

Plan Progress Report

Approved Subregion 6 Master Plan and Sectional Map Amendment

Date Plan Approved: July 24, 2013

Date of Progress Report: September 22, 2025

Councilmanic Districts: 6, 8, 9

Progress Summary

The Approved Subregion 6 Master Plan and Sectional Map Amendment contains 492 recommendations, primarily focused on transportation and mobility, public facilities, and economic prosperity.

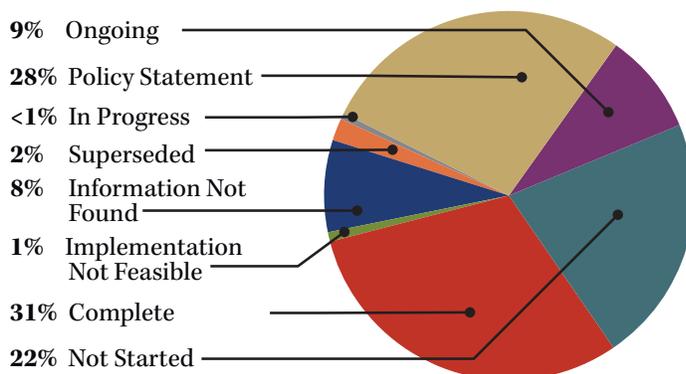
Since its adoption in 2013, approximately 31 percent (152) of the recommendations have been completed, less than 1 percent (2) are in progress, and 9 percent (42) are ongoing. Approximately 22 percent (108) have not yet had action taken.

Some highlights of completed recommendations include:

- Several park locations were developed, including Turkey Branch Park.
- Upper Marlboro completed an Economic Development Strategic Plan in 2018.
- The Office of the Sheriff was relocated to Upper Marlboro.



Plan Recommendation Status



Suggested Next Step(s)

- Review in 2031
- Major/Minor Plan Amendment
- Replace
- Consolidate

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

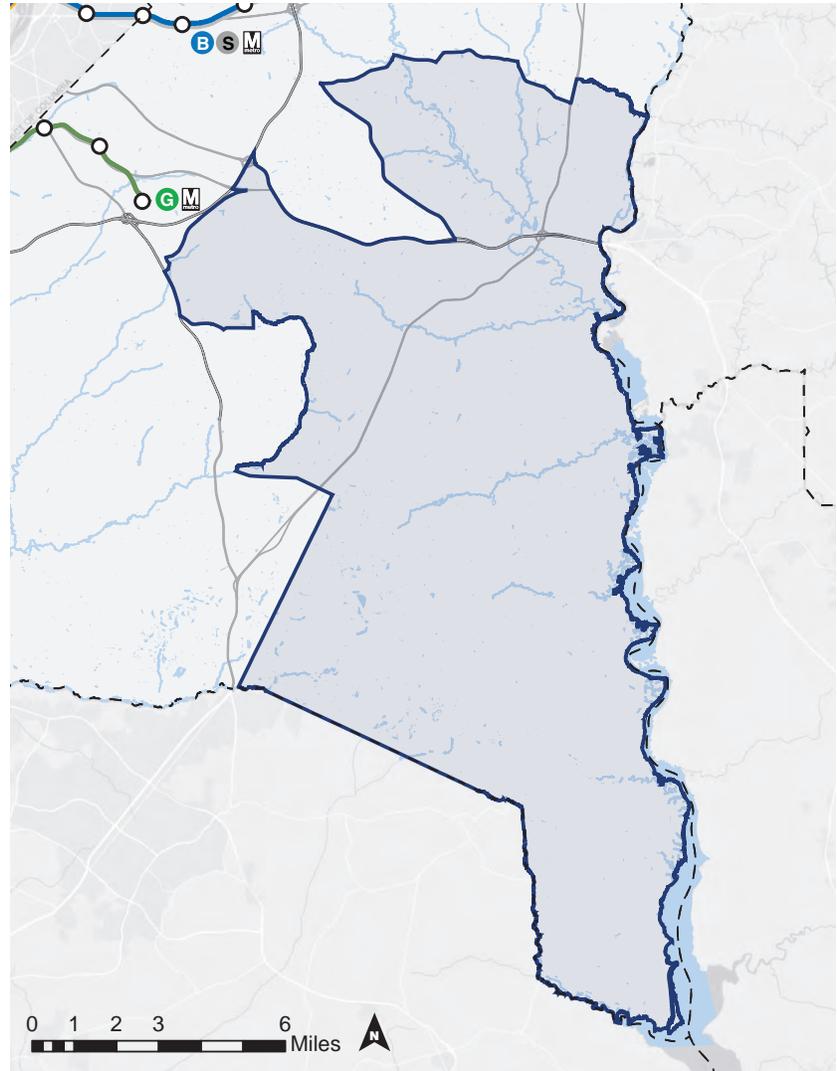
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Subregion 6 Master Plan were bounded by Piscataway Creek and CSX tracks to the west and northwest, White Horse Road and Oak Grove Road to the north, Anne Arundel County and Calvert County to the east, and Charles County to the south. The plan area has not been superseded by any other plans since adoption.

As-Approved Plan Area and Related Plan Boundaries

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-  **Superseded Plans**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

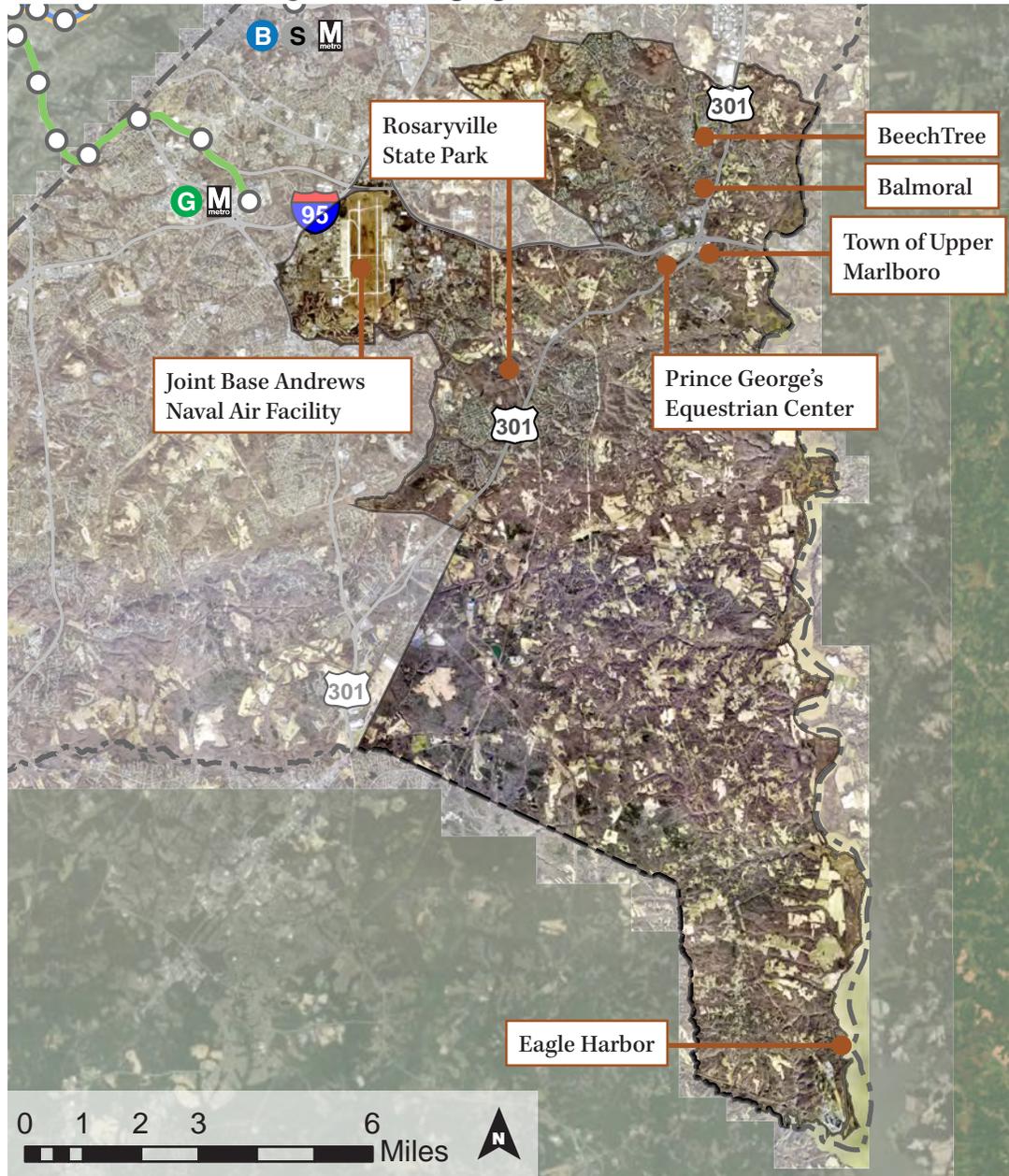


Plan Area Summary

Plan Area

The master plan area comprises the southeast portion of Prince George's County and is approximately 151 square miles, or 31 percent, of the land area of the County. The southern boundary of the subregion is Charles County and the Patuxent River is the eastern boundary. Joint Base Andrews Naval Air Facility is located on the western edge of the subregion. The subregion includes two municipalities: Upper Marlboro, the County seat, and Eagle Harbor. It is home to a number of older established communities including Aquasco, Baden, Brock Hall, Croom, Marlboro Meadows, Marlton, Melwood, Perrywood, Rosaryville, and Villages of Marlborough. There are also newer communities, primarily north of MD 4, including two large comprehensively designed developments: Balmoral and BeechTree. Much of the plan area was designated as a Priority Preservation Area by Plan 2035.

Plan Area Aerial with Key Locations Highlighted



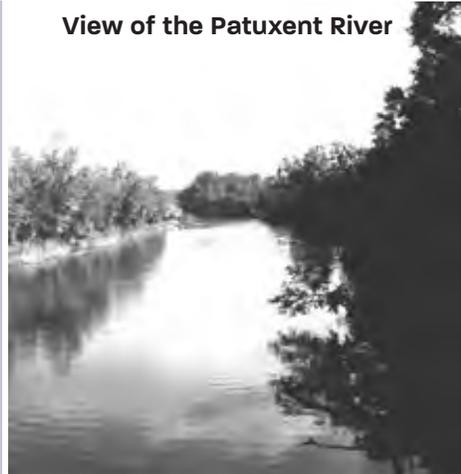
Plan Overview

Plan Vision

The Developing Tier is envisioned as an area of low- to moderate-density suburban residential communities, distinct commercial centers, and transit-serviceable employment areas. Growth policies in the Developing Tier encourage compact residential neighborhood design and limit commercial uses to designated centers.

The vision for the Rural Tier is protection of large amounts of land for agricultural pursuits and preservation of rural character and vistas, recreation, woodland, and wildlife habitat. Land use, environmental, transportation, and public facilities policies recommended for the Rural Tier are intended to balance pressure for residential development and landowners' equity with the desire to maintain rural environments and character.

View of the Patuxent River

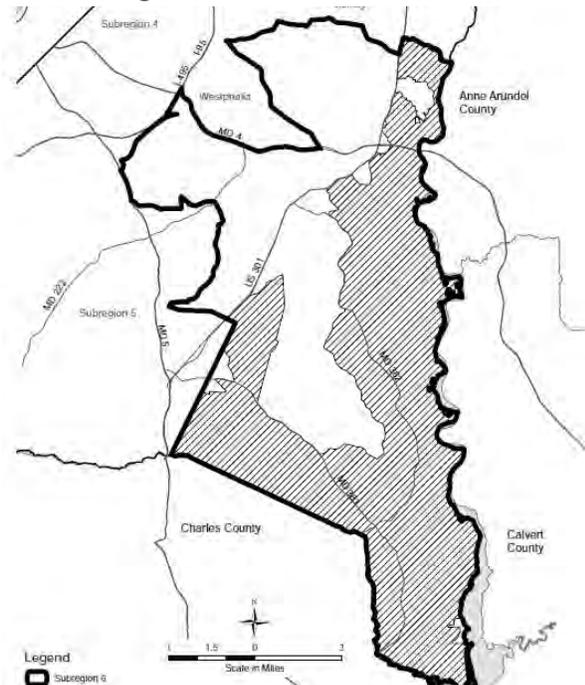


SOURCE: SUBREGION 6 MASTER PLAN

Plan Goals

- Encourage quality economic development.
- Make efficient use of existing and proposed County infrastructure and investment.
- Enhance quality and character of communities and neighborhoods.
- Preserve rural, agricultural, and scenic areas.
- Protect environmentally sensitive lands.

Plan Priority Preservation Areas



SOURCE: SUBREGION 6 MASTER PLAN

Plan Highlights

The master plan was the County's first plan to place a special focus on the principle of sustainability. As such, many actions aim to preserve the rural landscape and retain sustainable agricultural land such as gaining state certification for the Priority Protection Area, increasing the use of easements, and expanding allowable uses and activities on farms to promote profitable agricultural activities (e.g., agritourism).

Several policies and many actions specifically address the preservation of scenic and historic values along roadways, such as special road designations and viewshed conservation, particularly the Star-Spangled Banner Scenic Byway.

Plan Overview



Equine Industry, Subregion 6



SOURCE: SUBREGION 6 MASTER PLAN

Marlboro Meadows Neighborhood



SOURCE: SUBREGION 6 MASTER PLAN

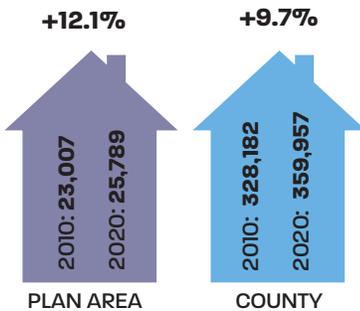
Where Are We Now?

Population¹



Housing²

TOTAL UNITS



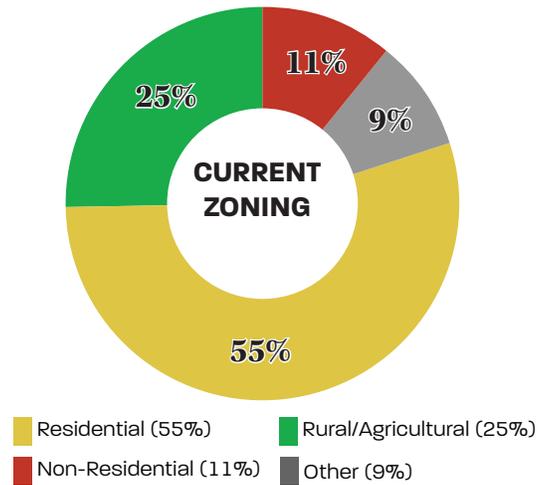
OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)

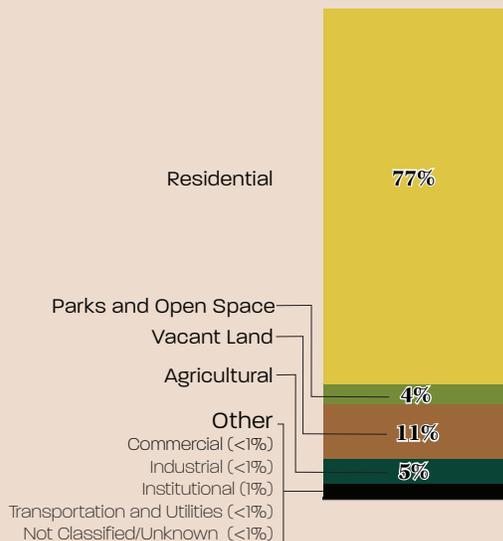


Zoning³

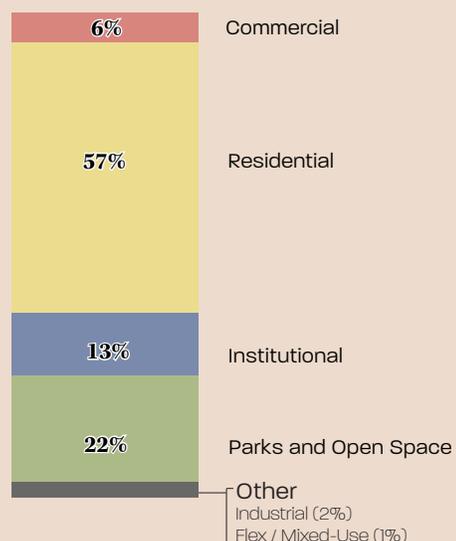


Land Use

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

With the plan area being located in the eastern side of the County, land use is mostly rural and suburban. Conserving agricultural land and open space are major goals of the plan. At the same time, the plan recommends moving land from the Rural Tier (now Agricultural Preservation Area) to the Developing Tier (now Established Communities). Upper Marlboro is located within the plan area and is recommended to be moved into the Developing Tier; but this has not yet led to buildout of the town. The area surrounding the intersection of MD 725 and US 301 is identified as a site for industrial and mixed-use development. Large master-planned communities such as BeechTree and Perrywood are envisioned to house much of the future residential development in the plan area.

Extensive development is occurring adjacent to the plan area in Westphalia, where hundreds of homes have been recently completed with hundreds more currently under construction. Smaller housing developments have been completed within the plan area near this larger center.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Canter Creek	288 units constructed, 121 in the pipeline	
2	Garretts Chance	23 units constructed	
3	Archer's Glen	55 units constructed	
4	Woods of Marlton	92 units constructed	
5	Marlboro Riding	101 units constructed	
Mixed-Use/Flex			
6	BeechTree	1,872 units constructed, 480 in the pipeline	4,736 SF constructed, 300,000 in the pipeline

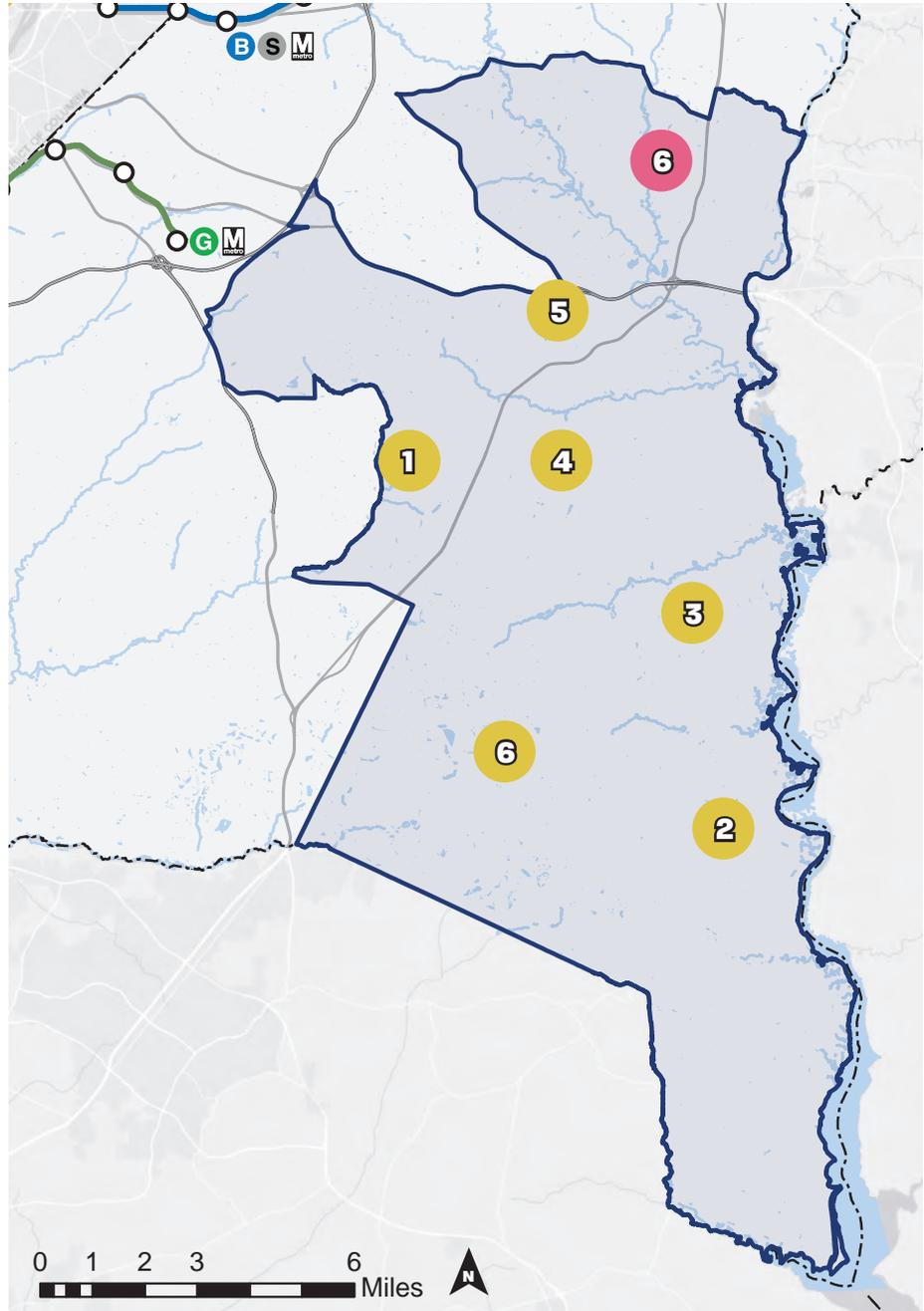
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Development Activity

Recent Development Activity

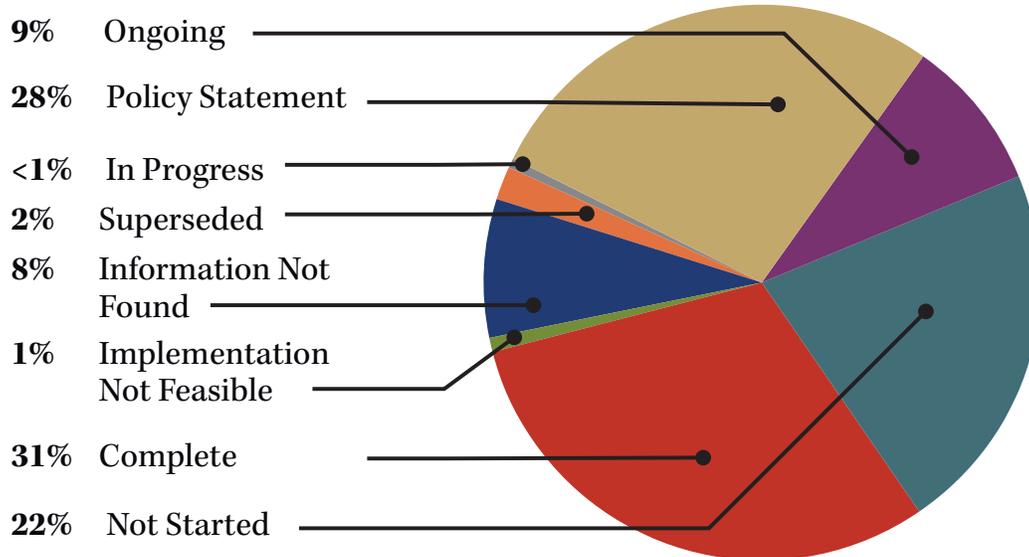
-  Active Plan Area
-  Development Areas (colors vary; see table below and on previous)
-  Metrorail Lines and Stations

#	DEVELOPMENT NAME
1	Canter Creek
2	Garretts Chance
3	Archer's Glen
4	Woods of Marlton
5	Marlboro Riding
6	Beechtree



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



There were 4,560 feet of **new bike lanes** installed on Village Drive West (9,120 feet total both ways) between Old Crain Highway and Endsley Place.



MD 725 (Main Street) Intersection Improvements include **signal reconstruction, accessibility improvements, and new LED lighting.**

KEY UPCOMING PROJECTS



The **Upper Marlboro Flood Risk Management project** is currently in final review.



The **modernization of the William S. Schmidt Environmental Center** will include the new “Green Village,” a residential area featuring student sleeping cabins, a camp center, a new pavilion classroom, outdoor learning spaces, and improved walking and driving paths. Construction is currently underway on the Green Village and dining hall, with anticipated completion in April 2026.

Challenges

- **Car-centric area:** The subregion is largely auto-oriented, and much of the economic and residential growth in the County is focused in walkable, transit-oriented areas.
- **Mining:** Sand and gravel mining operations are important to the southern part of the County, but impact local roadways and create traffic issues.

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

Next Steps

Near-Term Opportunities

While this plan is older and is scheduled for a potential minor plan amendment, there are a number of opportunities proposed by the current plan that can be investigated further to help achieve the vision of this plan, as well as Plan 2035.



Stream Valley Trails: Under Transportation Systems Policy 10, the plan recommends providing high-quality, hiker/biker/equestrian trails as development occurs through the acquisition of dedicated parkland and public use trails easements. This can help support Plan 2035 Transportation and Mobility Strategy TM1.8, to “coordinate future transportation and mobility improvements [...] to ensure the County’s rural character is preserved. Improvements include promoting the County’s equestrian heritage—focused on trails that facilitate access to the Prince George’s Equestrian Center, Jug Bay Natural Area, and Rosaryville State Park—and preserving existing equestrian trail corridors within the Rural and Agricultural Areas.”

Responsible Parties:

- Department of the Environment (DoE)
- Department of Public Works and Transportation
- Property owners



Environmental Protection: Under Environment Policy 2, the plan suggests developing an interjurisdictional development and management plan with Charles County for the protection of the Mattawoman watershed. This should continue to be considered. At minimum, consider regular coordination and collaboration. This can help support Plan 2035 Natural Environment Policy 2, to “improve and maintain water quality through stormwater management and water resource protection.”

Responsible Parties:

- Maryland Department of Natural Resources
- DoE
- Charles County

PLAN UPDATE RECOMMENDATION

Minor Plan Amendment

NEXT SIX-YEAR UPDATE DUE DATE

July 2031

The Planning Department is preparing an amendment to the approved Subregion 6 Master Plan and Sectional Map Amendment. This minor plan amendment is intended to establish a forward-looking, market-viable framework that enables investment and economic development while enhancing quality of life for residents and workers in the area.

Plan Progress Report

Takoma/Langley Crossroads Approved Sector Plan

Date Plan Approved: October 10, 2009

Date of Progress Report: September 22, 2025

Councilmanic District: 2

Progress Summary

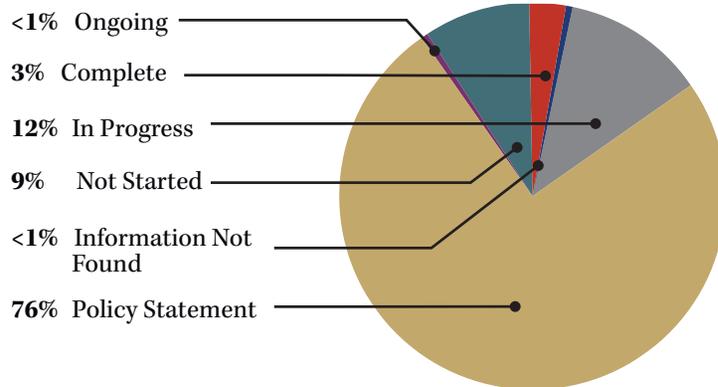
The Takoma/Langley Crossroads Approved Sector Plan contains 234 recommendations, primarily focused on transportation and mobility, housing and neighborhoods, economic prosperity, and the natural environment.

Since its adoption in 2009, approximately 3 percent (8) of the recommendations have been completed, 12 percent (27) are in progress, and less than 1 percent (1) are ongoing. Approximately 9 percent (20) have not yet had action taken.

Some highlights of completed recommendations include:

- A new Hyattsville Elementary School was constructed.
- Langley Park Community Center expanded when M-NCPPC's Northern Area Offices relocated.

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.



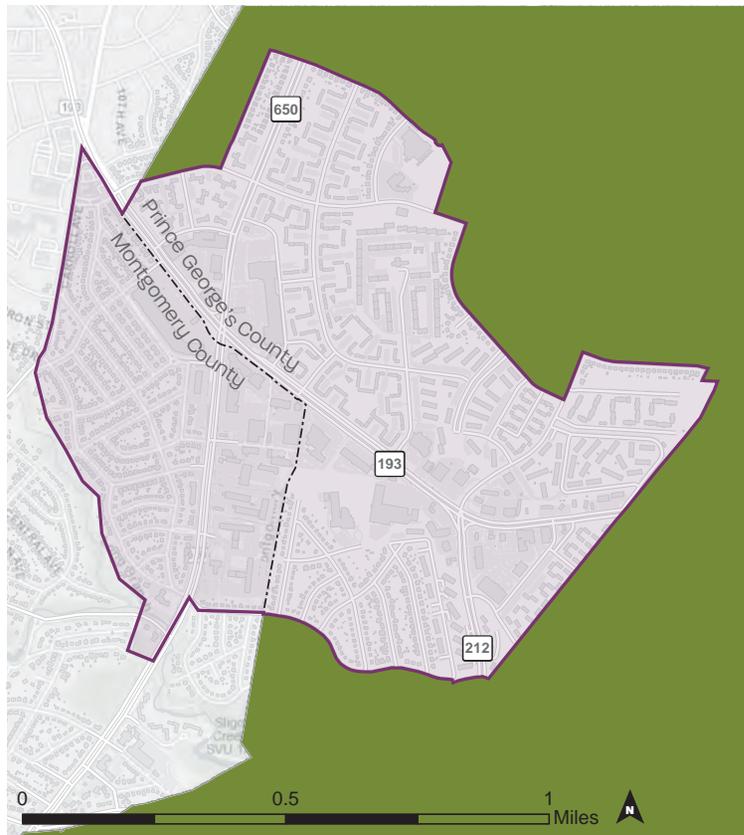
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Takoma-Langley Crossroads Sector Plan were bounded by Carroll Avenue to the west, Quebec Street and Keokee Street to the northeast, a utility easement to the southeast, and Erskine Street to the south, and the Long Branch Creek stream valley to the southwest. The plan area superseded a portion of the Langley Park-College Park-Greenbelt and Vicinity Master Plan upon adoption.

The plan was developed in coordination with a similar parallel effort in Montgomery County. While both plans share an overall vision, and an original as-approved boundary, several aspects of plan implementation vary by county, and the active plan boundary shown in the remainder of this progress report reflects only the portion of the plan area in Prince George's County.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Takoma-Langley Crossroads Sector Plan supersedes a portion of the following plan:

- 1 Langley Park-College Park-Greenbelt and Vicinity Master Plan (1989)

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

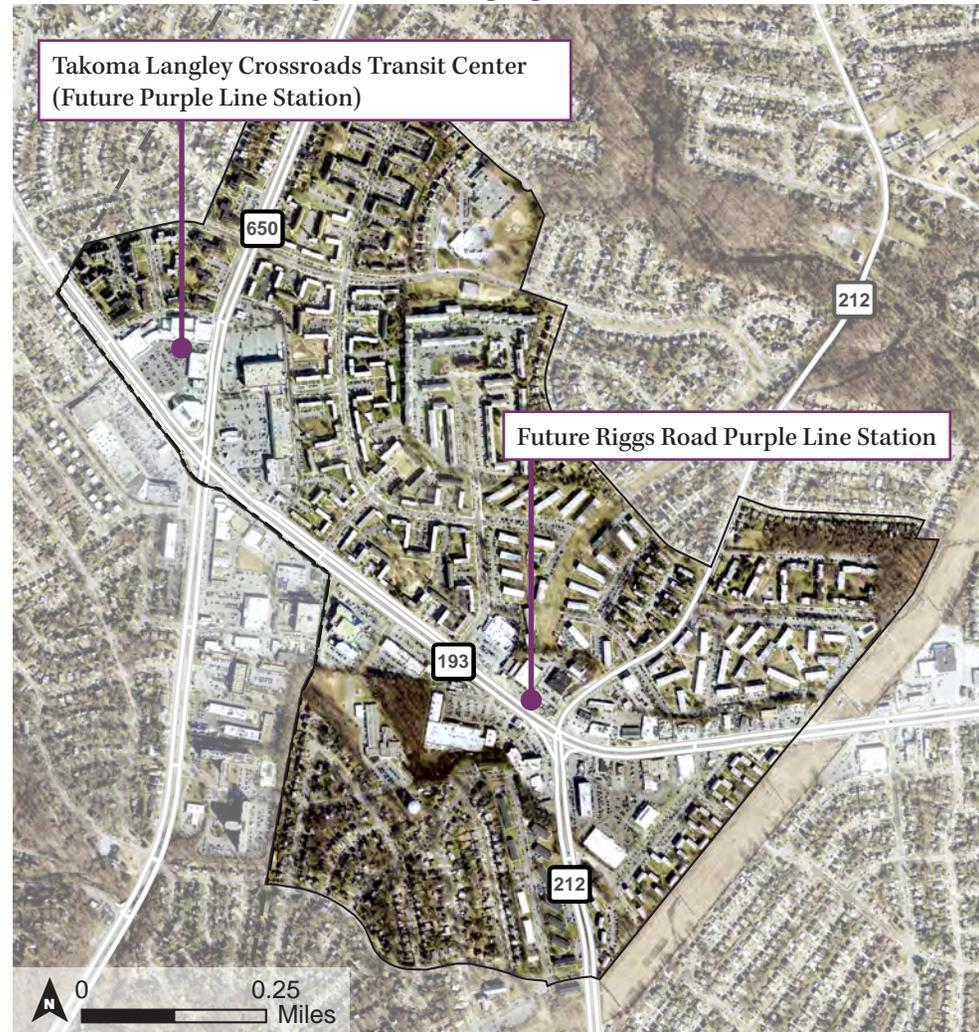
Plan Area Summary

Plan Area

The sector plan area is broadly bounded to the east and southeast by a major PEPCO transmission line, to the south along Erskine Street, to the north by the Northwest Branch Creek, Quebec Street, and Keokee Street, and to the west by Long Branch Creek, Carroll Avenue, and Merrimac Drive. The sector plan area extends to the commercial properties to the south of the convergence of Long Branch and Sligo Creek and the small commercial area at Carroll Avenue and Merrimac Drive. The plan area also includes the University Boulevard/Riggs Road intersection to the east of the Crossroads. In addition, it includes two potential Purple Line stations that will serve the plan area; the first located at New Hampshire Avenue (MD 650) and University Boulevard (MD 193), and the second near the intersection of University Boulevard and Riggs Road (MD 212).

The entire plan area is designated as a Local Transit Center by Plan 2035.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

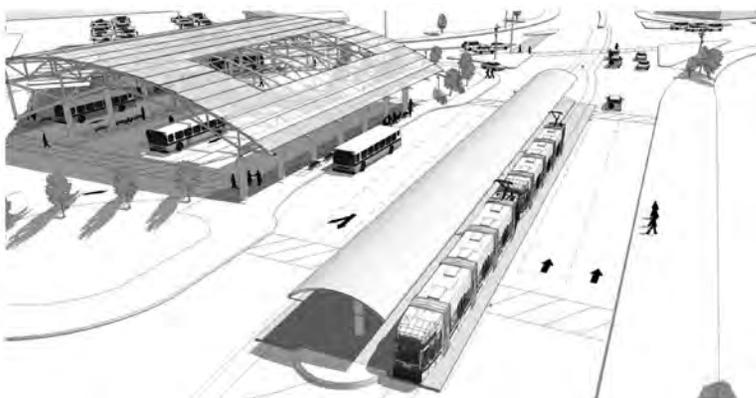
The vision for the sector plan area is to achieve a transit-oriented and pedestrian-friendly community that celebrates and builds upon the cultural diversity of the existing and future residents of the community. The community will have a mix of old and new businesses, providing quality retail goods and services to serve the surrounding community as well as other shoppers. A newly updated mixed-use center will provide numerous opportunities for people to gather and socialize in restaurants, cultural and recreational facilities, plazas, and other community facilities that serve to bring new and long time residents together. Within the sector plan boundaries, the following are highlighted as foundations for the vision.

- **Transit Station Center:** A regional center that increases pedestrian safety in the crossroads area by consolidating bus routes while also highlighting the international character of the planning area in design and function.
- **Purple Line Stations:** Transit stations in the area that encompass the diversity of the area by including bilingual signage, pedestrian connectivity, and a public realm.
- **Langley Park Community (residents and business owners):** A community that is safe, vibrant, attractive, and encourages residents to safely walk to transit, work, shops, and homes. It is a well connected community that has trails and sidewalks with attractive landscaping and lighting.



SOURCE: TAKOMA/LANGLEY CROSSROADS SECTOR PLAN

Takoma Langley Transit Center as Proposed



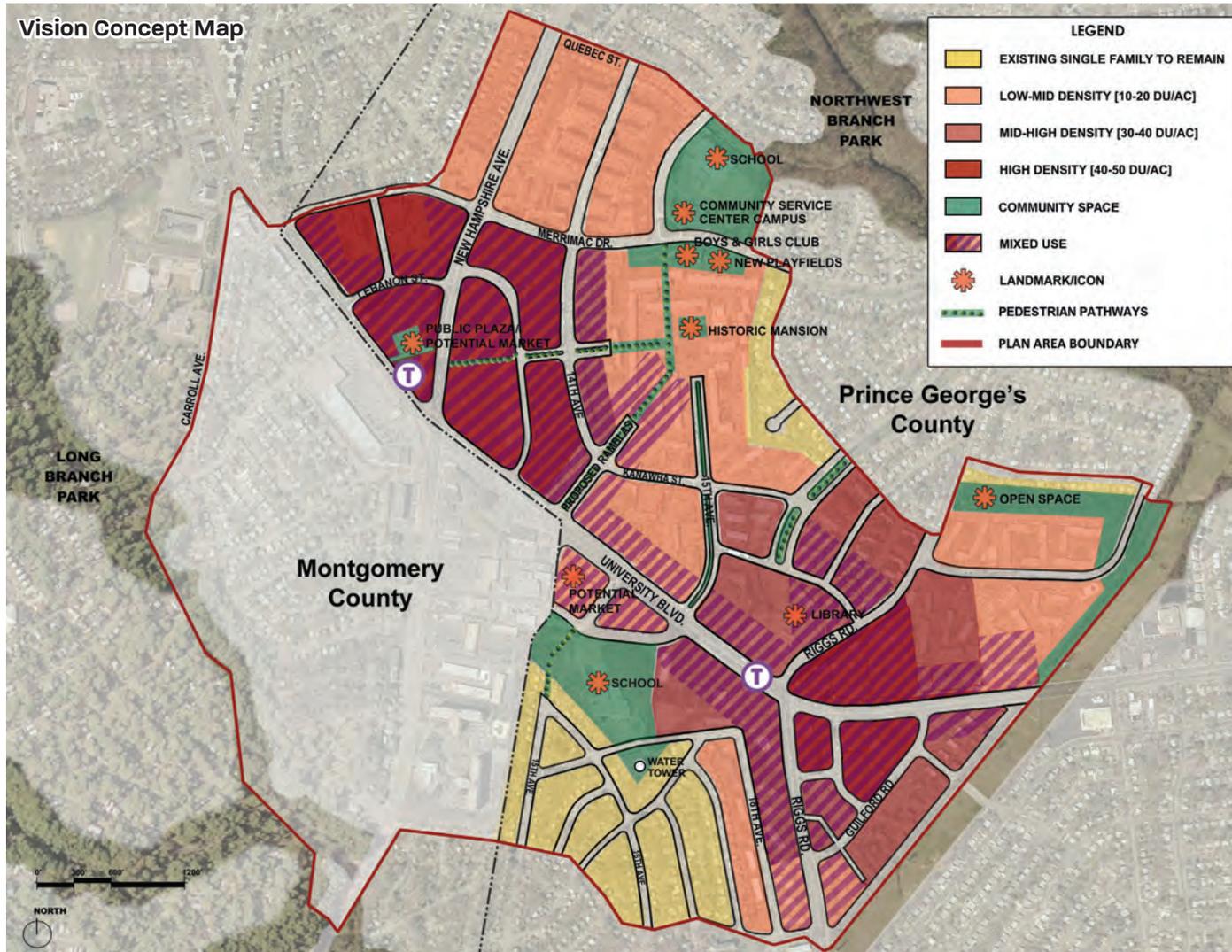
SOURCE: TAKOMA/LANGLEY CROSSROADS SECTOR PLAN

Plan Highlights

Driven by the future construction of the Purple Line, the sector plan focuses on strategies that provide efficient and user-friendly transit services. Strategies also include an integration of transit into the fabric of the area to create a multimodal system with an expanded bicycle route network, continuous neighborhood sidewalks, and major street gateway points.

The plan also addresses the possible loss of affordable housing and the need to create a livable community in the Takoma/Langley Crossroads area through high-density transit-oriented condo units, affordable housing initiatives, and workforce housing programs.

Plan Overview

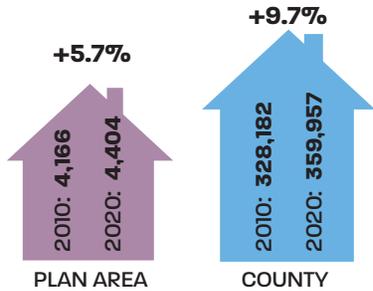


SOURCE: TAKOMA/LANGLEY CROSSROADS SECTOR PLAN

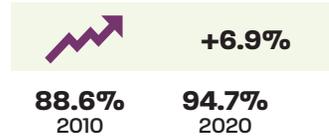
Where Are We Now?

Housing¹

TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 14,059
2020: 15,777

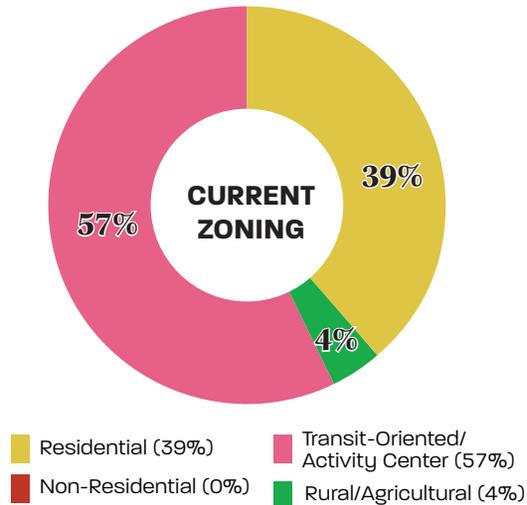


COUNTY

2010: 863,420
2020: 967,201

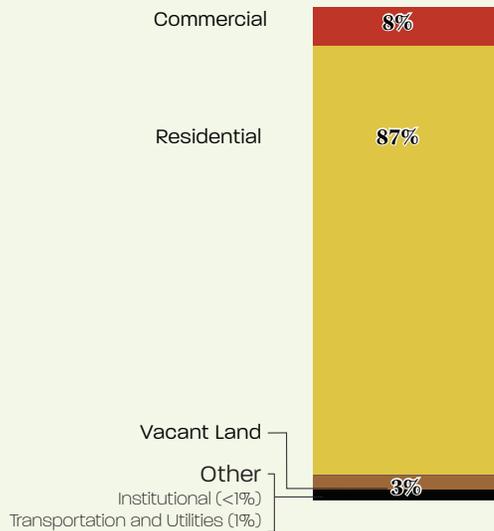


Zoning³

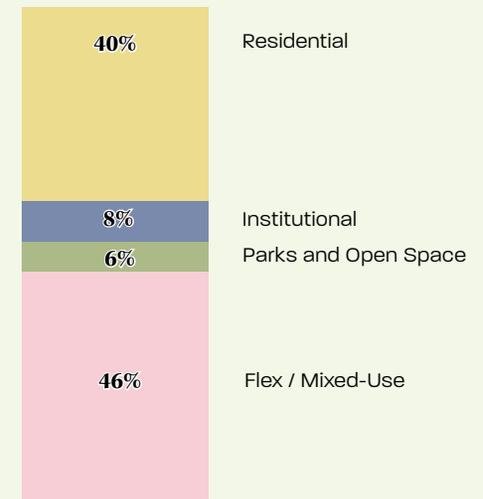


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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Development Activity

While the plan area is by-and-large built out, it recommends transit-oriented redevelopment around two future Purple Line stations located in the plan area at floor area ratio intensities of 1.3 to 2.5 and residential densities of 40 to 50 units per acre. The plan also recommends a density bonus for providing affordable housing. Non-residential uses are mostly recommended to be neighborhood-scale retail and services; while the plan area could support small office projects, it is not envisioned to be a large employment center.

Little development has occurred in the plan area since adoption. Because the Purple Line is important to the future transportation network and urban character, redevelopment may not occur until it is closer to completion or open. Additionally, many of the existing larger parcels, residential and commercial, are well-occupied and not prime for current redevelopment.

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

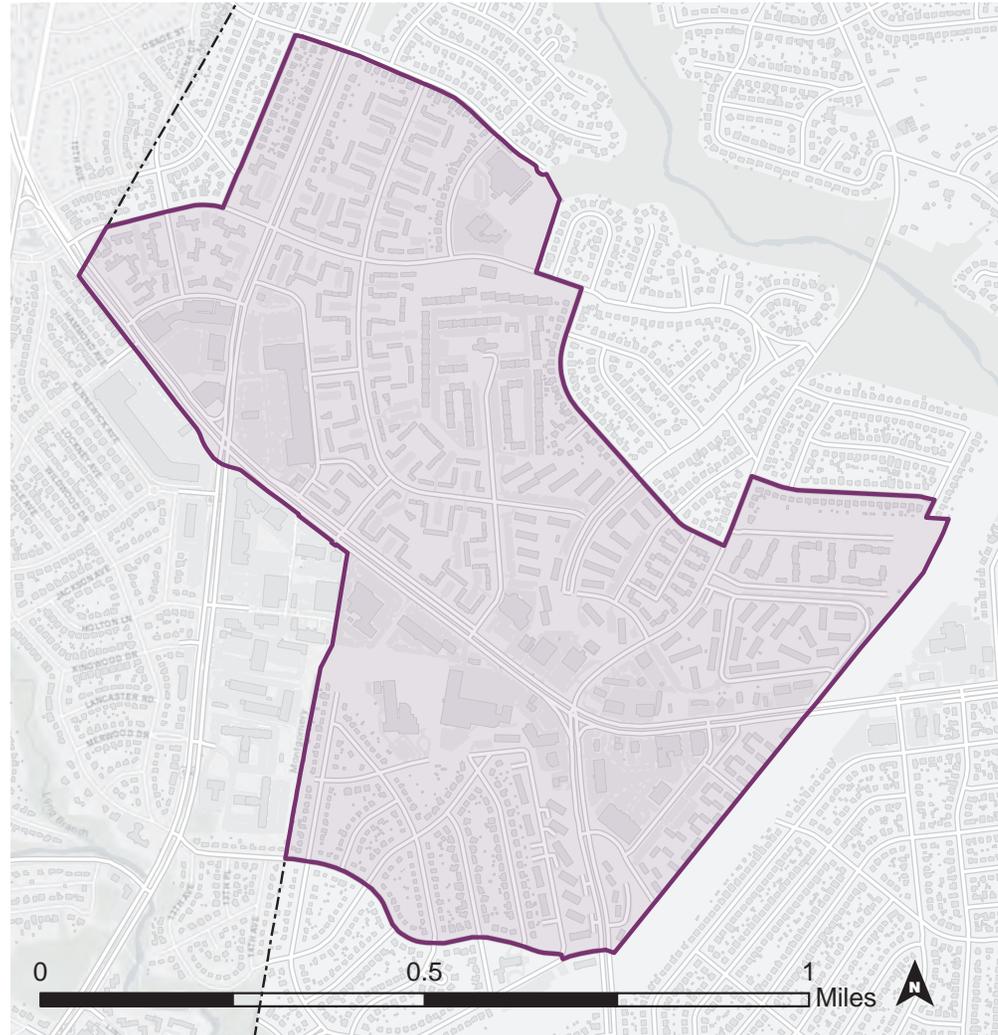
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Development Activity

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

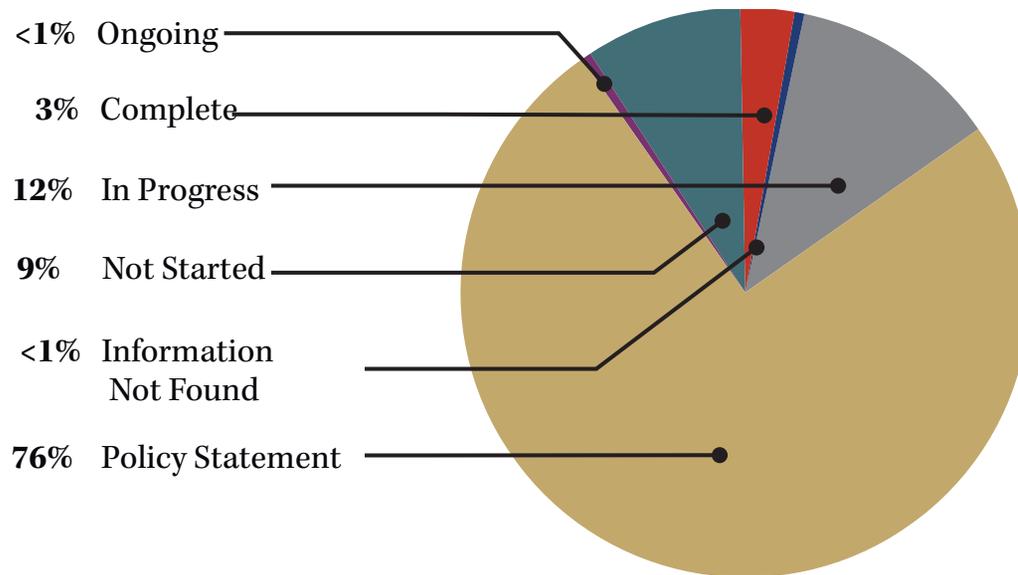
#	DEVELOPMENT NAME
1	No recent development
2	No recent development
3	No recent development
4	No recent development
5	No recent development

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Setbacks:** Walkability is impeded by the internal orientation of land uses, with buildings set back from the street, often behind large parking lots.
- **Connectivity:** Neighborhoods are disconnected from commercial areas, and large roads such as University Boulevard are not currently designed to be friendly for walking and biking.

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

KEY CONSTRUCTED PROJECTS¹



The **Takoma Langley Crossroads Transit Center** opened in 2016. Operated by the Maryland Transit Administration, it provides bus service to over 12,000 customers daily, making it the largest non-Metrorail station transfer point in the Washington metropolitan area.



Maryland Department of Transportation State Highway Administration (MDOT SHA) installed **highly visible crosswalks** along Riggs Road between the Washington D.C. Line and MD 193 (University Boulevard).

KEY UPCOMING PROJECTS



There are two **Purple Line** stations under construction in the area (Takoma/Langley Transit Center and Riggs Road)



MDOT SHA announced the start of construction on Maryland's first **Pedestrian Safety Action Plan project** – \$15 million in pedestrian, bicycle, and multimodal improvements along nearly 2.5 miles of New Hampshire Avenue from University Boulevard to Powder Mill Road.

Next Steps

Near-Term Opportunities

Key near-term opportunities center on supporting the forthcoming Purple Line through improved connectivity and support for multimodal transportation. Both opportunities listed below can also support implementation of 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.”



Biking paths: One of the recommendations in the plan is to design and construct cycle tracks along New Hampshire Avenue and University Boulevard within the plan area to offer a safe and functional bikeway through the corridor. (See plan page 86.) This facility can help support the Purple Line, which will soon be operational, with improved multimodal connection options.

Responsible Parties:

- MDOT SHA
- Department of Public Works and Transportation
- Property owners/developers



Outreach: The plan recommends creation of a community outreach tool that informs residents of available transit services, traffic rules, and safe pedestrian behavior, in English and Spanish. (See plan page 43.) This tool can be useful as multimodal travel increases in the area with the completion of the Purple Line.

Responsible Parties:

- Prince George's County

PLAN UPDATE RECOMMENDATION

Review for updates as scheduled

NEXT SIX-YEAR UPDATE DUE DATE

October 2027

Plan implementation is underway, and with the Purple Line under construction, larger elements of the plan vision may be realized. As the plan has not been amended since approval in 2009, a future progress report may consider whether an amendment is warranted to identify new opportunities for transit-oriented development or related infrastructure improvements not currently identified in the plan.

Plan Progress Report

The Heights and Vicinity Approved Master Plan and Sectional Map Amendment

Date Plan Approved: November 21, 2000

Date of Progress Report: September 22, 2025

Councilmanic Districts: 7, 8

Progress Summary

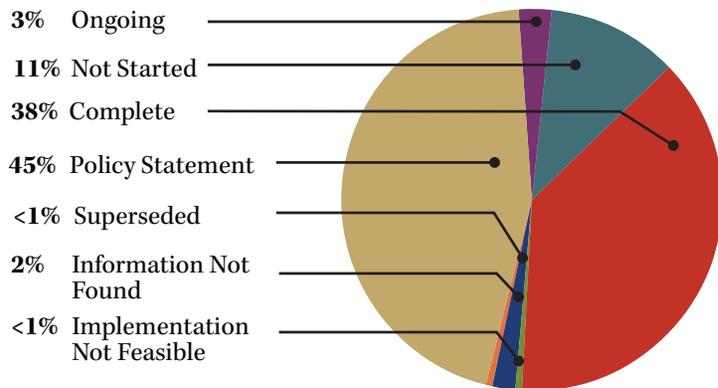
The Heights and Vicinity Approved Master Plan and Sectional Map Amendment contains 497 recommendations, primarily focused on land use; transportation and mobility; and community heritage, culture, and design.

Since its adoption in 2000, approximately 38 percent (189) of the recommendations have been completed and 3 percent (15) are ongoing. Approximately 11 percent (57) have not yet had action taken.

Some highlights of completed recommendations include:

- Barnaby Run Estates Park was added to the County parks network.

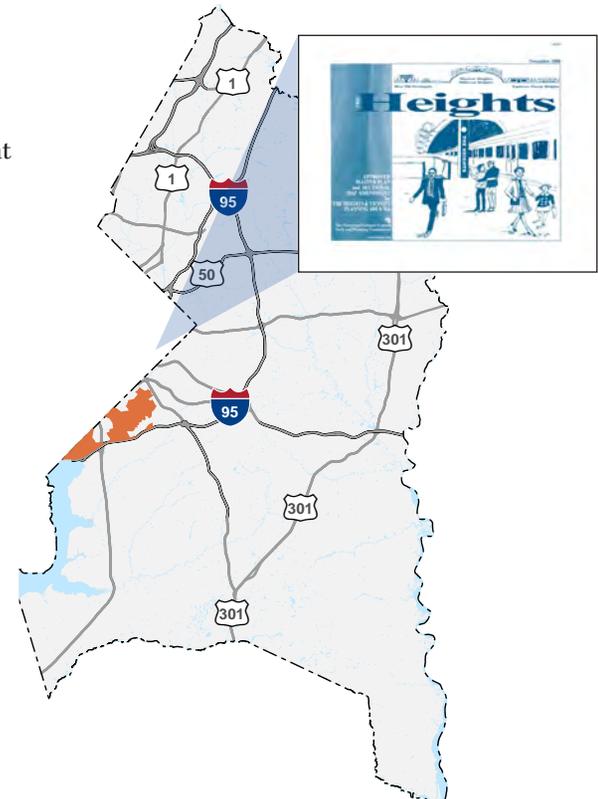
Plan Recommendation Status



Suggested Next Step(s)

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- Replace
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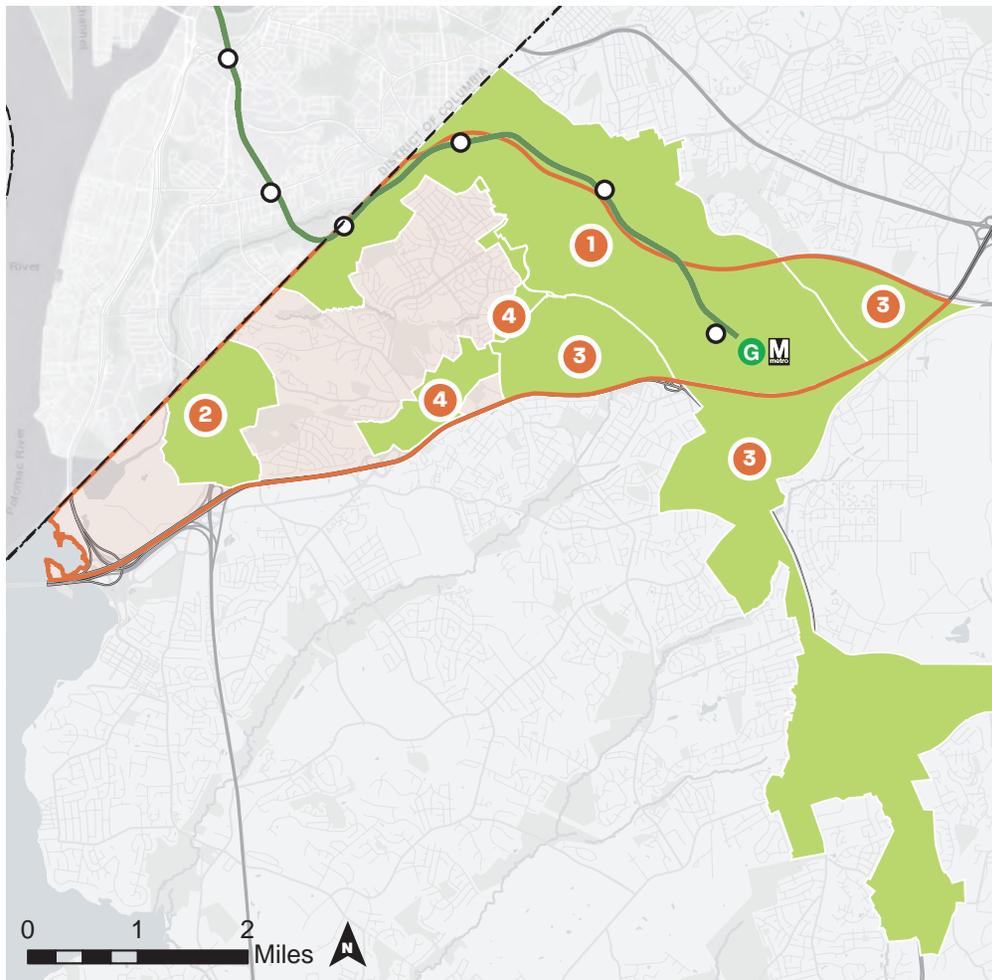
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Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of The Heights and Vicinity Master Plan were bounded by Washington, D.C., to the west, Suitland Parkway to the north, and the Capital Beltway (I-95/I-495) 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.



Related Plans

The following plans supersede a portion of The Heights and Vicinity Master Plan:

- 1 Southern Green Line Sector Plan (2014)
- 2 Eastover-Forest Heights-Glassmanor Sector Plan (2014)
- 3 Central Branch Avenue Corridor Revitalization Sector Plan (2013)
- 4 Branch Avenue Corridor Sector Plan (2008)

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

Plan Area Summary

Plan Area

The original approved master plan area covered 12.4-square-miles. It encompasses Planning Area 76A (The Heights) and includes the Town of Forest Heights and the Town of Morningside. The Heights area is bounded by Suitland Parkway to the north, the Capital Beltway to the south and Washington, D.C., line and the Potomac River to the west. The current, active plan boundary is highlighted in the map to the right; it has been reduced by superseding plans, as noted on the previous page.

Two areas within the plan were designated as Neighborhood Reinvestment Areas in Plan 2035: Glassmanor/Oxon Hill and Hillcrest Heights.



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

The Heights and Vicinity Master Plan does not relay a specific vision, instead, it adopts several themes around five focus areas and gateways, residential preservation, revitalization, transportation, public facilities and amenities. The plan aims to reinforce the strength and character of the established neighborhoods by reducing the potential for encroachment of incompatible land uses and recommending quality residential development. Additionally, the plan emphasizes revitalization adjacent to the Metro stations (Branch Avenue, Southern Avenue, and Naylor Road) with increased residential densities and nonresidential intensities. Another theme focuses on reinforcing the use of public transportation by proposing an integrated transportation system, composed of roadways, Metrorail, bus systems, and trails. Further, another theme focuses on providing public facilities and amenities for existing and future residents by strengthening community assets and identity. The last theme focuses on community involvement and partnerships throughout the implementation process, the development review process, and the County budget hearings which will ensure that the County decision makers are aware of the community needs throughout.

Plan Goals

- Providing appropriate development opportunities, including employment opportunities, new and diverse housing, and limited new commercial retail and office uses.
- Providing a multimodal network that is safe, efficient, accessible and convenient, consistent with State Smart Growth policy objectives, and that does not adversely affect neighborhoods.
- Preserving neighborhoods by promoting maintenance programs as well as new and diverse quality residential development.
- Creating an attractive, and functional character of the planning area and the creation of positive images of places where people live, work and play.
- Providing needed public infrastructure and services in a timely manner.
- Protecting and enhancing the environment of the planning area.
- Providing parks, recreation facilities and trails.
- Protecting historic resources.



SOURCE: THE HEIGHTS AND VICINITY MASTER PLAN



SOURCE: THE HEIGHTS AND VICINITY MASTER PLAN

Plan Highlights

The plan contains recommendations for five focus areas and eight gateways that include strategies to improve the appearance of major corridors, create a welcoming, pedestrian-oriented environment, and encourage development.

Plan Overview

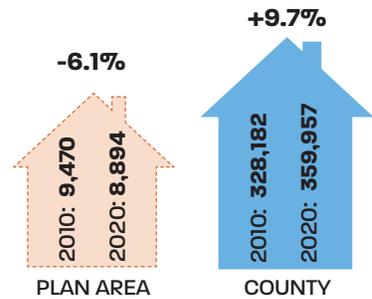


SOURCE: THE HEIGHTS AND VICINITY MASTER PLAN

Where Are We Now?

Housing¹

TOTAL UNITS



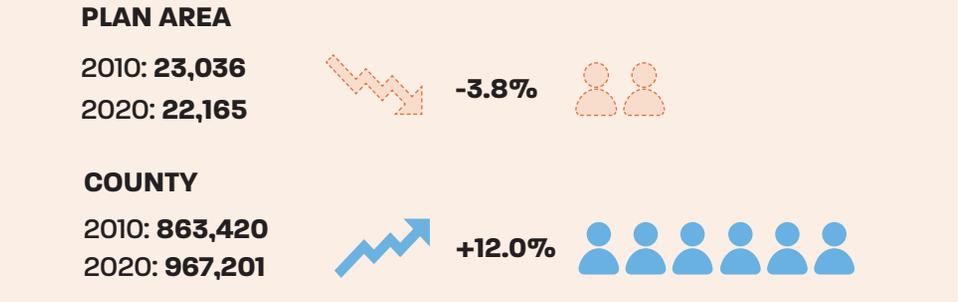
OCCUPANCY RATE (PLAN AREA)



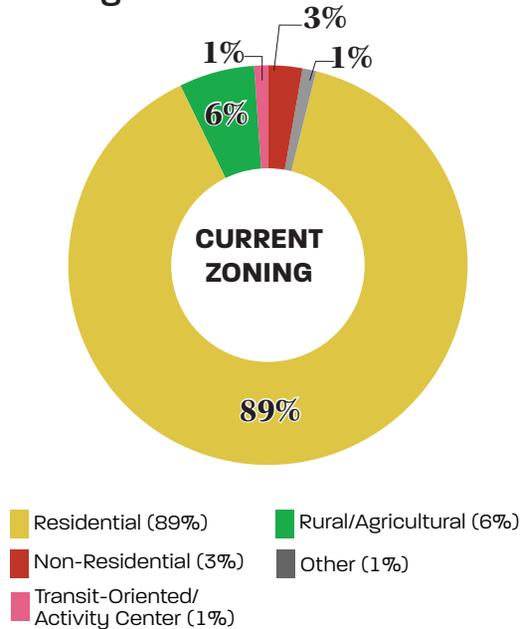
HOMEOWNERSHIP RATE (PLAN AREA)



Population²

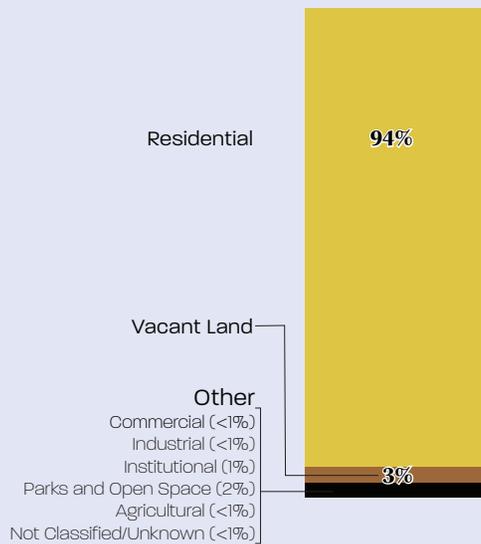


Zoning³

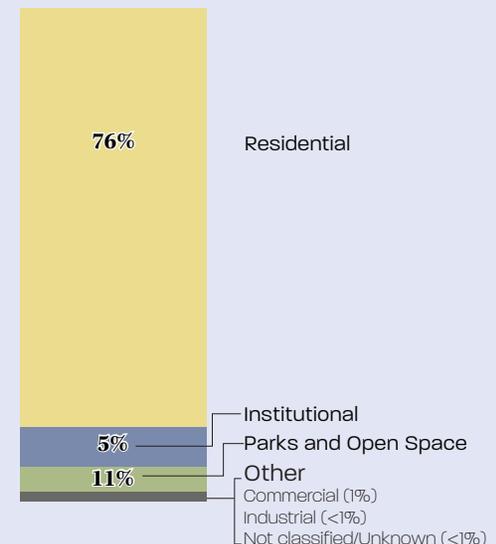


Land Use

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 identifies five focus areas with more, larger opportunities for future growth and redevelopment, outside of which the residential neighborhoods are recommended to be preserved and filled out, matching their existing character. Three of the focus areas surround Green Line Metro stations, and all five focus areas have been superseded by newer plans. The remaining land is mostly suburban residential, strip commercial, and protected green space with few opportunities for infill and redevelopment.

While development has occurred within the approved plan area, the remaining, current boundaries have seen few notable developments. The continuity of the long-standing land use policies in this area mean there is little incentive to develop or change. There has been interest in large development near National Harbor, but no projects have moved forward.

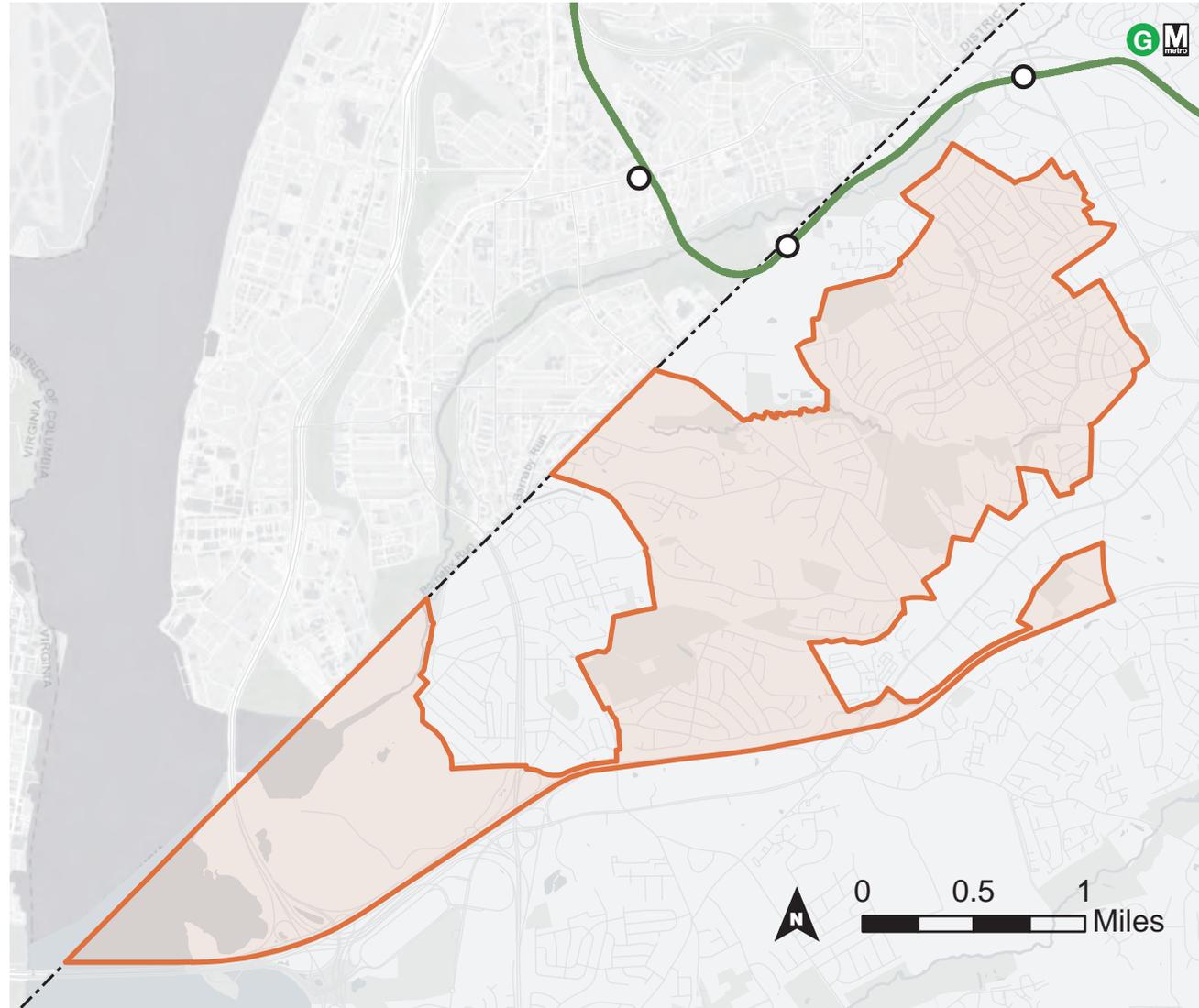
# MAP	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	No Recent Development		
Mixed-Use/Flex			
2	No Recent Development		
Retail/Services			
3	No Recent Development		
Institutional			
4	No Recent Development		
Industrial			
5	No Recent Development		

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

Development Activity

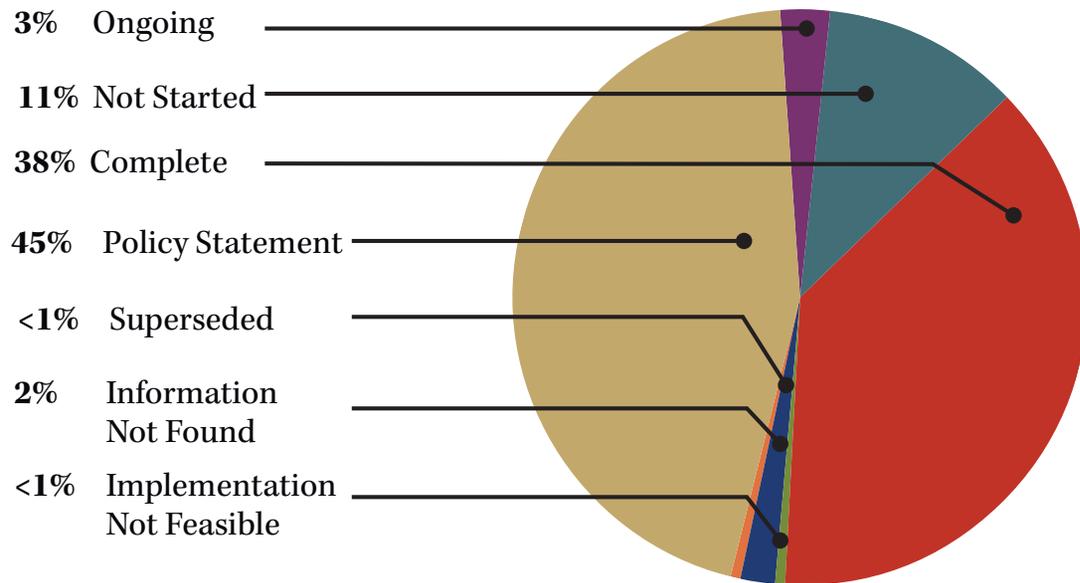
- Active Plan Area
- Development Areas
(colors vary; see table below and on previous)
- Metrorail Lines and Stations

#	DEVELOPMENT NAME
1	No recent development
2	No recent development
3	No recent development
4	No recent development
5	No recent development



Implementation

Status of Plan Recommendations



Challenges

- **Age of Plan:** The plan is 25 years old. Many of the incomplete recommendations are out of date or no longer relevant. In addition, the age and format of the plan makes it less easy to use and navigate than more recent documents.

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

KEY CONSTRUCTED PROJECTS¹



The Prince George's County Department of Public Works and Transportation (DPW&T) implemented a **road diet** and approximately 1.5 miles of **new bicycle lanes** along Wheeler Road from MD 414 to Southern Avenue SE.

KEY UPCOMING PROJECTS



The FY2025 Capital Improvement Plan (CIP) includes a feasibility study to plan for upgrades at **Glassmanor Community Center**.



DPW&T is planning **pedestrian improvements** near Hillcrest Heights Elementary School (including crosswalk improvements and additional pedestrian crossing and speed limit signs).



DPW&T is also planning **improvements** along the Iverson Street corridor from MD 5 to 23rd Parkway, including pedestrian safety enhancements such as crosswalks, re-striping, and ADA improvements.

Next Steps

Near-Term Opportunities

There are several potential near-term activities that can continue to help achieve the vision of this plan, and can help support implementation of Plan 2035.



Gateways: Though the most visible Metro-adjacent gateway areas have been superseded out of the plan, the Wheeler Road and Owens Road entrances to the plan area (as shown on Map 7 in the Master Plan) provide ample opportunities to welcome residents and visitors entering the County from Washington, D.C. Opportunities for targeted landscaping and other features should be explored along with any roadway updates, or as a separate process. This can help support Plan 2035 Community Heritage, Culture, and Design Policy 9, to “use urban design to guide development, promote community health, protect our natural, historic, and cultural resources and quality of life, and enhance mobility.”

Responsible Parties:

- DPW&T



Park Land: The plan notes that though it identifies five areas for future parkland (as shown on Map 12 in the master plan), the Department of Parks and Recreation will consider other sites throughout the development review process to add parkland beyond the recommendations of this plan. To continue this effort, conduct a review of park and open space access and potential opportunity sites, particularly in Neighborhood Reinvestment Areas. This can help support Plan 2035 Neighborhood Reinvestment Area Policy 3, to “adequately fund neighborhood revitalization programs and coordinate resources to revitalize targeted neighborhoods.”

Responsible Parties:

- Department of Parks and Recreation

PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

November 2030

This plan was completed in 2000 and has not had any amendments. A replacement is suggested to establish a new vision based on current and projected market conditions as well as new opportunity areas. We recommend a master plan for Planning Area 76A (The Heights), combining the Branch Avenue Corridor Sector Plan, The Heights and Vicinity Master Plan, the Eastover/Forest Heights/Glassmanor Sector Plan, and the portions of the Southern Green Line Sector Plan and the Central Branch Avenue Sector Plan that fall within Planning Area 76A (The Heights).

Plan Progress Report

Approved Westphalia Sector Plan and Sectional Map Amendment

Date Plan Approved: February 6, 2007

Date of Progress Report: September 22, 2025

Councilmanic District: 6

Progress Summary

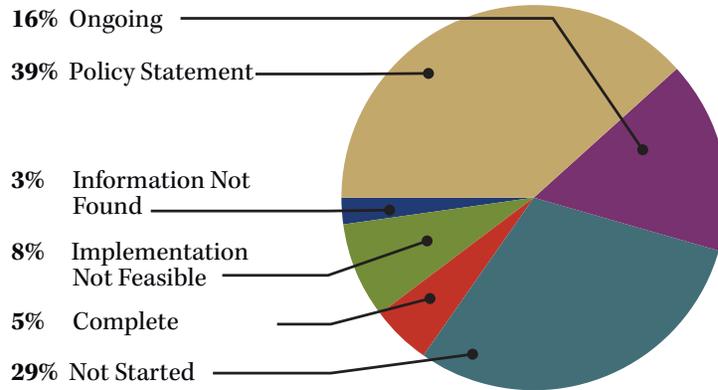
The Approved Westphalia Sector Plan and Sectional Map Amendment contains 312 recommendations, primarily focused on transportation and mobility, as well as public facilities.

Since its adoption in 2007, approximately 5 percent (16) of the recommendations have been completed and 16 percent (51) are ongoing. Approximately 29 percent (90) have not yet had action taken.

Some highlights of completed recommendations include:

- Westphalia Central Park construction is partially complete.

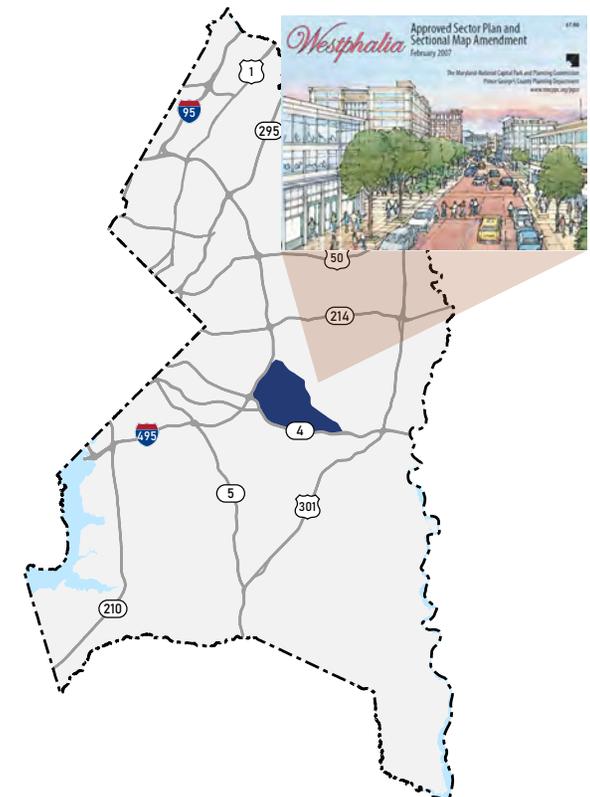
Plan Recommendation Status



Suggested Next Step(s)

- Review in 2031
- Major/Minor Plan Amendment
- Replace
- Consolidate

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

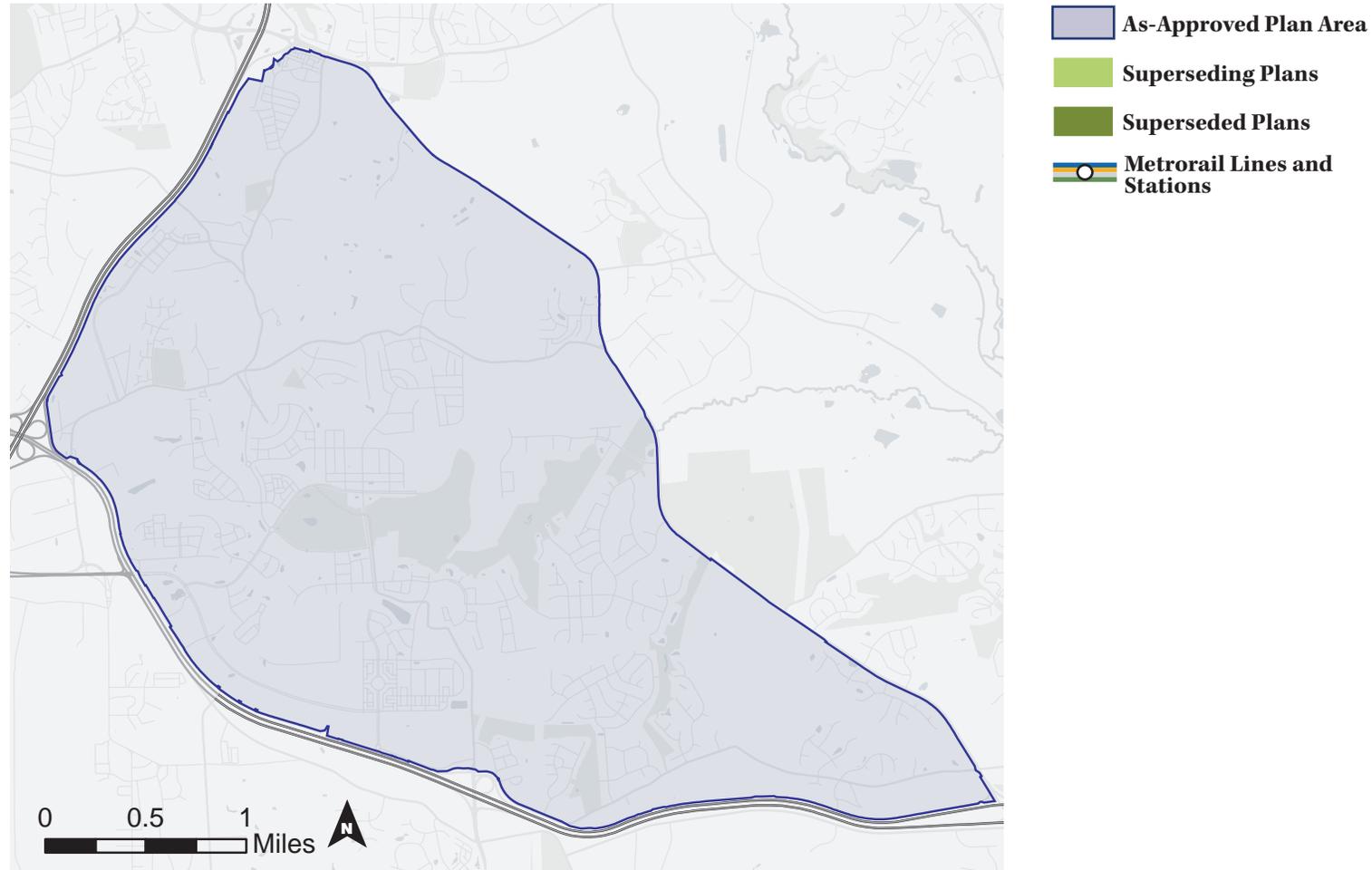


Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Westphalia Sector Plan were bounded by the Capital Beltway (I-95/I-495) to the northwest, Ritchie Marlboro Road to the northeast, and Pennsylvania Avenue (MD 4) to the south. The plan area has not been superseded by any plans since adoption.

As-Approved Plan Area and Related Plan Boundaries



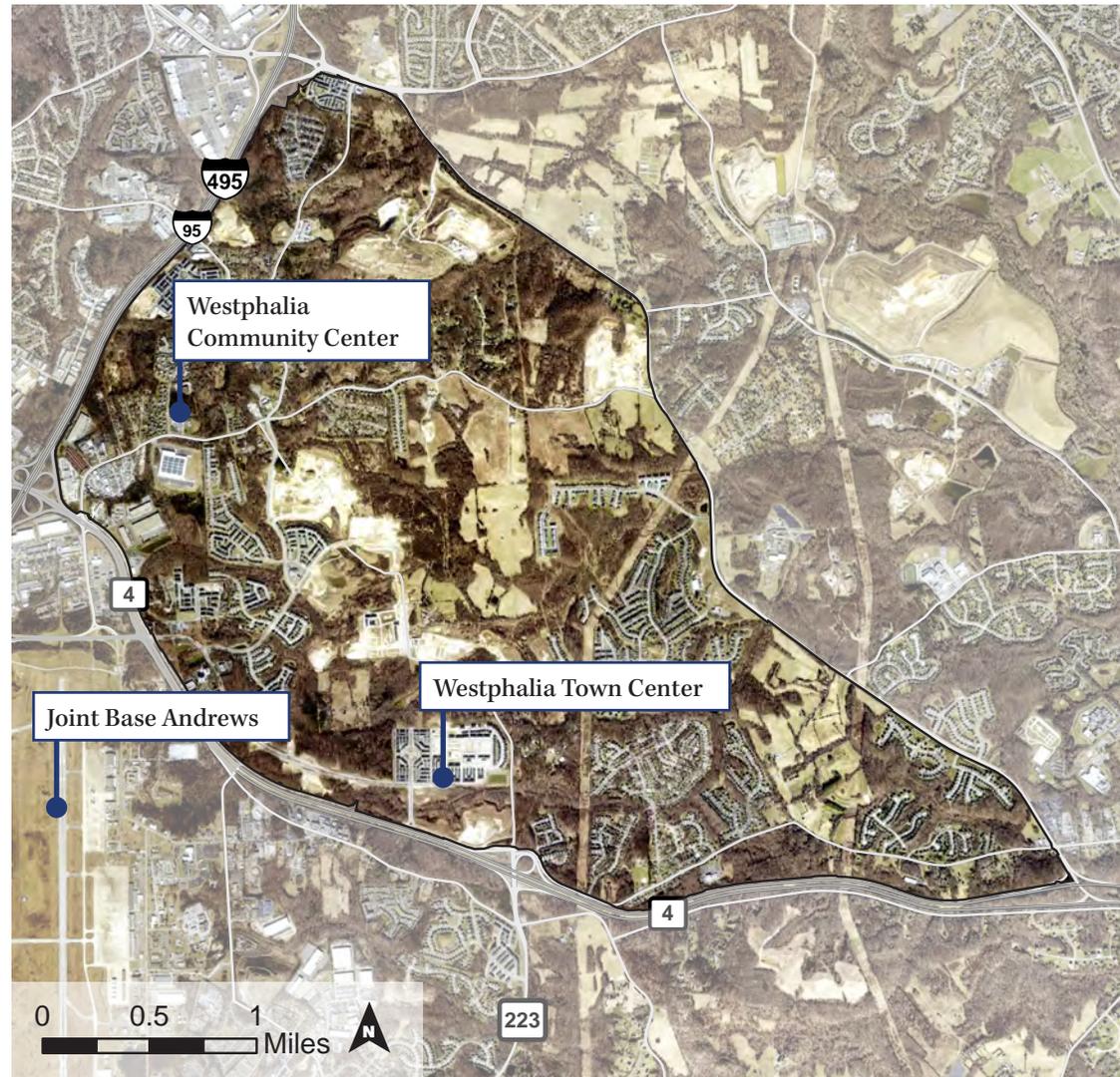
Plan Area Summary

Plan Area

The sector plan area falls within a portion of Planning Area 78 (Westphalia and Vicinity) and encompasses approximately 6,067 acres in area. It is adjacent to Joint Base Andrews, a prominent employment center.

The area around Westphalia Town Center was designated as a Plan 2035 Local Center (Town Center). It is envisioned as an auto-accessible center that anchors a larger area of suburban subdivisions, with a walkable core containing a mix of uses.

Plan Area Aerial with Key Locations Highlighted

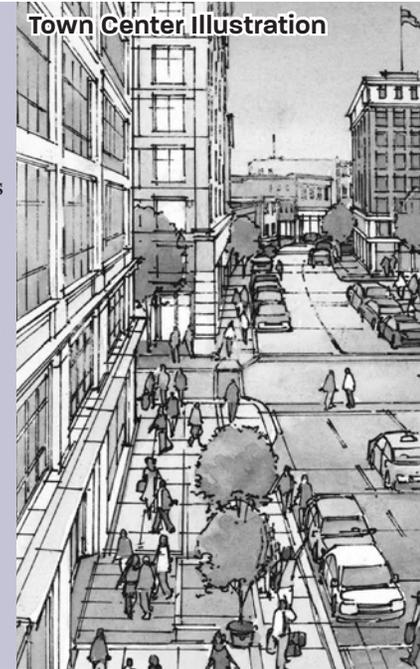


SOURCE: M-NOPPC AERIAL IMAGERY

Plan Overview

Plan Vision

- A network of attractive roads that unifies the community and meets projected traffic needs.
- A central park feature and a highly visible and usable network of natural greenways and parks extending throughout the 6,000-acre area.
- A mixed-use town center with defined core, edge, and fringe areas; a high-density, urban, transit- and pedestrian-oriented character; ample employment and retail; as well as a lively main street and town square capable of hosting community events and parades.
- Two mixed-use activity centers and four small, mixed-use neighborhood centers to serve communities and neighborhoods outside the town center core area.
- Attractive and safe residential neighborhoods with a range of housing types and densities, access to schools, recreation, green spaces and shopping, designed to minimize the usage and visual impact of cars.
- Preservation of key scenic and historic community features.
- Preservation of rural character along the eastern edge with clustered development and incremental increases in densities up to a high-density urban core in the center.
- Green buffers along MD 4 and the Capital Beltway.
- New industrial development is restricted outside areas designated as the Andrews Air Force Base noise zone 70 dBA and higher. Existing industrial uses outside the 70 dBA line should be redeveloped for residential uses.



SOURCE: WESTPHALIA SECTOR PLAN

Mixed-Use Activity Center Illustration

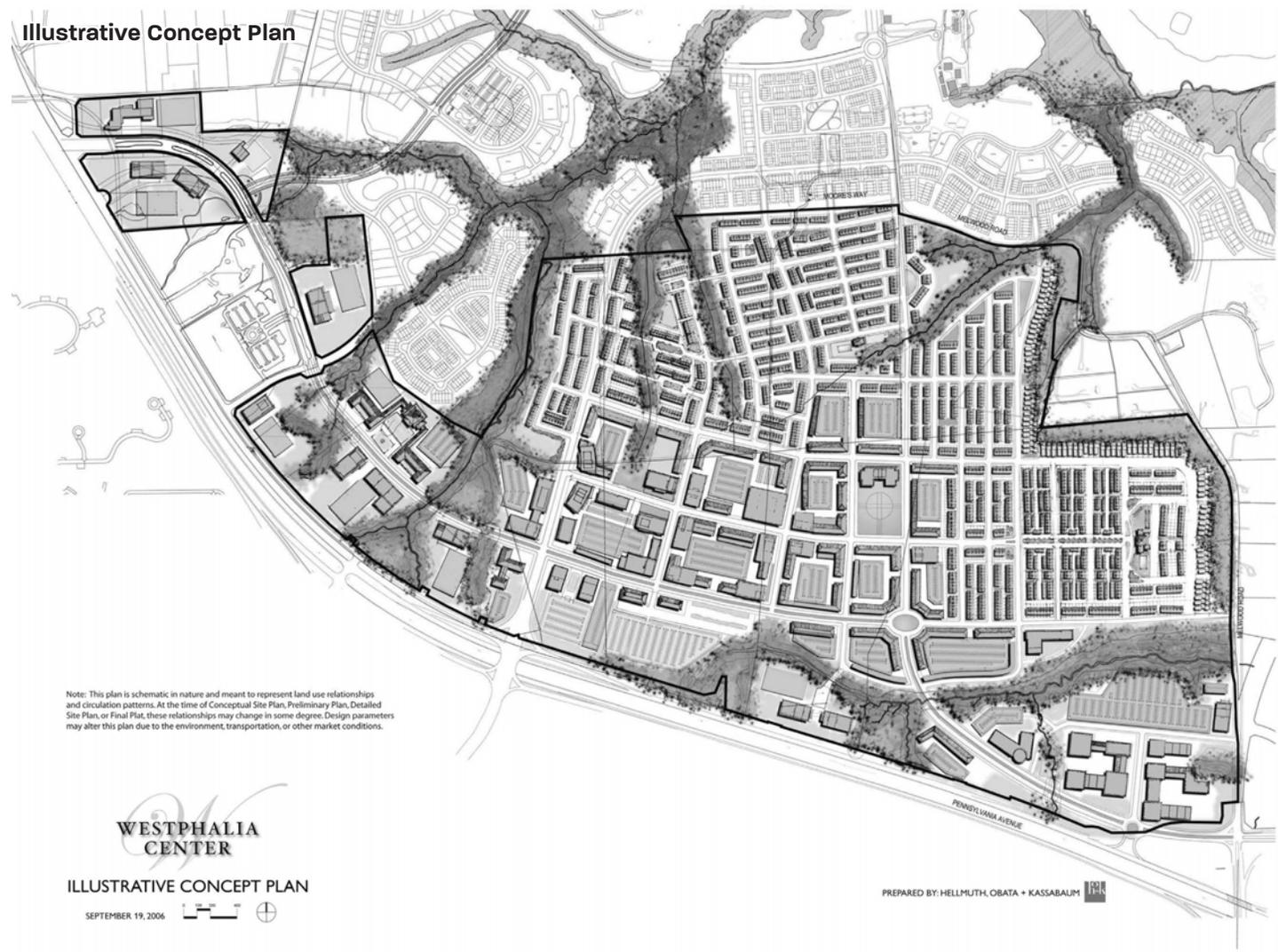


SOURCE: WESTPHALIA SECTOR PLAN

Plan Highlights

The sector plan contains recommendations that prioritize mixed land uses within the urban town center, two activity centers, and four smaller-scale neighborhood centers. Strategies revolve around creating a well-designed, pedestrian-oriented environment and consider block lengths, facades, and densities.

Plan Overview

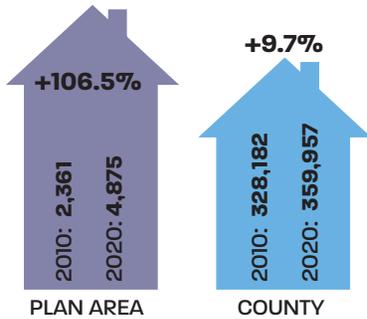


SOURCE: WESTPHALIA SECTOR PLAN

Where Are We Now?

Housing¹

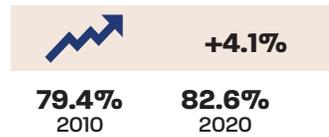
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

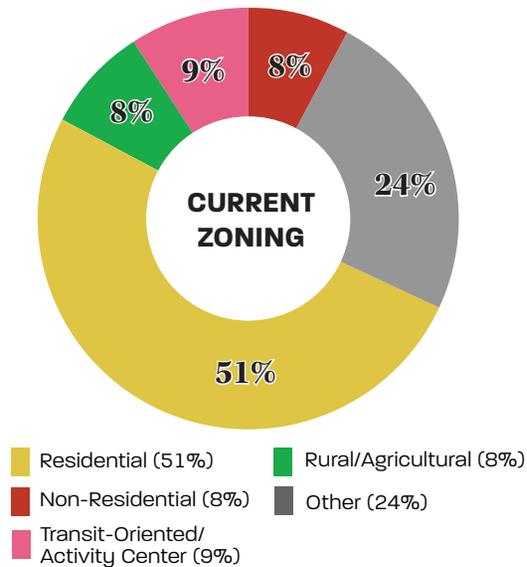
PLAN AREA
2010: 6,166
2020: 12,201



COUNTY
2010: 863,420
2020: 967,201

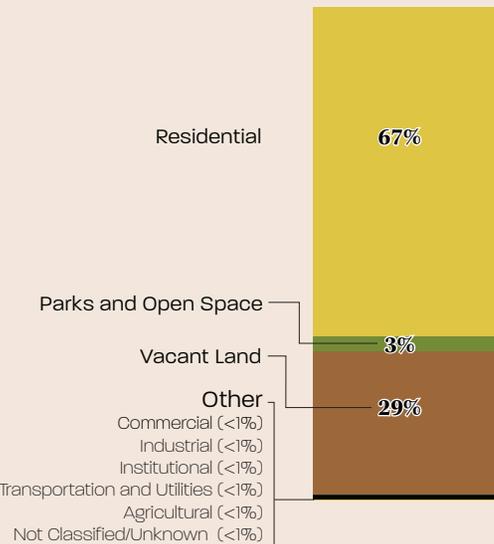


Zoning³

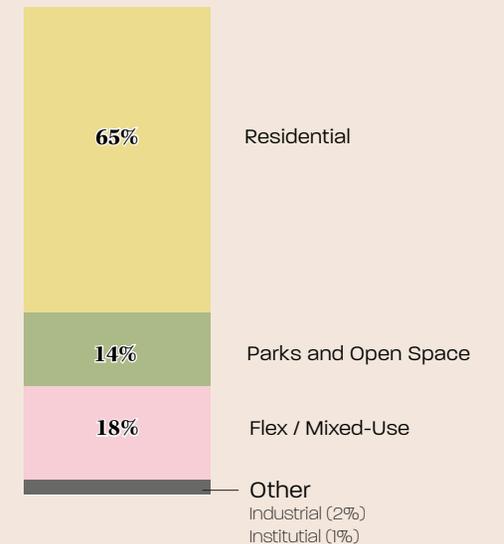


Land Use

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 guides the development of the Westphalia area from forest and farmland to a bustling, attractive, and safe community. Balancing the rural character with new development is a key goal.

Approximately 1,350,000 square feet of retail and 4,000,000,000 square feet of office space is planned across the area, alongside industrial infill closer to I-95 and the base. 15,000-16,000 residential units are proposed. The development will be supported by new institutional and public uses. A pedestrian-friendly, connected network of streets will connect within and between neighborhoods and facilitate future transit connections.

Master planning and development of the area had begun prior to plan approval, and has continued in the intervening years. Extensive residential development has occurred with more in the pipeline. Housing has been the dominant product delivered; the planned office and commercial square footage has been slower to come to fruition, potentially due to longer term market shifts since the plan was adopted.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Westphalia Row	280 units constructed, 14 in the pipeline	
2	Westridge	310 units constructed, 150 in the pipeline	
Mixed-Use/Flex			
3	Parkside	1,129 units constructed, 2,519 in the pipeline	32,000 SF in the pipeline
4	Westphalia Town Center	811 units constructed, 3,545 in the pipeline	5,900,000 SF in the pipeline
5	Cabin Branch Village	170 units constructed, 34 in the pipeline	8,676 SF in the pipeline
Retail/Services			
6	Sansbury Crossing		5,166 SF constructed, 24,834 in the pipeline
Industrial			
7	Capital Electric		362,880 SF constructed, 162,240 in the pipeline

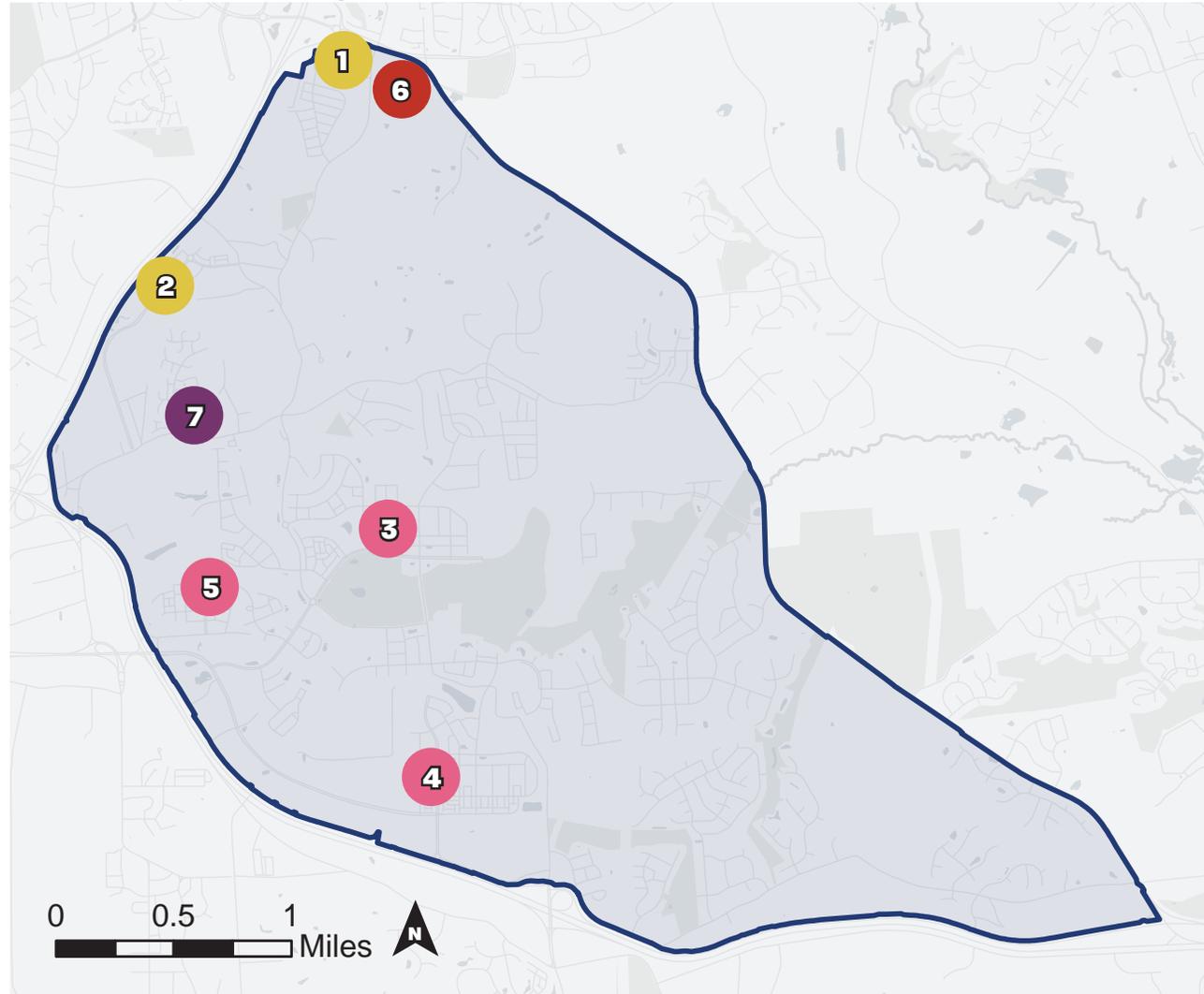
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

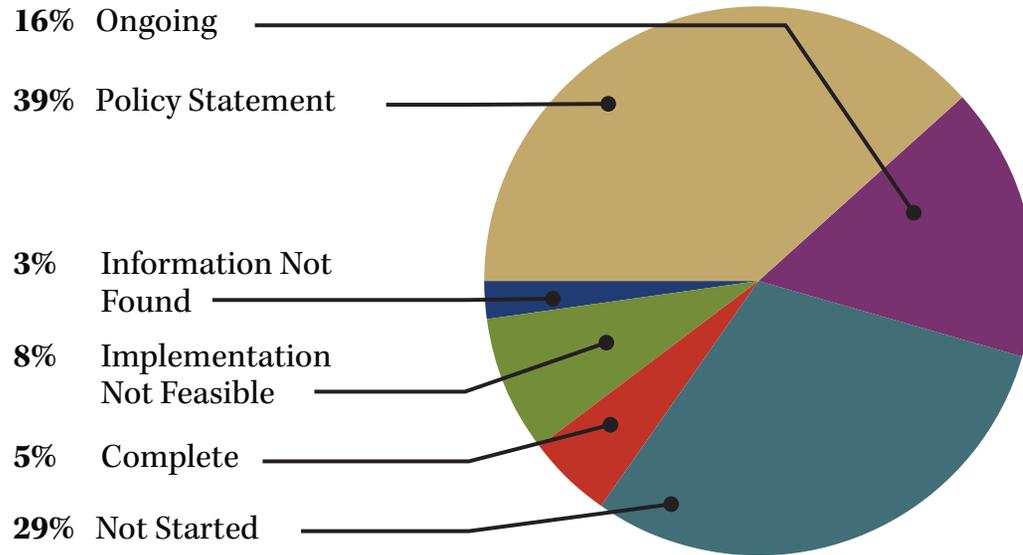
#	DEVELOPMENT NAME
1	Westphalia Row
2	Westridge
3	Parkside
4	Westphalia Town Center
5	Cabin Branch Village
6	Sansbury Crossing
7	Capital Electric

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- Development Intensity Infeasible:** The plan envisioned a Westphalia Town Center with a mix of uses and intensity that is very likely infeasible given a lack of current or planned Metro access as well as competition from other areas. A Major Sector Plan Amendment is planned; the update could help to address this and ensure more realistic expectations.
- Scale of Infrastructure Improvements Needed:** The Westphalia Sector Plan recommends \$412,715,659 (2007 dollars) in infrastructure improvements, not including the proposed multi-billion dollar extension of Metrorail.

KEY CONSTRUCTED PROJECTS¹



Westphalia Community Center improvements were completed in 2017.



Ritchie Marlboro Road/North Riding Road **intersection improvements**, including installing an intersection and pedestrian signal, improving lighting in the area, roadway resurfacing, and new crosswalks.



The Department of Public Works and Transportation has made **traffic calming improvements** on Marlboro Ridge.

KEY UPCOMING PROJECTS



Westphalia Central Park is being built out with developer contributions, in several phases.



Westphalia Town Center is under development. While the scale is likely smaller than envisioned, the developer is in negotiation with grocers to bring a store to the area, which community members have noted is a much-needed amenity.

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 some clear challenges in implementing key aspects of the plan, other plan priorities can still be realized. Example efforts shown below can also support Plan 2035 implementation.



Coordination: The implementation chapter of the plan (page 77) notes that, “Following approval of this sector plan and SMA, stakeholder workshops involving developers, public agencies, and interested citizens should be continued to facilitate efficient implementation of plan recommendations.” This should be considered as an action to be taken during the major plan amendment and beyond. This opportunity can help support Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”

Responsible Parties:

- Prince George’s County
- Developers
- Community Members



Gateways: The plan recommends development of 10 gateways at key entry points. (See plan map 4.) The purpose of this is to define the site’s image as an inviting and safe place. They should include landmark elements, landscape design, recreation facilities, wayfinding, and other amenities. This can help support Plan 2035 Community Heritage, Culture, and Design Policy 9, to “use urban design to guide development, promote community health, protect our natural, historic, and cultural resources and quality of life, and enhance mobility.”

Responsible Parties:

- Department of Public Works and Transportation

PLAN UPDATE RECOMMENDATION

Major Plan Amendment

NEXT SIX-YEAR UPDATE DUE DATE

February 2031

A major plan amendment is currently scheduled to be undertaken to ensure the plan adjusts to new conditions and opportunities. The process will evaluate the market potential for future residential and non-residential investment, measure traffic impact of planned future developments, and provide traffic mitigation strategies.