

Plan Progress Report

Approved Largo Town Center Sector Plan and Sectional Map Amendment

Date Plan Approved: November 12, 2013

Date of Progress Report: September 22, 2025

Councilmanic Districts: 6

Progress Summary

The Approved Largo Town Center Sector Plan and Sectional Map Amendment (SMA) contains 73 recommendations, primarily focused on land use as well as transportation and mobility.

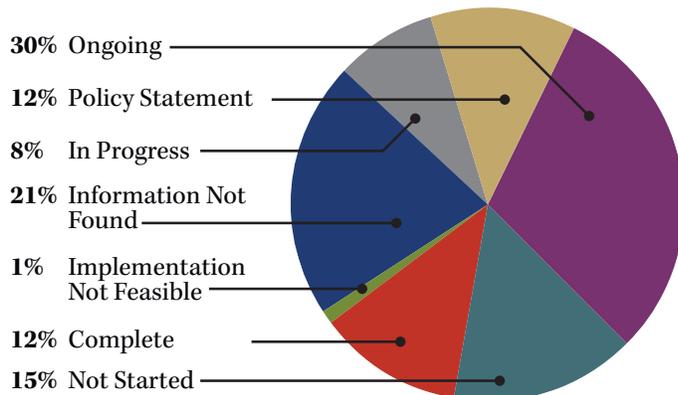
Since its adoption in 2013, approximately 12 percent (9) of the recommendations have been completed, 8 percent (6) are in progress, and 30 percent (22) are ongoing. Approximately 15 percent (11) have not yet had action taken.

Some highlights of completed recommendations include:

- While the Woodmore Town Centre is just outside the sector plan area, the completion of park facilities at this location was supported by recommendations in this plan.



Plan Recommendation Status



Suggested Next Step(s)

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

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

Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved Largo Town Center Sector Plan area was generally bounded by the Capital Beltway (I-95/I-495) to the west, Landover Road (MD 202) to the northeast and east, and Central Avenue (MD 214) to the south. The plan area superseded a portion of the Largo-Lottsford Master Plan upon adoption.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Largo Town Center Sector Plan supersedes a portion of the following plan:

- ① Largo-Lottsford Master Plan (1990)

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- Superseded Plans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

Plan Area Summary

Plan Area

The Largo Town Center Sector Plan area is centered on the Downtown Largo Metrorail station and occupies portions of Planning Area 73 (Largo-Lottsford) in central Prince George's County. It contains approximately 800 acres of land. The entire plan area is designated as a Plan 2035 Regional Transit District.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

The Largo Town Center Sector Plan envisions the transformation of the Largo Town Center Metro Station Area into one of Prince George’s County’s premiere mixed-used “downtowns” and 24-hour activity centers by 2035. The core area is anchored by a major new institutional use—a Regional Medical Center, satellite university campus, or U.S. General Services Administration tenant—and features a mixed-use retail district along an extended Harry S Truman Drive. Largo Town Center offers a variety of retail offerings, business services, and cultural attractions for county residents and businesses.

The transit-oriented development (TOD) core contains the tallest buildings with 6- to 10-story office, institutional, and residential towers surrounding the Largo Town Center Metro Station. The TOD core transitions into outer neighborhoods with a range of high- and moderate-density civic/institutional, commercial office, and residential mixed-use development. Buildings in these areas range from 4 to 10 stories in height. East of Landover Road, a new community of three-story townhomes has been built.



SOURCE: LARGO TOWN CENTER SECTOR PLAN

Plan Goals

- New mixed-use retail center within the TOD core
- New major institutional use within the TOD core
- Dense residential development within a half mile of the Metro Station
- A safe and attractive public environment
- TOD-compatible development beyond the TOD core
- A walkable and accessible community
- A green and sustainable community
- A safe and healthy community
- Adequate student capacity at all public schools serving the sector plan area
- Adequate access to public park facilities serving the sector plan area
- An efficient, multimodal transportation system



SOURCE: LARGO TOWN CENTER SECTOR PLAN



SOURCE: LARGO TOWN CENTER SECTOR PLAN

Plan Highlights

The primary TOD strategy for the Largo Town Center sector plan area is to concentrate a medium- to high-density mix of uses in the development area, with a prominent retail focus. This strategy also entails attracting an institutional user to further catalyze residential and retail development in the TOD core and additional development beyond. To better achieve this, the plan redesignates the area as Developed Tier rather than Developing Tier.

The plan recommends establishing two retail nodes (Arena Drive and Metro) to achieve a new mixed-use retail center within the TOD core. Actions include amended zoning and development standards enforcement.

Plan Overview

Illustrative Arena Drive Green Perspective Rendering



SOURCE: LARGO TOWN CENTER SECTOR PLAN

Illustrative Station Square Perspective Rendering



SOURCE: LARGO TOWN CENTER SECTOR PLAN

Where Are We Now?

Population¹

PLAN AREA 2010: 2,252
2020: 3,344



+48.5%



COUNTY 2010: 863,420
2020: 967,201

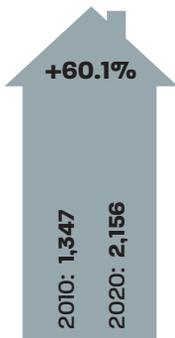


+12.0%

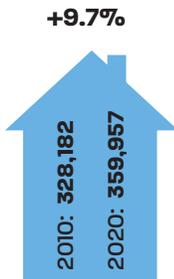


Housing²

TOTAL UNITS



PLAN AREA



COUNTY

OCCUPANCY RATE (PLAN AREA)



+4.2%

90.5% 2010 94.2% 2020

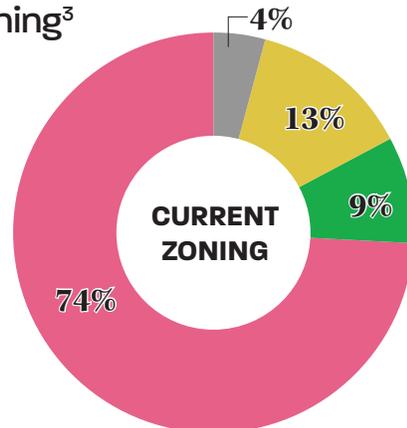
HOMEOWNERSHIP RATE (PLAN AREA)



-31.2%

26.7% 2010 18.4% 2020

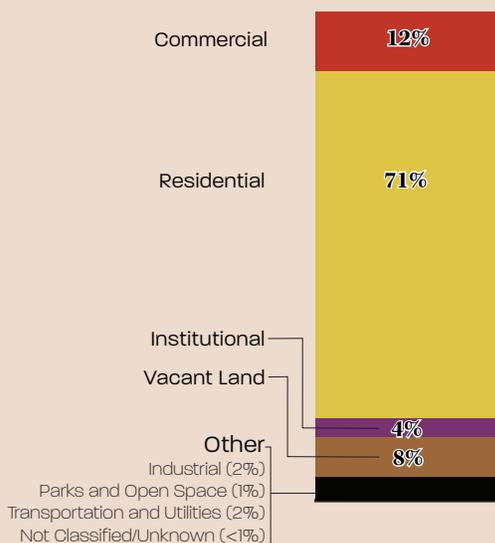
Zoning³



- Residential (13%)
- Rural/Agricultural (9%)
- Non-Residential (0%)
- Other (4%)
- Transit-Oriented/Activity Center (74%)

Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

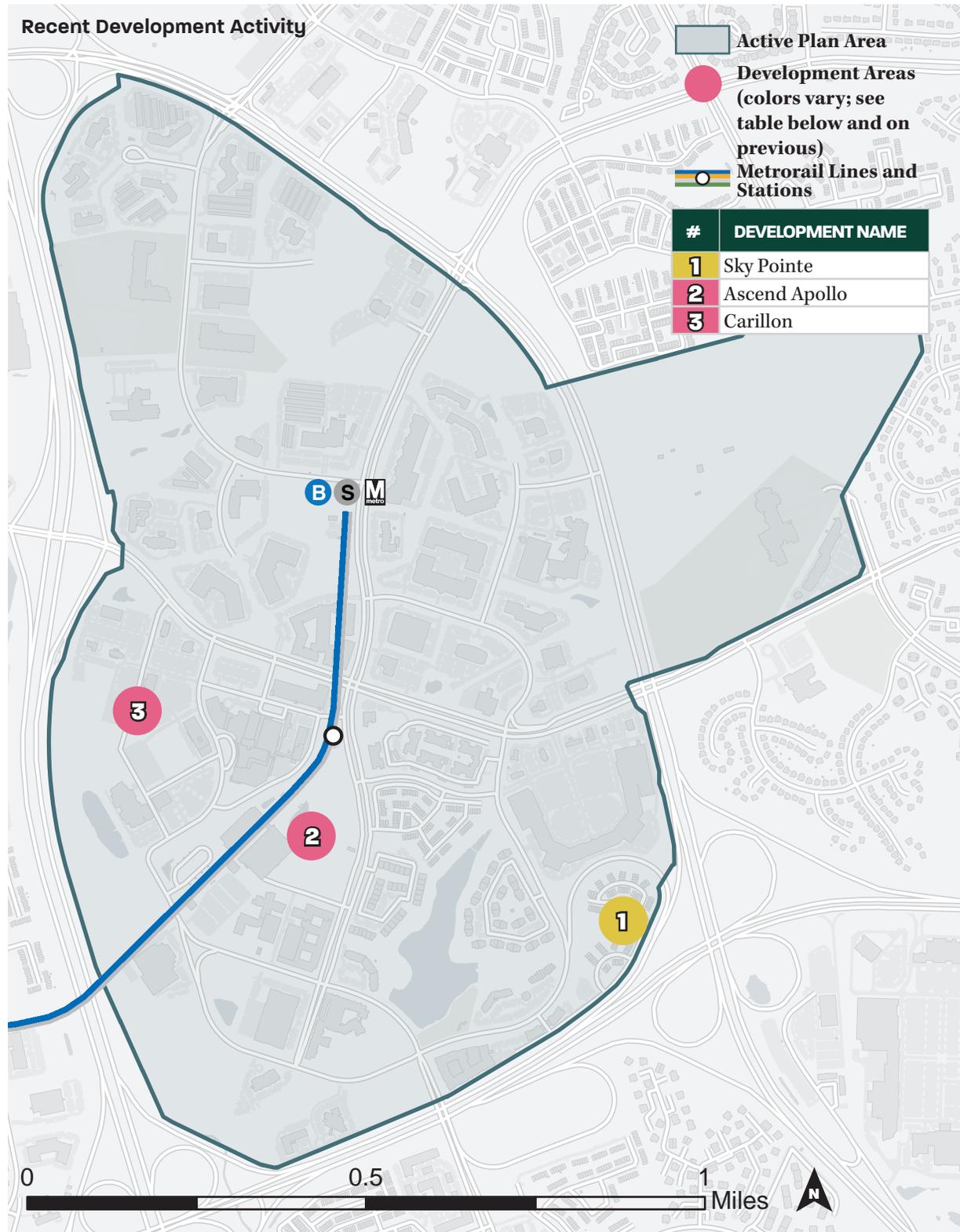
The plan’s overarching goal is to transform the area into a regional urban destination, taking advantage of its convenient transit and highway connections. At the time of plan approval, the area was characterized by suburban shopping and office uses and lacked a strong public realm. The sectional map amendment and plan policies have encouraged redevelopment to occur.

Greenfield and redevelopment has been extensive in the plan area in the intervening years. The Boulevard at the Capital Centre has been demolished and the Regional Medical Center and mixed-use developments have been constructed in its place. Master planning and streetscape design requirements have helped ensure this transformation is more connected to the Metro station nearby.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Sky Pointe	84 units constructed	
Mixed-Use/Flex			
2	Ascend Apollo	391 units constructed, 1,175 in the pipeline	40,000 SF in the pipeline
3	Carillon	3,000 units in the pipeline	220,941 SF constructed, 1,200,000 in the pipeline

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

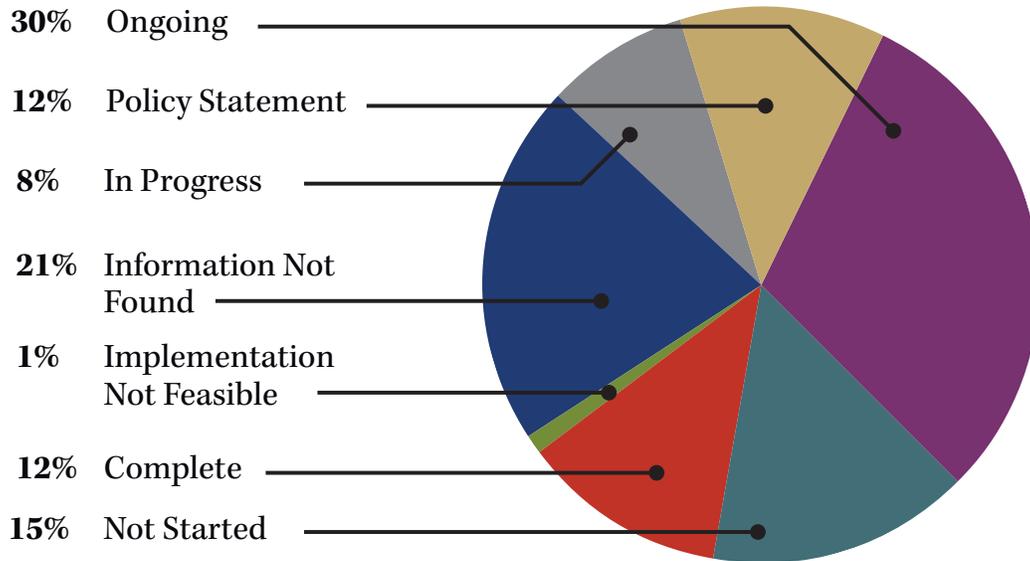
Development Activity



SOURCE: PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT DEVELOPMENT PIPELINE DATASET. PLEASE NOTE THAT THIS DATASET IS NOT COMPREHENSIVE OF ALL DEVELOPMENT IN THE COUNTY AND MAY NOT REFLECT THE MOST UP-TO-DATE BUILDOUT INFORMATION.

Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



The **University of Maryland Capital Region Medical Center** opened in June 2021.



The construction of the **Largo Civic Plaza** began in April 2025. Final features will include a lawn and stage area for community events, a playground, an enclosed dog park, and more. It is scheduled for completion in December 2025.

KEY UPCOMING PROJECTS



The **Largo Area Capital Improvement Plan Roadway Project** (Lottsford Road from MD 202 to Largo Drive West and McCormick Drive from MD 202 to Lottsford Road) will provide for pedestrian and bicycle facilities in the Largo area. It is currently in the semi-final design stage.



The **Harry S Truman Drive Green/Complete Streets Project** is in the planning stages. Once completed, this project will improve the appearance, safety, and functionality of Harry S Truman Drive, and convert it to two-way streets. Work also includes tree planting and storm drain system.

Challenges

- **Walkability and infrastructure:** Although progress has been made, the area still needs significant improvements to pedestrian and cycling infrastructure to fully support a walkable, transit-oriented lifestyle.
- **Changes at Northwest Stadium:** Though it is not within the plan area, changes at Northwest Stadium and the move of the Commanders to another location could have impacts at Largo Town Center.

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

Next Steps

Near-Term Opportunities

While the Largo Town Center area is currently seeing success in realizing the vision of the plan, there are remaining recommendations from the plan that could help this area further support more development and stand out as a desirable location for growth and investment. The opportunities below can also help support the implementation of Plan 2035.



Sustainability: One of the “Green and Sustainable Community” strategies in the plan is to reconstruct the stream system between the Largo Town Center Metro Station and the southeast portion of The Boulevard at the Capital Centre as an amenity and to serve a greater role in stormwater management to improve water quality. (See plan page 81.) As development progresses, this could be a multiuse amenity for the community and should be investigated further for feasibility. This opportunity can support Plan 2035 Land Consumption and Water Quality Policy 1, to “improve and maintain water quality through stormwater management and water resource protection.”

Responsible Parties:

- Department of the Environment
- Department of Public Works and Transportation (DPW&T)



Transportation and Connectivity: While much of the area is well-connected, there are some outstanding “Walkable and Accessible Community” strategies proposed in plan that should be reviewed for incorporation in the Capital Improvement Plan, including converting Harry S Truman Drive and Largo Drive West into two-way streets, and reconfiguring the entrance ramp to MD 214 to help control speeds. This, can support Plan 2035 Transportation and Mobility Policy 1, to “ensure that Countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern.”

Responsible Parties:

- DPW&T

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

June 2028

Since approval in 2013, this plan has had several amendments. While no immediate update needs are identified, we recommend creating a Planning Area 73 (Largo-Lottsford) Master Plan, consolidating the following plans: Largo-Lottsford Master Plan, Largo Town Center Sector Plan, Morgan Boulevard and Largo Town Center Metro Sector Plan, and the portion of the Landover Gateway Sector Plan east of I-495 (Capital Beltway).

Plan Progress Report

Approved Marlboro Pike Sector Plan and Sectional Map Amendment

Date Plan Approved: November 17, 2009

Date of Progress Report: September 22, 2025

Councilmanic Districts: 6, 7

Progress Summary

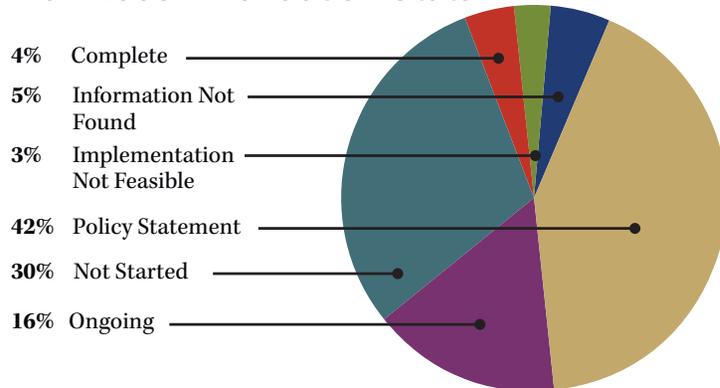
The Approved Marlboro Pike Sector Plan and Sectional Map Amendment contains 266 recommendations, primarily focused on transportation and mobility, as well as economic prosperity.

Since its adoption in 2009, approximately 4 percent (11) of the recommendations have been completed and 16 percent (42) are ongoing. Approximately 30 percent (79) have not yet had action taken.

Some highlights of completed recommendations include:

- Marlboro Pike Partnership Community Development Corporation was established in 2020, with a mission to improve the residential and commercial experience on and around the Marlboro Pike corridor.

Plan Recommendation Status



Suggested Next Step(s)

- Review in 2027
- Major/Minor Plan Amendment
- Replace
- Consolidate

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



Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Marlboro Pike Sector Plan were bounded by Washington, D.C., to the west, a variable boundary roughly one to two blocks off of Marlboro Pike to the north, the Capital Beltway (I-95/I-495) to the east, and Pennsylvania Avenue (MD 4) to the south. The plan area falls within the boundaries of the Subregion 4 Master Plan area.

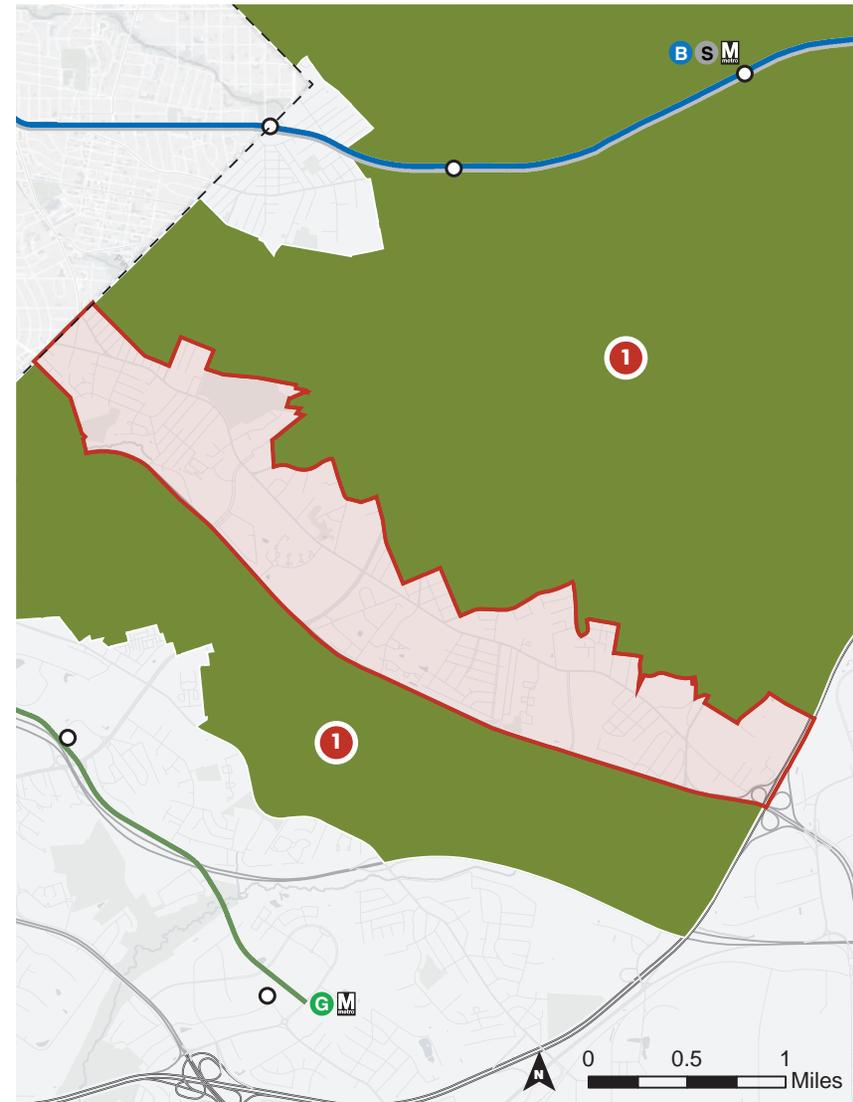
Related Plans

The Marlboro Pike Sector Plan supersedes the following plan:

- 1 Subregion 4 Master Plan (2010)

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

As-Approved Plan Area and Related Plan Boundaries



Plan Area Summary

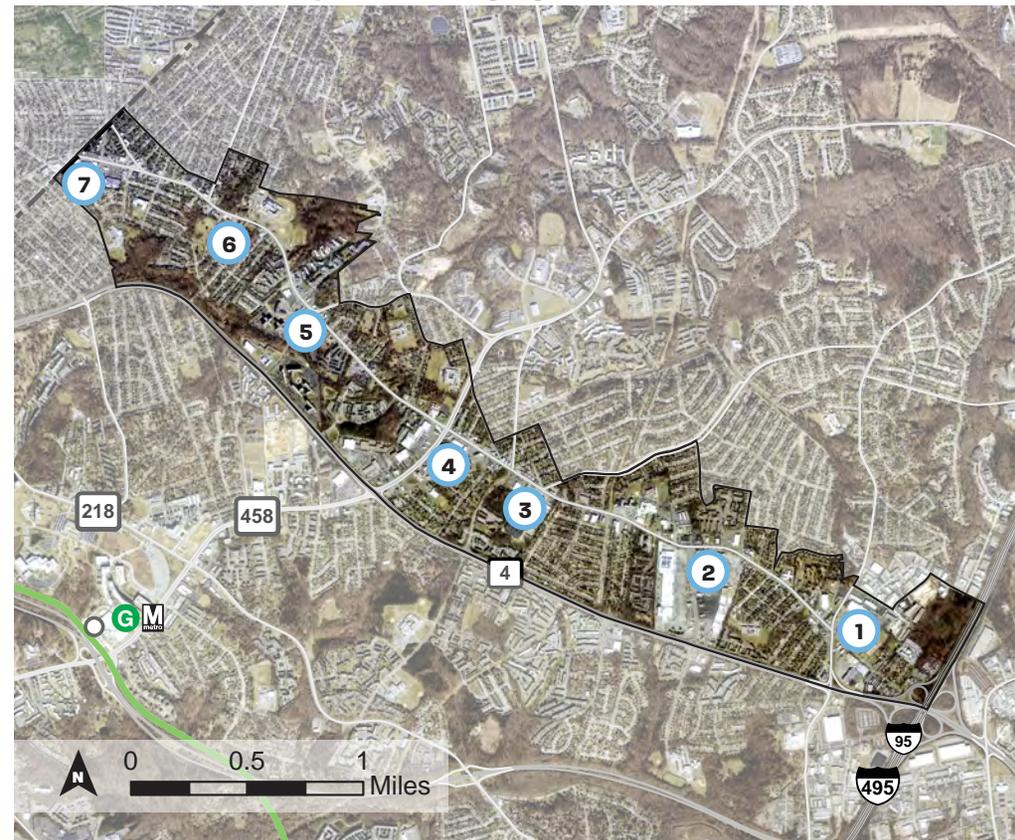
Plan Area

The Marlboro Pike Corridor is located in western Prince George’s County between Washington, D.C., and the Capital Beltway. The sector plan area is about four miles long and half a mile wide, bounded by the Washington D.C. to the west, the Capital Beltway to the east, and Pennsylvania Avenue to the south. The northern boundary of the sector plan area traverses side streets and property lines that are roughly one quarter mile from Marlboro Pike. The southernmost portion of the City of District Heights extends into the sector plan area and the City of Capitol Heights boundary lies to its north.

○ Focus Areas and Goals

- 1 Western Gateway:** Newer mixed-use and residential development in this area will act as a catalyst.
- 2 Neighborhood Hub:** The new community should be a family-oriented housing development with walkable streets and community open space.
- 3 Brooks Drive Main Street Gateway:** an enhanced main street feel, with buildings fronting the sidewalk without setbacks, and ground floor retail.
- 4 Silver Hill Cultural Triangle:** A good location for a neighborhood hub of cultural resources due to the existing library.
- 5 Health and Wellness Center:** Anchored by the existing sports complex, a health and wellness related retail area with a main street feel, senior housing development, and central green space.
- 6 Donnell Drive Retail and Restaurant Hub:** A mixed-use area with a combination of high-end retail, residential and office development.
- 7 Forestville Flex Space Campus:** A new, small-scale employment center serving as the eastern gateway to Marlboro Pike with flex office space catering to professional businesses.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

The Marlboro Pike Corridor is envisioned as a safe, attractive, walkable, and vibrant community where people live, work, shop, dine, and recreate. Neighborhoods are stable and livable, offering desirable and attractive housing choices. Old and new residential communities coexist harmoniously. Commercial properties are compatible with the neighborhoods, offering services catering to local needs and providing quality goods and services that cater to the larger region as well. Established businesses and new businesses thrive in thematic nodes that promote activity, socialization, and commerce. Multimodal transportation is accessible, offering a variety of ways to get around. Pedestrian connectivity is safe, efficient and comfortable, offering unobstructed access along the entire corridor. Environmental sustainability practices are incorporated to promote sensitivity to and preservation of the natural environment. In all, the Marlboro Pike Corridor is a thriving pedestrian-scale and community-oriented place with a high quality of life.



SOURCE: MARLBORO PIKE SECTOR PLAN

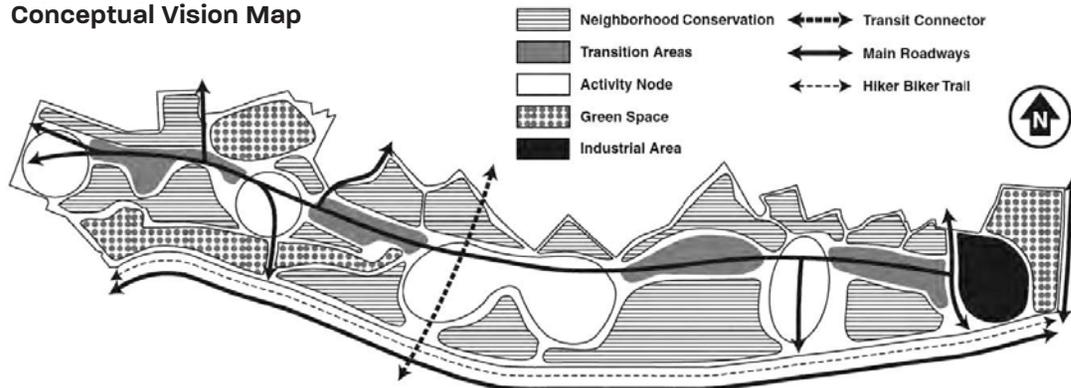
Plan Highlights

A major focus of the sector plan is on seven priority areas that were identified as offering the best conditions for fostering development that will significantly impact the character of Marlboro Pike. They are intended to serve as catalysts for overall corridor improvements, provide some of the services that are lacking, and become models of a desirable urban fabric.

The plan also provides design guidelines for character areas that cohesively tie the corridor together and provide a unified visual theme. Character areas include activity nodes (areas where major investments and redevelopment will occur); transition areas (transition areas between activity nodes); and neighborhood areas (communities behind the properties that lie along the corridor).

To implement the plan vision and the land use recommendations, the plan is accompanied by a sectional map amendment, which brings the zoning of the sector plan area into conformance with the land use plan.

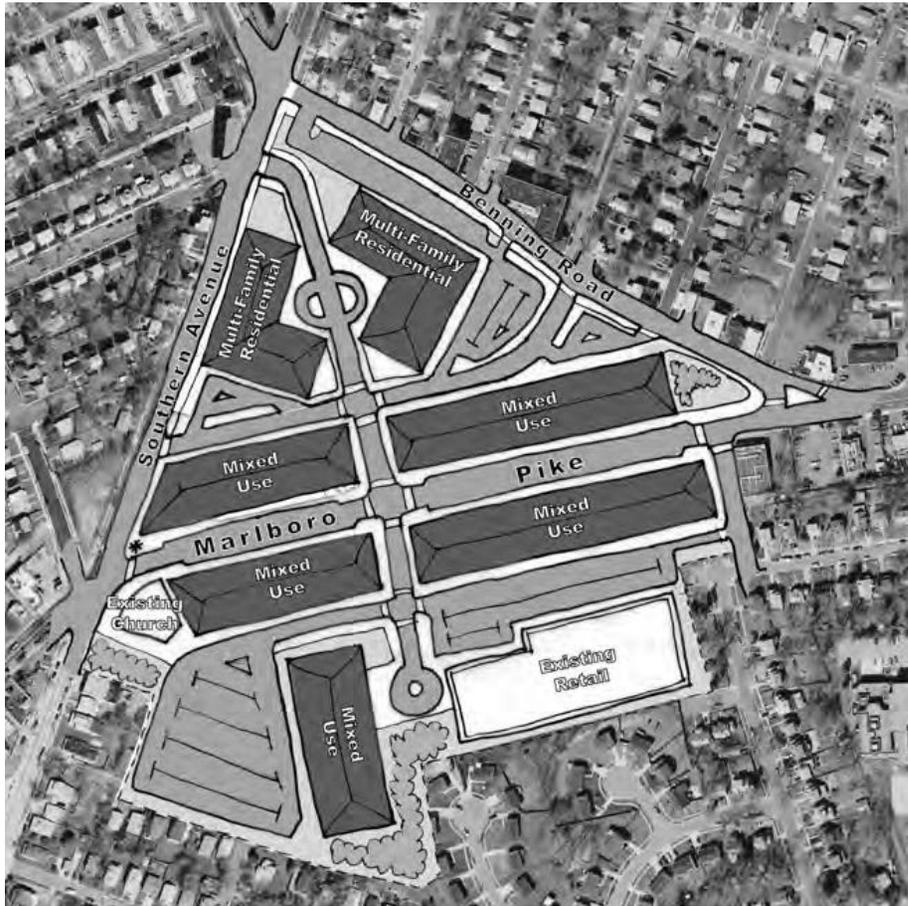
Conceptual Vision Map



SOURCE: MARLBORO PIKE SECTOR PLAN

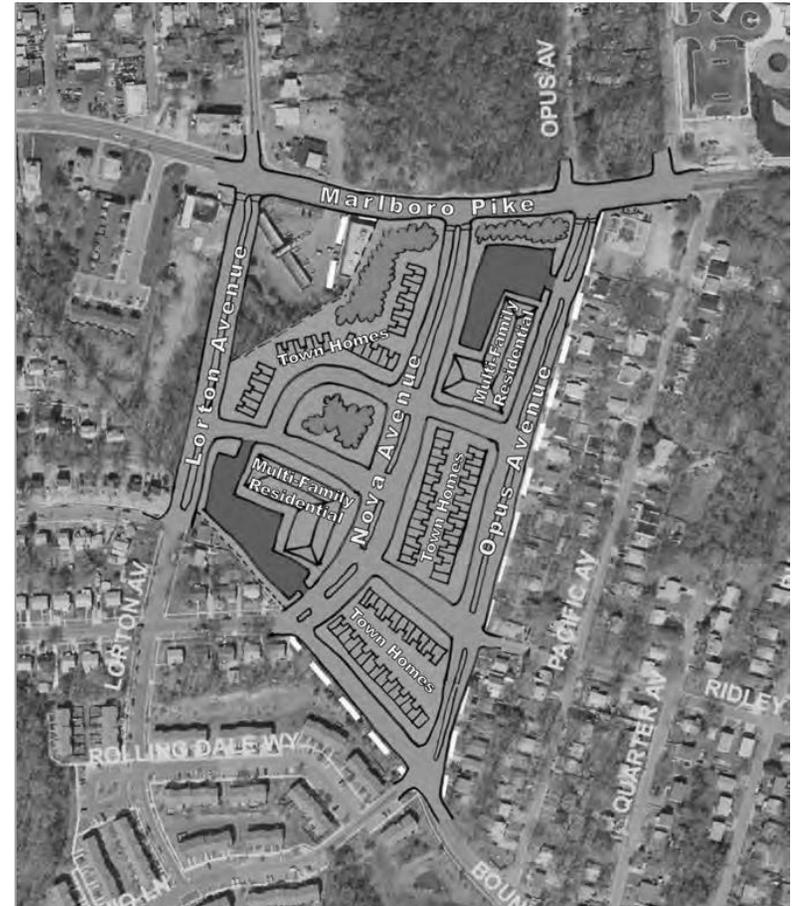
Plan Overview

Priority Area 1 Western Gateway Concept Plan



SOURCE: MARLBORO PIKE SECTOR PLAN

Priority Area 2 Neighborhood Hub Concept Plan

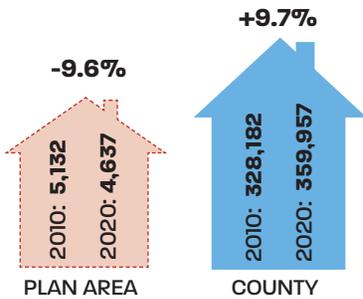


SOURCE: MARLBORO PIKE SECTOR PLAN

Where Are We Now?

Housing¹

TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 11,975
2020: 10,944



-8.6%



COUNTY

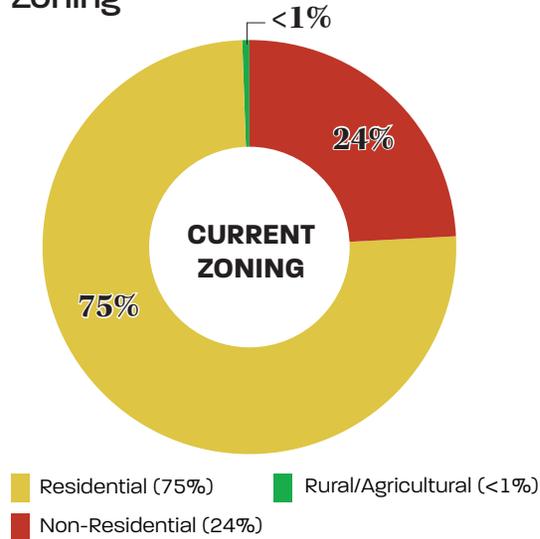
2010: 863,420
2020: 967,201



+12.0%

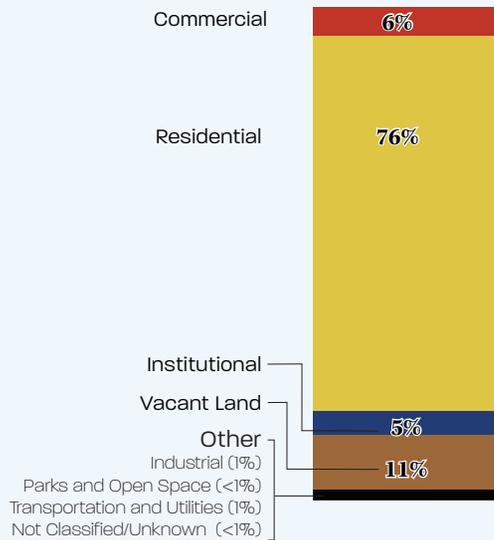


Zoning³

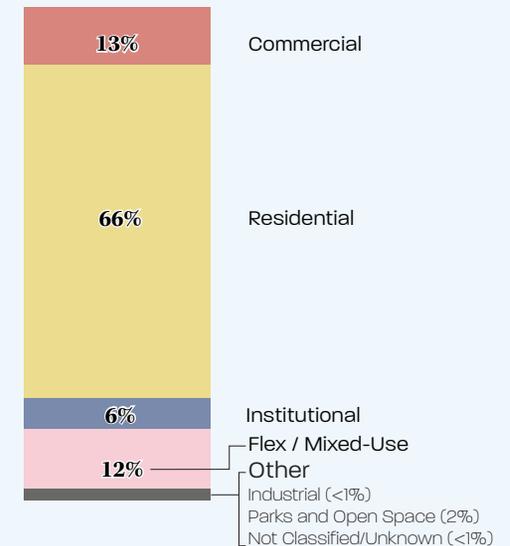


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

The plan envisions a sequence of commercial mixed-use activity nodes along Marlboro Pike, with residential mixed-use transition areas in-between. Residential neighborhoods to the north and south of the Pike are planned for revitalization and conservation, but no significant development. Improving existing streetscapes and open spaces, along with targeted redevelopment and neighborhood stabilization will realize the plan's vision.

Very little redevelopment activity has occurred in the priority areas or plan area overall. One apartment building has been constructed, though the overall design of the building and site do not strongly reflect the goals of the plan. In 2025, as part of the Better Bus Network project, some bus lines along Marlboro Pike now connect to the nearby Metro stations. However, in absence of catalytic physical improvements to the corridor, redevelopment is unlikely to orient itself towards the street.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Conifer Village at Oakcrest	120 units approved	
Mixed-Use/Flex			
2	Brooks Drive South		151,165 SF constructed, 20,000 in the pipeline
Industrial			
3	Forestville Commercial Center		61,200 SF constructed, 88,000 in the pipeline

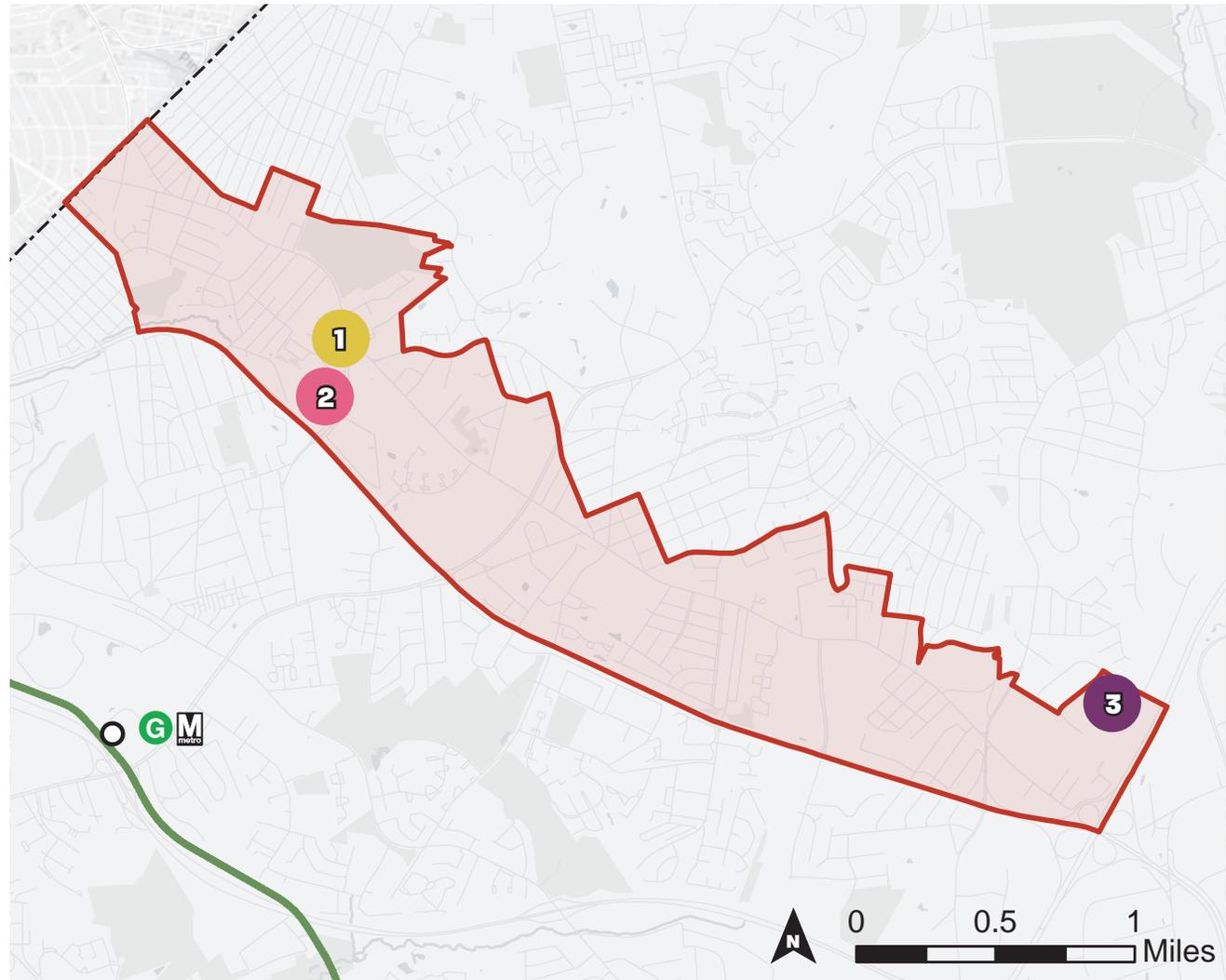
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

Development Activity

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

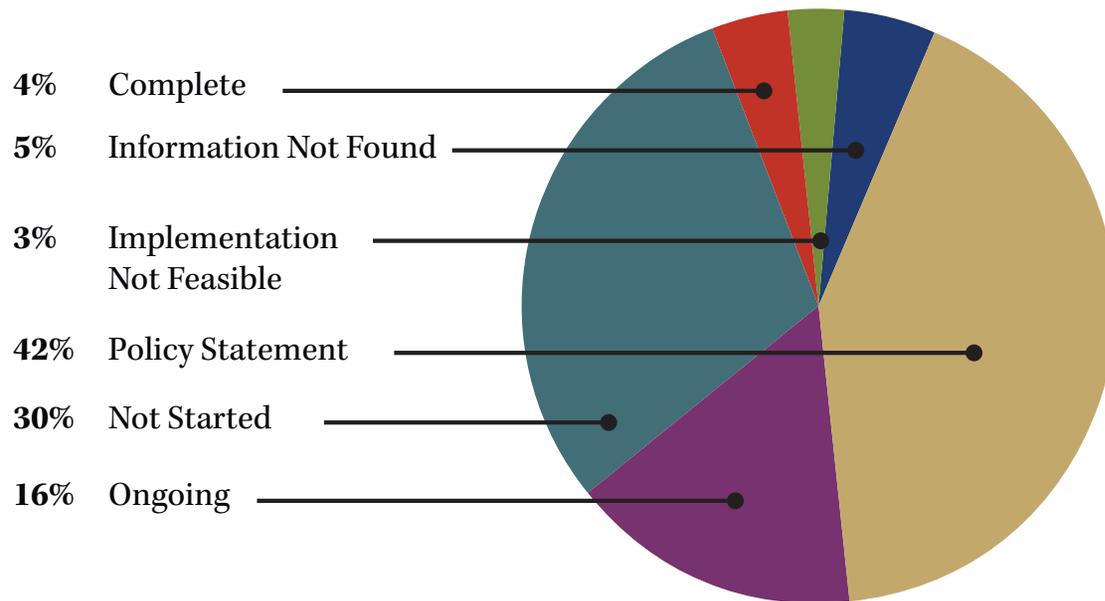
#	DEVELOPMENT NAME
1	Conifer Village at Oakcrest
2	Brooks Drive South
3	Forestville Commercial Center

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

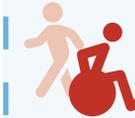
- **Change in Development Plans:** The plan includes a vision for Forestville Plaza Shopping Center to become a flex space campus – a small-scale employment center serving as the eastern gateway to Marlboro Pike. However, the Forestville Shopping Center was purchased and renovated. This was not anticipated by the sector plan, and its redevelopment to flex employment space is not likely.
- **Lack of Transit Amenities:** Marlboro Pike is not along the Purple Line or along an existing Metro line, making it an unlikely candidate for significant redevelopment in the short term.
- **Connectivity Issues:** Marlboro Pike is generally still thought of as a bypass and divider.

KEY CONSTRUCTED PROJECTS¹

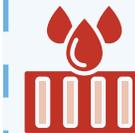


A new **playground** opened at Oakcrest Community Center in 2024.

KEY UPCOMING PROJECTS



FY 2025 Capital Improvement Plan (CIP) funding continues project design along with pavement and concrete rehabilitation work for pedestrian and school access project, including **Marlboro Pike Pedestrian Safety Improvements, Phase 1 and 2.**



The **Longfield Drainage Project** will include improvements that minimize and alleviate flooding problems and nuisance ponding and provide a clean, improved roadside frontage with dedicated parking areas in the Longfield subdivision.

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

Next Steps

Near-Term Opportunities

While there are several ways to continue addressing outstanding items from the plan, the actions below can help to build momentum and interest in this area while also addressing connectivity improvements and supporting implementation of Plan 2035.



Champion For Redevelopment: Because the plan area does not have existing or planned high-capacity transit, it may be overlooked for potential developments. The plan has recommendations that center on sharing information about redevelopment opportunities with potential investors and property owners, such as hosting a developer fair (Marketing and Branding Policy 1). These efforts can not only spread awareness of properties that hold potential, but can also signal to developers that the County will be supportive of change in the area. This opportunity can support Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”



Bike Trails: The plan includes a recommendation to incorporate a trail system throughout the plan area, including along Pennsylvania Avenue, connecting with the existing Oxon Run and Ritchie Branch Greenway Trails. (See plan page 46.) While part of Pennsylvania Avenue includes a sidepath, the connection to the trail should be completed. This opportunity can support Plan 2035 Transportation and Mobility Policy 4, to “use complete and green street practices to design, operate, maintain, and retrofit the transportation network in order to improve travel conditions for pedestrians, bicyclists, transit riders, and vulnerable populations consistent with the surrounding area’s character.”

Responsible Parties:

- Prince George’s County Economic Development Corporation
- Developers
- Property owners

Responsible Parties:

- Department of Public Works and Transportation
- M-NCPPC

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

November 2027

While we do not suggest an amendment for this plan at this time, we recommend replacing this plan during a consolidation with other neighboring plans, creating a sector plan combining the southern portion of the Subregion 4 Master Plan (south of the in-development Central Avenue-Blue/Silver Line Sector Plan and SMA), Marlboro Pike Sector Plan, and the portion of the Southern Green Line Sector Plan north of Suitland Parkway.

Plan Progress Report

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

Date Plan Approved: May 4, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 3, 5

Progress Summary

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

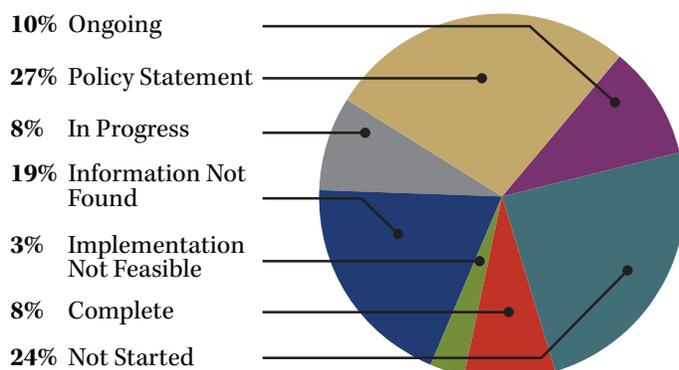
Since its adoption in 2010, approximately 8 percent (8) of the recommendations have been completed, 8 percent (8) are in progress, and 10 percent (10) are ongoing. Approximately 24 percent (24) have not yet had action taken.

Some highlights of completed recommendations include:

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



Plan Recommendation Status



Suggested Next Step(s)

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

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

Related Plans

As-Approved Plan Area and Related Plan Boundaries

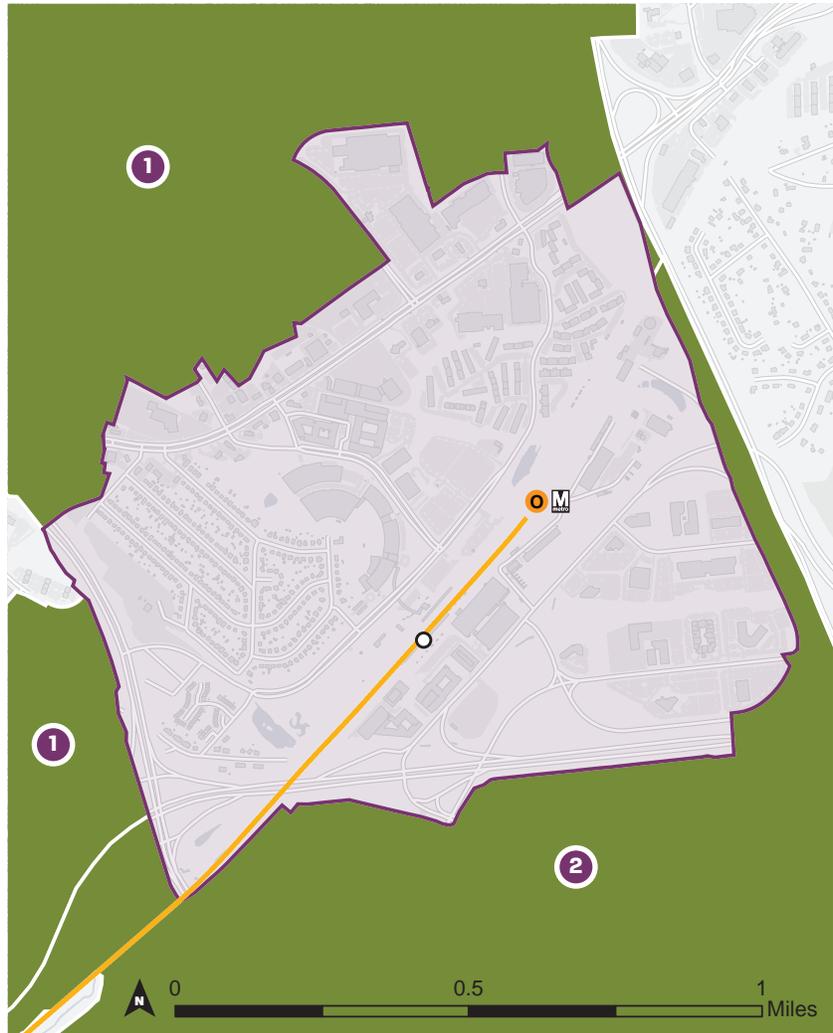
The original approved borders of the New Carrollton Transit District Development Plan were roughly bounded by Veterans Parkway to the west, Annapolis Road to the north, the Capital Beltway (I-95/I-495) to the east, and US 50 to the south. The plan area supersedes a portion of the Bladensburg, New Carrollton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

Related Plans

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

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

As-Approved Plan Area and Related Plan Boundaries



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

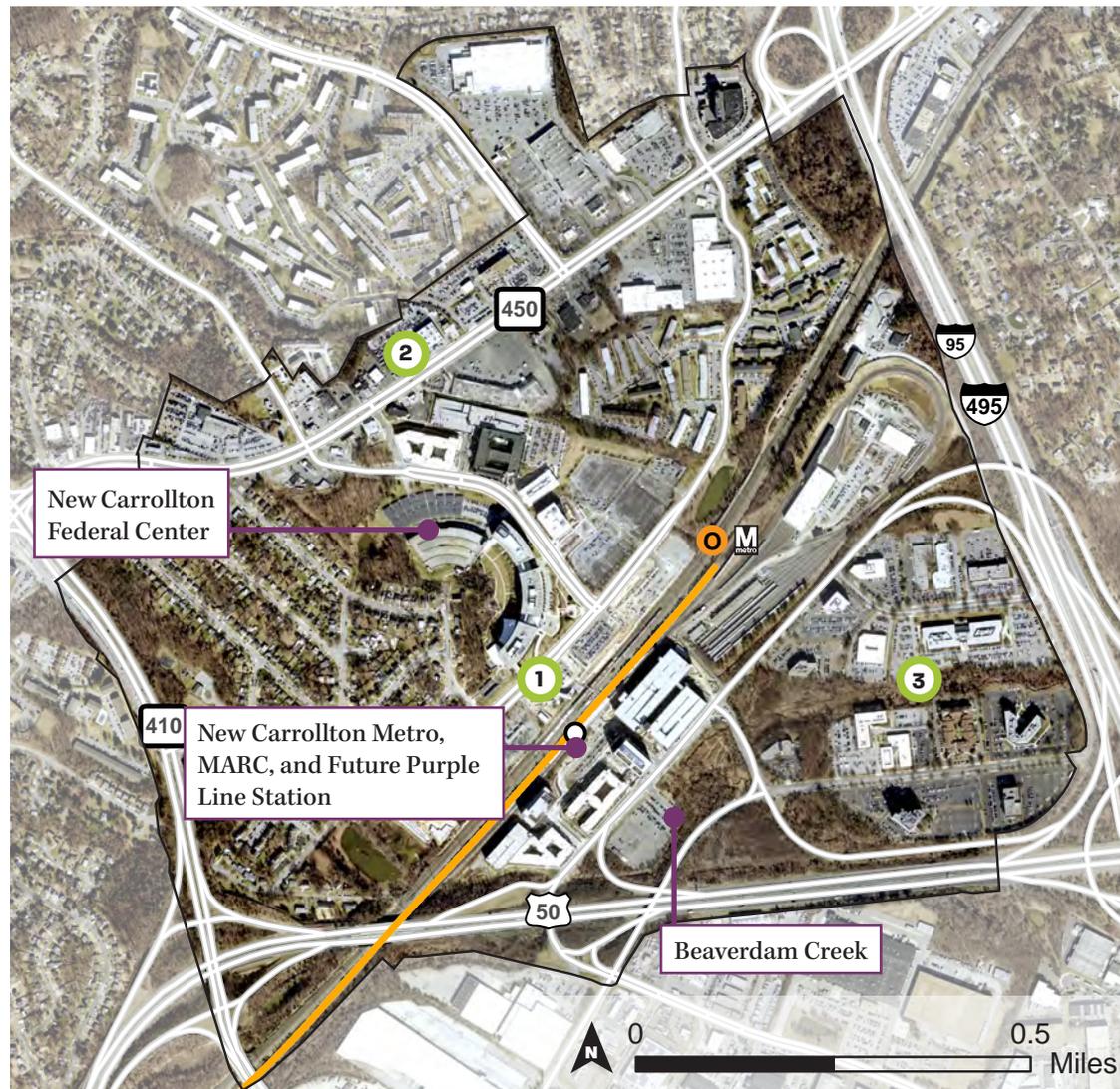
Plan Area Summary

Plan Area

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

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

Plan Area Aerial with Key Locations Highlighted



SOURCE:
M-NOPPC
AERIAL IMAGERY
(MARCH 2024)

Plan Overview

Plan Vision

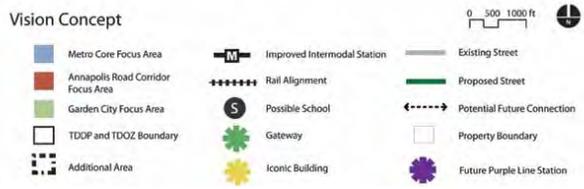
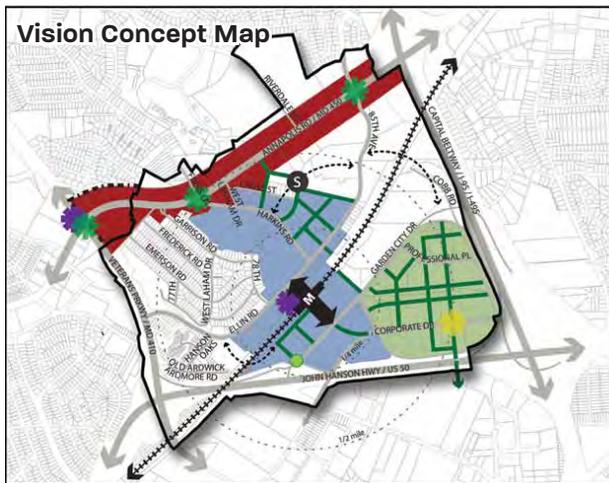
By 2030, the New Carrollton Metropolitan Center is a premier destination in the region comprised of up to 7,000 housing units; 6,180,000 square feet of office/retail space; an extensive system of civic, park, and open spaces; and an efficient street and circulation network that feels welcome to pedestrians,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

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

New Carrollton Metro Station South Entrance



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN

Plan Highlights

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

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

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

Plan Overview

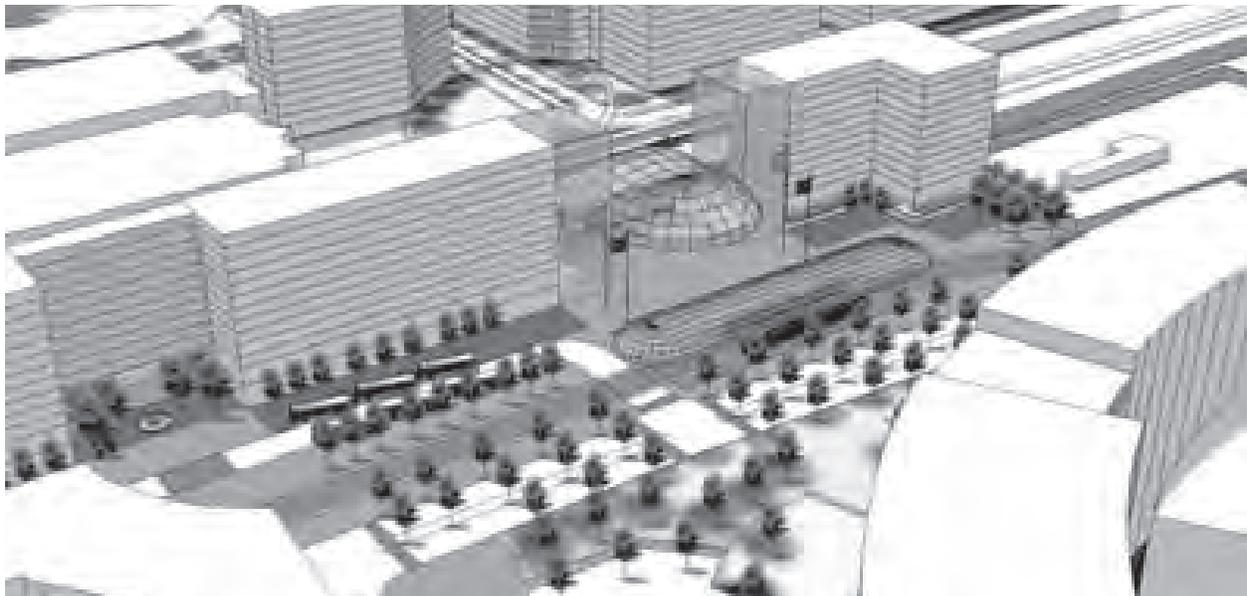


Illustrative New Carrollton TDOZ Site Plan



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN

Metro Core Rendering



SOURCE: NEW CARROLLTON TRANSIT DISTRICT DEVELOPMENT PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 1,450
2020: 2,610



+80.0%



COUNTY

2010: 863,420
2020: 967,201



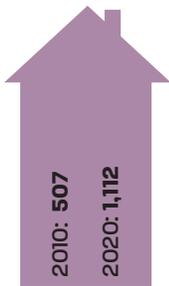
+12.0%



Housing²

TOTAL UNITS

+119.3%



PLAN AREA

+9.7%



COUNTY

OCCUPANCY RATE (PLAN AREA)



+3.7%

87.6% 2010 90.8% 2020

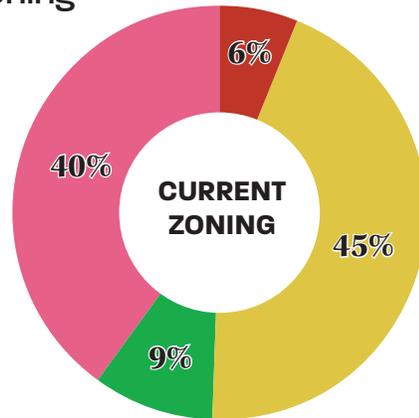
HOMEOWNERSHIP RATE (PLAN AREA)



-57.8%

54.0% 2010 22.8% 2020

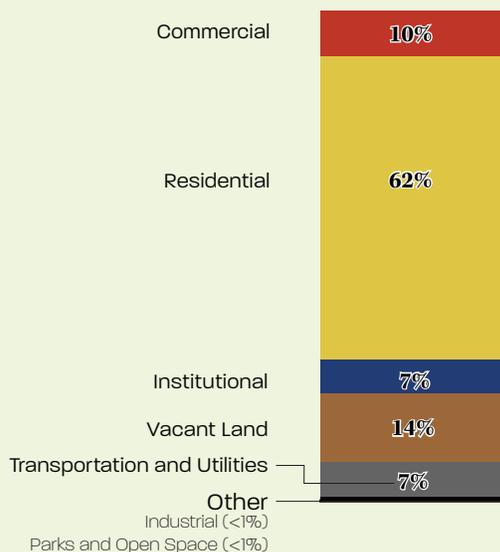
Zoning³



- Residential (45%)
- Non-Residential (6%)
- Transit-Oriented/Activity Center (40%)
- Rural/Agricultural (9%)
- Other (<1%)

Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

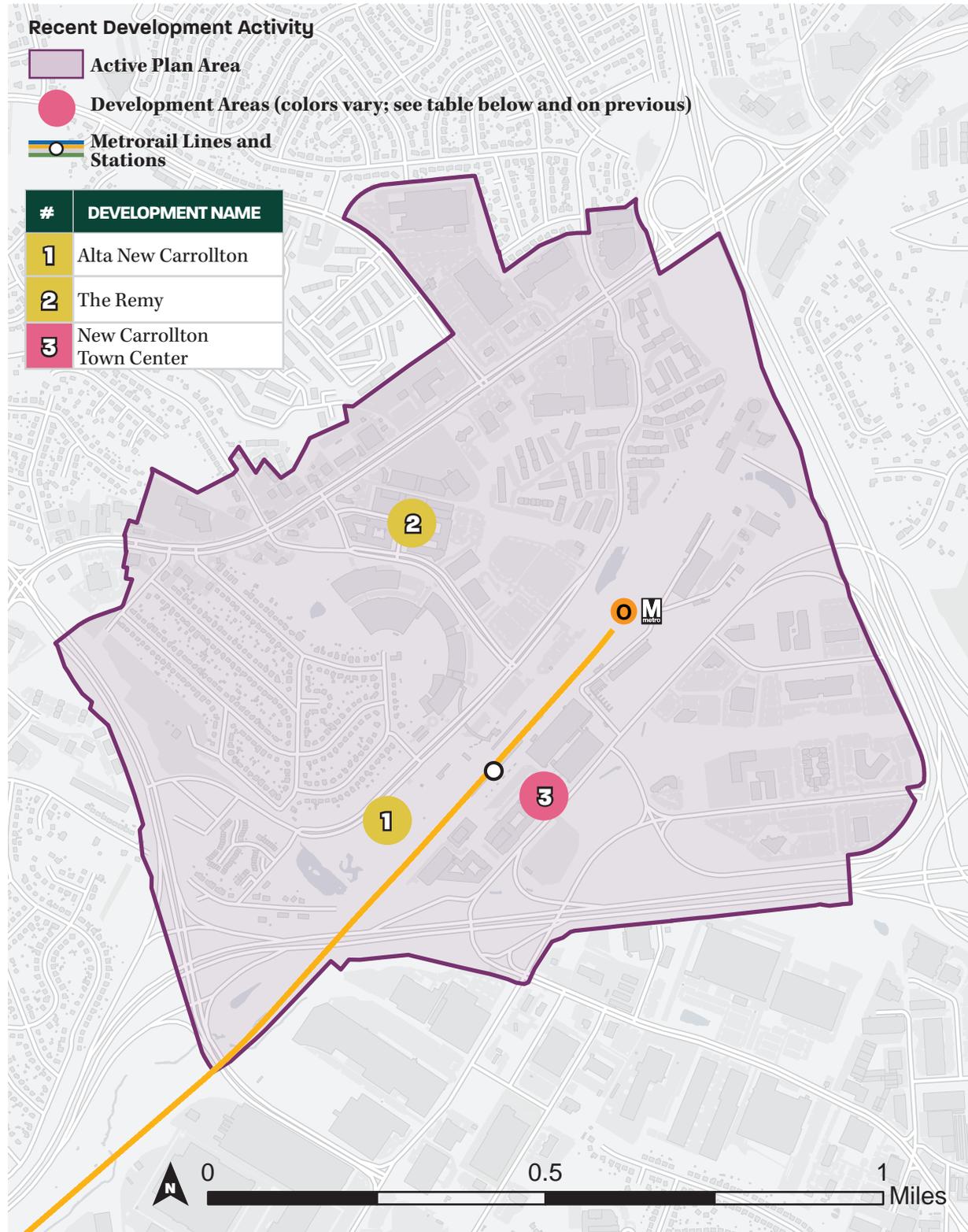
The plan calls for development of the plan area into “a high-intensity urban center and regional destination” radiating out from the Metro station. The heart of this vision is the Metro Core that surrounds the station, alongside the Annapolis Road and Garden City focus areas. Outside this core, neighborhoods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

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

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

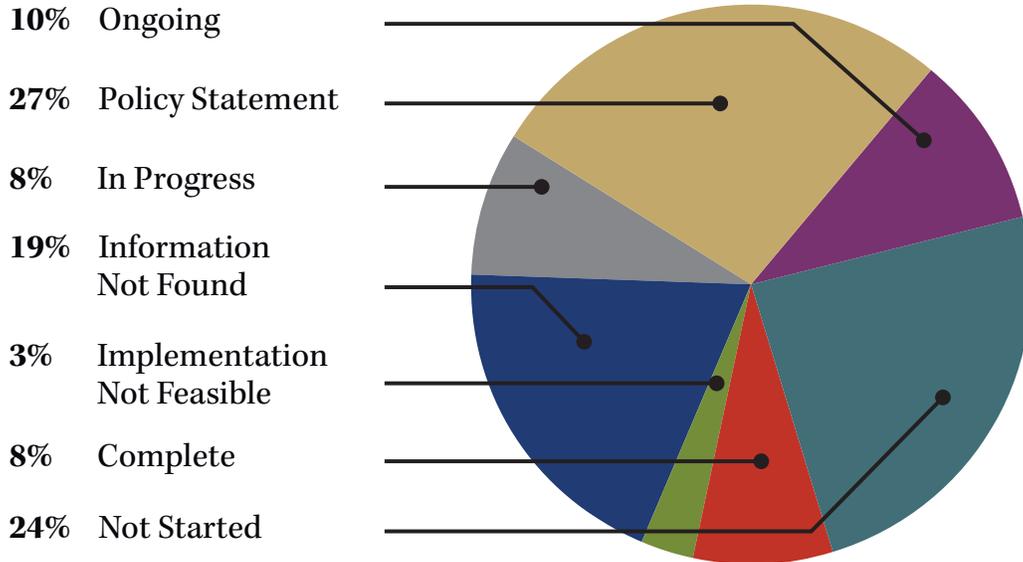
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, “DEVELOPMENT ACTIVITY” IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



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



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

KEY UPCOMING PROJECTS



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



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

Challenges

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

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

Next Steps

Near-Term Opportunities

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



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

Responsible Parties:

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



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

Responsible Parties:

- Prince George’s County Public Schools

PLAN UPDATE RECOMMENDATION

Review for updates as scheduled

NEXT SIX-YEAR UPDATE DUE DATE

May 2028

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

Plan Progress Report

Approved Master Plan and Sectional Map Amendment for Planning Area 68

Date Plan Approved: May 19, 1994

Date of Progress Report: September 22, 2025

Councilmanic Districts: 2, 3, 5

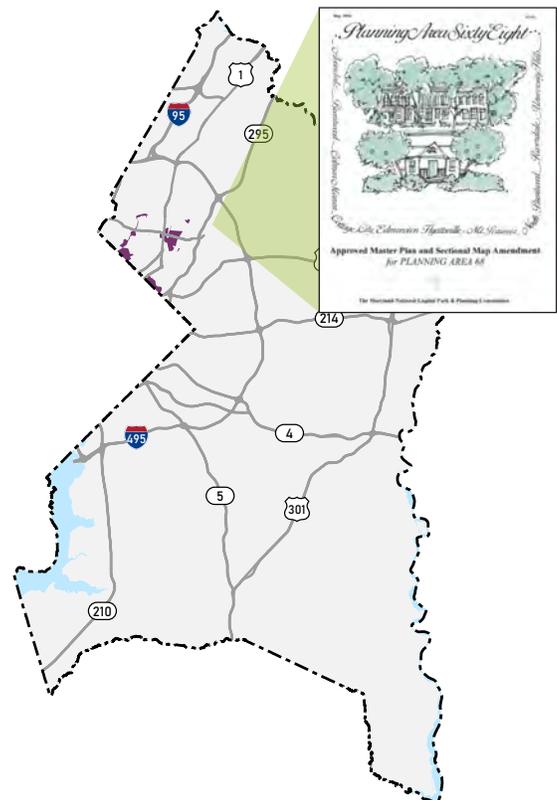
Progress Summary

The Planning Area 68 Approved Master Plan and Sectional Map Amendment contains 292 recommendations, primarily focused on transportation and mobility; community heritage, culture, and design; and land use.

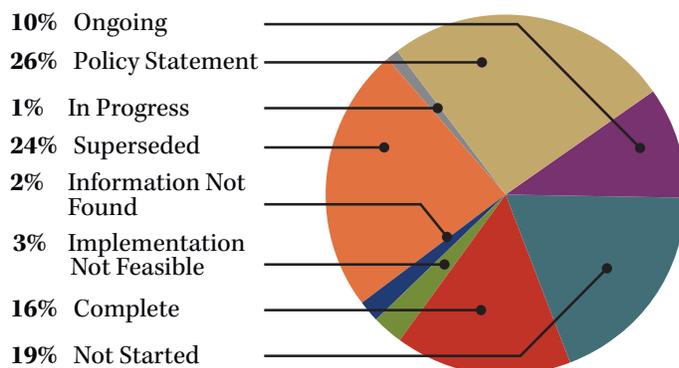
Since its adoption in 1994, approximately 16 percent (46) of the recommendations have been completed, 1 percent (3) are in progress, and 10 percent (28) are ongoing. Approximately 19 percent (56) have not yet had action taken.

Some highlights of completed recommendations include:

- The Riverdale Park Business Association has been active since 1992.
- The Preservation Association of Riverdale Park was created in 1993.
- Rosa Parks Elementary School opened at 6111 Ager Road in 2005.
- The MARC Station and shopping area were renovated in the 2000s.



Plan Recommendation Status



Suggested Next Step(s)

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

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

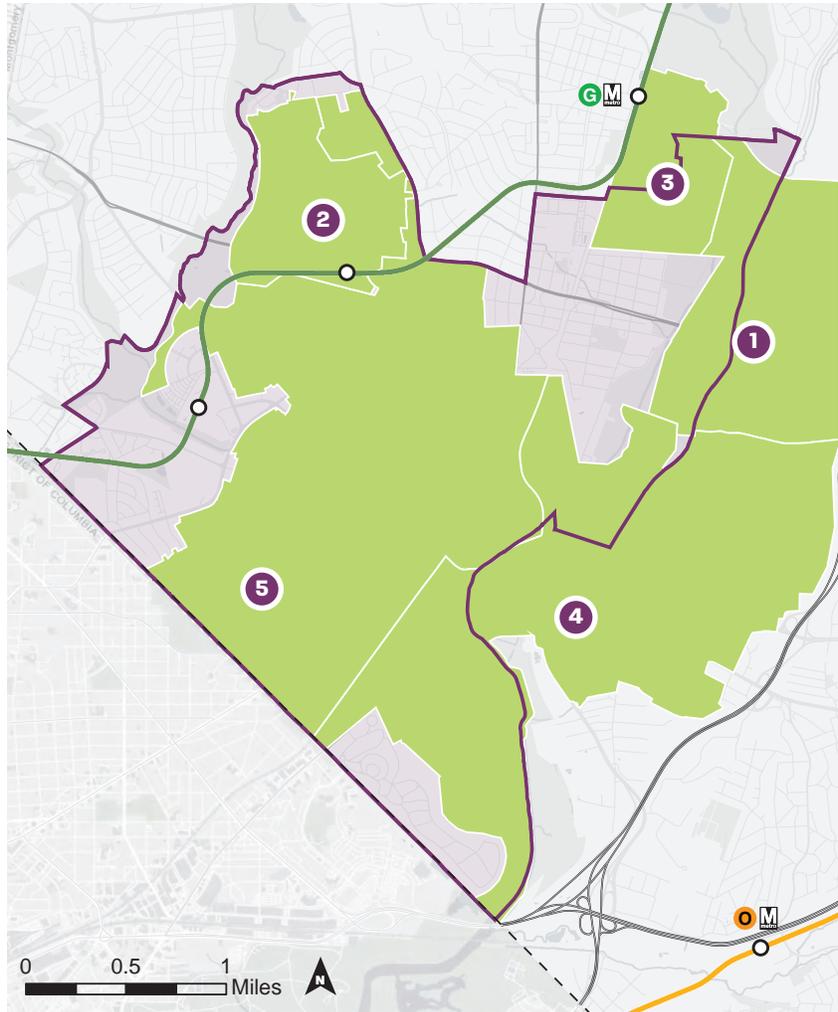
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Planning Area 68 Master Plan were bounded by the Northwest Branch stream valley to the west, Adelphi Road and the municipal boundaries of University Park and College Park to the north, Kenilworth Avenue and the Anacostia River to the east, and Washington, D.C., to the south. The plan area has been superseded by a number of plans since adoption, with each superseding plan carving out a portion of the original plan area.

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

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The following plans supersede a portion of the Planning Area 68 Master Plan:

- 1** East Riverdale-Beacon Heights Sector Plan (2017)
- 2** Prince George's Plaza Transit District Development Plan (2016)
- 3** College Park-Riverdale Park Transit District Development Plan (2015)
- 4** Port Towns Sector Plan (2009)
- 5** Gateway Arts District Sector Plan (2004)

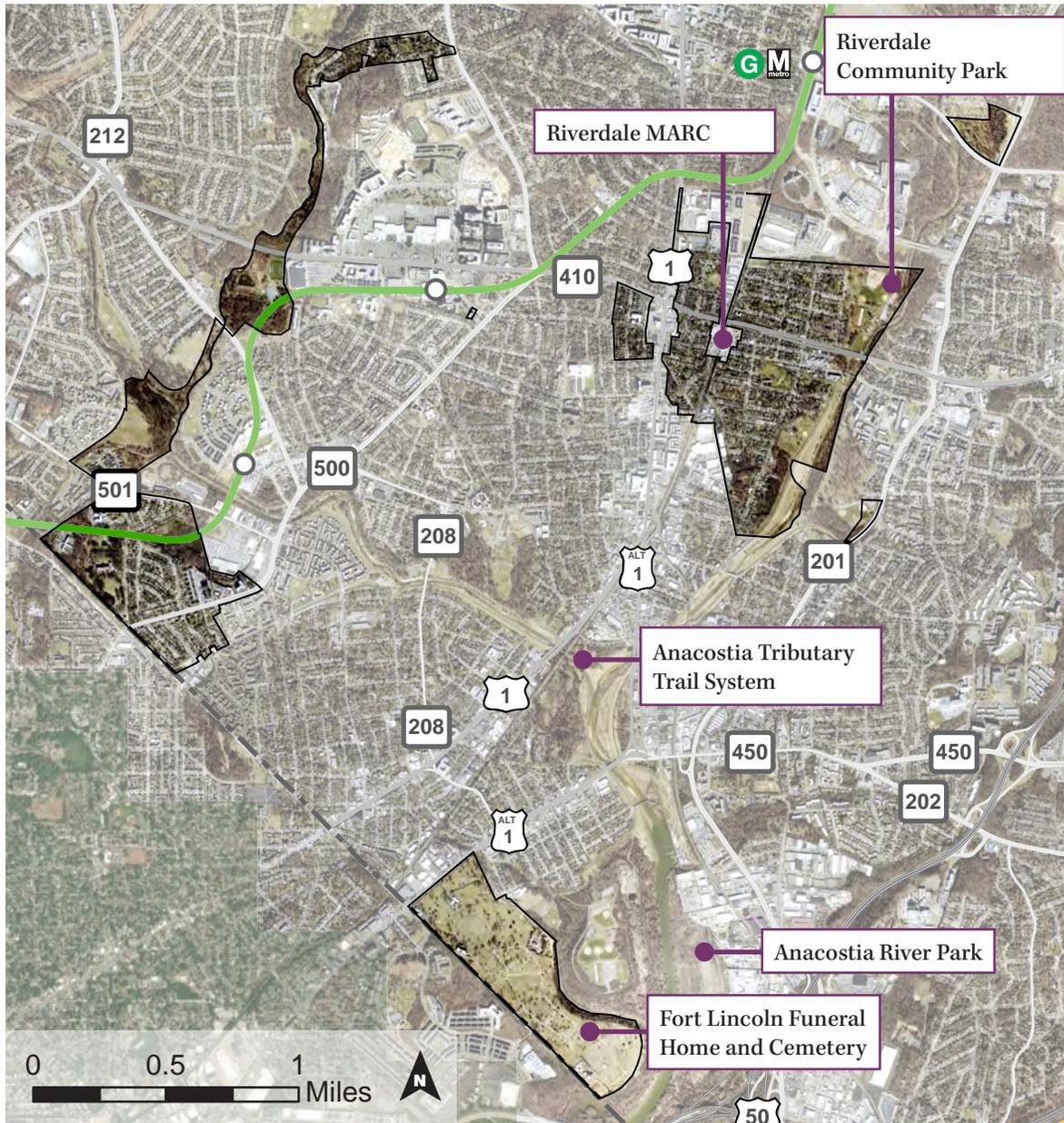
Plan Area Summary



Plan Area

The approved plan area for the Planning Area 68 Master Plan included eight municipalities: Brentwood, Colmar Manor, Cottage City, Edmonston, Hyattsville, Mount Rainier, North Brentwood, and Riverdale and the unincorporated areas of Avondale and University Hills. While its north and west boundaries follow a myriad of small roads along town boundaries, it is bounded by the Anacostia River and Kenilworth Avenue to the east and Eastern Avenue to the southwest. A portion of the plan area is within the Plan 2035 innovation corridor and the area surrounding the Riverdale MARC Station is a Plan 2035 neighborhood center. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Goals

- **Residential Neighborhoods:** Protect, maintain and enhance area neighborhoods to further foster safe and stable residential environments.
- **Commercial Areas:** Encourage attractive and thriving commercial development which provides a variety of goods and services for both local users and outside shoppers and which serves as an appealing focal point for the community.
- **Industrial and Employment Centers:** Enhance designated industrial areas to create job opportunities and improve the economic base of the planning area.
- **Transportation and Circulation Network:** To establish an integrated transportation system within the planning area that is safe, efficient and accessible and reduces dependency on the automobile.
- **Trails System:** Implement the planned trail network, which provides opportunities for safe and accessible nonmotorized transportation, including hiking, biking and horseback riding.
- **Parks and Recreation:** Provide and maintain parks and recreation facilities and programs that are safe, accessible and meet the needs and preferences of community users.
- **Natural Resources:** Maintain, restore, and enhance the natural character and aesthetic qualities of the Anacostia River stream valley and preserve and expand the plan area's forest cover.
- **Public Facilities:** Ensure that adequate police, school, fire and library facilities which meet the needs of the community are provided without unnecessary duplication of services.

Map of M-NCPPC Parkland



SOURCE: PLANNING AREA 68 MASTER PLAN

Plan Highlights

The plan contains detailed revitalization plans for Hyattsville Town Center, Mount Rainier Town Center, Riverdale Town Center, and the Brentwood and North Brentwood Industrial Employment District. These plans contain recommendations ranging from public and private realm aesthetics to specific redevelopment and infill sites.

The plan is accompanied by a Sectional Map Amendment with zoning changes designed to implement the Plan's recommendations, including two new zones: the Mixed-Use Town Center Zone and the Urban Light Industrial Zone.

Plan Overview



Existing Residential Apartments



SOURCE: PLANNING AREA 68 MASTER PLAN

Historic Preservation Renovation in Old Town Riverdale



SOURCE: PLANNING AREA 68 MASTER PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 6,831
2020: 7,046



+3.1%



COUNTY

2010: 863,420
2020: 967,201



+12.0%



Housing²

TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



-1.2%

93.2% 2010
92.1% 2020

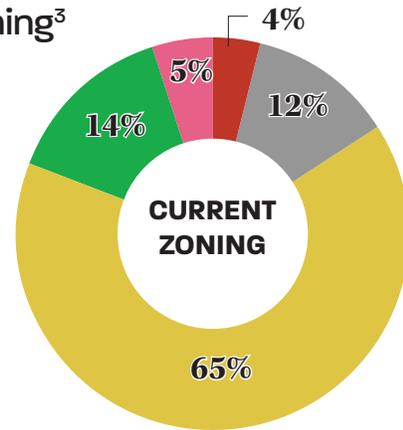
HOMEOWNERSHIP RATE (PLAN AREA)



+3.1%

53.2% 2010
54.8% 2020

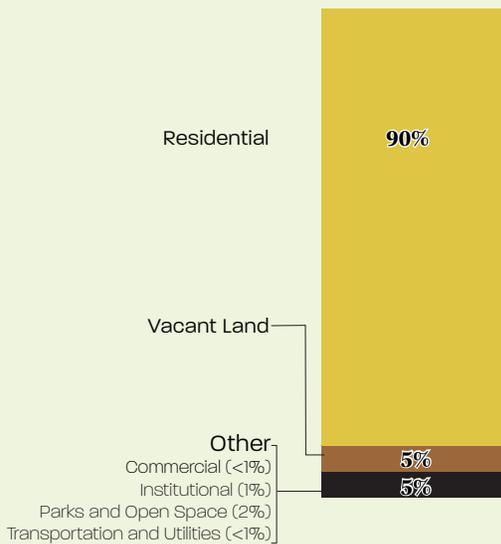
Zoning³



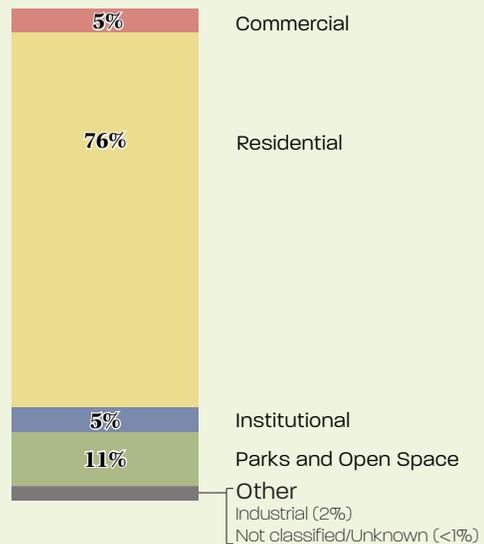
- Residential (65%)
- Rural/Agricultural (14%)
- Non-Residential (4%)
- Transit-Oriented/Activity Center (5%)
- Other (12%)

Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity



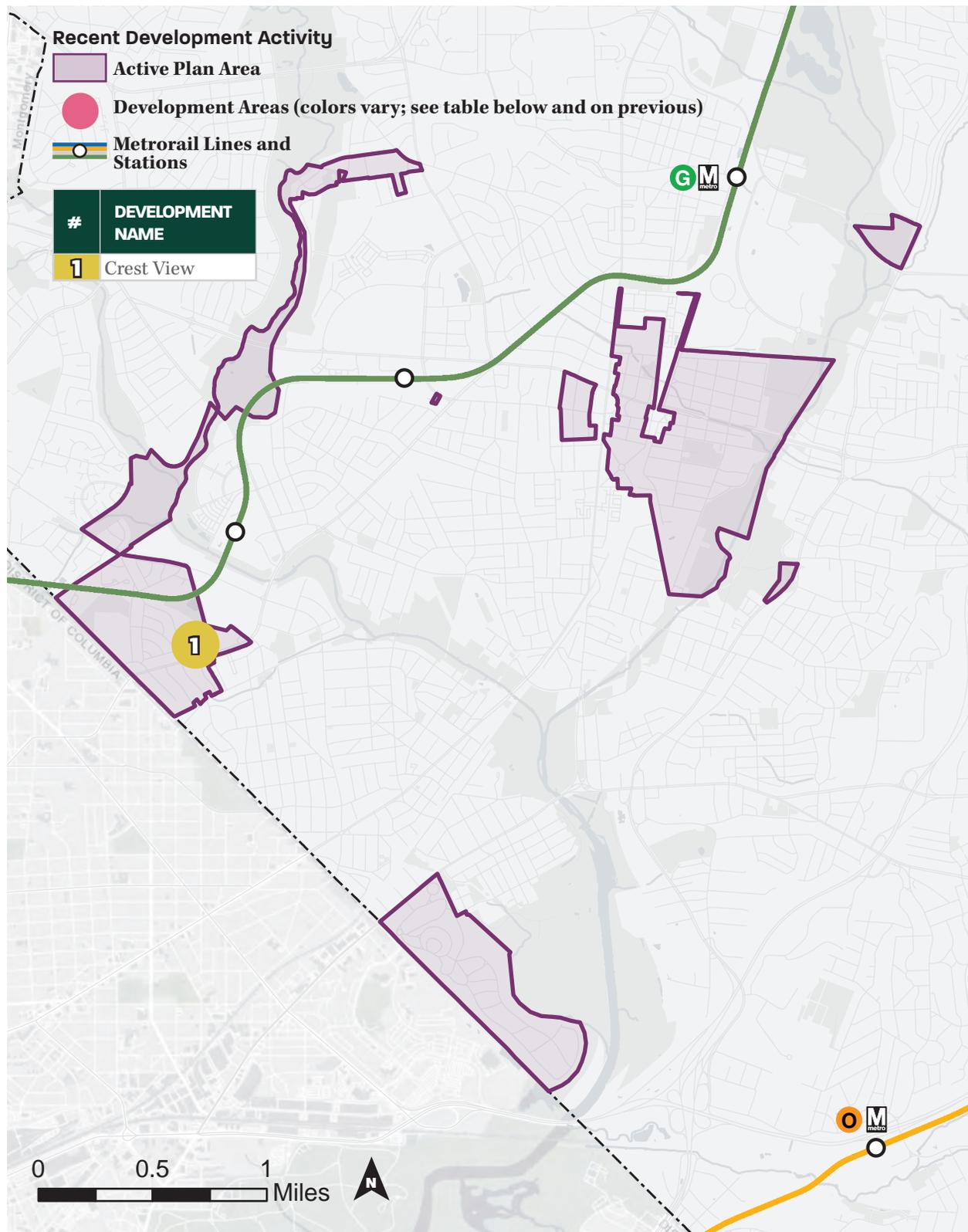
The plan notes the area's land cover as mostly developed with some opportunities for infill development. Promoting home ownership, continued maintenance of residential neighborhoods, and improvement of existing commercial areas. Parkland is proposed extensively along the stream corridors in the plan area, which include the Anacostia River, Northeast Branch, and Northwest Branch.

Development in the plan area has been significant, but the largest projects have been in areas no longer part of the plan area, having been superseded by new plans in the intervening years. However, the locations align with the transit districts around the Green Line stations identified in the master plan. Single-family homes have been built as infill and redevelopment projects across the approved planning area but are mostly no longer included in the active boundaries.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Crest View	71 units constructed	

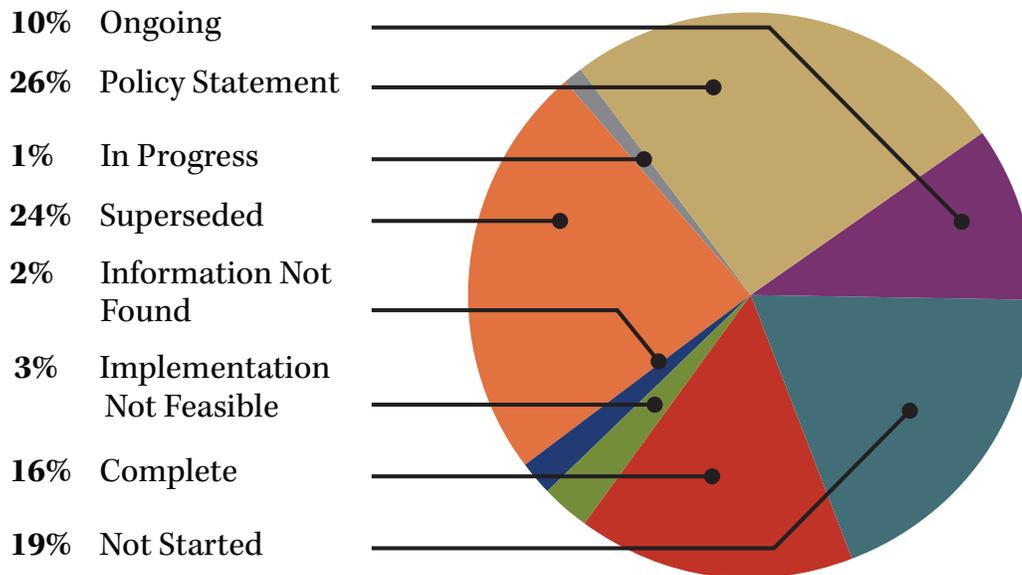
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



The **Northwest and Northeast Branch Trails** have been completed through the plan area.



MD 500 (Queens Chapel Road) Crosswalk Improvements Phase 2 (MD 500 [Queens Chapel Road] from MD 208 [Hamilton Street] to Eastern Avenue) provided **traffic calming and enhanced pedestrian safety** through the addition of a landscaped median, new sidewalks, and crosswalks.



The **Heurich Park Community Garden** was established in 2023.

Chillum Park reopened in 2025 after a multi-year closure, with a new playground.

KEY UPCOMING PROJECTS



The **Purple Line Neighborhood Connectivity Project** in Riverdale Park aims to enhance bicyclist and pedestrian access to the Purple Line Transit, particularly for residents of nearby low- to moderate-income communities. The project will incorporate environmental resiliency measures to address long-term sustainability challenges.



There are **transportation improvement projects** planned for Riverdale Park in FY2025, including speed hump installation, raised crosswalks and intersections, improved curb ramps, and more.

Challenges

- **Plan Age:** A large amount of the planning area (and 24 percent of recommendations) have been superseded. The planning area is now broken into multiple parts of varying sizes, which leads to difficulty in tracking progress and championing plan recommendations.

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

Next Steps

Near-Term Opportunity

While many of the Planning Area 68 Master Plan actions have been superseded, there are remaining actions that can help achieve the plan's goals, as well as support implementation of Plan 2035.



Underutilized Properties: Under the commercial and industrial revitalization section, the plan suggests exploring adaptive reuse to revitalize underutilized properties, including industrial areas. (See plan page 85.) To investigate the potential and feasibility for this, develop an inventory of underutilized or vacant spaces and prepare a feasibility strategy for targeted sites for adaptive reuses. This can help support Plan 2035 Priority Strategies, Policy 2, to “support the development of the Innovation Corridor around the College Park-U of MD and Greenbelt Metro Stations and along US 1 (Baltimore Avenue) and MD 193 (Greenbelt Road).”

Responsible Parties:

- Planning Department
- Prince George's County Economic Development Corporation
- Property owners

PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

May 2030

This plan is 31 years old, and has been significantly fragmented by superseding plans. We recommend replacing the plan while consolidating several plans in this area to reduce fragmentation, including: Gateway Arts District Sector Plan, Planning Area 68 Master Plan, Prince George's Plaza TDDP and TDOZMA, College Park-Riverdale Park TDDP, and the portion of East Riverdale-Beacon Heights Sector Plan located west of MD 295 (Baltimore-Washington Parkway).

Approved Port Towns Sector Plan and Sectional Map Amendment

Date Plan Approved: October 6, 2009

Date of Progress Report: September 22, 2025

Councilmanic District: 5

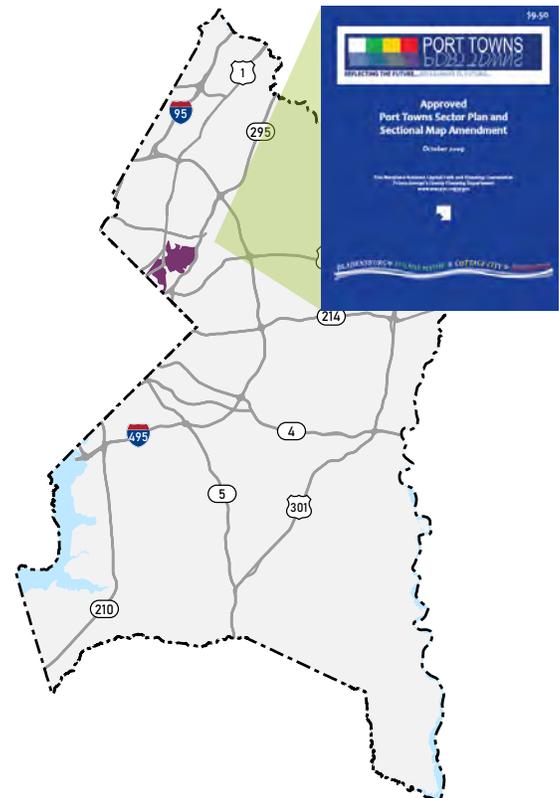
Progress Summary

The Approved Port Towns Sector Plan and Sectional Map Amendment contains 405 recommendations, primarily focused on transportation and mobility, land use, and the natural environment.

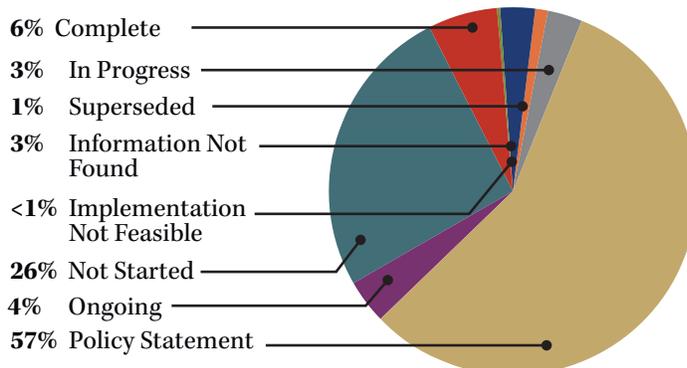
Since its adoption in 2009, approximately 6 percent (24) of the recommendations have been completed, 3 percent (11) are in progress, and 4 percent (18) are ongoing. Approximately 26 percent (106) have not yet had action taken.

Some highlights of completed recommendations include:

- Bikeway signage and bikeway improvements were installed along Decatur Street west of Kenilworth Avenue.
- A new Bladensburg Branch Library building opened in 2023.



Plan Recommendation Status



Suggested Next Step(s)

- Review in 2027
- Major/Minor Plan Amendment
- Replace
- Consolidate

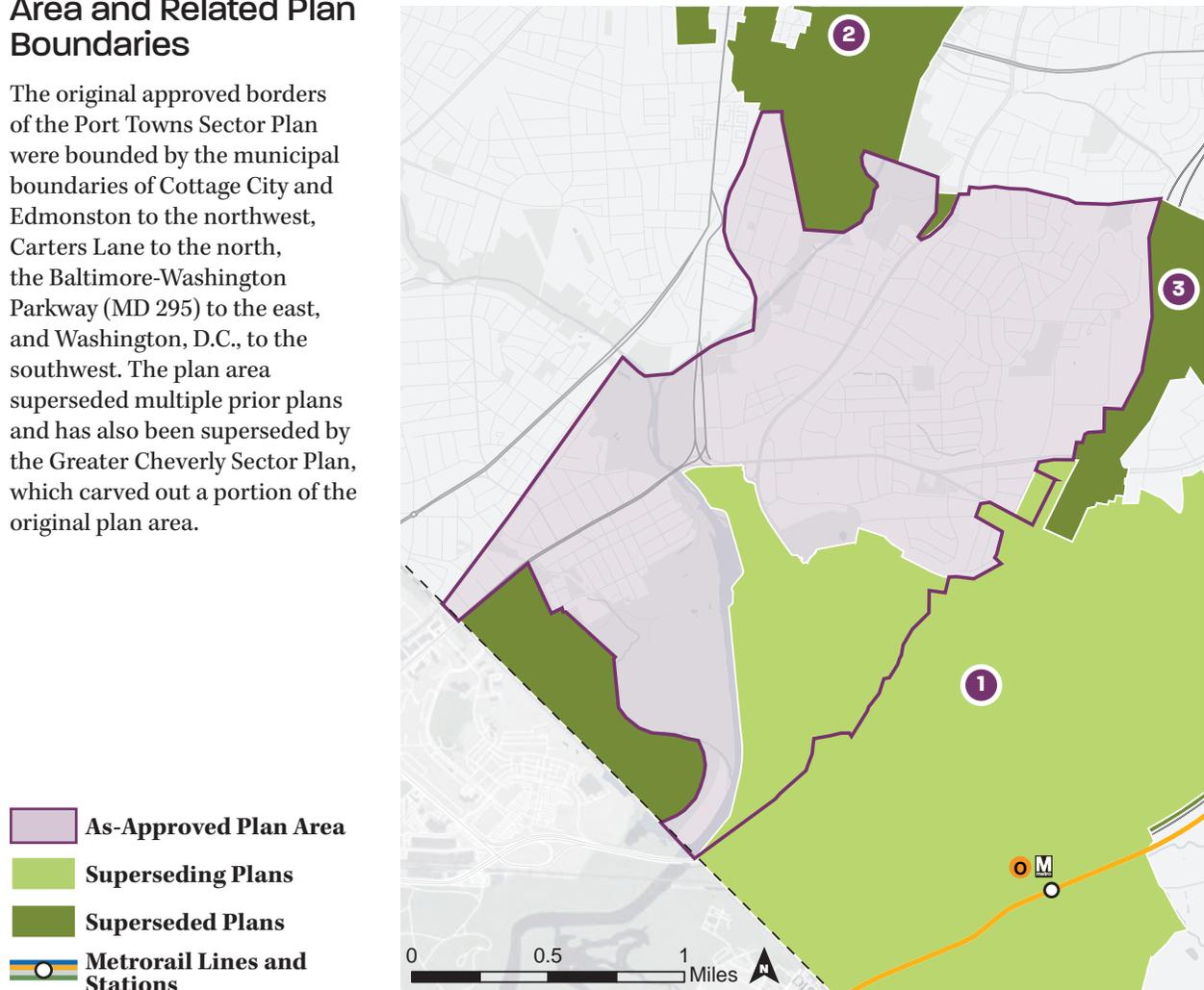
More information about this recommendation can be found at the end of the report.

Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Port Towns Sector Plan were bounded by the municipal boundaries of Cottage City and Edmonston to the northwest, Carters Lane to the north, the Baltimore-Washington Parkway (MD 295) to the east, and Washington, D.C., to the southwest. The plan area superseded multiple prior plans and has also been superseded by the Greater Cheverly Sector Plan, which carved out a portion of the original plan area.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The following plan supersedes a portion of the Port Towns Sector Plan:

- 1 Greater Cheverly Sector Plan (2018)

The Port Towns Sector Plan supersedes a portion of the following plans:

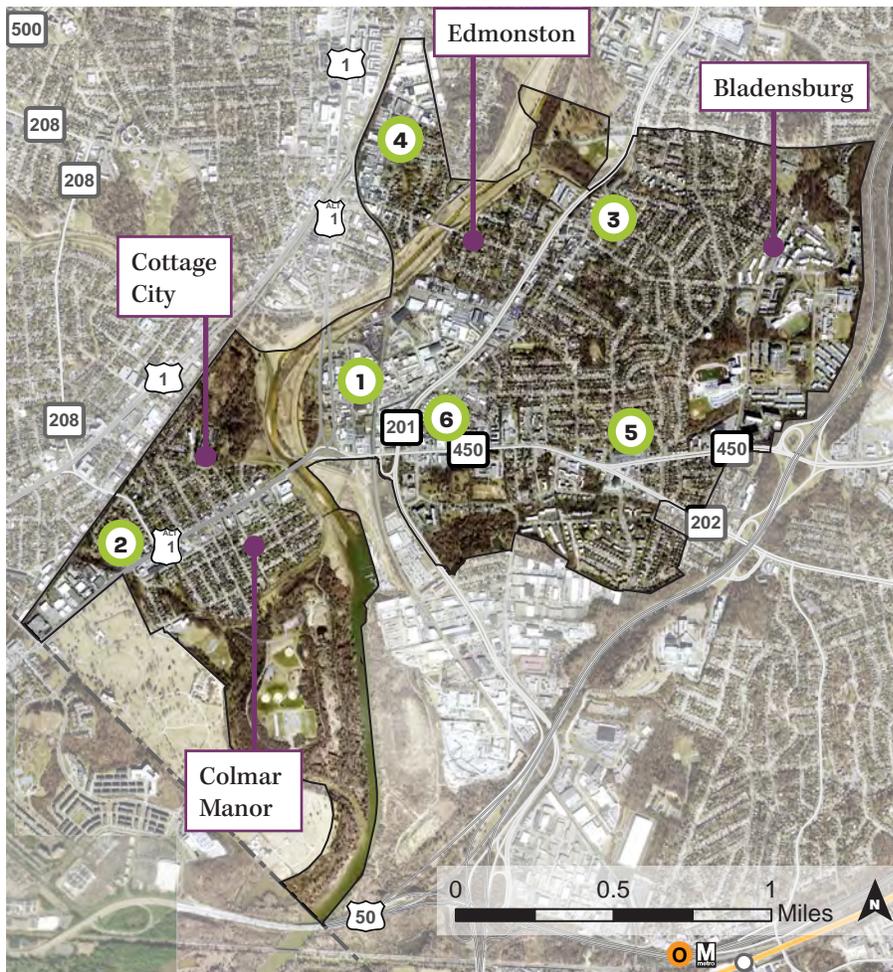
- 2 Planning Area 68 Master Plan (1994)
- 3 Bladensburg, New Carrollton and Vicinity Master Plan (1994)

Plan Area Summary

Plan Area

The approved sector plan area, being part of Planning Areas 68 (Hyattsville-Riverdale-Mt. Rainier-Brentwood) and 69 (Bladensburg-New Carrollton and Vicinity), generally comprises the properties contained within the municipal boundaries of Bladensburg, Colmar Manor, Cottage City, and Edmonston, as well as including properties south of the Bladensburg municipal boundary from the south side of Annapolis Road to the Baltimore–Washington Parkway (excluding the properties within the Cheverly municipal boundary) east to the Colmar Manor municipal boundary, and properties east of the Edmonston municipal boundary and north and west of the Bladensburg municipal boundary to Carters Lane. The approved plan area is largely residential but also contains a mix of other uses, including several shopping centers, employment areas, and portions of the Northeast and Northwest Branches of the Anacostia River. The southwestern portion of the plan area is designated as a Plan 2035 Neighborhood Center, and the northeast portion of the plan is within a Neighborhood Reinvestment Area. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Focus Areas and Goals

- 1 Port Towns Waterfront:** The new, historical center for the Port Towns with a redesigned street network and mixed-use development.
- 2 Bladensburg Road Gateway / Main Street:** A pedestrian-friendly, mixed-use boulevard with a new MARC rail station and new and improved public open spaces.
- 3 Edmonston Road Main Street:** A new town center with improved pedestrian accommodations, and the expansion of housing options.
- 4 Edmonston-North Workshop:** A new mixed-use district that greens industrial uses, protects housing options, and enhances natural resources and open spaces.
- 5 Annapolis Road Gateway:** A new mixed-use district focused around the Publick Playhouse with the preservation and adaptive reuse of existing structures.
- 6 Bladensburg Town Center:** A walkable civic core with mixed-use residential, retail, and office development, open spaces, and a multimodal road network.

Plan Overview

Plan Vision

To achieve green, healthy, and pedestrian-friendly communities and destinations that celebrate and build upon the area's cultural diversity, strategic location, industrial base, and historical, recreational, and environmental assets.



SOURCE: PORT TOWNS SECTOR PLAN

Plan Goals

- Enhance the unique character of each of the Port Town communities while developing strategies to link them as a regional center.
- Support the implementation of the wellness opportunity district and ensure community health and wellness are addressed as land use policies are developed.
- Improve community security and safety.
- Enhance pedestrian safety and mobility.
- Improve the multimodal connectivity of and service to the area.
- Preserve and enhance the industrial tax base while encouraging sustainable development and design.
- Address the appropriate scale, mix, and location of new development.
- Enhance the historic character of the Port Towns area.
- Integrate efforts proposed by the Anacostia Trails Heritage Area.
- Connect the communities to the Anacostia River and to the area's open space and environmental resources.
- Support Prince George's County green infrastructure goals.
- Provide a realistic implementation action plan, with both short- and longer-term goals and strategies.

Annapolis Gateway Character Area Visualization



SOURCE: PORT TOWNS SECTOR PLAN

Plan Highlights

One key recommendation is establishing Annapolis and Bladensburg Roads as the Port Towns' "main street" and provide mixed-use development to support a pedestrian- and transit-oriented corridor, as well as promoting the development potential of several key sites, especially the Peoples' Harbor projects, Riverview on the Anacostia, and the Watershed Education Facility.

The plan also focuses on providing a fully integrated, multimodal transportation network with a range of actions that include developing a pedestrian/bicycle loop, reconfiguring the street system to create a grid system, and establishing gateway elements in the character areas.

The plan also targets six Character Areas for redevelopment to achieve vertical mixed-use development that promotes pedestrianism, linking the Port Towns together to form a recognizable place.

Plan Overview

Illustrative Framework Vision Plan



SOURCE: PORT TOWNS SECTOR PLAN

Waterfront Character Area Visualization



SOURCE: PORT TOWNS SECTOR PLAN

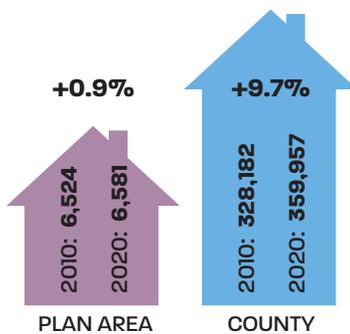
Where Are We Now?

Population¹



Housing²

TOTAL UNITS



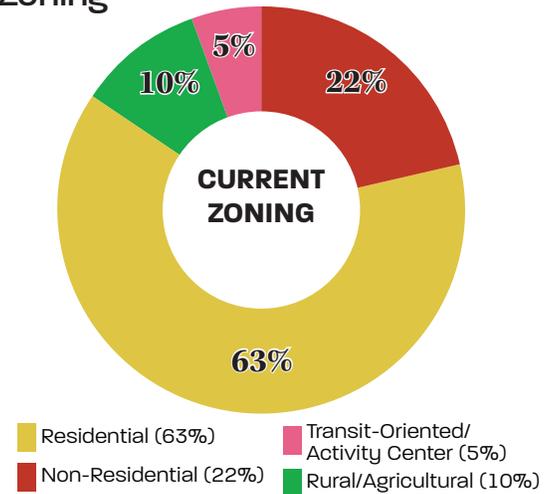
OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)

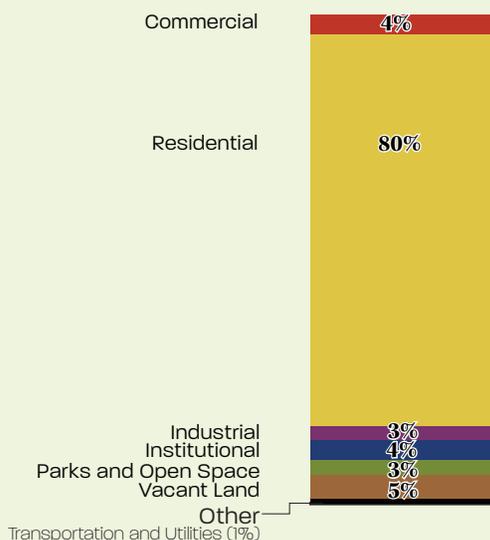


Zoning³

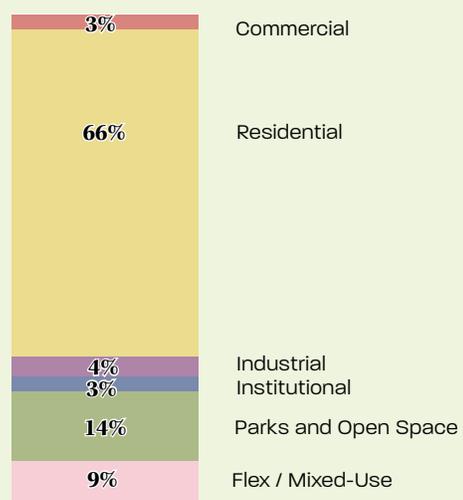


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

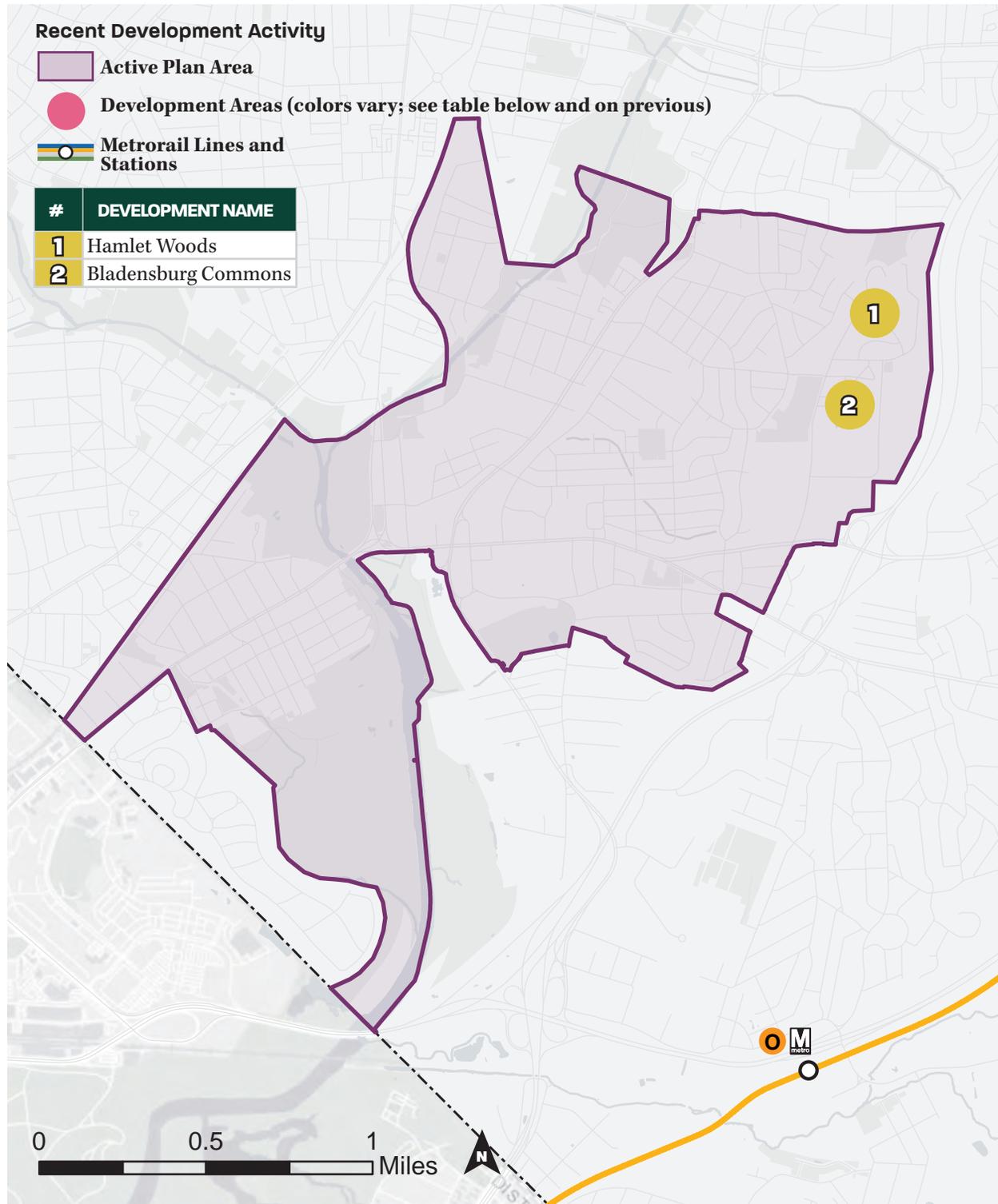
The plan calls for enhancing the existing road and transit network to better facilitate multimodal travel and mixed-use development, especially along Annapolis Road, Kenilworth Avenue, and Bladensburg Road. These infrastructure upgrades are meant to support the denser mixed-use nodes proposed along these corridors. Major industrial areas in the plan area following the rail corridor and Kenilworth Avenue are targeted for maintenance, revitalization, and adaptive reuse.

Some redevelopment activity has occurred in the plan area, but widespread redevelopment has not occurred. While sidewalks have been added to Kenilworth Avenue, greatly increasing the safety and comfort of pedestrians, the area is still relatively hostile to non-motorized transportation, making dense, mixed-use development patterns difficult to implement. Some industrial infill has occurred and areas adjacent to the plan area have seen more development activity, which could spill into the Port Towns in the future. Recent investment in institutional uses such as the new Bladensburg Branch Library are symbols of the County’s attention to the area.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Hamlet Woods	59 units under construction	
2	Bladensburg Commons	100 units constructed	

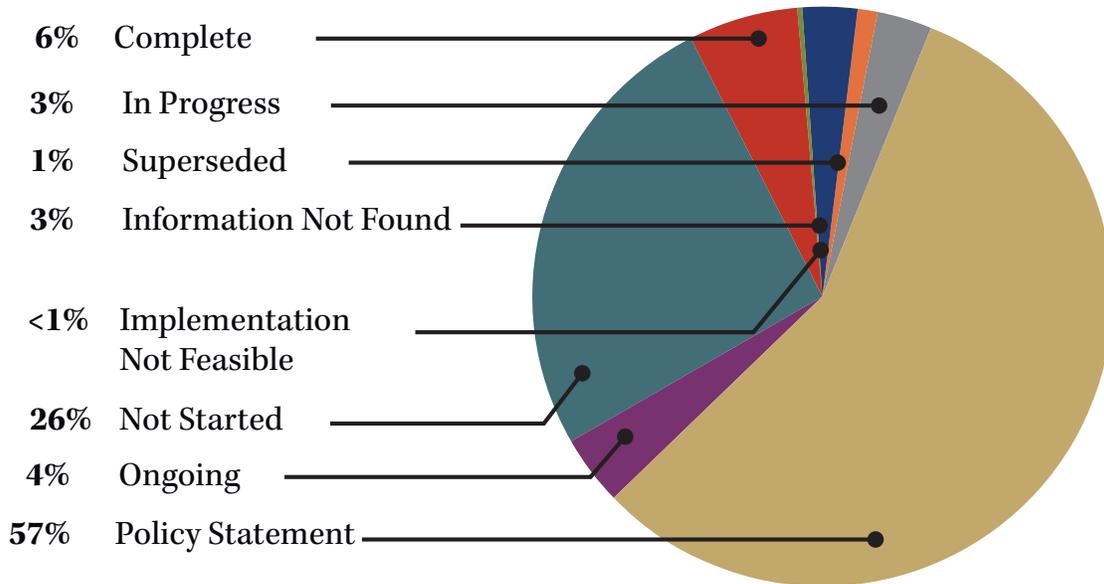
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



Prince George's County Department of Public Works and Transportation (DPW&T) completed a **green/complete streets** project along Edmonston Road that improves safety, functionality, and aesthetics.



A new **Bladensburg Branch Library** building opened in 2023.



In 2024, Colmar Manor completed a **sidewalk improvement project** throughout town.

KEY UPCOMING PROJECTS



Maryland Department of Transportation State Highway Administration (MDOT SHA) has initiated the MD 202 from MD 450 to 57th Avenue **safety and intersection improvement project**. Design is expected to be complete in 2025.



Lariscy Park is a future park in Colmar Manor, currently in the design process.

Challenges

- **Plan Feasibility:** Many of the recommendations from the 2009 plan have not seen progress, likely because they were based on assumptions about the market that have proven unimplementable, were overly predicated on parcel assembly, and/or were impacted by the COVID-19 pandemic.
- **Connectivity and Barriers:** The plan area is largely auto-centric. There are many multimodal improvement recommendations in the plan that have not been addressed. These include improving connections to the waterfront by all modes, addressing disconnected sidewalks and walkability in all of the towns, and addressing a lack of transit access and service.

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

Next Steps

Near-Term Opportunities

While the Port Towns plan is undergoing an extensive update, there are potential catalyst projects from the 2009 plan that should be considered for prioritization. Both of the opportunities below can support Plan 2035 Priority Strategies Policy 3: “Adequately fund neighborhood revitalization programs and coordinate resources to revitalize targeted neighborhoods.



New Town Hall: Under Policy 2 for the Bladensburg Town Center Character Area, the plan recommends developing a new town hall and surrounding block as a focal point. The City of Bladensburg has begun the concept development process for a new Town Hall. Continue to support this process and the development of a mix of uses and amenities on the block.

Responsible Parties:

- City of Bladensburg
- Property owners/developers
- Port Towns Community Development Corporation
- Planning Department
- Department of Parks and Recreation



Remove or Improve Barriers: One challenge in the plan area is that there are several barriers between the community and waterfront. Policy 5 for the Bladensburg Town Center Character Area recommends creating a safe and pleasurable passage for pedestrians and bicycles along Annapolis Road to the Bladensburg Waterfront Park entrance, modifying the Kenilworth Avenue tunnels to enhance the pedestrian experience and foster a sense of safety. This also provides an opportunity for placemaking.

Responsible Parties:

- City of Bladensburg

PLAN UPDATE RECOMMENDATION

Replace plan

NEXT SIX-YEAR UPDATE DUE DATE

October 2027

An updated Port Towns Sector Plan is underway. We recommend that update be finalized, with an updated progress report scheduled upon completion.