

Plan Progress Report

East Glenn Dale Area Sector Plan and Sectional Map Amendment

Date Plan Approved: March 28, 2006

Date of Progress Report: September 22, 2025

Councilmanic District: 4

Progress Summary

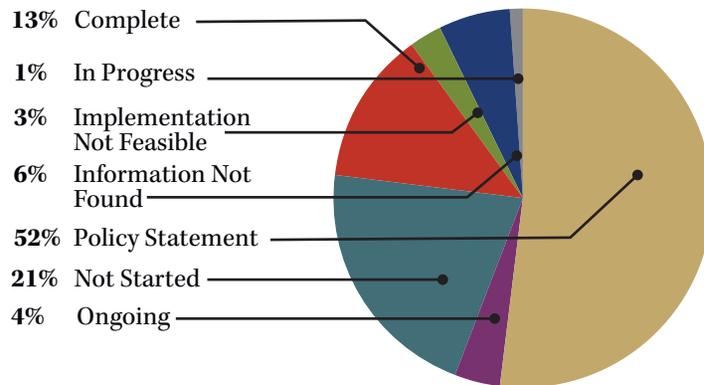
The Approved Sector Plan and Sectional Map Amendment (SMA) for the East Glenn Dale Area contains 116 recommendations, primarily focused on transportation and mobility, and community heritage, culture, and design.

Since its adoption in 2006, approximately 13 percent (15) of the recommendations have been completed, 1 percent (1) are in progress, and 4 percent (5) are ongoing. Approximately 21 percent (24) have not yet had action taken.

Some highlights of completed recommendations include:

- Several elements of Daisy Lane Neighborhood Park were improved in alignment with the plan.
- Though they are not within the boundary of the plan area, the conversion of Samuel Ogle Elementary School to a Middle School and an expansion of DuVal High School were both recommendations of this plan, and were both completed.

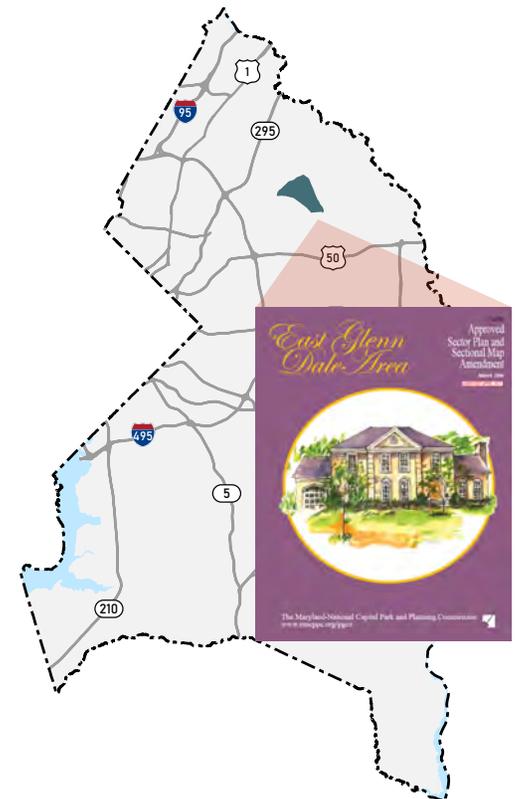
Plan Recommendation Status



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 East Glenn Dale Area Sector Plan were bounded by Good Luck Road to the northwest, Springfield Road to the east, Daisy Lane to the south, and Greenbelt Road (MD 193) to the southwest. The plan area has not been superseded by any other plans since adoption.

As-Approved Plan Area and Related Plan Boundaries



Plan Area Summary

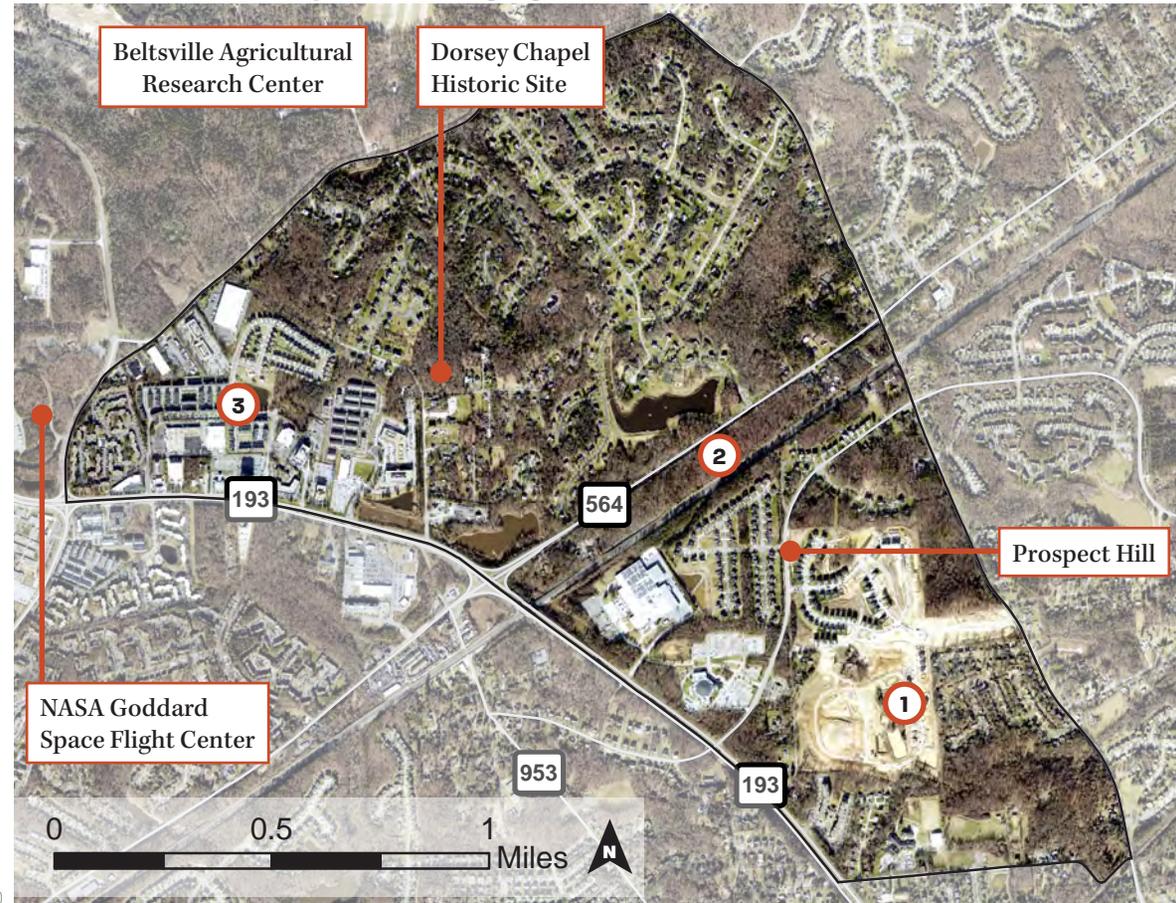
Plan Area

The sector plan area is part of Planning Area 70 (Glenn Dale-Seabrook-Lanham and Vicinity) and is bounded on the north by Good Luck Road, on the east by Springfield Road and Hillmeade Road, on the south by Daisy Lane, and on the west by Glenn Dale Boulevard (MD 193). The sector plan area abuts Planning Areas 71A (Bowie and Vicinity) and 71B (City of Bowie) to the east and Planning Area 64 (Beltsville Agricultural Research Center) to the north. The sector plan area goes beyond these geographic boundaries and addresses areawide issues such as floodplain, wetlands, transportation, trails, and parkland.

○ Focus Areas and Goals

- 1 The Area Between Prospect Hill Road and Daisy Lane:** Land uses in this area that contribute to continuance of the quality of life in the sector plan area.
- 2 The Area Between MD 564 and Railroad Tracks:** A comprehensively planned attractive, wooded, low-density employment and commercial area and limited low-density single-family residential development.
- 3 Glenn Dale Commons and Vicinity:** Glenn Envisioned to be a pedestrian-friendly community with vertical and horizontal mixed-use development including retail, office, residential, employment, live/work spaces, restaurant, and entertainment uses. It will draw customers and local residents to high-end stores, outdoor cafes, and quality restaurants.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

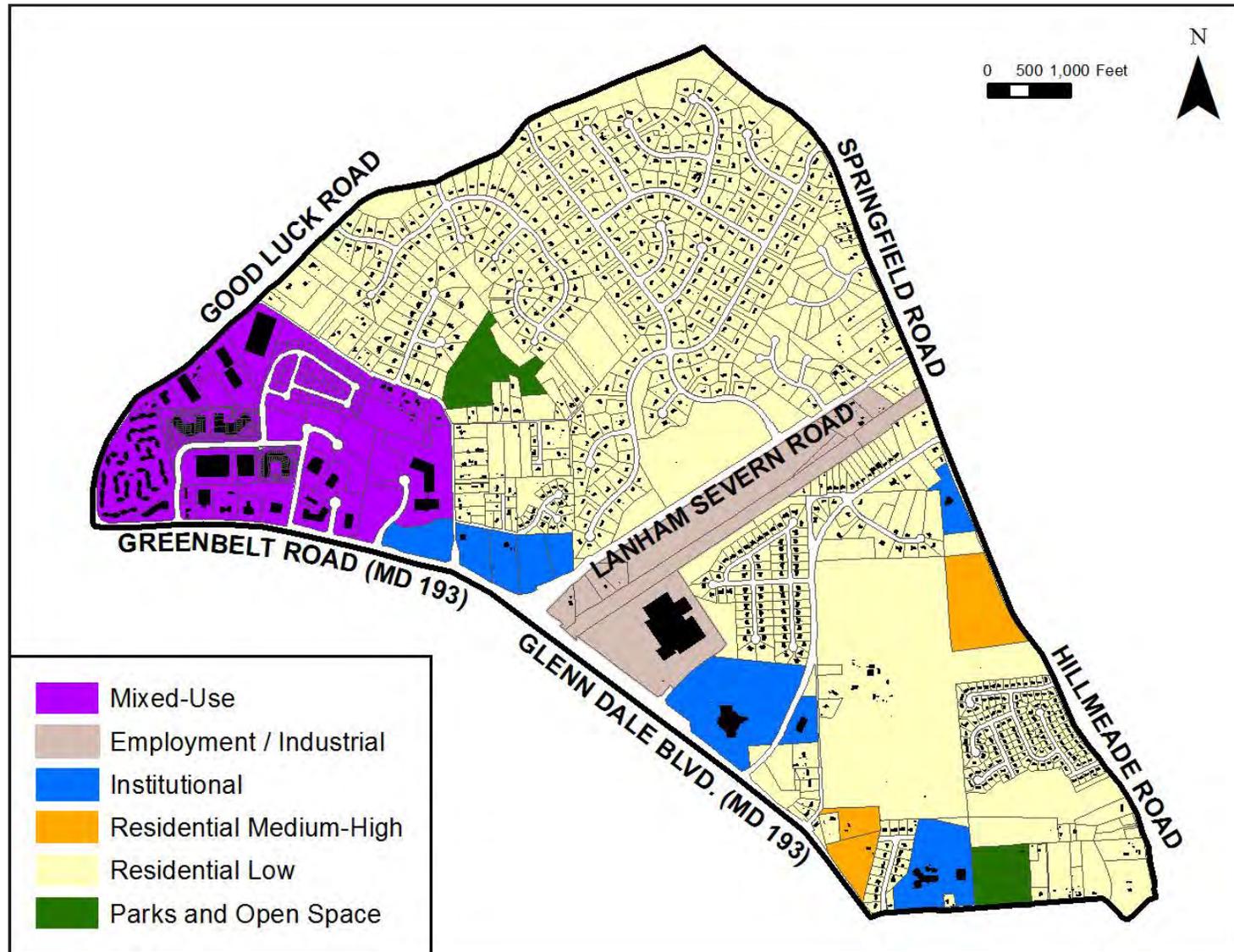
Plan Vision

- Within the Developing Tier and the MD 193 Corridor, maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The Developing Tier corridors will be a mix of uses that are community-oriented in scope at moderate densities and intensities.
- The environmental infrastructure is an interconnected system of public and private lands that contains significant areas of woodlands, wetlands, wildlife habitat, and other environmentally sensitive areas with minimal intrusions from land development and light and noise pollution.
- Create a comprehensive multimodal transportation network that accommodates transit services, automobiles, pedestrians, and bicyclists. This system of roads, bicycle facilities, sidewalks, trails, and public transportation is integrated with the plan's land use recommendations to encourage a user-friendly system. This multimodal vision is focused on corridors adjacent to the sector plan area with an emphasis on accessibility to these areas from the surrounding communities.
- Public parks and open spaces provide recreation, relaxation, and socialization opportunities.
- Historic properties are appreciated and valued as important elements of the sector plan area's cultural heritage.
- The East Glenn Dale sector plan area consists of high-quality, attractive, and safe residential communities closely integrated with open space and recreational opportunities and complemented by upscale mixed-use development and attractively designed industrial areas. East Glenn Dale incorporates exemplary urban design, pedestrian- and transit-friendly environments, and civic spaces such as parks and community facilities to create a unique sense of place.

Plan Highlights

- Recognizing and preserving existing high-quality, rural and estate residential development communities and open space.
- Preserving the existing 18-hole Glenn Dale Golf Course by designating a planned active adult community within and adjoining the golf course.
- Designating limited low-density, single-family residential and employment development for the area between MD 564 and the railroad tracks.
- Redeveloping the Glenn Dale Commons and vicinity for a mixed-use community in which a large portion of its residential component should be an active adult and/or assisted living community.
- Establishing a comprehensive multimodal transportation network that accommodates transit services, automobiles, pedestrians, and bicyclists.
- Establishing a comprehensive network of sidewalks, park trails, side paths, and bicycle-friendly roadways and providing a variety of parks, open space, and recreation, relaxation, and socialization opportunities.
- Protecting and preserving historic properties and historic resources.
- Preserving and enhancing the existing high-quality character of the community.
- Establishing an interconnected environmental infrastructure containing significant areas of woodlands, wetlands, wildlife habitat, and other sensitive areas with minimal intrusion from land development and light and noise pollution.

Plan Overview



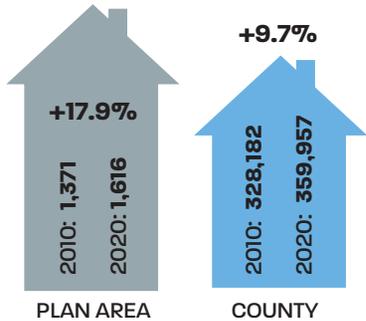
Approved Land Use Map

SOURCE: EAST GLENN DALE AREA SECTOR PLAN

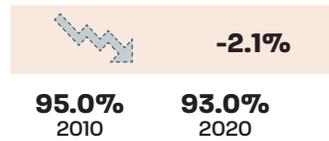
Where Are We Now?

Housing¹

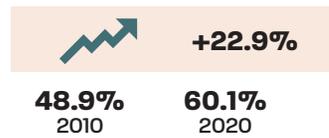
TOTAL UNITS



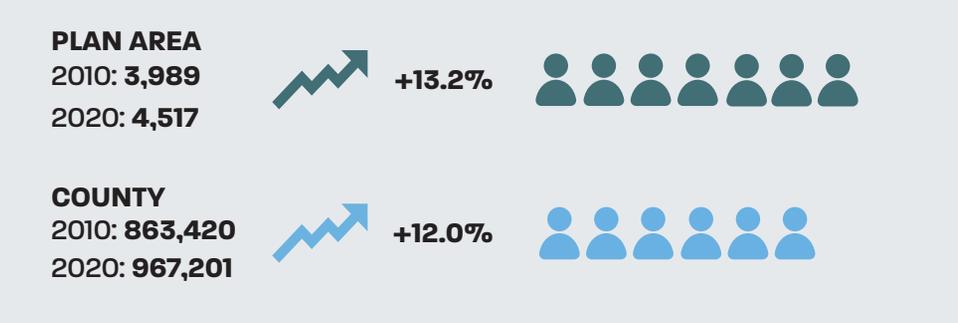
OCCUPANCY RATE (PLAN AREA)



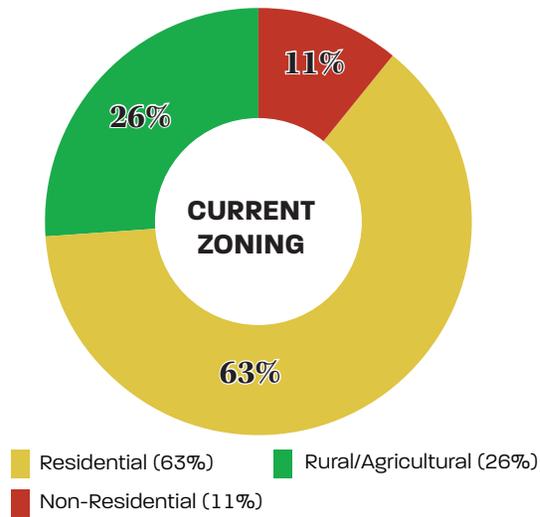
HOMEOWNERSHIP RATE (PLAN AREA)



Population²



Zoning³

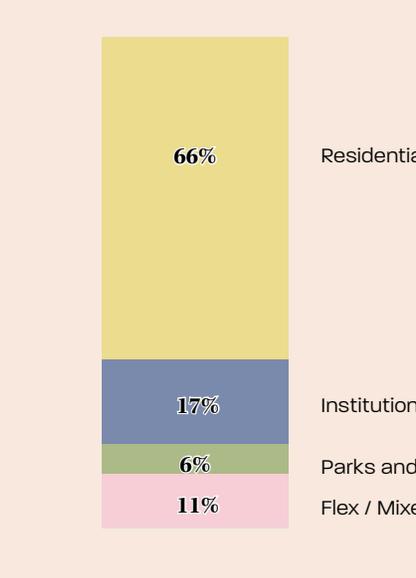


Land Use

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 envisions a community that retains its unique rural and low-density identity, with infill development and mixed-use nodes located at specific, key sites within the plan area. Respecting the existing land development patterns, higher density residential development is planned for the land south and east of the Amtrak rail right-of-way, and lower density estate residential uses were planned for the north and west side.

The plan establishes goals to foster the transition of Glenn Dale Commons into a mixed-use community (original 2006 plan) and the redevelopment of the Glenn Dale Golf Course into housing (2018 plan update). Both goals have been achieved in the intervening years.

Future development of housing for aging-in-place and active adult communities is encouraged in the plan.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	The Fairways	280 units constructed, 244 in the pipeline	
Mixed-Use/Flex			
2	Glenn Dale Commons	409 units constructed, 136 in the pipeline	36,185 SF constructed

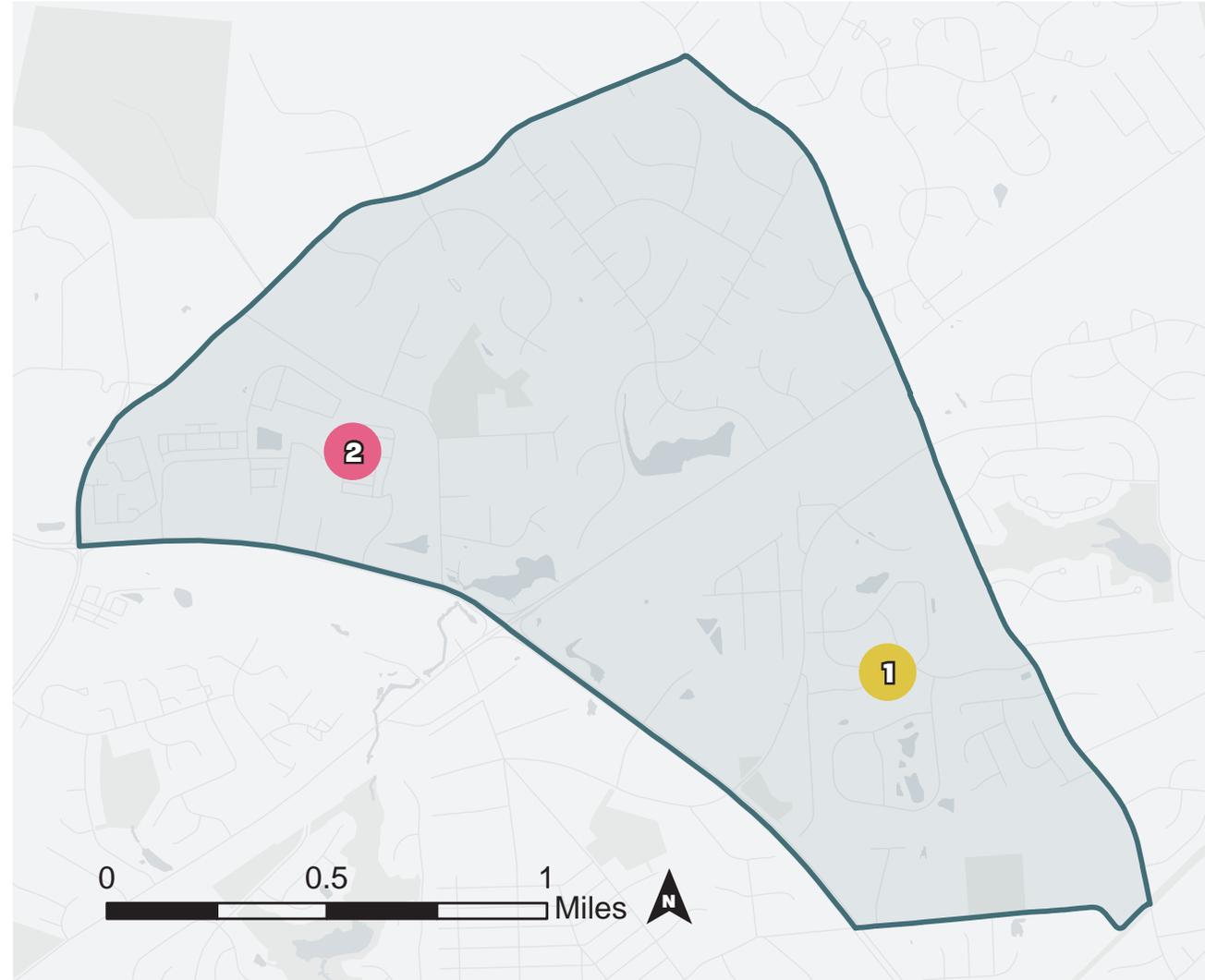
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

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

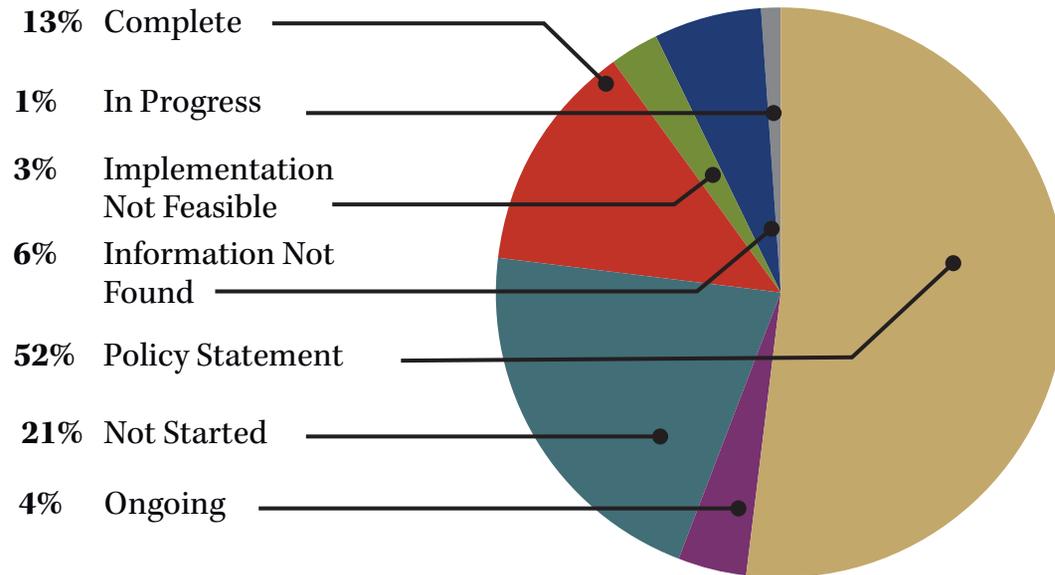
#	DEVELOPMENT NAME
1	The Fairways
2	Glenn Dale Commons

Recent Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS ¹



Daisy Lane Park was renovated and reopened in 2025. It includes a baseball field, a little league field, a youth soccer field, a tot lot, a gazebo, a picnic area, a horseshoe pit, a trail, and a parking lot.

KEY UPCOMING PROJECTS

[No upcoming projects found]

Challenges

- Lack of Rail Transit:** The plan area resides between two MARC stations and does not have its own rail station. Without a light rail, heavy rail, or Metrorail station, it is difficult to compete for higher-intensity development and investment that can support true walkability.
- Pedestrian and Bicycle Needs:** The plan area sits at the axis point of the intersection of two Maryland State highways: MD 193 (Greenbelt Road/ Glenn Dale Boulevard) and MD 564 (Lanham-Severn Road). The plan recommendations regarding transportation and mobility, particularly pertaining to pedestrian and bicycle facilities, have not shown much progress. In addition, in some of the less developed areas, there are no sidewalks. This also includes areas along bus routes, which causes passengers to wait, embark, and disembark in areas without pedestrian infrastructure.

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

Next Steps

Near-Term Opportunities

While progress has been made, there are several outstanding recommendations in the plan. Actions below are meant to work toward addressing the plan’s vision as well as contribute to implementation of Plan 2035.



Connectivity and Access: The plan recommends designating Brookland Road, Facchina Lane, Hillmeade Road, and Northern Avenue as priority sidewalk corridors. (See plan page 30.) This opportunity could expand multimodal access to the Dorsey Chapel Historic Site as well as Brookland Park, and can support implementation of Plan 2035 Community Heritage, Culture, and Design Policy 3, to “integrate historic resources, sites, and districts into the County’s development pattern by promoting compatible urban design and enhanced connectivity.”

Responsible Parties:

- Department of Public Works and Transportation
- Department of Parks and Recreation



Parks and Trails: The plan recommends providing a natural surface hiker/equestrian trail along Horsepen Branch linking to M-NCPPC parkland from Daisy Lane Community Park to Highbridge Road. (See page 31.) This trail could improve connectivity to local parks as well as build on the County’s equestrian heritage, as supported by Plan 2035 Transportation and Mobility Strategy TM1.8.

Responsible Parties:

- Department of Public Works and Transportation
- Department of Parks and Recreation

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

March 2030

While no immediate amendment needs are identified, we recommend a future replacement consolidating the Glenn Dale - Seabrook - Lanham Sector Plan and the East Glenn Dale Area Sector Plan areas into a Planning Area 70 (Glenn Dale-Seabrook-Lanham and Vicinity) Master Plan, as part of an overall plan consolidation effort in the County.

Plan Progress Report

East Riverdale-Beacon Heights Sector Plan

Date Plan Approved: April 27, 2017

Date of Progress Report: September 22, 2025

Councilmanic District: 3

Progress Summary

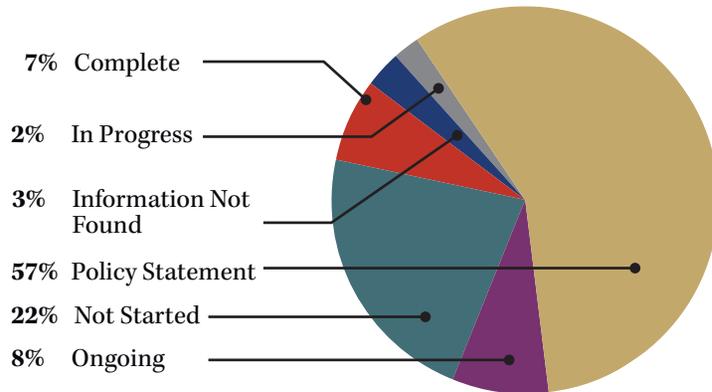
The Approved East Riverdale-Beacon Heights Sector Plan contains 260 recommendations, primarily focused on transportation and mobility; community heritage, culture, and design; housing and neighborhoods; the natural environment; and public facilities.

Since its adoption in 2017, approximately 7 percent (18) of the recommendations have been completed, 2 percent (6) are in progress, and 8 percent (22) are ongoing. Approximately 22 percent (57) have not yet had action taken.

Some highlights of completed recommendations include:

- Park and trail improvements were installed along Brier's Mill Run to the Anacostia Trails Heritage Area.
- Though they are not within the boundary of the plan area, the completion of the new Bladensburg Branch Library and the renovations to the New Carrollton Branch Library were both recommendations of this plan.

Plan Recommendation Status



Suggested Next Step(s)

- Review in 2029
- 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 East Riverdale-Beacon Heights Sector Plan area are bounded by the Paint Branch stream valley to the west, Good Luck Road to the north, Veterans Parkway to the east, and Carters Lane to the south. The plan area superseded portions of the Planning Area 68 Master Plan upon adoption.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The East Riverdale-Beacon Heights Sector Plan supersedes a portion of the following plans:

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

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

Plan Area Summary

Plan Area

The East Riverdale-Beacon Heights Sector Plan covers 1,340 acres in northwestern Prince George's County. The sector plan includes communities along Riverdale Road between Auburn Avenue and the Northeast Branch of the Anacostia River, and along MD 201 (Kenilworth Avenue) between Good Luck Road and Campus Drive to the north and Fletcher's Field Park to the south. A portion of the sector plan is within the Town of Riverdale Park. There are two future Purple Line stations in this area. The area around each has been designated as a Plan 2035 Neighborhood Center.

Plan Area Aerial with Key Locations Highlighted



○ Focus Areas and Goals

- 1 Riverdale Park Neighborhood Center:** Several businesses in the station area are slated for acquisition and demolition as part of the Purple Line project. The Riverdale Plaza Shopping Center presents a redevelopment opportunity, as well as an adjacent large vacant property.
- 2 Beacon Heights Neighborhood Center:** Presents an opportunity for the redevelopment of East Pines Terrace, as well as the New Carrollton Woods Apartments and Prince Georgetown Apartments with a dense mix of transit-supportive uses.

SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

The Purple Line will connect East Riverdale and Beacon Heights to the region, cultivating new, sustainable opportunities for living, working, interacting, playing and shopping that preserve and celebrate the diversity and neighborhoods that continue to make this a unique and exciting place.

Plan Goals

Connect: Improved access to the Purple Line, the regional trail network, and destinations within the sector plan area through safe opportunities to bike, walk, and/or take transit. New growth directed to the station areas and away from floodplains and other environmentally sensitive areas. Increased connections to educational and workforce development opportunities.

Cultivate: Great public spaces that facilitate social, cultural, and economic interaction. New, walkable, mixed-use development to capitalize upon Purple Line investment. Repurposed office stock that supports emerging businesses and markets.

Celebrate: New businesses, residents, and visitors attracted to the area's diversity. Stable residential neighborhoods with improved access to main corridors, transit, and schools. A range of housing types and price points that preserve affordability for a broad cross-section of residents. New and revitalized retail spaces that support local and family-owned businesses. The character of established single-family neighborhoods is maintained in order to ensure continued neighborhood stability and to preserve homeownership.

Beacon Heights Core and Edge



SOURCE: EAST RIVERDALE-BEACON HEIGHTS SECTOR PLAN

Riverdale Park Core and Edge



SOURCE: EAST RIVERDALE-BEACON HEIGHTS SECTOR PLAN

Plan Highlights

The East Riverdale-Beacon Heights Sector Plan contains goals, policies, and strategies at two different scales. First and foremost are those goals, policies, and strategies that apply to the entire sector plan area. Additional goals, policies, and strategies were developed for five specific character areas. Each of these areas contain unique attributes, and have particular assets and challenges, that require specialized focus. These character areas are: Beacon Heights Neighborhood Center, Riverdale Park Neighborhood Center, Neighborhood Character Area, Kenilworth North Character Area, and the Kenilworth South Character Area.

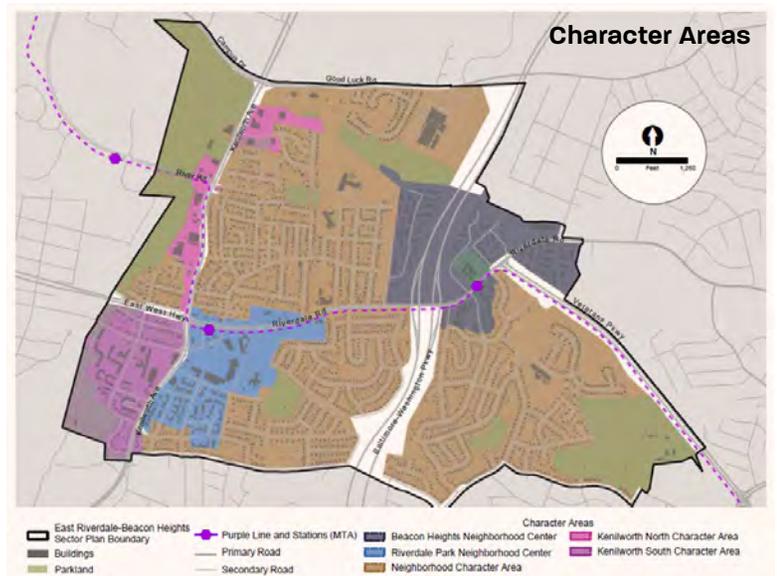
Plan Overview



SOURCE: EAST RIVERDALE-BEACON HEIGHTS SECTOR PLAN



SOURCE: EAST RIVERDALE-BEACON HEIGHTS SECTOR PLAN

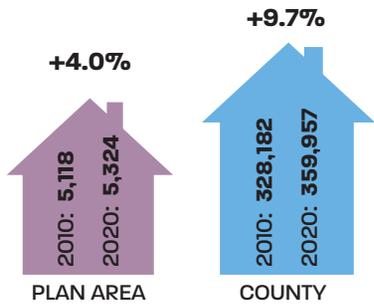


SOURCE: EAST RIVERDALE-BEACON HEIGHTS SECTOR PLAN

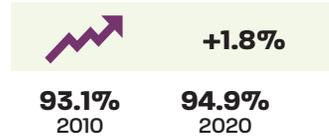
Where Are We Now?

Housing¹

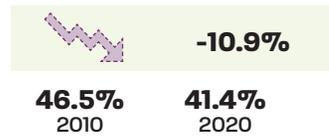
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 17,194
2020: 19,637

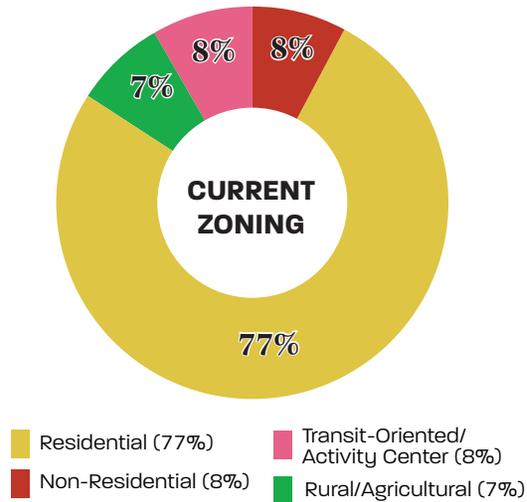


COUNTY

2010: 863,420
2020: 967,201

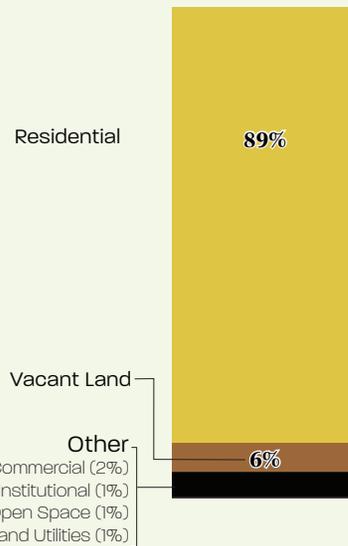


Zoning³

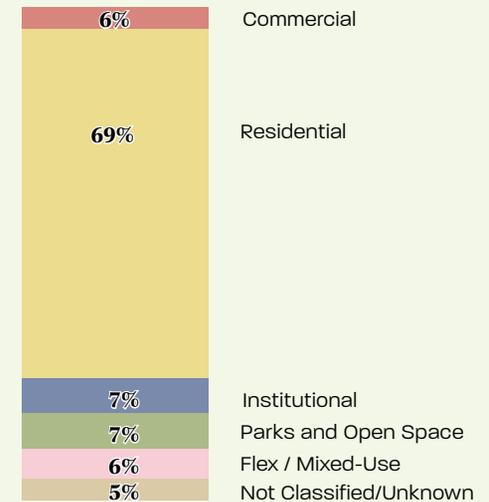


Land Use

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

The plan creates a new vision for development, focused in the Neighborhood Centers of the two future Purple Line stations in the plan area along Riverdale Road. These Centers are primarily residential nodes where neighborhood-serving retail and businesses should locate. High density and intensity uses are recommended to be proposed outside the plan area in the nearby established Regional Transit Districts. The plan also calls for the preservation of the existing single-family neighborhoods and affordable housing outside the Neighborhood Centers.

Since adoption, little development has occurred in the plan area. Within the Neighborhood Centers, there are few undeveloped parcels available for greenfield development and redevelopment pressure may increase as the Purple Line nears completion and begins service.

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		

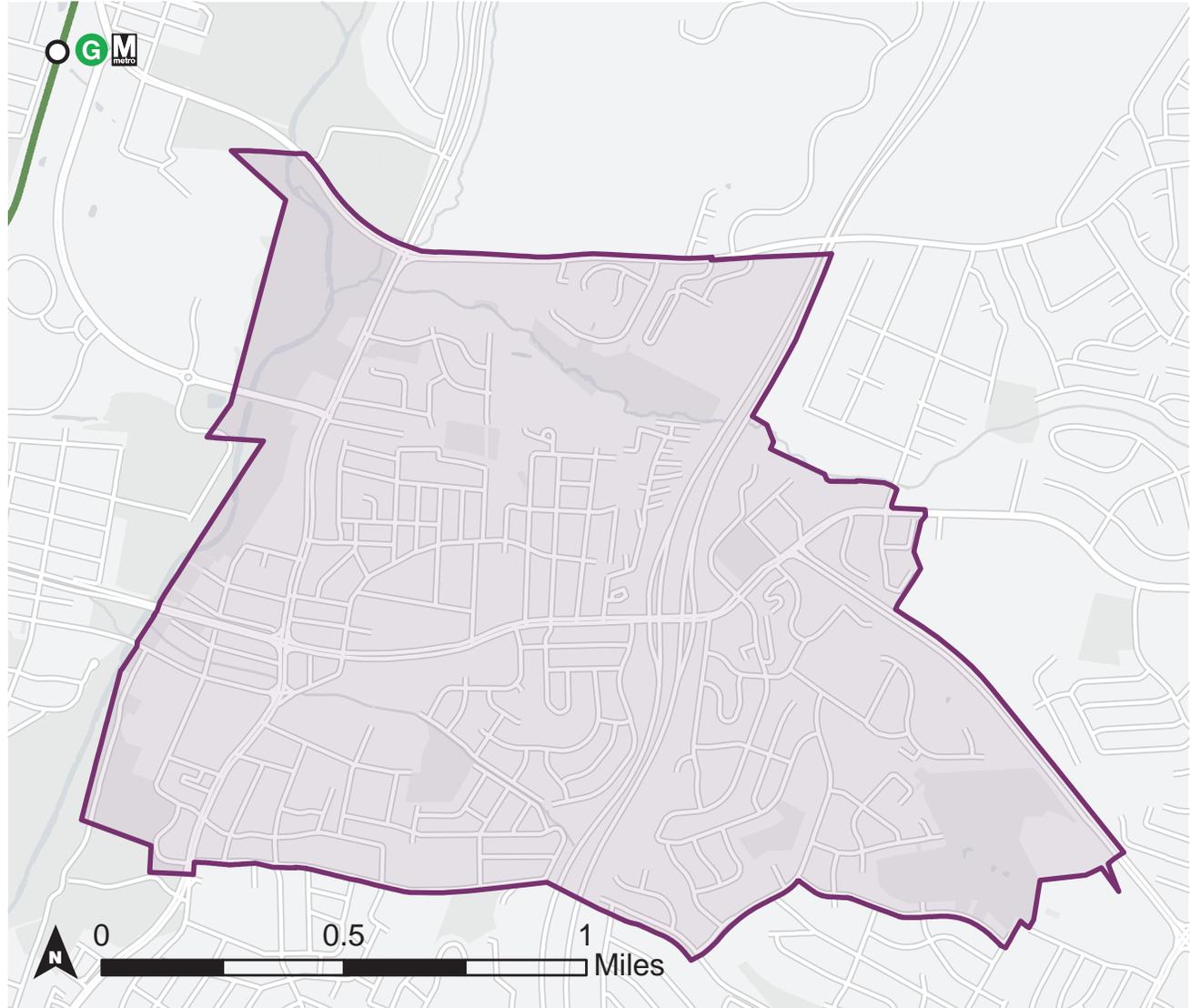
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Development Activity

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

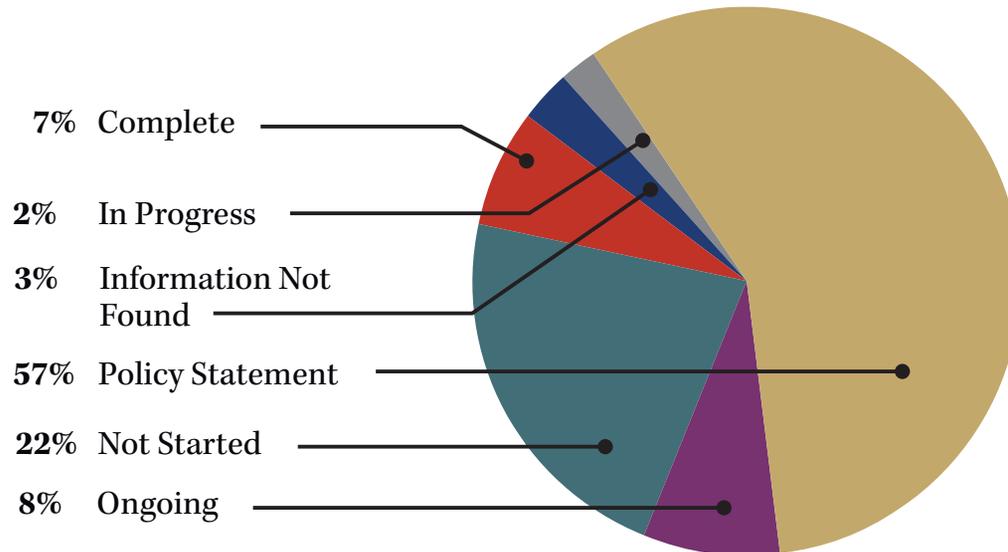
#	DEVELOPMENT NAME
1	No recent development
2	No recent development
3	No recent development
4	No recent development
5	No recent development

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Floodplains:** As noted in the plan (page 29), a key environmental constraint to development and redevelopment is the presence of floodplains. These are areas that are subject to flooding during major precipitation and snowmelt events or a failure of the flood control system.
- **Connectivity to Transit:** The area's existing bicycle and pedestrian infrastructure is inadequate to support transit use. The capital expense required to retrofit the sector plan area with safe and visible pedestrian pathways, sidewalks, crosswalks, signage, and signalization could strain town, County, and state resources in the short-term, when the Purple Line needs to attract riders

KEY CONSTRUCTED PROJECTS ¹



Ellen Ochoa Middle School opened for the 2024-2025 school year. It is located near the Glenridge Community Park and seats 1,200 students.

KEY UPCOMING PROJECTS



The **Purple Line** will have two stations in the active plan area, helping to support transit-oriented development, job opportunities, and a multimodal transportation network that are essential in implementing the goals of the East Riverdale-Beacon Heights Sector Plan.



Campus Drive Green Street Improvements are in final design, from River Road to Kenilworth Avenue. This project will improve appearance, safety, and functionality of Campus Drive by slowing down traffic through implementation of a road diet, installation of on-road bike lanes and enhancements to sidewalk system for ADA compliance.

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

Next Steps

Near-Term Opportunities

There are several short-term actions that can help support the plan’s vision. Example opportunities are noted below. These can also support implementation of Plan 2035, including Transportation and Mobility Policy 2: “Expand and improve transit service, particularly on routes connecting Downtowns, the Innovation Corridor, and Regional Transit Districts in order to maximize the economic development potential and synergies between these areas.”



Purple Line Access: The plan recommends that 57th Avenue between Riverdale Road and the Riverdale Park-Kenilworth Station should be constructed as a Special Pedestrian Street (Transportation and Mobility Strategy 8.10). A pedestrian mall treatment can make it more comfortable to access the station and also serve as a gateway and gathering plaza. Consideration should be given for ensuring and clarifying vehicle access to the station.

Responsible Parties:

- Maryland Department of Transportation State Highway Administration
- Maryland Transit Administration (MTA)
- Department of Public Works and Transportation
- Town of Riverdale Park



Public Plaza Expansion: Another recommendation from the plan that builds on the forthcoming Purple Line is to acquire the property at 5600 Riverdale Road and integrate it into the proposed public plaza (Land Use Recommendation 8.3). This should be investigated as a way to provide space for more seating and art and support the vision for daylighting and restoration of Captain John’s Branch.

Responsible Parties:

- Property owners
- Department of Parks and Recreation
- MTA
- Town of Riverdale Park

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

April 2029

While this plan is not in need of immediate updates, we recommend consolidating several plans in this area to reduce fragmentation. As recommended, the East Riverdale-Beacon Heights Sector Plan will be split into two plans:

- A sector plan combining the 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 the East Riverdale-Beacon Heights Sector Plan located west of MD 295 (Baltimore-Washington Parkway).
- A sector plan combining the Bladensburg, New Carrollton and Vicinity Master Plan, Central Annapolis Road Sector Plan, and the portion of the East Riverdale-Beacon Heights Sector Plan that is located east of MD 295 (Baltimore-Washington Parkway).

Eastover-Forest Heights-Glassmanor Sector Plan and Sectional Map Amendment

Date Plan Approved: February 18, 2014

Date of Progress Report: September 22, 2025

Councilmanic Districts: 8

Progress Summary

The Approved Eastover/Forest Heights/Glassmanor Sector Plan and Sectional Map Amendment contains 129 recommendations, primarily focused on transportation and mobility as well as the natural environment.

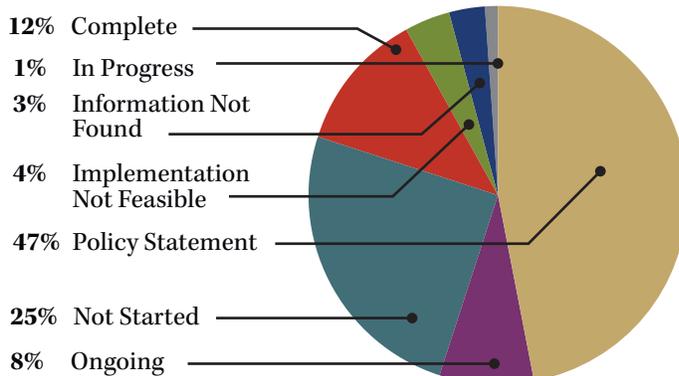
Since its adoption in 2014, approximately 12 percent (16) of the recommendations have been completed, 1 percent (1) are in progress, and 8 percent (10) are ongoing. Approximately 25 percent (32) have not yet had action taken.

Some highlights of completed recommendations include:

- The Oxon Cove Trail Pedestrian Bridge opened in 2025.
- The Town of Forest Heights was part of the Green Streets, Green Jobs, Green Towns Partnership and has helped reduce the impact of stormwater runoff pollution to the Oxon Run Stream Valley.



Plan Recommendation Status



Suggested Next Step(s)

- Review in 2026
- Major/Minor Plan Amendment
- Replace
- Consolidate

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

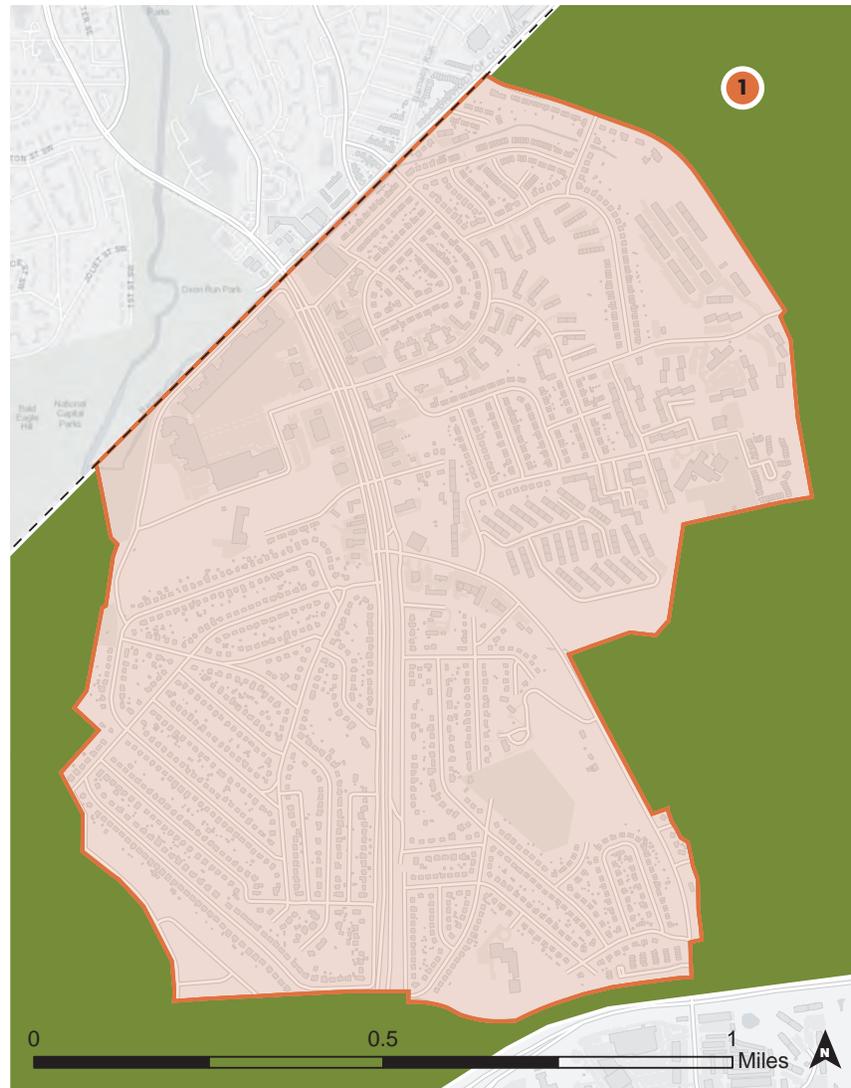
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Eastover-Forest Heights-Glassmanor Sector Plan were bounded by Washington, D.C., to the northwest, Owens Road to the northeast, Livingston Road to the east, the Capital Beltway (I-95/I-495) to the south, and the Oxon Run stream valley to the west. The plan area superseded a portion of The Heights and Vicinity Master Plan upon adoption.

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

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Eastover-Forest Heights-Glassmanor Sector Plan supersedes a portion of the following plan:

-  The Heights and Vicinity Master Plan (2000)

Plan Area Summary

Plan Area

The Eastover/Glassmanor/Forest Heights Sector Plan area lies in the southwestern portion of Prince George's County bordering the southeast section of Washington, D.C., and is approximately three miles north of National Harbor. The 618-acre planning area consists of a retail corridor (MD 210 [Indian Head Highway]) connecting Washington, D.C., to the Capital Beltway and flanked by the residential neighborhoods of Glassmanor and Forest Heights. Proximity to Washington, D.C.; Southern Avenue Metro Station; Oxon Hill Farm/Oxon Cove Park; National Harbor; Alexandria, Virginia; and access to the Capital Beltway (I-95/I-495) and the Woodrow Wilson Bridge are crucial community assets and influence redevelopment potential. A portion of this plan area falls within a Neighborhood Reinvestment Area as designated in Plan 2035.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

 Focus Areas and Goals

- 1 Northern Gateway:** Has the highest concentration of pedestrian traffic and retail uses; adjacent to the Washington, D.C. boundary.
- 2 MD 210/Indian Head Highway Corridor:** Has opportunities for creating an urban core, but also the greatest need for redevelopment and public realm improvement.
- 3 Southern Gateway:** Has opportunities for catalytic development and public realm improvements.
- 4 Forest Heights:** Built-out, stable community with opportunities for improving connectivity.
- 5 Glassmanor Neighborhood:** Has strategic opportunities for new development and public realm investments.

Plan Overview

Plan Vision

The Eastover/Forest Heights/Glassmanor community has an active commercial core found along the restructured MD 210/Indian Head Highway corridor that is integrated with a vibrant mix of residential, office, and civic development. Rehabilitated and infill residential development offer a diverse mix of market rate and workforce housing that conveniently links to transit stops, schools, and shopping by an efficient and safe network of pedestrian-friendly streets and paths. The area's unique location as a gateway to and from Washington, D.C., supplies access to employment, entertainment, and cultural resources and a revitalized and rehabilitated Oxon Run links the community to the National Park's Oxon Hill Farm and Cove Park.



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

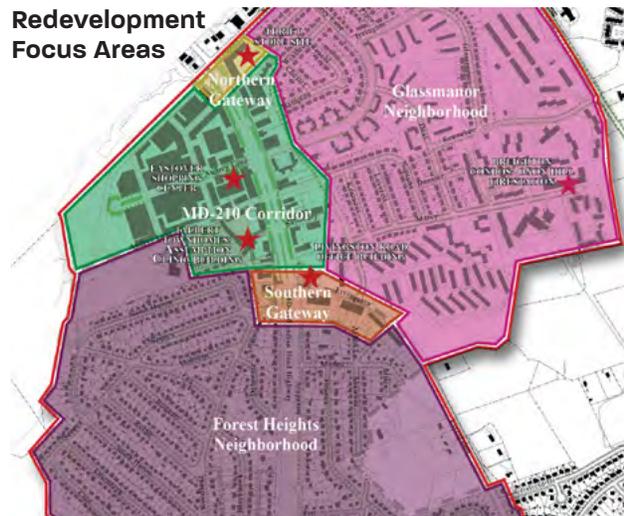
Plan Goals

- Develop a plan that sets up a path for growth and transformation of the sector plan area in response to changing demographics and development projects in the surrounding areas.
- Collaborate with the Maryland State Highway Administration (SHA) to address safety issues along MD 210/Indian Head Highway.
- Create safe and attractive streetscapes and a public realm that accommodates multiple transportation options.
- Address environmental concerns including flooding, stream, and water quality degradation, quality and quantity of open space, and urban tree canopy
- Revitalize neighborhood retail to create diverse, vibrant and safe shopping areas.
- Establish partnerships with businesses and community groups.



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

Redevelopment Focus Areas



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

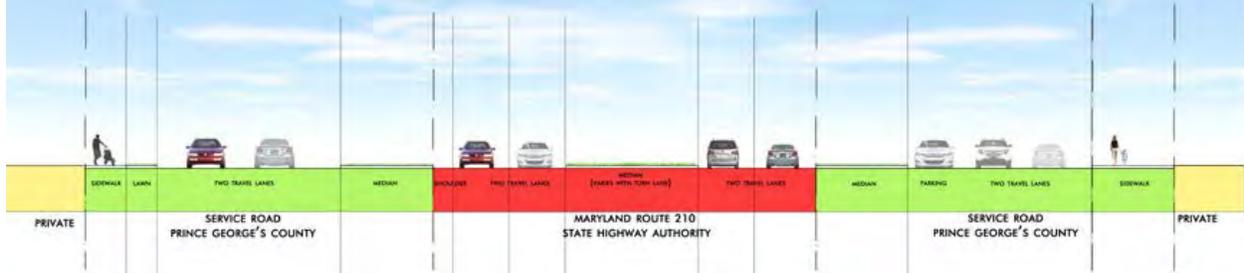
Plan Highlights

This sector plan addresses the local street and sidewalk networks: cars, bicycles, and pedestrian movements; street corners; crosswalks; bridges; and channels in order to establish a safe and functional system for the orderly movement of people, traffic, water, and wildlife.

This sector plan also addresses development and market changes that are taking place locally and regionally by setting the stage for responsive and resilient community planning.

Plan Overview

MD 210 Indian Head Highway Existing Section



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

MD 210 Indian Head Highway Proposed Section



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

Northern Gateway Rendering



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

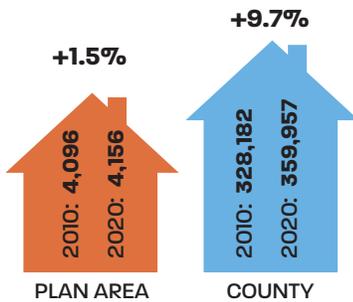
Where Are We Now?

Population¹



Housing²

TOTAL UNITS



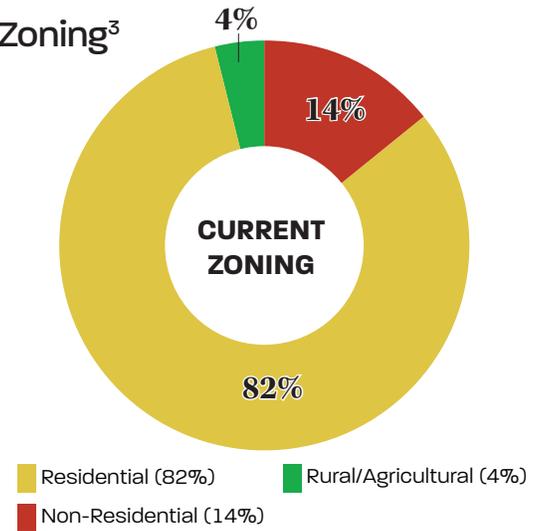
OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)

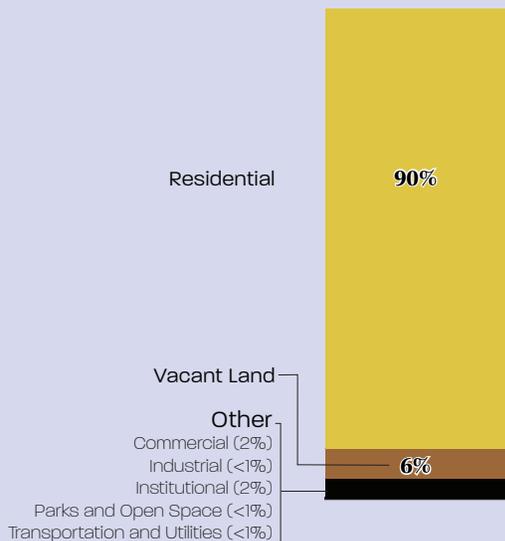


Zoning³



Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵

This Sector Plan did not include a future land use map.



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

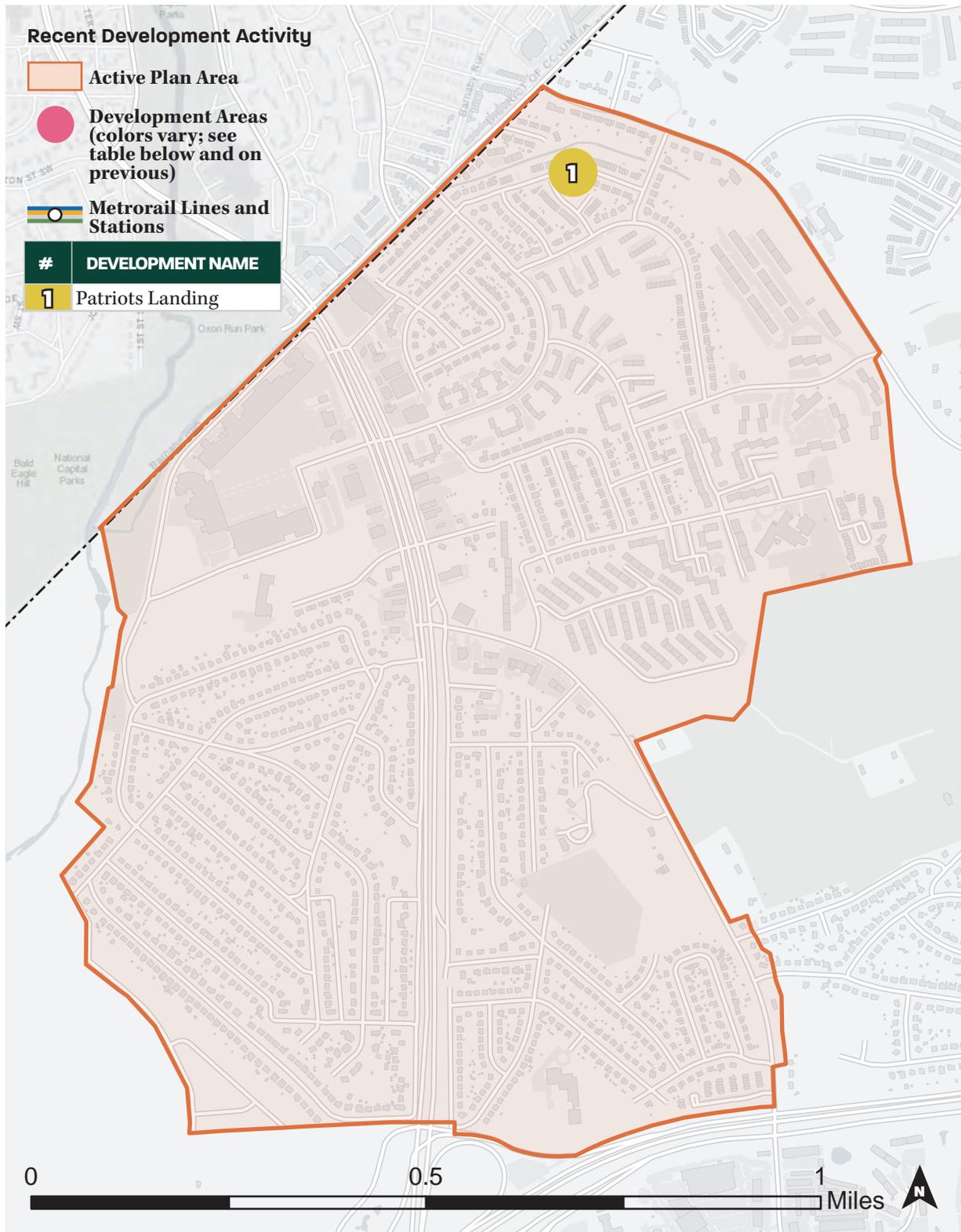
The goals of the plan were principally to improve the quality and safety of the public realm, while strengthening the neighborhood retail and commercial uses of the plan area, especially along MD 210. The redevelopment vision identifies seven catalytic sites, along MD 210 and in the residential neighborhoods to the east, that complement the streetscape and public realm improvements the plan calls for. Taken together the public realm improvements and redevelopment vision seek to improve the quality and safety of the community and induce more private investment in the plan area.

Some development has occurred in the plan area since adoption of the plan, including on one of the catalytic sites. Notable development is proposed on the southwest side of the plan area, outside of any of the catalytic sites, and would represent a significant departure from the surrounding character.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Patriots Landing	51 units constructed, 12 in the pipeline	

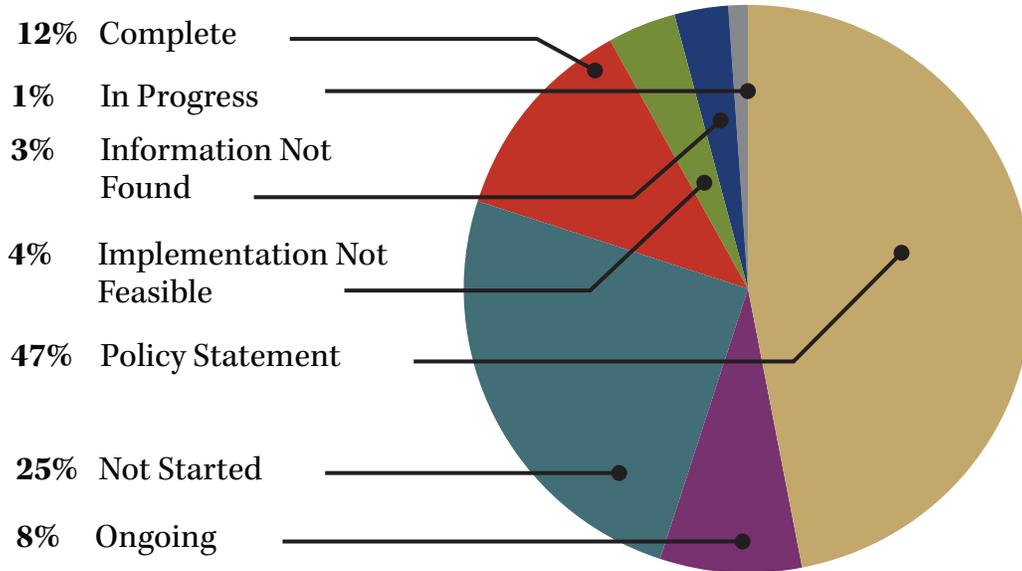
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE 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 PROJECTS ¹



Maryland Department of Transportation State Highway Administration (MDOT SHA) installed **highly visible crosswalks, lane narrowing, and speed limit reduction** from 35 mph to 30 mph along MD 210 (Indian Head Highway) between Livingston Road/Sachem Lane and the Washington D.C. line.



MDOT SHA made updates to the **MD 210 (Indian Head Highway) Intersection at Livingston Road and Kerby Hill Road** from south of I-95/I-495 to north of Palmer Road. This project replaced the existing intersection with an interchange and access ramps that improved safety, mobility, and alleviate current and future travel congestion.

KEY UPCOMING PROJECTS



MDOT SHA has initiated Preliminary Design activities for the first phase of improvements identified in the MD 210 Pedestrian and Bicycle Study (2022), which identified and evaluated concepts for a pedestrian/bicycle facility adjacent or parallel to the MD 210 corridor between I-95/I-495 and Old Fort Road South.



Prince George's County Department of Public Works and Transportation (DPW&T) is in final review for the Owens Road. Channel Drainage Improvements, which will rehabilitate a concrete-lined channel.

Challenges

- **Plan Recommendations Not Feasible:** Some recommendations have been deemed infeasible. For example, redeveloping the blighted Assumption Clinics site with adjacent parcels was deemed infeasible due to floodplain constraints and parcel assembly.

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

Next Steps

Near-Term Opportunities

There are several outstanding recommendations from the plan that, if implemented, could help to drive change related to stormwater management and community development, while also supporting implementation of Plan 2035.



Stormwater Management: Several high-priority actions focused on stormwater management have not shown progress, including investigating the possibility of utilizing vacant private property at 51 and 53 Talbert Drive for stream buffer expansion (page 138 in the plan). Revisiting these actions could help support Plan 2035 Natural Environment Policy 2: “Improve and maintain water quality through stormwater management and water resource protection.”

Responsible Parties:

- Maryland Department of the Environment
- Property owners



Development Opportunities: The plan identifies several potential catalytic development or redevelopment partnerships/opportunities for this area (page 59-60). Consider a renewed review of properties from non-completed recommendations (e.g., Eastover Shopping Center, Oxon Hill Volunteer Fire Station site) for feasibility. This action can help support Plan 2035 Neighborhood Reinvestment Area Policy 3: “Adequately fund neighborhood revitalization programs and coordinate resources to revitalize targeted neighborhoods.”

Responsible Parties:

- Planning Department
- Prince George’s County Economic Development Corporation

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

February 2026

While this plan does not appear to be in need of updates in the short term, we recommend consolidating it into 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).

Approved Sector Plan and Sectional Map Amendment for the Gateway Arts District

Date Plan Approved: November 30, 2004

Date of Progress Report: September 22, 2025

Councilmanic Districts: 2, 5

Progress Summary

The Gateway Arts District Approved Sector Plan and Sectional Map Amendment contains 174 recommendations, primarily focused on transportation and mobility, public facilities, and land use.

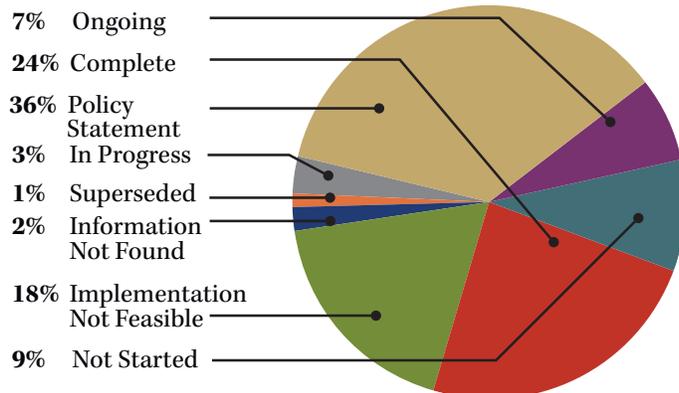
Since its adoption in 2004, approximately 24 percent (42) of the recommendations have been completed, 3 percent (6) are in progress, and 7 percent (12) are ongoing. Approximately 9 percent (15) have not yet had action taken.

Some highlights of completed recommendations include:

- Several recommendations related to pedestrian and bicycle facilities have been completed, including the addition of pedestrian activated overhead signals, bike lanes, and widened sidewalks.



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.

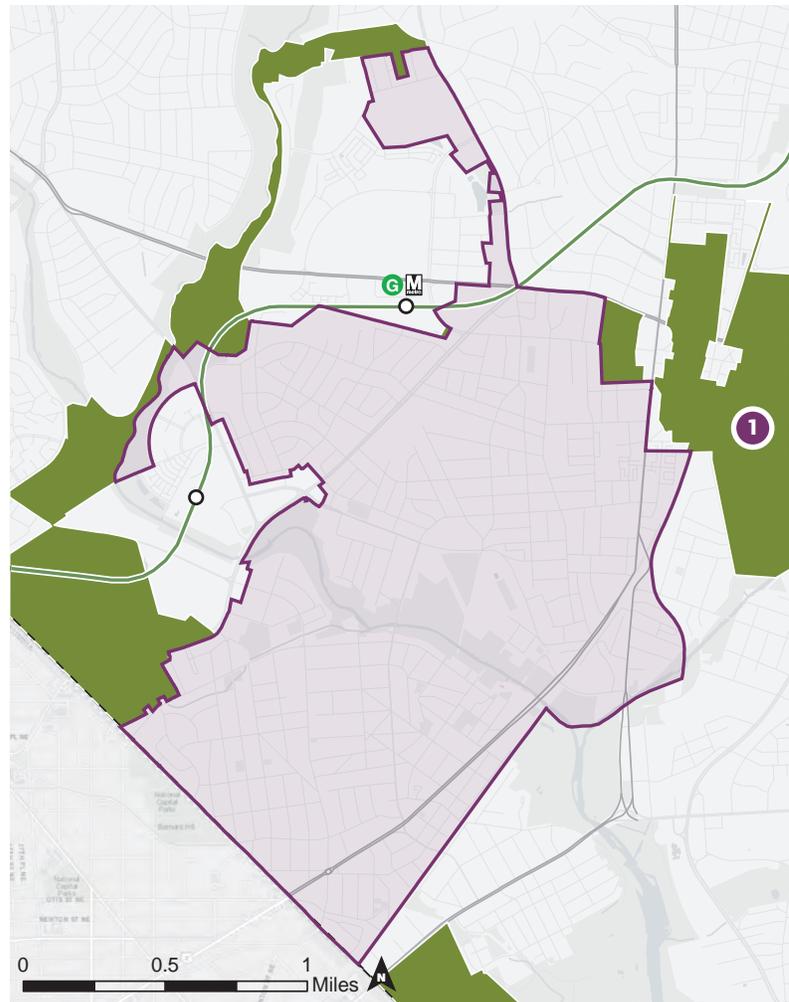
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Gateway Arts District Sector Plan were bounded by Queens Chapel Road and Ager Road to the west, East West Highway to the north with a narrow sliver extending north along Adelphi Road, Baltimore Avenue (US 1) to the east, CSX/MARC Camden Line tracks to the southeast, and Washington, D.C., to the southwest. The plan area superseded a portion of the Planning Area 68 Master Plan upon adoption.

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

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Gateway Arts District Sector Plan supersedes a portion of the following plan:

-  Planning Area 68 Master Plan (1994)

Plan Area Summary

Plan Area

The boundary of the Prince George's County Gateway Arts District sector plan area (hereafter called the Arts District) encompasses the municipalities of Mount Rainier, Brentwood, North Brentwood, and Hyattsville but excludes the Prince George's Plaza and West Hyattsville transit districts. The sector plan covers an area larger than that of the Gateway Arts and Entertainment District designated by the State of Maryland to accommodate the artists who live and work in these residential communities.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Focus Areas and Goals

Three Artways transform ordinary streets into unique, dynamic forms of artistic expression to enhance east/west connections along the US 1 corridor and celebrate the Arts District. In general these routes should be designated as truck-restricted routes. Modifications to these roadways should include safe, adequate sidewalks, protected and highly visible pedestrian crossings, unified and unique street signage, street and sidewalk lighting, and landscape and street tree planting. The following three routes connect the West Hyattsville Metro Station to US 1:

- 1 Artway South, Chillum Road/34th Street
- 2 Artway Central, The Northwest Branch Stream Valley Park Trail
- 3 Artway North, Hamilton Street/Gallatin Street

Plan Overview

Plan Vision

An area that is a focal point for art activities of all types and a place for entertainment, socializing, dining, shopping and living, but retains at its core the heart of four small municipalities—Mount Rainier, Brentwood, North Brentwood, and Hyattsville.

Plan Goals

- **Town Center Character Areas:** Enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks.
- **Arts Production and Entertainment Character Areas:** Promote the development of a mix of arts-related studio and workshop production uses or mixed-use residential loft-style buildings with scattered small-scale commercial development.
- **Neighborhood Arts and Production Character Areas:** Develop small-scale arts production, live/work spaces and start-up business flex-space with minimal design restrictions that do not create a nuisance to adjacent neighborhoods.
- **Multifamily Residential Community Character Areas:** Promote development of high-quality multifamily residential housing with auxiliary buildings that will include artist studios for the residents. Promote renovation and/or redevelopment and to increase the variety of multifamily housing options, especially for artists and their families. Enhance safety through the implementation of development district standards that increase natural surveillance. Encourage multimodal transportation options.
- **Traditional Residential Neighborhood Character Areas:** Preserve the single-family residential neighborhood character as anchor of the Arts District, while supporting artists who produce and teach from their homes.
- **Stream Valley Park Character Area:** Maximize the potential of the stream valley park as a green anchor of the Arts District by enhancing the natural habitat, landscaping, and recreational and cultural facilities.

Artspace in Brentwood



SOURCE: GATEWAY ARTS DISTRICT SECTOR PLAN

Plan Highlights

The sector plan implements the applicable goals, objectives, policies, and strategies of the 2002 Prince George's County Approved General Plan and provides comprehensive guidance for future development and redevelopment.

In addition to the three Artways, the concept plan describes seven character areas, each with unique issues and opportunities: town center, arts production and entertainment, neighborhood arts and production, multifamily residential community, traditional residential neighborhood, neighborhood commercial, and stream valley park.

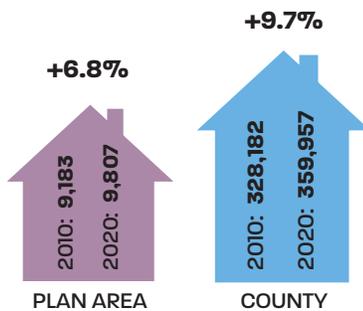
Where Are We Now?

Population¹



Housing²

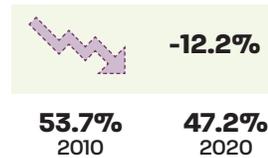
TOTAL UNITS



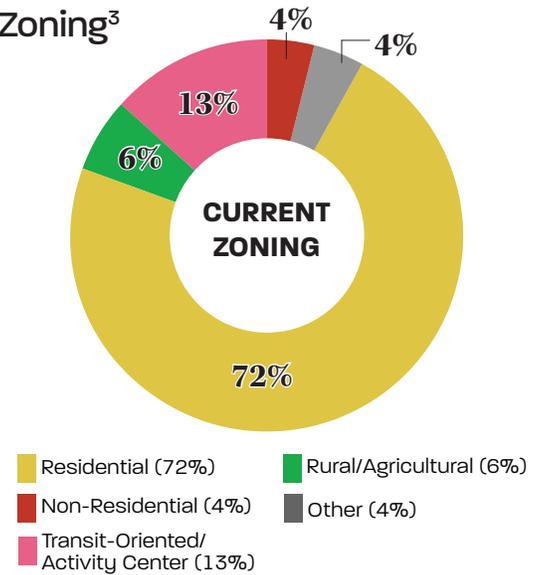
OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)

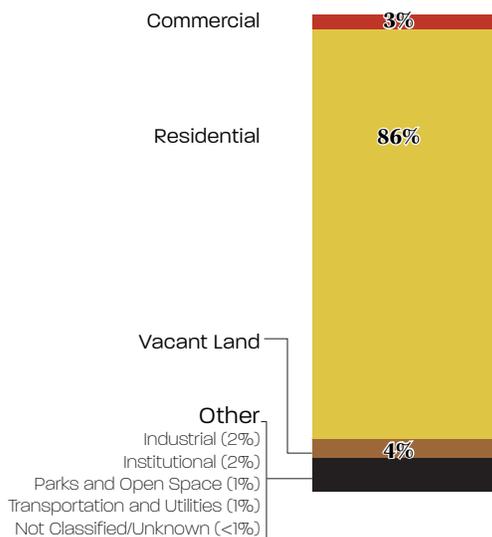


Zoning³

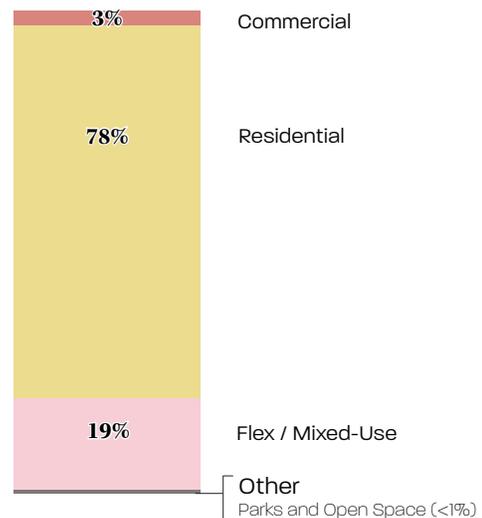


Land Use

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

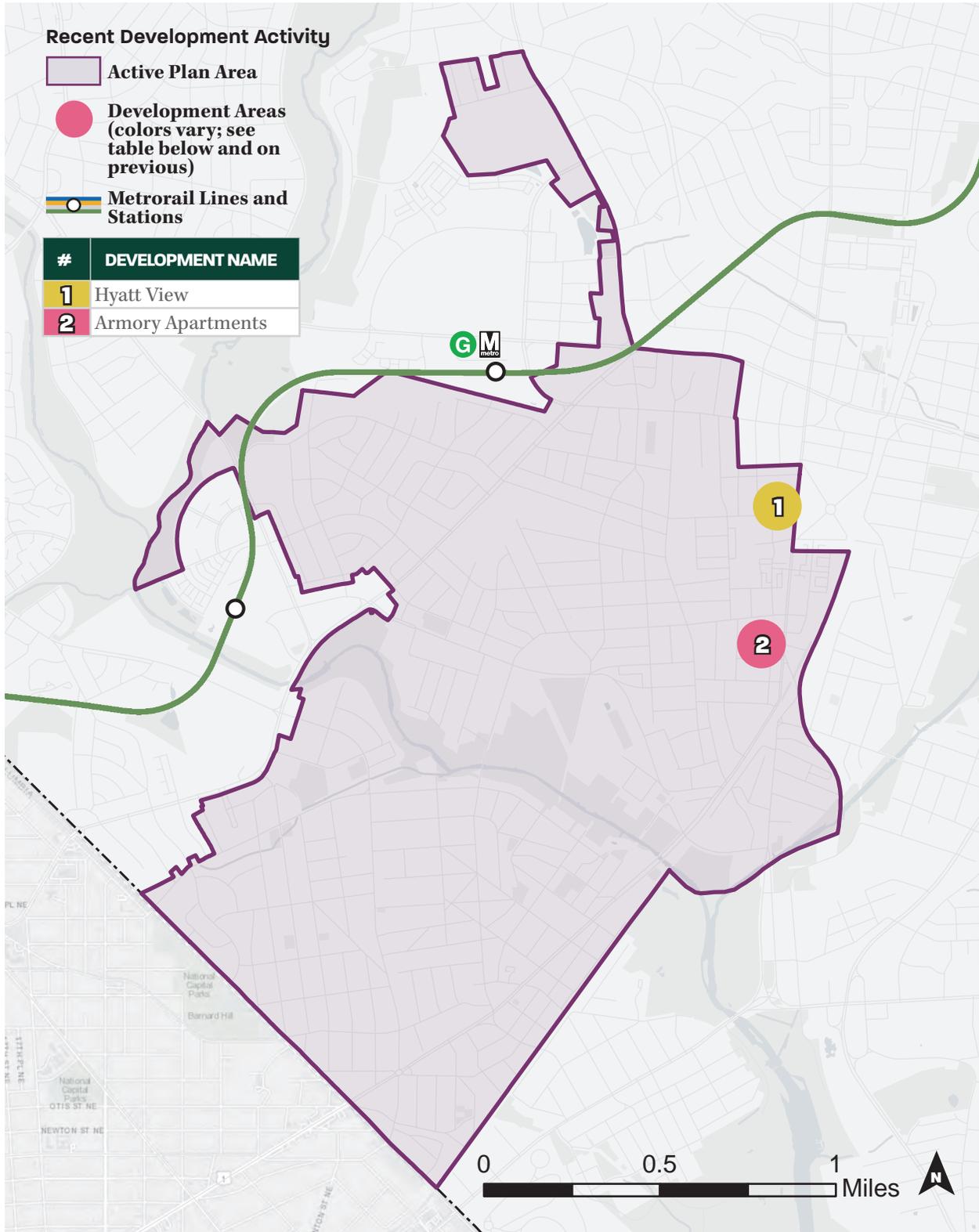
The plan seeks to provide better structure to the plan area and help to define the Arts District as a destination for residents and visitors alike. Seven character areas establish an identity for different parts of the plan area, including town centers, centers for arts production and entertainment, and for residential neighborhoods. Mixed-use town centers are planned for along Rhode Island Avenue across the plan area, interspersed with areas for arts production centered in areas with industrial character.

Some development has occurred since the adoption of the plan, with portions of Rhode Island Avenue being significantly transformed. Hyattsville has seen the most significant transformation. Development has been varied, with housing built at a range of densities and commercial uses generally integrated into the urban fabric.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Hyatt View	8 units constructed	
Mixed-Use/Flex			
2	Armory Apartments	329 units constructed	33,000 SF constructed

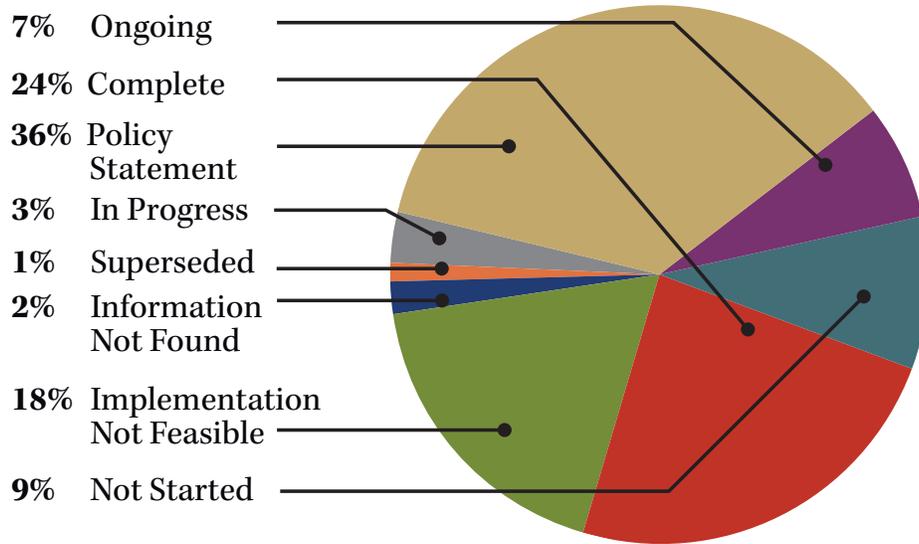
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Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS ¹



Mount Rainier Artist Lofts were constructed in 2005.



The Prince George's **County African-American Heritage Cultural Center** opened in 2010.



The new **Hyattsville Branch Library** opened March 30, 2022.



The **Rhode Island Avenue Trolley Trail** was completed in 2023.

KEY UPCOMING PROJECTS



The **Allison St. Levee Project** is in construction. This includes Allison Street Levee reconstruction work and 34th Street bridge reconstruction.



M-NCPPC is bidding Design/Build services for a **Multigenerational Center** to be located at 6700 Adelphi Road.



Hyattsville Elementary School is being replaced. Construction began in the summer of 2025.

Challenges

- **Transit access and walkability:** While the Arts District is relatively close to several Metro stations, transit service and walking/biking connections to and from stations are limited in many locations.
- **Stakeholders:** There are many different municipal areas that operate within the Arts District area, which can complicate coordination and investment.

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

Next Steps

Near-Term Opportunities

Many actions from the plan have been completed or are in progress. Some remaining items to support the plan's vision are included below. These also can support implementation of Plan 2035.



Artways: The plan calls for designating three Artway routes that transform ordinary streets into unique, dynamic forms of artistic expression (Artways Recommendation 1). Review the recommended routes and consider ways to prioritize an initial project or community engagement to solicit ideas. This opportunity can help implement Plan 2035 Community Heritage, Culture, and Design Policy 8, to “support the established Gateway Arts District, as well as future arts and cultural districts, to foster synergies among artists and arts-related business opportunities and promote the districts as destinations and economic generators in the County.”

Responsible Parties:

- Gateway Community Development Corporation
- Municipalities
- Department of Public Works and Transportation (DPW&T)



Connected Sidewalks: The plan supports improved and continuous sidewalks and trails (Sidewalks, Trails and Bikeways Recommendation 3). There are several locations where sidewalks are disconnected or inaccessible due to infrastructure such as utility poles. Consider ways to address these issues as part of pilot/temporary projects, or during other infrastructure projects. This 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:

- Municipalities
- DPW&T

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

November 2028

The plan has been amended several times since approved in 2004. During the next progress report update, confirm if there are emerging issues or strategies that should be explored as part of an amendment.

We also recommend 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).