minute walk (the national average is 55%).[276] While households may live within a short walk to parks and open space, there are some barriers to equitable accessibility for residents throughout the area.

Many of the major roads and corridors throughout the sector plan area are auto-oriented with wide intersections and lack adequate sidewalks and bike lanes (see Section VI: Transportation and Mobility). Investing in pedestrian and bicycle infrastructure, for both roads and trails, will help make active transportation options safer and more accessible to all comfort levels and mobility (see Map 76 and Section VI: Transportation and Mobility).

Amenities, programming, and recreational facilities are also important factors for encouraging more active lifestyles and bringing people together. Continuing existing efforts while studying opportunities to expand these benefits will help improve residents' quality of life. For more information about parks and open space in the sector plan area, refer to the Public Facilities chapter.

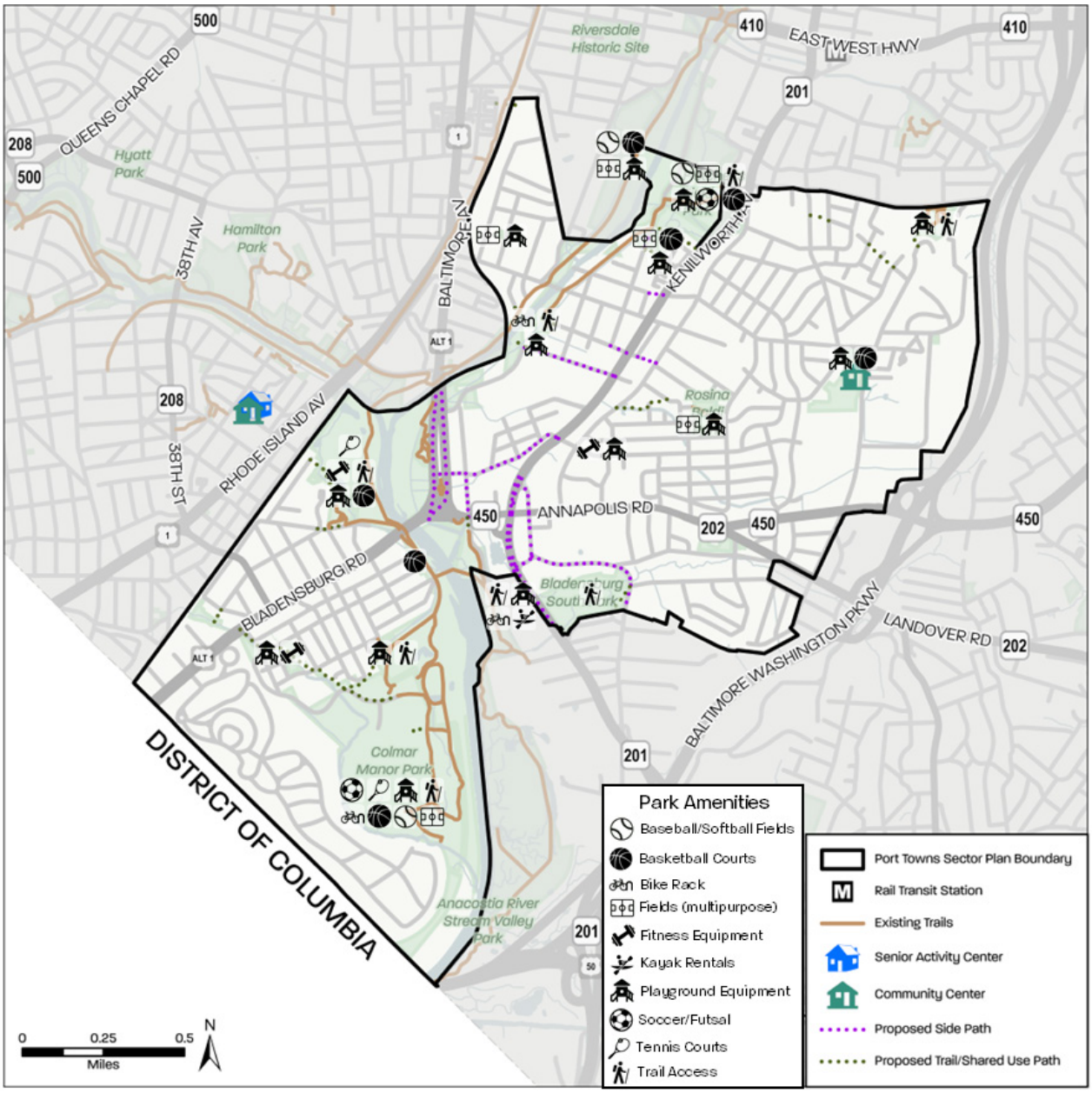
Benefits of Parks and Open Space

Physical Health: People with greater access to parks and green open spaces tend to walk more and be more physically active than those without those opportunities. Green spaces prevent illnesses and major respiratory issues by focusing physical activity away from heavily-trafficked streets. Tree-filled parks can reduce the overall air and water pollution, reducing illnesses caused by pollution.[183] More green space is associated with reduced rates of blood pressure and cholesterol levels.[127]

Social Benefits: Parks and open space can be important to a neighborhood's identity by helping connect communities. These spaces help serve as gathering places for neighbors and mitigate loneliness with structured activities or informal encounters.[242,276] A 2013 study of three neighborhoods in Manchester, UK found that parks provide an "important cultural ecosystem" for communities. As recreational spaces, parks attract visitors which create opportunities for social interactions. These interactions contribute to the development of new social ties and strengthen existing relationships.[87]

Mental Health: Access and exposure to parks and open space play a large role in overall mental health. Increased physical activity can reduce stress and illnesses like depression, anxiety, and other disorders. Physical activity in a green space is found to be far more rewarding than activity in developed areas.[91] The social benefits of parks alleviate loneliness in urban areas, reducing a major contributing factor to mental illness.[177]

Map 76. Active Lifestyles



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Policies and Strategies

Areawide

ACCESS TO HEALTHCARE

Policy HC 1 Expand equitable access to quality healthcare programs and services.

Strategy HC 1.1 Lead a feasibility study to identify accessible sites that can accommodate new healthcare infrastructure.

Strategy HC 1.2 Conduct a comprehensive site assessment that identifies underutilized and vacant properties within the sector plan boundary that are suitable for mobile health clinics.

Strategy HC 1.3 Continue to establish Memorandums of Understanding (MOUs) or Joint Use Agreements between public agencies and healthcare providers formalizing the use of land or parking lots for mobile healthcare at municipal buildings, community centers, senior activity centers, and parks.

Strategy HC 1.4 Explore partnerships to bring Mobile Integrated Healthcare (MIH) to Port Towns.

Strategy HC 1.5 Install multilingual health-based wayfinding, if deemed feasible, to medical facilities such as medical office buildings and urgent care facilities. See HD 3.8 and PM 2.4.

WHAT IS MOBILE INTEGRATED HEALTHCARE (MIH)?

The MIH program is a team of experienced paramedics and a Licensed Clinical Social Worker (LCSW) that provides a progressive, patient-centered approach for in-home, out-of-hospital care, and resource connection.

ACCESS TO HEALTHY FOOD

Policy HC 2 Aid the development of a local food economy that offers affordable healthy food options.

Strategy HC 2.1 Strengthen connections between farmers' markets, community events, and local food producers (like ECOCity Farms), by integrating healthy food options and celebrating local cuisine at special events. See HD 6.7 and PM 3.5.

Strategy HC 2.2 Develop a unified Port Towns food economy brand as a subcomponent of the overall Port Towns branding effort. See PM 1 and EP 3.

Strategy HC 2.3 Establish coordinated marketing and public relations strategies to promote local food businesses, cultural assets, and agricultural resources, enhancing brand awareness and community visibility. See PM 1 and EP 3.

Strategy HC 2.4 Convene an advisory board of food system champions to create a community or neighborhood-owned grocery store (see Grocery Stores Models callout box on page 229).

Strategy HC 2.5 Develop a portfolio of financial and zoning incentives and recognition programs for healthy food retailers in Healthy Food Priority Areas. See Healthy Food Priority Area callout box.

DEFINITIONS:

Memorandum of Understanding (MOU): an agreement between two or more parties outlined in a formal document.[128]

Joint Use Agreements: an agreement between two or more entities to share public properties for specified purposes.[125]

Food forests: a diverse garden of edible plants that mimics ecosystems and natural patterns used by communities in more urban areas to provide access to fresh local food, create habitats for wildlife, and improve air quality.[315]

Food deserts: places that lack an adequate supply of fresh fruit, vegetables, and other healthy foods, generally located in areas of high poverty.[88]

Policy HC 3 Connect residents with affordable, local, healthy food options.

Strategy HC 3.1 Provide safe and accessible sidewalks, pedestrian crossings, bicycle paths, and micro-mobility amenities that connect neighborhoods to healthy food retailers. See TM 2.1.

Strategy HC 3.2 Adjust bus routes and schedules to facilitate access to grocery stores, healthy food hubs, and farmers' markets. See TM 4.

Strategy HC 3.3 Develop partnerships with rideshare services and encourage implementation of reduced rideshare fees for seniors to areas within a quarter-mile of grocery stores. See TM 5.

Policy HC 4 Provide long-term access to land suitable for urban agriculture and increase food production within the plan area.

Strategy HC 4.1 Conduct a comprehensive site selection study to create an inventory of underutilized and vacant properties and all public land suitable for a variety of urban agriculture activities (i.e., incubator spaces, garden plots, orchards, food forest/forest garden). Explore the addition or expansion of these activities at Cottage City Park and Colmar Manor Park.

Strategy HC 4.2 Develop a phased action plan for establishing and maintaining urban farms within the sector plan boundary.

Strategy HC 4.3 Integrate urban agriculture into community events and public programming by hosting workshops, farm tours, and educational sessions at local markets and schools. See HD 6.7 and PM 4.3.

COMMUNITY LAND TRUST EXAMPLE: NEIGHBORSPACE

NeighborSpace is a non-profit community land trust based in Chicago that maintains community gardens on behalf of community organizations. They assist communities by covering property ownership responsibilities, such as insurance, connections to water, and financial resources (e.g., technical support and grant programs). This ensures that the community garden organization's only responsibility is gardening. NeighborSpace's website features numerous helpful pages for gardeners to access information regarding services like Chicago's tool library, soil delivery, and tree care services.[244]

Strategy HC 4.4 Create an inventory of vacant or underused buildings suitable for conversion to or development of new local food and beverage entrepreneur incubator spaces that include a community commercial kitchen, business planning support, and co-working space.

Strategy HC 4.5 Form a community land trust to preserve public and/or private land for long-term use by farmers and land stewards for urban agriculture, community gardens, and/or food forests/forest gardens. See Community Land Trust callout box.

Policy HC 5 Expand farmers' markets, community-supported agriculture, mobile farm markets, and other alternative healthy food retail models.

Strategy HC 5.1 Provide financial, technical, and marketing assistance to operators providing weekly, recurring farmers' markets. Technical assistance should include helping farmers and market operators receive authorization to accept federal and state nutrition program funds (e.g., WIC and SNAP/EBT).

HEALTHY FOOD PRIORITY AREA (HFPA)

A portion of the sector plan area is located within a Healthy Food Priority Area, which is identified as an area where:

1. "The ratio of healthy to unhealthy food retailers is low,
2. The median household income is below $67,553, the Maryland Self-Sufficiency Standard for a family of four, and
3. Over 5.2% of households have no vehicle available.

Prince George's County has approved personal property tax credits for grocery stores and licensing and permit fee waivers for food trucks that vend in HFPAs. By identifying HFPAs of the County, we aim to provide an evidence-based approach for allocating resources to encourage the development of healthy food retail."[106]

Grocery Store Models



PHOTO BY M-NCPPC

Glut, a collective food co-op, in Mount Rainier

Community-Owned (co-op) Grocery stores: These are stores in which community members invest in, buy from, and own the store. Some community-owned grocery stores may have governing structures that give workers a greater level of democratic control. In these cases, ownership is shared between workers and the community.[166] This gives community members greater input into the operation of the store and typically offer different products than traditional grocery stores, such as locally-made or grown products and organic and fair-trade goods.[89]

Food co-ops are typically financed through a membership fee for customers or voting members. The store is usually not nonprofit and the monthly profit is reinvested into the store's operation. Member-owners receive benefits that come from the store's profits.[314,6]

Nonprofit-Owned Grocery Stores: These grocery stores developed as a solution to food deserts in lower-income areas and come in several different forms. The major difference between nonprofit stores and co-op stores is the ownership structure. Nonprofit stores are usually run by privately-operated nonprofit organizations and are less likely to have the democratic structure of community-owned stores.[116]

There are multiple ways to operate and finance a nonprofit grocery store. One option includes requiring membership, which may also provide members with some stake in the store's operation. However, this membership usually operates more like a for-profit business such as Costco.[32] Other stores rely on low membership fees or operate on donations. In the instance of donations, stores allow customers to pay what they can and encourage those with more disposable income to contribute more money.[133] Other stores rely on direct donations from the community, customers, and individuals for food and funding.[122]

Employee-Owned Grocery Stores: Several of the largest grocery store chains in the United States are employee-owned, such as Publix, WinCo Foods, and Hyvee Foods. These grocery stores generally function similarly to privately-owned and operated for-profit grocery stores. Employees own a portion of the company's stock, which is valued by an independent firm. The store's operations are performed by the Board of Directors, and while employees can buy more stock, they do not automatically receive a large amount of stock or have decision-making power.[217,255,322]

DEFINITIONS:

Curbside Groceries: "a mobile grocery truck delivering high-quality produce, meat, dairy, fish, shelf-stable pantry items and more to locations in Washington, D.C.'s Ward 8 and Prince George's County, Maryland."[9]

WIC and SNAP/EBT- SNAP (Supplemental Nutrition Assistance Program): a program that helps low-income individuals buy the food they need if they are eligible based on wages, employment, housing status, or disability status. Individuals are given a maximum allotment per month based on a variety of factors.[5] WIC (Women, Infants, and Children) is a program that provides healthy foods, breastfeeding support, and other services to pregnant or recently pregnant women and their children.

Strategy HC 5.2 Continue to establish Memorandums of Understanding or Joint Use Agreements with farmers' market operators and curbside groceries formalizing use of land or parking lots for weekly, recurring farmers' market.

Strategy HC 5.3 Secure funding to bring Curbside Groceries or other mobile farm market sites within the plan area.

Strategy HC 5.4 Develop programs to encourage residents to grow, harvest, and donate fresh produce to area food pantries. See Appendix F.

Policy HC 6 Integrate edible conservation landscaping to improve climate resilience, provide wildlife habitat, conserve water, and reduce stormwater runoff.

Strategy HC 6.1 Incorporate edible conservation landscaping, stewardship, and maintenance into Green and Complete Street design.

Strategy HC 6.2 Develop educational materials and toolkits to demonstrate how residents and businesses can replace lawns with edible plants and provide training and education on stewardship and maintenance.

Strategy HC 6.3 Install community gardens on terraces and rooftops of buildings, on underutilized and vacant parcels, and on parkland throughout the sector plan area.

ACCESS TO RECREATIONAL FACILITIES

Policy HC 7 Improve health and well-being by providing experiences that offer physical comfort and consistent interactions with nature.

Strategy HC 7.1 Expand opportunities for people to interact with nature including, but not limited to:

1. Vegetated trails and greenways, naturalized streams with easy access,
2. Play-based water features in parks and plazas,
3. Food forests and community orchards in parks, green roofs on bus shelters, and
4. Green streetscapes. See NE 1.4, HD 9.1, and TM 4.3.

Strategy HC 7.2 Continue to curate and implement passive recreational activities, such as birdwatching, and opportunities for respite and relaxation, through the provision of shaded seating in front of waterbodies, wooded areas along trails, and in unprogrammed and natural open spaces.

Strategy HC 7.3 Improve access to central green spaces and the Anacostia River by creating new pathways and enhancing existing connections. See TM 2.1.

Policy HC 8 Provide programs, services, and equitable access to recreational facilities to support healthy living for all ages and mobility levels.

Strategy HC 8.1 Continue to integrate youth programs into environmental and public facility strategies by incorporating hands-on learning experiences, nature-based activities, and sustainability initiatives.

Strategy HC 8.2 Enhance senior mobility and park access by connecting senior living facilities to green spaces via improved transit options (including paratransit offered by MetroAccess and Senior Transportation Service (STS)). See TM 2.1.

Strategy HC 8.3 Continue to incorporate universal access design standards in the renovation, revitalization, and construction of open spaces, recreation facilities, and community gathering spaces. See HD 8, PF 10.1, and PM 3.5.



FITNESS STATIONS

Fitness stations provide outdoor workout equipment for both children and adults. The equipment ranges from playgrounds for children to simple pull-up bars for all ages to more complex exercise equipment, such as elliptical and bike machines. It is typically located inside already existing parks or near trailheads, plazas, and park gathering areas. Equipment is generally evenly spaced, able to support a variety of fitness levels, and accessible to all people. In addition, Crime Prevention Through Environmental Design (CPTED) should be taken into consideration to keep all equipment in highly visible areas with an existing level of foot traffic. See CPTED callout box.

Outdoor fitness equipment at 38th Avenue Neighborhood Park in West Hyattsville. PHOTO BY M-NCPPC

Strategy HC 8.4 Promote walking and bicycling as transportation and recreation options, integrating these efforts into the Port Towns branding initiative. See TM 2.1 and PM 1.

Strategy HC 8.5 Conduct a comprehensive site selection study to create an inventory of all public land suitable for outdoor fitness stations. Explore the addition or expansion of these activities at Bladensburg Waterfront Park and other key park and trail locations within Port Towns.

Strategy HC 8.6 Coordinate marketing efforts and integrate walking and biking education into school programs to encourage healthy habits from an early age, combining safety instruction, group activities, and community-led walk and bike-to-school events.

DEFINITION:

Universal Design: composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, or ability.[7]

Section XI
Public Facilities

Plan 2035 Public Facilities Goal

Enhance the quality of life and economic competitiveness of Prince George's County through the efficient, equitable, and strategic siting of education, public safety, water and sewer, solid waste, and parks and recreation facilities.

Sector Plan Public Facilities Goal

Provide a diverse range of public facilities that prioritize welcoming community gatherings and programming that enhances the community's health, safety, education, and quality of life.

Figure 60. What We Heard



* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

Existing Conditions Summary

Public facilities are defined as institutional responses to basic human needs such as education, safety, and recreation. They contribute to the quality of life for both individuals and groups in the community, and provide convenient and efficient services, contribute to a sense of identity, and help define the visual character of the town. In the Port Towns area, there are a variety of public facilities, including a waterfront, schools, a library, parks and open spaces, community centers, a cultural arts center, police stations, and a fire/EMS station. The following is a brief description of the existing public facilities in the area.

Schools

There are seven public schools within the plan boundary: four elementary schools (Templeton Elementary, Rogers Heights Elementary, and Bladensburg Elementary) and three high schools (Bladensburg High, Annapolis Road Academy, and International High). There are no middle schools located inside the sector plan. From a feeder pattern perspective, students from elementary schools (Bladensburg, Port Towns, Rogers Heights, and Templeton) attend William Wirt Middle School or Ellen Ochoa Middle, and then Bladensburg High School or Parkdale High School. A 170,900 square foot school with a 1,200 student capacity is under construction, scheduled to be completed in January 2026.[326]

Students in the plan area are also served by Gladys Noon Spellman Elementary, Mount Rainier Elementary, Riverdale Elementary, Ellen Ochoa Middle, Hyattsville Middle, and Parkdale High, all located outside of the plan boundary.

Of the seven public schools within the sector plan area, two are overutilized (over 100 percent utilization) and two are over 75 percent utilization (see Table 53).* Based on the ten-year (2024-2033) enrollment projections for Prince George's County Public Schools (PGCPS), all public schools serving the Port Towns area are likely to be overutilized in the next eight years.[211]



PHOTO BY M-NCPPC

*In the context of public school, overutilization occurs when student enrollment surpasses the institution's intended capacity. This indicates that the school is accommodating more students than its physical space and available resources can effectively support.

Table 53. Public Schools Serving the Sector Plan Area[212]

Public School Name	Grades	Address	2024-2025 Enrollment	Utilization Rate **
Annapolis Road Academy Alternative High	9-12	5150 Annapolis Road	No data	No data
Bladensburg Elementary	Pre-K-5	4915 Annapolis Road	713	102%
Bladensburg High	9-12	4200 57th Avenue	2,114	118%
Gladys Noon Spellman Elementary*	Pre-K-5	3324 64th Avenue	518	92%
Hyattsville Middle*	6-8	6001 42nd Avenue	1,305	109%
International High School at Langley Park	9-12	5150 Annapolis Road	368	82%
Mount Rainier Elementary*	Pre-K-5	4011 32nd Street	311	77%
Parkdale High *	9-12	6001 Good Luck Road	2,587	113%
Port Towns Elementary	Pre-K-5	4351 58th Avenue	747	92%
Riverdale Elementary*	Pre-K-5	5006 Riverdale Road	586	104%
Rogers Heights Elementary	Pre-K-5	4301 58th Avenue	450	74%
Templeton Elementary	Pre-K-5	6001 Carters Lane	646	No Data
William Wirt Middle*	6-8	62nd Place & Tuckerman Street	1,124	94%

* Outside of the plan area boundary

** PGCPS prefers a utilization rate between 80-95 percent (ideal range). Utilization rates above 100 percent are not desirable and are considered over-utilization.[211]

FORMULA 2040 GENERAL GOALS[265]

- Connect Prince George's County residents to quality parks, trails, recreation facilities and programs, and schools. Connect patrons of the Department of Parks and Recreation (socially and physically) to their neighborhoods and communities.
- Contribute to the Prince George's County economy and the financial sustainability of the community.
- Improve the health (physical, mental, environmental, and cultural) of Prince George's County residents and promote a wellness ethic for the community as a whole by integrating fitness and wellness into facilities, programs, and events.

Parks and Recreation

Port Towns offers a generous number of parks, shared-use paths (paved trails), and green space. The sector plan area includes 19 local parks and one regional stream valley park, all owned and managed by M-NCPPC. Notable among the parks for their size are the Anacostia River Stream Valley Park (215.19 acres), the Colmar Manor Park (120.05 acres), and the Bladensburg Waterfront Park (26.98 acres). The Anacostia River Stream Valley Park and Bladensburg Waterfront Park, a combined 242.17 acres, are the premier parks at the core of the Anacostia River Trail System. See Table 54.

The Bladensburg Waterfront Park serves as a popular destination for local and regional visitors. Major amenities include a marina for human-powered craft, including kayaks, canoes, and sport rowing boats, a playground and historic exhibits related to the Battle of Bladensburg fought during the War of 1812. Boats and bicycles are available for rent, educational boat tours can be arranged for group visits, and large-scale festivals and events fill the park calendar from April to October. The park serves as a trailhead for recreational walking, running, and bicycling on the 40-plus mile Anacostia River Trail System. This uninterrupted path also supports non-motorized transportation that connects Prince George's residents directly to Washington, D.C. (and vice versa), Montgomery County, and the many communities in Prince George's County that lie within the Anacostia River watershed. Table 54 describes each of the existing parks and open spaces within the sector plan area.

PARKS CLASSIFICATION AND LEVEL OF SERVICE

"Park classifications and level of service (LOS) standards criteria have traditionally helped Departments of Parks and Recreation nationwide, with park planning, land acquisition, and capital improvement planning."[267]

The Prince George's County Parks Department measures level of service at a park service area level, which was established in the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* (Formula 2040). Overall, there are nine service areas within Prince George's County and Port Towns is located within Service Area 2 and Service Area 4.[267]

PARK SERVICE AREA 2

The 2022 *Land Preservation, Parks, and Recreation Plan* (LPPRP) concludes that the overall level of service for parkland in Service Area 2 has not been met due to the low number of regional, greenway, and special-use parks. This service area lacks large parcels of vacant land, making it improbable for M-NCPPC to expand regional parkland here. However, the area benefits from the presence of numerous Department-managed Stream Valley Parks and is well connected by a network of trails. The goals for neighborhood and community parks in this service area have been achieved. Seventy-four percent of residents live within one quarter mile of a park, and 100 percent are within one mile, highlighting its excellent accessibility to parks.[267] The development of new facilities in Service Area 2 "should focus on level 3 diamond fields, trails, picnic facilities, and level 1 rectangular fields, as well as unique facilities."[267]



Bladensburg Waterfront Park

PHOTO BY M-NCPPC

PARK SERVICE AREA 4

Although the majority of residents are within one mile of a park, Service Area 4 has a limited number of community and special-use parks compared to its population. However, the 952-acre Greenbelt Park adequately addresses the regional park needs for this area. The development of new facilities in Service Area 4 "should focus on level 1 and 2 diamond fields and level 1, 2, and 3 rectangular fields. Acquiring land and developing additional fields for all levels of youth and adult sport play is a priority for this service area. In addition, facility development should focus on dog parks, hard surface courts, trails, picnic facilities, and splash pads, as well as unique facilities."[267]

Table 54. Existing Parks and Recreation Facilities

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Amenities
Anacostia River Stream Valley Park	Several	Crossing the sector plan area from northwest to southeast	Stream Valley Park	215.19	M-NCPPC	Picnic area (1), historic site (Dueling Grounds), interpretive signage (3), gazebo (1), multiuse field (1), trail (hard surface) (1)
Bladensburg Balloon Park Historic Site	0088435 0151829	4100 Baltimore Avenue	Historic Site	1.37	M-NCPPC	Memorial (1), parking lot
Bladensburg Community Center	0146217	4500 57th Avenue	Community Center	12.73	M-NCPPC	Basketball court (1), parking lot, playground (2), storage (1), community center (1), (crafts, fitness, game, and meeting rooms, exercise equipment, lockers)
Bladensburg Memorial Grove Park	9999999 0144873 (part)	4603 Bladensburg Road	Special Use	1.41	M-NCPPC	Historic structure (1), memorial (1)
Bladensburg South Park	0184218 0144816 2861144 0090217 0092239 0148544	4916 Newton Street	Community Park	21.30	M-NCPPC	Pond (1), trail (hard surface) (1)
Bladensburg Waterfront Park	9999999 9999999 0146241 (part)	4601 Annapolis Road	Special Use	26.98	M-NCPPC	Amphitheater (1), boat ramp (2), fishing (2), gallery (1), gazebo (5), memorial (1), nature center (1), picnic area (1), picnic shelter (2), parking lot, playground (1), restroom (1), trail (hard surface) (2), visitor center (1) water sports and trail equipment rental; environmental education group services (boat rides, lectures, nature walks, etc.), restored historic rail road caboose

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Amenities
Colmar Manor Park	0146142 (part) 0146167 (part)	3510 38th Avenue	Community Park	120.05	M-NCPPC	Basketball court (1), football field (2), multipurpose field (1), picnic area (3), picnic shelter (3), parking lot, playground (2), softball field (4), tennis court (2), trail (hard surface) (1), kayak/canoe dock (1)
Cottage City Tot Lot	0189514	3720 40th Place	N/A	0.11	Cottage City	Playground, bench (1), table (1)
Cottage City Park	0146076 0104265 0146209	4300 Bunker Hill Road	Neighborhood Park	5.53	M-NCPPC	Half basketball court (2), picnic shelter (1), playground (1), tennis court (1), trail (hard surface) (1)
Crittenden Street Park	1811975 (part) 1812155 (part) 1812163	4913 Crittenden Street	Neighborhood Park	1.73	M-NCPPC	Community garden (Eco City Farm) (1), picnic area (1), parking lot, playground (1), trail access (hard surface) (1)
David C. Harrington Community Park (Town Park)	0091538	4229 Edmonston Road	N/A	0.60	Bladensburg	Picnic area and tables, kick ball area, pavilion, cushioned walking path, playground, grill, exercise station
Dueling Branch Park	0146183	3812 37th Avenue	Stream Valley Park	3.09	M-NCPPC	Undeveloped park with a gazebo and War of 1812 interpretive sign
Edmonston Park	1791243	5006 47th Avenue	Neighborhood Park	0.47	M-NCPPC	Multiuse court (1), playground (1), access to hard surface trail
Edmonston Park Building	1812197 (part) 1812205 (part)	5100 Tanglewood Drive	Neighborhood Park	5.14	M-NCPPC	Multipurpose field (1), half basketball court (1), picnic shelter (1), park building (1), parking lot, playground (1)
Fletcher's Field Park	2148609 (part)	5200 Kenilworth Avenue	Neighborhood Park	13.19	M-NCPPC	Basketball court (1), football field (1), futsal court (1), picnic area (6), picnic shelter (2), parking lot, playground (1), restroom (2), softball field (2), trail (hard surface) (1)
Newark Road Park	0145466	4319 Newark Road and Newton Street	Neighborhood Park	0.21	M-NCPPC	Basketball court (1), picnic area (1)
Newton Street Park	0145359 0145151 0145334 0145342 0145169	3801 Newton Street	Neighborhood Park	1.05	M-NCPPC	Adult fitness area (1), picnic shelter (1), playground (1)

Name	Tax ID	Location	Park Type	Acres	Park Ownership	Amenities
Old Port of Bladensburg Park	0145896	4430 Baltimore Avenue	Special Use	2.44	M-NCPPC	Picnic area (1), picnic shelter (1), parking lot, trail (hard surface) (1)
Peace Cross Historic Site	0145946	MD 450 (Annapolis Road) and US 1 Alt	Historic Site	0.20	M-NCPPC	World War I Memorial (1)
Publick Playhouse	0125880 0125864 0125872 0146191 0163550 0163543 0166157	5445 Landover Road	Special Facility (Performing Arts Center)	4.00	M-NCPPC	Theater (1), parking lot, and undeveloped wooded area
Robert Yost Park	0146142 (part)	4105 Lawrence Street	Neighborhood Park	0.71	M-NCPPC	Playground (1), picnic area (1), trail (hard surface) (1)
Rogers Heights Park	0179739	4301 58th Avenue	Neighborhood Park	0.50	M-NCPPC	None (undeveloped park)
Rosina Baldi Park	0110676 0146050 0089284 0145029 0088096 0088070 0088088 0088054 0088062	5314 Varnum Street	Neighborhood Park	4.66	M-NCPPC	Multipurpose field (1), picnic area (1), playground (1), trail (hard surface)
Templeton Knolls Park	0145615 0094987 0094995	6201 Carters Lane	Neighborhood Park	6.38	M-NCPPC	Picnic area (2), picnic shelter (2), parking lot, playground (2), trail (hard surface) (2)
N/A	0090258	54th Street and Tausig Road	N/A	0.10	Bladensburg	Bench (2), big belly trash receptacle (1), cherry trees (2)
Tot-Lot Park	0091496	3909 52nd Street	N/A	0.25	Bladensburg	Playground (1), bench (2), big belly trash receptacle (1)

PORT TOWNS ANALYSIS

This sector plan update conducted additional analyses to focus on a smaller geography than what is examined at a countywide level. These additional analyses utilized Formula 2040 and industry standards, such as 15-minute city and 3-30-300 rule, as building blocks to better understand future parks and open space opportunities within the sector plan boundary.

Formula 2040

According to Formula 2040 objectives, the increase in parkland acreage owned by M-NCPPC in Prince George's County should meet the LOS standard of 35 acres per each 1,000 persons for the projected population by 2040.[265] To determine the demand for additional parks within the sector plan area, the following calculation was performed:

Port Towns Population = 21,404[292]

= 21,404 ÷ 1,000 = 21.404

= 21.404 x 35 = 749.14 acres

Currently, the Port Towns sector plan area has a total of 768.38 acres of existing M-NCPPC parkland.[206,210] The calculation showed that the acreage of parkland needed is 749.14 acres, indicating that the demand for additional parkland within the sector plan area is being met.

15-Minute City

Based on the 15-minute city concept, a 15-minute walkshed analysis was conducted and suggests that many residents are within walking distance of a park. However, some peripheral areas, especially near major highways, appear to fall outside the walkshed, indicating potential access gaps. Access near the edges of the sector plan boundary and across major roads lack safe or direct pedestrian access to parks. These gaps are due to lack of sidewalks and safe crossings (see Map 77).

3-30-300 Rule

In Section VII: Natural Environment, an analysis utilizing the 3-30-300 rule of thumb shows most residents live within 300 meters of a park, but there are pockets of existing industrial and commercial areas and peripheral areas that do not meet these criteria (see Figure 46 and Map 65).

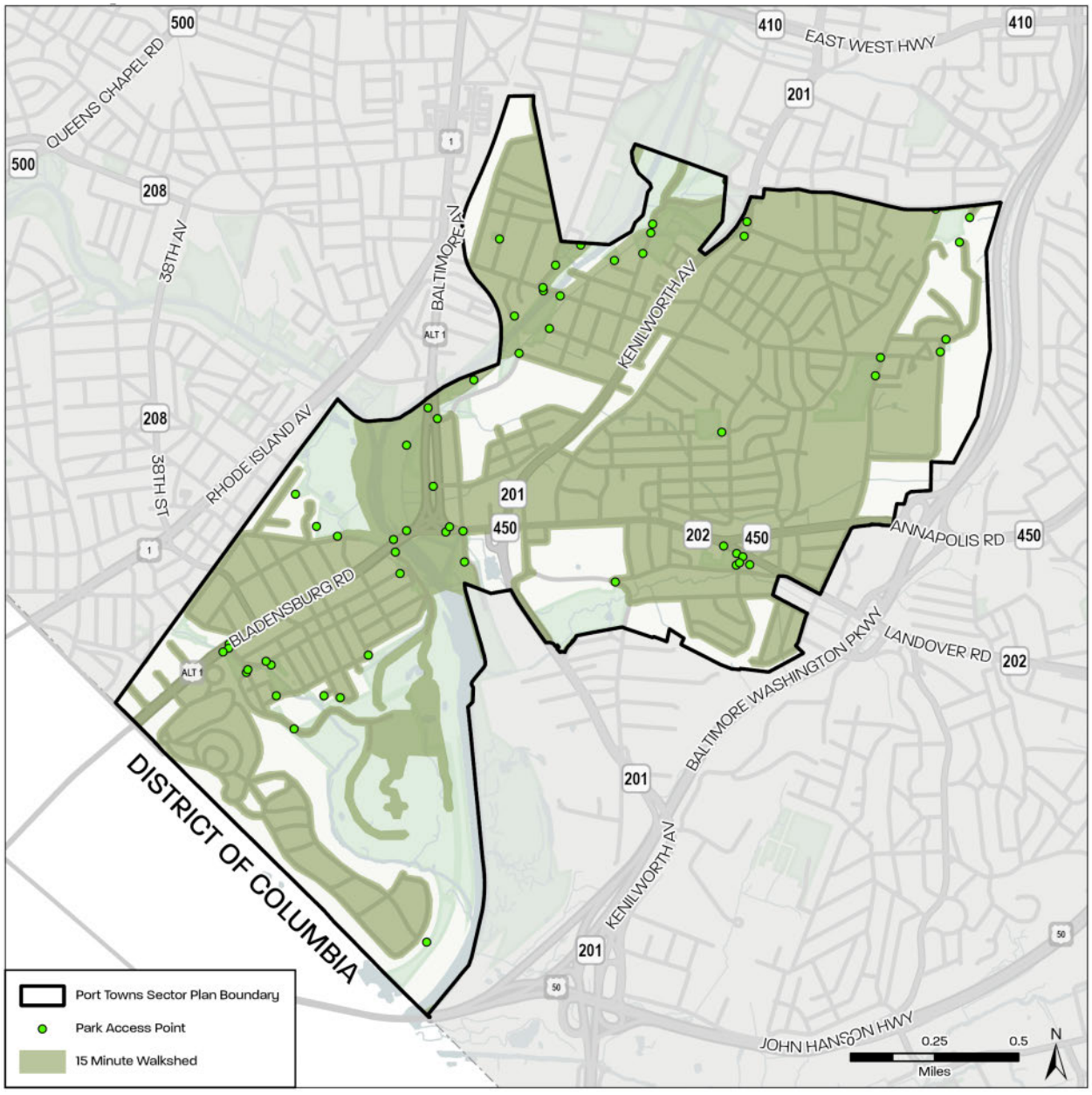
FUTURE PARK OPPORTUNITIES FOR PORT TOWNS

Despite the area's strong park and trail network, there are underutilized parks and open spaces that offer far more potential than is currently being realized. These open spaces could serve as valuable resources for addressing various community needs and enhancing the overall quality of life in the region.

Efforts could be directed toward transforming these spaces into functional areas such as community gardens, recreational zones, or outdoor event venues. Introducing amenities like benches, picnic spots, sports fields, dog parks, or play areas could encourage greater usage. In addition, these spaces could be repurposed to support environmental initiatives like native plant gardens, stormwater management projects, or habitats for local wildlife.

Community involvement in planning and re-imagining these open spaces fosters a sense of ownership and engagement. Open dialogue with residents helps identify their preferences and ensures that changes are aligned with their interests. By revitalizing these underutilized areas, the community could benefit even more from enhanced recreational opportunities and an enriched environment.

Map 77. Port Towns Parks Walkshed



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Community Centers

There are two community centers (Bladensburg Community Center and Colmar Manor Community Center), one park building (Edmonston Park Building), and one specialized facility (Publick Playhouse) in the sector plan area. According to Formula 2040 and 2022 LPPRP, the demand for square feet of new community centers within the plan area boundary will be met by facilities in adjacent neighborhoods. Prince George's Plaza Community Center will be transformed into a multigenerational center, North Brentwood Community Center will be supplemented by a new community center, two new gymnasiums will be constructed at Langley Park Community Center and Hollywood Elementary School, and the acquisition of land near of MD 450 (Annapolis Road) and MD 410 (Veterans Parkway) will serve as the location of a new multigenerational center.

RECREATIONAL FACILITIES

NONAQUATIC FACILITIES

A **Park Building** (previously referred to as a Recreation Building) is typically 2,000-3,000 square feet in size and includes a flexible space for community meetings and other special events, such as baby showers and birthday parties. Park Buildings also include a warming kitchen and restrooms. These facilities are available to the public by permit only and are closed when not in use. Park buildings are located at small neighborhood parks and are designed to primarily serve the residents within that neighborhood.[267]

A **Community Center** is typically 20,000 square feet in size and includes a gymnasium, fitness room, multipurpose room, game room, and restrooms. Some of the older community centers vary in size from 10,000 square feet and above. These facilities are staffed for daily use by the community. The community centers are often located at larger parks and by design they serve a larger sector of the community. Some community centers are co-located with public schools.[267]

A **Multigenerational Center** is a family-friendly indoor recreation facility that offers simultaneous program opportunities for all family members. A typical multigenerational center is 60,000 to 80,000 square feet in size, larger than a Community Center (20,000 square feet). It includes aquatics, a double gym, a fitness center with running track, a flexible multi-purpose space, public art, and specialized spaces for arts programming. [265]

A **Specialized Facility** is a unique facility owned by M-NCPPC, including the Prince George's Equestrian Center/Show Place Arena, Publick Playhouse (a restored theater), College Park Aviation Museum, five art centers and galleries, nine memorial sites, tour boats, launches, and boat ramps.[267]

A **Historic Facility:** Over the years, M-NCPPC has acquired many historic facilities. Some of these are formal rental sites available for weddings, receptions, and meetings (such as Oxon Hill Manor and Newton White Mansion). Others include sites preserved as museums (such as Marietta House) and archeological sites (such as Dinosaur Park).[267]

AQUATIC FACILITIES

A **Swimming Pool (indoor or outdoor)** is a manmade enclosure at least three feet deep at the deep end that is filled with water and used for wading or swimming.[200]

Libraries

The Prince George's County Memorial Library System (PGCMLS) opened a new library, Bladensburg Branch Library, on November 1, 2023. The contemporary, two-story space pays tribute to the town's vibrant maritime history through its design. It features individual and group study rooms, as well as spaces for meetings and activities. A standout element is the whimsical Children's Collection, where a ship has been built specifically for story time. Quiet reading corners take the form of sailboat niches, and the nautical theme is reflected in the choice of finishes. In addition, a miniature pier has been included as a playful feature.

This is one of the nineteen libraries that serves County residents and is also the first PGCMLS facility that has been certified LEED Silver.[33] The over 22,000-square-foot building (almost three times the size of the previous library) provides meeting and study spaces, a computer lab and makerspace, and a small café. One additional library located outside the study boundary, Mount Rainier Branch Library, also serves the sector plan area.



Bladensburg Branch Library PHOTO BY M-NCPPC

Police and Fire/Emergency Medical Services (EMS)

The Prince George's County Police Department provides a full range of law enforcement services to residents and business owners. This area is served by the Hyattsville Division 1 Station, one of the eight police facilities in the County. The Hyattsville Division 1 Station provides service to Port Towns (Bladensburg, Colmar Manor, Cottage City, and Edmonston) and to other communities. In 2022, the Hyattsville Division 1, Station 1, had a priority response time of seven minutes, and a non-priority response time of nine minutes.[192] Each of the four municipalities has its own police department, adding a valuable asset for the security of all residents and a timelier service. The Bladensburg Police Department also has a satellite office that offers a comprehensive community policing and outreach program. Jurisdictionally, the Bladensburg Police Department services areas within the corporate town limits that are identified in the Bladensburg Municipal Charter.[39]

The Bladensburg Fire Department has been serving the citizens of Bladensburg and other surrounding Prince George's County areas since 1922. With 100% volunteer staff, Company 9 provides a service to the community, running three engines, one ladder truck, and two ambulances. The station, located at 4213 Edmonston Road, has rooms for sixteen to twenty-four live-in volunteers, a gym, and a state-of-the-art computer/study room.[4]

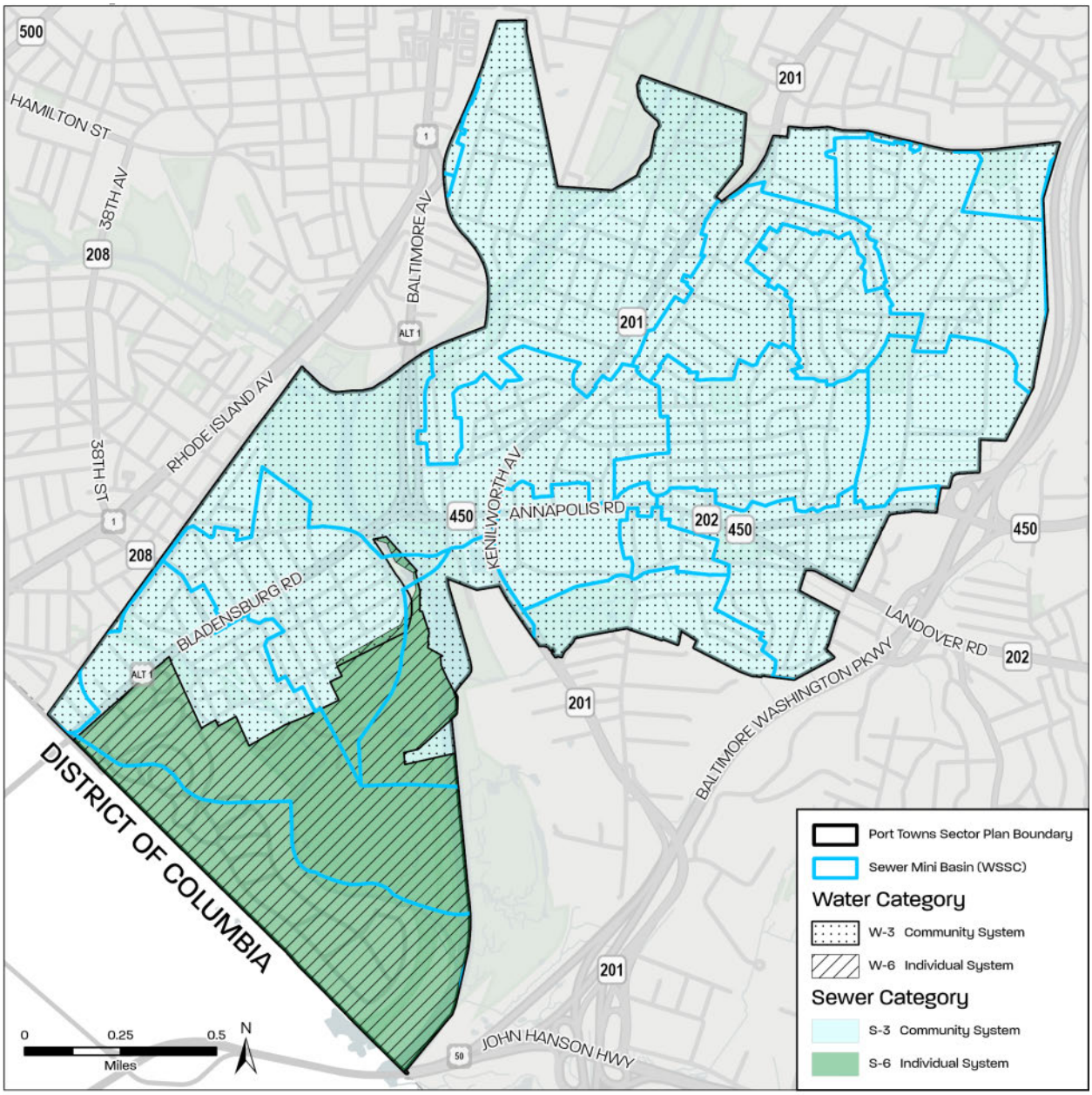
Water and Sewer

The water categories that guide water and sewer expansion in this area are W-3/S-3 (Community System) and W-6/S-6 (Individual Systems). The W-3/S-3 categories cover 79 percent of the Sector Plan area and consist of developed land on public water and sewer, and underdeveloped properties with valid preliminary plans approved for public water and sewer. The W-6/S-6 categories represent 21 percent of the Sector Plan area and consist of all properties located outside the limit of planned water and sewer service (sewer envelope); in Port Towns, these areas only include certain larger tracts of parkland and open space inside the sewer envelope. Development in W-6/S-6 areas must use permanent individual water supply and wastewater disposal systems (i.e., well and septic system) or shared facilities and smaller community systems as approved by the County.[16,269] See Map 78.



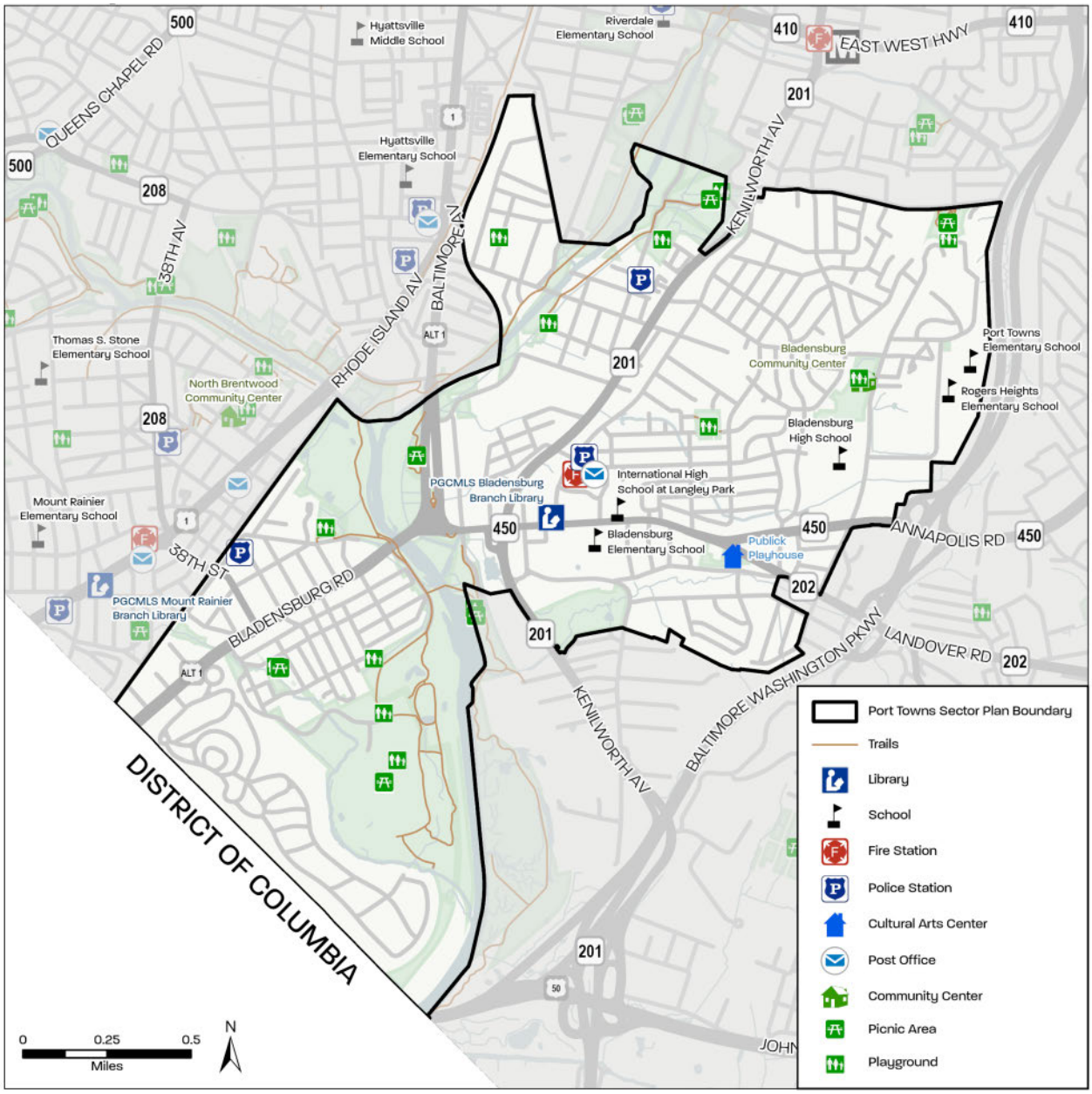
PHOTO BY M-NCPPC

Map 78. Water and Sewer Categories



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Map 79. Existing Public Facilities and Amenities in and near the Sector Plan Area



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Policies and Strategies

Areawide

PUBLIC SCHOOLS

Policy PF 1 Support Prince George's County Public Schools (PGCPS) in its efforts to implement its Educational Facilities Master Plan (EFMP).

Strategy PF 1.1 Coordinate with PGCPS, the Prince George's County Planning Department, and Port Towns municipalities to align school facility planning with community needs by participating in stakeholder meetings, advocating for modernized school infrastructure, and ensuring that new development complements school capacity planning.

Strategy PF 1.2 Support PGCPS and County efforts by supplying data, land use guidance, and coordination to meet school planning objectives.

Strategy PF 1.3 Expand school-community partnerships with PGCPS, the Prince George's County Department of Parks and Recreation (M-NCPPC), and local municipalities to provide shared-use agreements for school facilities that can serve as after-hours community hubs for programming, events, and recreational activities.

PARKS, RECREATION, AND OPEN SPACE

Policy PF 2 Ensure equitable access to recreational and aquatic facilities.

Strategy PF 2.1 Meet the Level of Service (LOS) needs identified in the current Formula 2040 to "ensure that every Port Towns resident can access a recreation facility within a 15-minute walking time and to provide at least two-square feet of recreational space, including 0.5 square feet of aquatics."[265]

Strategy PF 2.2 Collaborate with schools, health organizations, and private developers to co-locate or share recreational spaces and aquatic facilities.

Strategy PF 2.3 Enhance sidewalks, lighting, and crosswalks to ensure residents can safely and comfortably walk to facilities within 15 minutes.

Strategy PF 2.4 Continue to engage residents to understand their needs and preferences, ensuring new facilities reflect community priorities and are well-used.

LEVEL OF SERVICE (LOS)

The term "level of service (LOS)" is typically defined as the capacity of the various components and facilities within the parks system to meet the needs of the public. It is often expressed and measured in terms of the size or quantity of a given facility as related to the population to be served. The County's current LOS standards are defined in the DPR Land Preservation Park and Recreation Plan (LPPRP). In many cases, Formula 2040 modifies or refines the standards in the 2022 ***Land Preservation, Parks, and Recreation Plan***.[265]

Strategy PF 2.5 Continue to monitor facility usage, LOS compliance, and community satisfaction—and use the data to refine future investments.

Strategy PF 2.6 Continue to expand the utilization of GIS-based analytics and online tools (such as CityDATA.ai) to evaluate connectivity gaps and service levels from neighborhoods to riverfront park spaces.

Policy PF 3 Provide a range of facilities that offer space for community gatherings, outdoor enjoyment, activities, and opportunities for active and passive recreation.

Strategy PF 3.1 Provide a variety of park, recreational, and open spaces by constructing, enhancing, or expanding the parks and recreation network within the sector plan area, identified in Table 55 and Map 80.

Strategy PF 3.2 Integrate public community-serving facilities into transition areas by incorporating plazas, seating, and green spaces for passive recreation in redevelopment plans.

Strategy PF 3.3 Continue to plan for long-term public facility investments (such as new basketball and pickleball courts, and public swimming pools) by conducting demand analysis and securing funding through M-NCPPC, Prince George's County Department of Parks and Recreation, and town governments. Continue to have such initiatives coordinated with adjoining municipalities to equitably provide such amenities.

Table 55. Recommended Parks, Recreation, and Open Space Facilities

AREAWIDE						
Name	**Location**	**No Fixed Location**	**Fixed Location**	**Park Type**	**Park Ownership**	**Recommended Facility Functions and Notes**
Greenway-Blueway Corridor: Segment A	Anacostia River Tributary from Edmonston Road to 57th Avenue on Tax Accounts: 0184291, 0184366, 0184275, 0184390, 0184358, 0184580, 0184382, 0109066, 0091488, 0184317, 0184333, 0184283, 0184259, 0184374, 0176461, 0184242, 0184598, 0184341, 0184309, 0184515, 0184614, 0184473, 0184325, 0184408, 0184606, 0184267, 0138966, 0090241, 0090258, 0091447, 0091470, 0171991, 0084400, 0180919, 0113670, 0137935, 0099440, 0155614, 0092130, 0154757		X	Greenway and Linear Park	TBD	This is recommended as a new park within the sector plan area. Park includes daylighting and naturalizing an Anacostia River tributary as part of the greenway-blueway corridor identified in Table 41, Table 44, and Map 69, trail segment SUP-9, stormwater management features, and interpretive/ wayfinding signage. See also NE 1 and its strategies.
Dueling Creek Greenway-Blueway Corridor: Segment C	Anacostia River Tributary from CSX Railroad to Colmar Manor Park on Tax Accounts: 0184432, 0145193, 0184531, 0146183, 0145367, 0102467, 0145433, 0184523, 0184556, 0184564, 0145425, 0123547		X	Greenway & Linear Park	M-NCPPC	This is an enhancement to an existing park and paper street (38th Avenue south of Newton Street) Enhancements include naturalizing Dueling Creek, as part of the greenway-blueway corridor identified in Table 41, Table 44, and Map 69, which connects to the West Branch of the Anacostia River in Colmar Manor Park. Park enhancements will overlap partially with Dueling Branch Park, Newton Street Park, and Colmar Manor Park. Will include interpretative/ wayfinding signage, and stormwater management (SWM) features.
Jefferson Street Greenway-Blueway Corridor Segment D	Jefferson Street (platted but not constructed right-of-way) between property at 5221 Kenilworth Ave) (Tax Account: 0105015) and 60th Avenue		X	Greenways & Linear Park	M-NCPPC	This is a new park recommendation within the sector plan area and includes trail segment SUP-16. Add sustainable/native landscaping, Crime Prevention Through Environmental Design (CPTED), and wayfinding signage.

Dueling Branch Park Enhancement	Dueling Branch Park (Tax Account 0146183)		X	Greenway & Linear Park	M-NCPPC	This is an enhancement to an existing park. Additional improvements include walkways and ramps connecting an established single-family neighborhood to Opportunity Site E. As Opportunity Site E redevelops, explore partnerships to utilize the Neighborhood Activity Center Planned Development (NAC-PD) Zone public benefits to help implement these longer-term improvements. See Planned Development Zone Applications on page 50 and PF 3.1.
Anacostia River Stream Valley Park Enhancement	Anacostia River Stream Valley Park and intersection of Buchanan Street and Tanglewood Drive (Tax Account 1812031)		X	Greenway & Linear Park	M-NCPPC	This is an enhancement to an existing park. Park enhancements include public plaza with riverfront walkways, ramps, viewing platform, and trail connections. See HD 4, PM 2.1, PM 3.2, TM 1.1, TM 2.1, TM 7.3, TM 7.4, and HC 2.1. Integrate interpretative/ wayfinding signage, storytelling, and placemaking. See HD 6.6 and PM 3.2. As the Maker District concept is implemented in this area (see Opportunity Site B), explore partnerships to utilize the Industrial/Employment Planned Development (IE-PD) Zone public benefits to help implement these improvements. See Opportunity Sites callout box.
Colmar Manor Community Park Enhancement	4105 Lawrence St (Tax Account 0146142)		X	Community Park	M-NCPPC	This is an enhancement to an existing park and would include: • Segment C of Dueling Creek Heritage Loop (SUP-3); • Internal trail connections (SUP-4, SUP-5, SUP-6, SUP-7, and SUP-9); • Pedestrian walkway/ boardwalk/bridge connecting to Bladensburg Waterfront Park (SUP-8); • Continuation of Dueling Creek greenway-blueway corridor's stream naturalizing projects identified in Table 41, Table 44, and Map 69; and • Interpretative/wayfinding signage, storytelling, and placemaking. See HD 6.6 and PM 3.2.

NEIGHBORHOOD CENTER						
Name	**Location**	**No Fixed Location**	**Fixed Location**	**Park Type**	**Park Ownership**	**Recommended Facility Functions and Notes**
Lariscy Park Enhancement	4017 Bladensburg Rd, (Tax Accounts 0137638, 3613 40th Pl, Brentwood (0137612), 3611 40th PL, Brentwood (0108464, and 0137620, 0109801)		X	Pocket Park/ Mini Park	Colmar Manor	This is an enhancement to an existing park. Enhancements include sustainable/native landscaping, universal design playground, and Crime Prevention Through Environmental Design (CPTED). Universal design playground and CPTED elements shall be shown on Detailed Site Plan for any development at 4017 Bladensburg Road (Tax Account 0102947)
Bladensburg Balloon Park Historic Site Enhancement	4401 Upshur Street (Tax Accounts 0151829 and 0088435) Tax Account 0086587		X	Special Facility	M-NCPPC	This is an enhancement to an existing park. As the Sponge City concept is implemented (see Opportunity Site D), explore partnerships to utilize the NAC-PD Zone public benefits to create a pilot stormwater park between the development and Anacostia River. See Stormwater Park callout box. Enhancements include daylighting and naturalizing an Anacostia River tributary as part of the greenway-blueway corridor identified in Table 41, Table 44, and Map 69, and connecting to Opportunity Site D's greenway-blueway corridor. Integrate storytelling and placemaking throughout the site's public amenities. See HD 6.6 and PM 3.2. See Table 34 for bicycle and pedestrian improvements and connections.
Gateway to Port Towns Center	Intersections of MD 201 (Kenilworth Avenue) and 47th Street, and 48th Street off-ramps. This street right-of-way will be located, depending on final location/alignment, of SHA Peace Cross re-design.			Street	SHA	Will include right-of-way improvements as recommended in Table 33. Incorporate gateway features in public amenities and along streetscape to signal entrance into Port Towns Neighborhood Center. See HD 6.5 and PM 2.1. Add seating, public art, wayfinding, and interpretative signage. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision.

OPPORTUNITY SITES						
Name	**Location**	**No Fixed Location**	**Fixed Location**	**Park Type**	**Park Ownership**	**Recommended Facility Functions and Notes**
MD 208 (38th Avenue) Extension	3601 Bladensburg Road (Tax Accounts 0102939 and 0102947) 38th Avenue Extension to 39th Avenue. See Map 39.		X	Street	TBD	Will include US-213, an extension of MD 208 (38th Avenue) with bollards for road closures, to support pedestrian safety and hosting community events. Also see TM 7.1, Table 33, and Figure 6. See Opportunity Site A. Alignment and dedication/ easement/covenant required at preliminary plan of subdivision.
TBD	3601 Bladensburg Road (Tax Accounts 0102939 and 0102947)	X		Plaza	Private with public use easement	Includes courtyards, plazas, and public amenity spaces throughout the site. See HD 10.2, PF 11.1, and PM 6.1. Integrate seating, public art, innovative stormwater management features, green rooftops and trees. See HD 9.1, PF 3, and PM 6.1. Incorporate CPTED and universal design features. See HD 8.1, HD 8.2, and CPTED callout box. See Opportunity Site A. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Plazas, courtyards, and public amenity spaces will be shown on Detailed Site Plan for any development at 3601 Bladensburg Road (Tax Account 0102947).
Maker District Plaza	Corner of Buchanan Street and Tanglewood Drive 4901 Buchanan Street (Tax Account 1811462)		X	Plaza	Private with public use easement	Develop a public plaza at the corner of Tanglewood Drive and Buchanan Street and add high visible crosswalks to connect to trails along Anacostia riverfront. See PF 11, TM 7.3, and TM 7.4. Incorporate CPTED and universal design features. See HD 8.1 and HD 8.2. Integrate seating, public art, storytelling, innovative stormwater management features, and trees. See HD 9.1, PF 3, and PM 9.1. See Opportunity Site B. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Plaza will be shown on Detailed Site Plan for any development at 4901 Buchanan Street (Tax Account 1811462).

Peace Cross Park	Intersection of Bladensburg Road, MD 450 (Annapolis Road), and US 1 Alt (Baltimore Avenue) near Peace Cross (Tax Account 0145946). This street right-of-way will be located, depending on final location/alignment, of SHA Peace Cross re-design.		X	Plaza and/ or Special Facility	TBD	Will include Urban Center-Mixed-Use Boulevard (B) right-of-way improvements as recommended in Table 33. See TM 7.7 for proposed realignment of intersection. Construct a pilot 'stormwater park' and/or plaza with a historic thematic design with excess land from the Peace Cross intersection realignment. See Sponge Parks callout box, NE 7.4, and NE 7.7. Improvements should include seating, public art, storytelling, placemaking, innovative stormwater management features, and trees. See HD 9.3 and PM 6.2. Plaza or pilot park will be shown on Detailed Site Plan for any development at corner of re-aligned intersection and show connections to broader greenway-blueway corridor network. See Opportunity Site D. Alignment and dedication/ easement/ covenant should be shown on preliminary plan of subdivision.
Sponge City Pocket Parks	4107, 4103, 4129, and 4100 Baltimore Avenue (Tax Accounts 0090563, 0101618, 0118885, 0108985, 0090605, 0088419, 0155283, 0088377, 0088351, 0086587, 0151829, 0088435) 4115, 4125, 4519, 4124, and 4210 46th Street (Tax Accounts 0155309, 0169748, 0088427, 0155283, 0155275) 4508 Annapolis Road (Tax Account 0122317) 4611, and 4401 Upshur Street (Tax Accounts 0139691)	X		Pocket Park/ Mini Park	Private with public use easement	Incorporate active recreation opportunities and flood mitigation through public parks, playgrounds, and features in pilot park concept. The focus of these facilities is innovative stormwater management techniques. Park should include interpretative and wayfinding signage and active recreation. See Sponge Parks callout box. Include universal design playground, CPTED, and universal design. See HD 8.1 and HD 8.2. Include seating, public art, innovative stormwater management features, and trees. Integrate storytelling and placemaking throughout the site's public amenities. See HD 6.6 and PM 2.2. See Opportunity Site D. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Parks will be shown on Detailed Site Plan for any development within Opportunity Site D.

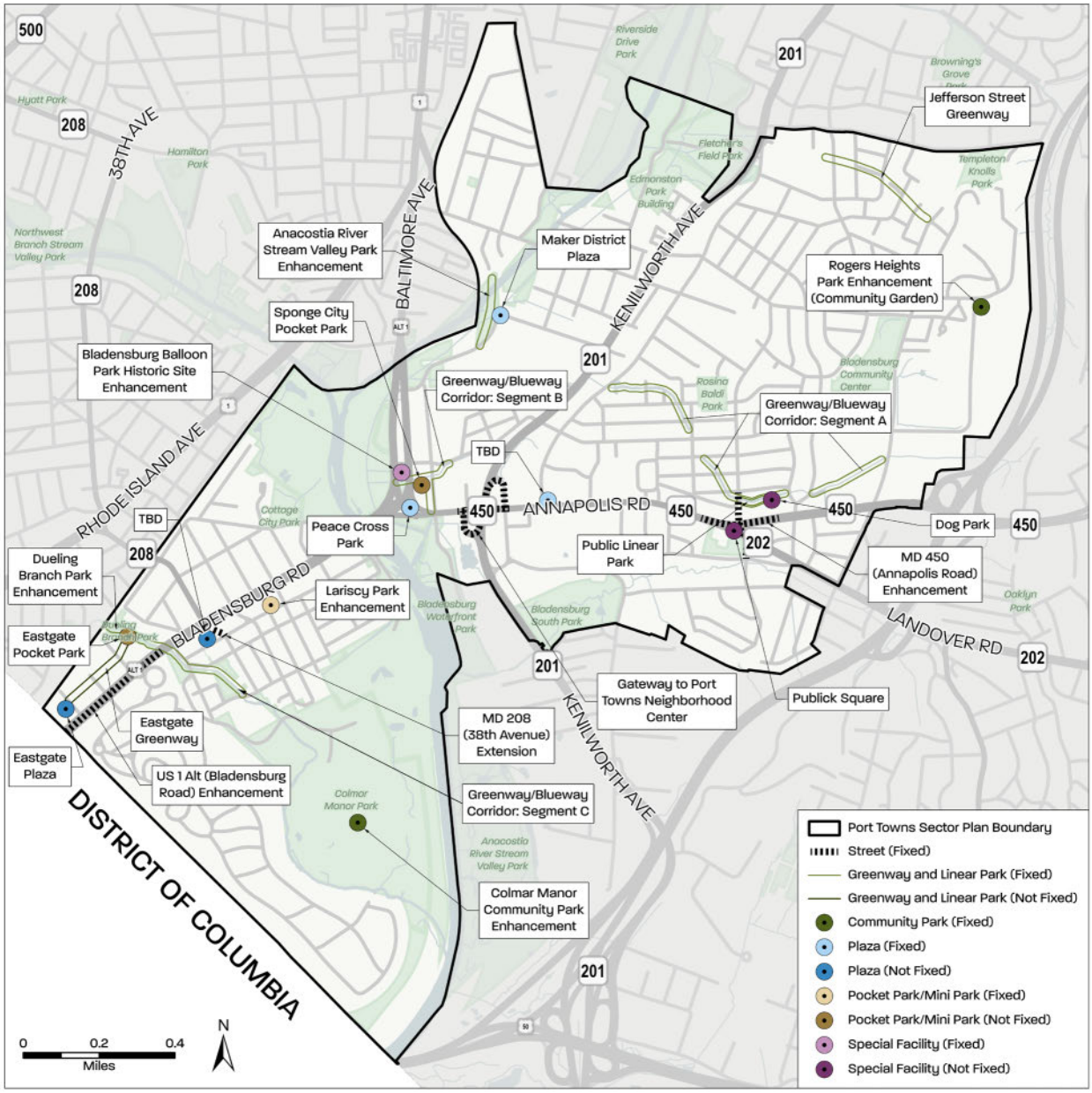
Peace Cross Greenway-Blueway Corridor: Segment B	Anacostia River tributary from Bladensburg Historic Balloon Park to CSX Railroad located on Tax Accounts: 0088351, 0090563, 0155309, 0088377, 0108985, 0088419, 0122317, 0139691, 0169748, 0155283, 0088427, 0155275, 0088435, 0090605, 0118885		X	Greenway and Linear Park	TBD	Create public linear parks by daylighting and naturalizing streams throughout the site as identified in Peace Cross Greenway-Blueway Segment B. Will include interpretative/ wayfinding signage, and stormwater management (SWM) features. 46th Street and Upshur Street improvements and adjacent linear park include Urban Center- Urban Industrial A and trail segment SUP-7. See TM 1.1 and HD 9.9. Improvements include stormwater management features and wayfinding/interpretative signage highlighting nearby historic sites and culturally significant sites. See HD 9.3 and PM 3.2. Integrate storytelling and placemaking throughout the site's public amenities. See HD 6.6 and PM 2.2. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision.
Eastgate Greenway	All properties located in Opportunity Site E. 3556, 3450, 3512, 3520, 3308, 3434, 3554, 3342, 3320, 3500, 3570 and 3380 Bladensburg Road (Tax Accounts: 0139337, 0139303, 0176917, 0181909, 0139311, 0117465, 0139345, 0139360, 0091421, 0139329, 0139352, 5537403)	X		Greenway & Linear Park	Private with public use easement	Organize the site around a linear green park, linking Dueling Branch Park to the anchor building identified in Site E's conceptual plan. See TM 2.9, TM 7.8, and PF 11.1. See Opportunity Site E. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Park will be shown on Detailed Site Plan for any development within Opportunity Site E.
Eastgate Pocket Parks	All properties located in Opportunity Site E. 3556, 3450, 3512, 3520, 3308, 3434, 3554, 3342, 3320, 3500, 3570 and 3380 Bladensburg Road (Tax Accounts: 0139337, 0139303, 0176917, 0181909, 0139311, 0117465, 0139345, 0139360, 0091421, 0139329, 0139352, 5537403)	X		Pocket Park/ Mini Park	Private with public use easement	Develop neighborhood parks and pocket parks, with features like splash pads, to serve as family-oriented recreational spaces. Include universal design playground and CPTED. See HC 8.3 and HD 8.1. See Opportunity Site E. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Parks will be shown on Detailed Site Plan for any development within Opportunity Site E.

Eastgate Plaza	3570 Bladensburg Road (Tax Account 0139352)	X		Plaza	Private with public use easement	Create a public plaza, trailhead, and trail connection to proposed greenway-blueway corridor. See NE 1.6 and HD 4.3. Explore utilizing the NAC-PD zone to include bridge crossing of Dueling Branch as a public benefit that connects Opportunity Site E and adjacent neighborhood in Cottage City. See trail segment SUP-17. Include interpretative/wayfinding signage, seating, public art, trees, stormwater management (SWM) features, universal design, and CPTED features. See HD 8.1, PF 3, PF 3.1, PM 2.2, and PM 2.4. See Opportunity Site E. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Plaza will be shown on Detailed Site Plan for any development at 3570 Bladensburg Road (Tax Account 0139352).
US 1 Alt (Bladensburg Road) Enhancements	Bladensburg Road street right-of-way between District of Columbia and Dueling Branch Park. This street right-of-way will be located, depending on final location/alignment, on portions of the following properties as they exist on the date of approval of this sector plan: 3308, 3320, 3342, 3380, 3450, 3500, 3570, 3554, and 3556 Bladensburg Road (Tax Accounts 0097964, 0139311, 0091421, 0139360, 5537403, 0139303, 0139329, 0139352, 0139345, and 0139337)		X	Street	SHA	Will include Urban Center – Mixed Use Boulevard (B) right-of-way improvements as recommended in Table 33. Incorporate gateway features in public amenities and along streetscape to signal entrance into Port Towns. See HD 6.5 and PM 2.1. Add seating, public art, wayfinding, and interpretative signage. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision.

Publick Linear Park	5416 Annapolis Road (Tax Account (0180919)		X	Greenway & Linear Park	TBD	Develop a linear park and naturalize the channeled stream as part of the Anacostia River Stream Valley greenway-blueway corridor to improve water quality, enhance stormwater management, and turn a natural asset into a community feature with trails, seating, and recreational elements. See Table 41, Table 44, Map 69, PF 4.5, NE 1.1, NE 1.4, and NE 7.8. See Opportunity Site F.
Dog Park	5416 Annapolis Road (Tax Account (0180919)	X		Special Facility	TBD	Develop a dog park potentially incorporating it with the linear park on Tax Account 0180919 or with excess land from 54th Place Extension.
Publick Square	Intersection of MD 450 (Annapolis Road), MD 202 (Landover Road), 55th Place, and 55th Avenue This street right-of-way will be located, depending on final location/alignment, on portions of the following properties as they exist on the date of approval of this sector plan: Near Publick Playhouse (Tax Account 0125864)	X		Special Facility	M-NCPPC	This is an enhancement to an existing M-NCPPC property, Publick Playhouse. Will include UM-218 and UM-260 right-of-way improvements as recommended in Table 33. See TM 1.2 for proposed realignment of intersection. Construct a plaza with an arts and culture thematic design, landscaping, pedestrian-scaled lighting, benches, public art, and shade structure with the realignment of MD 450 (Annapolis Road) and MD 202 (Landover Road). See PM 6.6, TM 7.13, and PF 11.1. Incorporate gateway features in public amenities and along streetscape to signal entrance into Port Towns. See PM 3.3 and PM 6.4. Integrate storytelling and placemaking throughout the site's public amenities. See HD 10.9 and PM 2.2. See Opportunity Site F. Alignment and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Plaza will be shown on Detailed Site Plan for site improvements with excess land from intersection realignment.
Rogers Heights Park Enhancement (Community Garden)	5801 Emerson Street (Tax Account 0179739)		X	Community Park	M-NCPPC	This enhancement will include the development of a community garden to provide fresh produce, builds community ties, and supports local economy through a partnership with Eco City Farms. See HC 2.1 and HC 6.3.

MD 450 (Annapolis Road) Enhancements	MD 450 (Annapolis Road) street right-of-way between 56th Avenue and intersection of MD450 (Annapolis Road) MD 202 (Landover Road), and 55th Place. This street right-of-way will be located, depending on final location/alignment, on portions of the following properties as they exist on the date of approval of this sector plan: 5401 Landover Road (Tax Account 0166157) 5445 Landover Road (Tax Accounts 0125864 and 0125880) 5439 Annapolis Road (Tax Accounts 3763679 and 3763687) 5416 Annapolis Road (Tax Account 0180919)		X	Street	SHA	Will include UM-218 right-of-way improvements as recommended in Table 33. Incorporate gateway features in public amenities and along streetscape to signal entrance into Port Towns. See PM 3.3 and PM 6.4. Add seating, public art, wayfinding, and interpretative signage. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision.
TBD	4918 Annapolis Road (Tax Account 0091439)		X	Plaza	Private with public use easement	Develop an outdoor public space near the intersection of US 1 Alt (Bladensburg Road), MD 450 (Annapolis Road), and MD 769 B (Edmonston Road), leveraging the site's proximity to the new library to create a family-friendly community amenity with family-friendly outdoor activities for residents and visitors, areas for relaxation, and library programming. See PF 3, PF 11, and PF 11.1. Integrate seating, public art, and trees. See EP 4.5, NE 2.2, HD 4.3, HD 6.7, PF 3, PF 3.2, PM 3.7, and PM 4.1. Incorporate CPTED and universal design features. See HD 8.1. See Opportunity Site G. Location and dedication/ easement/ covenant should be shown on preliminary plan of subdivision. Plaza will be shown on Detailed Site Plan at the intersection of MD 450 (Annapolis Road) and MD 769 B (Edmonston Road) for any development at 4918 Annapolis Road (Tax Account 0091439)
Note: All recommended park enhancements would require further site assessments and community input during the park improvement project in the future.						

Map 80. Recommended Parks, Recreation, and Open Space Facilities



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Strategy PF 3.4 Explore the feasibility of repurposing the County-owned parcels located at 40th Avenue and Kenyon Street (Tax ID 0145474, Lots 28-32) into a neighborhood-serving dog park.

Strategy PF 3.5 Explore the feasibility of establishing a nature center in the Bladensburg Waterfront Park to provide youth environmental education and outdoor play spaces in collaboration with Prince George's County Department of Parks and Recreation (M-NCPPC), the Maryland Department of Natural Resources, and local governments.

Strategy PF 3.6 Continue to expand and restore Prince George's County's network of Stream Valley Parks and transform culverted streams into naturalized corridors to enhance Greenway-Blueway Corridors in the sector plan area. See Table 41, Table 44, Map 69, Map 80, and NE 1.4.

Strategy PF 3.7 Maker District concepts, when implemented, should incorporate public amenity spaces, such as courtyards and green/urban agriculture rooftops, into the design and layout of the site to create a variety of opportunities for gathering and connections with nature. See HD 9.1.

Policy PF 4 Build on existing park facilities and programs through enhanced programming and management of parks facilities and open spaces.

Strategy PF 4.1 Continue to enhance the outdoor recreational programming with a mix of active and passive activities including nature walks, fitness classes, arts workshops, and seasonal festivals, organized by Prince George's County Department of Parks and Recreation (M-NCPPC), BCCE Port Towns Collaborative, and local arts and recreation organizations to align programming with community needs and attract visitors through well-managed facilities and engaging events. See NE 6.

Strategy PF 4.2 Continue to enhance the community centers through regular maintenance and artistic programming such as murals, interactive installations, and public events, led by local arts councils, local artists, and community organizations.

Strategy PF 4.3 Continue to improve the management and maintenance of parks facilities and open spaces through green and sustainable practices and by increasing the frequency of trash collection and implementing recycling initiatives, installing additional seating and shade structures, and ensuring ADA accessibility in coordination with Prince George's County Department of Environmental Resources, Prince George's County Department of Parks and Recreation (M-NCPPC), and local public works departments. See NE 6.

Strategy PF 4.4 Continue to develop community-driven park improvements by engaging residents in participatory design processes led by Prince George's County Department of Parks and Recreation, M-NCPPC, community stakeholders, and local governments to ensure parks meet neighborhood needs. See NE 6.

Strategy PF 4.5 Continue to expand programs and opportunities at Bladensburg Waterfront Park by conducting a feasibility study for activities like outdoor fitness classes, water-based activities like fishing clinics, guided nature walks, and birdwatching tours. See PF 3.5.

Policy PF 5 Enhance connectivity to parks and green spaces within the plan area by strengthening pedestrian and bicycle pathways and encouraging land dedication.

Strategy PF 5.1 Assess the potential for establishing new connections to Rosina Baldi Park from the surrounding neighborhoods. See NE 1.6.

Strategy PF 5.2 Enhance lighting along the Anacostia River Trail to ensure safety and encourage use, coordinated by the Prince George's County Department of Park and Recreation (M-NCPPC), BCCE Port Towns Collaborative, and local utilities. See NE 1.4 and NE 1.5.

Strategy PF 5.3 Establish and formalize key pedestrian pathways linking levees along Newark Road, Newton Street, and Monroe Street to the Anacostia River Trail. Implement wayfinding signage, designated access points, and pathway improvements to ensure safe and convenient connections. See NE 1.

Strategy PF 5.4 Strengthen trail maintenance and safety measures by implementing a comprehensive upkeep program for trails, including the Anacostia River Trail. This should include routine mowing, edging, debris removal, and vegetation management to enhance visibility and user experience.

Strategy PF 5.5 Introduce consistent wayfinding signage and lighting improvements to enhance accessibility and security for all users. See HD 3.4, HD 3.8, PM 2.1, PM 2.4, PM 3.2, and TM 2.13.

Strategy PF 5.6 Explore the feasibility of connecting Bostwick House Historic Site as well as adjacent historic properties like Market Master House Historic Site and Hilleary-Magruder House Historic Site to Bladensburg Waterfront Park via trails/multiuse paths. An alternative connection should be explored along Quincy Run and Lloyd Street connections across the railroad tracks. See NE 1.6 and TM 2.11.

Strategy PF 5.7 Promote land conveyance (dedication) through the development review process during future redevelopment efforts to secure active and passive parkland for neighborhood parks.

Policy PF 6 Promote more active and passive recreation through enhancement of underused areas and existing green spaces.

Strategy PF 6.1 Explore opportunities to enhance parks and green spaces like Old Port of Bladensburg Park by incorporating features such as landscaped amphitheaters and bleacher seating, to support social gatherings and community events. Establish funding mechanisms and phased development plans to support long-term implementation.

Strategy PF 6.2 Continue advancing the Formula 2040 Plan by preserving and enhancing open spaces in Bladensburg Waterfront Park and Colmar Manor Park, integrating passive and active recreation opportunities, environmental conservation, and improved trail connections.

Strategy PF 6.3 Expand on neighborhood recreation areas by developing additional pocket parks and tot lots with accessible pathways and safe connections, coordinated by Prince George's County Department of Parks and Recreation, M-NCPPC, BCCE Port Towns Collaborative, developers, and local community groups.

Strategy PF 6.4 Continue to activate open spaces near park buildings and community centers and active recreational areas (such as Edmonston Park Building and Colmar Manor Park) for community gatherings by working with the Prince George's County Department of Parks and Recreation (M-NCPPC), town governments, and local business associations to host pop-up markets, outdoor workshops, and performances.

Strategy PF 6.5 Continue to implement low-cost facility improvements such as new benches, dog waste stations, and additional trash collection stations through a coordinated effort between local public works departments and community volunteers.

LIBRARIES

Policy PF 7 Leverage existing state-of-the-art library facilities to spur the development of other cultural facilities.

Strategy PF 7.1 Enhance Bladensburg Branch Library and Bostwick House opportunity site area by activating public spaces around the library with cultural events, pop-up reading rooms, and literacy programs led by the Prince George's County Memorial Library System, local business associations, and the BCCE Port Towns Collaborative. See Opportunity Site G and HD 4.

Strategy PF 7.2 Expand Bladensburg Branch Library programming throughout the Port Towns communities by offering mobile library services, digital literacy classes, and library outreach events at community centers in coordination with the Prince George's County Memorial Library System and local community organizations.

POLICE AND FIRE/EMERGENCY MEDICAL SERVICES

Policy PF 8 Ensure that police, fire, and rescue facilities as well as the local street network support the ability to provide emergency response services.

Strategy PF 8.1 Continue to integrate emergency services planning into new developments by conducting impact assessments and incorporating feedback from the Prince George's County Fire and EMS Department, local police departments, and the M-NCPPC Prince George's County Planning Department.

Strategy PF 8.2 Improve road conditions, widen critical corridors, and eliminate bottlenecks near emergency routes. Prioritize maintenance of key access routes.

Strategy PF 8.3 Consider multiagency facilities where police, fire, and rescue can share space and infrastructure, enhancing coordination and reducing deployment times.

Policy PF 9 Strengthen public facilities as hubs for health and digital access.

Strategy PF 9.1 Collocate health services and wellness programming within public facilities such as community and senior centers, schools, and libraries by expanding partnerships to include mobile health clinics, telehealth access points, and preventive care initiatives. Prioritize the enhancement and expansion of these services in locations that are accessible via safe, ADA-compliant sidewalks, trails, and transit.

Strategy PF 9.2 Advance digital equity to support healthcare access by partnering with libraries, schools, and transit agencies to expand free broadband and public computer access in community centers and public facilities. Prioritize underserved populations to enable reliable access to telehealth and digital health resources.

Neighborhood Center

Policy PF 10 Support the revitalization and development of underutilized public spaces to enhance civic life and foster community interaction.

Strategy PF 10.1 Collaborate with County and local stakeholders and support Colmar Manor's efforts to transform Lariscy Park (4017 Bladensburg Road) into a vibrant gathering space. See Table 55, Map 80, PM 3.5, NE 1.2, and HD 4.

Opportunity Sites

Policy PF 11 Create community-centric public, green spaces in opportunity sites that serve as focal points and recreational amenities.

Strategy PF 11.1 During the development review process, collaborate to incorporate the sector plan's conceptual development ideas for public amenities and facilities. See Table 55, Map 80, and Section III: Port Towns Blueprint.



PHOTO BY M-NCPPC

Section XII
Placemaking

Plan 2035 and Placemaking

Although placemaking is not specifically highlighted as a separate element in Plan 2035, it is woven into all eight elements. Recognizing the shared principles of placemaking and the Community, Heritage, Culture, and Design (HD) element of Plan 2035, the placemaking goal seeks to support the HD goal of creating walkable, inclusive public spaces that foster social interaction, reflect community character, and preserve cultural and historic resources. The following Placemaking goals, policies, and strategies also reinforce Plan 2035's urban design, community character, and connectivity principles. By leveraging actionable placemaking strategies, these spaces will embody the economic, social, and cultural values of the community, reinforcing a strong sense of place and celebrating their collective heritage.

Sector Plan Placemaking Goal

Create and maintain vibrant gathering spaces that foster a unique, recognizable Port Towns identity through branding, cultural expression, and public art that reflects the economic, social, and cultural aspects of the community and a sense of place.



Largo Placemaking Event PHOTO BY M-NCPPC

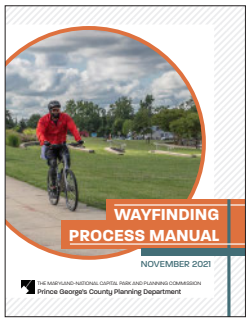
Figure 61. What We Heard



* What we heard reflects the most frequently repeated responses and/or themes gathered during community engagement. These insights were compiled based on answers to key questions asked throughout the planning process.

Existing Conditions Summary

Location



Port Towns, located near the nation's capital, benefits from access to cultural amenities, job facilities, and transportation networks. The area boasts a rich history and several historic sites, offering opportunities for economic development and attracting businesses and residents seeking affordable alternatives to Washington, D.C. Proximity to the Gateway Arts District, including Hyattsville, Mount Rainier, and Brentwood, provides access to a vibrant cultural scene with art galleries and studios.

While each town has undertaken initiatives to distinguish itself, there remains an absence of a coordinated and strategic framework to present Port Towns as a cohesive and integrated entity and place that is recognized both locally and regionally. Public spaces are underutilized and lack the unified elements needed to create a strong sense of place. Leveraging the area's rich history and cultural assets can help build a stronger sense of place and community pride.

Placemaking Efforts

The historic sites and cultural artworks documented in the Community Heritage, Culture, and Design section demonstrate that placemaking is already in progress within the plan area. Municipalities have implemented several initiatives to generate interest and activity, including street cleanups, art installations, free Wi-Fi access, and various programming and branding efforts.

Colmar Manor has been awarded a Community Health and Safety Works Grant of $81,500 to improve intersections with enhanced lighting and a street mural. The street mural was completed in October 2025.[231] Edmonston has implemented sustainability practices, such as planting rain gardens to manage stormwater and enhance green spaces, striving to create an eco-friendly identity.[270] The waterfront and historic resources in Bladensburg are significant assets of the town. Efforts and studies are underway to improve the connection between Bostwick and the waterfront through the neighborhood.[43] Cottage City and Colmar Manor are known for their historical significance and early twentieth-century architectural buildings.

Prince George's County Planning Department has created a Prince George's County Wayfinding Process Manual to ensure well-coordinated and effective wayfinding projects.[272] The Anacostia Trails Heritage Area (ATHA), a certified cultural tourism district, spans over 100 square miles, including parts of Bladensburg and the majority of other towns in the plan area.[107] In 2020, ATHA developed a sign strategy for recreational and cultural destinations within a 21-square mile area in its southwest quadrant. Prince George's County Department of Parks and Recreation is now working on the Anacostia River Trail System Wayfinding Sign Plan, with implementation expected in 2025.[259]

While each town's initiatives have sought to highlight unique local characteristics, the absence of an integrated and strategic approach has hindered the development of a cohesive identity and shared sense of place across the broader Port Towns area.

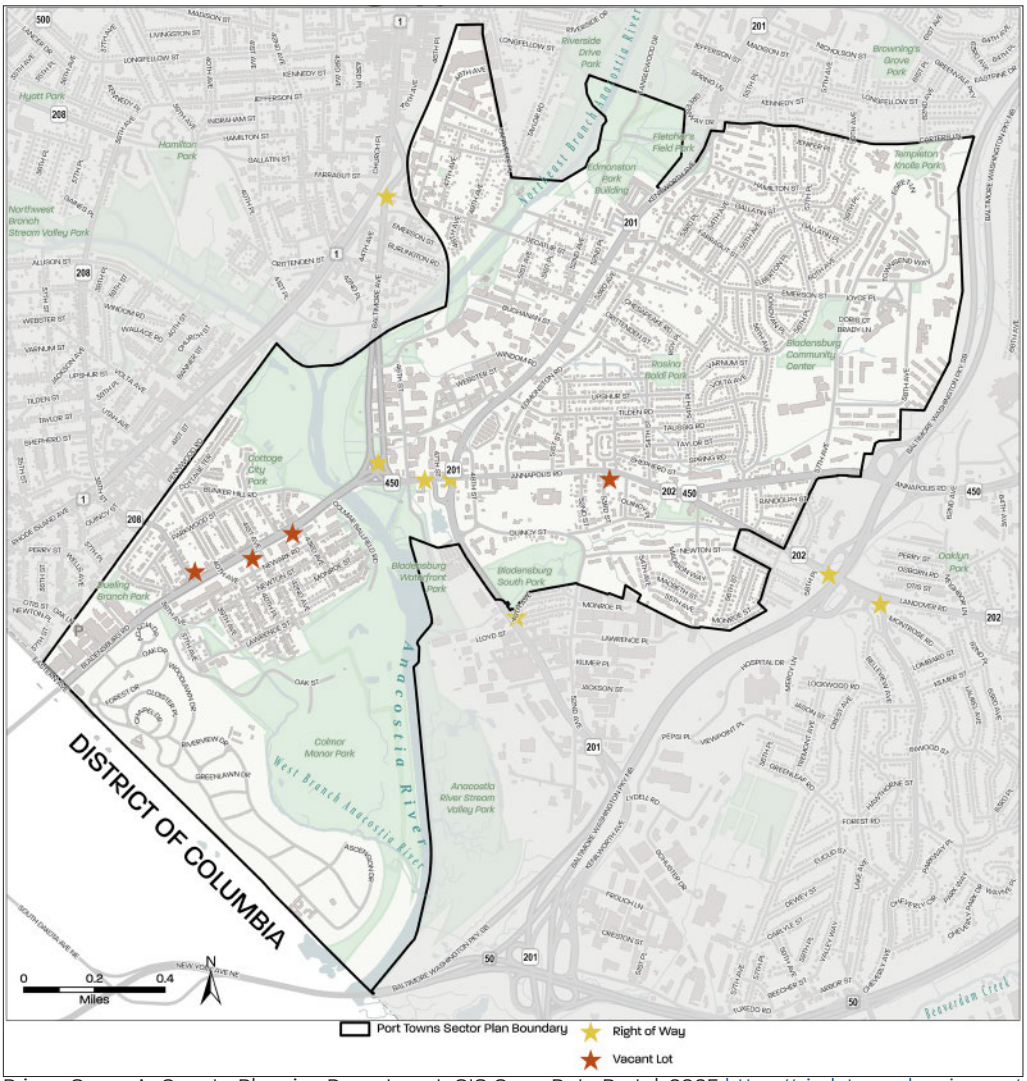
As part of the existing conditions analysis, an inventory of vacant land underutilized spaces was conducted. These locations can support additional placemaking initiatives. Placemaking in rights-of-way may support wayfinding, traffic calming, and provide visual cues of entry and exit to the Port Towns area. Placemaking in vacant lots supports the activation of the area and invites property owners and the community to imagine the possibilities for creating community identity, providing public gathering spaces, and exploring alternative uses for a site.

Three vacant lot sites along US 1 Alt (Bladensburg Road) and one along MD 450 (Annapolis Road) were identified in the plan area, as shown in Map 81. These vacant lot placemaking sites are located within the

proposed Neighborhood Center boundary in the Neighborhood Activity Center (NAC) Zone, where the vision is to create a vibrant, main street-style mixed-use development (see Section III: Port Towns Blueprint). These currently vacant, privately-owned sites are situated in a prime corridor and, if activated, could significantly enhance the vision for the corridor.

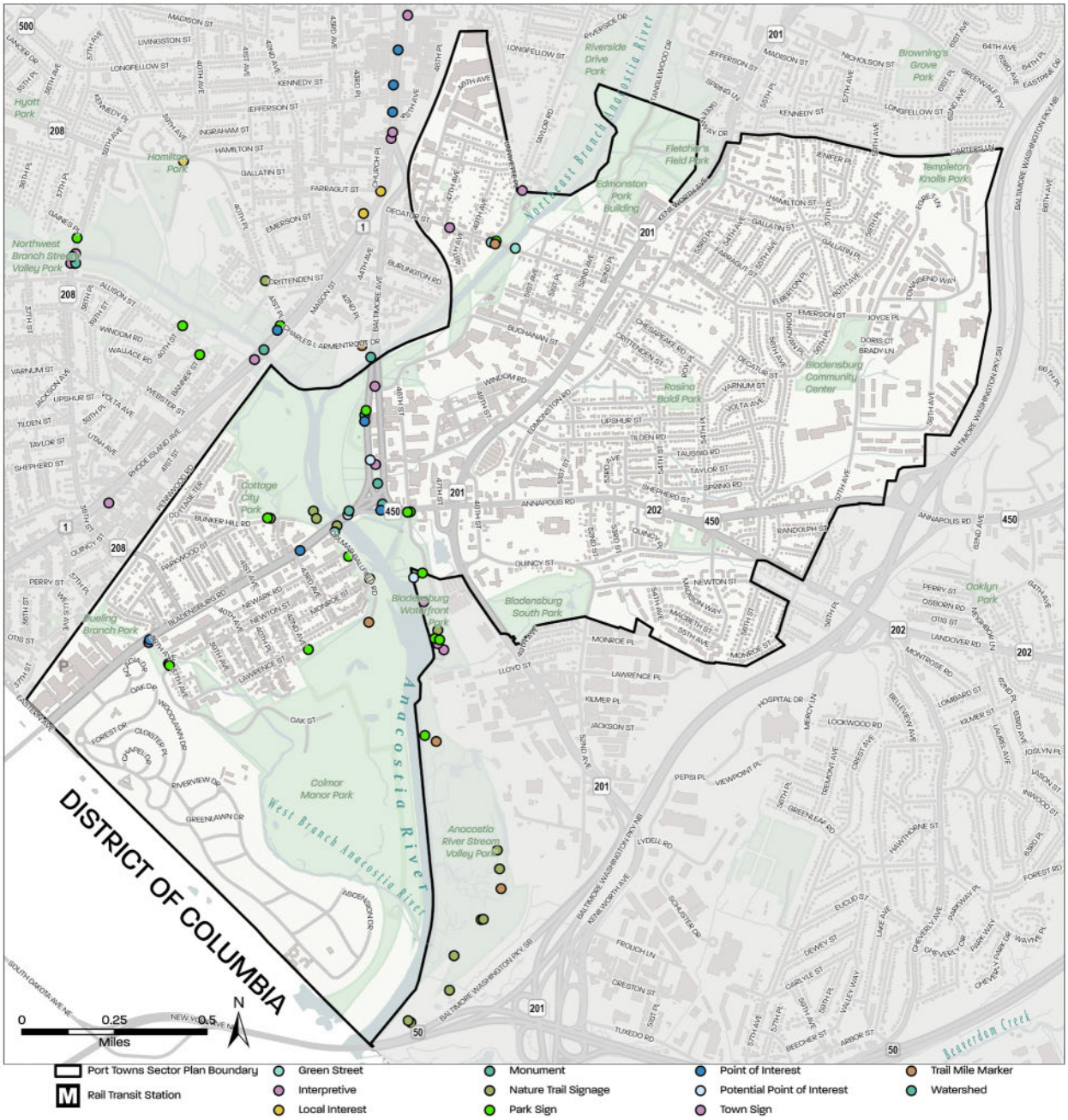
In addition, three right-of-way sites for placemaking efforts were identified near the Peace Cross within the plan area, as shown in Map 81. These right-of-way placemaking sites were selected around the Peace Cross because they are one of the identified opportunity sites and fall within the proposed Neighborhood Center boundary (see Section II: Defining the Context and Section III: Port Towns Blueprint). The other two sites outside the plan boundary are entry points from Cheverly along MD 202 (Landover Road), adjacent to the identified opportunity site Publick Playhouse, just a few minutes' drive away. The site along MD 201 (Kenilworth Avenue) has the proposed USDS classification of Urban Mixed-Use Boulevard (see Section VI: Transportation and Mobility). Placemaking efforts along the identified site can align well with the Urban Mixed-Use Boulevard Street designation by creating vibrant, walkable, and community-oriented spaces. The right-of-way placemaking site to the north just outside the boundary is along US 1 Alt (Baltimore Avenue), an industrial road, where placemaking efforts could enhance visual appeal and make the industrial area more inviting.

Map 81. Map of Locations of Potential Right-of-Way and Vacant Lot Placemaking Sites



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

Map 82. Existing Wayfinding Signage



Prince George's County Planning Department, GIS Open Data Portal, 2025 https://gisdata.pgplanning.org/opendata/. Full map citations available in Appendix I.

STRATEGY IN ACTION:

The Port Towns' green initiatives, including community gardens and ECO-City Farms, can serve as a gateway to place branding. The cultural diversity, rich history, historic sites, and waterfront will further enhance the destination branding. Combining place branding and destination branding will create a unique identity for the Port Towns area resulting in the promotions of sustainable and heritage tourism.

MODEL PROGRAM

To better support local businesses, the City of Hyattsville administers a Commercial Façade Improvement (CFI) Program, offering financial assistance to business and property owners located within three designated investment areas. This initiative is designed to enhance the appearance and curb appeal of commercial properties.[50]

ACTIVATION OF A VACANT LOT DURING COMMUNITY ENGAGEMENT

In 2018, Colmar Manor acquired the property at 4017 Bladensburg Road, with the intention of transforming it into a public open space within the commercial district.

By 2022, state funding was secured to design the lot, install pervious pavement, and provide electricity and lighting to the site. The Neighborhood Design Center was contracted to design the open space, with preliminary drawings that were presented to the public and town council by October 2023.

Colmar Manor, in collaboration with the Placemaking and Port Towns team, cohosted the Lariscy Spark event. They transformed a vacant lot into a lively space filled with food and fun activities. In addition, the Port Towns team held the Port Towns Sector Plan workshop, inviting the community to visit the activated site and provide feedback on the sector plan. The temporary activation of the site sparked the community's imagination, showcasing how vibrant and lively the space could become.

Policies and Strategies

Areawide

BRANDING

Policy PM 1 Position Port Towns as a vibrant and inclusive destination by developing a compelling brand and branding strategy that reflects the area's unique character, values, and cultural identity.

Strategy PM 1.1 Establish a unified brand and branding strategy for the Port Towns area that complements each municipality and honors and reflects the area's identity, rich heritage, and present culture. The branding should include a signature color palette, logo, slogan, and cohesive and unified design elements.

Strategy PM 1.2 Partner with public and private stakeholders to create place branding campaigns to build awareness of the brand and showcase the area's cultural diversity, rich history, heritage, infrastructure, and business environment.

Strategy PM 1.3 Collaborate with economic development professionals to make use of place branding in investment attraction and marketing strategies.

Policy PM 2 Enhance and reinforce the distinct identity and brand of Port Towns through improvements to the built environment.

Strategy PM 2.1 Implement the Port Towns branding initiative across public spaces that includes streetscape and public space furnishings. Install or rebrand streetscape elements, such as benches, trash receptacles, signage, and decorative lighting along major corridors to reinforce brand identity through a more cohesive look.

Strategy PM 2.2 During the development review process, encourage new developments and improvements to the built environment to reflect the branding initiative and complement the area's character, history, and sense of place.

Strategy PM 2.3 Develop and implement a façade improvement program for businesses and key community spaces to align with Port Towns' brand identity. See Model Program callout box, EP 4.1, and refer to Economic Prosperity strategies.

Strategy PM 2.4 Design and install multilingual and ADA-compliant signage to improve accessibility and inclusivity.

PLACEMAKING

Policy PM 3 Employ placemaking strategies to transform underutilized, uninviting, or vacant spaces, lots, and rights-of-way into vibrant, functional spaces that reinforce and enhance a distinct sense of place, visual identity, and community character for all of Port Towns.

Strategy PM 3.1 Develop and implement a comprehensive placemaking strategy that incorporates cultural, natural, historic, and architectural elements unique to Port Towns.

Strategy PM 3.2 Install cohesive wayfinding signage, interpretive elements, and public art

THIRD PLACE[136]

The term *third place*, coined by sociologist Ray Oldenberg in his book *The Great Good Place* (1989), refers to a location for social interaction and public relaxation separate from your home and your office. He describes them as neutral-ground, public spaces where people can gather and interact. They are contrasted against first places (homes) and second places (workspaces). Third places can be anything from main streets, bars, and cafes to post offices and coffee shops. Importantly, third places are equitable spaces where social status is leveled and grassroots political movements, public association, and community support thrive. Oldenburg notes that these spaces are especially important in suburban areas stating that, "What suburbia cries for are the means for people to gather easily, inexpensively, regularly, and pleasurably—a 'place on the corner,' real life alternatives to television, easy escapes from the cabin fever of marriage and family life that do not necessitate getting into an automobile."[176] Third places provide communities with safe and meaningful common spaces beyond their private residence or place of employment.

in natural areas, including the greenways and blueways along the Anacostia River and its tributaries, to enhance the visibility and identity of Port Towns' unique environmental features. Integrate the unifying branding elements - such as a consistent logo, color scheme, and locally commissioned artwork - to support a distinct and recognizable identity.

Strategy PM 3.3 Convert the bridges and underpasses located at MD 202 (Landover Road) and MD 450 (Annapolis Road) into vibrant gateways adorned with mural art and paintings. Utilize a strategic blend of color and light to emphasize the area's unique identity and enhance place and destination branding.

Strategy PM 3.4 Develop and implement creative projects in rights-of-way to beautify the area, increase public space for pedestrians, and calm traffic. This may include reimagining complicated intersections and slip lanes with artistic paintings and landscaping with right turns that will slow cars down. See Map 81.

Strategy PM 3.5 Transform vacant lots into multi-functional spaces with flexible layouts and community-centric designs for activities like markets, performances, and gatherings. Use thematic designs that include murals, sculptures, or landscaping that reflect the place branding. Activate these lots through short-term projects, including events like food festivals, art installations, or outdoor movie nights to draw attention to the area (see Map 81).

Strategy PM 3.6 Activate public amenities, like the Publick Playhouse, underutilized parking lots, and vacant properties as community hubs by regularly offering arts, cultural activities, and public gatherings to foster community engagement. See LU 1.2 and PF 3.2.

Strategy PM 3.7 Develop partnerships with local businesses and nonprofits to activate underutilized historic and culturally significant properties for community-serving uses, such as event spaces, galleries, or cultural centers.

Strategy PM 3.8 Integrate landscaping, seating, and play areas into underutilized historic and public spaces (including community "third places" and the Bostwick House) to convert them into active community gathering areas. See Third Place callout box.

PROGRAMMING

Policy PM 4 Strengthen and support placemaking efforts by integrating arts programming into Port Towns' community life.

Strategy PM 4.1 Establish a rotating public art program to showcase local artists and engage the community.

Strategy PM 4.2 Create artist-in-residence programs that provide dedicated spaces for artists to develop site-specific public artworks, supported by local businesses, philanthropic organizations, and arts councils.

Strategy PM 4.3 Leverage existing community events such as the Port Towns Festival, Cottage City Day, Cinco de Mayo celebration, and Bladensburg Farmers' Market to integrate public art installations and recurring community art initiatives.

Strategy PM 4.4 Expand and enhance park programming with community-driven activities such as fitness classes, cultural events, and arts and youth workshops.

Neighborhood Center

Policy PM 5 Enhance pedestrian tunnels and underpasses through design interventions that promote safety, accessibility, and placemaking, in accordance with the proposed Urban Street Design Standards (USDS) classification.

Strategy PM 5.1 Coordinate pedestrian tunnel improvements with broader streetscape upgrades at the Peace Cross, 46th Street, and 47th Street. Install LED lighting along tunnel walls and ceilings to improve visibility and safety.

Strategy PM 5.2 Commission murals and public art from local artists to reflect community identity. See Oasis Mural Project callout box.

Opportunity Sites

Policy PM 6 Promote inclusive, connected, and vibrant public realms across proposed opportunity sites.

OPPORTUNITY SITE A and OPPORTUNITY SITE C

Strategy PM 6.1 Incorporate central gathering spaces such as programmed public plazas, green spaces, and lawn area as part of the larger redevelopment initiatives.

OPPORTUNITY SITE D

Strategy PM 6.2 Provide a diversity of green community gathering and activity spaces designed to meet the varied needs of the community while redeveloping the opportunity sites. These spaces can include linear parks along stream corridors, playground and tot lots, active play areas for all ages, and flexible open spaces.

OPPORTUNITY SITE E

Strategy PM 6.3 Incorporate gateway features such as thematic design elements, signage, and banners to signal entrance into Port Towns and Prince George's County.

OPPORTUNITY SITE F

Strategy PM 6.4 Establish an eastern gateway at the intersection of MD 450 (Annapolis Road) and MD 202 (Landover Road) by creating a prominent entrance to Port Towns through streetscape enhancements, wayfinding features, and placemaking elements that highlight the character and significance of the area. Development should include thematic design elements, physical signage, banners, and/or landscaping to announce arrival in Port Towns. See TM 6.2 and TM 7.13.

Strategy PM 6.5 Activate public amenities, like the Publick Playhouse, underutilized parking lots, and vacant properties as community hubs by regularly offering arts, cultural activities, and public gatherings to foster community engagement.

Strategy PM 6.6 Create a dynamic public plaza rooted in arts and culture, featuring thematic design elements, artistic landscaping, pedestrian scale lighting, seating, public art installations, and a sculptural shade structure emerging from the realignment of MD 450 (Annapolis Rd) and MD 202 (Landover Rd). See TM 7.13, Section III: Port Towns Blueprint (Opportunity Site F), and PF 11.

OASIS MURAL PROJECT — JONES FALLS EXPRESSWAY (JFX), BALTIMORE

The Oasis Mural Project, also known as the Urban Oasis, is a large-scale public art initiative that transformed the space beneath the Jones Falls Expressway (JFX) into a vibrant, community-centered corridor. Spearheaded by the Mayor's Office of Arts, Culture and Entertainment and managed by the Baltimore Office of Promotion & the Arts (BOPA), the project aimed to beautify and activate the underpass area through murals and lighting. Port Towns has similar overpasses along MD 450 (Annapolis Road), MD 201 (Kenilworth Avenue), and the CSX railroad overpasses that have the potential to be transformed by art, similar to the JFX.[144,273]



PHOTO BY SOUTHBMORE.COM

Section XIII
Implementation Matrix

Implementation Framework

Introduction

This sector plan serves as a policy guide for elected officials, government agencies, property owners, the real estate and development industries, preservation and environmental organizations, and other interested parties. Its goals, policies, and strategies will require the action of agencies and stakeholders, including changes to ordinances, capital improvement program commitments, and operating budget initiatives.

The concurrent Sectional Map Amendment recommends the rezoning of properties in the sector plan area to implement the land use vision.

Some of this plan's recommendations will require County or state agencies, or M-NCPPC DPR, to construct capital improvement projects. State funding may be available through the State Agency Capital Improvement Programs (CIP), which is crucial to the plan's implementation. Public funds are required for the design, land acquisition, construction, operations, and maintenance of public facilities, such as sidewalks, streets, shared-use paths, parks, shared stormwater management facilities, flood control structures, and transit facilities.

The implementation of this plan also requires property owners and developers to invest in this community, including consolidating properties to create developable parcels, and constructing buildings, landscape improvements, stormwater management infrastructure, and key elements of the public realm, such as sidewalks and plazas.

Several existing County, state, and federal programs could help fund facility improvements, such as; the Priority Funding Areas Act; Revitalization Tax Credits; State TOD Designation; the Sustainable Community Program; Opportunity Zones; Transportation, Finance and Innovation Act (TFIA); Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants (federal); Surface Transportation Grant Program (federal); Tax increment Financing (local); and Sustainable Energy-Clean Energy Program incentives.

Successful implementation of this sector plan will take time and require the efforts of all stakeholders—government, the private sector, nonprofit organizations, property owners, and residents—over the 25-year life of the plan. The recommended implementation timeframes are not fixed; rather, they are intended to be flexible and allow implementation to occur as opportunities and resources arise.

IMPLEMENTATION TIMEFRAMES

Short-term (less than five years)
These strategies may require fewer resources and may be easier to accomplish in the near term. Alternatively, they may be high-priority strategies that lay the foundation for the implementation of later strategies.

Mid-term (five to ten years)
These strategies may require interagency collaboration or additional resources prior to implementation.

Long-term (more than ten years)
These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets favorably shift to support full implementation.

Table 56. Acronyms

Acronym	Definition
AARP	All Older Americans (formerly American Association of Retired Persons)
ATHA	Anacostia Trails Heritage Area
BCCE	BCCE Port Towns Collaborative
DDOT	District Department of Transportation (Washington, D.C.)
DHCD	Prince George's County Department of Housing and Community Development
DNR	Maryland Department of Natural Resources
DOE	Prince George's County Department of Environment
DPIE	Department of Permitting, Inspections and Enforcement
DPW&T	Department of Public Works and Transportation
DPR	Prince George's County Department of Parks and Recreation
ExPG	Experience Prince George's
GCDC	Gateway Community Development Corporation
HAPGC	Housing Authority of Prince George's County
Health Dept.	Prince George's County Healthy Department
MDHCD	Maryland Department of Housing and Community Development
MDE	Maryland Department of the Environment
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MGA	Maryland General Assembly
MHAA	Maryland Heritage Areas Authority

Acronym	Definition
M-NCPPC	Maryland-National Capital Park and Planning Commission
MSAC	Maryland State Arts Council
MTA	Maryland Transit Administration
NPS	National Park Service
PEPCO	Potomac Electric Power Company
PGAHC	Prince George's Arts and Humanities Council
PGCEDC	Prince George's County Economic Development Corporation
PGCPS	Prince George's County Public Schools
PGCMLS	Prince George's County Memorial Library System
PGCOC	Prince George's County Chamber of Commerce
PGFD	Prince George's County Fire and Emergency Medical Services Department
PGPD	Prince George's County Police Department
Planning Dept.	Prince George's County Planning Department
RAPGC	Revenue Authority of Prince George's County
RDA	Prince George's County Redevelopment Authority
SDAT	Maryland Department of Assessments and Taxation
SHA	Maryland State Highway Association
TBD	To Be Determined
USACE	United States Army Corps of Engineers
WMATA	Washington Metropolitan Area Transit Authority

Table 57. Implementation Matrix

Action	Strategy	○ Lead Entity and ● Partner Entities																	Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	DPR	Planning Dept.	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
LAND USE																				
Designate, implement and/or retain the future land uses for each parcel as shown in Map 18.	LU 1.1	●						○								●				S
Designate environmentally sensitive and publicly owned properties within the sector plan area as parks and open space uses as shown in Map 18.	LU 2.1	●					●	○												S
Designate the Peace Cross Historic Site with Parks and Open Space land use category.	LU 3.1	●					●	○												S
Reclassify Evergreen Cemetery as ROS.	LU 3.2	●	●					○												S
Amend Plan 2035 to delineate the Port Towns Neighborhood Center boundary.	LU 4.1	●						○												S
Reclassify properties in center to NAC.	LU 4.2	●						○												S
Promote redevelopment that fosters a vibrant, walkable "Main Street" environment.	LU 4.3	●	●	●	●	●		○											●PGCEDC	O
Facilitate public-private partnership to achieve mixed use development.	LU 4.4		●	●	●	●		●								○			●PGCEDC	L
Leverage the location of the new Bladensburg Branch Library to create a mixed-use hub.	LU 4.5	●	●					●							○	○			●MHAA	L
Encourage the use of the Neighborhood Activity Center Planned Development (NAC-PD) Zone (See Zoning Ordinance Section 27-4303(A)) to gain a superior level of development.	LU 4.6	●	●	●	●			●							●	○				L
Amend Plan 2035 to remove the properties located within the Sector Plan boundary from the Riverdale MARC Local Neighborhood Center designation.	LU 4.7	●						○												S
Encourage coordinated parcel assemblage through public-private partnerships, and technical assistance to property owners to facilitate the redevelopment of underutilized properties fronting along US 1 Alt (Bladensburg Road) and MD 450 (Annapolis Road) between opportunity sites.	LU 5.1		●	●	●	●		●							●	○			●PGCEDC ●PGCOC	L

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	DPR	Planning Dept.	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Reclassify to CN to support a small-scale commercial neighborhood hub at the intersection of Lafayette Place and 46th Avenue in Edmonston.	LU 5.2	●				●		○												S
Reclassify to RMF-48 for residential infill.	LU 5.3	●						○												S
Support Edmonston and a future minor plan amendment if Edmonston receives Main Street accreditation.	LU 5.4	●				○		●												S-M
Revitalize industrial areas into Maker Districts with IE reclassification.	LU 5.5	●						○												S
Reclassify to RSF-A for transition areas.	LU 6.1	●						○												S
Reclassify to RSF-A for residential infill.	LU 6.2	●						○												S
Reclassify to RMF-20 for residential infill.	LU 6.3	●						○												S
Promote higher density mix of uses.	LU 7.1		●	●	●	●		○							●	●			●PGCEDC	L
Preserve viable existing sites and buildings.	LU 7.2	●	●	●	●	●	●	●								○				L
Support infill and mixed-use redevelopment in targeted areas by leveraging existing zoning tools and exploring new incentive-based strategies.	LU 7.3	●	●	●	●	●		●							●	○			●PGCEDC	L
Encourage the use of the Planned Development (PD) Zones within the opportunity sites.	LU 7.4	●	●	●	●	●		●							○	○				L
Redevelop the Port Towns Shopping Center with a variety of housing types, including mixed-use multifamily buildings.	LU 7.5	●		●	●			●						●	●	○			●PGCEDC	L
Construct a mix of uses to facilitate the development of a "Maker District" that supports a live/work environment.	LU 7.6	●	●			●		●							●	○			●PGCEDC	L
Reclassify Opportunity Site B area to IE to support Maker District.	LU 7.7	●						○												S
Amend zoning ordinance to add storefronts to light industrial areas.	LU 7.8	○						●												S
Reclassify to RSF-A for Opportunity Site C.	LU 7.9	●						○												S

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time **O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	DPR	Planning Dept.	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	
Provide opportunities for sponge city concept.	LU 7.10	●	●				●	●	●						●	○	●		●PGCEDC ●USACE	L
Road re-alignment used to support mixed use development and sponge city concept.	LU 7.11		●				○	●			○									M
Establish a landmark building at the western edge of the site to define the gateway into Port Towns.	LU 7.12	●			●			●							●	○			●PGCEDC	L
Develop a mixed-use core along US 1 Alt (Bladensburg Road).	LU 7.13	●		●	●			●							●	○			●PGCEDC	L
Preserve the wooded area to the west of Publick Playhouse as a community amenity and park.	LU 7.14	●					○	●												S
Support a diverse mix of uses around the Publick Playhouse.	LU 7.15	●	●					●							●	○			●PGCEDC	L
Introduce a range of housing options to site G.	LU 7.16							●							●	○			●PGCEDC	L
Revitalize area around MD 201 (Kenilworth Avenue), MD 769 B (Edmonston Road), and MD 450 (Annapolis Road).	LU 7.17	●		●				●							●	○			●PGCEDC	L
ECONOMIC PROSPERITY																				
Partner with and provide technical assistance to the Bladensburg, Cottage City, Colmar Manor, Edmonston (BCCE) Port Towns Collaborative, once established, to become a pillar for Port Towns' revitalization.	EP 1.1	●	●	●	●	●	●	○						●	●	●			●PGCEDC ●MDHCD	S
Foster a strong, coordinated partnership with the BCCE Port Towns Collaborative, once established, to support them in taking the lead in implementing the Sector Plan action items and engaging with and promoting Port Towns.	EP 1.2	●	●	●	●	●		●							○					S
Leverage Port Towns' Sustainable Community designation and utilize the available resources outlined in their toolbox for community development and revitalization.	EP 1.3		●	●	●	●		●							○				●MDHCD	O
Appoint a Port Towns Manager to oversee the day-to-day execution of the Sector Plan.	EP 1.5		●	●	●	●									○					S

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	DPR	Planning Dept.	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Work with local governments and community partners to develop programs that incentivize and support existing and new small, local, and minority-owned businesses.	EP 2.1		●	●	●	●									○				●PGCEDC	S-M
Evaluate the potential of rent subsidies and other financial support to help small, local, and minority-owned businesses stay in their current location or locate into new buildings as redevelopment occurs.	EP 2.2		●	●	●	●								●	●	●			○PGCEDC	S-M
Provide shared facility/ incubator space for local start-up businesses, especially those within the Bladensburg/ South Edmonston and North Edmonston industrial areas.	EP 2.3														●	○			●PGCEDC	S
Work with developers to include micro-storefronts on the ground floor of mixed-use buildings, especially along major commercial corridors.	EP 2.4							○							●	●			●PGCEDC	M-L
Partner with local businesses to launch a Port Towns "Restaurant Week" that highlights diverse dining options and promotes local eateries.	EP 2.6		●	●	●	●									○				●PGCEDC	S
Establish a "buy local" program to encourage consumers to support local farmers and other merchants.	EP 2.7	●	●	●	●	●									●				○PGCEDC	S
Partner with the BCCE Port Towns Collaborative, once established, to provide workshops for local entrepreneurs such as business planning, marketing, expansion, and financial management.	EP 2.8		●	●	●	●									○				○PGCEDC ●Local Education Institutions ●MDHCD ●Faith Organizations ●PGCOC	S
Conduct a survey to identify and prioritize programs small businesses and local entrepreneurs would benefit from.	EP 2.9		●	●	●	●									●				○PGCEDC ●PGCOC ●Local Education Institutions	S
Empower local makers and small businesses by organizing artisan markets and providing incentives for unique ventures like craft breweries or food hall.	EP 2.10		●	●	●	●									○				●PGCEDC ●PGCOC ●MDHCD ●PGAHC ●ExPG	S

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time **O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	
Generate marketing materials and targeted campaigns highlighting local businesses to draw in investment opportunities.	EP 3.1		●	●	●	●									○				●PGCEDC ●PGCOC	S
Develop a strong media presence—both digital and print—for the BCCE Port Towns Collaborative to educate the public on its mission and progress.	EP 3.2		●	●	●	●									○				●PGCEDC ●PGCOC	S
Launch a public relations campaign to share updates on the Sector Plan and its implementation, ensuring the community stays informed and engaged.	EP 3.3	●	●	●	●	●		●							○					S
Leverage existing revitalization programs to improve the façade of buildings.	EP 4.1		●	●	●	●									●	○			●PGCEDC	S
Activate the public realm and parking lots by allowing eating and dining establishments to increase outdoor seating in parking stalls.	EP 4.3	●	●	●	●	●		●	●				○						●PGCEDC ●MDOT	S
Place neighborhood-focused retail and services on the ground floor of mixed-use buildings.	EP 4.4		●	●	●	●		●						●		○				M-L
Improve streetscape retrofits with public art and cultural installations, landscaping, and lighting which reflect local history and identity, attract tourists, and enhance the community's sense of place.	EP 4.5		●	●	●	●	●		●						○				●PGAHC ●MSAC ●Local Artists and Art Collectives	S-M
Create themed trails to connect attractions such as historic sites and food destinations, engaging visitors and while supporting local businesses.	EP 4.6		●	●	●	●	○	●											●PGCEDC ●ExPG ●MDOT ●ATHA	S-M
Develop a comprehensive inventory of parcel ownership structures in industrial areas to track lease expirations.	EP 5.1		●	●	●	●		●					●		○	●			●SDAT ●Real Estate and Land Use Consultants	S
Conduct a focused study to evaluate and document potential underutilized industrial sites for redevelopment.	EP 5.3		●	●	●	●		●					●		○	●			●PGCEDC ●MDP	S

Action	Strategy	County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	Time
		Lead Entity and ● Partner Entities																		**Time** **O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Encourage the integration of urban farming and agriculture opportunities.	EP 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7		●	●	●	●	●	●							●				O PGCEDC O Prince George's County Food Equity Council O Local Urban Agricultural Organizations O Local Schools and Education Institutions	S-M
Evaluate the development potential of brownfield sites in alignment with the vision for opportunity sites and take the necessary steps to make them shovel-ready for redevelopment.	EP 7.1, 7.2, 7.3, 7.4, 7.5												●		●	O	●		● MDE ● U.S. Environmental Protection Agency	L
Revitalize strategic commercial hubs (Opportunity Sites A-G) into thriving, walkable destinations for surrounding neighborhoods and the region through food innovation, creative industry support, and strategic redevelopment.	EP 8.1-8.14		●	●	●	●			●					●		O			● PGCEDC ● Local Chambers of Commerce ● Local Education Institutions	L
TRANSPORTATION AND MOBILITY																				
Redesign and construct all major roads within the Neighborhood Center and those specified in Table 33 adhering to the Prince George's County DPW&T Urban Street Design Standards, to enhance multimodality, reduce traffic-related stress, support redevelopment, and transform these corridors into neighborhood main streets.	TM 1.1		●	●	●	●		●	O	●	●		●						● MDOT ● Local Residents and Business Associations	L
Redesign or reconfigure intersections of major roads to address traffic circulation and safety for people walking and biking, while repurposing additional space around the redesigned intersections as programmed open spaces for the community.	TM 1.2							●	O		O	●	●				●		● MDOT	L
Construct the recommended pedestrian, bicycle, and trails/shared use facilities listed in Table 33 and Table 34, and shown in Map 39 and Map 47.	TM 2.1		●	●	●	●		●	O		●		●						● MDOT	M
Create a complete network of bicycle facilities based on USDS classification as per Table 33.	TM 2.2		●	●	●	●		●	O		●	●	●				●		● MDOT	M-L

Action	Strategy	County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	Time
		○ Lead Entity and ● Partner Entities																		**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Where rights-of-way challenges exist to implement the Urban Street Design Standards, work with the operating agency for the subject facility (e.g., DPW&T and SHA) to identify which vehicular elements may be modified to ensure high quality complete streets as shown in Map 39.	TM 2.3		●	●	●	●		●	○		○	●	●				●		●MDOT	L
Coordinate with SHA, DPW&T, and local municipal jurisdictions to implement 'Complete Streets' by considering all modes while restriping, resurfacing, and redesigning roadways. Use design guidance developed as part of DPW&T's Urban Street Design Standards when roadways are redesigned.	TM 2.4		●	●	●	●		●	○		○	●	●				●		●MDOT	M-L
Conduct warrant studies to explore the feasibility of creating signalized intersections and/or add high-visibility crosswalks with Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacons (PHB).	TM 2.5		●	●	●	●		●	○		●	●	●						●MDOT	M
Improve pedestrian crossing safety and ensure ADA compliance at existing and potential future signalized intersections as well as stop-controlled intersections. Utilize traffic control measures.	TM 2.6		●	●	●	●		●	○		○	●	●						●MDOT	M
Install infrastructure for pedestrian safety, including mid-block crossings with refuge islands, at strategic locations, like major transit stops and other pedestrian destinations such as schools, parks, libraries, and shopping center entrances.	TM 2.7		●	●	●	●		●	○		○	●	●						●MDOT ●PGCPS and PGCMLS	M
Enhance active transportation infrastructure and streetscaping elements in and around schools within the sector plan area to meet Safe Routes to Schools objectives.	TM 2.8		●	●	●	●			○		●						●		●MDOT ●PGCPS and PGCMLS	M
Enhance access to existing trails by building new trail connections.	TM 2.9		●	●	●	●	○	●	●				●				●		●MDOT ●PGCPS ●PGCMLS	M
Explore passenger ferry opportunity along water trail from Bladensburg Waterfront Park to Washington, D.C.	TM 2.10	●	●				●	●	●	●		○					●		○MDOT ○DDOT ○PGEDC ○Tourism Agencies	M-L

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time **O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	
Initiate a feasibility study for a trail connection along Quincy Run, including options for a safe crossing across the railroad tracks, to link Bostwick House to Bladensburg Waterfront Park and the regional trail network.	TM 2.11		○				○	●					○				●		●CSX Railroad	M
Coordinate with SHA, DPW&T, and local municipal jurisdictions to separate modes using dedicated and separated facilities, especially for pedestrians and bicyclists along high-speed and high-traffic volume roads as part of restriping, resurfacing, and redesigning roadways.	TM 2.12		●	●	●	●		●	○		○		●				●		●MDOT	M
Develop a comprehensive wayfinding and signage strategy for easy access to and from existing and new trails, public spaces and destinations in the Port Towns area. Install a combination of signs, from directional signs to mile markers, to facilitate navigation for people walking and biking.	TM 2.13		●	●	●	●	○	●	●			●							●MDOT ●ExPG	M
Encourage municipalities to adopt tactical urbanism as a tool for incremental mobility infrastructure improvements and public space activation.	TM 2.14		●	●	●	●	●	○	●										●MDOT	S
Eliminate minimum parking requirements for redevelopment within the Port Towns Neighborhood Center.	TM 3.1		●	●	●			○	●										○RAPGC ○PGCEDC ○RDA	M
Establish regulations and permit a 50% parking reduction within one-quarter mile of a Neighborhood Center.	TM 3.2	●	●	●	●			○	●										○RAPGC ○PGCEDC ○RDA	M
Establish regulations to permit and incentivize a 15% reduction in required parking for developments located within a quarter to half mile of a Neighborhood Center.	TM 3.3	●	●	●	●			○	●										○RAPGC ○PGCEDC ○RDA	M
Encourage developers to utilize shared parking policies.	TM 3.4		●	●	●			●	○							●			○ RAPGC ○PGCEDC ○RDA	M
Eliminate vehicular LOS requirements within the Port Towns Neighborhood Centre.	TM 3.5	○	●	●	●			○											○Planning Board	S

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Integrate Bus Rapid Transit (BRT) or other facilities that support high-capacity transit on WMATA's planned high-frequency P40 bus route.	TM 4.1		●	●	●	●			○	○	●	●						●	●MDOT ●DDOT	M-L
Design new bus stops to be ADA-compliant with improved transit facilities such as bus shelters, benches, trash receptacles, and lighting for improved accessibility and rider comfort.	TM 4.2		●	●	●	●			○	○	●	●							●MDOT	S-M
Redesign and/or relocate bus stops to be accessible, within close proximity, and aligned with pedestrian crossings.	TM 4.3		●	●	●	●			○	○	●	●							●MDOT	S-M
Consider relocating or consolidating bus stops to be located on far side of signalized intersections, with the installation of Transit Signal Priority (TSP) or locating bus stops as part of queue jumps on near side of signalized intersections.	TM 4.4		●	●	●	●			○	○	●	●	●						●MDOT	S-M
Identify deficiencies in current bus stop infrastructure and implement targeted design and infrastructure improvements.	TM 4.5		●	●	●	●			○	○	●	●							●MDOT	S
Align design elements to the Prince George's County DPW&T Urban Street Design Standards and complete streets treatments.	TM 5.1		●	●	●	●		●	○		●	●					●		●MDOT ●Micromobility Providers	M
Construct bicycle and electric-assist bicycle and scooter parking infrastructure adjacent to major destinations such as shopping centers, bus stops, libraries, parks, and schools, and community centers.	TM 5.2		●	●	●	●		●	○		●	●							●MDOT ●Micromobility Providers	S
Provide adequate docking areas for shared micromobility devices to minimally impact paths for walking, rolling, and biking, and to complement other modes of transportation.	TM 5.3		●	●	●	●		●	○	○	●	●							●MDOT ●Micromobility Providers	S
Design a mobility hub near the redesigned Peace Cross junction, with facilities equipped for bus transfers, micromobility and bike-share options, bicycle parking, greenspace, and placemaking elements.	TM 5.4		●	●	●	●		●	○		○	●					●		●MDOT ●Micromobility Providers	S-M

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Integrate the design of public spaces—such as plazas and parklets—into street redesign efforts to support a comprehensive placemaking approach. Map 40 identifies a few potential opportunities for new public spaces.	TM 6.1		●	●	●	●		●	○		○	●	●			●	●		●MDOT	M
Coordinate with property owners/applicants/developer to include development of new plazas and parks as part of the Peace Cross intersection redesign as well as redesign of MD 450 (Annapolis Road) and MD 202 (Landover Road) intersection.	TM 6.2		●	●	●	●		●	○		○	●	●			○			●MDOT	L
Collaborate with municipalities and agencies to create a plan and protocols to close strategically located streets to traffic during street festivals, farmers' markets, and other events.	TM 6.3		○	○	○	○					●	●				●				M
During development review, ensure MD 208 (38th Street) extension contains retractable bollards at each end (Opportunity Site A).	TM 7.1			●	●			○	●		●					○				L
Develop protocol for temporary street closures to pedestrian oriented street (interior north-south aligned street connecting MD 208 (38th Avenue) to 39th Avenue) for events and activities accessible to pedestrians and bicyclists (Opportunity Site B).	TM 7.2			○	○				○		●					○			●MDOT ●Local Police and Public Safety	L
Connect the "Maker" District with the ECO-City Farms by adding a trail connection along the existing levee for advancing "farm-to-table" options (Opportunity Site B).	TM 7.3					●	○		●							○	●			L
Connect streetscape and public gathering areas with the Anacostia riverfront by adding trails, walkways, and ramps on levee (Opportunity Site B).	TM 7.4		●	●	●		●	●	○							○	●		●USACE	L

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Provide safe and efficient access via Decatur Street with dedicated pedestrian and bicycle connections to enhance mobility and walkability, while improving grid connectivity between Decatur Street and Chesapeake Road for better circulation (Opportunity Site C).	TM 7.5		●			●		●	○		○	●				○			●MDOT	L
Strengthen connections between redevelopment areas with walkable internal roads linked to US 1 Alt (Bladensburg Road), US 1 Alt (Baltimore Avenue), and Upshur Street (Opportunity Site D).	TM 7.6		●					●	○		●	●				○			●MDOT	L
Implement the Mixed-Use Boulevard as per the Urban Street Design Standards along US 1 Alt (Bladensburg Road) and US 1 Alt (Baltimore Avenue) to create pedestrian- and bicycle-friendly streetscapes (Opportunity Site D).	TM 7.7		●					●	○		○	●				○			●MDOT	L
Construct a pedestrian and bicycle bridge over Dueling Creek to connect the site with adjacent neighborhoods and improve multimodal accessibility (Opportunity Site E).	TM 7.8		●				○	●	○			●				○			●MDOT	L
Apply Mixed-Use Boulevard urban street design standards to US 1 Alt (Bladensburg Road) and ensure a 98-foot right-of-way is preserved from the edge of Fort Lincoln Cemetery(Opportunity Site E).	TM 7.9		●	●	●			●	○		●	●				●			●MDOT	L
Design pedestrian friendly streetscape with street furnishings, landscaping, lighting, public art, wayfinding and signage, and transparent ground floor storefronts, specifically along US 1 Alt (Bladensburg Road), to activate the streetscape (Opportunity Site E).	TM 7.10		●	●	●			●	○		●	●				●			● MDOT	L
Incorporate gateway features such as thematic design elements, signage, and banners to signify entering into Port Towns and Prince George's County (Opportunity Site E).	TM 7.11		○	○	○	○	●	●							●	○				L

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Improve sidewalks, crossings, and public spaces by expanding the public realm on all sides of the intersection, implementing shorter, safer pedestrian crossings, and introducing streetscape elements such as lighting, trees, and seating (Opportunity Site F).	TM 7.12		●	●	●	●		●	○		○	●							●MDOT	L
Ensure that excess land from road realignment is used to transform the space adjacent to Publick Playhouse into "Publick Square," an expanded civic gathering space. Conduct traffic studies to assess the feasibility of realigning MD 450 (Annapolis Road) into a T-intersection with MD 202 (Landover Road) to create a safer, more cohesive public realm (Opportunity Site F).	TM 7.13		○				●	●	○		○	●							●MDOT	L
Extend 54th Place south to MD 202 (Landover Road) to improve circulation, increase permeability, and enhance local access (Opportunity Site F).	TM 7.14		●			●		●	○		●	●				●			●MDOT	L
Preserve and improve the existing service road/ alleyway behind commercial buildings for utility access, parking garage entrances, and back-of-house services while introducing alternative connections parallel to US 1 Alt (Bladensburg Road) to improve local circulation (Opportunity Site G).	TM 7.15		●	●	●			●	○		●	●							●MDOT	L
Apply Mixed-Use Boulevard Urban Street Design Standards along US 1 Alt (Bladensburg Road)/MD 450 (Annapolis Road) to create a pedestrian-friendly, multimodal corridor with enhanced walkability (Opportunity Site G).	TM 7.16		●	●	●			●	○		●	●				●			●MDOT	L
Design pedestrian-oriented streetscapes along US 1 Alt (Bladensburg Road) and internal residential streets with landscaping, lighting, and public seating to activate the public realm and enhance connectivity (Opportunity Site G).	TM 7.17		●	●	●			●	○		●	●				●			●MDOT	L

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NATURAL ENVIRONMENT																					
Maximize and secure conservation easements to preserve, in perpetuity, sensitive environmental features within the sector plan area.	NE 1.1						●	○								○	●				L
Form a community land trust to support stewardship of vacant and underutilized land for conservation of natural areas, urban agriculture, and community management of open space.	NE 1.2						●	●							●				○ Nonprofits		M
Maintain and enhance or restore forested buffers to the maximum extent possible around streams to preserve and protect water quality.	NE 1.3	●					○	●								○		●			L
Daylight and naturalize Anacostia River tributaries and restore the surrounding habitat along these corridors throughout the sector plan area.	NE 1.4		●	●	●	●	○	○	●							○	●				M
Secure conservation easements or acquire portions of privately-owned, when they are for sale, properties identified within the Greenway-Blueway corridors to daylight and naturalize stream channels.	NE 1.5	●	●	●	●	●	○	○								○					L
During development review, work with developers to ensure open space dedication expands greenway-blueway corridor buffers and connect to the greater trail network.	NE 1.6						○	○								●					L
Protect environmentally sensitive areas by concentrating development outside of the Green Infrastructure Network.	NE 1.7							●								○					L
Evaluate land development proposals in the vicinity of Special Conservation Areas (SCAs) Anacostia River tributaries to ensure that SCAs are not impacted and that green infrastructure connections are either maintained or restored.	NE 1.8							○								●					L
Enforce tree protection measures following Tree Canopy Assessment report (dated November 2023) to preserve existing trees, monitor canopy health, and guide ongoing tree care and expansion.	NE 2.1						●	●					○								O

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Coordinate with the state to ensure the Sector Plan area receives its share of new planting identified in the Tree Solutions Now Act of 2021, where ten percent of the Five Million Trees (500,000) must be planted in underserved urban census-designated areas.	NE 2.2	○	●	●	●	●		○									●	○	●MGA		O
Target tree planting and tree stewardship to areas that do not meet the 3-30-300 rules of thumb.	NE 2.3		○	○	○	○	●	●							●		●				L
During development review, include considerations for long-term tree health.	NE 2.4							○								○					L
Underground utilities to provide space for mature tree canopy health and provide adequate soil volume for roots.	NE 2.5		●	●	●	●	●	●	●				●			○			○PEPCO		L
Enhance tree planting and increase shade in parking lots and other areas prone to urban heat island effects.	NE 2.6		○	○	○	○	●	●	●				●			○					L
Identify appropriate stormwater management projects (i.e., tree planting, bioretention or other GI features) in areas most vulnerable to stormwater impacts and rising water levels.	NE 3.1		○	○	○	○	○						●				●				O
Prioritize industrial areas and opportunity site redevelopments for the development of advanced stormwater management infrastructure, improving resilience and environmental stewardship in high-priority zones.	NE 3.2		○	○	○	○	●	●					●			○	●				L
Evaluate existing stormwater management facilities for additional volume capacity to support and encourage redevelopment and prioritize watershed-scale system capacity improvements.	NE 4.1		●	●	●	●			○				●		○		●				S
Incorporate low-impact development (LID) techniques and stormwater best management practices (BMPs) in the redevelopment and development of sites.	NE 4.2							●								○					S-L

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Retrofit properties and incorporate 'green street' design principles within rights-of-way to effectively manage stormwater and other environmental assets.	NE 4.3		●	●	●	●		●			○	○				○				L
Coordinate regional stormwater management opportunities with transit-oriented development and other mixed-use projects to the maximum extent practicable.	NE 4.4	●						●			●	●			●	○				M-L
During development review, include low impact development considerations.	NE 5.1							○								○				L
Foster widespread adoption of sustainable land development techniques within the floodplain and regulated environmental features.	NE 5.2	○						○												S
Review and revise, as necessary, HOA rules for new development, regarding low-impact landscaping.	NE 5.3		○	○	○	○		●								●				S-L
Develop vegetation management plans that address invasive plant species removal and/or control.	NE 6.1	●					○	○	●									●		M
Create a 'Green Pattern Book' and develop a management plan to guide the use and upkeep of vacant land.	NE 6.2		○	○	○	○		○	●											S
Collaborate with local community groups, HOAs, civic organizations, and nonprofits to host litter cleanup events for public spaces.	NE 6.3		○	○	○	○	●									●			●Nonprofits	S
Conduct street sweeping and other road cleaning activities to remove litter and debris on a regular basis.	NE 6.4		○	○	○	○			○											M
Enhance private properties within the review area through invasive removal, native tree plantings, and stormwater management practices.	NE 6.5		○	○	○	○		○											●Port Towns Green Team ●Community Groups	M
Explore partnerships or use of Planned Development Zones to naturalize Dueling Creek and provide additional tree canopy along corridor (Opportunity Site A).	NE 7.1			○	○		●	●							○	○	●			L

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Expand the network of green spaces and tree canopy by connecting streetscape and public gathering areas landscaping with the riverfront and the potential trail on the levee through preservation of the existing tree canopy and limited disturbance (Opportunity Site B).	NE 7.2		○			○	○	●	○						○	●	●			L
Preserve sensitive environmental areas, including steep topography and tree clusters, to retain ecological integrity (Opportunity Site C).	NE 7.3							○								○				L
Explore Sponge City concept in redevelopment plans to allow for natural stormwater management solutions (Opportunity Site D).	NE 7.4		○				●	●	●						○	○	●			L
Daylight and naturalize Anacostia River tributaries as part of the redevelopment's stormwater management systems (Opportunity Site D).	NE 7.5		○				●	●	●						○	○	●			L
Plant trees along daylit stream corridors to improve tree canopy (Opportunity Site D).	NE 7.6		●				●	●	●							○				L
Collaborate with the Prince George's County Planning and Parks Departments to examine feasibility of stormwater parks as part of redevelopment efforts (Opportunity Site D).	NE 7.7	●	●				○	○	●						○	●	●			L
Daylight and naturalize onsite stream as part of the redevelopment's stormwater management systems (Opportunity Site F).	NE 7.8		●				●	●	●						○	○	●			L
HOUSING AND NEIGHBORHOODS																				
Provide a variety of housing types in priority walkable transition areas between higher intensity residential uses and commercial corridors and single-family detached only residential neighborhoods.	HN 1.1	●						●						●	●	○				M-L
Ensure the form and scale of additional housing types and new development are similar to that of surrounding single-family detached dwellings.	HN 1.2							●								○				S-L

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Develop new affordable housing and assisted living projects throughout Port Towns, prioritizing the needs of existing residents who wish to age in place.	HN 2.1	●						●						○	●	○			○HAPGC	L
Support Countywide zoning code reform to permit and/or remove barriers to ADUs and additional housing typologies in more zones.	HN 2.2	○	●	●	●	●		○												S
Create new affordable housing throughout Port Towns by utilizing programs like the Housing Production Trust Fund (HPTF) which provides financing for the development of new construction.	HN 2.3	●						●						●	●	○			●HAPGC	M
Work with Prince George's County Redevelopment Authority to purchase available surplus, publicly owned land for new housing development.	HN 2.4	●					●	●						●	●	○			○RDA ●HAPGC	L
Expand opportunity for a greater range of housing options through targeted infill that facilitates context-sensitive one-, two-, or three-family housing in walkable communities.	HN 2.5							●						●	●	○				S-M
Expand the collaborative Prince George's Property Owners Association to all local rental property owners to provide education, technical assistance, and other resources for responsible rental ownership.	HN 3.2		●	●	●	●									○	○			●Prince George's Property Owners Association	M
Preserve naturally occurring affordable housing through programs like the Housing Production Trust Fund (HPTF).	HN 3.3	○	●	●	●	●		●						●	○	●			○Nonprofits	O
Work with property owners and housing providers to preserve existing senior housing and assisted living facilities.	HN 3.4		●	●	●	●								○	●	○				S-M
Retain key multifamily developments and ensure continued maintenance, rehabilitation, and rent stabilization of multifamily housing throughout the sector plan area.	HN 3.5	●	●	●	●	●								○	●	○				

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Utilize an array of tools, including grant programs, below-market financing, and tax incentives to support affordable housing preservation and rehabilitation.	HN 3.6	○	●	●	●	●		●						○	○	○			○RDA ●HAPGC	M-L
Identify resources to support homeowner renovations and repairs to weatherize homes, retrofit homes for better energy efficiency, plant/manage trees, and add additional green infrastructure to their properties.	HN 3.7		○	○	○	○		●						●		○				O
Actively promote and leverage existing programs to assist older homeowners with accessibility improvements, energy efficiency upgrades, and home rehabilitation.	HN 3.8		●	●	●	●		●						○	○	●			●AARP	S
Promote Permanent Rent Stabilization and Protection Act of 2024, which increases renters' stability and predictability in housing costs.	HN 4.1		●	●	●	●		●						○	○	●				O
Collaborate with and provide technical assistance to private entities and non-profits to protect at-risk affordable dwelling units by facilitating the transfer of these units to a non-profit housing organization.	HN 4.2	●						●						○	○				○Nonprofits	L
Provide technical support for the creation and implementation of a Community Land Trust in Port Towns to build and sell affordable housing.	HN 4.3	●	●	●	●	●								●	○	●				M-L
Continue expanding anti-displacement legislation and strategies as redevelopment occurs.	HN 4.4	○	●	●	●	●								●	●	●				L
Aid tenants in locating and securing safe, affordable housing with access to comparable or superior services and amenities when their leases are not renewed due to a future redevelopment project.	HN 4.5	●	●	●	●	●								○	●	○				S-L
Support nonprofits that offer free legal assistance and connect residents at risk of displacement to protect their housing rights.	HN 4.6		●	●	●	●								○	○	●			○Nonprofits	O

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Advocate for "right to return" legislation to guarantee opportunities for displaced households to return to their neighborhood. Once adopted, facilitate "right to return" policies during development review.	HN 4.7	○	●	●	●	●		●						●		●					S
Train and equip Lead and Healthy Homes Program inspectors or partner with locally owned and operated home hazard experts to use multiple hazard assessment tools to provide targeted Lead and Healthy Homes Program testing for homes built before 1980.	HN 5.1												○	●		●					M
Conduct a comprehensive assessment and inspection of existing senior housing facilities and aging housing stock in Port Towns to identify necessary repairs, maintenance, and code enforcement updates.	HN 5.2												○			●					S-M
Integrate universal design features for new construction, re-development, and renovations in all residential housing.	HN 5.3	●						●								○					S
Work with County agencies and municipalities to connect homeowners to incentives and funding programs for home repairs and renovations to improve the livability of existing homes.	HN 5.4		○	○	○	○		●							○	●					S
Join AARP's Livable Communities Network of Age-Friendly States and Communities to access expertise and technical assistance needed to create livable communities for all.	HN 6.1	●	○	○	○	○		●											●AARP		S-M
Leverage membership in the Network of Age-Friendly States and Communities to develop and implement an age-friendly action plan.	HN 6.2	●	○	○	○	○		●											●AARP		M-L
Create partnerships with developers to explore and encourage the application of Planned Development (PD) Zones to achieve additional public benefits.	HN 7.1		○	○	○	○		●							○	○					M

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Work with developers during the development review process to ensure new mixed-use and multifamily projects offer a mix of unit sizes and price points.	HN 7.2							○								○				S
Encourage partnerships to build new below market rate multifamily projects within the neighborhood center and opportunity sites close to transit and services.	HN 7.3		○	○	○	○									○	○				M
Utilize the Neighborhood Compatibility Design Standards as an opportunity to provide a variety of housing types that scales down towards single-family detached neighborhoods.	HN 7.4							●								○				S
Redevelop Opportunity Site A: Port Towns Shopping Center with a variety of housing types such as mixed-use multifamily buildings and townhomes.	HN 8.1			○	○			●							○	○				L
Redevelop Opportunity Site B: Buchanan Street Industrial Area with a variety of housing types such as live/work units and small-scale mixed-use buildings.	HN 8.2		○			○		●							○	○				L
Redevelop Opportunity Site C: Residential Infill Along Decatur Street with a variety of housing types such as townhomes, duplexes, cottage courts, triplexes, or fourplexes.	HN 8.3							●								○				L
Redevelop Opportunity Site D: Peace Cross Industrial Lots with a variety of housing types such as mixed-use multifamily buildings, townhomes, duplexes, triplexes, or fourplexes.	HN 8.4		○					●							○	○				L
Redevelop Opportunity Site E: Eastgate Industrial Center with a variety of housing types such as mixed-use multifamily buildings, live/work units, townhomes, duplexes, or cottage courts.	HN 8.5				○			●							○	○				L
Redevelop Opportunity Site F: Publick Playhouse and Vicinity with a variety of housing types such as mixed-use multifamily buildings, live/work units, townhomes, duplexes, or triplexes.	HN 8.6		○					●							○	○				L

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Redevelop Opportunity Site G: Port of Bladensburg Shopping Center with a variety of housing types such as mixed-use multifamily buildings, townhomes, live/work units, or duplexes.	HN 8.7		○					●							○	○				L
COMMUNITY HERITAGE, CULTURE, AND DESIGN																				
Discover and record untold narratives and hyperlocal traditions.	HD 1.1		○	○	○	○	●	●							●					S-M
Utilize innovative outreach techniques to ensure an inclusive narrative of traditions.	HD 1.2		○	○	○	○									●					S-M
Designate newly identified landmarks and resources within Port Towns as locally significant.	HD 1.3		○	○	○	○	●	●							●				●MHAA	M
Create local ordinances to protect newly identified landmarks and resources for future generations.	HD 1.4		○	○	○	○									●				●MHAA	M
Ensure new site designations are added to the interconnected network of historic and cultural resources.	HD 1.5		○	○	○	○	●	●							●				●MHAA ●Maryland Milestones ●ExPG	M-L
Secure funding to support restoration efforts and ensure that renovations and restorations adhere to best practices outlined by the National Park Service (NPS) and the Secretary of the Interior's Standards for the Treatment of Historic Properties.	HD 2.1		○	○	○	○	○								○				●MHAA ●Maryland Milestones ●ExPG	M
Collaborate with the Prince George's County Historic Preservation Commission (HPC) to coordinate initiatives that preserve, protect, and enhance properties listed in the County's Inventory of Historic Resources.	HD 2.2		○	○	○	○	○								○				●MHAA ●Maryland Milestones ●ExPG	O
Advance preservation and adaptive reuse of historic properties by establishing local funding mechanisms, such as adaptive reuse tax incentives, historic preservation fund offering matching grants, or low-interest loans for private owners of designated sites.	HD 2.3	○	●	●	●	●													●MHAA, ●Maryland Milestones ●ExPG ●PGEDC	M-L
Integrate Historic Resources into Hazard Mitigation Planning for properties located within the floodplain.	HD 2.4		●	●	●	●	○	○									●		●MHAA	S-M

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Connect the Star-Spangled Banner National Historic Trail to the proposed Cultural Heritage Trail and key sites with interpretive signage depicting the Battle of Bladensburg and linking to historic buildings.	HD 3.1		●	●	●		○	●											●MHAA ●NPS ○TBD	S-M
Launch a self-guided tour website, like Walk Arlington, or mobile application to highlight the historic sites, properties, and cultural amenities Port Towns has to offer.	HD 3.2		●	●	●	●	●	●							○				●MHAA ●Maryland Milestones ●ExPG ●PGEDC	M-L
Establish digital integration of programming and materials through online platforms and smartphone applications for broader accessibility.	HD 3.3		●	●	●	●	●	●							○				●MHAA, ●Maryland Milestones ●ExPG ●PGEDC	M-L
Conduct a Wayfinding and Signage study to identify market locations along the proposed Cultural Heritage Trail.	HD 3.4		●	●	●	●	●	●							○				●MHAA ●NPS ○TBD	S
Install historical markers and interactive signage at key sites and along the Cultural Heritage Trail to enhance visibility and public understanding of their significance.	HD 3.5		●	●	●	●	●		●		●				○				●MHAA ●NPS ○TBD	M
Produce a reoccurring series of public education campaigns highlighting the cultural and historical significance of sites through storytelling initiatives, guided walking tours, and digital content.	HD 3.6		○	○	○	○	○								○				●MHAA ●Maryland Milestones ●ExPG	M-L
Integrate historic sites and cultural programs into the Port Towns' tourism and economic development strategies, including marketing materials and online platforms to attract visitors.	HD 3.7		●	●	●	●	●								○				●MHAA ●Maryland Milestones ●ExPG ●PGEDC	M
Develop programming, information, and signage in multiple languages for greater inclusion.	HD 3.8		●	●	●	●	●								○				●MHAA ●Maryland Milestones ●ExPG ●PGEDC	S
Repurpose underutilized buildings and integrate flexible community spaces for artistic expression.	HD 4.1		●	●	●	●	●								○				○Community Organizations	M

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Continue to fund, promote, and add programs that foster cultural engagement and creative initiatives by supporting and empowering artists, through the Prince George's County Arts & Humanities Council and Economic Development Corporation.	HD 4.2	○	●	●	●	●	●	●							●				●PGAHC ●PGEDC ●ExPG	O
Partner with local artists to create murals, sculptures, and interactive installations that foster social interaction in public spaces, and host annual art festivals to showcase local talent.	HD 4.3		○	○	○	○	●								○				●PGAHC ●PGEDC ●ExPG ●Community Organizations	S
Create a year-round calendar of community events, including outdoor performances, cultural festivals, and markets to foster inclusivity and social interaction.	HD 4.4		●	●	●	●									○				●PGAHC ●PGEDC	S
Launch online platforms and apps to promote arts programming and collaborations.	HD 4.5		●	●	●	●									○				●PGAHC ●PGEDC ●ExPG	M
Create cultural exhibition spaces along Buchanan Street and Tanglewood Drive to support the "Maker" area concept with art installations, exhibitions, and collaborative spaces.	HD 4.6		○			○		●							○	○			●PGAHC ●PGEDC ●ExPG ●Community Organizations	M-L
Investigate the feasibility of creating an Arts and Entertainment District Boundary for Port Towns.	HD 5.1		●	●	●	●									○				●PGAHC ●PGEDC ●ExPG	M
Explore feasibility and receptiveness to build partnership with Hyattsville, North Brentwood, Brentwood, and Mount Rainier to amend Prince George's, Maryland Gateway Arts District to include Port Towns.	HD 5.2		●	●	●	●									○				○MSAC ○GCDC	S-M
Create a formal body to guide public art investments, review proposals, and ensure alignment with community values and goals.	HD 6.1	○	●	●	●	●	●	●							●				●PGAHC, ●MSAC	M
Create an inventory of spaces and property owners interested in adding art.	HD 6.2		○	○	○	○									○	○			●PGAHC ●MSAC ●Community Organizations	S-M

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Offer incentives to developers for projects that incorporate public art or cultural amenities.	HD 6.3	●	●	●	●	●	●	●							○	●			●PGAHC ●MSAC ●PGEDC	M-L
Provide grants, technical assistance, and streamline permitting for community driven art projects.	HD 6.4	○	●	●	●	●	●	●					●		○	○			●PGAHC ●MSAC	S-M
Incorporate artistic elements into infrastructure and streetscape such as benches, lighting, crosswalks, and bus shelters to enhance the public realm and promote walkability.	HD 6.5		○	○	○	○	●		●	●	●	●			○				●PGAHC ●MSAC ●Community Organizations	S-M
Use art to tell the stories of the community's heritage, traditions, and diverse population, reinforcing shared sense of belonging and pride.	HD 6.6		○	○	○	○									○	○			●PGAHC ●MHAA ●Maryland Milestones ●Community Organizations	S-M
Activate vacant and historic properties with festivals, holiday celebrations, community events, farmers markets and establish public-private partnerships to include local artists as part of each activation.	HD 6.7		○	○	○	○	●	●							○	○			●PGAHC ●PGEDC ●MHAA ●ExPG	S
Enlist artists and cultural groups to help communicate Port Towns' history, culture, and heritage.	HD 6.8		○	○	○	○									○	○			●PGAHC ●MHAA ●Maryland Milestones ●Community Organizations	M
Strengthen the cooperation between PGEDC and PGAHC and partner with BCCE, artists and local government to lead the coordination, funding, and implementation of public art initiatives.	HD 6.9														○	○			○PGAHC ○PGEDC	S
Work with developers to incorporate art during the development review process.	HD 6.10		●	●	●	●		●							○	○				S
Prioritize partnerships with artists and community organizations to identify needs, secure funding, and implement projects that enhance visibility and sustainability for the local creative community.	HD 6.11		●	●	●	●		●							○				○PGAHC ○PGEDC	S

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Partner with developers to utilize the Planned Development Zone to restore historic sites for adaptive reuse that complements infill development and that has compatible building form, high quality building materials, and architectural styles.	HD 7.1		●	●	●	●									○	○			●PGAHC ●PGEDC ●MHAA ●ExPG	M-L
Collaborate with developers, the community, and local artists "...to identify appropriate, context-specific opportunities to partner with and honor diverse communities as part of a development project."	HD 7.2		●	●	●	●									○	○			●PGAHC ●PGEDC ●MHAA ●ExPG	M
Promote urban design principles during the development review process that create safe, compact, attractive, and accessible environments through Crime Prevention through Environmental Design.	HD 8.1							●								○				S
Retrofit existing public spaces that do not meet Crime Prevention through Environmental Design principles.	HD 8.2		●	●	●	●	●	●							○	○				M-L
Require off-street parking to be strategically located at the rear or side of buildings to support pedestrian activity and maintain continuous, engaging street frontage.	HD 8.3							●							○	○				S
Incorporate biophilic design principles and green roof elements into the design of buildings and public spaces.	HD 9.1							●							○	○				S
During development review, maximize restoration of natural resources through site design and open space set asides that overlap or extend the natural areas identified within the Countywide Green Infrastructure Network.	HD 9.2							●								○				S
Construct new rights-of-way and retrofit existing rights-of-way to allow for innovative stormwater management techniques.	HD 9.3		○	○	○	○		●	○		○	○			○					M-L

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Incorporate and/or install landforms (e.g., berms), trees, and vegetation into site development to create buffers that mitigate visual and auditory impacts on existing neighborhoods.	HD 9.4							●								○				S
Use lighting with dark sky technology to limit light spill over.	HD 9.5							●								○				S
Use environmentally sensitive building techniques as designated by the U.S. Green Building Council and Leadership in Energy and Environmental Design program.	HD 9.6							●								○				S
Investigate opportunities to add solar arrays over parking lots and other structures to provide shade to automobiles, capture solar energy, reduce heat island effect, and lessen pressure to use rural, agriculture lands for solar energy production.	HD 9.7		●	●	●	●	●	●							○	○				S-M
Construct additional Electric Vehicle Charging Stations (EVCS) for public and private use at existing and new development and for public use on government properties.	HD 9.8		●	●	●	●	●	●							○	○	●			S-M
Implement a variety of flood mitigation techniques within the redevelopment area, such as higher plinths for buildings, daylighting and naturalizing stream channels, additional water channels, pervious paving, and minimizing impervious surfaces.	HD 9.9		●	●	●	●		●							○	○	●			M-L
Encourage phased development plans to prioritize early investment in infrastructure, environmental remediation, and open space enhancements, paving the way for future development.	HD 9.10						●	○							○	○				S
During redevelopment and development of sites, cluster structures closer together to reduce the amount of roadway, driveway, and sidewalk needed; reduce building footprints by building vertically rather than horizontally; and arrange to share parking areas and driveways with neighboring properties.	HD 9.11							●								○				S

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Implement phased redevelopment strategies by prioritizing projects along US 1 Alt (Bladensburg Road), defining a "build-to line" to enhance the pedestrian experience, and applying façade improvement programs for existing commercial buildings in initial phases (Opportunity Site A).	HD 10.1			●	●			●							○	○				M-L
Develop protocol for temporary street closures to MD 208 (38th Avenue) extension for events and activities accessible to pedestrians and bicyclists (Opportunity Site A).	HD 10.2			○				●			●	●			●	●				M-L
Create cultural exhibition spaces along Buchanan Street and Tanglewood Drive to support the "Maker" area concept with art installations, exhibitions, and collaborative spaces (Opportunity Site B).	HD 10.3		●			●									○	○				S-M
Ensure transitional density and building heights that align with the existing neighborhood character for a seamless integration (Opportunity Site C).	HD 10.4							●								○				O
Concentrate higher-intensity mixed-use development along US 1 Alt (Bladensburg Road) and around Peace Cross, with gradual height and density transitions toward Upshur Street (Opportunity Site D).	HD 10.5		○					●							○	○				L
Organize Opportunity Site E around a linear green park, linking Dueling Creek Park on the east to the community anchor on the west via a central east-west spine road (Opportunity Site E).	HD 10.6				●		●	●							○	○				M-L
Design pedestrian-friendly streetscapes with street furnishings, landscaping, lighting, public art, wayfinding and signage, and transparent ground-floor storefronts (Opportunity Site E).	HD 10.7	●		●				●	●		●	●			●	○				M
Incorporate gateway features such as thematic design elements, signage, and banners to signify entering into Port Towns and Prince George's County (Opportunity Site E).	HD 10.8	●		●				●							○	○				M-L

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Ensure new development includes features that highlight and honor the area's past and present communities during development review (Opportunity Site F).	HD 10.9		●					●							○	○				M-L
Include thematic design elements, physical signage, banners, and/or landscaping to announce arrival in Port Towns into new development (Opportunity Site F).	HD 10.10		○					●	●		●				○	○				M-L
HEALTHY COMMUNITIES																				
Lead a feasibility study to identify accessible sites that can accommodate new healthcare infrastructure.	HC 1.1		●	●	●	●		●							○	●			●Health Dept.	S-M
Conduct a comprehensive site assessment that identifies underutilized and vacant properties within the sector plan boundary that is suitable for mobile health clinics.	HC 1.2		●	●	●	●		●							○	●			●Health Dept.	S
Establish Memorandums of Understanding (MOUs) or Joint Use Agreements between public agencies and healthcare providers formalizing use of land or parking lots for mobile healthcare at municipal buildings, community centers, senior activity centers, and parks.	HC 1.3		●	●	●	●		●							●	○			○Health Dept.	S-M
Explore partnerships to bring Mobile Integrated Healthcare (MIH) to Port Towns.	HC 1.4		●	●	●	●		●							○	●			●Health Dept.	S
Install multilingual health-based wayfinding, if deemed feasible, to medical facilities such as medical office buildings and urgent care facilities.	HC 1.5		●	●	●	●		●	●		●				●	○			●Health Dept.	M
Strengthen connections between farmer's markets, community events, and local food producers, by integrating healthy food options and celebrating local cuisine through placemaking at special events.	HC 2.1		○	○	○	○		●							●	●			●PGCEDC ●ExPG ●Community Organizations ●Local Businesses	S
Develop a unified Port Towns food economy brand as a subcomponent of the overall Port Towns branding effort.	HC 2.2		○	○	○	○		●							○	●			●PGCEDC ●ExPG ●Community Organizations ●Local Businesses	M

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Establish coordinated marketing and public relations strategies to promote local food businesses, cultural assets, and agricultural resources, enhancing brand awareness and community visibility.	HC 2.3		○	○	○	○		●							○	●			●PGCEDC ●ExPG ●Community Organizations ●Local Businesses	M
Convene an advisory board of food system champions to create a community or neighborhood owned grocery store.	HC 2.4		○	○	○	○		●							○				○Community Organizations	M
Develop a portfolio of financial and zoning incentives and recognition programs for healthy food retailers in Healthy Food Priority Areas.	HC 2.5	○	●	●	●	●		○							○	●			●PGCEDC	S-M
Provide safe and accessible sidewalks, pedestrian crossings, bicycle paths, and micro-mobility amenities that connect neighborhoods to healthy food retailers.	HC 3.1		○	○	○	○		●			○	○				●			●Call-A-Bus	M
Adjust bus routes and schedules to facilitate access to grocery stores, healthy food hubs, and farmers markets.	HC 3.2								○	○									●Call-A-Bus	S-M
Develop partnerships with rideshare services and encourage implementation of reduced rideshare fees for seniors to areas within .25 mile of grocery stores.	HC 3.3	○	●	●	●	●				○				○					●Call-A-Bus	S-M
Conduct a comprehensive site selection study to create an inventory of underutilized and vacant properties and all public land suitable for a variety of urban agriculture activities (ex. Incubator, garden plots, orchards, Food Forest/Forest Garden). Explore the addition or expansion of these activities at Cottage City Park and Colmar Manor Park.	HC 4.1		●	●	●	●	○	●							○	●	●		●PGCEDC	S-M
Develop a phased action plan for establishing and maintaining urban farms within the sector plan boundary.	HC 4.2		●	●	●	●	●	●							○				●ECOCity Farms ●Community Organizations	S-M
Integrate urban agriculture into community events and public programming by hosting workshops, farm tours, and educational sessions at local markets and schools.	HC 4.3		●	●	●	●	○								○				●ECOCity Farms	S

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Create an inventory of vacant or underused buildings suitable for conversion to or development of new local food and beverage entrepreneur incubator spaces that include a community commercial kitchen, business planning support, and co-working space.	HC 4.4		●	●	●	●									○	●			●PGCEDC	S
Form a community land trust to preserve public and/or private land for long-term use by farmers and land stewards for urban agriculture.	HC 4.5	●	●	●	●	●									○	●			○Community Organizations ○Nonprofits	M-L
Provide financial, technical, and marketing assistance to operators providing weekly, recurring farmers markets.	HC 5.1		●	●	●	●		●							○				●PGCEDC	S-M
Establish Memorandums of Understanding or Joint Use Agreements with farmers market operators and curbside groceries formalizing use of land or parking lots for weekly, recurring farmers market at municipal buildings.	HC 5.2		●	●	●	●									○				●PGCEDC	S-M
Secure funding to bring Curbside Groceries or other mobile farm market sites within the plan area.	HC 5.3		●	●	●	●									○				●PGCEDC	S-M
Develop programs to encourage residents to grow, harvest, and donate fresh produce to area food pantries.	HC 5.4		●	●	●	●									○	●			●Community Organizations	M
Develop educational materials and toolkits to demonstrate how residents and businesses can replace lawns with edible plants and provide training and education.	HC 6.2		●	●	●	●	○								○				●PGCEDC ●Community Organizations ●Businesses	S-M
Encourage the installation of community gardens on terraces and rooftops of buildings, on underutilized and vacant parcels, and on parkland.	HC 6.3		●	●	●	●		●							○	○				S
Create opportunities for people to interact with nature including, but not limited to, vegetated trails and greenways, naturalized streams with easy access, play-based water features in parks and plazas, food forests and community orchards in parks, green roofs on bus shelters, and green streetscapes.	HC 7.1		●	●	●	●	○	●							○	○			●Maryland Milestones	M

Action	Strategy	County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	Time
		○ Lead Entity and ● Partner Entities																		**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Curate and implement passive recreational activities in unprogrammed and natural open spaces connected to the existing greenways and blueways.	HC 7.2		●	●	●	●	○								○				●Maryland Milestones	S-M
Improve access to central green spaces and the Anacostia River by creating new pathways and enhancing existing connections.	HC 7.3		●	●	●	●	○								○		○		●Maryland Milestones	M
Integrate youth programs into environmental and public facility strategies by incorporating hands-on learning experiences, nature-based activities, and sustainability initiatives.	HC 8.1		●	●	●	●	○								○		○		●Maryland Milestones ●PGCPS	S-M
Enhance senior mobility and park access by connecting senior living facilities to green spaces via improved transit options.	HC 8.2		●	●	●	●	○		○	○		○							●Call-A-Bus	M
Incorporate universal access design standards in the renovation, revitalization, and construction of open spaces, recreation facilities, and community gathering spaces.	HC 8.3		○	○	○	○	○	○							○	○				S
Promote walking and bicycling as transportation and recreation options, integrating these efforts into the Port Towns branding initiative.	HC 8.4		●	●	●	●			○		○	○			○				●PGCEDC ●Maryland Milestones	S-M
Conduct a comprehensive site selection study to create an inventory of all public land suitable for outdoor fitness stations.	HC 8.5		●	●	●	●	○	●							○					S-M
Coordinate marketing efforts and integrate walking and biking education into school programs to encourage healthy habits from an early age.	HC 8.6														●				○PGCPS	S
PUBLIC FACILITIES																				
Coordinate with PGCPS, the Prince George's County Planning Department, and Port Towns municipalities to align school facility planning with community needs by participating in stakeholder meetings, advocating for modernized school infrastructure, and ensuring new development complements school capacity planning.	PF 1.1		●	●	●	●		●							○				○PGCPS	O

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Support PGCPS and County efforts by supplying data, land use guidance, and coordination to meet school planning objectives.	PF 1.2		●	●	●	●		○											○PGCPS	O
Expand school-community partnerships with PGCPS, Prince George's County Department of Parks and Recreation (M-NCPPC), and local municipalities to provide shared-use agreements for school facilities that can serve as after-hours community hubs for events.	PF 1.3		●	●	●	●	●												○PGCPS	S-M
Meet the Level of Service (LOS) needs identified in the current Formula 2040 to "ensure that every Port Towns resident can access a recreation facility within a 15-minute walking time and to provide at least two-square feet of recreational space, including 0.5 square feet of aquatics."	PF 2.1		●	●	●	●	○								●					M
Collaborate with schools, health organizations, and private developers to co-locate or share recreational spaces and aquatic facilities.	PF 2.2		●	●	●	●	○								○	○			○PGCPS ●Health Organizations	M-L
Enhance sidewalks, lighting, and crosswalks to ensure residents can safely and comfortably walk to facilities within 15 minutes.	PF 2.3		○	○	○	○	○		○		○				●				○MDOT	S-M
Engage residents to understand their needs and preferences, ensuring new facilities reflect community priorities and are well-used.	PF 2.4		●	●	●	●	○								○					S
Monitor facility usage, LOS compliance, and community satisfaction—and use the data to refine future investments.	PF 2.5		●	●	●	●	○								○					O
Expand the utilization of GIS-based analytics and online tools to evaluate connectivity gaps and service levels.	PF 2.6						○	○							●					S
Provide a variety of park, recreational, and open spaces by constructing, enhancing, or expanding the parks and recreation network within the sector plan area.	PF 3.1		●	●	●	●	○	●							●	○				S-L

Action	Strategy	○ Lead Entity and ● Partner Entities																			Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other		**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Integrate public community-serving facilities into transition areas by incorporating plazas, seating, and green spaces for passive recreation in redevelopment plans.	PF 3.2		●	●	●	●	○	●							●	○					S
Continue to plan for long-term public facility investments by conducting demand analysis and securing funding through M-NCPPC.	PF 3.3	●	●	●	●	●	○	●							●						M
Explore the feasibility of repurposing the County-owned parcels located at 40th Avenue and Kenyon Street into a neighborhood serving dog park.	PF 3.4			●			○	○													S-M
Explore the opportunity to establish a nature center in Bladensburg Waterfront Park to provide youth environmental education and outdoor play spaces in collaboration with M-NCPPC, the Maryland Department of Natural Resources, and local governments.	PF 3.5		●				○	●										●			M
Continue to expand and restore Prince George's County's network of Stream Valley Parks and transform culverted streams into naturalized corridors to enhance Greenway-Bueway Corridors in the sector plan area.	PF 3.6						○	○									●	●			M-L
Maker District concepts, when implemented, should incorporate public amenity spaces, such as courtyards and green/urban agriculture rooftops, into the design and layout of the site to create a variety of opportunities for gathering and connections with nature.	PF 3.7						●	●								○					
Continue to enhance park programming with a mix of active and passive recreation options including nature walks, fitness classes, arts workshops, and seasonal festivals.	PF 4.1						○	●							●				●PGAHC ●Community Organizations ●Maryland Milestones		S
Continue to enhance community centers through regular maintenance and artistic programming such as murals, interactive installations, and public events.	PF 4.2						○	●							●				●PGAHC ●Community Organizations		S

Action	Strategy	County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	Time
		○ Lead Entity and ● Partner Entities																		**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Continue to improve the management and maintenance of open spaces by increasing the frequency of trash collection and implementing recycling initiatives, installing additional seating and shade structures, and ensuring ADA accessibility.	PF 4.3						○	●	○											S-M
Continue to develop community-driven park improvements by engaging residents in participatory design processes.	PF 4.4		●	●	●	●	○	●												O
Continue to expand and diversify outdoor recreational opportunities by enhancing existing park programs and introducing new active and passive activities. Leverage partnerships to align programming with community needs and attract visitors.	PF 4.5		●	●	●	●	○	●									●			O
Assess the potential for establishing new connections to Rosina Baldi Park from the surrounding neighborhoods.	PF 5.1		●				○	●												S
Enhance lighting along the Anacostia River Trail to ensure safety and encourage use.	PF 5.2		●	●	●	●	○								○				●Maryland Milestones	S-M
Establish and formalize key pedestrian pathways linking levees along Newark Road, Newton Street, and Monroe Street to the Anacostia River Trail. Implement wayfinding signage, designated access points, and pathway improvements to ensure safe and convenient connections.	PF 5.3			●	●		○	●	●						●				●Maryland Milestones	M
Strengthen trail maintenance and safety measures by implementing a comprehensive upkeep program for trails, including the Anacostia River Trail.	PF 5.4		●	●	●	●	○	●							○					S
Introduce consistent wayfinding signage and lighting improvements to enhance accessibility and security for all users.	PF 5.5		●	●	●	●	○	○							○					M

Action	Strategy	County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	Time
			○ Lead Entity and ● Partner Entities																	
Explore the feasibility of connecting Bostwick House Historic Site as well as adjacent historic properties like Market Master House Historic Site and Hilleary-Magruder House Historic Site to Bladensburg Waterfront Park via trails/ multiuse paths.	PF 5.6		●	●	●	●	○	○							○				●Maryland Milestones	M-L
Explore opportunities to enhance green spaces like Old Port of Bladensburg Park by incorporating features such as landscaped amphitheaters and bleacher seating, to support social gatherings and community events. Establish funding mechanisms and phased development plans.	PF 6.1		●	●	●	●	○	○							○				●Maryland Milestones	M
Continue advancing Formula 2040 Plan by preserving and enhancing open spaces in Bladensburg Waterfront Park and Colmar Manor Park, integrating passive and active recreation opportunities, environmental conservation, and improved trail connections.	PF 6.2		●	●	●	●	○	○							●					O
Expand on neighborhood recreation areas by developing additional pocket parks and tot lots with accessible pathways and safe connections.	PF 6.3		●	●	●	●	○	●							○					M
Continue to activate open spaces near park buildings and community centers and active recreational areas for community gatherings by working with agencies and businesses.	PF 6.4		●	●	●	●	○	○							○				●Community Organizations ●Businesses	S
Continue to implement low-cost facility improvements such as new benches, dog waste stations, and additional trash collection stations through a coordinated effort between local public works departments and community volunteers.	PF 6.5		○	○	○	○	○	●	●								○			S
Enhance Bladensburg Branch Library and Bostwick House opportunity site area by activating public spaces around the library with cultural events, pop-up reading rooms, and literacy programs.	PF 7.1		○					●							○				○PGCMLS ●Community Organizations ●Local Businesses	S

Time
O=Ongoing
S=Short term (<5 years)
M=Mid term (5-<10 years)
L=Long term (>10 years)

Action	Strategy	County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	Time
		○ Lead Entity and ● Partner Entities																		**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Expand Bladensburg Branch Library programming to throughout the Port Towns communities by offering mobile library services, digital literacy classes, and library outreach events.	PF 7.2		●												○				○ PGCMLS	S-M
Continue to integrate emergency services planning into new developments by conducting impact assessments and incorporating feedback.	PF 8.1		●	●	●	●		○							○	●			○PGFD	O
Improve road conditions, widen critical corridors, and eliminate bottlenecks near emergency routes. Prioritize maintenance of key access routes.	PF 8.2		○	○	○	○		●	○		○				○				○MDOT	O
Consider multi-agency facilities where police, fire, and rescue can share space and infrastructure.	PF 8.3		●	●	●	●		●							○				○PGFD ○PGPD	S-M
Collocate health services and wellness programming within public facilities such as community and senior centers, schools, and libraries by expanding partnerships.	PF 9.1						○								○				○Health Dept. ○PGCMLS	O
Advance digital equity to support healthcare access by partnering with libraries, school, and transit agencies to expand free broadband and public computer access in community centers and public facilities.	PF 9.2		●	●	●	●									○				○Health Dept. ○PGCMLS	S-M
Collaborate with County and local stakeholders and support the Town of Colmar Manor's efforts to transform Lariscy Park into a vibrant gathering space.	PF 10.1			○				●							○				●Community Organizations ●Local Businesses	O
During development review, collaborate to incorporate the sector plan's conceptual development ideas for public amenities and facilities. See PF Table 3, PF Map 4.	PF 11.1							●	●		●				○	○			●MDOT	S
PLACEMAKING																				
Establish a unified brand and branding strategy for the Port Towns area that complement each municipality and honor and reflect the area's identity and rich past and present heritage.	PM 1.1		○	○	○	○									○	●			○PGCEDC ○PGAHC ○ExPG ○PGCOC	S

Action	Strategy	○ Lead Entity and ● Partner Entities																	Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Partner with public and private stakeholders to create place branding campaigns to build awareness of the brand and showcase the area's cultural diversity, rich history, heritage, infrastructure, and business environment.	PM 1.2		○	○	○	○									○	○			○PGCEDC ○PGAHC ○ExPG ○PGCOC	S
Collaborate with economic development professionals to make use of place branding in their investment attraction and marketing strategies.	PM 1.3		○	○	○	○									○	○			○PGCEDC ○PGAHC ○ExPG, ○PGCOC	S
Implement the Port Towns branding initiative across public spaces that includes streetscape and public space furnishings.	PM 2.1		○	○	○	○		●							○	○			○PGCEDC ○PGAHC ○ExPG ○PGCOC	S
During the development review process, encourage new developments and improvements to the built environment to reflect the branding initiative and complement the area's character, history, and sense of place.	PM 2.2							○								○				S
Develop and implement a façade improvement program for businesses and key community spaces to align with Port Towns' brand identity.	PM 2.3		●	●	●	●		●							○	○			●PGCEDC	S
Design and install multilingual and ADA-compliant signage to improve accessibility and inclusivity.	PM 2.4		●	●	●	●	●	●	○											S
Develop and implement a comprehensive placemaking strategy that incorporates cultural, natural, historic, and architectural elements unique to Port Towns.	PM 3.1		●	●	●	●	●	○							○				●PGCEDC ●PGAHC ●PGCOC ●ExPG	S
Install cohesive wayfinding signage, interpretive elements, and public art in natural areas, including the greenways and blueways along the Anacostia River and its tributaries, to enhance the visibility and identity of Port Towns' unique environmental features.	PM 3.2		●	●	●	●	○	●							○					S-M
Convert the bridges and underpasses located at MD 202 and MD 450 into vibrant gateways adorned with mural art and paintings.	PM 3.3		●					○	○		○	●			○				●PGAHC	S-M

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Develop and implement creative projects in rights-of-way to beautify the area, increase public space for pedestrians, and calm traffic.	PM 3.4		●	●	●	●		○	○		○	●							●MDOT	S-M
Transform vacant lots into multi-functional spaces with flexible layouts and community-centric designs for activities like markets, performances, and gatherings.	PM 3.5		●	●	●	●		○			●	●			○				●PGCEDC	S-M
Activate public amenities, like the Publick Playhouse, underutilized parking lots, and vacant properties as community hubs.	PM 3.6		●				○	●							○	○			●PGAHC	M
Develop partnerships with local businesses and nonprofits to activate underutilized historic and culturally significant properties for community-serving uses, such as event spaces, galleries, or cultural centers.	PM 3.7		●	●	●	●		○							○	○			●MHAA	M
Integrate landscaping, seating, and play areas into underutilized historic and public spaces to convert them into active community gathering areas.	PM 3.8		●	●	●	●	○	●	●										●MHAA	S
Establish a rotating public art program to showcase local artists and engage the community.	PM 4.1		●	●	●	●									○				●PGAHC ●Local Education institutions	S-M
Create artist-in-residence programs that provide dedicated spaces for artists to develop site-specific public artworks, supported by local businesses, philanthropic organizations, and arts councils.	PM 4.2		●	●	●	●									○	○			●PGAHC	S-M
Leverage existing community events such as the Port Towns Festival, Cottage City Day, Cinco de Mayo celebration and Bladensburg Farmers' Market to integrate public art installations and recurring community art initiatives.	PM 4.3		●	●	●	●									○	○			●PGAHC	S
Expand and enhance park programming with community-driven activities such as fitness classes, cultural events, and arts and youth workshops.	PM 4.4		●	●	●	●	○	●							●					S

Action	Strategy	○ Lead Entity and ● Partner Entities																			Time **O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	
Coordinate pedestrian tunnel improvements with broader streetscape upgrades at Peace Cross, 46th Street, and 47th Street. Install LED lighting along tunnel walls and ceilings to improve visibility and safety.	PM 5.1		●	●	●	●			●		○	○								L
Commission murals and public art from local artists to reflect community identity.	PM 5.2		●	●	●	●									●				●PGAHC ●MSAC	S
Incorporate central gathering spaces such as programmed public plazas, green spaces, and lawn area as part of the larger redevelopment initiatives (Opportunity Site A and Site C).	PM 6.1			●	●	●	●	●							●	○				L
Provide a diversity of green community gathering and activity spaces designed to meet the varied needs of the community when redeveloping the opportunity sites (Opportunity Site D).	PM 6.2		●				●	●							●	○				L
Incorporate gateway features such as thematic design elements, signage, and banners to signify entering into Port Towns and Prince George's County (Opportunity Site E).	PM 6.3			●	●			●							●	○				L
Establish an Eastern Gateway at the intersection of MD 450 (Annapolis Road) and MD 202 (Landover Road) by creating a prominent entrance to Port Towns through streetscape enhancements, wayfinding features, and placemaking elements that highlight the character and significance of the area (Opportunity Site F).	PM 6.4		●				●	●	●		●				●	○				L
Activate public amenities, like the Publick Playhouse, underutilized parking lots, and vacant properties as community hubs by regularly offering arts, cultural activities, and public gatherings to foster community engagement.	PM 6.5		●				●	●							●	○			●RAPGC	L

Action	Strategy	○ Lead Entity and ● Partner Entities																		Time
		County Council	Town of Bladensburg	Town of Colmar Manor	Town of Cottage City	Town of Edmonston	M-NCPPC (DPR - Parks)	M-NCPPC (Planning)	DPW&T	WMATA	SHA	MTA	DPIE	DHCD	BCCE	Owners/Developers	DOE	DNR	Other	**O**=Ongoing **S**=Short term (<5 years) **M**=Mid term (5-<10 years) **L**=Long term (>10 years)
Create a dynamic public plaza rooted in arts and culture, featuring thematic design elements, artistic landscaping, pedestrian scale lighting, seating, public art installations, and a sculptural shade structure emerging from the re-alignment of MD 450 (Annapolis Rd) and MD 202 (Landover Rd).	PM 6.6		●				●	●							●	○			●PGAHC	L

Section XIV
Monitoring and Evaluation

Evaluating the Port Towns Sector Plan Area

The Plan 2035 Five-Year Evaluation analyzes the County's progress toward the Plan 2035 vision and goals in five-year intervals. The evaluation provided insight into the implementation of the general plan's longer-range policies and strategies and gauged their alignment with local, regional, and national demographic, socioeconomic, and environmental trends. As well, the evaluation identified completed strategies, programs, and projects. Findings from the evaluation help inform possible minor plan amendments and modifications. The primary methodology to evaluate the success of the plan was the monitoring of specific indicators at one- and five-year intervals, such as an increase in higher educational attainment or a decrease in poverty rates. The list of Plan 2035 indicators can be found in Plan 2035, Table 26: Indicators of Success on page 268.

To evaluate the success of this sector plan, the project team identified the following indicators that can demonstrate progress toward achievement of the plan's vision:

Table 58. Port Towns Sector Plan Indicators of Success

Indicator	2045 Target	Why is this important in PTSP?	Data Source	Interval (Years)	Relevant Policies
Percentage of new Housing Units Constructed	New affordable housing units increase beyond 25%, multi family rental development increase beyond 65%, percentage increase in total housing unit by 88.3%.	Increasing the quantity, diversity, and affordability of housing supply will help implement Housing Opportunities for All to ensure equitable access to housing throughout the sector plan area.	Costar, Property info, IMD	5	HN 1, HN 2, HN4, HN 6, HN 7, HN 8
Percentage of Affordable Renter-Occupied Housing Units	Increase percentage of total new housing dedicated to 30-50% AMI.	Reversing the decline in affordability is especially important to support young families and seniors on fixed incomes, preventing displacement and homelessness, promoting economic stability and advancing equity and inclusion.	ACS, Census Data, Property info, IMD	5	HN 4.1, HN 4.2, HN 4.4, HN 4.6, HN 4.7
Percentage of Affordable Owner-Occupied Housing Units	Increase percentage of total new housing dedicated to 30-50% AMI	Protecting existing affordable stock and expanding targeted development is important to support young families and seniors on fixed incomes, preventing displacement and homelessness, promoting economic stability and advancing equity and inclusion.	ACS, Census Data, Property info, IMD	5	HN 4.1, HN 4.2, HN 4.4, HN 4.6, HN 4.7

Indicator	2045 Target	Why is this important in PTSP?	Data Source	Interval (Years)	Relevant Policies
Number of Affordable Renter-Occupied Housing Units	Increase the supply of renter-occupied housing units affordable to households earning less than 30% AMI by 1,014 units. Monitor the deficit of units at this income level and revise the target number of units needed based on updated housing needs assessments. Add 71 renter-occupied housing units affordable to households earning between 30% and 50% of Area Median Income (AMI). Conduct assessments of the unit deficit at this income level and revise the target number of units needed based on updated housing demand data.	Increasing affordability of renter occupied units is important to support young families and seniors on fixed incomes, preventing displacement and homelessness, promoting economic stability and advancing equity and inclusion.	ACS, Census Data, Property info, IMD	5	HN 4.1, HN 4.2, HN 4.4, HN 4.6, HN 4.7
Number of Affordable Owner-Occupied Housing Units	Add 301 owner-occupied housing units affordable to households earning less than 30% of AMI. Conduct evaluations of the unit deficit at this income level and adjust the target number of units based on updated housing needs data.	Protecting existing affordable stock and expanding targeted development is important to support young families and seniors on fixed incomes, preventing displacement and homelessness, promoting economic stability and advancing equity and inclusion.	ACS, Census Data, Property info, IMD	5	HN 4.1, HN 4.2, HN 4.4, HN 4.6, HN 4.7
Acres of RSF-A parcels to allow for transitional housing types	Add 34 acres of RSF-A-designated parcels to support transitional housing types.	The RSF-A Zone offers a valuable opportunity to diversify housing options by introducing context-sensitive one-, two-, or three-family units. These units are designed at a transitional density that bridges the gap between existing single-family detached neighborhoods and higher-density neighborhood centers.	GIS Analysis	5	LU 6.1, HN 1

Indicator	2045 Target	Why is this important in PTSP?	Data Source	Interval (Years)	Relevant Policies
Acres of Parkland	Add an additional 70 acres of parkland to the existing baseline to support the 2040 target for expanded open space and recreational access.	Preserving reserved open space supports the long-term protection of critical and environmentally sensitive areas, while enhancing the value of existing park infrastructure through improved programming and strategic management.	GIS Analysis	5	LU 2.1, LU 3.1, LU 3.2
Percentage of tree canopy	To obtain 30% of tree canopy coverage in every neighborhood.	Tree canopy coverage is important for environmental benefits, public health and wellbeing, equity and livability and climate resilience.	GIS Analysis	5	NE 2
Percentage of Residential Units with Visual Access to at Least 3 Trees	To obtain 75% of residential units have visual access to a minimum of three trees from within the home.	Tree canopy coverage is important for environmental benefits, public health and wellbeing, equity and livability and climate resilience.	GIS Analysis	5	NE 2, NE 2.3, NE 7.6
Percentage of Residents Living within 300 meters of Public Green Space	To obtain 90% of residents should live within 300 meters of a public green space by 2040.	Target tree planting and tree stewardship to areas that do not meet the 3-30-300 rules of thumb is important to expand urban forest and greening to improve climate resilience and strengthen the local ecology.	GIS Analysis	5	NE 2, NE 2.3, NE 7.6
Miles of daylighting/ Naturalizing Stream	Increase by 1.43 miles the total length of daylit and naturalized streams.	Daylight and naturalize tributaries of the Anacostia River is important to restore surrounding habitats along these corridors throughout the sector plan area and to enhance ecological health, connectivity, and community resilience.	GIS Analysis	5	NE 1.4, HD 9.9
Percentage of the sector plan that is impervious	Reflect a percentage lower than what was in place at the time of the sector plan's approval.	Impervious surfaces absorb and emit heat creating what is referred to as 'heat islands' where surface, air, and stormwater runoff temperatures are higher than in forested or undeveloped areas. Additionally, impervious surfaces prevent water from soaking into the ground which plays a key role in the area's vulnerability to inundation events and water quality.	GIS Analysis	5	NE 2.3, NE 5.2, HD 9.9
Miles of new pedestrian, bicycle, and park trail facilities constructed since the date of approval of this sector plan	New Sidewalks: 6.64 miles, New Bicycle Lanes: 5.21 miles, New Shared Bicycle Lane Markings (Sharrows): 11.95 miles New Park Trails/Shared: 5.06 miles.	Designing safe and comfortable infrastructure for walking, biking, and rolling helps promote increased non-auto mode share.	GIS Analysis	5	TM 2
Mode split	Increase in transit (bus) ridership and increase in people using Capital Bikeshare at area stations.	Encouraging non-automobile modes of transportation throughout the sector plan area will help establish a safe and comfortable infrastructure for pedestrians, cyclists, and individuals using mobility devices.	WMATA/DPW&T/ Capital Bikeshare	5	TM 1, TM 2, TM3, TM 5.3

Indicator	2045 Target	Why is this important in PTSP?	Data Source	Interval (Years)	Relevant Policies
Number of transit routes available	Increase number of direct transit routes connecting to regional hubs.	Making improvement to transit connections to enhance regional connections is important to support housing and land use goals. Advance environment sustainability, strengthen regional integration and increase transit ridership and efficiency.	WMATA/ DPW&T	5	TM 4
Miles of Rights-of-Way retrofitted to USDS	Retrofit 13.92 miles of public rights-of-way to meet USDS.	This effort will enhance multimodal transportation, reduce traffic-related stress, support redevelopment, and transform these corridors into vibrant neighborhood main streets.	WMATA/ DPW&T/ SHA	5	TM 1, TM 2, TM 7, PM 5
Number of healthy food retailers and distributors	Increase in number of healthy food retailers in the sector plan area.	Only a portion of the sector plan area is located within a Healthy Food Priority Area.	GIS Analysis, municipalities	5	HC 2, HC 3, HC 4, HC 5
Number of permanent and temporary public art pieces installed including number of community events that include public art	Increase by 50% in public art installation and activities.	Celebrating cultural heritage and history through diverse art forms fosters a stronger sense of place, boosting tourism and community pride.	PGAHC, Municipalities, Permits	Annually	PM 3.2, PM 4.3, PM 6.6,

Appendices

Appendix A: Amendments to Plan 2035 and Functional Master Plans

Table A-1. Amendments to 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035)

Strategy Number	Strategy	Amendment
LU 4.1	Amend Plan 2035 to delineate the Port Towns Neighborhood Center boundary as illustrated on Map 7 and incorporate all properties identified in Appendix E.	Define the boundary of the Port Towns Neighborhood Center.
LU 4.7	Amend Plan 2035 to remove the properties located within the Sector Plan boundary from the Riverdale MARC Neighborhood Center designation. See Table 20.	Amend the boundary of the Riverdale MARC Neighborhood Center.
TM 3.5	Eliminate vehicular LOS requirements within the Port Towns Neighborhood Center. This strategy will amend Table 21 of Plan 2035.	Amend Table 21 by eliminating vehicular LOS requirements within the Port Towns Neighborhood Center.

Table A-2. Amendments to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) (or Go Prince George's if approved before plan adoption).

Strategy	Amendment
TM 1.1	All facility recommendations in Table 33 and Map 39, including, but not limited to, Route ID, Facility Name, From, To, Min. ROW, ROW Type, Multimodal elements, recommended motor vehicle lanes, and recommendations in the Notes column.
TM 1.2	Intersection redesign or reconfiguration at Location 1 (Peace Cross intersection), Location 2 (MD 450 (Annapolis Road) and MD 202 (Landover Road)), and Location 3 (MD 201 (Kenilworth Avenue) and MD 769 C (48th Street)).
TM 2.1 ,TM 2.8	All pedestrian and sidewalk facilities recommended in Table 33, Table 34, Map 47, and Map 48.
TM 2.2	All bicycle facilities recommended in Table 33, Table 34, and Map 49.
TM 2.9	All trail facilities recommended in Table 34 and Map 52.
TM 3.5	Eliminate vehicular LOS requirements within the Port Towns Neighborhood Center.
TM 4.1	Integration of Bus Rapid Transit (BRT) or other facilities that support high-capacity transit on WMATA's Frequent Service Network's P40 bus route along US 1 Alt (Bladensburg Road) and MD 450 (Annapolis Road).

In the event any policy, strategy, table, map, or graphic in this sector plan conflicts with the 2009 *Approved Countywide Master Plan of Transportation* (or *Go Prince George's* if approved before plan adoption), the content of this sector plan is applicable.

Table A-3. Amendments to Formula 2040: Functional Master Plan for Parks, Recreation and Open Space (2014)

Strategy	Amendment
PF 3.1	Construct, enhance, or expand all parks, recreation, and open space facilities recommended and identified in Map 80, and Table 55.

Appendix B: Supporting Documents Summaries

HOUSING OPPORTUNITIES FOR ALL

"Housing Opportunities for All, Prince George's County's 2019 comprehensive housing strategy, provides a blueprint for the increased production and preservation of housing for all family types and income levels."[119] The sector plan implements strategies from this plan by incentivizing an increased quantity of affordable and diverse housing types.

2004 APPROVED SECTOR PLAN FOR THE PRINCE GEORGE'S COUNTY GATEWAY ARTS DISTRICT

"The 2004 Approved Sector Plan for the Prince George's County Gateway Arts District identified Hamilton Street/Gallatin Street, MD 501 (Chillum Road/34th Street), and Northwest Branch Stream Valley Park Trail as three "Artways" that transform ordinary streets into unique, dynamic forms of artistic expression to enhance east/west connections that celebrate the Arts District. The plan also contained a blueprint to implement the different development strategies for three different Arts Districts' subareas, those are Hyattsville—the arts district's economic engine, Mount Rainier—the Arts District's cultural center, and Brentwood/North Brentwood—the Arts District's production center. The sector plan encouraged a range of live-work and other housing unit types within the Cities of Hyattsville and Mount Rainier and the Towns of Brentwood and North Brentwood."[257] The sites included in the Gateway Arts District lie adjacent to the Port Towns Sector Plan. Additionally, the sector plan looks to the Gateway Arts District Plan for potential strategies Port Towns can implement for its own cultural amenities.

2009 PRINCE GEORGE'S COUNTY'S PRIMARY HEALTHCARE STRATEGIC PLAN

In 2009, the Prince George's County's Primary Healthcare Strategic Plan was carried out to expand access to patient-centered primary care services, improve the health of all County residents, and advance the healthcare industry's contribution to the County's economic development. This project resulted in the publishing of a report in 2012, *Transforming Health in Prince George's County, Maryland: A Public Health Impact Study*. The report suggested prototypes for primary care practices in Health Investment Zones. Riverdale, located to the northeast of the sector plan area, is one of the four geographical areas identified to implement the prototypes. Bladensburg (zip code-20710) is identified as a high need investment area; Edmonston (zip code 20781), trending to high need; Colmar Manor (zip codes 20722, 20781), medium need and trending to medium need, and Cottage City (zip code 20722) identified as trending to medium need investment.

2018 ZONING ORDINANCE

In 2018, the New 21st Century Zoning Ordinance for Prince George's County was enacted. The ordinance sets out to achieve numerous planning and economic development goals. The ordinance streamlines the development approval processes and modernizes zones and development standards. The ordinance incentivizes revitalization and economic, transit-oriented, and mixed-use development. Zoning changes made throughout the sector plan area in the plan incorporate the modernized zones. Policies and strategies incorporate the economic development goals sought by the 2018 ordinance.

2020 COUNTYWIDE MAP AMENDMENT (CMA)

In 2020, the Planning Department proposed a Countywide Map Amendment (CMA) to update the County Zoning Map with the 2018 Zoning Ordinance zones. The CMA was endorsed by the Planning Board and approved by the District Council on November 29, 2021, and took effect April 1, 2022. The 2018 Zoning Ordinance introduced new Transit-Oriented/ Activity Center zones, which are intended to provide focal points for an area; provide for urban, walkable, mixed-use development; and promote feasible, transit-oriented development at or near transit stations. The classification of properties in the Port Towns area into the Neighborhood Activity Center Zone was performed pursuant to the procedures for the CMA. The sectional map amendment proposed concurrently with this sector plan will recommend changes to the County Zoning Map approved by CR-136-2021, effective April 1, 2022.

Appendix C: Community Engagement*

Community engagement is at the core of designing and implementing effective change in any community. Planning processes that provide adequate opportunities for collaboration among a wide range of community members increase community buy-in and ensure plans reflect the diverse interests and needs of their stakeholders.

Section 27-3502(c) of the Zoning Ordinance mandates the submission of a public participation program for District Council review and approval. The approved public participation program for this sector plan offered overarching guidance on how the planning team conducted engagement and outreach to gather community feedback throughout the process. The Prince George's County Planning Department of the Maryland-National Capital Park and Planning Commission (M-NCPPC), with the support of its consultant team led by Rhodeside Harwell (RHI), designed and implemented a community engagement plan for the Port Towns Sector Plan and Sectional Map Amendment (SMA) to ensure equitable engagement throughout the entirety of the process.

To balance the diversity of opinions in the community while also identifying majority views, interests, and needs, the team's engagement approach included a variety of outreach efforts and engagement opportunities to engage widely across Port Towns and beyond. Across all engagement efforts, the Port Towns Sector Plan team worked to ensure equitable access to the process through several considerations:

- This sector plan area includes four towns as well as unincorporated areas of Prince George's County. The team carefully chose engagement locations within each community, ensuring that residents and stakeholders across the jurisdictions had accessible opportunities to participate.
- Port Towns residents represent diverse cultural and ethnic backgrounds. Engagement efforts included Spanish translation and interpretation, as appropriate, and targeted outreach to both Latinx and African immigrant populations living in Port Towns.
- The team worked to engage residents of all ages (including seniors and youth) and to engage stakeholders with varying interest areas (businesses, artists, environmental activists, etc.).
- The team engaged partner organizations throughout the process to support outreach and engagement, inviting them to serve as community connectors and liaisons to harder-to-reach populations.
- Team members did extensive outreach on the ground to invite community members to public meetings, including door-to-door flyering, outreach at multifamily buildings and churches, and flyering at community events.
- The team also utilized virtual tools, including M-NCPPC's website, newsletters, and social media accounts, as well as physical postcards, to build awareness and promote engagement opportunities.
- Municipalities disseminated information through their newsletters and social media channels. The towns further supported the promotion of the plan by using messaging apps to reach out to the Hispanic population in the community.
- All public engagement events hosted by the project team included a virtual component, to ensure the highest number possible of stakeholders had the opportunity to participate.
- Outreach invitations welcomed people to participate in interactive activities that valued their feedback and elevated each voice in the conversation as important.

The following is a summary of the team's outreach efforts to bring people of diverse views into meaningful conversations for the Port Towns Sector Plan update.

*The community feedback presented here reflects input from a portion of the population and should not be interpreted as fully representative of all community perspectives.

Phase 1: Existing Conditions Research and Outreach

The planning process began with an analysis of the existing conditions of the Port Towns area for redevelopment possibilities based on the current zoning, market conditions, and environmental constraints. The purpose was to understand the community's current situation to help guide the preparation of the Port Towns Sector Plan and Sectional Map Amendment (SMA), as well as provide greater context to stakeholders and the greater community.

COMMUNITY EVENTS

The project team at M-NCPPC conducted preliminary outreach and engagement at community events during the summer and fall of 2023 to begin informing the community about the plan update and gathering early visioning feedback.

STORY MAP

The team reviewed data, conducted research and analysis, interviewed elected officials, and collaborated with County and state agencies and departments. They documented the existing conditions in a visually appealing story map, which is now published online.

PROJECT WEBSITE AND SECTOR PLAN VIDEOS

A project website was created to provide an overview of the project area, including a boundary map. It updates community members on ongoing engagement efforts when they sign up, features a timeline of the overall process, and includes frequently asked questions to inform the community about the sector plan update. In July 2023, the team created a project video in Spanish and English to raise awareness about the plan. They also conducted interviews at the Bladensburg International Festival in July 2023, in English and Spanish, to understand the challenges and opportunities in the Port Towns area. These interviews were published on the department's YouTube page.

PROJECT KICKOFF

Phase 1 concluded with a Public Kick-Off Meeting hosted in December 2023, where the project team shared a detailed overview of the existing conditions, challenges, and opportunities within the area. Over 70 participants attended either in-person or virtually. The Kickoff video was released on the project website and the Department's YouTube page.

Phase 2: Plan Preparation and Outreach

Phase 2 built upon the previous phase where the project team worked with the community, stakeholders, elected officials, and other interested parties to create a shared vision for the future. Together, the project team and community helped identify achievable and realistic goals, policies, and strategies to implement the vision for the plan area.

STEERING COMMITTEE

In January 2024, the team hosted its first virtual Steering Committee meeting with 13 members in attendance. The Steering Committee included a diverse group of individuals representing a range of community members and interests in Port Towns.

STAKEHOLDER INTERVIEWS

As part of the engagement process for the Port Towns Sector Plan, the project team conducted a series of interviews with stakeholders throughout the project's duration. Key stakeholders included Steering Committee members, representatives from local community groups, elected officials and staff, real estate developers and investors, as well as local and state agencies.

OPEN HOUSE

On March 20, 2024, the team hosted a Community Open House, which served as an opportunity to share information and gather input from over 60 community members who participated. The Open House featured stations that presented findings and invited feedback on the existing conditions and market analysis, as well as interactive exercises to explore and define vision goals for the sector plan area. A Port Towns Open House TimeLapse 360 video was captured and posted on the Department's YouTube page.

PLAN ELEMENT FOCUS GROUPS

Following the Open House, the team hosted a series of virtual, invitation-only, focus groups in April 2024 with agencies and community organizations to test the draft concepts of the plan's overall vision and framework, based on feedback to date. These invitation-only groups, of plan elements:

- Land Use, Housing and Neighborhoods, and Economic Prosperity
- Community Heritage, Culture, and Design and Public Facilities
- Transportation and Mobility
- Natural Environment and Healthy Communities

Nearly 60 stakeholders participated in these focus groups, during which the team utilized mural boards to ensure that each participant had the space and time to offer insights in their respective fields and areas of expertise.

WORKSHOP

In addition to hosting pop-ups at community events and participating in community meetings throughout the summer, the team hosted an outdoor workshop at the Lariscy Spark Event on June 8, 2024. In collaboration with Colmar Manor and the M-NCPPC Placemaking section for Prince George's County, this event provided an opportunity to reach over 50 community members visiting the activation of Lariscy Park along US 1 Alt (Bladensburg Road). Participants in the workshop engaged with the draft vision statement and shared their opinions and preferences regarding the frameworks and concepts for the draft plan.

SECOND STEERING COMMITTEE MEETING

After the June community event, the Steering Committee met to further prioritize goals for each plan element and discuss potential actions and strategies based on the feedback received thus far.

POP-UP EVENTS

Recognizing that comfort levels for engagement vary by stakeholder groups, the team proactively targeted less-heard voices through invitation-only focus groups and pop-ups at targeted locations and events.

The team engaged the community through pop-ups and facilitated conversations at community events, residential buildings, and community spaces.

One pop-up event was located at a multifamily building to further engage the renter population and a second pop-up event, called "Coffee with Planners," was held at a local restaurant to further engage with Spanish-speaking community members.

YOUTH FOCUS GROUP

The team participated in a youth council meeting at the start of the engagement on December 18, 2023. Toward the end of the engagement, they attended another youth council session with the End Time Harvest Ministries on September 19, 2024, in Colmar Manor. During these meetings, the team engaged with the youth to gather input on their favorite places, preferred methods of travel, and challenges in the area.

WALK AUDIT

On June 4, 2024, the project team conducted a walk audit in partnership with the Washington Area Bicyclist Association (WABA) and a teen action group from the Bladensburg Library. The team walked a loop starting and ending at the Bladensburg Library, covering MD 450 (Annapolis Road), 54th Street, Tilden Road, and MD 769 B (Edmonston Road). During the walk audit, attendees identified missing bike and pedestrian infrastructure and noted general street safety concerns.

TARGETED FOCUS GROUPS

The team also hosted two additional focus groups, one with senior residents and one with local artists. These conversations provided insight to shape plan elements with specific relevance for both groups.

FINAL INTERACTIVE OPEN HOUSE

After a year of outreach through various methods, the team incorporated feedback from the many voices engaged to refine a draft of the Port Towns Sector Plan. Feedback included over 1,000 comments from hundreds of participants of varying backgrounds, experiences, and interests. Elements from the draft plan were then translated into interactive materials shared at the final open house, hosted at the end of September 2024. Over 40 community members attended the final Community Open House, where they reviewed the engagement process for the plan and its outcomes, explored concepts from the draft plan, and provided feedback on priorities and suggestions. Attendees engaged directly with team members, who guided them through the activity boards and answered questions.

The project team created a promotional video for the final open house in English and Spanish. This video was posted on the webpage until the event date.

Conclusion

The outreach process for the Port Towns Sector Plan was characterized by meaningful exchanges of information and ideas between the team and community stakeholders. Materials were crafted to engage and invite feedback, and input from the community was carefully incorporated into the plan. The engagement approach creatively worked to engage stakeholders from diverse backgrounds and experiences, ensuring representation of voices from across Port Towns' community were included in the process. Finally, the team presented evidence of how community feedback was used to shape the plan during engagement events and in the plan itself. Community members have played a key role in the vision, design, and prioritization of actions and strategies that will shape their community in the future, as reflected in the Port Towns Sector Plan.

Port Towns Project Timeline



Appendix D: Comprehensive Zoning (SMA) Process and Summary

Introduction

The comprehensive rezoning process, also known in Prince George's County as the Sectional Map Amendment or "SMA" process, allows for changes to a section of the overall County zoning map in order to bring the zoning of properties in conformance with approved County plans and policies. The SMA for the Port Towns Sector Plan will be approved concurrently with the sector plan to implement its land use recommendations.

The Prince George's County Council, sitting as the District Council, initiated the SMA on October 24, 2023, through Council Resolution CR-094-2023. The procedure followed was in accordance with 27-3502(c) of the Prince George's County Zoning Ordinance.

The SMA process implements the land use vision established in the sector plan by applying appropriate zoning classifications. The SMA also updates outdated or incompatible zoning that may impede development, thereby minimizing the need for individual rezoning requests.

Approval of the zoning pattern recommended in the sector plan and implemented through the SMA brings existing zoning into closer alignment with Prince George's County's land use goals and policies, specifically as they relate to the Port Towns Sector Plan area. This alignment supports and enhances the health, safety, and welfare of all residents.

In preparing the land use plan and proposed SMA, the County evaluated several factors, including the Capital Improvement Program, the 10-Year Water and Sewer Plan, existing land use and zoning conditions, and the potential environmental and economic impacts of the proposed changes.

The approval of the SMA results in the revision of the official 1 inch=200 feet scale zoning map(s) for this sector plan area. A summary of the proposed SMA is below.

Comprehensive Rezoning Changes

Map D-1 shows the existing zoning classifications with the Port Towns Sector. The SMA includes 54 zoning changes (see Table D-1) based on the land use and development policies described in the sector plan. The locations of these zoning changes are shown on Map D-3. These zoning changes result in a new zoning inventory for the area (Map D-2). These maps and tables are included for illustrative purposes only. The "1 inch=200 feet" scale County zoning maps represent the official zoning boundaries.

This plan does not recommend any amendments to the Chesapeake Bay Critical Area, Intense Development Overlay (IDO) or Chesapeake Bay Critical Area, Resource Conservation Overlay (RCO) Zones.

Table D-1. Comprehensive Rezoning Changes (Base Zones)*

Change	Zoning Change	Acreage
1	CS to NAC	5.48
2	IE, IH, CGO, CS, CN, RSF-65, and AG to NAC	42.90
3	IE and AG to ROS	1.60
4	RSF-65 to ROS	3.32
5	RSF-65 to ROS	0.08
6	RSF-65 to ROS	0.28
7	AG to ROS	5.53
8	RSF-65 to ROS	0.06
9	RSF-65 to ROS	0.46
10	RSF-65 to ROS	0.41
11	RSF-65 to ROS	0.28
12	RSF-65 and NAC to ROS	5.12
13	AG to ROS	6.07
14	CGO and IE to ROS	3.81
15	AG and IE to ROS	0.30
16	RSF-65 to ROS	0.76
17	AG to ROS	1.35
18	AG to ROS	0.27
19	IH to ROS	0.02
20	AG to ROS	0.05
21	RSF-65 to ROS	0.35
22	AG to ROS	3.53
23	AG to ROS	1.01
24	AG and RMF-48 to ROS	1.17
25	AG to ROS	0.99
26	RSF-65 to ROS	3.67
27	RSF-65 to ROS	4.14
28	RSF-65 to ROS	0.37
29	RSF-65 to ROS	0.12
30	RSF-65 to ROS	0.25
31	RSF-65 to ROS	0.30
32	RSF-65 to ROS	4.63
33	RSF-A to ROS	0.50
34	RSF-65 to RSF-A	6.45
35	RSF-65 to RSF-A	0.80
36	RSF-65 to RSF-A	10.42
37	RSF-65 to RSF-A	0.42
38	RSF-65 to RSF-A	3.14
39	RSF-65 to RSF-A	0.77
40	RSF-65 to RSF-A	8.97
41	RSF-65 and CGO to RSF-A	0.91
42	RSF-65 and RSF-95 to RSF-A	6.91
43	NAC to RMF-48	3.15
44	RSF-65 to RMF-48	4.17
45	NAC to RMF-48	0.53
46	NAC to CN	8.29
47	RSF-65 to CGO	1.12
48	IH to IE	6.52
49	RSF-65 to ROS	0.05
50	RSF-65 to ROS	0.15
51	RSF-A to RMF-20	4.62
52	CS to RMF-48	0.73
53	CGO and RSF-65 to CN	0.20
54	ROS to IE	0.57

*Roads were excluded from the acreage calculation.

Table D-2. Zoning Inventory (in acres), Base Zones*

Zoning Class	Proposed Acreage	Existing Acreage	Change in Acreage
AG	187.35	213.08	-25.73
CGO	31.63	32.29	-0.66
CN	9.02	10.28	-1.26
CS	40.80	55.85	-15.05
IE	74.56	81.02	-6.46
IH	25.05	32.65	-7.60
NAC	85.58	50.57	35.01
RMF-20	91.80	87.18	4.62
RMF-48	75.40	67.48	7.92
ROS	434.38	383.63	50.75
RSF-65	450.44	518.46	-68.02
RSF-95	0	6.78	-6.78
RSF-A	108.84	75.16	33.68

*The acreages shown in the tables in this Sectional Map Amendment are estimates of acreage to be rezoned; the actual acreage will depend on future engineering surveys. In approving the Zoning Maps, the District Council is approving the boundary lines, not a precise acreage amount.

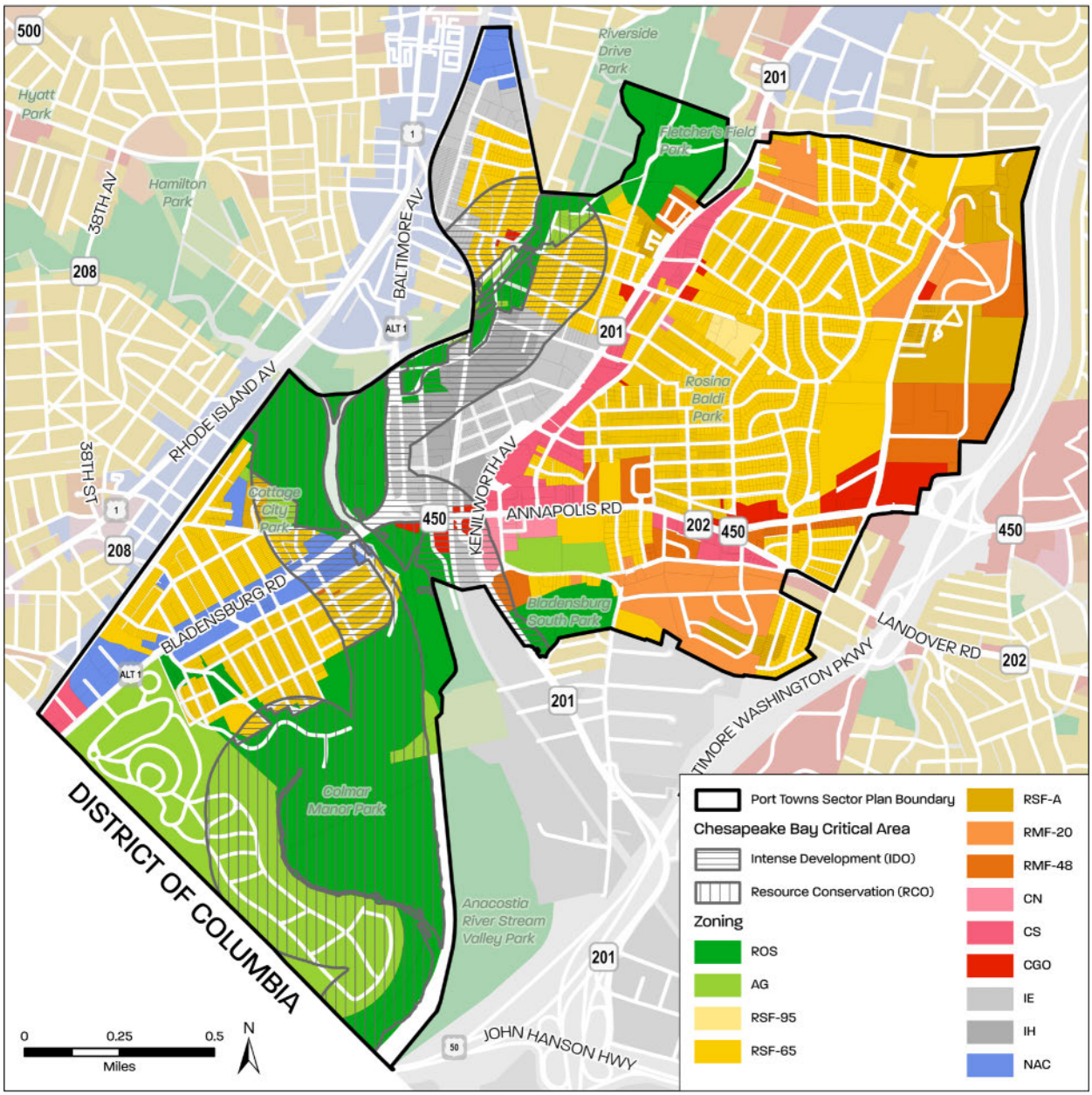
Table D-3. Zoning Inventory (in acres), Overlay Zones†

Zoning Class	Existing Acreage
Chesapeake Bay Critical Area, Intense Development (IDO)	185.15
Chesapeake Bay Critical Area, Resource Conservation (RCO)	445.27

†The presence of overlay zones is noted in this SMA, in the text and maps, for reference only. This SMA makes no amendments to any overlay zones. The CBCAO Overlay zones are subject to their own procedures for establishment and amendment as set forth in the Zoning Ordinance in Section 27-4400. In the areas where there is an overlay zone, this SMA only changes the underlying base zones.

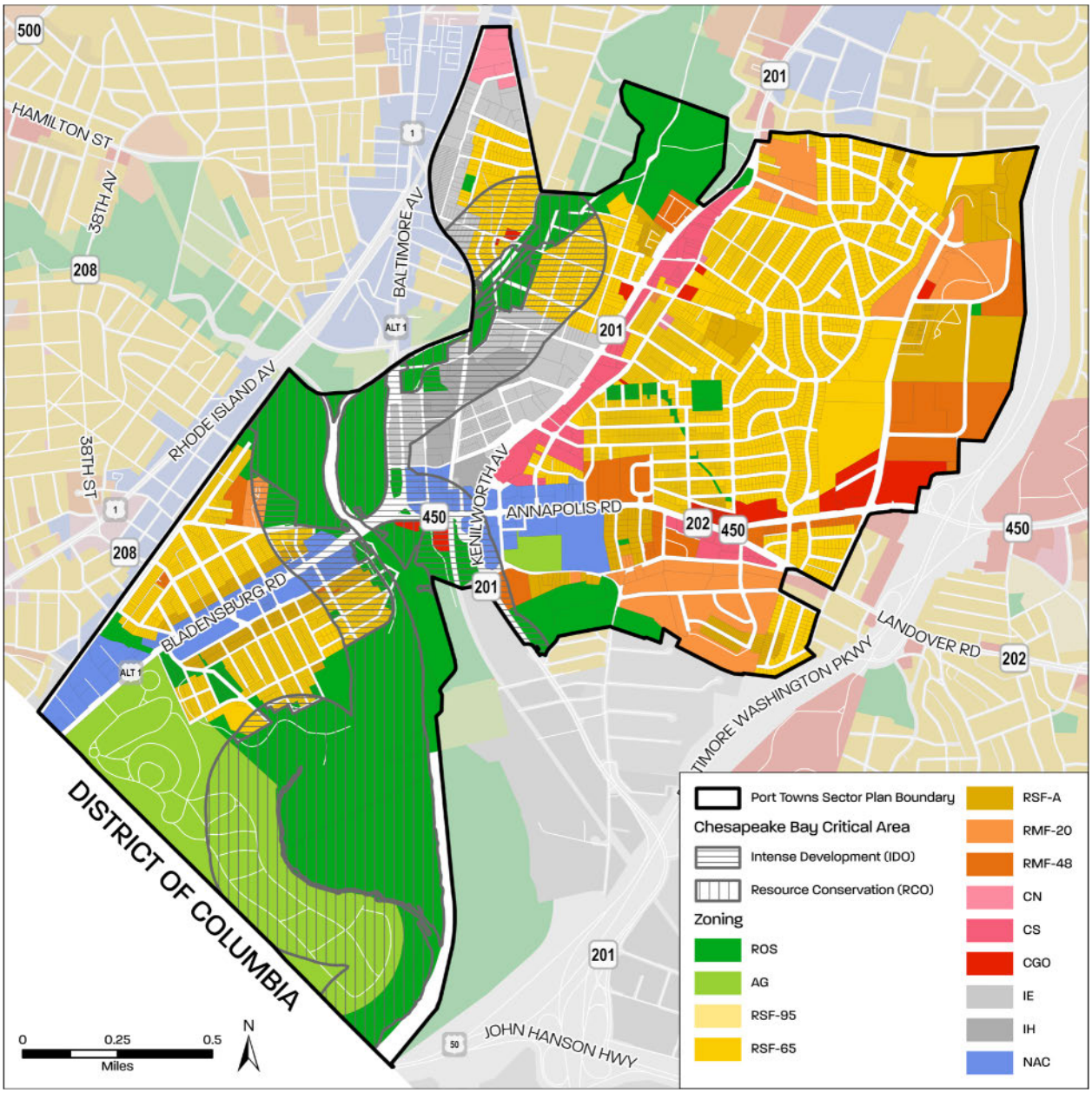
Note: Zoning Change Maps within this Proposed SMA are for illustrative purposes only and may not reflect the exact dimensions/size of a proposed change in zoning; upon approval of this SMA, zoning reclassifications will be mapped to exclude public rights-of-way.

Map D-1. Existing Zoning



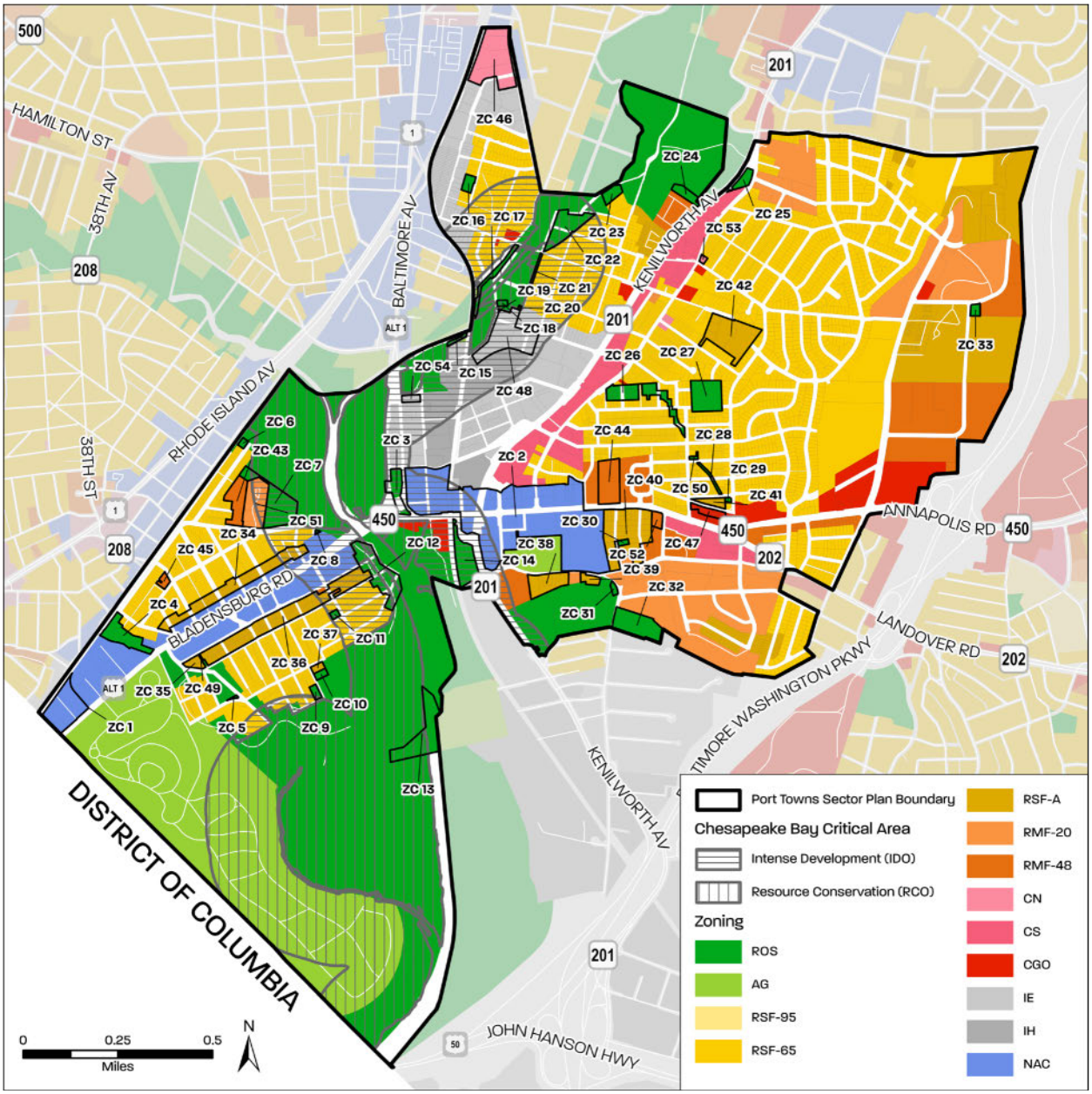
Prince George's County Planning Department, GIS Open Data Portal, 2025, https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map D-2. Proposed Zoning



Prince George's County Planning Department, GIS Open Data Portal, 2025, https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Map D-3. Proposed Zoning Changes



Prince George's County Planning Department, GIS Open Data Portal, 2025, https://gisdata.pgplanning.org/opendata/. Full map citations in Appendix I.

Appendix E: Properties within Neighborhood Center

Table E-1. Properties within Neighborhood Center

Address	Tax ID
0 Baltimore Avenue	0086587
4109 46th Street	0086629
4801 Annapolis Road	0087502
0 Baltimore Avenue	0088351
4103 Baltimore Avenue	0088369
0 Baltimore Avenue	0088377
0 46th Street	0088419
4519 46th Street	0088427
4100 Baltimore Avenue	0088435
4107 Baltimore Avenue	0090563
0 46th Street	0090605
4107 47th Street	0091405
3320 Bladensburg Road	0091421
4918 Annapolis Road	0091439
4820 Annapolis Road	0092106
4915 Annapolis Road	0092155
4103 48th Street	0093963
4728 Annapolis Road	0094649
4108 Bladensburg Road	0094888
4310 Bladensburg Road	0095125
4808 Annapolis Road	0097741
4029 Bladensburg Road	0098087
4102 48th Street	0098657
4312 Baltimore Avenue	0099879
0 48th Avenue	0100883
4005 48th Street	0100891
4805 Annapolis Road	0100925
4129 Baltimore Avenue	0101618
4012 Bladensburg Road	0101709
0 Bladensburg Road	0102426
4331 Bladensburg Road	0102475
3933 Bladensburg Road	0102699
3931 Bladensburg Road	0102921
3601 Bladensburg Road	0102939

Address	Tax ID
3601 Bladensburg Road	0102947
4000 Bladensburg Road	0103069
4320 Bladensburg Road	0103465
0 Bladensburg Road	0103473
3702 37th Avenue	0104216
3840 Bladensburg Road	0104828
4006 48th Street	0107409
4006 48th Street	0107417
4001 Newark Road	0107748
4807 Annapolis Road	0107961
4014 Bladensburg Road	0107995
3611 40th Place	0108464
0 46th Street	0108985
0 Bladensburg Road	0109017
3704 37th Avenue	0109280
3614 41St Avenue	0109413
3703 37th Place	0109447
3609 40th Place	0109801
3907 48th Street	0109827
3640 Bladensburg Road	0110221
3810 Bladensburg Road	0111401
3816 Bladensburg Road	0111419
3700 40th Avenue	0111435
3804 Bladensburg Road	0111443
4917 Taylor Street	0114850
4915 Taylor Street	0114868
4950 Annapolis Road	0114876
4960 Annapolis Road	0114884
4241 Bladensburg Road	0117044
3434 Bladensburg Road	0117465
0 Bladensburg Road	0117879
4100 Bladensburg Road	0117887
4004 48th Street	0117911
4507 Upshur Street	0118885

Address	Tax ID
4508 Annapolis Road	0122317
4003 48th Street	0122465
4826 Annapolis Road	0122853
4101 Bladensburg Road	0123018
3800 Bladensburg Road	0123521
3600 Bladensburg Road	0123547
4626 Annapolis Road	0124230
3712 37th Avenue	0132092
3700 Bladensburg Road	0133090
4930 Annapolis Road	0133108
4940 Annapolis Road	0133116
4308 Newark Road	0134999
4703 Annapolis Road	0137133
4701 Annapolis Road	0137141
3613 40th Place	0137612
0 Bladensburg Road	0137620
4017 Bladensburg Road	0137638
3450 Bladensburg Road	0139303
3308 Bladensburg Road	0139311
3500 Bladensburg Road	0139329
3556 Bladensburg Road	0139337
3554 Bladensburg Road	0139345
3570 Bladensburg Road	0139352
3342 Bladensburg Road	0139360
0 Kenilworth Avenue	0139683
4611 Upshur Street	0139691
3900 48th Street	0141424
4504 Annapolis Road	0142109
4602 Annapolis Road	0142554
0 46th Street	0142562
4020 Bladensburg Road	0142869
4810 Annapolis Road	0143156
0 Annapolis Road	0145946
4713 Annapolis Road	0148957

Address	Tax ID
4401 Upshur Street	0151829
4800 Annapolis Road	0152355
4204 Bladensburg Road	0152462
4237 Bladensburg Road	0153668
4008 Bladensburg Road	0154500
4210 46th Street	0155275
4124 46th Street	0155283
4115 46th Street	0155309
3950 48th Street	0156653
4200 Bladensburg Road	0158469
3703 42nd Avenue	0158477
0 48th Street	0162040
3906 48th Street	0162057
4002 Bladensburg Road	0162438
4719 Annapolis Road	0165605
4210 Bladensburg Road	0168344
3905 48th Street	0168567
4125 46th Street	0169748
4018 Bladensburg Road	0173757
4001 48th Street	0174904
0 Bladensburg Road	0175273
3611 43rd Avenue	0175562
3512 Bladensburg Road	0176917
4002 48th Street	0178335
4726 Annapolis Road	0179598
3708 37th Avenue	0179697
4313 Bladensburg Road	0180372
4300 Newark Road	0180380
4301 Bladensburg Road	0180398
4309 Bladensburg Road	0180406
4321 Bladensburg Road	0180414
4307 Bladensburg Road	0180422
4022 Bladensburg Road	0180794
4016 Bladensburg Road	0181784

Address	Tax ID
3520 Bladensburg Road	0181909
4300 Bladensburg Road	0182238
4306 Bladensburg Road	0182246
4104 Bladensburg Road	0185884
3706 37th Avenue	0186098
4006 Bladensburg Road	0186759
4010 Bladensburg Road	0186767
3710 37th Avenue	0186973
3714 Bladensburg Road	0189456
3712 Bladensburg Road	0189464
3708 Bladensburg Road	0189480
3612 41st Avenue	0189878
4004 Bladensburg Road	0189910
4821 Annapolis Road	2833309
4021 Bladensburg Road	2837102
3901 48th Street	2924207
0 Bladensburg Road	3499050
4700 Annapolis Road	3939121
4700 Annapolis Road	3939139
3380 Bladensburg Road	5537403

Appendix F: Resources for Plan Implementation

Existing Programs

MARYLAND DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (DHCD)

- Sustainable Communities Financing Programs:[249]
  - **Community Legacy Program:** The program offers funding to local governments and organizations for projects that boost community development, such as business support, homeownership, and revitalization efforts.
  - **Strategic Demolition Fund:** The program provides grants for early-stage activities like demolition and land assembly to support impactful housing and revitalization projects on underused sites.
  - **Neighborhood BusinessWorks:** The loan program offers gap financing to small businesses and nonprofits in key areas, supporting mixed-use projects that activate vacant or underused spaces.
  - **Operating Assistance Grants:** These grants support operating and technical assistance for housing and revitalization projects in Sustainable Community areas, available to nonprofits, local governments, and development agencies.
  - **National Capital Strategic Economic Development Fund:** The National Capital Strategic Economic Development Fund (NED) supports redevelopment of challenging grey field sites, focusing investments in Sustainable Communities near Washington, D.C., and I-495.
  - **Seed Community Development Anchor Institution Program:** The Seed Fund provides grants and loans to anchor institutions, defined as an institution of higher education or hospital for community development projects in blighted areas with deteriorated buildings. Since the program is limited to anchor institutions, Port Towns cannot apply directly but should pursue collaboration with a qualifying anchor institution to access funding opportunities.
  - **Main Street Maryland Program:** This program supports Maryland's designated Main Streets with technical assistance, planning, and training to boost economic potential and commercial revitalization within Sustainable Communities.
  - **Maryland Façade Improvement Program (MFIP):** MFIP provides funds to improve commercial property exteriors in Sustainable Communities, aiming to create cohesive, attractive designs that boost economic vitality and attract private investment.
  - **Enhanced Local Tax Increment Financing (TIF) Authority:** This program allows Sustainable Communities to use bonds and expanded tax increment financing for a wide range of public improvements, including housing, infrastructure, environmental cleanup, and historic preservation, with flexibility to pledge alternative local tax revenues.
- Community Health & Safety Works:[64] DHCD's Community Health and Safety Works program provides grants to improve community livability and economic potential through investments in the physical environment that enhance health and safety.
- Low Income Housing Tax Credit (LIHTC):[143] The Federal Low-Income Housing Tax Credit (LIHTC) encourages private investment in affordable housing by offering annual tax credits to developers of eligible projects, awarded competitively and administered under IRS Section 42.
- Maryland Mortgage Program (MMP):[179] The Maryland Mortgage Program offers a variety of options to help make homeownership more affordable for Maryland residents.
- Maryland's Accessible Homes for Seniors:[10] This program offers zero-interest loans or grants to help seniors make accessibility improvements to their homes, enabling them to live independently and safely.
- Maryland WholeHome Program:[325] The Whole Home Energy and Repairs Division offers programs to help Maryland residents make essential home upgrades like energy efficiency, accessibility, and safety improvements through low-interest loans or grants, reducing utility costs and enhancing livability.

- National Housing Trust Fund Program (HTF):[168] The National Housing Trust Fund (HTF) is a federal program administered by DHCD to support the development and preservation of affordable housing for extremely low- and very low-income households in Maryland.
- Affordable Housing Land Trust:[20] An affordable housing land trust is a nonprofit-managed entity that acquires and holds land to provide affordable housing for low- and moderate-income families. In Maryland, such trusts must register with the State Department of Assessments and Taxation.

MARYLAND FORECLOSURE ASSISTANCE PROGRAMS

- Maryland HOPE Initiative:[26] Offers free housing counseling through a statewide network of nonprofit agencies. Homeowners can contact certified counselors by calling the HOPE Hotline at 1-877-462-7555.
- Maryland Legal Aid's Foreclosure Legal Assistance Project (FLAP):[90] Provides free legal representation to eligible homeowners at all stages of the foreclosure process, including mediation and loan modifications.

MARYLAND DEPARTMENT OF TRANSPORTATION

- MDOT Transportation Discretionary Grants - MDOT:[161] Federal grants from the Bipartisan Infrastructure Law such as RAISE, BUILD, INFRA, PROTECT, and the Federal-State Partnership support major transportation, safety, resilience, and rail projects across Maryland.
- Locally Operated Transit System (LOTS) Grant Program:[140] The Office of Local Transit Support (OLTS) provides technical assistance to Maryland's Local Operating Transit Systems (LOTS), supporting compliance, operations, planning, and training. Services vary by jurisdiction, and MTA offers funding for both public and specialized transportation programs.
- Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) Statewide Transit Innovation Grant:[245] The Statewide Transit Innovation Grant is a competitive MDOT MTA program that funds local projects aimed at improving transit reliability, access, and mobility through cost-effective bus, rail, or multimodal solutions that reduce delays and enhance connectivity.

MARYLAND DEPARTMENT OF COMMERCE

- Job Creation Tax Credit:[249] This Maryland Commerce program offers income tax credits to businesses that expand or locate in the state, with enhanced benefits in Sustainable Communities—raising the credit per new job from $3,000 to $5,000 and lowering the job creation threshold from 60 to 25.

MARYLAND DEPARTMENT OF ASSESSMENTS AND TAXATION

- Homestead Tax Credit:[154] The Homestead Tax Credit limits annual increases in taxable property assessments for principal residences, helping homeowners manage rising property taxes. Maryland caps increases at 10%, with some localities offering lower limits.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)

- Environmental Protection Agency (EPA) Funds:[298] Various agencies offer grants and cost-sharing programs to help ports and nearby communities reduce emissions, improve environmental performance, and enhance public health, with funding available from federal, state, and local sources.

ANACOSTIA TRAILS HERITAGE AREA, INC. (ATHA)

- Anacostia Trails Heritage Area Grants:[93] ATHA offers grants through the Maryland Heritage Areas Program to support heritage tourism and cultural projects in Prince George's County. Funding includes Block Grants for large-scale initiatives and Rocket Grants for smaller, community-led efforts.

FRESH FARM NON-PROFIT

- FRESHFARM Pop-Up Food Hub:[193] The FRESHFARM Pop-Up Food Hub is a nonprofit that supports small and mid-sized local farmers especially Black and Brown farmers by connecting them with wholesale buyers, while also providing fresh, affordable produce to communities facing food insecurity.

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)

- Community Development Block Grant Program (CDBG):[61] The federally funded Community Development Block Grant (CDBG) program, administered locally by DHCD, supports affordable housing, public infrastructure, services, and neighborhood revitalization in low- and moderate-income areas of Prince George's County to improve quality of life.

MARYLAND HISTORICAL TRUST

- Small Commercial Tax Credit:[71] The Maryland Historical Trust offers a state income tax credit for small commercial rehabilitation projects, covering 20% of qualified expenses up to $50,000. Applications are accepted on a rolling basis, and projects in Opportunity Zones may qualify for additional credits. Early consultation with MHT is encouraged for guidance and streamlined review.

HABITAT FOR HUMANITY, METRO MARYLAND (HFHMM)

- Home Repair Program:[114] The HFHMM Home Repair Program helps owner-occupied homes address health and safety issues, aiming to create safe, accessible living environments. Funding availability varies, and eligible homeowners are contacted when applicable resources align with their needs.
- Weatherization Program:[308] The Weatherization Program provides free home upgrades—like insulation, air sealing, and energy-efficient appliances—to improve indoor air quality, comfort, and energy efficiency. Funded by the Maryland Energy Administration and administered by HFHMM.
- Veterans Repairs:[301] The HFHMM Veteran Repair Program provides health and safety-related home repairs for qualified active duty and veteran households in Montgomery and Prince George's Counties, with funding support from the Home Depot Foundation.
- Home Accessibility Rehabilitation Program:[111] The Home Accessibility Rehabilitation Program (HARP) is a free initiative by the Department of Housing and Community Affairs, administered by Habitat for Humanity Metro Maryland, that provides accessibility modifications for owner-occupied homes.
- Repair and Accessibility Modification Program (RAMP):[223] The HFHMM RAMP Program provides health, safety, and accessibility repairs for owner-occupied homes where a resident struggles with daily activities. Guided by an occupational therapist and optionally a registered nurse, the program delivers tailored solutions for safer, more accessible living.

INC DEV

- Inc Dev Workshops:[332] These workshops train aspiring small-scale developers and community leaders to create financially viable real estate projects. Participants learn how to evaluate projects, understand building economics, and collaborate with professionals to strengthen their neighborhoods.
- Inc Dev Boot Camps:[42] The two-day Small Developer Bootcamp offers hands-on training for aspiring developers to refine real projects, including proforma development, investor proposals, and zoning analysis, with personalized feedback from experienced professionals.

AMERICAN ASSOCIATION OF RETIRED PERSONS (AARP)

- American Association of Retired Persons (AARP) Livable Communities:[2] The Livable Communities Network, led by AARP, supports age-friendly initiatives by helping communities improve quality of life for all ages. Through partnerships and local leadership, it guides communities in planning and implementing strategies that promote inclusivity, accessibility, and livability.

FORECLOSURE ASSISTANCE

- Community Legal Services of Prince George's County:[213] Assists homeowners with loan modifications, foreclosure defense, and eviction proceedings.

TAX INCENTIVE

- Payment-In-Lieu-of-Taxes:[15] A PILOT agreement allows counties to reduce or defer property taxes and instead collect a negotiated payment, offering a flexible alternative to traditional taxation or tax increment financing.

REVITALIZATION TAX CREDIT:

- Revitalization/Redevelopment Tax Credits:[227] Property tax credits are available for eligible real estate improvements in census tracts inside the Beltway where median income is below the County's median, helping reduce County property taxes.

PRINCE GEORGE'S COUNTY PUBLIC WORKS AND TRANSPORTATION

- Alternative Commuting - RideSmart Commuter Solutions:[24] RideSmart provides free support and resources to help Prince George's County commuters and employers adopt alternative transportation options like transit, biking, walking, carpooling, and telework, improving regional mobility and sustainability.
- Bikeshare in Prince George's County:[36] Prince George's County offers bikeshare as an alternative transportation option, with 27 local stations and access to over 600 stations across the Capital Bikeshare system in Maryland, D.C., and Virginia.

PRINCE GEORGE'S COUNTY ECONOMIC DEVELOPMENT CORPORATION[15]

- Tax Increment Financing:[15] Tax Increment Financing (TIF) in Prince George's County helps fund public improvements for economic development. Pre-designated TIF Districts include New Carrollton, Largo Town Center, Prince George's Plaza, and Suitland-Naylor Road, where TIFs can support infrastructure, housing, and environmental projects.
- Small Business Growth Fund:[15] This revolving loan fund supports established businesses with 3–5 years of profitability, offering financing for expansion needs like working capital, equipment, inventory, and staffing to help access new markets and overcome growth challenges.
- Microenterprise Loan Fund:[15] This program offers small loans to start-ups and expanding businesses in Maryland's Priority Funding Areas, supporting leasehold improvements, equipment purchases, and working capital.
- Economic Development Incentive Fund (EDI Fund):[78] The Economic Development Incentive Fund (EDI Fund) provides gap financing for land, building acquisition, and infrastructure to support development projects in Prince George's County. Funding is based on economic impact, alignment with County goals, demonstrated need, and ability to leverage other resources.

PRINCE GEORGE'S COUNTY REDEVELOPMENT AUTHORITY

- Commercial Property Improvement Program:[95] The Commercial Property Improvement Program offers grants to revitalize outdated retail centers in high-visibility trade areas, aiming to enhance their appearance and boost economic performance for Prince George's County residents.
- Community Impact Grant Program:[95] The Community Impact Grant Program provides small capital grants to community-based organizations in Prince George's County for innovative projects in priority redevelopment areas, aiming to strengthen communities and build organizational capacity.
- Pathway to Purchase Program:[185] Pathway to Purchase is a 0% interest, deferred payment loan program that helps homebuyers in Prince George's County. The loan is forgiven after 10 years, and applicants must work with approved mortgage lenders to qualify.

PRINCE GEORGE'S COUNTY HEALTH DEPARTMENT

- Local Behavioral Health Authority, Prince George's County (LBHA):[138] The LBHA of Prince George's County oversees all publicly funded behavioral health services, ensuring accessibility, quality, and coordination for residents seeking support for mental health, substance use, and related disorders.
- Mobile Integrated Healthcare (MIH):[163] MIH program in Prince George's County aims to improve healthcare access and quality through a patient-centered approach. A team of paramedics and a licensed clinical social worker conducts home safety checks and health assessments for eligible residents.

PRINCE GEORGE'S COUNTY DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT (DHCD)

- Home Investment Partnership Program (HOME):[113] The HOME Investment Partnerships Program, administered by DHCD, helps expand affordable housing in Prince George's County for low- and very low-income families.

- Community Development Block Grants (CDBG):[61] See HUD CDBG Program.
- Home Ownership Preservation Program (HOPP):[120] The Home Ownership Preservation Program (HOPP) provides up to $30,000 or $50,000 for households under 50% AMI—for critical repairs that improve health, safety, energy efficiency, and accessibility in owner-occupied homes. Administered by DHCD in partnership with Habitat for Humanity of Metro Maryland.
- Rent Stabilization Act:[188] The Permanent Rent Stabilization and Protection Act of 2024 (PRSA) in Prince George's County limits annual rent increases for most rental units to 6% or CPI-U + 3%, whichever is lower. For senior housing, the cap is 4.5%. The law includes exemptions for certain property types, such as newly constructed units (post-2000), owner-occupied homes, religious facilities, and nonprofit shelters. It also allows for provisions like banked rent increases, capital improvement surcharges, and fair return petitions. The law is enforced by the Department of Permitting, Inspections and Enforcement, with annual notifications to landlords and tenants.
- Right of First Refusal:[67] Administered by the Department of Housing and Community Development (DHCD), allows the County to purchase multifamily rental properties with 20 or more units before they are sold to private buyers. Property owners must notify DHCD after entering a bona fide contract of sale. DHCD may exercise its ROFR or assign it to a qualified third party to preserve affordable housing. The program aims to prevent displacement and maintain affordability for low- and moderate-income households.
- Housing Investment Trust Fund:[118] The Housing Investment Trust Fund (HITF) provides gap financing to support the development, rehabilitation, and preservation of workforce and affordable housing for households earning up to 120% of the area median income (AMI).
- Property Tax Credit for Accessibility Features:[225] Prince George's County offers a property tax credit of up to $2,500 or 50% of eligible costs for accessibility features added to an owner-occupied home within the past 12 months.
- Housing Rehabilitation Assistance Program:[120] Prince George's County offers several programs for lower-income homeowners, including 0% interest rehabilitation loans through the Housing Rehabilitation Assistance Program for households earning under 80% of AMI. Repayment is due upon sale of the home.

OTHER PRINCE GEORGE'S COUNTY PROGRAMS

- Clean Water Act Fee (CWAF):[58] Maryland House Bill 987, passed in 2012, requires nine counties and Baltimore City to collect a stormwater remediation fee from property owners to address pollution from runoff on impervious surfaces like rooftops, roads, and sidewalks. The law supports compliance with federal Clean Water Act standards and funds local watershed protection and restoration programs.
- Green Works Local Jobs Program:[220] The Rain Check Rebate Program offers rebates to property owners including homeowners, businesses, and nonprofits for installing approved stormwater management practices, helping offset costs and promote environmental sustainability.
- Stormwater Management Alternative Compliance Program:[25] Prince George's County's Alternative Compliance Program allows qualified tax-exempt faith-based and nonprofit organizations to receive reductions on their Clean Water Act fees by partnering with the County to implement stormwater management practices that improve water quality.

PRINCE GEORGE'S COUNTY DEPARTMENT OF THE ENVIRONMENT

- Raincheck Rebate Program and Stewardship Grant Program:[219] Prince George's County's Stormwater Management Retrofit Program offers incentives, including rebates, to property owners who install stormwater management practices like rain barrels on private property to help reduce runoff and improve water quality.
- Comprehensive Community Cleanup Program:[65] The Comprehensive Community Cleanup Program, run by Prince George's County's Department of the Environment, partners with civic and homeowners' associations to deliver focused cleanup and maintenance services in unincorporated areas during spring and fall, helping revitalize and maintain neighborhoods.
- PGCLitterTRAK:[189] PGCLitterTRAK is a smartphone app developed by Prince George's County's Department of the Environment to help residents and organizations report litter collected during clean-up events. The data supports county efforts to reduce pollution in the Anacostia River Watershed and track litter removal through real-time mapping.

- Tree Stewards Program:[155] Maryland Tree Stewards is a collaborative initiative by the Alliance for the Chesapeake Bay, the Maryland Forest Service, and local partners to promote and expand tree canopy coverage in urban and suburban areas.

PRINCE GEORGE'S ARTS AND HUMANITIES COUNCIL (PGAHC)

- PGAHC- Artist Fellowships, County Arts, Arts in Education, Public Art Initiatives, Arts in Education:[96] The Community Grants Program by the Prince George's Arts and Humanities Council funds artistic and cultural projects that enrich the county. It supports individuals, organizations, and institutions involved in visual arts, performing arts, music, literature, film, and heritage preservation, offering financial and technical assistance.

PRINCE GEORGE'S COUNTY HISTORIC PROPERTY GRANT PROGRAM

- Historic Property Grant Program (HPGP):[94] The Prince George's County Historic Property Grant Program (HPGP), administered by M-NCPPC, provides capital grants to support the preservation, restoration, rehabilitation, or acquisition of historic properties, promoting community interest and protection of local heritage.

Appendix G: Comprehensive Zoning Analysis—Prior vs Current

Introduction

The following is an assessment of prior and current key zoning classes applied along or nearby major corridors within the Port Towns Sector Plan Area—particularly: MD 450 (Annapolis Road); US 1 Alt (Baltimore Avenue); US 1 Alt (Bladensburg Road); MD 201 (Kenilworth Avenue); and MD 202 (Landover Road). For the purposes of this assessment, key zoning classes mean those classes commonly appearing within those areas, where redevelopment or infill will likely be focused in the future. Attention was also given to potential zoning tools tailored for sites with small businesses at risk of displacement, redevelopment on smaller sites, and incremental development across multiple sites.

The analysis is focused on the Port Towns context, and structured by major land use category and includes a list of prior and current classes, a comparison of standards, and a summary of key observations.

Single-Family Residential

PRIOR (PRE-2022) ZONING CLASSES

- **R-55:** R-55 was a relatively dense single-family residential zoning class intended to be applied to areas with smaller lots. Within the Sector Plan Area, R-55 was mostly applied to the interior neighborhood areas away from major street frontages, although in some cases it came out to meet the frontages.

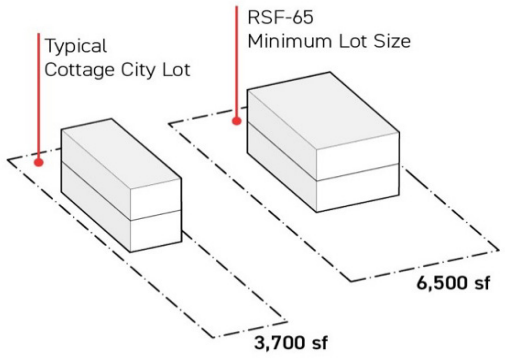
CURRENT (POST-2022) ZONING CLASSES

- **RSF-65:** The purpose of the RSF-65 Zone is to encourage higher density single-family residential uses with smaller lots and a variety of styles of built form. It directly replaces the prior R-55 Zone.

Table G-1. Comparison of R-55 vs RSF-65 Standards

	Prior Zoning	New Zoning
	R-55	RSF-65
Density (max)	4.5 du/ac	6.7 du/ac
Net lot area (min)	6,500 sf	6,500 sf
Lot width (min)	65’	65’
Lot frontage at front street line (min)	65’	45’
Lot coverage (max)	30%	35%
Front yard depth (min)	25’	25’
Side yard depth (min)	8’	8’
Rear yard depth (min)	20’	20’
Principal structure height (max)	35’	40’
Accessory structure height (max)	15’	15’
Parking minimum	2.0 per dwelling unit	2.0 per dwelling unit

OBSERVATIONS (RSF-65)



Many of the residential lots in the Cottage City area fall below the minimum size permitted in RSF-65. This challenges the creation of new lots that are in line with traditional dense fabric.

- **General:** The new RSF-65 zoning class closely resembles the previous R-55 Zone, although it provides for modestly improved flexibility for density, lot frontage, coverage and height. RSF-65 benefits from matching maximum density with minimum lot size (the 6,500 sf minimum lot size effectively limits density to 6.7 units/acre, creating a potential mismatch in the previous R-55 zoning). The additional height permission (40') is unlikely to promote more infill given that few single-family dwellings exceed 35' in height.
- **Potential Barriers in Current Zoning:** Despite the flexibility introduced with RSF-65, the minimum lot size standard may be limiting opportunities for denser and more affordable detached dwellings and potentially creating nonconformity issues with some current lots. Lowering it further (perhaps to 5,000 sf or less) could open up more opportunities over the long term and avoid non-conformities. If minimum lot size were reduced, coverage and parking requirements would also need to be adjusted downward. At present, many of the existing RSF-65 lots in the Cottage City area (and some in Bladensburg) fall at or below 5,000 sf in size. The smallest tend to be around 3,500 sf. For larger existing lots, lowering the minimum would provide the potential for subdivision when incremental redevelopment occurs. Allowing accessory dwelling units (ADUs) would also open up more opportunities for different types of housing and provide an opportunity to age in place and a potential income stream to homeowners.
- **Challenges to Overcoming Barriers:** Because the RSF-65 Zone is generally built out in this area, any changes in lot size standard would be likely to only result in modest and gradual change (e.g., the occasional redevelopment of an existing house). When the County allows ADUs to be constructed, this would likely produce a short to medium-term benefit.

Multifamily Residential

PRIOR (PRE-2022) ZONING CLASSES

- **R-10:** The R-10 Zone was a high density multifamily residential zone intended to provide residences near the principal commercial and cultural centers of Prince George's County. Priority for this zone was given to areas in need of redevelopment. The maximum density in this zone was 48 dwelling units per acre (du/ac), and maximum allowable height was 110 feet. Within the Sector Plan Area, R-10 was primarily applied near other residential zones along MD 450 (Annapolis Road) and MD 201 (Kenilworth Avenue).

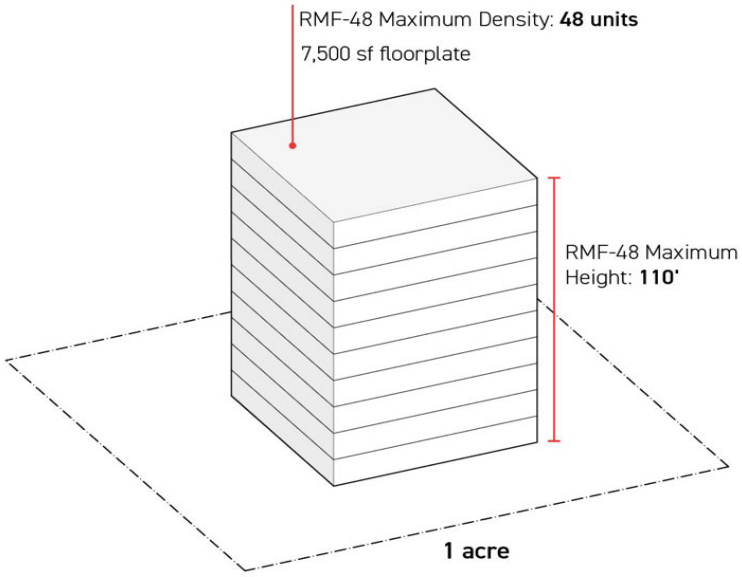
CURRENT (POST-2022) ZONING CLASSES

- **RMF-48:** The purpose of the RMF-48 Zone is to encourage dense multifamily residential uses while maintaining a walkable environment—replacing the prior R-10 Zone throughout the Sector Plan Area.

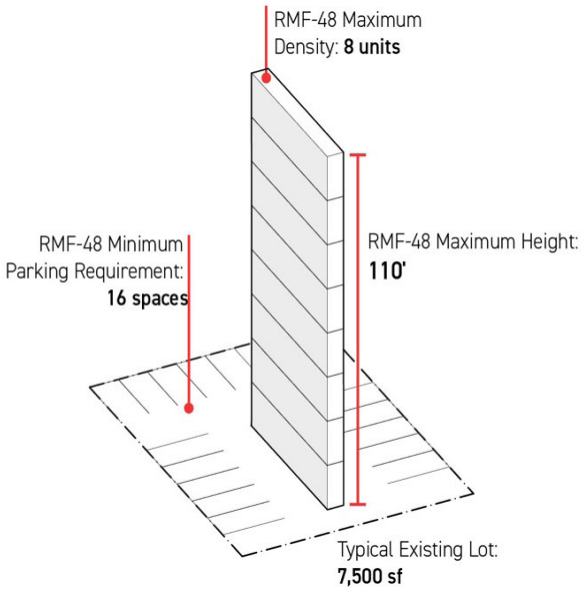
Table G-2. Comparison of R-10 versus RMF-48 Standards

	Prior Zoning	New Zoning
	R-10	RMF-48
Density (max)	48 du/ac	48 du/ac – Multifamily
Net lot area (min)	1,200 sf/du (10 units)	7,500 sf
Lot width (min)	Not specified	75'
Lot frontage at front street line (min)	100'	60'
Lot coverage (max)	50%	60%
Front yard depth (min)	30'	15'
Side yard depth (min)	10' (For each 2' the building exceeds 36' in height the yards shall be increased by 1')	8'
Rear yard depth (min)	30'	20'
Principal structure height (max)	110'	110'
Accessory structure height (max)	Not specified	15'
Parking minimum	2.0 per dwelling unit + 0.5 per bedroom in excess of 1 per unit	Multifamily: 2.0 per dwelling unit

OBSERVATIONS (RMF-48)



On a very large lot, as shown above, maximizing both permitted height and multifamily density in the RMF-48 Zone (48 units per acre and 110 ft in height) will result in an excessive quantity of remaining open space.



On a small lot, and with parking requirements considered, the result is unbuildable. The diagram above shows the minimum RMF-48 lot of 7,500 sf, which would permit up to 8 units but generate a requirement for at least 16 parking spaces.

- **General:** While both R-10 and RMF-48 apply the same maximum density (48 du/ac), the R-10 minimum lot size of 1,200 sf per unit for developments of over 10 units effectively capped density at 36 units per acre. RMF-48 has resolved this problem by uncoupling minimum lot size from units. This provides clarity and removes an apparent mismatch. The minimum setbacks in RMF-48 are lower than the prior R-10 Zone, and lot coverage is higher—facilitating more redevelopment options. RMF-48 removes the height-dependent side setback requirement of R-10, making it easiest to calculate and removing a potential barrier. Due to the minimum required lot area of 7,500 square feet and the minimum lot width of 75 feet, this zone would be easier to redevelop with a smaller site without lot assemblage than the prior R-10 Zone.
- **Potential Barriers in Current Zoning:** The density limitation of 48 units per acre appears to be mismatched with some of the built form standards associated with the zone. For example, the 110' maximum height would likely not be practically achievable within that density or would require a large percentage of the site to be left unbuilt, if a building were to be vertically massed. To avoid confusion or inconsistent messaging, it is preferable to align built form and density standards (or else to regulate only built form). In addition to this, the parking requirement of at least two spaces per unit may not always be desirable, especially when it comes to smaller units catering to single residents.
- **Challenges to Overcoming Barriers:** Elevating density to match the built form requirements for RMF-48 might result in substantially increased density, which would in turn need to be justified in terms of infrastructure capacity. Alternately, building envelope could be restricted to better align with the existing maximum density, or some combination of the two approaches. The impact of reducing parking standards should also be studied, although reducing (or eliminating) such standards and allowing the market to determine parking rate may be preferable. Requiring parking minimums can contribute to costs that are ultimately passed on to homeowners and renters, and may perpetuate auto-oriented forms of development.
- **Potential Opportunities for Rezoning:** There may be a benefit to strategically rezoning some RSF-65 zones adjacent to MD 450 (Annapolis Road) and MD 201 (Kenilworth Avenue) to RMF-48, unless they are unusually small, where making this change runs the risk of creating or exacerbating non-conformity (RSF-65 and RMF-48 have minimum lot sizes of 6,500 and 7,500 sf, respectively, meaning that in fact neither should be applied to very small lots). Although rezoning from RSF-65 to RMF-48 would be unlikely to result in short-term change (given the difficulties of lot assembly), it might produce desirable intensification and greater options for housing over the longer term.

Commercial & Mixed Use

PRIOR (PRE-2022) ZONING CLASSES

- **M-X-T:** The M-X-T Zone was a transit oriented mixed-use zone intended to create areas that are activated throughout the day. These zones were required to be located near a major intersection, or a major transit stop or station. Development in this zone was required to include at least 2 of the 3 use categories: Retail Businesses; Office/Research/Industrial uses; and Dwellings/Hotels/Motels. An FAR maximum of 0.4 was permitted as a base with an 'optional method of development' that could allow an FAR bonus of up to 8.0 with the inclusion of public uses, improvements, and amenities.
- **C-S-C:** The C-S-C Zone was a shopping center zone intended to provide appropriate commercial uses for the residents of nearby areas. This zone allowed for a building height between 4 and 10 stories. Additionally, the C-S-C Zone only allowed for commercial uses with no options for any mixed-use or residential uses. Within the Sector Plan Area, C-S-C was primarily applied along US 1 Alt (Bladensburg Road) and MD 450 (Annapolis Road).
- **D-D-O:** The D-D-O overlay was applied to all M-X-T zones and intended to make certain character areas align more closely with the Port Towns Sector Plan goals and objectives. In general, D-D-Os were permitted to apply additional standards to the underlying zones, but could not modify their density or (for the most part) use. The Port Towns D-D-O incorporated numerous objective and subjective standards, sometimes applied by typology or sub-area. Points where they modified the underlying M-X-T zoning are indicated in the tables below.

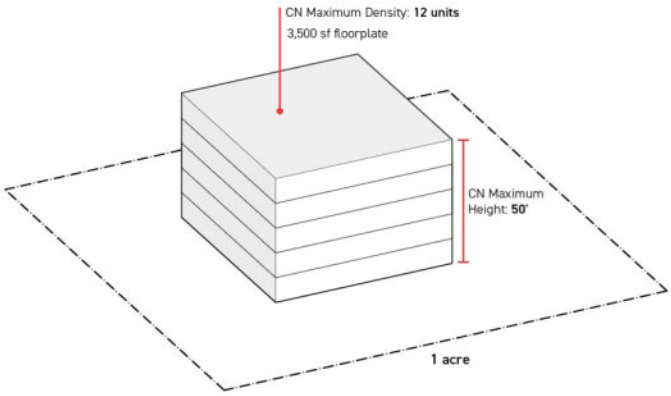
CURRENT (POST-2022) ZONING CLASSES

- **CN:** The CN Zone is intended to create space for small-scale retail consistent with a pedestrian-friendly and neighborhood-scale to serve surrounding neighborhoods—replacing M-X-T on the corner of MD 450 (Annapolis Road) and MD 201 (Kenilworth Avenue) within the Sector Plan Area.
- **CS:** The CS Zone is intended to provide a variety of retail services (including auto-oriented commercial uses) and medium- to high-density residential development—replacing M-X-T along MD 450 (Annapolis Road) and MD 201 (Kenilworth Avenue) within the Sector Plan Area.
- **CGO:** The CGO Zone is intended to encourage higher-density mixed-use development while balancing automobile access with maintaining a pedestrian friendly environment and prioritizing business and civic uses. It primarily replaces the C-S-C Zone and is located mostly along Annapolis Road within the Sector Plan Area.
- **NAC:** The NAC Zone is for designated Neighborhood Centers and is intended to create small scale, mixed-use centers which are walkable, bikeable, and well-connected to public transit and serve the surrounding neighborhood. It replaces the prior M-X-T Zone and is located mostly along US 1 Alt (Bladensburg Road) within the Sector Plan Area.

Table G-3. Comparison of M-X-T and D-D-O Modification to M-X-T versus CN Standards

	Prior Zoning		New Zoning
	M-X-T	**D-D-O Modification to M-X-T**	**CN**
Lot area (min)	• Not specified	n/a	• 4,000 sf – Single-Family detached • 9,000 sf – Multifamily • No requirement – Other uses
Lot width (min)	• Not specified	• 24' – Single-family Detached • 18' – Townhouse/Small Apartment • No requirement – Other uses	• 50' – Single-Family detached, Two-Family, Other uses • 20' – Townhouse, Live-Work • 75' – Multifamily
Density (min / max)	• Subject to discretionary review	n/a	• 9 du/ac – Single-Family detached • 24 du/ac – Two-Family • 12 du/ac – Townhouse, Live-Work, Multifamily
FAR (min / max)	• 0.4 / 8.0 (with optional method of development)	n/a	• No requirement
Lot coverage (min / max)	• Subject to discretionary review	n/a	• 60% - Single-Family detached • 65% - Two-Family, Townhouse, Live-Work, Multifamily, Other uses
Building façade fenestration / transparency (min)	• Subjective transparency requirements	• 25-70% - Single-family Detached • 30-70% (ground floor) and 20-60% (upper floors) - Townhouse Small/ Apartment • 60-90% (ground floor) and 20-60% (upper floors) - Storefront • 20-70% - Workshop	• No requirement
Front yard depth (min)	• Subjective siting requirements	• Varies according to additional rules	• 10' – Single-Family detached • No requirement – Other uses
Side yard depth (min)	• Subjective siting requirements	• 5' - Single-family • No requirement – Other uses	• 5' – Single-Family detached • No requirement – Other uses
Rear yard depth (min)	• Subjective siting requirements	n/a	• 35' – Single-Family detached • 50' – Two-Family, Townhouse, Live-work, Multifamily, Other uses
Principal structure height (max)	• Subject to discretionary review 110' (multifamily housing)	• 2-3 stories - Single-family Detached • 2-4 stories - Townhouse Small/ Apartment • 4-10 stories - Storefront • 1-4 stories - Workshop	• 35' – Single-Family, • 50' – Two-Family, Townhouse, Live-Work, Multifamily, Other uses
Parking minimum	• Residential: 1.33 per du within 1-mile radius of a metro station • Commercial: 1.0 per 250 sq ft of GLA	• 80% of M-X-T requirement	• Residential: 1.0 to 2.0 per du • Retail Services: 4.0 per 1,000 sq ft GFA

OBSERVATIONS (CN)



As with RMF-48, the height and density standards for CN result in excessive amount of open space of both are maximized.

- **General:** CN is a flexible zoning class that accommodates a range of uses and forms. Nonresidential uses are prioritized in this zone and are the easiest to apply to any site—especially smaller sites, while residential requirements are more stringent. However, the 4,000 sf minimum lot size for single-family uses allows considerably more flexibility than the 6,500 sf requirement under RSF-65.
- **Potential Barriers in Current Zoning:** Maximum residential densities in the CN zoning class are very low and may substantially limit mixed use development. Parking is also a barrier, especially for small businesses. On a small or densely-built site, it may be challenging to provide 4 parking spaces per 1,000 sf of GFA.
- **Challenges to Overcoming Barriers:** As in RMF-48, elevating density to match the built form requirements might result in substantially increased density, which would in turn need to be justified in terms of infrastructure capacity. As with other zones, reduction of parking standards should be considered, but would require study. Reducing (or eliminating) such standards and allowing the market to determine parking rates would remove a potentially unnecessary hurdle that can contribute to raising housing costs and perpetuating auto-oriented forms of development.
- **Potential Opportunities for Rezoning:** Rezoning other small to medium sites along major corridors to CN could provide an opportunity to promote or retain small-scale retail or other uses to meet neighborhood needs.

Table G-4. Comparison of M-X-T and D-D-O Modification to M-X-T versus CS Standards

	Prior Zoning		New Zoning
	M-X-T	**D-D-O Modification to M-X-T**	**CS**
Lot area (min)	• Not specified	n/a	• 7,500 – Multifamily, Artists' Residential Studio, Live-Work • 5,000 – Other uses
Lot width (min)	• Not specified	• 24' – Single-family Detached • 18' – Townhouse/Small Apartment • No requirement – Other uses	• 60' – Multifamily, Artists' Residential Studio, Live-Work • 50' – Other uses
Density (min / max)	• Subject to discretionary review	n/a	• 20 du/ac – Multifamily, Artists' Residential Studio, Live-Work
FAR (min / max)	• 0.4 / 8.0 (with optional method of development)	n/a	• No requirement
Lot coverage (min / max)	• Subject to discretionary review	n/a	• 40% - Multifamily, Artists' Residential Studio, Live-Work
Building façade fenestration / transparency (min)	• Subjective transparency requirements	• 25-70% - Single-family Detached • 30-70% (ground floor) and 20-60% (upper floors) - Townhouse Small/ Apartment • 60-90% (ground floor) and 20-60% (upper floors) - Storefront • 20-70% - Workshop	• No requirement
Front yard depth (min)	• Subjective siting requirements	• Varies according to additional rules	• 15' – Multifamily, Artists' Residential Studio, Live-Work • 10' – Other uses
Side yard depth (min)	• Subjective siting requirements	• 5' - Single-family • No requirement – Other uses	• 8' – Multifamily, Artists' Residential Studio, Live-Work • 0' – Other uses
Rear yard depth (min)	• Subjective siting requirements		• 20' – Multifamily, Artists' Residential Studio, Live-Work • 0' – Other uses
Principal structure height (max)	• Subject to discretionary review 110' (multifamily housing)	• 2-3 stories - Single-family Detached • 2-4 stories - Townhouse Small/ Apartment • 4-10 stories - Storefront • 1-4 stories - Workshop	• 50'
Parking minimum	• Residential: 1.33 per du within 1-mile radius of a metro station • Commercial: 1.0 per 250 sq ft of GLA	• 80% of M-X-T requirement	• Residential: 1.0 to 2.0 per du • Retail services: 4.0 per 1,000 sq ft GFA

OBSERVATIONS (CS)

- **General:** CS departs substantially from M-X-T's standards by introducing minimum lot sizes and widths, and maximum densities, alongside other standards. While M-X-T included a number of subjective requirements, the inclusion of objective standards within the CS Zone improves overall clarity for by-right entitlements.
- **Potential Barriers in Current Zoning:** Redeveloping a smaller site in this zone with residential uses would likely be more difficult than in the prior M-X-T Zone due to the introduction of lot size and width requirements. (There are several CS-zoned sites less than 7,500 sf in size in the Port Towns area). This could also be discouraging to incremental development, where multiple smaller lots are gradually parceled off. On the other hand, nonresidential requirements would be easier to meet, comparatively. As with several other zones, parking standards may be a barrier to development on smaller sites.
- **Challenges to Overcoming Barriers:** As with other zones, reduction of parking standards should be considered, but would require study. Reducing minimum lot size to make existing CS lots in Port Towns conforming should be considered.

Table G-5. Comparison of C-S-C versus CGO Standards

	Prior Zoning	New Zoning
	C-S-C	CGO
Density (max)	• Not specified	• 20 du/ac – Townhouse • 48 du/ac – Multifamily, Artists' Residential Studio, Live-Work
Net lot area (min)	• Not specified	• 7,500 sf – Multifamily, Artists' Residential Studio, Live-Work
Lot width (min)	• Not specified	• 20' – Townhouse • 50' – Multifamily, Artists' Residential Studio, Live-Work
Lot coverage (max)	• Not specified	• 65% - Townhouse • 70% - Multifamily, Artists' Residential Studio, Live-Work
Front yard depth (min)	• 10'	• 10' – Townhouse, Multifamily, Artists' Residential Studio, Live-Work • 0' – Other uses
Side yard depth (min)	• 12' + additional set back of 1/3 building height for any building over 30'	• 8' – Townhouse, Multifamily, Artists' Residential Studio, Live-Work • 0' – Other uses
Rear yard depth (min)	• 25' + additional set back of 1/3 building height for any building over 30'	• 15' – Townhouse, Multifamily, Artists' Residential Studio, Live-Work • 0' – Other uses
Principal structure height	• 4 stories min / 10 stories max	• 50' – Townhouse • 86' – Multifamily, Artists' Residential Studio, Live-Work
Parking minimum	• Commercial: 1.0 per 250 sq ft of GLA	• Residential: 1.0 to 2.0 per du • Commercial: 4.0 per 1,000 sq ft GFA

OBSERVATIONS (CGO)

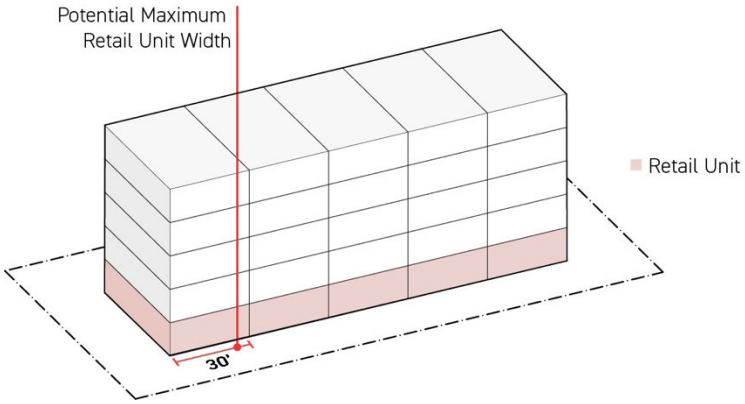
- **General:** While more stringent than the prior C-S-C Zone, the CGO Zone at least allows for greater use flexibility, including mixed-use or residential projects.
- **Potential Barriers in Current Zoning:** As with several other zones, parking requirements would be a barrier, especially for smaller sites.
- **Challenges to Overcoming Barriers:** As stated with regard to other zoning classes, a change in parking standards would require study.
- **Potential Opportunities for Rezoning:** Due to its flexibility, CGO, like NAC, is an option for applying more widely to small- or mid-sized sites. It allows greater residential density than CN (while not allowing single-family) and could be an option for mixed use outside of a mixed use center/district.

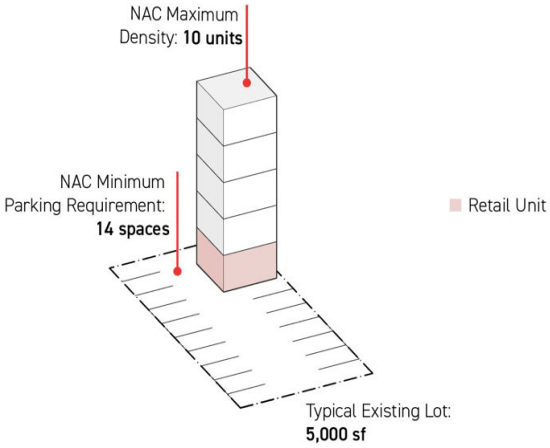
Table G-6. Comparison of M-X-T and D-D-O Modification to M-X-T versus NAC Standards

	Prior Zoning		New Zoning
	M-X-T	**D-D-O Modification to M-X-T**	**NAC**
Block length (min / max)	• Not specified	n/a	• 200' / 600'
Lot area (min)	• Not specified	n/a	• 5,000 sf
Lot width (min)	• Not specified	• 24' – Single-Family Detached • 18' – Townhouse/Small Apartment • No requirement – Other uses	• 50'
Density (min / max)	• Subject to discretionary review	n/a	• 10 / 90 du/ac
FAR (min / max)	• 0.4 / 8.0 (with optional method of development)	n/a	• 0.25 / 2.0
Lot coverage (min / max)	• Subject to discretionary review	n/a	• 40 sf / 100 sf
Build-to line (min / max)	• Not specified	• Varies, established by Sector Plan	• 15' / 35'
Building width in build-to zone	• Not specified	• 33% - Single-family Detached • 70% - Townhouse/Small Apartment, Workshop • 80% - Storefronts	• 60%
Building façade fenestration / transparency (min)	• Subjective transparency requirements	• 25-70% - Single-family Detached • 30-70% (ground floor) and 20-60% (upper floors) - Townhouse Small/Apartment • 60-90% (ground floor) and 20-60% (upper floors) - Storefront • 20-70% - Workshop	• 40% (Abutting or facing a street frontage or pedestrian way) • 35% (Facing a transit station or public gathering space)
Principal structure height (max)	• 110' – Multifamily • Subject to discretionary review – All other uses	• 2-3 stories - Single-family Detached • 2-4 stories - Townhouse Small/Apartment • 4-10 stories - Storefront • 1-4 stories - Workshop	• 60'
Parking minimum	• Residential: 1.33 per du within 1-mile radius of a metro station • Commercial: 1.0 per 250 sq ft of GLA	• 80% of M-X-T requirement	• Residential: 1.0 per du (studio and 1 BR) or 1.35 spaces per du (all other unit types) • Commercial: 2.5 per 1,000 sq ft GFA
Parking maximum	• Not specified	• Equal to M-X-T requirement	• 150% of parking minimum (structured parking exempt)

OBSERVATIONS (NAC)

A possible solution for displacement of small businesses is to introduce a maximum commercial unit size or width (as shown above) for new developments. Limiting retail units to 30 ft in width would replicate a traditional shopfront condition.





As with RMF-48, maximizing height and multifamily density on a small NAC-zoned lot would result in an unbuildable outcome due to parking requirements. In the scenario shown above, the smallest permitted NAC lot (5,000 sf) would allow for a maximum of 10 residential units (at a density of 90 units/acre) and result in a requirement for at least 14 parking spaces (including parking for ground floor retail). Parking can be better accommodated on larger NAC sites, but the current standard may still be an impediment to development there.

- **General:** In contrast to the prior M-X-T Zone, NAC (like CS) includes objective standards, which improves entitlement clarity. NAC is generally intended for large sites in more urban conditions, as is indicated by its block length, build-to, and minimum density standards. Its generous density cap and lower requirements for parking (compared to CN and CS) align to this vision. Several of the NAC-zoned properties along US 1 Alt (Bladensburg Road) fall below the minimum lot size of 5,000 square feet.
- **Potential Barriers in Current Zoning:** NAC limits height to 60' (well below the 110' in RMF-48), potentially less than the old M-X-T permitted. Finally, although less onerous than with CN and CS, the parking requirement could still present a barrier to development on smaller or more incrementally developed NAC sites. Notwithstanding, the NAC Zone presents a valuable opportunity to support vibrant mixed-use development that integrates residential and commercial uses. While redevelopment may lead to changes in the existing business landscape, thoughtful design standards—such as limiting the maximum commercial unit size or frontage—can help preserve space for small, locally owned businesses within new projects. This approach would encourage economic diversity and help maintain the character and accessibility of neighborhood-serving retail.
- **Challenges to Overcoming Barriers:** The impacts of allowing greater height in this zoning class would need to be studied, namely new transition standards might need to be introduced to prevent looming or overshadowing of adjacent neighborhood areas. As stated with regard to other zoning classes, a change in parking standards would require study.

Industrial

SUMMARY OF PRIOR (PRE-2022) ZONING CLASSES

- **I-1:** The I-1 Zone was a light industrial zone intended to create a distinct and attractive light industrial character for labor-intensive uses. The zone required a minimum of 10% green area and required 20-foot side and rear setbacks. Within the Sector Plan Area, I-1 was primarily applied along MD 201 (Kenilworth Avenue).
- **I-2:** The I-2 Zone was a heavy industrial zone intended to accommodate industrial uses which require larger tracts of land. Like the I-1 Zone, this zone required 10% green area and required 20-foot side and rear setbacks. Within the Sector Plan Area, I-2 was primarily applied along MD 201 (Kenilworth Avenue), similar to the application of I-1.

SUMMARY OF CURRENT (POST-2022) ZONING CLASSES

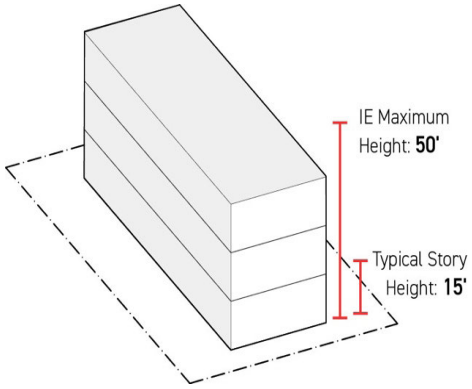
- **IE:** The IE Zone is intended to provide for a mix of light industrial, research and development, and employment uses away from high traffic generating commercial zones and residential communities. It replaces the former I-1 Zone and is primarily located along MD 201 (Kenilworth Avenue), within the Sector Plan Area.
- **IH:** The IH Zone is intended to provide land for heavy industrial uses requiring large plots and may have an adverse effect on adjoining parcels. It replaces the prior I-2 Zone and is primarily co-located with IE Zones within the Sector Plan Area.

Table G-7. Comparison of I-1 versus IE Standards

	Prior Zoning	New Zoning
	I-1	IE
Density (max)	• Not specified	• 20 du/ac – Multifamily, Artists' Residential Studio, Live-Work
Net lot area (min)	• Not specified	• 10,000 sf – Multifamily, Artists' Residential Studio, Live-Work
Lot width (min)	• Not specified	• 75' – Multifamily, Artists' Residential Studio, Live-Work
Lot coverage (max)	• Not specified	• 45% – Multifamily, Artists' Residential Studio, Live-Work • 90% - Other uses
Green area (min)	• 10%	• 25% – Multifamily, Artists' Residential Studio, Live-Work • 10% - Other uses
Front yard depth (min)	• 25'	• 10'
Side yard depth (min)	• 20' (Plus 1/3' for every 1' of building height above 30')	• 20' (both yards total)
Rear yard depth (min)	• 20' (Plus 1/3 foot for every 1 foot of building height above 30 feet)	• 0'/25'
Building separation (min)	• Not specified	• 25' or height of taller building, whichever is greater
Principal structure height	• 1 story (min) / 4 stories (max)	• 50' (max) – Multifamily, Artists' Residential Studio, Live-Work
Parking minimum	• Multifamily: 2.0 per du + 0.5 per bedroom in excess of one per du	• Multifamily: 1.5 per du • Production: 3.0 spaces per 1,000 sf GFA

OBSERVATIONS (IE)

Loft-style industrial mixed-use development typically has high floor-to-floor heights, perhaps as great as 15 ft. In this context, the maximum height of 50 ft may be too restrictive, effectively limiting buildings to 3 stories.



- **General:** IE introduces several additional standards for residential uses not appearing in I-1. Relative to the prior I-1 Zone, however, minimum front yard setback and parking requirements are reduced.
- **Potential Barriers in Current Zoning:** The 50' maximum height in this zone might be a limitation to development, especially considering the ceiling heights that could be expected in a mixed industrial zone. The 1.5 parking space per dwelling unit requirement might be a limitation for smaller units likely to be occupied by a single person.
- **Challenges to Overcoming Barriers:** If desired, maximum heights could be modestly increased without substantial adverse effect. Reduction in parking standards would require study.
- **Potential Opportunities for Rezoning:** Since IE allows for greater residential density than IH, some IH sites could be considered for rezoning if there is an expectation that sites should accommodate mixed uses.

Table G-8. Comparison of I-2 versus IH Standards

	Prior Zoning	New Zoning
	I-2	IH
Density (max)	• No residential permitted	12 du/ac – Multifamily, Artists' Residential Studio, Live-Work
Net lot area (min)	• Not specified	• 10,000 sf
Lot width (min)	• Not specified	• 75'
Green area (min)	• 10%	• 10%
Front yard depth (min)	• 25'	• 25'
Side yard depth (min)	• 20' (Plus 1/3 foot for every 1 foot of building height above 30 feet)	• 30'
Rear yard depth (min)	• 20' (Plus 1/3 foot for every 1 foot of building height above 30 feet)	• 0' / 20'
Parking minimum	• Industrial Plant: 2.0 spaces per 1,000 sf GFA	• Heavy manufacturing: 2.0 spaces per 1,000 sf GFA

OBSERVATIONS (IH)

- **General:** The IH Zone allows for some limited Multifamily, Artists' Residential Studio, and Live-Work development only through special exception, but is primarily intended for industrial uses. The IH Zone requires a net lot area of 10,000 square feet but is otherwise comparable to the prior I-2 Zone.
- **Potential Barriers in Current Zoning:** Although otherwise quite flexible, this zoning class includes a low maximum residential density that could limit more residentially-oriented development. On the other hand, this provision may be effective at incentivizing the continuation of industrial uses.
- **Challenges to Overcoming Barriers:** While residential density could be increased, sites where more residential uses are desired could more simply be rezoned to IE. The IH Zone permits limited Multifamily, Artists' Residential Studio, and Live-Work development only through a Special Exception, as its primary purpose is to support intense industrial uses.

  In contrast, the IE Zone allows these same uses by right, reflecting its intent to support a mix of employment, research, light industrial, and compatible residential uses with a higher standard of design and integration with surrounding communities.

CONCLUSIONS

In this assessment of current zoning classes applied along or adjacent to major corridors in the Port Towns sector plan area, the following recommendations emerge as themes:

Modifications to Current Zoning

- **Parking:** Across all zoning classes reviewed, parking requirements are likely to be an obstacle to development, particularly for residential developments with small units, and for commercial developments occupied by small businesses. They are probably most challenging to small sites, but may also be a concern for larger sites, especially when maximum densities cannot realistically support structured parking. Parking requirements should be considered for removal or at least reduced.
- **Lot Size:** Minimum lot sizes may pose a problem in several of the zones reviewed. They may prevent smaller sites from being redeveloped as-of-right, limit incremental development, and result in onerous processes of land assembly.[1] To simplify the approach, it is recommended that minimum lot sizes be reduced to align to the smallest realistic form of development permitted, or else eliminated altogether.
- **Density:** Maximum residential densities do not always match built form standards, particularly in RMF-48 and CN. Increases in maximum density should be considered for these zones. In the future, the County may also want to consider using building envelope (mass) alone to restrict development, rather than regulating density.
- **Maximum Commercial Unit Size:** In addition to the points raised above, a maximum commercial unit size might be needed for some of the zoning classes, to help retain small businesses in the area. This could be applied across the board, or for larger sites, to only a percentage of the commercial area.
- **Heights:** In the long term, a greater maximum height may be worth considering in the NAC mixed use zone, which is currently more limited than RMF-48.

Opportunities for Rezoning

- **Rezoning:** Rather than adjusting standards for certain zoning classes, a rezoning may be simpler in some cases. Namely, CS could be rezoned to either CN or CGO (to accommodate smaller sites) or NAC (for larger sites) to allow for more flexibility. Properties along the Bladensburg-Annapolis main corridor present a strategic opportunity for rezoning to the NAC. This would support the creation of vibrant, walkable, and bikeable mixed-use centers that meet local neighborhood needs and accommodate medium- to high-density development concentrated in key

1 Council Bill CB-15-2024 was an omnibus zoning bill adopted by Prince George's County to modernize and clarify the 2018 Zoning Ordinance. Its purpose was to correct inconsistencies, support Plan 2035 implementation, promote compact and transit-oriented development, and enhance public engagement in the zoning process. Notably, CB-15 also introduced provisions that allow development on legally created small lots—particularly those recorded under prior zoning rules—thereby supporting infill housing and neighborhood revitalization.

nodes along the corridor. Conversely, CN could be rezoned to CS, CGO or NAC depending upon the desired uses and if the intent is to accommodate more density. The two industrial zoning classes, IH and IE, work well if development conforms to their intentions; however, if more residential development is desired for the heavier IH zone, it could be rezoned to IE to better accommodate it. Larger sites directly fronting MD 450 (Annapolis Road) and MD 201 (Kenilworth Avenue) and zoned RSF-65 could be rezoned to RMF-48 to open future opportunities for multifamily housing.

Table G-9. Current Zoning Reference

Zone Type: Nonresidential
• Commercial, Neighborhood (CN)
• Commercial, Service (CS)
• Commercial, General, and Office (CGO)
• Industrial, Employment (IE)
• Industrial, Heavy (IH)
Zone Type: Residential
• Residential, Single-Family-65 (RSF-65)
• Residential, Multifamily-48 (RMF-48)
Zone Type: Transit-Oriented/Activity Center
• Neighborhood Activity Center (NAC)

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Appendix I: Map Citations

* Prince George's County Planning Department internal GIS data not available via a website or web-based URL.

** Consult the authorized agency for data access.

Basemap

The layers listed below comprise the base map. Every map in the plan uses most, if not all of these data layers, in addition to the layers listed under each individual map.

GENERAL

Prince George's County Planning Department, County Boundary Py, Polygon, May 20, 2015
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/County_Boundary_Py.zip

Prince George's County Planning Department, Port Towns Sector Plan Boundary, Polygon, 2025*

Prince George's County Planning Department, County PTSP Erase, Polygon, 2025*

ENVIRONMENTAL

Prince George's County Planning Department, Hydro Area 2023, Polygon, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Area_2023_Py.zip

Prince George's County Planning Department, Hydro Line 2023, Line, December 20, 2023
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Hydro_Line_2023_Ln.zip

Prince George's County Planning Department, Park Py, Polygon, February 20, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

INFRASTRUCTURE

Prince George's County Planning Department, Street Centerline Ln, Line, November 21, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Prince George's County Planning Department, Primary Road Ln, Line, December 5, 2024
https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Primary_Road_Ln.zip

Section I: Introduction

Map 1. Port Towns Sector Plan Boundary

- Prince George's County Planning Department, All Imagery, Imagery, 2023**

Section II: Defining the Context

Map 2. County Context

- Prince George's County Planning Department, Planning Subregion Py, Polygon, April 4, 2012
  https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Planning_Subregion_Py.zip

Map 3. Local Context

- Prince George's County Planning Department, Rail Transit Ln, Line, October 18, 2023
  https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, Rail Transit Pt, Point, September 20, 2022
  https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip

Map 4. Municipal Boundaries

- Prince George's County Planning Department, Municipal Boundary Py, Polygon, February 3, 2025
  https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Municipal_Boundary_Py.zip

Map 5. Major Landmarks

- Prince George's County Planning Department, Significant Locations, Point, October 3, 2025*

Map 6. Plan 2035 Growth Policy

- Prince George's County Planning Department, GenPln 2035 Growth Plcy Py, Polygon, February 3, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GenPln_2035_Growth_Plcy_Py.zip
- Prince George's County Planning Department, GenPln 2035 Policy Area Py, Polygon, May 21, 2014 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GenPln_2035_Policy_Area_Py.zip
- Prince George's County Planning Department, GenPln 2035 Center Py (Feature to Point), Point, May 21, 2014 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GenPln_2035_Center_Py.zip

Map 7. Neighborhood Center Boundary

- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*

Section III: Blueprint for Port Towns

Map 8. Neighborhood Center Boundary and Opportunity Sites

- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*
- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*

Map 9. Site A Characteristics

- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*
- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**

Map 10. Site B Characteristics

- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*
- Prince George's County Planning Department, Transportation 2023 Ln, Line, April 6, 2020 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Transportation_2023_Ln.zip
- Prince George's County Planning Department, All Imagery, Imagery, 2023**

Map 11. Site C Characteristics

- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**

Map 12. Site D Characteristics

- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*
- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**
- Prince George's County Planning Department, Transportation 2023 Ln, Line, April 6, 2020 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Transportation_2023_Ln.zip

Map 13. Site E Characteristics

- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*
- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**

- Prince George's County Planning Department, Transportation 2023 Ln, Line, April 6, 2020 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Transportation_2023_Ln.zip

Map 14. Site F Characteristics

- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**

Map 15. Site G Characteristics

- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*
- Prince George's County Planning Department, PTSP Opportunity Site, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**

Section IV: Land Use

Map 16. Existing Land Use

- Prince George's County Planning Department, Land Use (Property Info), Polygon, January 1, 2024 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip

Map 17. Existing Zoning

- Prince George's County Planning Department, Zoning Py, Polygon, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, CBCA Overlay 2015 Py, Polygon, January 1, 2015 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/CBCA_Overlay_2015_Py.zip
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip

Map 18. Future Land Use

- Prince George's County Planning Department, PTSP Proposed FLU Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip

Map 19. Properties to be Reclassified to ROS per Strategy LU 2.1

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip

Map 20. Historic Properties Preservation Pursuant Strategies LU 3.1 and LU 3.2

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip
- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*

Map 21. Properties to be Reclassified to NAC per Strategy LU 4.2

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*

- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip
- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*

Map 22. Properties to be Reclassified to CN per Strategy LU 5.2

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip

Map 23. Properties to be Reclassified to RMF-48 per Strategy LU 5.3

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip

Map 24. Properties to be Reclassified to IE per Strategy LU 5.5

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip

Map 25. Properties to be Reclassified to RSF-A per Strategy LU 6.1 Port Towns Transition Areas

- Prince George's County Planning Department, PTSP Zoning Change Area Py, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*

Map 26. Properties to be Reclassified to RSF-A per Strategy LU 6.2

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip
- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip

Map 27. Properties to be Reclassified to RMF-20 per Strategy LU 6.3

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip

Map 28. Properties to be Reclassified to RSF-A per Strategy LU 7.9

- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*
- Prince George's County Planning Department, Property Py, Polygon, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip

- Prince George's County Planning Department, Building 2023 Py, Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip

Section V: Economic Prosperity

Map 29. Commercial Corridors

- Prince George's County Planning Department, CommercialCorridor2 LN, Line, 2025**

Map 30 Port Towns Industrial Areas

- Prince George's County Planning Department, PTSP Industrial Areas Py, Polygon, 2025**

Map 31. Brownfield Sites

- Prince George's County Planning Department, PTSP Brownfield Inventory Pt, Point, 2025*

Section VI: Transportation and Mobility

Map 32. Existing Roadways and Intersections

- Prince George's County Planning Department, Master Plan Right-of-Way, Polygon, September 9, 2024 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip

Map 33. Existing Roadways Ownership

- Prince George's County Planning Department, Street Centerline Ln (Filtered), Line, November 21, 2024 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Street_Centerline_Ln.zip

Map 34. Crash Density

- Prince George's County Planning Department, crash map data Kernel Density, Raster, March 7, 2025* (Analysis layer for Maryland Department of State Police data)
- Maryland Department of State Police, crash map data 2024 Pt, Point, March 7, 2025**

Map 35. Existing Sidewalks in the Sector Plan Area

- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip

Map 36. Existing Bicycle, Trail, and Shared-Use Facilities

- Prince George's County Planning Department, PTSP Bike Lane Ln, Line, 2025*
- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- City of Washington, D.C., Capital Bikeshare Locations, Point, January 12, 2023**

Map 37. Existing Transit Facilities

- Prince George's County Planning Department, Transportation 2023 Ln, Line, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip
- Prince George's County Planning Department, Rail Transit Ln, Line, October 18, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, Rail Transit Pt, Point, September 20, 2022 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
- Prince George's County Planning Department, Bus Route (The BUS) Ln, Line, December 20, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Bus_Route_THE_BUS_Ln.zip

- Maryland Department of Transportation's Maryland Transit Administration, Bus Route (MTA) Ln, Line, May 12, 2025**
- Maryland Department of Transportation's Maryland Transit Administration, Bus Route (WMATA) Ln, Line, May 12, 2025**

Map 38. Existing Equity Emphasis Area

- Metropolitan Washington Council of Governments, Equity Emphasis Areas, Polygon, March 27, 2024**

Map 39. Recommended Master Plan of Transportation Facilities and USDS Designations

- Prince George's County Planning Department, RecommendedFunc USDS 05062025, Line, 2025*
- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*

Map 40 Proposed Intersection Redesign Locations

- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*
- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*

Map 41. Peace Cross Existing Intersection Configuration

- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*
- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip
- Prince George's County Planning Department, Open Space Py, Polygon, 2025*
- Prince George's County Planning Department, Historic Site Pt, Point, May 21, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/National_Register_Listing_Py.zip
- Prince George's County Planning Department, All Imagery, Imagery, 2023**
- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip

Map 42. Peace Cross Intersection Redesign Concept

- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip
- Prince George's County Planning Department, Open Space Py, Polygon, 2025*
- Prince George's County Planning Department, Historic Site Pt, Point, May 21, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/National_Register_Listing_Py.zip
- Prince George's County Planning Department, All Imagery, Imagery, 2023**
- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, PTSP Sidewalk Recomm Ln, Line, 2025*
- Prince George's County Planning Department, PTSP Bike Lane Ln, Line, 2025*
- Prince George's County Planning Department, PTSP_Bike Recomm Ln, Line, 2025*
- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*

- Prince George's County Planning Department, PeaceCross RealignmentConcept Ln, Line, 2025*
- Prince George's County Planning Department, Port Towns Opportunity Sites Py, Polygon, 2025*
- Prince George's County Planning Department, PGC_TrailNetworkv5, Line, 2025*

Map 43. MD 450 (Annapolis Road) and MD 202 (Landover Road) Existing Intersection Configuration

- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*
- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip
- Prince George's County Planning Department, Historic Site Pt, Point, May 21, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/National_Register_Listing_Py.zip
- Prince George's County Planning Department, All Imagery, Imagery, 2023**

Map 44. MD 450 (Annapolis Road) and MD 202 (Landover Road) Intersection Redesign Concept

- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip
- Prince George's County Planning Department, Open Space Py, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**
- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, PTSP Sidewalk Recomm Ln, Line, 2025*
- Prince George's County Planning Department, PTSP Bike Lane Ln, Line, 2025*
- Prince George's County Planning Department, PTSP Bike Recomm Ln, Line, 2025*
- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*
- Prince George's County Planning Department, PeaceCross RealignmentConcept Ln, Line, 2025*
- Prince George's County Planning Department, Port Towns Opportunity Sites Py, Polygon, 2025*
- Prince George's County Planning Department, PGC TrailNetworkv5, Line, 2025*
- Prince George's County Planning Department, Open Space Py, Polygon, 2025*
- Prince George's County Planning Department, Historic Site Pt, Point, May 21, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/National_Register_Listing_Py.zip

Map 45. MD 201 (Kenilworth Avenue) and 48th Street Existing Intersection Configuration

- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*
- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip
- Prince George's County Planning Department, All Imagery, Imagery, 2023**
- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip

Map 46. MD 201 (Kenilworth Avenue) and 48th Street Intersection Redesign Concept

- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip
- Prince George's County Planning Department, Open Space Py, Polygon, 2025*
- Prince George's County Planning Department, All Imagery, Imagery, 2023**
- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, PTSP Sidewalk Recomm Ln, Line, 2025*
- Prince George's County Planning Department, PTSP Bike Lane Ln, Line, 2025*
- Prince George's County Planning Department, PTSP Bike Recomm Ln, Line, 2025*
- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*
- Prince George's County Planning Department, PeaceCross RealignmentConcept Ln, Line, 2025*
- Prince George's County Planning Department, Port Towns Opportunity Sites Py, Polygon, 2025*
- Prince George's County Planning Department, PGC TrailNetworkv5, Line, 2025*
- Prince George's County Planning Department, PeaceCross Kenilworth RealignmentConcept_Ln, Line, 2025*
- Prince George's County Planning Department, Open Space Py, Polygon, 2025*
- Prince George's County Planning Department, KenilworthAve IntersectionRedesign Pt, Point, 2025*
- Prince George's County Planning Department, Potential New Realign Kenilworth Ln, Line, 2025*

Map 47. Recommended Countywide Master Plan of Transportation Pedestrian, Bicycle, and Trail/ Shared-Use Facilities

- Prince George's County Planning Department, PTSP Bike Lane Ln, Line, 2025*
- Prince George's County Planning Department, PTSP Bike Recomm Ln, Line, 2025*
- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip

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- Prince George's County Planning Department, PTSP Sidewalk Recomm Ln, Line, 2025*
- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip

Map 49. Recommended Bicycle Network

- Prince George's County Planning Department, PTSP Bike Lane Ln, Line, 2025*
- Prince George's County Planning Department, PTSP Bike Recomm Ln, Line, 2025*
- Prince George's County Planning Department, Sidewalk 2023 Ln, Line, March 28, 2025 (based off Transportation 2023 Ln) https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Transportation_2023_Ln.zip

Map 50. Existing Signalized Intersections

- Prince George's County Planning Department, Intersections Existing and Potential New Signals v2, Point, 2025*

- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- Prince George's County Planning Department, PGC Trail Network v5, Line, 2025*

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- Prince George's County Planning Department, PTSP Sidewalk Recomm Ln, Line, 2025*
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- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025
- Prince George's County Planning Department, PGC Trail Network v5, Line, 2025*

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- Prince George's County Planning Department, Rail Transit Ln, Line, October 18, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
- Prince George's County Planning Department, Rail Transit Pt, Point, September 20, 2022 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Pt.zip
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- Prince George's County Planning Department, Bus Stop (The BUS) Pt, Point, December 20, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Bus_Stop_THE_BUS_Pt.zip
- City of Washington, D.C., Metro Bus Routes, Line, September 5, 2025**
- Prince George's County Planning Department, Prop Curbside Business Access Bus Lane Py, Polygon, 2025*
- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*

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- Prince George's County Planning Department, Rail Transit Ln, Line, October 18, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Rail_Transit_Ln.zip
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- Prince George's County Planning Department, PTSP Neighborhood Center, Polygon, 2025*
- Prince George's County Planning Department, Transit Connections Ln, Line, 2025*

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- Prince George's County Planning Department, Tree Canopy (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Tree_canopy_2023_Py.zip
- Prince George's County Planning Department, Zoning Py, Polygon, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Maryland Department of Natural Resources, Wetlands DNR, Polygon, August 27, 2019**

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- Prince George's County Planning Department, Impervious Surface (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2023_Py.zip
- Prince George's County Planning Department, Building (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip
- Federal Emergency Management Agency (FEMA), Floodplain (FEMA), Polygon, September 15, 2016**
- Federal Emergency Management Agency (FEMA), Levee (FEMA), Line, 2025**

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- Prince George's County Planning Department, Tree Canopy 2009 2021 Chg Py, Polygon, 2025* https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/ShapeFile/Tree_Canopy_Change_2009_2021_UVM_Py.zip

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- Prince George's County Planning Department, DEM (2023), Raster, April 8, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/DEM_2023_GRID.zip

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- Prince George's County Planning Department, Impervious Surface (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2023_Py.zip
- Federal Emergency Management Agency (FEMA), Levee (FEMA), Line, 2025**
- Prince George's County Planning Department, PTSP Pumping Station Pt, Point, 2025*

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- Prince George's County Planning Department, Impervious Surface (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Impervious_Surface_2023_Py.zip
- Prince George's County Planning Department, GI Plan 2017 Py, Polygon, July 20, 2022 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/GI_Pln_2017_Py.zip

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- Maryland Department of the Environment, EJ Score V3, Polygon, September 12, 2025**

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- Prince George's County Planning Department, Special Conservation Area, Polygon, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Special_Conservation_Area_Py.zip
- Prince George's County Planning Department, PTSP Anacostia River Main Stem, Polygon, 2025*

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- Prince George's County Planning Department, Building (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip
- Prince George's County Planning Department, Building Result Property Join 2024 Py, Polygon, 2025*

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- Prince George's County Planning Department, Building (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip
- Prince George's County Planning Department, Building Result Property Join 2024 Py, Polygon, 2025*
- Map 66. (300) Park Access
- Prince George's County Planning Department, Building (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip
- Prince George's County Planning Department, Building Result Property Join 2024 Py, Polygon, 2025*
- Prince George's County Planning Department, Park Access Pt, Point, 2025*

Map 65. Park Access (300)

- Prince George's County Planning Department, Building (2023), Polygon, March 28, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Building_2023_Py.zip
- Prince George's County Planning Department, Building Result Property Join 2024 Py, Polygon, 2025*
- Prince George's County Planning Department, Park Access Pt, Point, 2025*

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- Prince George's County Planning Department, PTSP_ProposedTreePlanting_Pt, Point, 2025*
- Prince George's County Planning Department, PTSP Planting Priority Areas Py, Polygon, 2025*

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- Prince George's County Planning Department, Priority GI Proj Pt, Point, 2025*

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- Prince George's County Planning Department, Priority GI Proj Pt, Point, 2025*
- Prince George's County Planning Department, Proposed Streetscape Infra Ln, Line, 2025*
- Prince George's County Planning Department, Peace Cross Proposed Stream Buffer Py, Polygon, 2025*
- Prince George's County Planning Department, Blueway PTSP 50ft Buffer Py, Polygon, 2025*

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- Prince George's County Planning Department, Blueway PTSP 50ft Buffer Py, Polygon, 2025*
- Prince George's County Planning Department, Hydro Line PTSP 50ft Buffer Py, Polygon, 2025*
- Prince George's County Planning Department, Peace Cross Proposed Stream Ln, Line, 2025*
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- Prince George's County Planning Department, Healthy Food Retailer Pt, Point, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Healthy_Food_Retailer_Pt.zip

- Prince George's County Health Department, Prince George's County Office of Information Technology, Healthy Food Priority Area, Polygon, 2025**
- Maryland Department of Transportation's Maryland Transit Administration, WMATA Metro Bus Stops, Point, May 12, 2025**
- Prince George's County Planning Department, Bus Stop (The BUS) Pt, Point, December 20, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Bus_Stop_THE_BUS_Pt.zip
- Maryland Board of Physicians, Doctor's Office, Point, July 1, 2023**
- Prince George's County Planning Department, Community Center, Point, July 22, 2024 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Community_Center_Pt.zip
- Prince George's County Planning Department, Senior Housing, Point, July 22, 2024 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Senior_Housing_Pt.zip
- Prince George's County Planning Department, Senior Activity Center, Point, August 20, 2021 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Senior_Activity_Center_Pt.zip
- Prince George's County Planning Department, Library, Point, August 21, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Library_Pt.zip

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- Prince George's County Planning Department, Significant Locations, Point, 2025*
- Prince George's County Planning Department, Park Trails Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Master_Plan_Right_of_Way_Py.zip
- National Park Service, National Trail Network, Line, 2025**
- Prince George's County Planning Department, National Register Listing, Polygon, Aug 20, 2021 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/National_Register_Listing_Py.zip
- Prince George's County Planning Department, PTSP Historic District Add Py, Polygon, 2025*
- Prince George's County Planning Department, Historic Site Pt, Point, May 21, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/National_Register_Listing_Py.zip
- Prince George's County Planning Department, Historic Environmental Setting, Polygon, May 21, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Historic_Environ_Setting_Py.zip

Map 72. Port Towns' Cultural Heritage Trail

- Prince George's County Planning Department, PTSP bikerecomm Ln, Line, 2025*
- Prince George's County Planning Department, Significant Locations, Point, 2025*
- Prince George's County Planning Department, Park Trail Ln, Line, August 1, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Park_Trail_Ln.zip
- Prince George's County Planning Department, PGC Trail Network v5, Line, 2025*

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- Maryland Board of Physicians, Doctor's Office, Point, July 1, 2023**
- Health Resources and Services Administration (HRSA), Medically Underserved Areas, Polygon, May 12, 2025**

Map 74. Food Retailer Access

- Prince George's County Planning Department, Walkshed Food Healthy 10min Py, Polygon, 2025*
- Prince George's County Planning Department, Walkshed Food Temp 10min Py, Polygon, 2025*
- Prince George's County Planning Department, Food Temporary Pt, Point, 2025*
- Prince George's County Planning Department, Healthy Food Retailer Pt, Point, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Healthy_Food_Retailer_Pt.zip

Map 75. Farmer's Markets and Urban Agriculture

- Prince George's County Planning Department, PTSP Farmers Markets Pt, Point, 2025*

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- Prince George's County Planning Department, Community Center, Point, July 22, 2024 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Community_Center_Pt.zip
- Prince George's County Planning Department, Senior Activity Center, Point, August 20, 2021 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Senior_Activity_Center_Pt.zip
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- Prince George's County Planning Department, PGC Trail Network v5, Line, 2025*
- Prince George's County Planning Department Analysis of https://www.pgparks.com/parks-trails/park-finder

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- Prince George's County Planning Department, Walkshed_Park_Py, Polygon, 2025*
- Prince George's County Planning Department, Park Access Pt, Point, 2025*

Map 78. Water and Sewer Categories

- Washington Suburban Sanitary Commission (WSSC), Sewer Minibasin WSSC, Polygon, 2025**
- Washington Suburban Sanitary Commission (WSSC), Water Category, Polygon, 2025**
- Washington Suburban Sanitary Commission (WSSC), Sewer Category, Polygon, 2025**

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- Prince George's County Planning Department, Community Center, Point, July 22, 2024 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Community_Center_Pt.zip
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- Prince George's County Planning Department, Fire Station, Point, December 20, 2023 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Fire_Station_Pt.zip
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Map 80. Recommended Parks, Recreation, and Open Space Facilities

- Prince George's County Planning Department, PTSP Recomm Public Facilities Pt, Point, 2025*
- Prince George's County Planning Department, PTSP Recomm Public Facilities Ln, Line, 2025*

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- Prince George's County Planning Department, Placemaking Opportunities Pt, Point, 2025*

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- Prince George's County Planning Department, Zoning Py, Polygon, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, CBCA Overlay 2015 Py, Polygon, January 1, 2015 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/CBCA_Overlay_2015_Py.zip
- Prince George's County Planning Department, Property Py, Polygon, October 3, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Py.zip

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- Prince George's County Planning Department, Zoning Py, Polygon, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, CBCA Overlay 2015 Py, Polygon, January 1, 2015 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/CBCA_Overlay_2015_Py.zip
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- Prince George's County Planning Department, PTSP Zoning Change Area Py, Polygon, 2025*

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- Prince George's County Planning Department, Zoning Py, Polygon, 2025 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/Property_Info_Py.zip
- Prince George's County Planning Department, CBCA Overlay 2015 Py, Polygon, January 1, 2015 https://gisdata.pgplanning.org/opendata/downloadzip.asp?FileName=/data/FGDB/CBCA_Overlay_2015_Py.zip
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CERTIFICATE OF ADOPTION AND APPROVAL

The Port Towns Sector Plan supersedes and replaces the 2009 *Approved Port Towns Sector Plan* in its entirety, the 1994 *Approved Master Plan for Planning Area 68* for the portion of Planning Area 68 within this Sector, and the 2018 *Approved Greater Cheverly Sector Plan* for the portion of Planning Area 69 within this Sector. This plan will amend portions of the 2014 *Plan Prince George's 2035 Approved General Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, and *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*. The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the Port Towns Sector Plan by Resolution No. [insert] on [date of adoption]. The Prince George's County Council approved the sector plan by Resolution No. [insert] on [date of adoption], after duly advertised public hearing[s] held on [date(s)].

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