

Neighborhood Planning
ACADEMY

academy.pgplanning.com

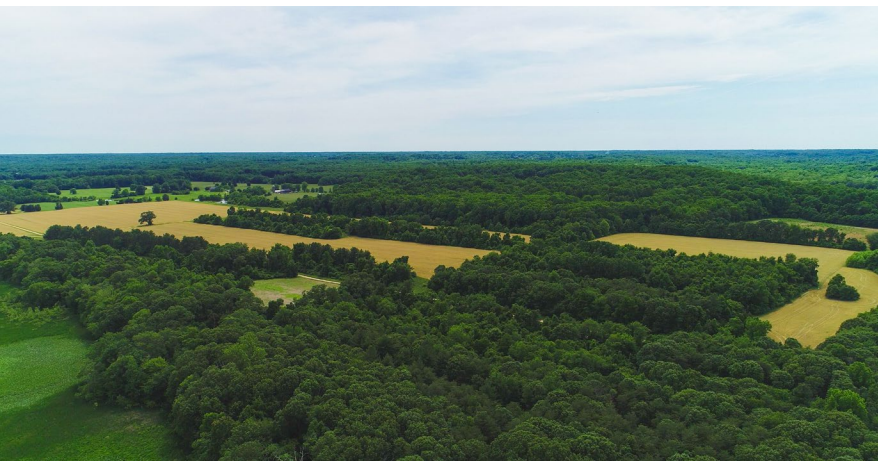


Final Project Presentations

Session 7

Prince George's County
Neighborhood Planning Academy

April 30, 2025



FINAL PROJECT

- Describe a planning related issue, challenge, or concern (topic) in your community.
- Research
- Consider who to engage
- Consider solutions and tradeoffs
- Present via your chosen medium

OLUWAFOLAJIMI --- AKINSIKU

Tourism Fusion 2035

Elevating Prince George's County through Heritage, Innovation, and Regional Collaboration

Prepared by: Oluwafolajimi Akinsiku

Program: Prince George's County Planning Academy

Institution: Prince George's County Government

Executive Summary

- Tourism Fusion 2035 is a strategic initiative to position Prince George's County as a flagship tourism destination. It blends cultural heritage, technology, and regional partnerships to unlock economic potential, guided by the County's Plan 2035.

Key Objectives

- - Increase tourism revenue by 40% by 2035
- - Develop 3 signature corridors: Heritage, Equine, Entertainment
- - Create 1,000+ tourism-related jobs
- - Launch 5 flagship cultural events
- - Establish regional tourism circuits
- - Integrate digital storytelling and AR tools

Strategic Approach

- 1. Activate Scenic Heritage Corridors
- 2. Deploy Mobile Apps & AR Tours
- 3. Forge Regional Partnerships
- 4. Launch Community Grants
- 5. Monitor KPIs and Impact Metrics

Alignment with Plan 2035

- - Supports heritage tourism expansion
- - Enhances cultural & arts programming
- - Promotes regional collaboration
- - Leverages innovation and placemaking
- - Focused on measurable, sustainable outcomes

SWOT Analysis

- Strengths:
 - - Rich historical and cultural assets
 - - Proximity to D.C. and major attractions
- Weaknesses:
 - - Fragmented tourism coordination
 - - Limited visibility and investment
- Opportunities:
 - - Regional partnerships
 - - Digital storytelling platforms and tech
- Threats:
 - - Competing destinations nearby
 - - Funding sustainability and policy shifts

Expected Impact

- - Boost in local tourism revenue
- - Job creation and small business support
- - Increased visibility of PG County
- - Community pride and cultural preservation

Conclusion

- Tourism Fusion 2035 is a visionary and actionable model that turns planning into performance. By aligning with Plan 2035, it creates a sustainable roadmap for economic and cultural growth in Prince George's County.

Questions

- Thank you for your attention.
- I welcome your questions, feedback, and suggestions.

Presenter Profile

- Oluwafolajimi Akinsiku is a community-focused professional with a passion for designing inclusive, trauma-informed solutions within the built environment. His work bridges planning, housing, and cultural engagement to create spaces that promote healing, equity, and meaningful connection.

ROBERT ALEJNIKOV

ESSAY

Good evening, all. My name is Rob. I live in unincorporated Prince George's County within walking distance of the Landover Metro Station in a relatively new development called Metro Pointe. I love a lot of things about my community, but one thing I don't love is the landscaping. Specifically, the developers of my community did a terrible job of selecting and maintaining trees, bushes, and other flora such that we seem to have a newly dead tree every week or so. Therefore, I decided that my final project would be to figure out a plan for nativizing and making more sustainable the flora in my community.

I identified a few resources to get me started via Google and received a response from the University of Maryland's Master Gardener Program. A staff member there told me via email that my best first step would be to get a soil analysis. So, I plan to gather a soil sample and send it to the University of Delaware because the University of Maryland unfortunately doesn't offer soil analysis.

Once I have the results, I will consult Prince George's County's master gardener, Esther Mitchell, and ask if she would be interested either in attending an HOA meeting in my community or giving me information to pass on to the community regarding the best native plants for our soil. Once I have that information from Ms. Mitchell—and the permission of my HOA's board—I'll also pass that info to our landscaper and direct them to replace dead trees as they die with only native species that hopefully will endure.

Thank you for your time.

SHELBY AUSTIN

ESSAY

My focus is on pedestrian safety in my community. Suitland has a walkability score of 37, and in my Suitland neighborhood, the score drops to 30. Clearly Prince Georges County has done much to address pedestrian safety documented through planning tools such as "Project 2035", "Go Prince George's" and in participation with state initiatives such as "Vision Zero".

I have discovered that there are certain "Hot Spots" that may not have specific plans or funding but need to be considered because of extraordinary safety concerns. The intersections of Holly Spring Street and Spaulding Avenue proceeding to State Route 4 (Pennsylvania Avenue) and Spaulding Avenue is one such Hot Spot.

There are many challenges in walking this section of Spaulding Avenue. There is no shoulder running parallel to the road. To safely proceed when vehicles approach, walkers must step on private residential property or onto uneven ground, leaf piles and sometimes wet miscellaneous debris. As pedestrians approach Pennsylvania Avenue the danger of harm increases because of vehicles turning right into a blind curve. There are no crosswalks at this intersection and drivers routinely speed up on Pennsylvania Avenue and go through yellow caution lights as well as red lights. Drivers in left-turning lanes often times refuse to give the right of way to oncoming traffic creating a perfect storm for accidents to occur. The bus stops on the north and south side of Pennsylvania Avenue are unprotected from oncoming traffic and weather.

Through my participation in the Neighborhood Planning Academy, I have learned that resolving community issues requires the collaborative efforts of engaged residents, county staff, and elected officials. This partnership is crucial to address and overcome the challenges at Hot Spots like Spaulding Avenue, ensuring the safety and well-being of all community members.

Specific Action Plan:

1. Engage members of the Suitland Civic Association
2. Participate in Council Member Krystal Oriadha's meetings with constituents and contact other elected officials
3. Research funding opportunities
4. Join the Active Transportation Advisory Group
5. Communicate with the Planning Board



LISA BAILEY



Google
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Challenges and Solutions in Traffic Management for *Beechfield* – A Newly Built Senior Community





Demographics of Residents

Senior Residents Overview

The demographic consists of seniors aged 55 and above.

Mobility Challenges

Seniors often experience mobility challenges and slower response time compared to younger population.

Traffic Management Needs

Understanding the needs of senior residents is essential for creating traffic management strategies that ensure their safety.





Increased Risk of Accidents

Traffic Control Challenges

Inadequate traffic control can significantly increase the risk of accidents.

Impact on Seniors

As the community grows, without proper traffic control measures, it faces significant challenges.





Working Toward Traffic Solutions

- Immediately submit a request for a traffic signal at the Maryland Dept of Transportation State Highway Administration (SHA).
- Request a traffic impact analysis to evaluate current and projected traffic conditions.
- Install traffic controls such as a traffic signal, a roundabout or flashing stop signs.
- Add local transit access or shuttle options to nearby grocery stores.

Resident Involvement

- Involving residents in the planning process helps foster a sense of ownership and encourages satisfaction with the outcomes.
- Collaborating with the HOA and local council member. is crucial for implementing traffic solutions.
- Engaging in discussions about the community's needs can lead to better planning and resource allocation.



PAULA BAILEY

STREET MAPLE TREES

Too much for homeowners
to maintain.

Paula Bailey



ISSUE: MAPLE TREES PLANTED ALONG STREET (BETWEEN THE SIDEWALK AND CURB) ARE BURDENSOME FOR HOMEOWNERS TO MAINTAIN.



This tree was planted as a sapling but has grown very large over the past 30 years. The yardstick shows width of trunk and roots that are above ground.



- County removes dead trees, as necessary, and prunes branches that overhang too closely to street or sidewalk or that can get tangled in electrical wires. County also removes fallen limbs from public roadways.
- Homeowner is responsible for other maintenance such as:
 - Pruning of limbs that overhang his/her property;
 - Seasonal removal of fallen leaves from owner's property, strip of grass where tree is planted, sidewalk, and curbside.
 - Such maintenance is physically taxing for homeowners (especially seniors) and costly.

POSSIBLE SOLUTIONS – COUNTY'S DPW&T:

Short-term:

- Remove street trees at homeowner's request.
- Implement annual leaf vacuuming program to lessen physical and financial cost of seasonal leaf removal for homeowners.

Long-term:

- In new communities, only plant street trees that are relatively small (5-6 feet) when mature, for example, Japanese maple or dwarf crepe myrtle.
- Advise HOA on eligibility for the “Right Tree, Right Place” program to replace existing street trees, if that's an option.

AMERA BILAL

Aging in Place in Prince George's County

Aging in place (AIP) is the concept of an older adult remaining in their primary residence as they age. Many people are committed to AIP due to cultural, financial, or simply preferential reasons. Still, the needs of older adults remaining in the community as owner-occupants and renters may seem out of alignment with the developmental aspirations of the County. That said, there are steps that the Prince George's County Planning Department can take, in partnership with other county agencies, to enhance the attractiveness and pragmatic choice of current residents to remain in their homes and preferred neighborhoods, aging healthily and thriving. One such concept is to align the benchmarks of Plan 2035 to established guidelines for healthy aging, such as AARP's Livable Communities/Age-Friendly Network initiative (AFNI). Already established in the areas of College Park and Hyattsville, bringing the concept to the southern region of Prince George's County would do well to reach into communities that have more African-American homeowners who are or may choose to remain in their homes to age in place over the next 10 years.

The County's older adult population has steadily increased over the last 35 years, to well over 260,000 and growing every day. Further, the immediate resource and health support needs of this population is usually met by family caregivers, many of whom are county residents themselves.

ESSAY

It would be understandable if less-savvy or more time-constrained residents involved in caregiving or simply learning and relearning how to navigate county infrastructure as older adults do not have time to participate in the various stages of the planning process. However, without having this valuable feedback as projects are proposed and developed, it can lead to feelings of being ignored or shut out of the process, especially if final projects make the neighborhood look different, affect traffic patterns, or if the businesses attracted to the development do not quite serve the needs of the established community. Supporting the establishment of an AFNI location in southern Prince George's County would be a great opportunity for partnership to identify and amplify the resources and amenities that older adults need to thrive in the community, leading to healthier outcomes for physical and mental wellness, as well as enhanced opportunities for social connection to diminish isolation.

Engaging older adults in the establishment process while uplifting their value to the intergenerational makeup of a neighborhood could be advantageous for all – increasing opportunities for recreation, mentorship, and civic participation as we learn and live together. While National Harbor may seem like a popular choice for this initiative, it would be beneficial to look at areas like Suitland, Clinton, Camp Springs, or even Upper Marlboro. These areas have already benefitted from new development of residential units and commercial spaces that could be thoughtfully considered in age-friendly planning.

ESSAY

Aging in Place is a thoughtful, honorable and practical approach to healthy living while growing older. It may be the most obvious choice for older adults to remain active and supported as their abilities and supportive needs change over time. There is a solid opportunity to be intentional about inclusion and engagement by framing aspirational community planning through the lens of older adults by incorporating an AFNI location into the next long-range master plan for Southern Prince George's County. This would educate and empower older adult residents and their families to thrive and capitalize on long-standing roots in their communities as they age.

SAMIA BINGHAM



What if it

KISCHENNA COLEY

Kischenna L. Coley

Milestones Project 2025

Proposing A Seat Pleasant Smart City Green
Sustainable Arts Gateway District off
Addison RD & MD 704



Target Location

MD 704 & Addison Road intersecting Martin Luther King Highway vacant lots for sale.



Proposing a Seat Pleasant Gateway Arts District with a park next to it & LED AD Signage using Modular Buildings



Target Location Addison Road Intersecting MD 704

Proposing a green initiative, Art in Residency mixed Middle commercial lots, existing homes, new Middle Homes, more parks or trails where you can ride bikes, walk or do less driving with fair housing surrounded with new Art transit beautification and more businesses to dine, work, shop, play and learn.

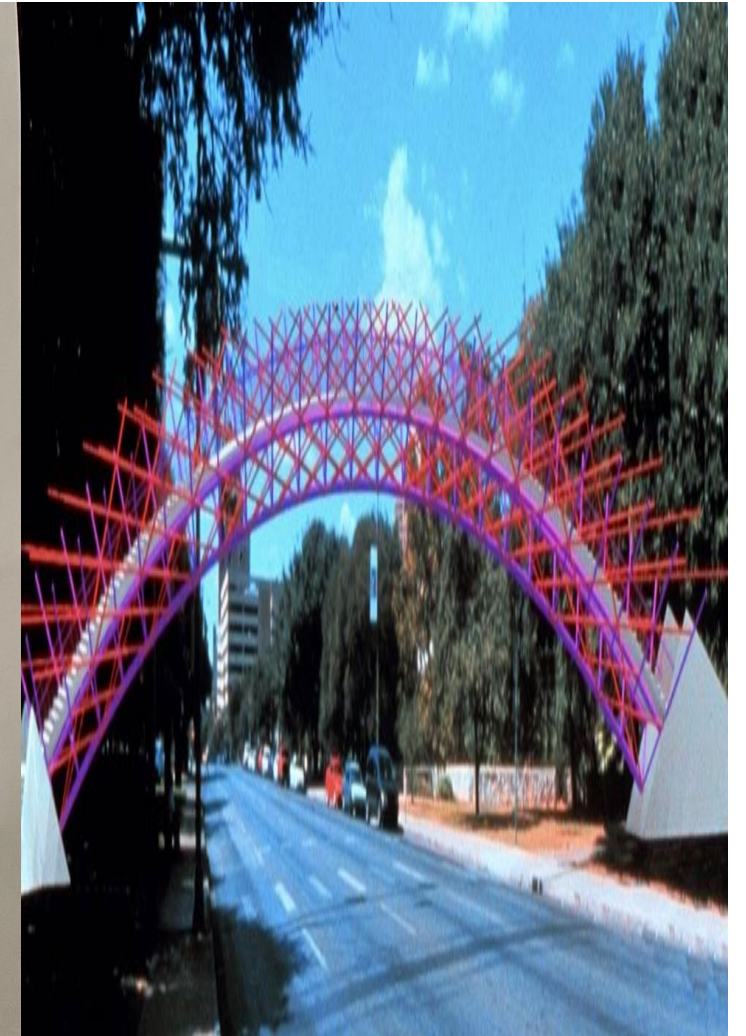
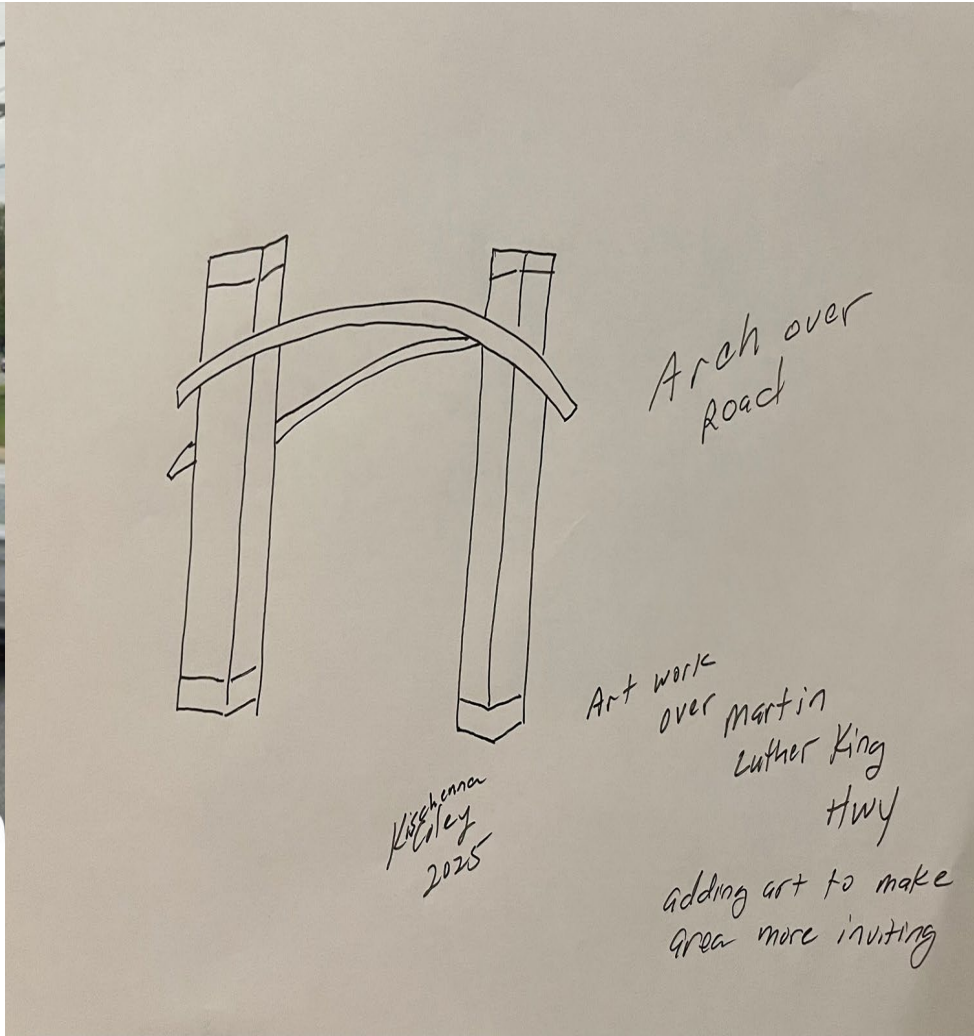


Adding Art Archway over Addison Road & MD 704 Intersections



MD-704 & Addison Rd

Seat Pleasant, MD 20743 · 0.2 mi
Intersection



Increased Awareness and Engagement

I proposed that Seat Pleasant develop an Art and Residence Gateway District Program creating opportunities for open space for artist to use vacant commercial properties or residential properties to be changed into:

Museums- a location such as a home or business to exhibit art

Studio Residences - a home or business location to create new works or provide business opportunities

Institutional Residences- a home or business location run by the government, schools or museums

Community Based Residences - a home or business location that collaborates with communities to create art and foster dialogue

Transportation and Mobility

I propose that Seat Pleasant revitalize its transportation community into a more art friendly greener, safer, affordable accessible energy efficient, multimedia, and multimodal, transportation network to support the counties, desired land and use pattern and plan for 2035 goals of Addison RD and MD 704.



How can you make it actionable?

Seat Pleasant will have to seek subdivision Plats and permit review approval, including communication and providing site plans and proposals to MNCPPC Prince George's County Department of permitting and inspections and enforcement DPIE for building permits, trade permits, flood plans, street construction and specialty utility permits, committees reviews and get approval from residents.



Economic Prosperity

See Pleasant has so much potential and needs help to create an innovative and competitive economy that generates a range of well paying jobs to help grow the tax base so the city can expand and handle it on tax burdens. Beautification grants can help to beautify and develop the community into a more inviting location to foster community and reactions and boost mental well-being for his residents. By revitalizing existing spaces, integrated art would be a major step towards improvement.



GEOFFREY COLLINS

Opposition to Total Civil Construction Expansion Plan

*Route 202
Neighborhood Coalition*

rt202neighborhoodcoalition@gmail.com



Proposed Industrial Expansion: Total Civil Construction

- Total Civil Construction plans a 41-acre industrial expansion at 15100 Buck Lane in Upper Marlboro.
- Route 202 Neighborhood Coalition strongly opposes the plan.
- Concerns about environmental impact, zoning violations, and community quality of life.

Environmental & Zoning Concerns

Category	Concern
Environmental	Deforestation, soil erosion, water pollution, worsened flooding, impact on wetlands and streams.
Zoning Inconsistency	Contradicts existing Residential Estate and Residential, Rural zoning designated by the County Council and the 2022 County Mapping Amendment (CMA).

Community Impact & Opposition

- Increased traffic and noise pollution.
- Potential environmental hazards.
- Overwhelming community opposition voiced at public forums.
- Concern that short-term political gains are being prioritized over long-term well-being.

Requested Actions

- *Planning Board and District Council **must not use a Zoning Text Amendment** to rezone the 41 acre property to Industrial*
- Planning Board to uphold the current residential zoning of the 41-acre property.
- Preservation of Residential Estate (RE) and Residential, Rural (RR) designations.
- Prioritize thoughtful planning and community well-being over short-term revenue.

PATRICA CREWS

Eagle Harbor Historic District

Name of Property



View looking west along Trueman Point road toward gated entrance




MD_PrinceGeorgesCounty_EagleHarborHD
View of Trueman Point pier, looking northeast

CASHENNA CROSS


NEIGHBORHOOD IMPROVEMENT PLAN: GLENARDEN (2025–2030)

“A CITY ON THE MOVE”

- **Vision: Create a thriving, connected, and equitable Glenarden**
-  **Community Profile:**
 - **Median Income: \$64,500 (74% of County AMI)**
 - **Population: 6,000 residents**
 - **Housing Burden: 44% spend >30% of income on housing**
 - **Key Assets: Glenarden Community Center, Public Transit Access, Townhomes**
 - **Concerns: Aging housing stock, affordability, lack of residential programming**

“Moving the Mission Forward”
Mayor Dr. Cashenna A Cross, H.C.
City of Glenarden, Maryland
“A City on the Move”


NEIGHBORHOOD IMPROVEMENT PLAN: GLENARDEN (2025–2030)

-  Key Projects:
 - 2025: Planning, surveys, HUD + state grant applications, annexation discoveries
 - 2026–2027: Construction & zoning improvements begin along with annexations
 - 2028–2030: Monitor, assess, expand programs and reach deeper into public private partnership opportunities.

“Moving the Mission Forward”
Mayor Dr. Cashenna A Cross, H.C.




GOALS, OBJECTIVES & KEY PROJECTS

-  Goals (2025–2030):
 1. Annexation of 100 new /mixed-income residential properties expanding the city limits and taxable real property (\$0.3338/\$100 of assessment)
 2. Revitalize Glenarden Parkway with safer walkways
 3. Expand workforce development with local partners; expand public private partnerships
 4. Add youth-focused programming and green space for mental health and physical recreation within those small green-space areas owned by the city
 5. Hold quarterly town hall meetings (outside) of the regularly scheduled city council meetings for community engagement on specific topics of the Improvement Plan.

“Moving the Mission Forward”
Mayor Dr. Cashenna A Cross, H.C.

STEP-BY-STEP CALCULATION:

Annexation of **100** new /mixed-income residential properties expanding the city limits and taxable real property (\$0.3338/\$100 of assessment)

- Step 1: Convert the tax rate into a decimal per dollar \$0.3338 per \$100 → 0.003338 per \$1
- Step 2: Calculate tax per property est. value \$300,000 × 0.003338 = \$1,001.40 per year per property; \$83.45/month
- Step 3: Multiply by 100 properties \$1,001.40 × 100 = \$100,140 in new annual city real property tax revenue
- Final Answer: 

Estimated new annual real property tax revenue: \$100,140

“Moving the Mission Forward”
Mayor Dr. Cashenna A Cross, H.C.




PLANNING MAP & EVALUATION METRICS

- Sample Glenarden Map Key:
- = Affordable Housing | = New Park Space | = Transit Hub | = Redevelopment Area
- [][][][][]
- [][][][][]
- [][][][][]

Feedback / Questions?

NEIGHBORHOOD IMPROVEMENT PLAN: GLENARDEN (2025–2030)

-  Evaluation by 2030:
- Cost-Burdened Households ↓ from 44% to 30%
- Affordable Units new annexation: 100
- Park Access: Within 10-min walk for 95% of residents
- Launch 20+ Youth, family, Senior residents Programs
- Public/Private Partnerships Local Jobs Created: 125

A household is typically considered "housing-burdened" if it spends more than 30% of its income on housing. This means that after covering housing costs, the family might struggle to afford other essentials like food, transportation, or healthcare.

Affordable housing, the goal is to reduce this burden so that residents have more financial stability and access to opportunities, without sacrificing basic needs.

“Moving the Mission Forward”
Mayor Dr. Cashenna A Cross, H.C.

STACEY CUNNINGHAM

CROSSWALK PROJECT



By Stacey Cunningham





The Concern

No crosswalk on a crossway that
leads to Judge Sylvania W. Woods
Elementary





Planning Goals

Vision Zero

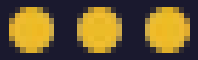
Achieve zero fatalities and serious injuries on our roadways by 2040 because every person in our community matters.

Plan Prince George's 2035

Transportation and Mobility Goal to provide and maintain a safe, affordable, accessible, and energy efficient multimodal transportation network...

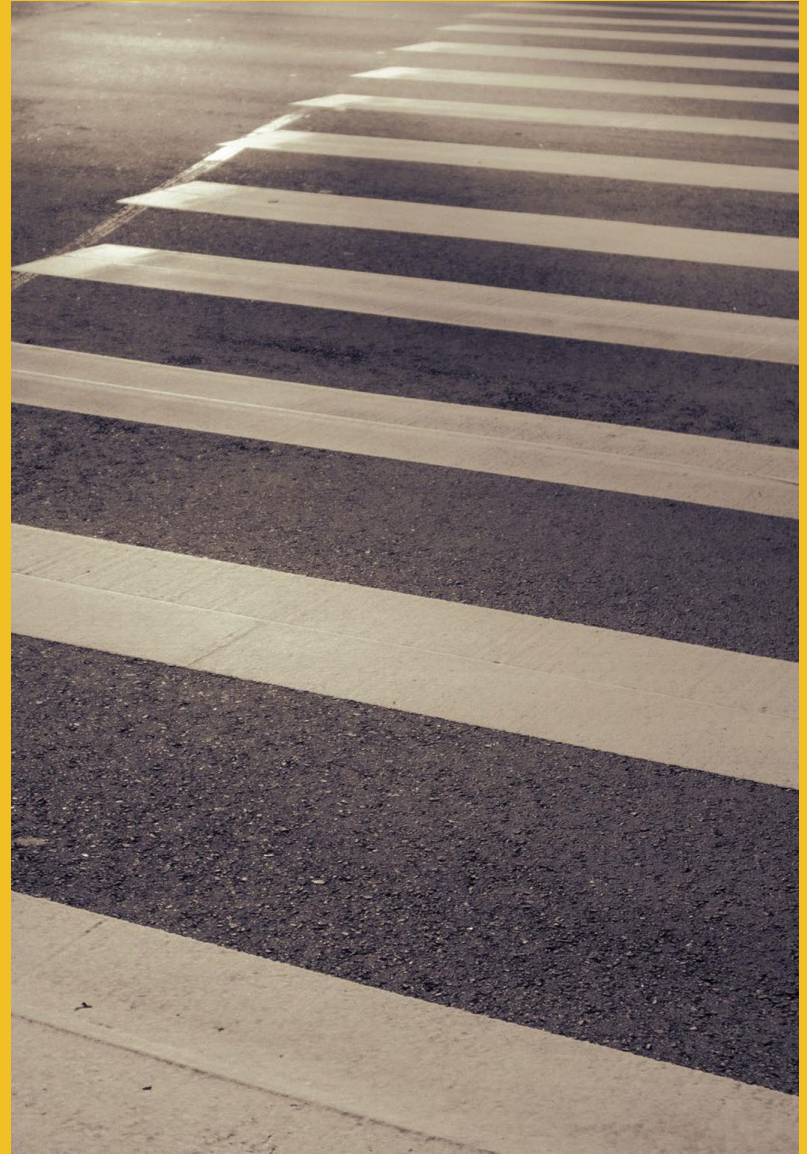
Plan Prince George's 2035

Public Facilities goal, Policy 3 to Provide and maintain multimodal access to existing public facilities...



The **Soultion**

A Crosswalk



Action Plan

1. Speak with Stakeholders:

- Parents
- Students
- City Manager
- City Council Members
- Local Residence

2. Utilize the Safe Routes to school initiative to fund the crosswalk



**THANK
YOU!**



DANIEL DOUGLAS

Addressing Potential Flooding Concerns along Cherry Hill Road, 20705

By Daniel Douglas
4/25/2025

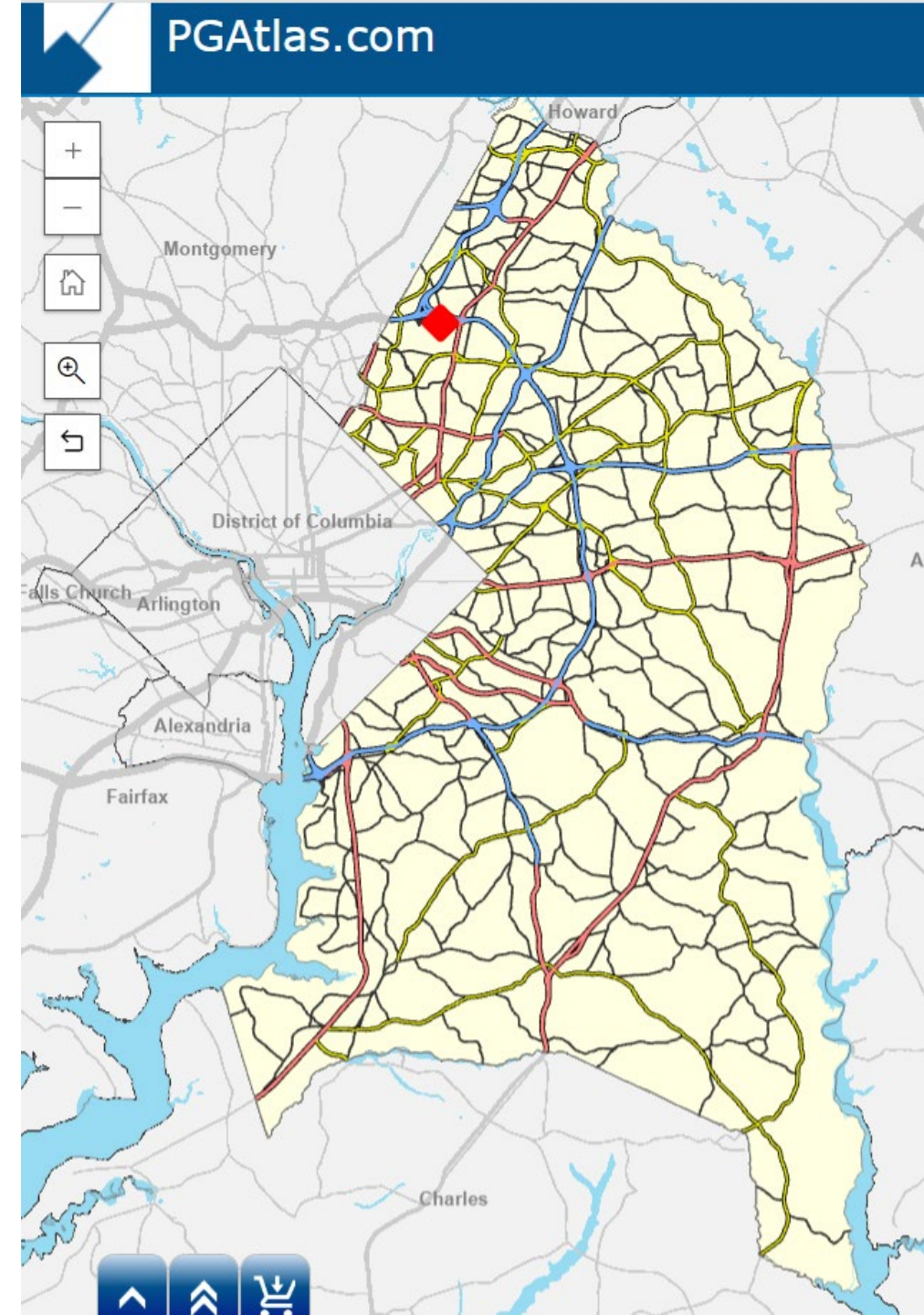
*The views of this presentation are my own.



Problem: A section of Cherry Hill Road, 20705 is parallel to the intersection of I-495 and I-95 N, and crosses over a FEMA Special Flood Hazard area. The area faces increased flood vulnerability.

This project hopefully serves as an example where steep elevations lead to increased precipitation runoff.

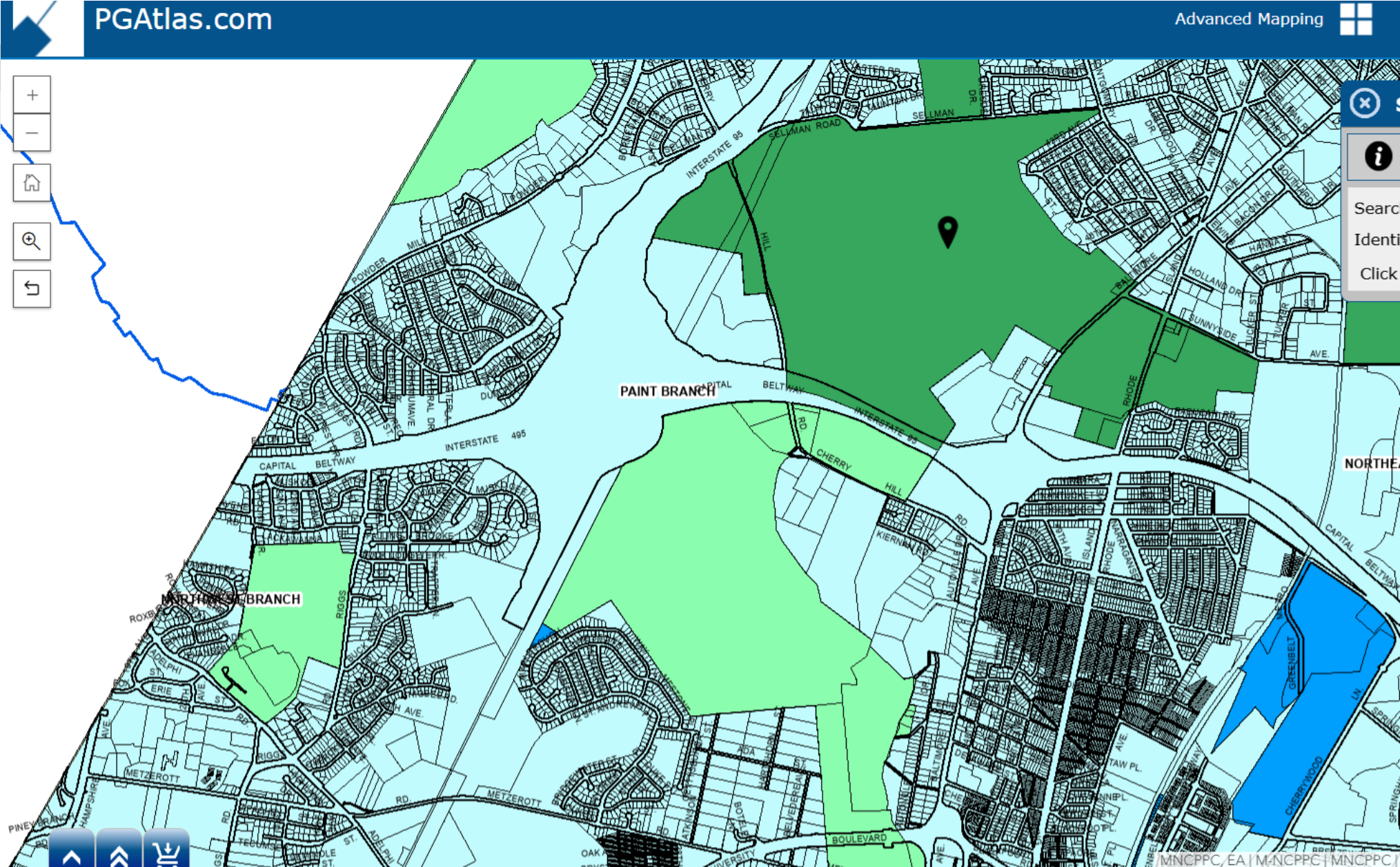
Please note, rain the [January 2023 University of Maryland Beltsville Research Farm rainfall estimates](#) * for the area does identify a slight trend in declining precipitation, with a change in -0.1 in rainfall from 2016 to 2023.



Sections of I-495 & Cherry Hill Road have low elevation, and face increased runoff.



On the north and south side of I-495, there are two separate Sewer Drainage Basins.







Flood Area

Flood Area

Search

i

Search For:

Identify Options:

Click on the map to

Identify Search Results ?



Owner Name: MNCPPC
Premise Address: 9201 CHERRY HILL RD, BELTSVILLE, MD 20705
Tax Account: 0070243

Surface-Level Imagery (South)



Search Google Maps



Share



← 9384 Cherry Hill Rd

College Park, Maryland

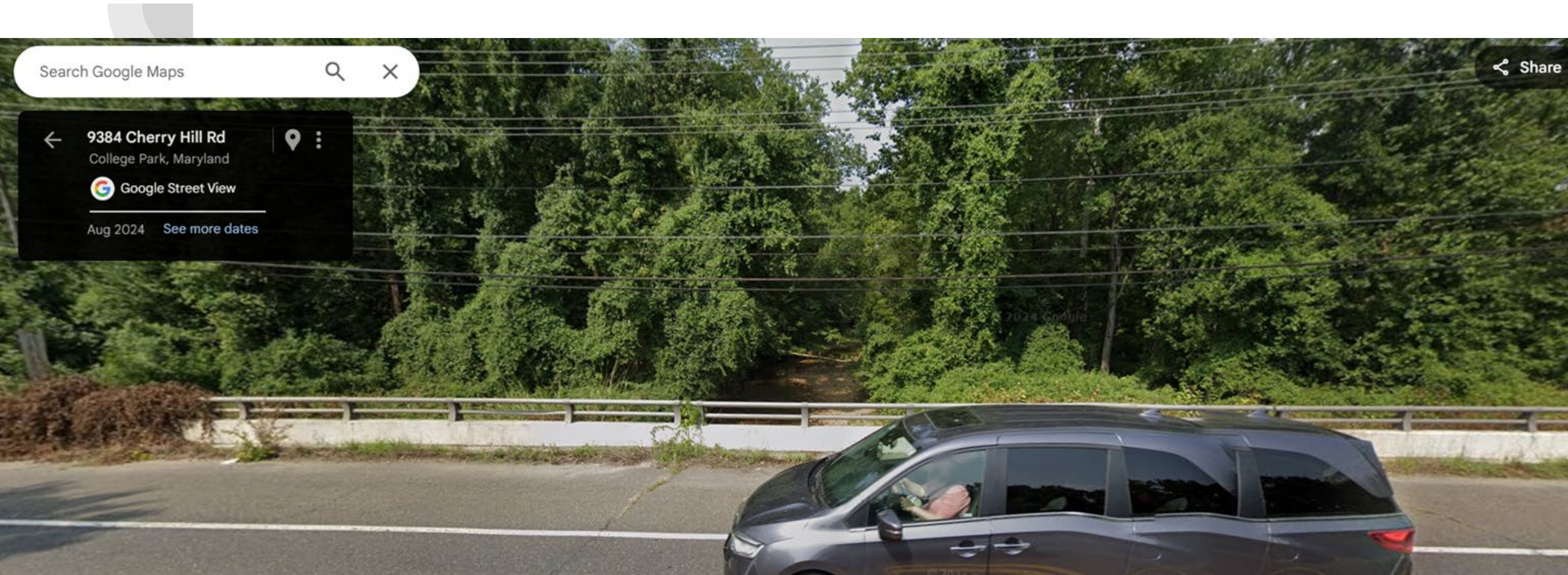
Google Street View

Aug 2024 See more dates



Google

Surface-Level Imagery (North)



Search Google Maps



Share



9384 Cherry Hill Rd

College Park, Maryland



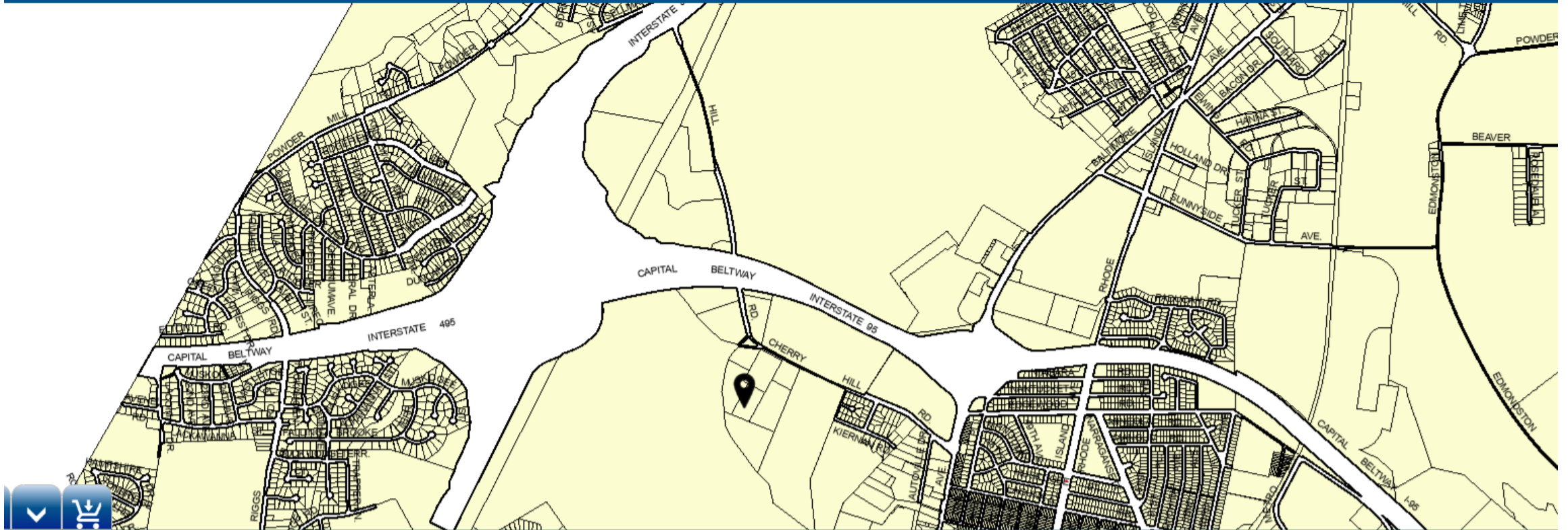
Google Street View

Aug 2024 [See more dates](#)

The nearby communities of Seven Spring Apartments and North College Park might become concerned about the potential flood risk along the Paint Branch watershed.

PGAtlas.com

Advanced Mapping



Search Results ?



(2 records) >

Owner Name: SEVEN SPRINGS VILLAGE LLC
Premise Address: 9348 CHERRY HILL RD, COLLEGE PARK, MD 20740
Tax Account: 2350007

Owner Name: SEVEN SPRINGS VILLAGE LLC
Premise Address: 9310 CHERRY HILL RD, COLLEGE PARK, MD 20740
Tax Account: 2356251



Color: Dark Green

Location: Beltsville Agricultural Research Center (BARC)

Property Address: Sellman Road, Beltsville, 20705

Property Owner Name: United States of America

Tax Account: 0070326

Parcel Details: Beltsville Agricultural Research Center

Current Zoning: ROS (Reserved Open Space)

Type: Rural and Agricultural

Zoning of the three Parcels

Color: Teal Green

Location: Paint Branch Watershed (North Side, in Light Green)

Property Address: 9201 Cherry Hill Road, College Park, 20783

Property Owner Name: M-NCPPC

Tax Account: 0070243

Parcel Details: North Side of Cherry Hill Road

Current Zoning: ROS (Reserved Open Space)

Type: Rural and Agricultural

Color: Aqua Blue

Location: Paint Branch Watershed, (South Side, in Teal Blue)

Property Address: Cherry Hill Road, College Park, 20783

Property Owner Name: M-NCPPC

Tax Account: 2362945

Parcel Details: South Side of Cherry Hill Road

Current Zoning: ROS (Reserved Open Space)

Type: Rural and Agricultural



Search

Search For:

Identify Options:

Click on the map to execute an identify search

Identify Search Results ?



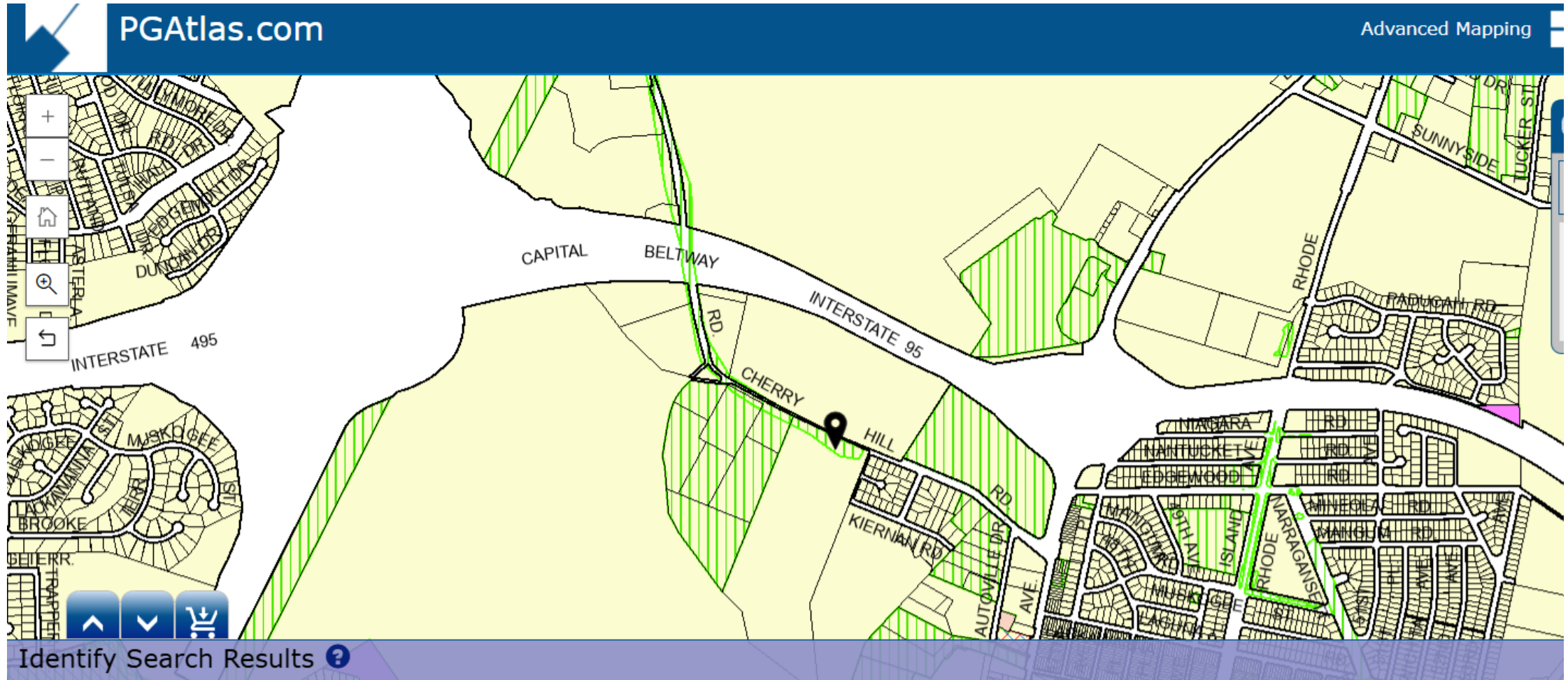
Property	(1 record) >
Zoning (Current)	(1 record) >
Zoning Beltway Region (Current)	(1 record) >

Zones and Zone Regulations

Class: ROS (Reserved Open Space)
Zone Type: Rural and Agricultural

Region: Inside the Capital Beltway as defined by the Zoning Ordinance

One Development: Little Paint Branch Trail



 [Development Flow Chart](#)

Prior Natural Resource Inventory (In DAMS) (Current) (1 record) >

Property (1 record) >

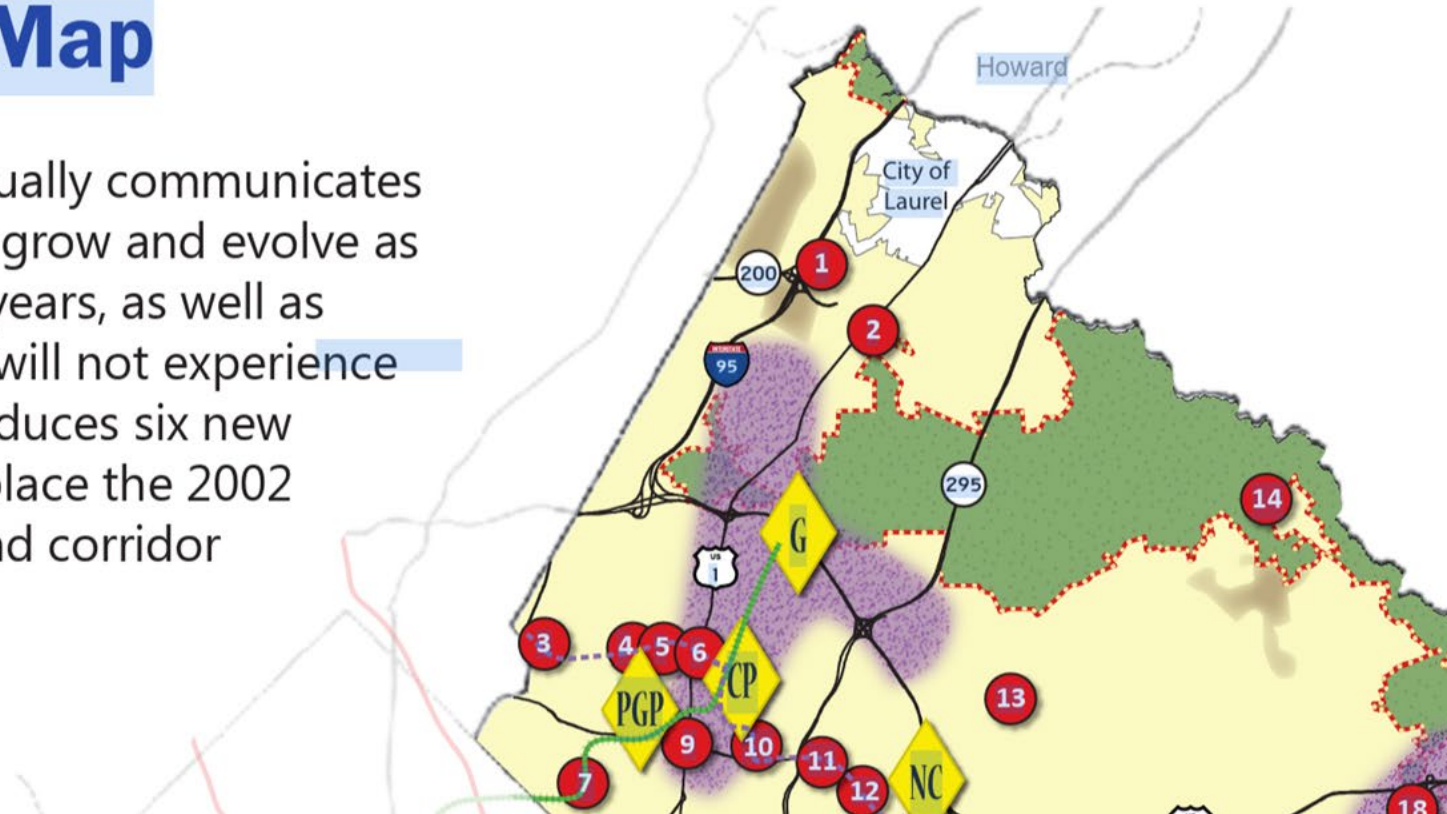
Case Number: NRI-115-13
Title: LITTLE PAINT BRANCH TRAIL (PG-E)
Type: Equivalency Letter (EL)
Status: APPROVED

Issue: The area is marked for Rural and Agricultural but does not overlap with the Employment Area, where additional drainage infrastructure can be built.-








Plan 2035

Growth Policy Map

The Growth Policy Map visually communicates where and how we should grow and evolve as a county over the next 20 years, as well as which parts of the County will not experience substantial change. It introduces six new area classifications that replace the 2002 General Plan tier, center, and corridor designations.



Legend

- | | | |
|---|---|--|
|  Employment Areas |  Future Water and Sewer Service Area |  Rural and Agricultural Areas |
|  Established Communities |  Growth Boundary |  Metrorail |
| |  Proposed Purple Line Light Rail | |



Future Water and Sewer Service Areas

Development is largely determined by the availability and capacity of water and sewer service (see Growth Boundary on Page 18). Controlling the expansion of water and sewer service is the easiest and most effective way a jurisdiction can manage and phase growth. Plan 2035 recommends placing properties that are located within the Growth Boundary, but which have not been approved for a water and sewer category change (which would allow for denser development) in Future Water and Sewer Service Areas. The Future Water and Sewer Service Areas are holding zones in which near-term development is deferred until additional residential capacity is required.

Rural and Agricultural Areas

Our Rural Areas are home to low-density residential communities served by well and septic, significant natural resources, and important historic scenic roads and viewsheds. Plan 2035 recommends Rural Areas remain low-density residential or support park and open space land uses and focuses new investment on maintaining existing infrastructure and stabilizing small-scale neighborhood-oriented commercial activities that support the areas' rural lifestyle and character. Following the Priority Preservation Areas (see description on page 24), Plan 2035 defines Agricultural Areas as areas suitable for agricultural activities and forestry preservation. Plan 2035 recommends continuing to protect these areas in order to preserve the agricultural sector and the land base on which it depends.

Policy 2 Limit the expansion of public water and sewer outside the Growth Boundary in Rural and Agricultural Areas.

- LU2.1 Coordinate the provision of public water and sewer, as outlined in the Public Facilities Element, with the Department of the Environment (DoE) and the Washington Suburban Sanitary Commission (WSSC) and in accordance with the Growth Policy Map to ensure that water and sewer facilities are not extended beyond the Growth Boundary. The Growth Boundary should be reviewed on a periodic basis to assess compatibility with Plan 2035 goals.
- LU2.2 Coordinate amendments to the Growth Boundary with future updates to the Septic Tier Map and the County's Water and Sewer Plan.



Takeaway from above.

The intersection of Cherry Hill Road and I-495 may be adversely impacted by current Rural & Agricultural Zoning, which limits the expansion of sewers for drainage in the area.



Stakeholder Engagement

Local/County Partner:

- Maryland National-Capital Parks and Planning Commission!
- Prince George's County Office of Emergency Management
- Residents of nearby North College Park
- Residents of Beltsville such as Seven Springs Apartments
- City of College Park

State:

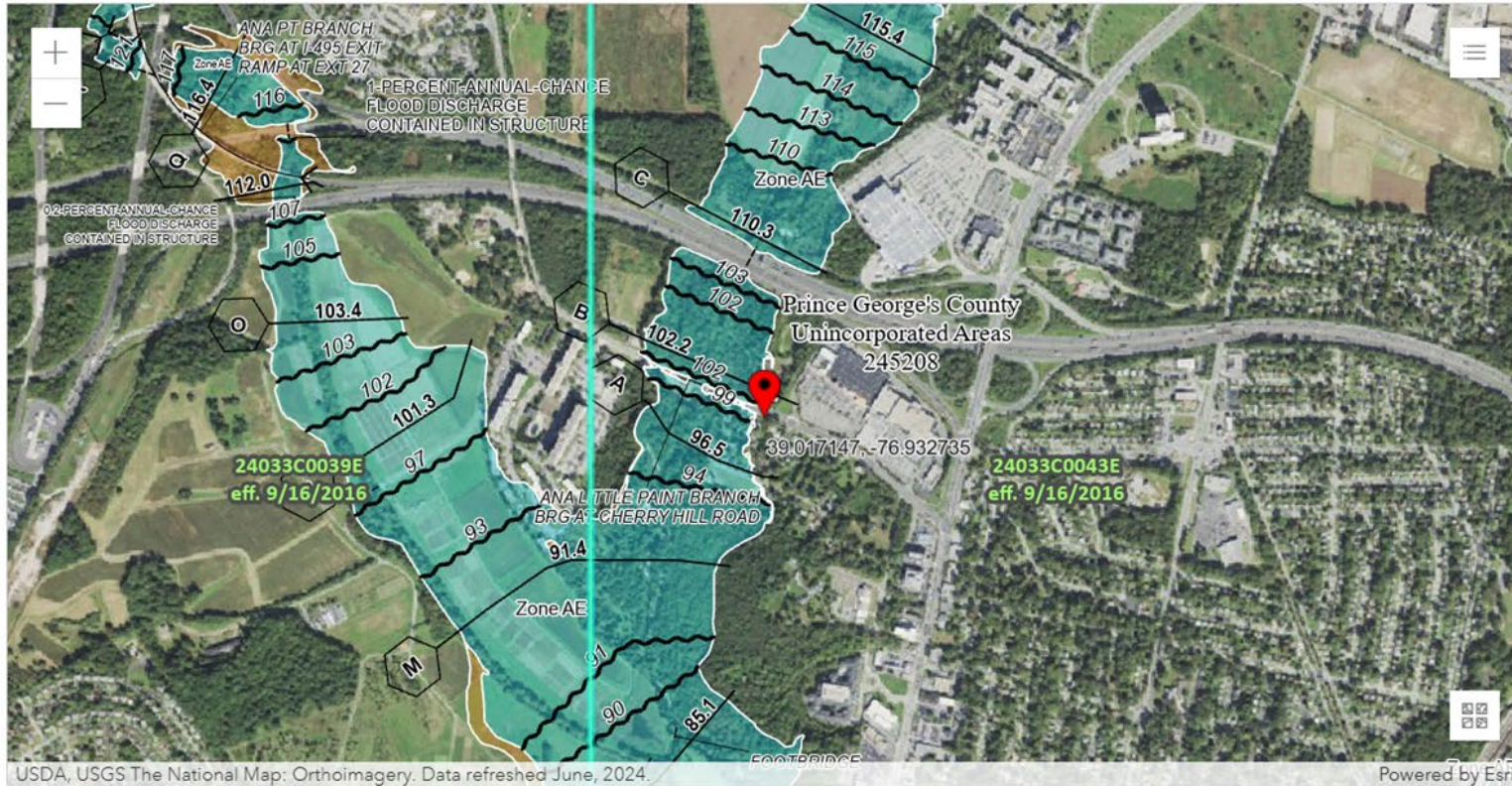
- Maryland Department of the Environment (MDE)

Federal Partner:

- United States Department of Agriculture and Federal Highway Administration.
- United States Army Corps of Engineers (USACE)
- Federal Emergency Management Agency (Flood Maps)

FEMA: Flood Map for 9201 Cherry Hill Road

msc.fema.gov/portal/search



USDA, USGS The National Map: Orthoimagery. Data refreshed June, 2024.

Powered by Esri

<p>PIN</p> <ul style="list-style-type: none"> Approximate location based on user input and does not represent an authoritative property location <p>MAP PANELS</p> <ul style="list-style-type: none"> Selected FloodMap Boundary Digital Data Available No Digital Data Available Unmapped <p>OTHER AREAS</p> <ul style="list-style-type: none"> Area of Minimal Flood Hazard Zone X Effective LOMRs Area of Undetermined Flood Hazard Zone D Otherwise Protected Area Coastal Barrier Resource System Area 	<p>SPECIAL FLOOD HAZARD AREAS</p> <ul style="list-style-type: none"> Without Base Flood Elevation (BFE) Zone A, X, AE, AO, AH, VE, AR With BFE or Depth Regulatory Floodway Zone AE, AO, AH, VE, AR <p>OTHER AREAS OF FLOOD HAZARD</p> <ul style="list-style-type: none"> 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X Future Conditions 1% Annual Chance Flood Hazard Zone X Area with Reduced Flood Risk due to Levee. See Notes, Zone X Area with Flood Risk due to Levee Zone D 	<p>OTHER FEATURES</p> <ul style="list-style-type: none"> Cross Sections with 1% Annual Chance Water Surface Elevation Coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary Coastal Transect Baseline Profile Baseline Hydrographic Feature <p>GENERAL STRUCTURES</p> <ul style="list-style-type: none"> Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall
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FEMA Flood Map Service Center | Search By Address. (n.d.).

Msc.fema.gov. <https://msc.fema.gov/portal/search>



Search

Search For: All Layers

Identify Options: Visible Map Layers

Click on the map to execute an identify search

Identify Search Results ?



- Property (1 record) >
- Zoning (Current) (1 record) >
- Zoning Beltway Region (Current) (1 record) >

Zones and Zone Regulations

Class: ROS (Reserved Open Space)
Zone Type: Rural and Agricultural

Region: Inside the Capital Beltway as defined by the Zoning Ordinance

threat as certain areas are much more likely to flood than others.

This is where zoning policies can be useful as they are targeted risk-management policies for certain areas. Take the image below for example; it shows that in order to limit the negative impacts of floods, development needs to be refocused into safer areas, along with introducing lakes and better environmental conditions that help limit the extent of potential floods.

A) Before zoning



B) After zoning



An example of a zoning policy whereby development has been focused onto flood safe areas combined with land-use changes.

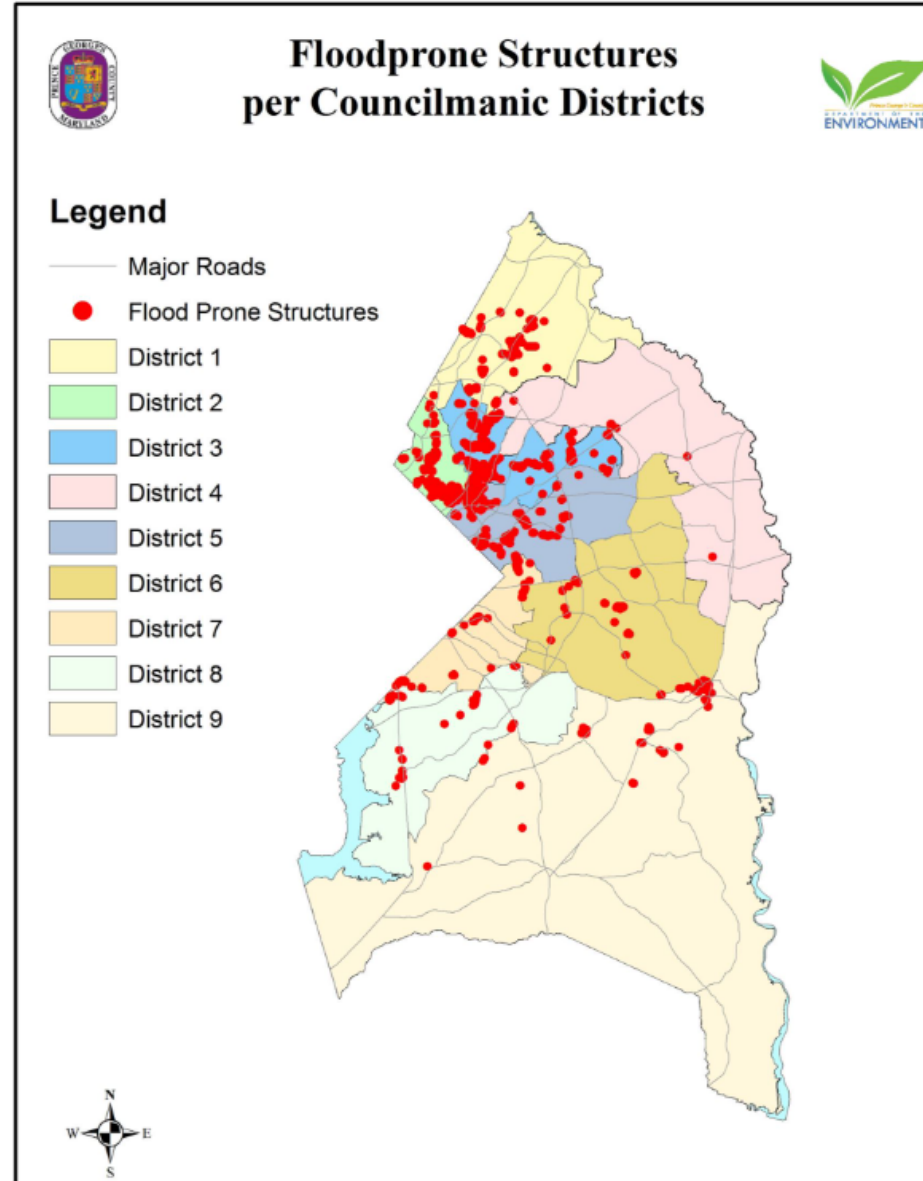
There are several examples of these regulations in practice. For example, France has zoning regulations via risk prevention plans, so-called PPRs. A second example is in the USA, where the Federal Emergency Management Agency uses flood risk zoning in order to determine insurance premiums, insurance purchase requirements, and building regulations that are part of the National Flood Insurance Program.

Authors, Wire.
(2019, October 15). *How Can Zoning Limit Flood Damage?*
Advanced Science News.
<https://www.advancedsciencenews.com/how-zoning-can-limit-flood-damage/>

Solution	Benefits	Costs (Trade Offs)	Other Perspectives
Special Exception or otherwise to build sewers and increase drainage	Reduced flood Risk	Likely expensive to build. Reduces perception of pristine environmental value.	There has not been an increase to rainfall in the area, in comparison to 2016*.
Status Quo: Build improved floodplain drainage to reduce potential future flooding	No need to update zoning or get special exception. No extra costs.	Increased potential flood risk.	Residents of North College Park and Seven Springs likely would be concerned.

Known Floodprone Structures per Councilman District

Review a map depicting the known floodprone structures in the county.



Flood Management.
(2024). Prince George's
County.
<https://www.princegeorgescountymd.gov/departments-offices/environment/sustainability/flood-management>



Climate change...is, simply, the
greatest collective challenge we face
as a human family.

— *Ban Ki-moon* —

AZ QUOTES

THERESA MASON FORD

Welcome to Eagle Harbor, Maryland: Where Heritage Meets the Horizon.”



WINONA FRANCIS

ESSAY

Hi my name is Winona Francis. And the community issue the committee could resolve is increasing retail businesses including but not limited to bars, casual eat restaurants, grocery store and clothing stores to Seat Pleasant. With this being on the border of DC, where there is a lot of development happening on the edge this community. Not only can Seat Pleasant citizens benefit from having the new retail but both would be able to frequent there. The current homeowners need a place that they can go and hang out to eat and enjoy, and I don't want to have to go out of town having to drive far into DC or into Maryland towards the Bowie area.

I recommend that Committe give out grants to small businesses already in the community and citizens in the town that are interested in opening up a small business. Right now you have to apply to be a member of the innovation center, which there seems to be limited spots. I believe that there should be an option for people in the community to come up with a business plan and a business solving this problem and if the team at the innovation office likes the business plan (with maybe some training courses/ program that's required to receive the funding or technical assistance given out) that they could give you a grant of \$10,000-\$25,000. There could also be given a line of credit to help small businesses start and scale up in the area.

ESSAY

In addition to this, PGC needs to advertise PGCEDC's The Innovation Station Business Incubator (ISBI) staff and services. I have lived in the community for almost a decade, as a business owner and homeowner and I've never heard of it. The department needs to advertise the services they offer and increase their digital and physical presence by posting more, have relative, culturally , and demographic appropriate ads and go to each town local events and or town meetings, send mail and email to all citizens and especially business owners in the county so they can know and use the tools available. This will help with accomplishing goal EP 6.1,EP 6.2 and EP 6.4. of the 2035 Master Plan.

I also recommend that position that PGC wants to create called agriculture and urban which was apart of the 2035 plan EP 8.2 that they should have two offices for this position. Working with Nicole Hall the Business Development Manager and the other office with in Maryland agriculture department that would work closely with the Maryland Wine Association to help individuals who want to be Wine Makers/ winery owners open us a small bar or winery and help citizen pass by having a clear path on how to open one up and get rid of the necessary red tape. One way to do this is having a clear process outline , with a website that has the steps and requirements clearly layed out with links to each application and being automatically connected to the departments necessary by having a information chat box pop up on the website.

ESSAY

And the other office within Maryland Agriculture Department that would work closely with the Maryland Wine Association to help individuals who want to be Wine Makers/ winery owners open up a small bar or winery and help citizen pass by having a clear path on how to open one up and get rid of the necessary red tape. One way to do this is having a clear process outlined, with a website that has the steps and requirements clearly layed out with links to each application and being automatically connected to the departments necessary by having a information chat box pop up on the website.

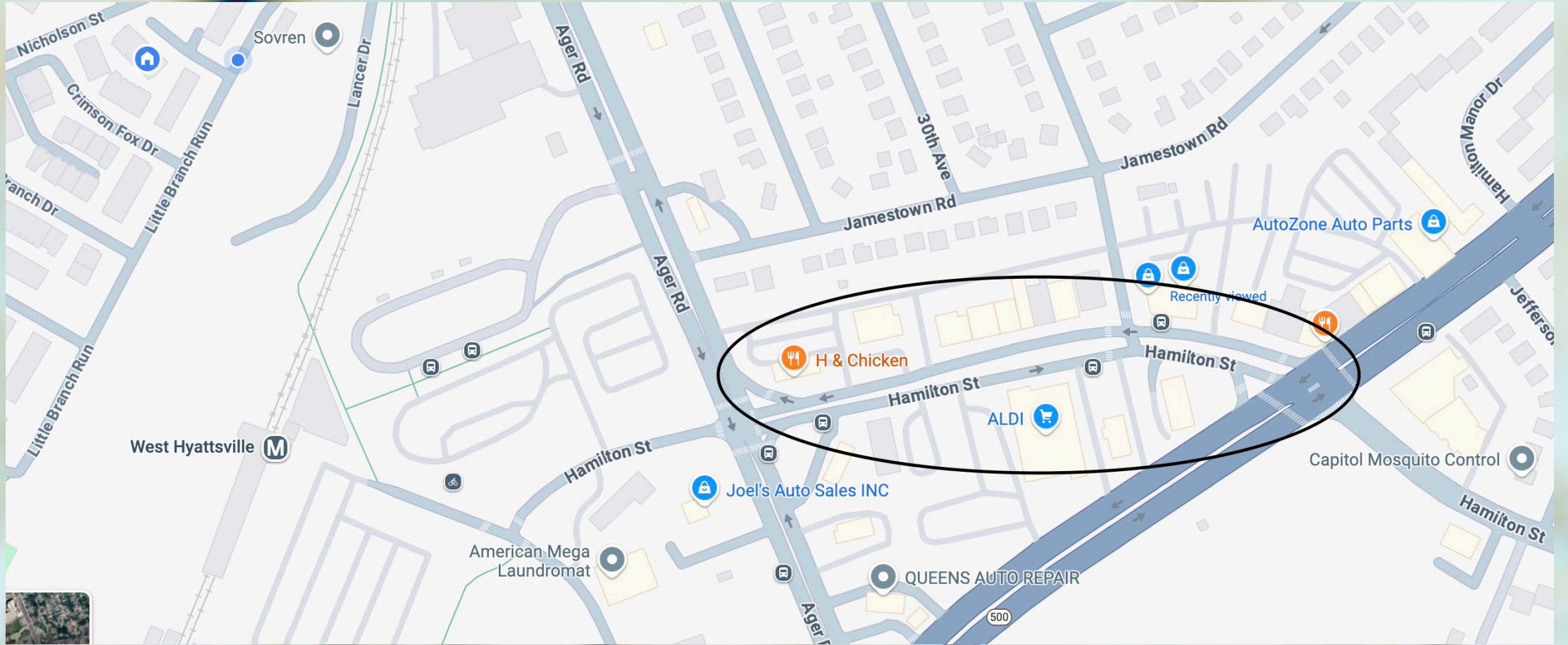
JEANETTE GASS



Queens Chapel Town Center Traffic Improvement

JEANETTE GASS
NEIGHBORHOOD PLANNING ACADEMY
SPRING 2025

Location



Problems

- Businesses are popular (hooray!) but parking lots are full on one side of the street (Aldi) and under-utilized on the other
- Street parking changes from parallel parking to front-end parking halfway through the shopping center





Problems- Continued

- Drive-thru liquor store line often spills onto street
- Dilapidated buildings and ineffective use of space

Possible Solutions



Better utilization of the parking lot behind the Queens Chapel Town Center businesses



Redevelopment of dilapidated building into parking space, bus stops, or other traffic alleviation solutions



Change front-end parking to be parallel parking or eliminate street parking on that side to increase traffic flow.

ANNA HELM



PG County Neighborhood Planning Academy

2025



ANNA HELM

NORDECO LANDINGS

PROJECT

Advancing
Sustainable,
Human-Centered
Housing in Prince
George's County



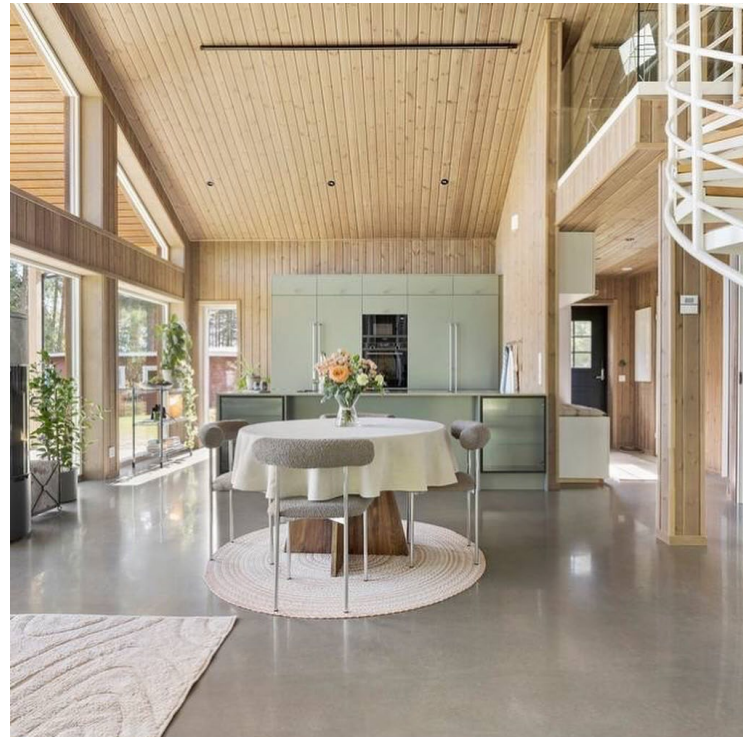
APPEAL

The images illustrate hallmarks of Scandinavian architecture, which emphasizes simplicity, functionality, and a strong connection to nature.

- *Natural Materials*
- *Abundant Natural Light*
- *Clean, Minimal Design*
- *Human-Centered Spaces*



SWEDEN



BENEFITS



COST SAVINGS



BUILT IN CONTROLLED
FACTORY
ENVIRONMENT



FASTER
CONSTRUCTION
TIMELINES



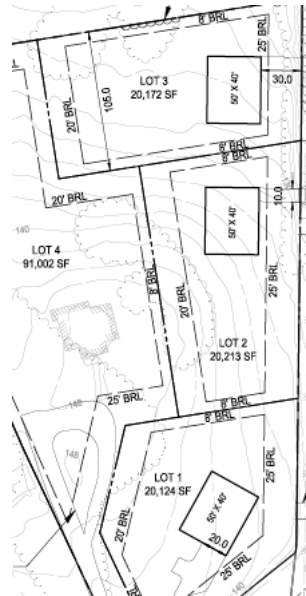
GREATER PRECISION
AND QUALITY CONTROL



STEPS:

Subdivision (minor) with three lots (RR):

- ✓ Concept Plan
- ❑ Boundary & Topographical Survey
- ❑ Wetland & Waterways Delineation Study
- ❑ Natural Resources Inventory
- ❑ Preliminary Plan
- ❑ Grading Plan
- ❑ Tree Conservation Plan
- ❑ Storm Water Management Plan
- ❑ Final Plat & Easement Plats



THANK YOU!



MONICA HIGGS



SEAT PLEASANT VOLUNTEER FIRE DEPARTMENT

Monica Higgs, Council President





Preserving History



Multi-Purpose Center:

- Walkable Museum
- The Capital Market
- Cultural Hub
- Health & Wellness Services
- Youth & Family Services
- Mentorship
- Business & Community Development
- Civic Engagement & Education

MUSEUMS
MOVING
FORWARD



Mayor & City Council
Stakeholders within the City & County
Design Architect & Developer
Historic Preservation
Planning Board
Transportation & Special Projects

TIFFANY HUGHES



Limited Access to Healthy Foods and Fresh Produce in Prince George's County

Presentation created and facilitated by: Tiffany Hughes

Problem Overview:

- Many communities in the County lack consistent access to fresh, healthy food options.
- Local farmers' markets are often far from certain neighborhoods or only operate during limited hours, making them inaccessible for some residents.
- This contributes to food insecurity, food deserts and swamps, poor health outcomes, and the idea that the county only offers “pizza and chicken”.

Impact:

- Rising rates of preventable diet-related diseases like diabetes and hypertension.
- Limited food choices throughout the county, with minimal access to healthy food options.
- Promotes the idea that the County doesn't want to provide healthy food options.

Proposed Solution- Mobile Farmers Markets

A mobile farmers market is a bus or truck that brings fresh produce directly to neighborhoods across the County.

The Market would visit underserved areas on a regular schedule, offering fresh fruits, vegetables, and healthy locally sourced products year-round.

Work with local farms, vendors, county agencies, and community-based organizations to ensure a high-quality selection of foods and ensure the impact is felt countywide.



Key Features:

- Mobile units can be equipped with refrigeration for perishable items.
- Partnership with local farmers, growers, and vendors to provide fresh seasonal produce and healthy food options.
- Affordable pricing with discounts or subsidies for low-income families
- Improves overall health in the community through better access to nutritious foods.

Agency & Community Partnerships

- PRINCE GEORGE'S COUNTY FOOD EQUITY COUNCIL
 - pgcfec.org
- PRINCE GEORGE'S COUNTY HEALTH DEPARTMENT
 - princegeorgescounty.md.gov/departments-offices/health
- MARYLAND DEPARTMENT OF HEALTH
 - health.maryland.gov
- PARTNERSHIP FOR ACTION IN SUSTAINABILITY (PALS)
 - umds martgrowth.org
- MARYLAND NATIONAL CAPITAL PARK AND PANNING COMMISSION
 - Mncppc.org
- MARYLAND DEPARTMENT OF AGRICULTURE
 - Mda.Maryland.gov

CHALYA LAR

City of Greenbelt Purchased the Armory Site and Needs to Decide the Best Use for the Site

**GREENBELT
ARMORY SITE**

PUBLIC ENGAGEMENT MEETINGS
WE WANT TO HEAR FROM YOU

We want to hear your vision for the Armory site! The City of Greenbelt and AMAR Group are hosting community meetings to gather your input. Join us for group discussions, activities, break-out sessions, and team reports. This is your chance to shape the future of this important gateway to the Greenbelt Community.

In October 2024, the City completed the acquisition of the Greenbelt Armory Site located at 7100 Greenbelt Road. The site is 8 acres in size and is occupied by an approximately 21,500-square foot building, multiple garages and a small accessory building.

ENGAGEMENT MEETING SCHEDULE:

Meeting 1 - Introduction - April 8	25 Crescent Road Greenbelt, MD 20770 7 - 9 pm
Meeting 2 - Break-Out Session - April 15	
Meeting 3 - Charette - April 22	
Meeting 4 - Consensus - April 29	

AMAR Group LLC

CITY OF GREENBELT

DECISION MAKING PROCESS

GREENBELT CITY BUILDING PURCHASE

STAKEHOLDER ENGAGEMENT

ARCHITECTURE MANAGEMENT FACILITATION

GREENBELT CITIZENS ENGAGEMENT

DECISION MAKING

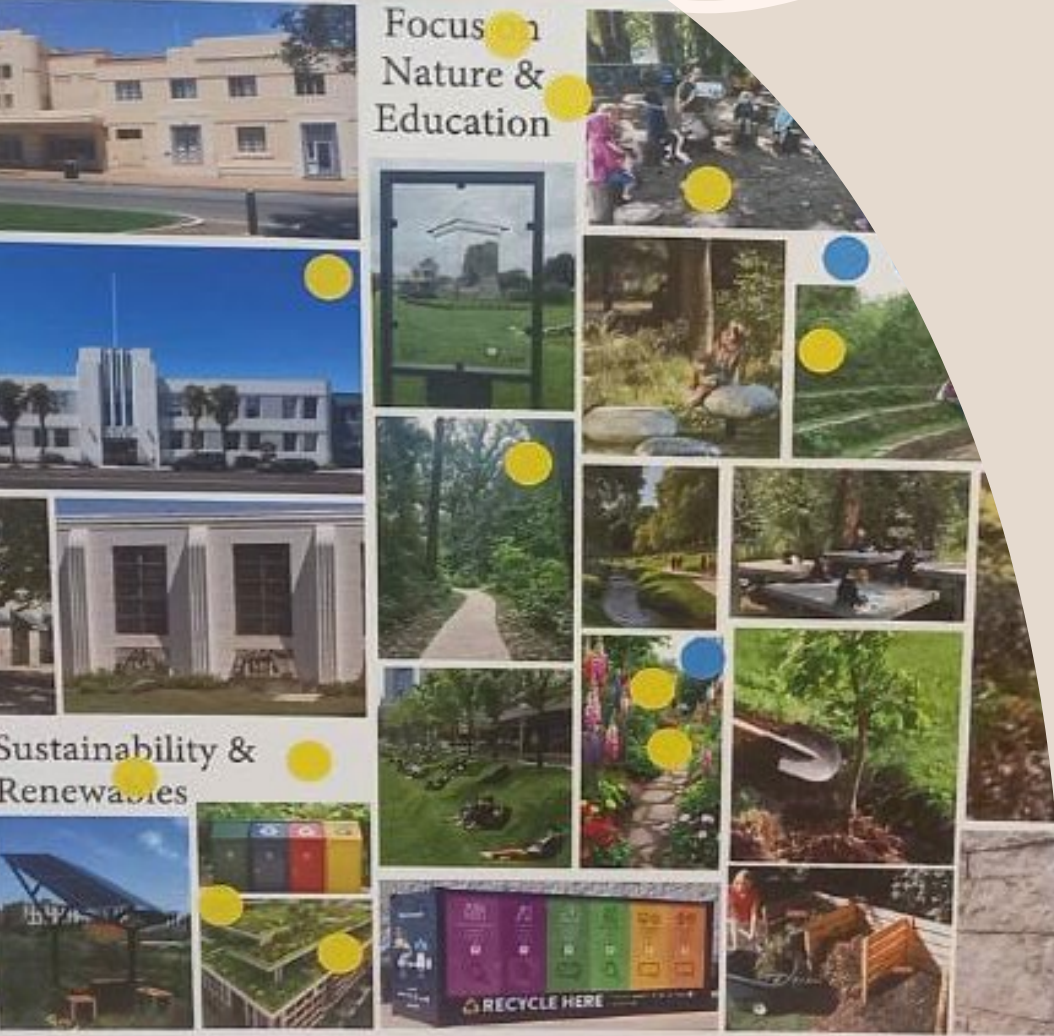


Me as a concerned citizen with the City and Deputy City Manager at the Public Engagement Session



NCIPLES

Focus 1
Nature &
Education



Sustainability &
Renewables

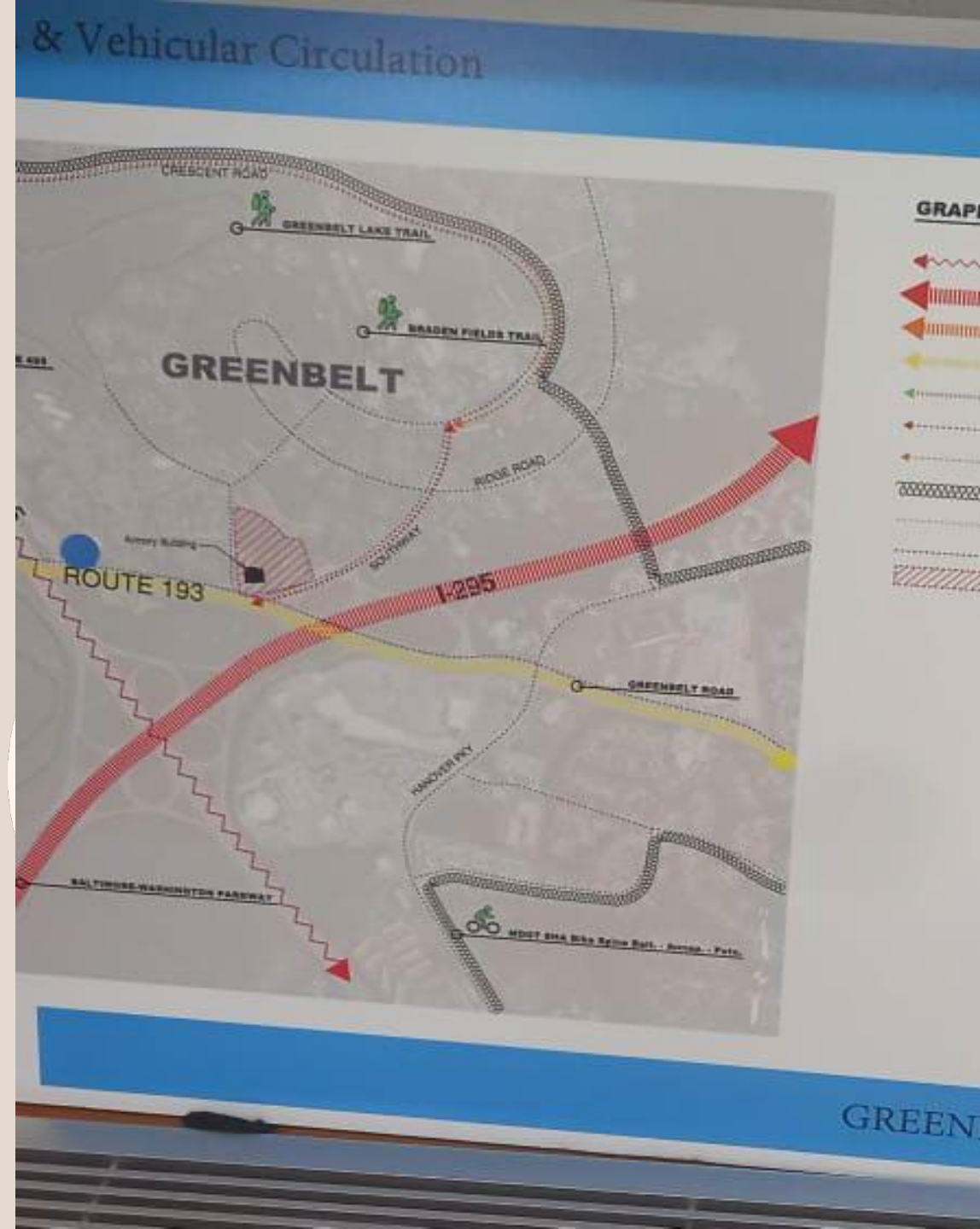
Design Principles

ART DECO STYLE ELEMENTS

FOCUS ON NATURE AND EDUCATION

SUSTAINABILITY AND RENEWABLES

Planning Considerations of Pedestrian and Vehicular Circulation



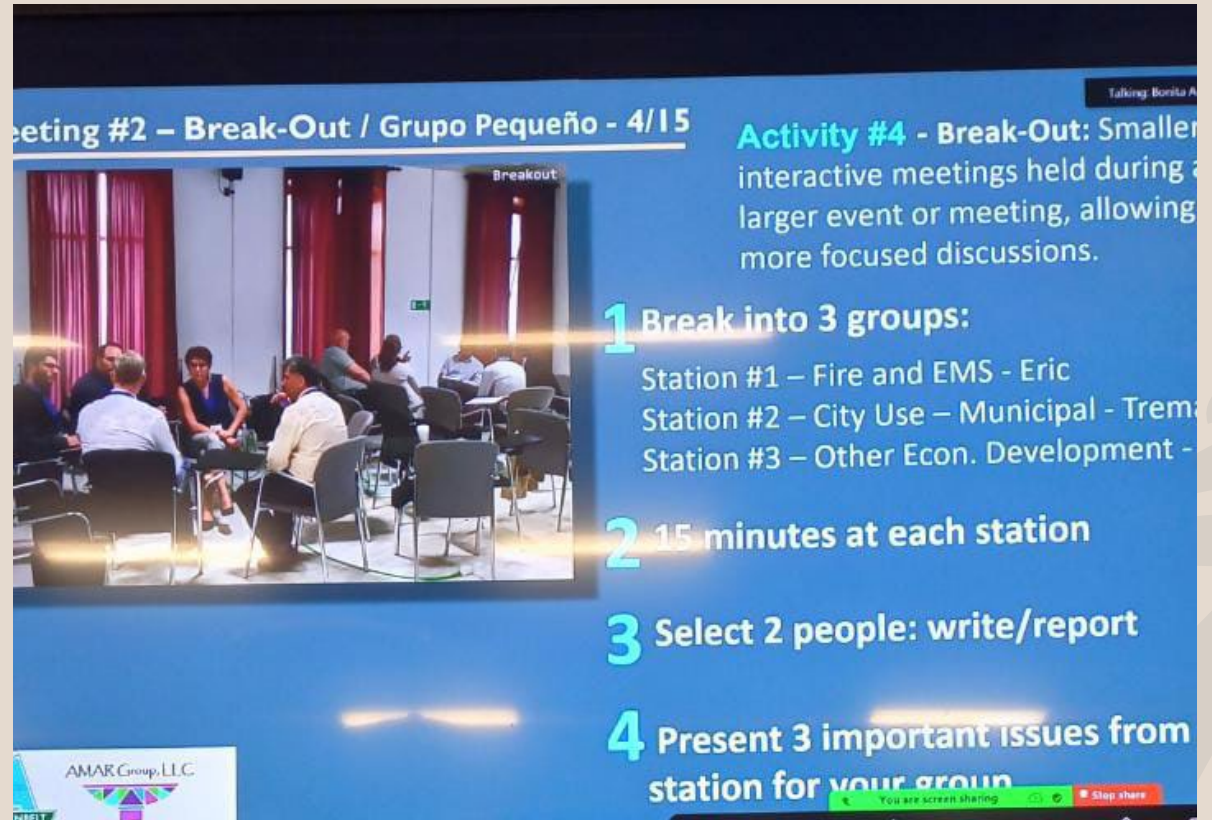
Discuss Top 3 Options

1. Fire and EMS

2.*City Hall and Mix Use

3. Economic Development

* My preferred option



Meeting #2 – Break-Out / Grupo Pequeño - 4/15

Activity #4 - Break-Out: Smaller interactive meetings held during a larger event or meeting, allowing for more focused discussions.

- 1 Break into 3 groups:
 - Station #1 – Fire and EMS - Eric
 - Station #2 – City Use – Municipal - Trem
 - Station #3 – Other Econ. Development -
- 2 15 minutes at each station
- 3 Select 2 people: write/report
- 4 Present 3 important issues from station for your group

AMAR Group, LLC

NMBL

You are screen sharing Stop share

KEY TAKEAWAYS



Regardless of option selected agreed to the following:

- Preserve as much of the forest wooded area
- Aesthetically pleasing
- No high rise
- Shelter from noise of highway
- Smart building in line with smart cities – Greenleaf certification
- Adequate parking
- Storm management and EV chargers



thank you



CHALYA LAR

202.361.1261

Chalyalar@gmail.com



SHARON LAWRENCE



Livingston Road in Oxon Hill is where I currently live – this road has become a great concern to myself and others simply because our home investments are directly affected by what happens in our general location.

I have watched as unattractive small businesses suddenly without notice set up shop along Livingston Road to the dismay of those living in the community



Livingston Road is occupied by auto oriented/vehicular businesses which are also anchored by Oxon Hill ES, a catholic church/school, homes, a liquor store, and various other small privately owned businesses that now include a large construction equipment storage site; a home that has been converted into an event center yet is still listed as a residential home; an auto repair shop that was sold and rebranded as a used vehicle dealership/auto repair and most recently an old lumber supply business that is now being used as a commercial bus repair/storage area!



WHOSE BUSINESS IS IT?

- Who owns this business?
- Which PG County Agency is involved?
- Why are businesses along Livingston Road unnoticed by DPIE?
- Who applies the rules and regulations as set forth by Prince George County?



COMMUNITY CONCERN

Trash, debris, and discarded bus parts i.e. seats, tailpipes, engines parts and more; an obvious and annoying eyesore that threatens to diminish our property values and depreciated the aesthetics of our area.

A SOLUTION

A plan of action involving community advocates and residents collaborating on a way to shed light on this matter as well as creating new ways to become involved in the future.



IMPLEMENTATION - WHAT WE'VE DONE SO FAR

- DPIE - 311 complaint tickets were submitted in 2024 (pending)
- Discussions with District 8 Councilman's Office
- Documentation submitted to: Office of Community Relations
- Photos taken

MAJOR LEWIS

ESSAY

Planning Board Members, I am present to speak in support of the development of the County Bikeways Network emphasizing the portion of South County reflected variously in areas of Go Prince George's within TSA 2, within Pedestrian and Bike Map 3 and/or as BW-24. The comments made today are intended to supplement any feedback gathered during the August 12, 2024 Fort Washington Transportation, Road Safety, and Bicycling Forum.

I reviewed multiple publicly available resources with a special emphasis on Go Prince's. The focus on public safety, development of multimodal transportation opportunities, reduction in vehicular traffic and enhancing equity are notable themes.

There are salient reasons for the emphasis on high density areas like the RTDs. These reasons are easily understood and supported. However, it is my desire to encourage careful consideration of the needs of Prince George's citizens residing outside the RTDs. The largest single highway in my portion of South County is Indian Head Highway. Sadly, this highway has been referred to as "The Highway of Death." As a person that [formerly] commuted 130+ miles per day to various offices in the Baltimore corridor, I can attest to the congestion, delays and unsafe behavior rampant on this highway. If we are to encourage citizens to move to the County, purchase property and establish families, we must invest in improving the infrastructure. A meaningful contribution will be improving walkability and developing additional [non-driving] transportation opportunities. This must include creation of safe bicycling and pedestrian pathways.

ESSAY

I recognize the challenging, complex nature of addressing transportation gaps in Prince George's County and appreciate the opportunity to share my thoughts with you today. I will be monitoring the ongoing work of the Planning Board and look forward to lending my voice and support to the effort.

CARRIE MACK



A Pawsome Solution: Clinton's First Dog Park

Clinton, MD needs its first dedicated dog park. Our community of 38,760 residents has passionate pet owners who currently travel 15 miles to Fort Washington for off-leash recreation.

Let's create a space where our four-legged friends can exercise and socialize safely within our own community.

by Carrie Lael Mack

Community Demographics and Dog Ownership

Clinton Population

38,760 residents call Clinton home according to the 2020 Census.

Based on national averages, approximately 15,500 dog owners live in our community.

Fort Washington

Population of 23,717 residents, yet they have a dedicated dog park.

Clinton residents must drive 15 miles to access this facility.



Our community deserves convenient access to pet recreation facilities.

Benefits of a Community Dog Park

Physical Wellbeing

Regular exercise reduces behavior problems in dogs and improves owner health.

Social Connection

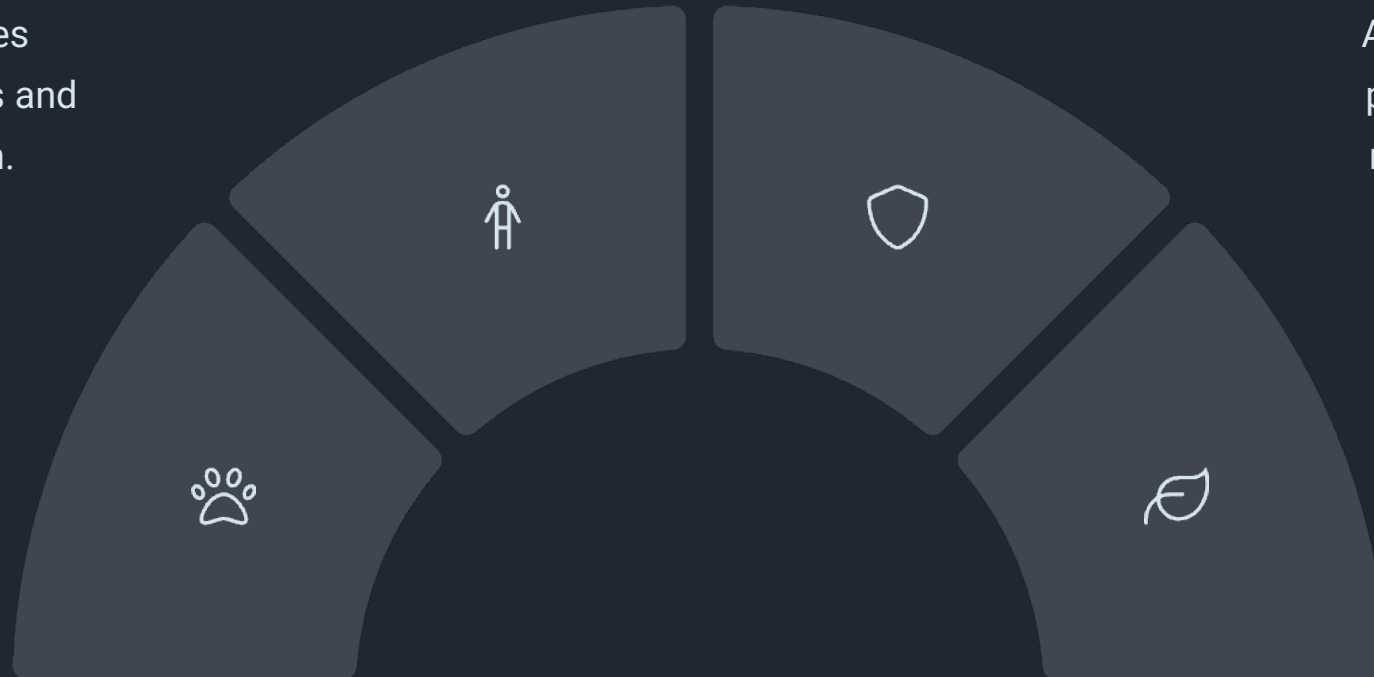
Dog parks create natural gathering spaces for neighbors to meet and build community.

Safety

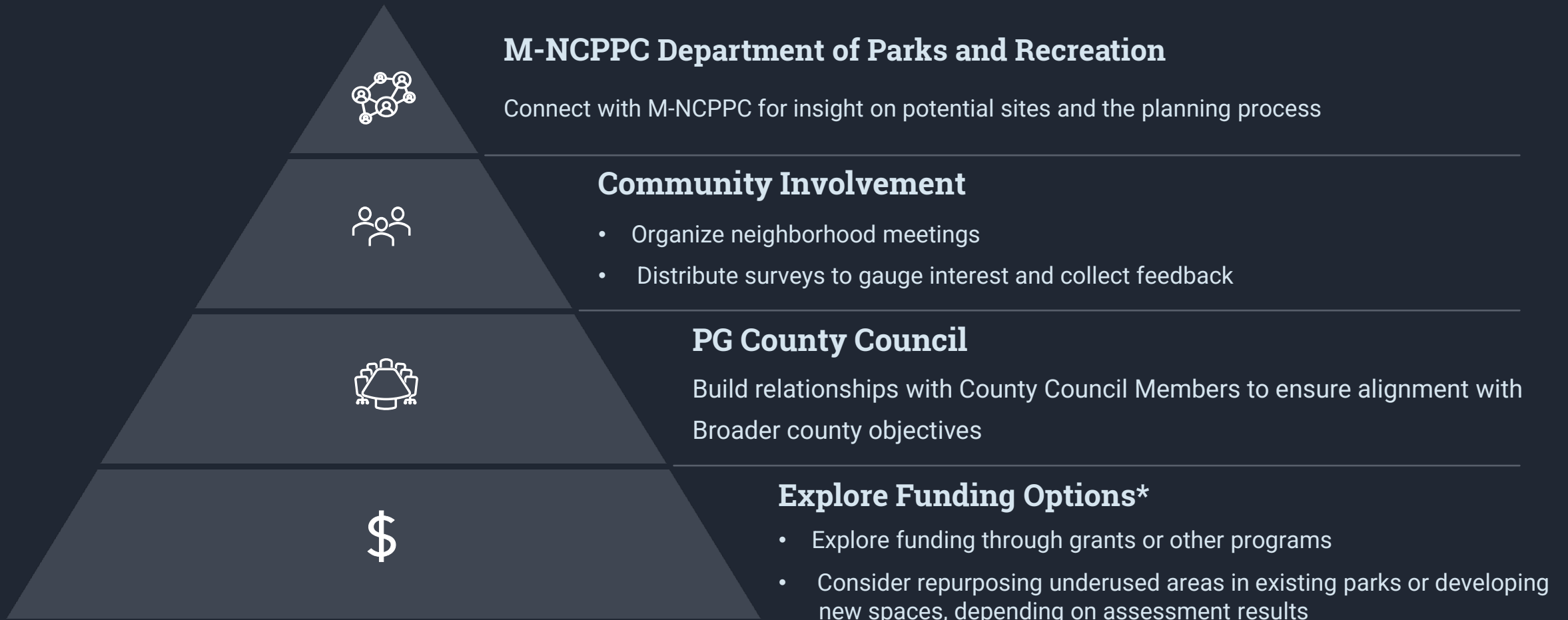
Designated off-leash areas prevent unsafe roaming and reduce incidents.

Environmental Benefits

An eco-friendly design will preserve green space and maintain native Maryland plants.



Engagement Strategy



*Estimated investment: \$150,000. Potential funding through community grants and local donations.

DERRICKA MCCRAY

DERRICKA MCCRAY

BALANCING GROWTH:

PRESERVING FARMLAND IN A
DEVELOPING COMMUNITY





The Issue

Farmland, like Duvall Farm, is being converted into commercial spaces.

While it boosts the economy, it reduces land for food and green space.



URBAN PLANNING CHALLENGES

REGULATIONS FOR SUSTAINABLE FARMING

PlanMaryland and local laws aim to preserve farmland—but often lose to priority funding areas.

Remains a national issue: economic growth vs. sustainability.

PUBLIC ENGAGEMENT IS KEY

Involve residents, farmers, and businesses in zoning decisions

Require public hearings and impact assessments

Ensure transparency in land use changes



Solutions *and Action Plan*



Conditional zoning: fund urban farms and conservation in exchange for development



Strengthen MALPF enforcement



Organize forums, petitions, and lobby for zoning protections

Final Message

Preserving farmland is about more than scenery. It's about our environment, our food, and our future. Let's plan for long-term value—not just short-term gain.



CYNTHIA MILLER



Reimagining Marlboro Pike Corridor



District Heights
Maryland



JACQUELINE NORRIS

How to Ensure Housing Stability for Low-Income Residents in Mount Rainier, Maryland: Solutions and Funding Opportunities

Housing stability is a cornerstone of individual well-being and community resilience. For individuals with limited income, especially seniors, maintaining a safe and livable home often becomes a daunting challenge due to financial constraints and the aging infrastructure of their residences. This issue is particularly pressing in Mount Rainier, Maryland, where many homes were built before 1951. This essay explores the critical need to support low-income homeowners in Mount Rainier, proposes practical solutions to address their housing repair needs, and identifies funding sources that can turn these solutions into reality.

The Need for Housing Stability

Mount Rainier is known for its historic charm, but its aging housing stock presents significant challenges for residents. The city has approximately 1,160 single-family homes, with the median year of construction being 1951. Many homes where seniors reside require essential repairs, such as roof replacements, foundation work, and accessibility modifications. Seniors and individuals with disabilities are particularly vulnerable, as they often require home adjustments to improve mobility and safety. Without adequate support, some senior residents face risks such as health hazards, increased energy costs, and potential displacement.

Possible Solutions

To empower low-income homeowners and ensure they can continue to live in their homes comfortably, several strategies can be implemented:

1. **Home Repair Assistance Programs:** Mount Rainier no longer offers a [Home Repair Program](#) funded through the American Rescue Plan Act. It provided up to \$7,500 per household for essential repairs. It is time for Mount Rainier's local government to expand the program to include funding and services specifically for seniors that could address more critical needs.
2. **Community Partnerships:** Collaborating with organizations like the [Housing Initiative Partnership](#) in nearby Hyattsville can amplify efforts and reduce costs. These partnerships can provide expertise, resources, and volunteer support for repair projects.
3. **Educational Workshops:** Offering free workshops on basic home maintenance can equip residents with the skills to address minor issues themselves, fostering a sense of empowerment and independence.

Funding Opportunities

Securing funding is pivotal to making these solutions actionable. Potential sources include:

1. **Federal Grants:** Programs such as the Community Development Block Grant (CDBG) can provide significant support for housing repair initiatives. These funds are flexible and can be tailored to meet local needs.
2. **State and Local Resources:** The Maryland Department of Housing and Community Development offers programs like the Accessible Homes for Seniors initiative, which provides financing for modifications such as ramps and grab bars.
3. **Philanthropic Contributions:** Private donors, foundations, and local businesses can play a critical role in supporting housing programs, either through monetary contributions or donations of materials and labor.

Conclusion

The challenge of maintaining housing stability for low-income individuals in Mount Rainier is significant but surmountable with collective effort and strategic planning. By leveraging available resources, fostering community collaboration, and prioritizing vulnerable populations, the city could ensure that everyone could live safely and comfortably in their homes. This investment in housing stability is not just a moral imperative, it is a fundamental step toward creating inclusive and thriving communities.

ALISON PAGES

ESSAY



4237 Bladensburg Road



Data provided by Prince George's County Planning Department - 1

The 1.4 acre site located at 4201, 4209 and 4237 Bladensburg Road, Colmar Manor, MD 20722 consists of a 2,700SF convenience store (Lucky Mart) which is leased through November 2025; a vacant 5,000SF car wash; and a 7,200SF store front/garage which is an eye sore. Currently this site is listed with NAI Michael, a commercial real estate brokerage to be sold as a portfolio. They are expecting this portfolio to sell for between \$2 million and \$2.5 million. However, this 1.4 acre site needs to be subdivided as it is part of a larger parcel (P.H.). MedStar Health at Fort Lincoln occupies the rest of the parcel. If the Town of Colmar Manor could be eligible for a grant to purchase this portfolio, the town could truly make urban revitalization work for the people.

ESSAY

The site's prior zoning was M-X-T. Today, the site is zoned NAC, Neighborhood Activity Center. NAC zones promote mixed use development and permit uses are flexible. These can include a mix of residential, commercial, office, and recreational uses. 4237 Bladensburg Road is a dilapidated 7200SF building and garage. Demolition of this structure would seem to be more cost effective. 4237 and 4201 Bladensburg Road could be developed together. A mixed-use design would revitalize this urban site situated on a major road. Retail stores and/or businesses on the lower level and apartments above with an underground parking area would attract new residents. The Hyattsville Arts District and the new developments on Rhode Island Avenue in Brentwood serve as examples. A food coop would be a much-welcome store, offering fresh produce and healthy food at affordable prices. The only local grocery store was "Compare Foods" which is now closed, and their prices were high. This area would no longer be a food desert if a food coop would be in walkable distance.

This mixed-use development would aim for green certifications (i.e., energy efficient appliances, native plants used in landscaping, etc.). Green technologies such as cooling sidewalks, permeable pavement and rain gardens should be considered. This development would also strive to keep the historical element of Colmar Manor by incorporating historical themes into the design (i.e., Colmar Manor is a Port Town). The NAC zoning permits this mixed-use development which also enhances the "live-work-play" element. 4209 Bladensburg Road, the abandoned 5,000SF car wash is situated at the back end of this parcel. The Town of Colmar Manor suffers from a lack of parking spaces

ESSAY

Exacerbating that, the large church nearby (Medhanealem Eritrean Orthodox Church) brings parking congestion to the town every Sunday. Developing this back area into a parking lot with metered spaces (town residents with their free parking permits would be exempt from paying for the meters) would contribute to the town's revenue while providing much needed free parking to its residents.

Some of the companies that could be interested in developing this area in this way are EYA LLC, Five Squares, and Gilbane Inc. EYA is well known in the DC Metro area for “thoughtfully planned spaces and walkable neighborhoods.” Five Squares is a DC based company that specializes in partnering with non-profit, cultural, government and academic organizations to optimize the value of their real estate. They promote “unique developments that also do good.” Gilbane Inc developed The Riverfront at West Hyattsville and is one of the largest family family-owned real estate developers in the area. Their slogan is “Building more than just buildings.” With an emphasis on green technology and green spaces, landscape architecture plays a major role. Studio 39 created many landscape projects in the area, including Hyattsville Arts District.

One trade-off would be more traffic and congestion on Bladensburg Road, but this development would be providing more parking spaces for town residents, helping to solve an issue plaguing this community. Another trade-off would be that “Lucky Mart” would not have their lease renewed, but they can opt to rent a space in the new development.

RAKHMEL RAFI

A NEW MISSING MIDDLE TYPOLOGY

How can this new inner-city housing model improve the quality of life and urban experience at; the scale of one's home, the scale of the lot, the scale of the block?

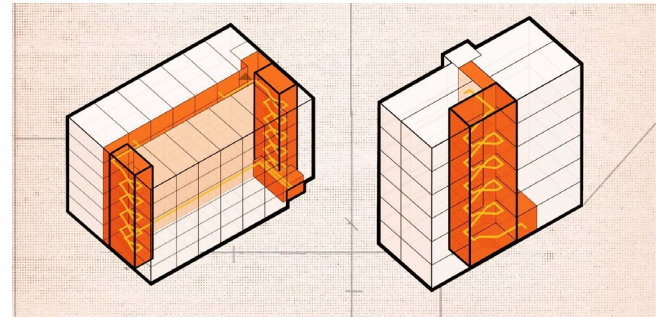
Here, the house and the tower are combined into a 'mini-tower', or "Towerhouse", **sited within a lush landscape of communal gardens, community and resident amenities, and small-scale commercial spaces.** At the scale of the unit, Towerhouses leverage its compact building footprint to ensure that every apartment unit is situated at a corner. Corner apartment units provide **enhanced exposure to the surroundings, daylight, views, and natural ventilation, contributing to the health and well-being of its residents.**



It takes
22
subcontractors
8 Months
to build the average home.



1. Water retention systems / Rock scramble 2. Shared picnic area 3. Playground 4. Shared car and bike garage 5. Bike repair area 6. Native plantings 7. Small-scale commercial space



JOY REN

The Town of Capitol Heights Vacant Lots: Challenges and Solutions

Challenge: There are several challenges that's currently afflicting the Town's 194 vacant lots, one of the most prominent is the ongoing maintenance and upkeep of these vacant lots. Overgrown and invasive vegetation and buildup of litter and debris are not only unattractive but also creates sanitary and pest issues for the community.

ESSAY

Strategy: The Town should implement an education campaign with the goal of educating vacant lot owners on Town's requirements for vacant lot, the owner's responsibilities, and potential consequences for not adhering to the Town's requirements. The education campaign would include monthly educational sessions that would provide vacant lot owners with suggestions and resources to assist them in the maintenance of their property. This would include, but not limited to, available Town and County resources for cleaning up vacant lots, trash pickup and bulk items pick up/drop off information, as well as vacant lot standards and the most common code violations. These sessions can be offered either in person or online. A hotline can also be created for the vacant lot owners to get the answers/information they need to stay in compliance and maintain their property as expected/required. The education campaign could also include newsletters, brochures or fliers posted at the Town Hall and businesses where public information is shared and displayed. If funding is available, educational booths at community events would also further the educational campaign. These sessions between the Town and vacant lot owners will create a sense of partnership, to work together for the benefit of beautification of the Town as well as the maintenance of private property.

ESSAY

Stakeholder: Town Code Enforcement Team (provide educational training); Finance Department (provide funding to implement the campaign); Mayor and Council (provide support for the educational campaign)

VICTORIA REYNOLDS

Good Luck Estate Neighborhood Park (MNCPPC)
Neighborhood Asset or Nuisance (or both?)

Entrance into Park from end of Cathedral Drive



Cathedral Drive forms eastern border of the Kingswood neighborhood and extends from Lamont Road to the park and I-495 boundary. Residents complain of speeding cars down Cathedral heading into park.

Park is open dawn to dusk.



A Kingswood resident opens and closes the gate. Neighbors complain of illegal entry into park by intruders after hours. They park on street in front of sign and walk into park to the side of the gate through residents' yard.

Entrance from road into park



- 15 car parking lot
- Very close to I-495 - can see barrier in background
- Constant roar of traffic always noticeable in park
- Ultimate fate of park may hinge on plans for beltway expansion?

Path into Park from Parking Lot



Very well maintained facilities include full basketball court, multiple tennis/pickleball courts, and playground. Facilities not frequently used, especially by residents of neighborhood



Path into Park from Parking Lot

Those who do
use park
frequently leave
it trashed - pile
of empty water
bottles and old
shoe left
recently beside
basketball court



Walking paths



Two walking paths out of park connect it with neighborhood woods, a circular track for walking or jogging, neighborhood woods and a second park maintained by City of New Carrollton with full soccer park and newly constructed playground

Walking paths



Many residents of Kingswood avoid using the paths due to safety concerns. Because they are hardly used, the park has become an isolated spot.

KILIL ROUSSAW

Improving Access to Affordable Housing and Mixed-Use Development in Prince George's County

Affordable housing is a critical foundation for sustainable, inclusive communities. In Prince George's County, improving access to affordable housing—particularly through thoughtful mixed-use development—can significantly enhance quality of life, promote economic opportunity, and preserve community character. As the county continues to grow, ensuring that residents of all income levels have access to safe, stable, and affordable housing must remain a top planning priority.

One of the core challenges lies in the availability and distribution of affordable housing units. Many low- and moderate-income families are being priced out of neighborhoods due to rising costs and limited options. To address this, Prince George's County should continue to incentivize the development of affordable units through zoning reforms, tax credits, and partnerships with nonprofit and private developers. Expanding inclusionary zoning policies can ensure that new developments set aside a percentage of units for affordable housing, creating economically diverse communities.

ESSAY

Mixed-use development is a powerful tool in this effort. By combining residential, commercial, and public spaces in a single area, mixed-use projects can reduce transportation costs, promote walkability, and increase access to jobs, schools, healthcare, and recreation. Encouraging these types of developments—especially near transit hubs and along commercial corridors—can help revitalize underutilized land while preserving the character of existing neighborhoods.

Equally important is community engagement. Residents must have a voice in shaping the growth of their neighborhoods. Community input should inform development plans, helping ensure that projects reflect local needs and prevent displacement. Transparent communication, equitable planning practices, and inclusive public forums are essential to fostering trust and achieving lasting results.

In conclusion, improving access to affordable housing and promoting mixed-use development in Prince George's County requires intentional planning, community collaboration, and policy innovation. By prioritizing equity, sustainability, and inclusivity, we can build neighborhoods that serve current residents and welcome future generations.

GWEN SHERROD

LITTER REDUCTION



CVS - Marlboro Pike & Walker Mill Road



Bus Stop - Silver Hill Road near Pennsylvania Avenue



Police Tape - Corner of Brooke Road & Rollins Avenue



Litter
TRAK

CLYDE SPRINGFIELD

Opposition of application # pps-2022-036 (the Proposed development of a religious institution on Annapolis road/rt. 45o, Lanham)

I represent the neighborhoods of Glenwood Park, Lincoln Vista and Glenn Estates in the Lanham, MD area and I would like to express our collective concerns and dispute the proposed development and construction of a 12,000-square-foot religious institution in our neighborhood.

As residents of the above referenced communities we feel compelled to voice our objections regarding the adverse effects this project would have on not only our individual communities but the environment, public health, county tax revenue and the overall quality of life in this area.

Of the three communities, Glenwood Park would be affected the most. Glenwood Park, the oldest custom-made home development for African Americans in Prince George's County, has an average resident age of over 60 years. The appeal of having one ingress and one egress over the years provided a consistent off-traffic privacy that will be lost with the approval of this application.

ESSAY

As positioned in the site plan this planned project is seated directly between Glenn Estates and Glenwood Park. Both Glenwood Park and Glenn Estates currently have by design only one ingress and one egress.

As proposed, this project would allow consistent religious activity traffic directly through Glenwood Park to the religious institution. Religious and associated business traffic would share the limited residential road space with children awaiting school bus pickup as well as trash and recycling service vehicles. Please note when vehicles are parked on both sides of the street there would be only room for one vehicle at a time to pass through the street. This consistent congestion could potentially cause problems in the Glenwood Park development.

Also, as you are aware, with advance traffic comes air quality issues. The environmental impact and loss of green space issues arise in this plan due to the proposed cutting down of 6.5 acres of trees to accommodate this project. The ecological impact of this effort would impact air quality, stormwater absorbment and management, and upset the natural balance of the planned greenery in this area.

The financial impact of this proposed development is twofold: First, the property values of approximately 400 houses would be impacted. The additional traffic and the visual shift from quiet a green residential neighborhood to a more mixed-use development would indeed reduce the property value thus reducing the tax bill each house receives for payment.

ESSAY

Second, with the building of a religious institution on 12,000 square feet there would be a loss of tax revenue for the county into perpetuity. The initial plan for this property as sold was to build 16 single family homes with an estimated tax revenue based on \$500,000 per home. With this religious institution (or any religious institution) the County would lose out on that consistent revenue stream.

For Maryland Park and Planning this is another land use issue; and that's understood; that's the job of Maryland Park and planning...to adjudicate such issues... but to us, it is a fight to maintain the residual equity of each and every house within the development area discussed. We are all tax-paying residents who have worked for years to maintain and pass down property to the next generation and to help keep our part of the county active and vibrant.

The developments of Glenwood Park, Glenn Estates and Lincoln Vista (all positioned on rt. 450/Annapolis Road) would like to collectively express our appreciation for allowing us to use this forum to articulate our concerns. Our concerns are real to us and we have been in communication with our represented elected officials to help champion our cause.

Thank you for any assistance and light you can provide to our plight.

CHARLENE VAUGHN



WHERE ARE THE
SIDEWALKS IN MY
NEIGHBORHOOD?

NEIGHBORHOOD PLANNING
ACADEMY
SPRING 2025

CHARLENE DWIN VAUGHN,
AICP

THE MAJORITY OF SUBURBAN COMMUNITIES LACK SIDEWALKS

Why do neighborhoods not have sidewalks?

"Many neighborhoods across the country don't have sidewalks on either side of the street. This is because many cities don't spend the money on sidewalk installations and don't even require developers to build sidewalks in housing areas."

Making America walkable: It's a challenge we all share...

Federal Highway Magazine

WHY ARE SIDEWALKS CONSIDERED IMPORTANT?

- Sidewalks are important to get people outside, to walk dogs, to allow children to play, to connect to public and regional transportation, to walk to school, to allow neighbors to visit, and to facilitate walkability.
 - Walkability is now considered an important planning principle, a proposed definition defined it as “ The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area.”
 - Sidewalks are an integral component of walkability as they are part of the urban design as well as the construction and maintenance of streets and sidewalks that make walking safe and easy..
 - Since new urbanism is the goal of many mayors that want to revitalize their cities, large and small, many residents want sidewalks to be part of a safe, connected, comfortable, and well-maintained community..
-

WHO DECIDES HOW SIDEWALKS FIT INTO NEW AND EXISTING NEIGHBORHOODS?

- Prince George's County Planning Board Development Review Division reviews subdivision review for new construction.
 - Multimodal Transportation Projects in Prince George's County are overseen by the Department of Public Works and Transportation (DPW&T).
 - DPW&T reviews plans for sidewalks in new subdivisions, repairs due to accidents and age, and maintenance due to economic, revitalization, and historic issues.
 - Prince George's County has numerous sidewalks located in unincorporated areas and municipalities that have more stringent planning standards.
 - DPW&T manages the funds the County receives from Federal grants, State grants, and local programs.
 - The Planning Department manages "Go Prince George's, "Preliminary Countywide Master Plan of Transportation" multi-modal transportation network.
-

HOW CAN THE SITING OF SIDEWALKS BE IMPROVED?

- Arrange for the Planning Department and DPW&T to discuss the “Go Prince George’s Preliminary Plan” in Districts to discuss prioritizing pedestrian and bicycle projects.
 - Participate in Civic Meetings to determine the primary reasons communities are anti-sidewalks, and mediate compromises.
 - Continue to solicit community recommendations for pedestrian safety projects,, publicize the list each fiscal year.
 - Work with neighborhoods to collect data that verifies school age students that walk to schools and recreation centers.
-

CHARLENE VAUGHN



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SIDEWALKS IN MY
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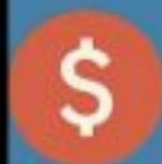
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MEA WILLIAMS

Why Prince George's County Needs Missing Middle Housing



Relieves affordability pressures



Right-sized living for singles, seniors, downsizers, single parent families, and small families



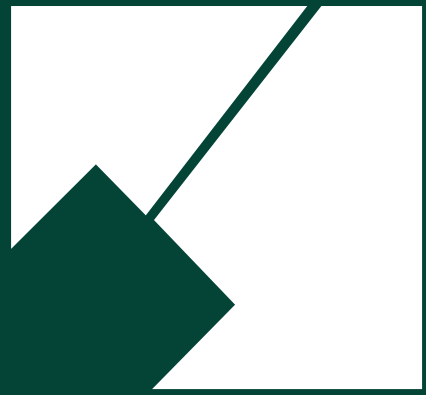
Uses land and infrastructure efficiently



Supports neighborhood services



Increases neighborhood vitality



Neighborhood Planning
ACADEMY

academy.pgplanning.com