

Plan Progress Report

Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning Map Amendment

Date Plan Approved: July 1, 2008

Date of Progress Report: September 9, 2025

Councilmanic District: 7

Progress Summary

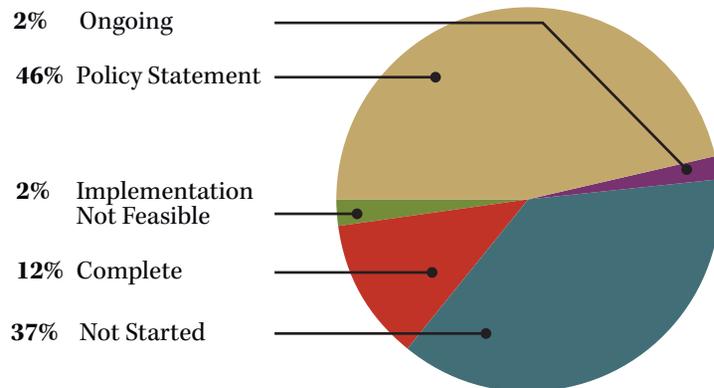
The Approved Capitol Heights Transit District Development Plan and Transit District Overlay Zoning (TDOZ) Map Amendment contains 41 recommendations, primarily focused on transportation and mobility as well as land use.

Since its adoption in 2008, approximately 12 percent (5) of the recommendations have been completed, and 2 percent (1) are ongoing. Approximately 37 percent (15) have not yet had action taken.

Some highlights of completed recommendations include:

- Rollins Avenue was extended to permit direct vehicular access to Rollins Avenue south of Old Central Avenue.
- Installation of a paved bike path that runs from 61st Street to Marvin Gaye Park along Watts Branch.

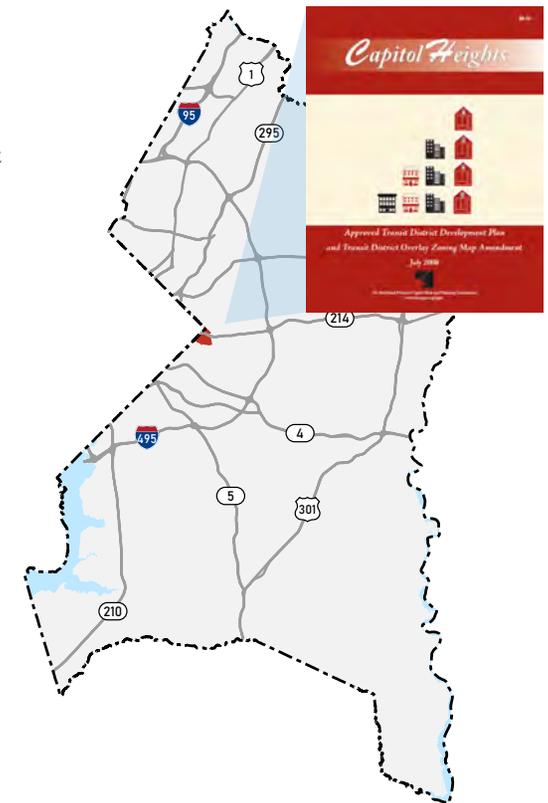
Plan Recommendation Status



Suggested Next Step(s)

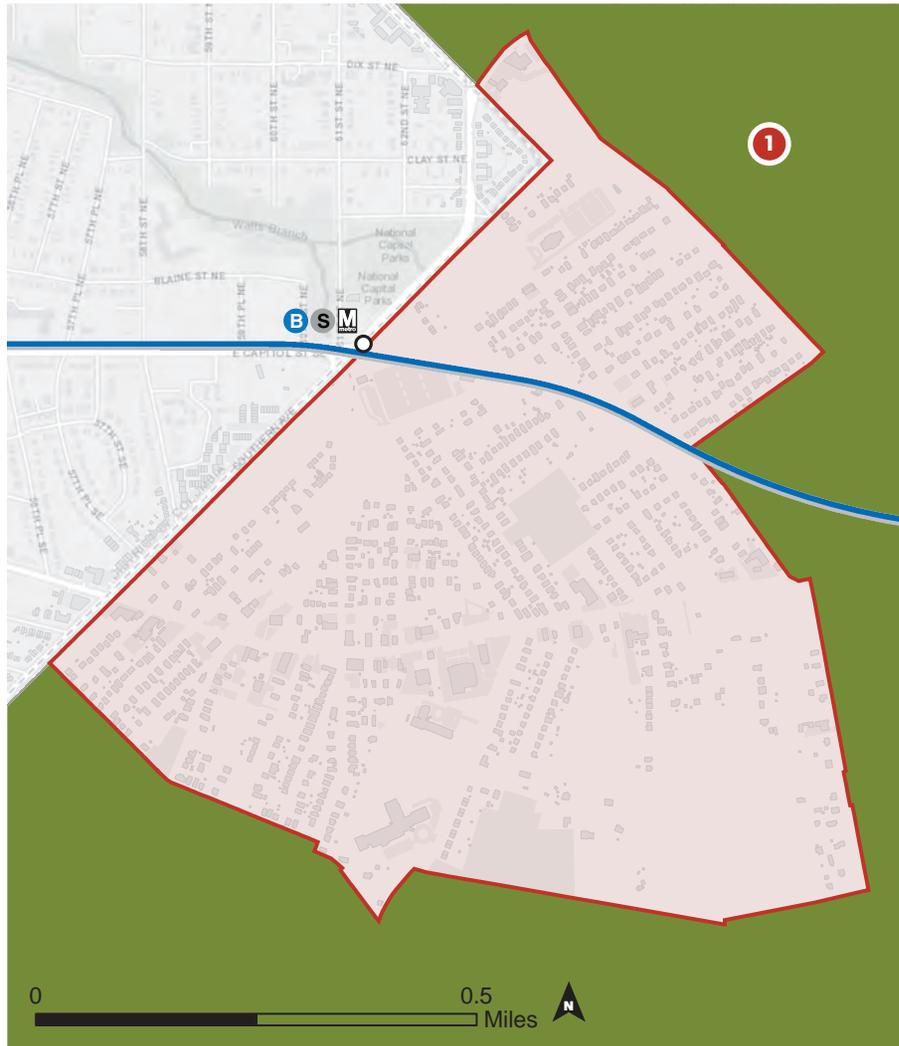
- Review in 2026
- Major/Minor Plan Amendment
- Replace
- Consolidate

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 Capitol Heights Transit District Development Plan were bounded by Washington, D.C. to the northwest, 67th Place to the northeast, Rollins Avenue to the east, and Capitol Heights Park and Cumberland Street to the south. The plan area has not been superseded by any plans since adoption.

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-  Superseded Plans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

Related Plans

The Capitol Heights Transit District Development Plan supersedes a portion of the following plan:

-  Subregion 4 Master Plan (2010)

Plan Area Summary

Plan Area

The Capitol Heights Transit District occupies portions of Planning Areas 72 (Landover), 75A (Suitland-District Heights), and 75B (Town of Capitol Heights) in western Prince George’s County directly adjacent to Washington, D.C. It encompasses approximately 302 acres, including the Capitol Heights Metro Station. The City of Seat Pleasant borders the Capitol Heights Transit District to the north.

The area surrounding the Capitol Heights Metro Station was identified as a Local Transit Center in Plan 2035. A small portion of the Addison Road Metro Station Local Transit Center falls within the eastern boundary of the plan area.

○ Focus Areas and Goals

- 1 Metro station core:** To create a compact, high-density, and pedestrian-friendly mixed-use center around the Metro Station entrance.
- 2 Metro edge:** To create a medium-density and pedestrian-friendly transition zone between the Metro station core and lower-density residential and mixed-use areas.
- 3 Main street:** To create a revitalized and enhanced moderate density, mixed-use town center along Old Central Avenue.
- 4 Medium-density residential edge:** To create medium-density residential enclaves that provide a variety of housing options and a buffer between single-family and other uses.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPO AERIAL IMAGERY (MARCH 2024)

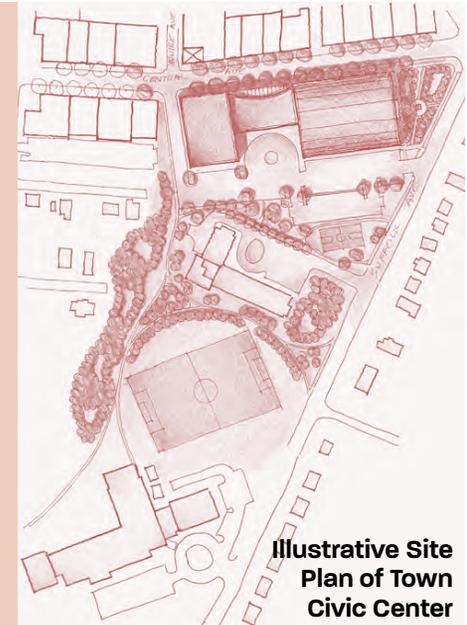
Plan Overview

Plan Vision and Goals

The creation of a vibrant, mixed-use, transit-oriented community around the Capitol Heights Metro Station that will benefit Capitol Heights and Prince George’s County residents for years to come.

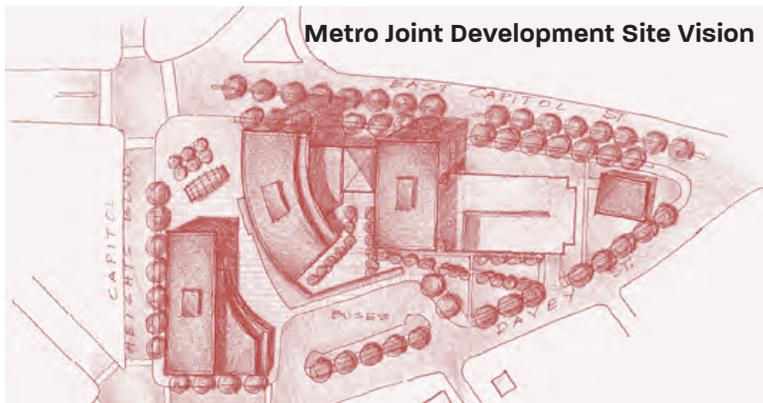
In addition to the overarching vision, the plan envisions the following key components:

- A new community of up to 1,500 housing units with approximately 290,000 square feet of retail/office space.
- An extensive system of civic, park, and open spaces that incorporates an efficient street and circulation network.
- Within the transit district overlay zone (TDOZ), pedestrians and vehicular traffic will share the public rights-of-way.
- Development in the community will be moderate- to medium-density and located within walking distance of the Capitol Heights Metro Station.
- The plan sets out a development vision for the Capitol Heights Transit District that emphasizes character areas, environmental infrastructure, transportation systems, and low-impact development (LID) features.
- Maximize the public benefits from the Capitol Heights Metro Station and from land owned by the Town of Capitol Heights, Prince George’s County, and WMATA.



Illustrative Site Plan of Town Civic Center

SOURCE: CAPITOL HEIGHTS TRANSIT DISTRICT DEVELOPMENT PLAN



Metro Joint Development Site Vision

SOURCE: CAPITOL HEIGHTS TRANSIT DISTRICT DEVELOPMENT PLAN

Plan Highlights

One key element of the Plan features robust environmental infrastructure to improve residents’ quality of life. Natural and built elements - like parks, athletic fields, gardens, and bicycle infrastructure - help people experience nature more closely.

The plan also provides a set of guidelines for each of the six character areas: Metro station core, Metro edge, main street, medium-density residential edge, urban neighborhood, and suburban neighborhood.

Plan Overview

Town Square Redevelopment Vision, Looking East

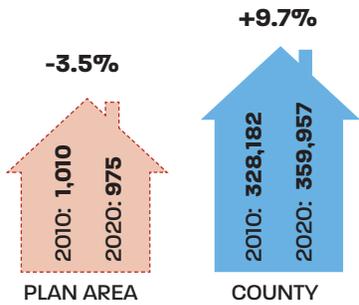


SOURCE: CAPITOL HEIGHTS TRANSIT DISTRICT DEVELOPMENT PLAN

Where Are We Now?

Housing¹

TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 2,700
2020: 2,587

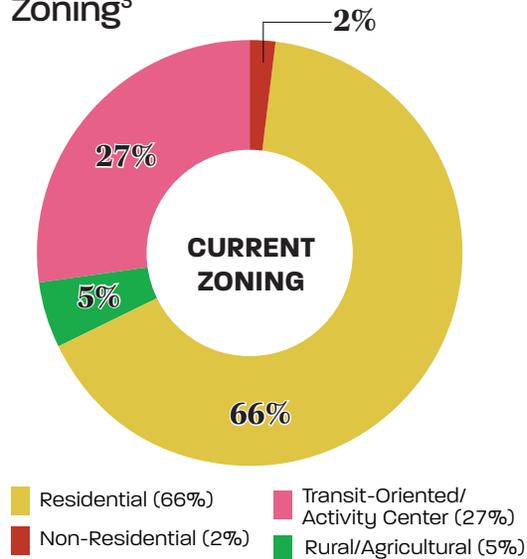


COUNTY

2010: 863,420
2020: 967,201

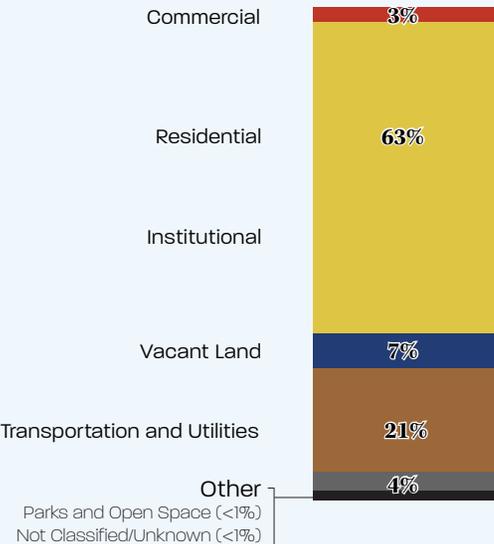


Zoning³

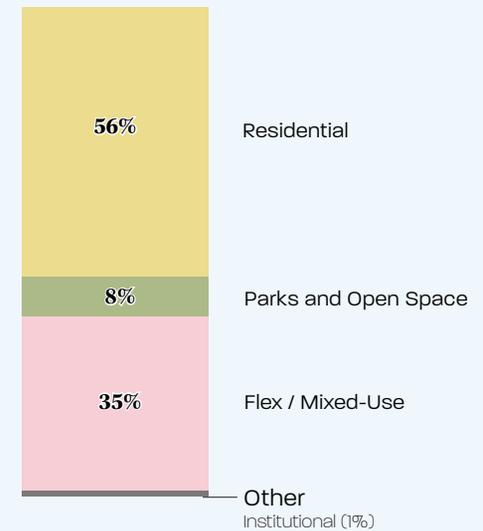


Land Use

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 envisions a transit-oriented neighborhood with a concentration of homes, jobs, and shopping close to the Capitol Heights Metro Station and other transit lines in a pedestrian-friendly environment. Extensive infill redevelopment was planned for the triangle of land defined by Southern Avenue SE, Capitol Heights Boulevard, and Central Avenue. Additional infill development was proposed along East Capitol Street. Buildings of 4 to 14 floors were proposed in the core surrounding the metro station with buildings of 3 to 5 floors planned further out.

A lack of development has by-and-large failed to implement the vision established in the plan. Intensive redevelopment of the core has not occurred, and the corridors emanating from the station remain similarly unchanged. Small projects are currently proposed in the plan area on Old Central Avenue and off of Rollins Avenue, but no construction has occurred to date. A parcel of County-owned land on Maryland Park Drive is slated to be developed with apartments, townhomes, and retail, which could be transformative and catalytic for the area.

# 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		

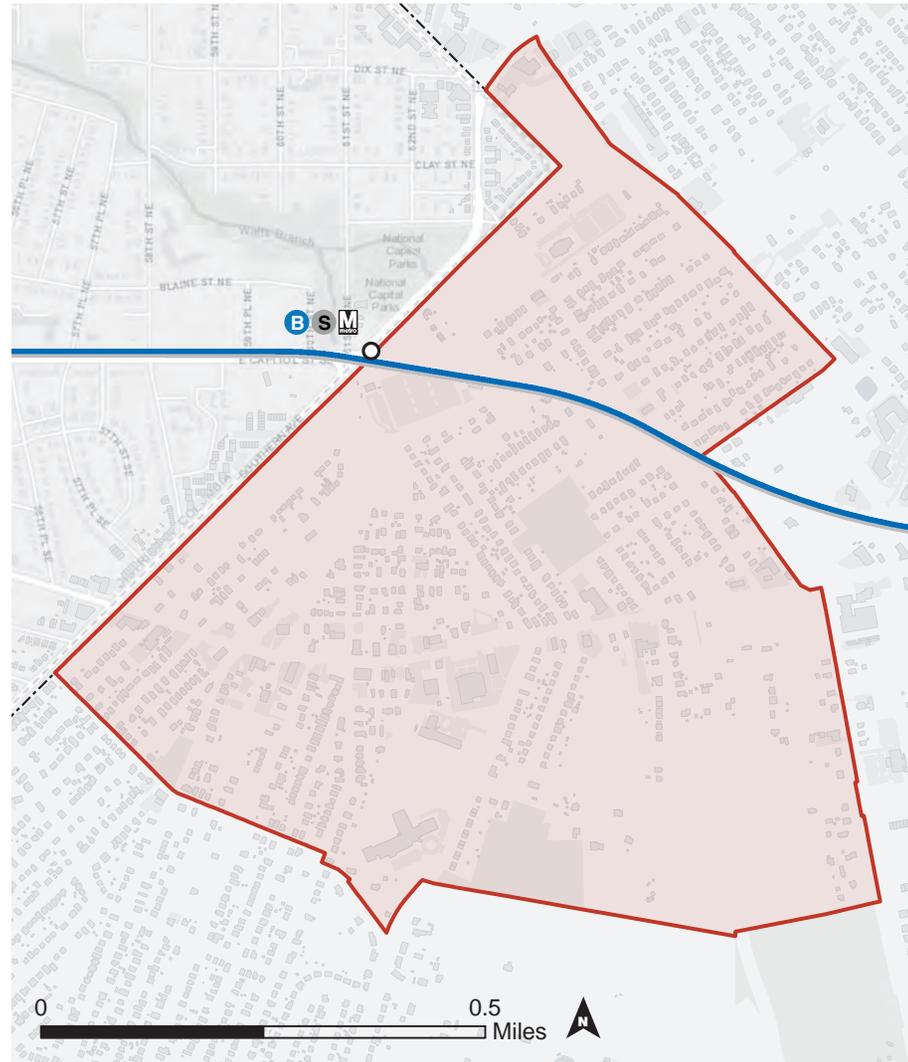
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

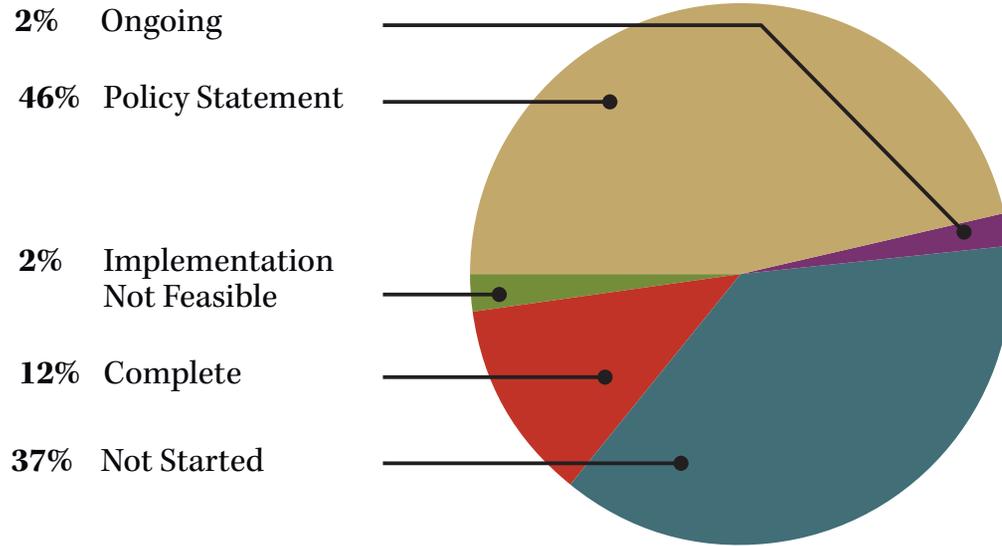
#	DEVELOPMENT NAME
1	No recent development
2	No recent development
3	No recent development
4	No recent development
5	No recent development

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- Traffic and Pedestrian Safety:** Although the plan envisions a walkable/bikeable community, the current roadway configuration is focused on automobile throughput, which exacerbates the area's traffic and safety issues. At the crossroads of East Capitol Street and Southern Avenue SE, traffic and pedestrian safety are major issues. Major infrastructure investment and construction are required to address the issues and transform the Capitol Heights Metro Station area into a safe, multimodal environment.
- Community Concerns:** The plan envisions the preservation of existing neighborhoods, even as new development occurs. Although mixed-use development is the plan's overarching vision, proposed development in and around the Capitol Heights Metro Station area has created an underlying concern with the established community. Within the Capitol Heights community, there is concern that the proposed mixed-use development could gentrify the area and displace residents, thereby conflicting with a core plan vision.

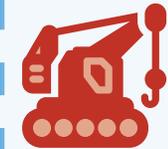
¹ Constructed projects highlight infrastructure, community amenities, or other projects that have been built since plan approval.

KEY CONSTRUCTED PROJECTS¹



The **Marvin Gaye Recreation Center and Playground** were opened in 2018. The modern facility replaces the one-story, brick Watts Branch Recreation Center. While this facility is in Washington, D.C., it provides an upgraded amenity to the Capitol Heights area in Maryland.

KEY UPCOMING PROJECTS

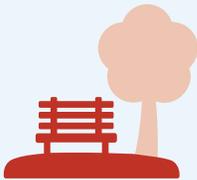


In late 2024, the **Washington Metropolitan Area Transit Authority (WMATA)** issued a Request for Qualifications for a developer with experience creating vibrant and sustainable communities for the Capitol Heights Metro Station. The vision is a vibrant, mixed-use, and **transit-oriented community** around the Capitol Heights Metro Station that will benefit the Capitol Heights and Prince George's County communities.

Next Steps

Near-Term Opportunities

There are several outstanding recommendations from the plan that, if implemented, could help to drive change related to transit, land use, and community development, as well as support implementation of Plan 2035.



Park Upgrades: The plan envisions upgrades to the Bugler Street park, potentially including an upgraded southern entrance and improved pedestrian linkages (see page 23 in the plan). These potential improvements should be reassessed for current need and feasibility. This opportunity can support Plan 2035 Public Facilities Policy 2, to “invest in public facilities to catalyze economic development and revitalization, stimulate employment growth, and strengthen neighborhoods.”

Responsible Parties:

- Department of Parks and Recreation



Upgrades for Transit Riders: The plan proposes that bus stops along East Capitol Street Extended and Old Central Avenue should be upgraded with attractive lighted shelters, posted route maps, and schedules (see page 31 in the plan). While space limitations may preclude shelters, all stops in the plan area should be reviewed for needs. This opportunity can support Plan 2035 Transportation and Mobility Policy 2, to “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.”

Responsible Parties:

- WMATA
- Prince George’s County Transit

PLAN UPDATE RECOMMENDATION

Replace plan

NEXT SIX-YEAR UPDATE DUE DATE

July 2026

The Central Avenue-Blue/Silver Line Sector Plan is underway, and will fully supersede the Capitol Heights Transit District Development Plan.

Plan Progress Report

Approved Central Annapolis Road Sector Plan and Sectional Map Amendment

Date Plan Approved: October 5, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 3, 5

Progress Summary

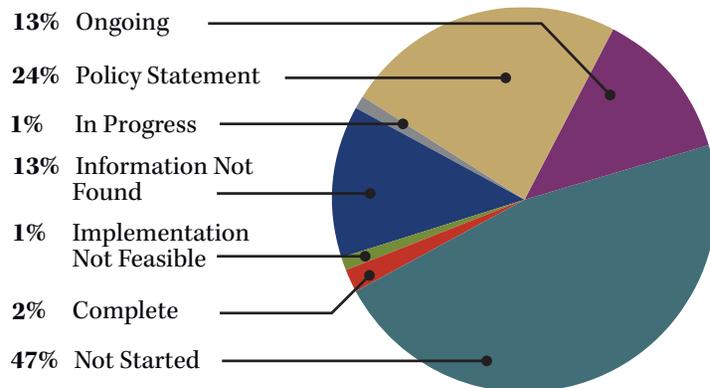
The Approved Central Annapolis Road Sector Plan and Sectional Map Amendment contains 390 recommendations, with more than half of the recommendations focused on transportation and mobility.

Since its adoption in 2010, approximately 2 percent (7) of the recommendations have been completed, 1 percent (5) are in progress, and 13 percent (50) are ongoing. Approximately 47 percent (183) have not yet had action taken.

Some highlights of completed recommendations include:

- Continuous sidewalks were installed along both sides of Annapolis Road between 65th Avenue and the Baltimore-Washington Parkway.
- A new four-way intersection was installed at Annapolis Road and 68th Avenue.

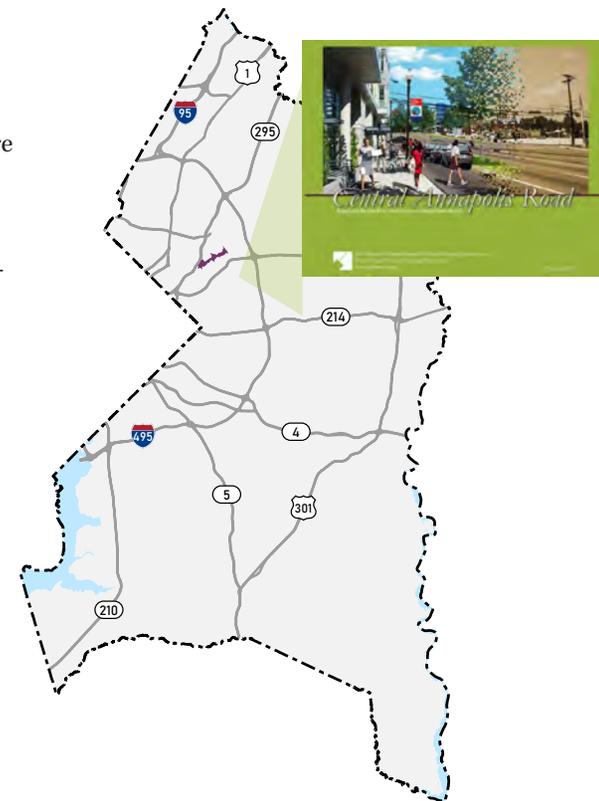
Plan Recommendation Status



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.

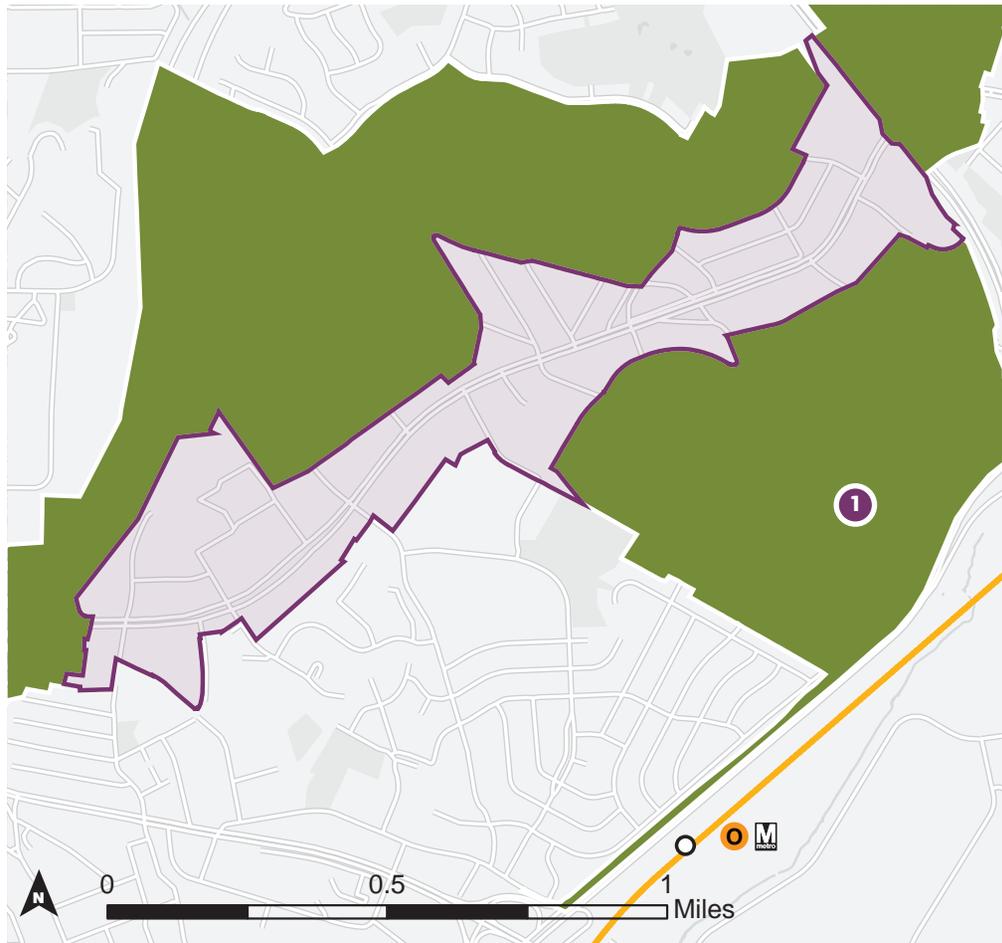


Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved Central Annapolis Road Sector Plan area centered on Annapolis Road (MD 450) between the Baltimore-Washington Parkway (MD 295) and Veterans Parkway, and generally included the area 1-2 blocks north and south of the Annapolis Road corridor. The plan area superseded a portion of the Bladensburg, New Carrollton and Vicinity Master Plan upon adoption.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Central Annapolis Road Sector Plan supersedes a portion of the following plan:

- 1 Bladensburg, New Carrollton and Vicinity Master Plan (1994)

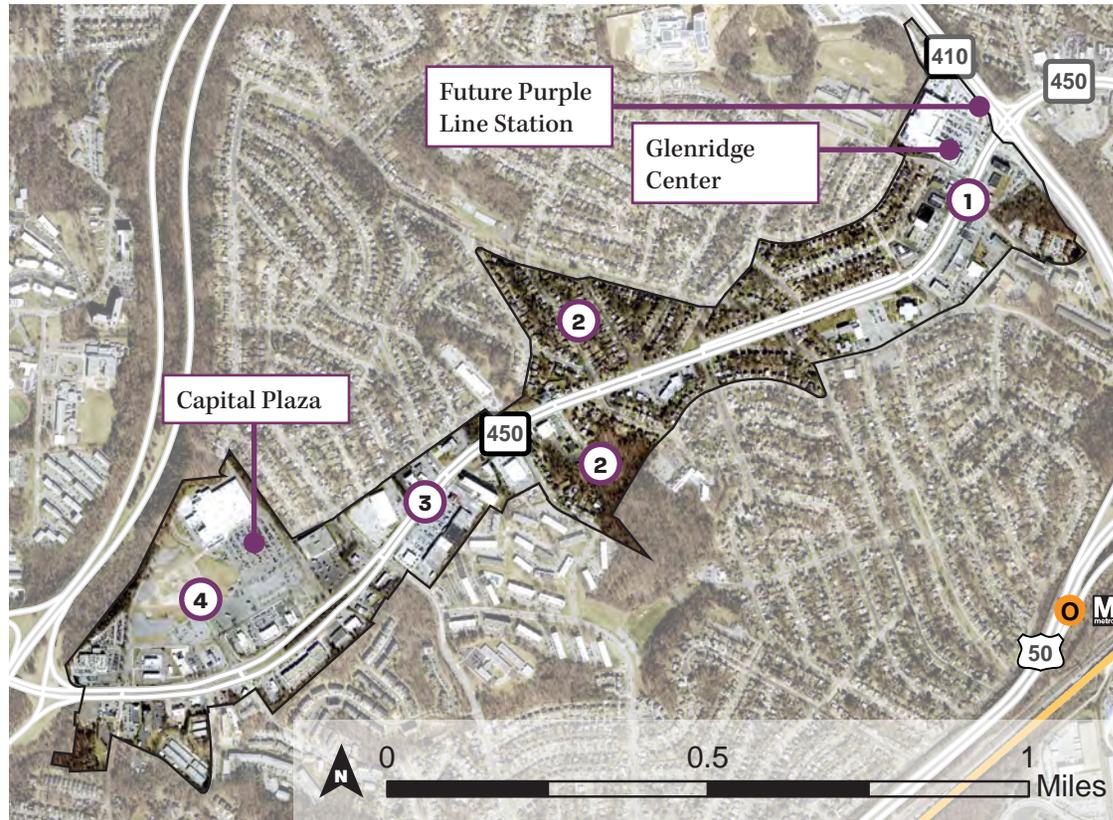
- As-Approved Plan Area
- Superseding Plans
- Superseded Plans
- Metrorail Lines and Stations

Plan Area Summary

Plan Area

The 1.8-mile long sector plan area consists of approximately 252 acres in northwestern Prince George’s County between the New Carrollton Transit District Overlay Zone to the east and the Port Towns to the west. The plan area is along the Annapolis Road corridor between Veterans Parkway (MD 410) and the Baltimore-Washington Parkway and generally comprises the properties that have frontage on Annapolis Road and are clustered around the corridor’s two gateways at the parkways. The area is bounded by the Glenridge Center and proposed Purple Line light rail station at Veterans Parkway (MD 410) and the former Capital Plaza mall—the current Walmart—at the Baltimore-Washington Parkway. The sector plan area is part of Planning Area 69 (Bladensburg-New Carrollton and Vicinity). The area surrounding the future Purple Line station was designated as a Plan 2035 Neighborhood Center.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPO AERIAL IMAGERY (MARCH 2024)

○ Character Areas and Goals

- 1 Glenridge Transit Village:** Envisioned to develop as a vibrant, pedestrian-friendly mixed-use node that supports community scaled, transit-oriented development, and new employment and commercial opportunities.
- 2 Existing Residential Neighborhoods:** Remains predominantly residential in nature, they feature safer pedestrian and bike crossings, improved connections between community schools and parks, and enhanced lighting and landscaping.
- 3 Mixed-Use Transition Area:** Provides a gradual transition between the concentrated retail in the southwest area of the sector plan and the established residential neighborhoods north and south of the corridor.
- 4 Retail Town Center:** As a pedestrian-friendly retail center oriented toward Annapolis Road, the center accommodates a mix of regional serving retailers and neighborhood-oriented businesses. The area features safer pedestrian crossings and improved bus access.

Plan Overview

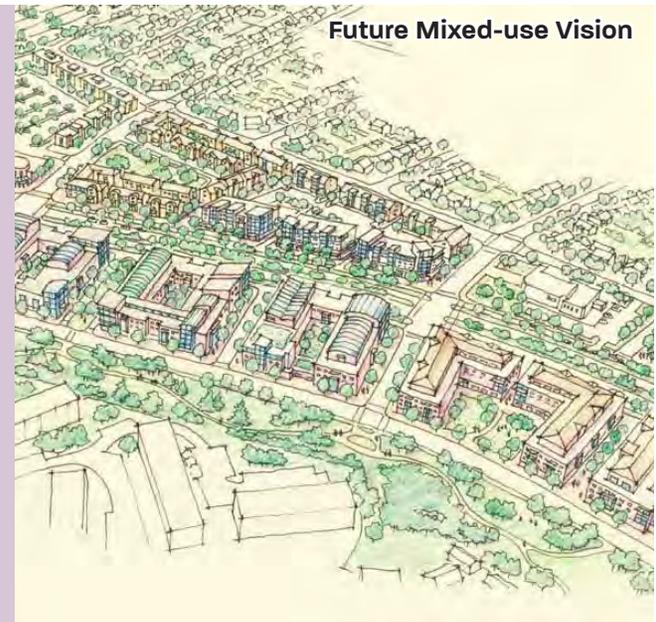
Plan Vision

Central Annapolis Road's character and design—its landscaping, width, safety features, and lighting—vary to reflect the unique pedestrian, bike, and auto needs generated by the different uses along the corridor. Neighborhood connections are strengthened by a pedestrian- and bike-friendly network of local streets that link key community sites—such as area schools, parks, and shopping centers—on either side of the road.

Capital Plaza continues as an enhanced pedestrian-friendly, landscaped retail center, home to an expanded mix of large-scale national retailers and neighborhood-focused businesses, such as sit-down restaurants, oriented toward Annapolis Road.

The Purple Line stop at Veterans Parkway (MD 410) creates a new identity and brings increased vitality and employment opportunities to the area around the Glenridge Shopping Center with new neighborhood- and transit-focused retail and restaurants, medium-density housing, and competitive office space.

Community needs for a wide range of safe, accessible, and affordable intergenerational services and programs are met with existing and/or new facilities that receive strong support from neighborhood associations, educational and religious institutions, and other entities near and along Annapolis Road.



SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN



SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN

Plan Highlights

- Contains policies and strategies for land use, economic development, transportation systems, urban design, and revitalization, and envisions a livable, pedestrian-friendly, and vibrant community in the sector plan area.
- Establishes a realistic development program and investment strategy for the corridor to stimulate development of commercially zoned properties.
- Identifies opportunities for land assembly and infill development to complement and achieve the plan's vision.
- Outlines an implementation strategy that describes the roles and responsibilities of major stakeholders, both public and private.
- Contains design guidelines to implement the plan vision.
- Updates the zoning map via the Sectional Map Amendment, implementing the plan's land use recommendations.

Plan Overview



SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN



SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN

TOD Arterial Road Existing vs. Proposed Cross Section

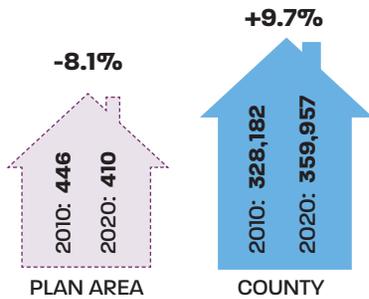


SOURCE: CENTRAL ANNAPOLIS ROAD SECTOR PLAN

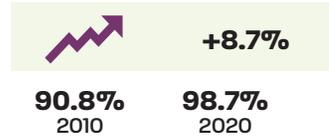
Where Are We Now?

Housing¹

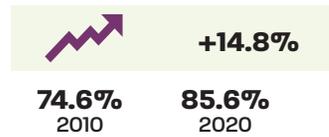
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 1,243
2020: 1,376



+10.7%



COUNTY

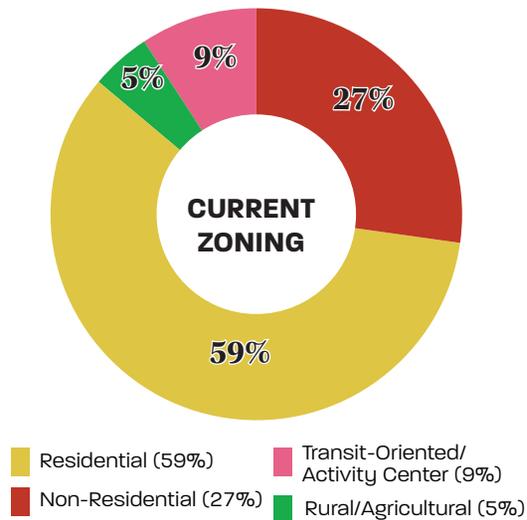
2010: 863,420
2020: 967,201



+12.0%

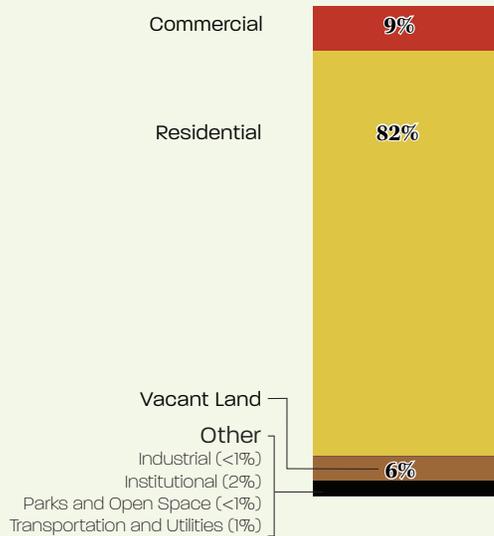


Zoning³

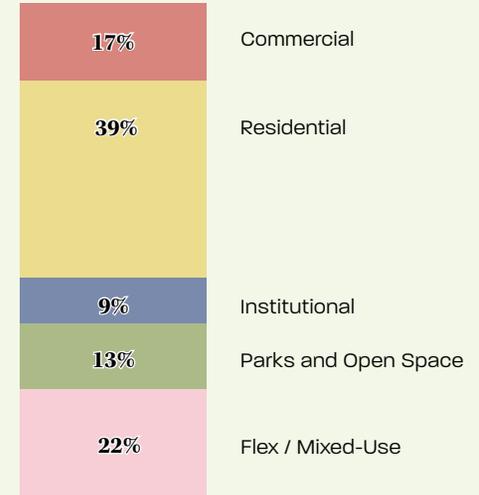


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

The future of the Annapolis Road corridor is planned to be multimodal and welcoming, with character areas defining different subsets of the plan area. Towards the future Purple Line station, a transit village is proposed, while further away from this node development is less intense but still mixed-use and pedestrian friendly in nature.

Some development is proposed in the plan area, including the Flats at Glenridge Station apartment development which would bring affordable housing to a site within walking distance of the future Purple Line station. Multimodal improvements to Annapolis Road have not yet been constructed; if they do, it would be a catalyst to development patterns that support the plan vision.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Retail/Services			
1	Royal Farms		5,897 SF
2	Chick-fil-a		4,966 SF
3	McDonalds		11,840 SF

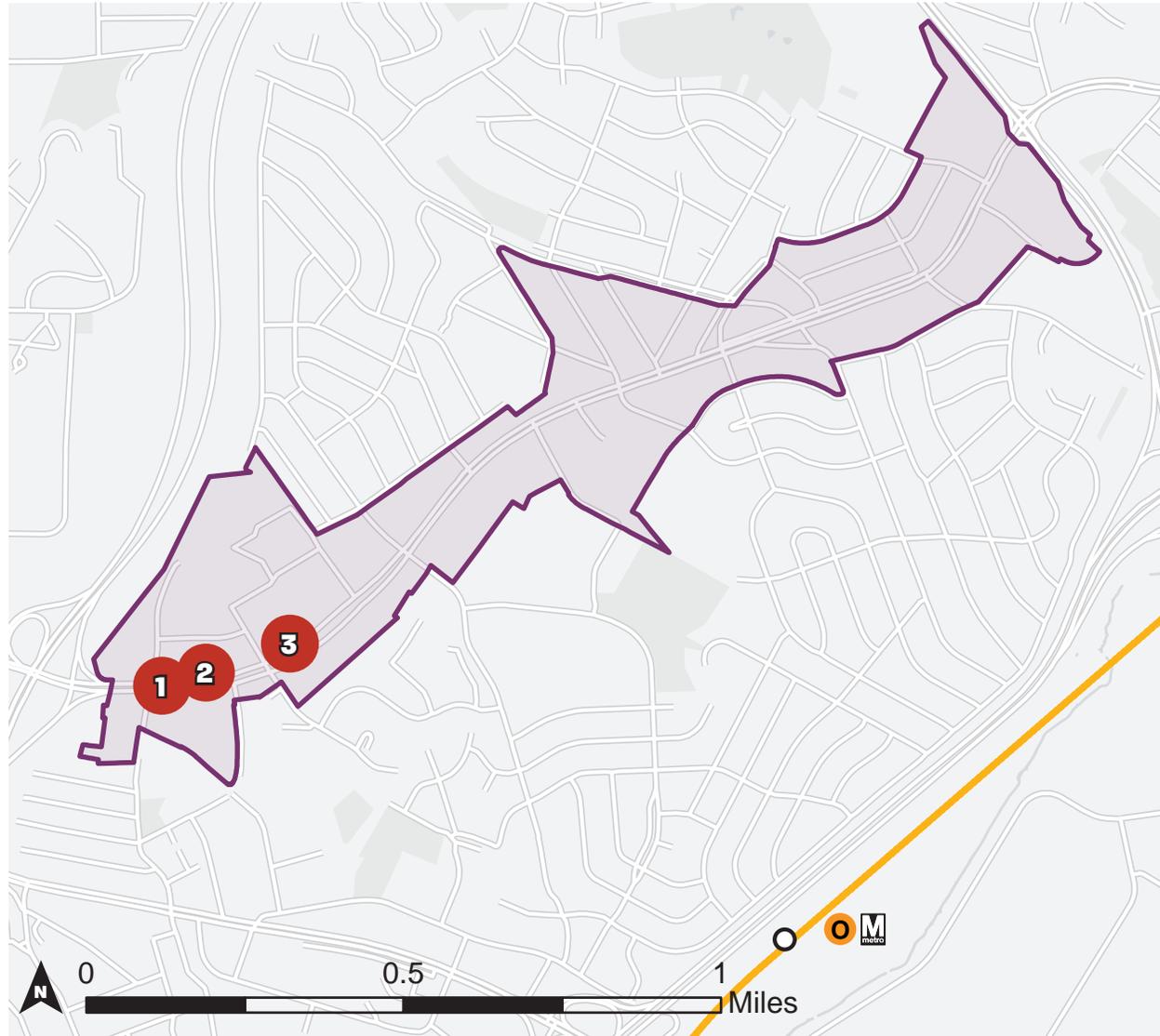
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Development Activity

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

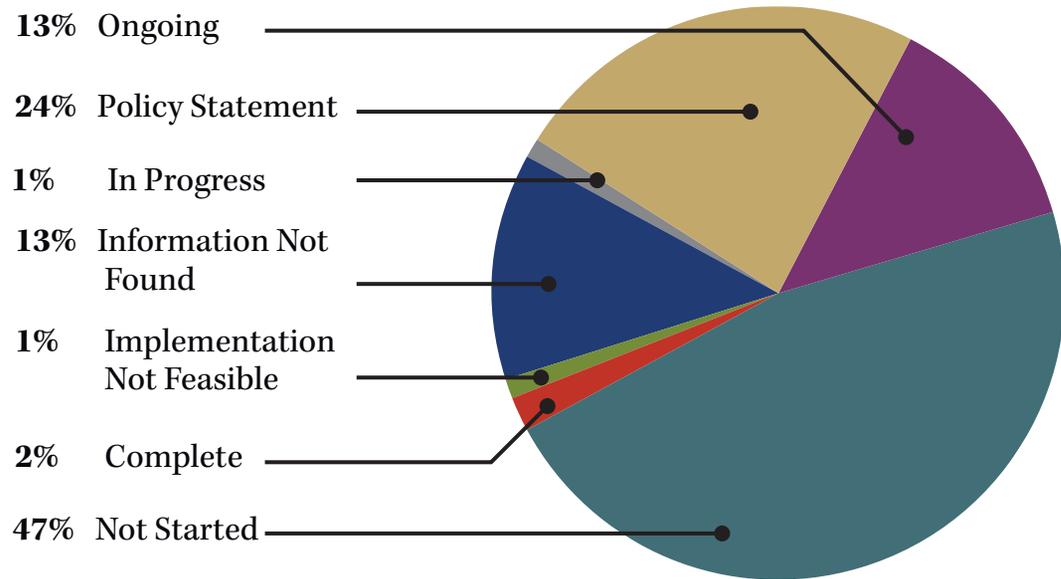
#	DEVELOPMENT NAME
1	Royal Farms
2	Chick-fil-a
3	McDonalds

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Transportation Issues:** Traffic congestion near the intersection of Annapolis Road and Veterans Parkway (MD 410) is an ongoing issue. Inadequate safe pedestrian crossings means Annapolis Road and other large roads act as barriers.
- **Size Constraints:** There are redevelopment constraints associated with smaller lots under fragmented ownership, which makes it difficult to achieve a cohesive character.

KEY CONSTRUCTED PROJECTS¹



Sidewalk improvements were provided to improve access to Glenridge Elementary School and Glenridge Community Park

KEY UPCOMING PROJECTS



The ongoing construction of the **Purple Line**, with a stop at the northern end of the plan area, is a major opportunity for Central Annapolis Road.



The **Flats at Glenridge Station** is a forthcoming **transit-oriented apartment** building near the future Purple Line station. It is expected to include 245 affordable rental units restricted to those who earn up to 60 percent of the area median income.

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

Next Steps

Near-Term Opportunities

Coordination between stakeholder is vital when it comes to seeing progress on plan implementation. The strategy below supports a top priority action from the plan, as well as implementation of Plan 2035.



Form a Corridor Alliance: To benefit from the Purple Line and see progress on plan implementation, this area would benefit from a central advocacy group or alliance. Strategy 1.1 of Action Plan Part 1 in the sector plan notes this as a short-term action, with top priority. Among other things, this group could advocate for parcel consolidation to support the development vision, as well as connectivity improvements. This opportunity can help support Plan 2035 Partnerships and Civic Engagement Policy 3, to “foster stronger relationships between County agencies and municipalities, including robust intergovernmental coordination, especially as it relates to zoning and land use policies.”

Responsible Parties:

- Planning Department
- Prince George’s County Economic Development Corporation
- Town of Landover Hills Mayor and Council
- Local civic associations
- Local homeowner associations
- County Council
- State delegates and senators
- Maryland Transit Administration
- Washington Metropolitan Area Transportation Authority
- Key property owners

PLAN UPDATE RECOMMENDATION

- Review for potential amendments
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

October 2028

Plan implementation is underway. However, many recommendations have not seen progress. We recommend reviewing this plan for potential amendments to ensure it considers current conditions and opportunities. We also recommend consolidating this plan with the Bladensburg, New Carrollton and Vicinity Master Plan and the portion of the East Riverdale-Beacon Heights Sector Plan that is located east of MD 295 (Baltimore-Washington Parkway).

Plan Progress Report

Approved Central Branch Avenue Corridor Revitalization Sector Plan

Date Plan Approved: April 2, 2013

Date of Progress Report: September 22, 2025

Councilmanic Districts: 6, 7, 8, 9

Progress Summary

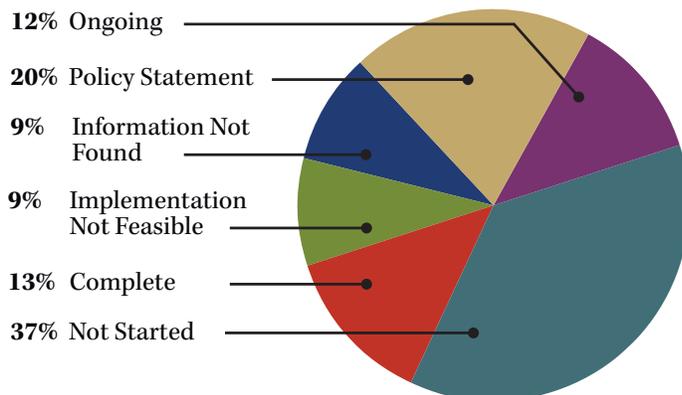
The Approved Central Branch Avenue Corridor Revitalization Sector Plan contains 198 recommendations, primarily focused on transportation and mobility as well as land use.

Since its adoption in 2013, approximately 13 percent (26) of the recommendations have been completed, and 12 percent (23) are ongoing. Approximately 37 percent (74) have not yet had action taken.

There have been no recommended projects completed. The completed recommendations are related to land use plan changes. The implementing Sectional Map Amendment for the Central Branch Avenue Corridor sector plan is underway.



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.

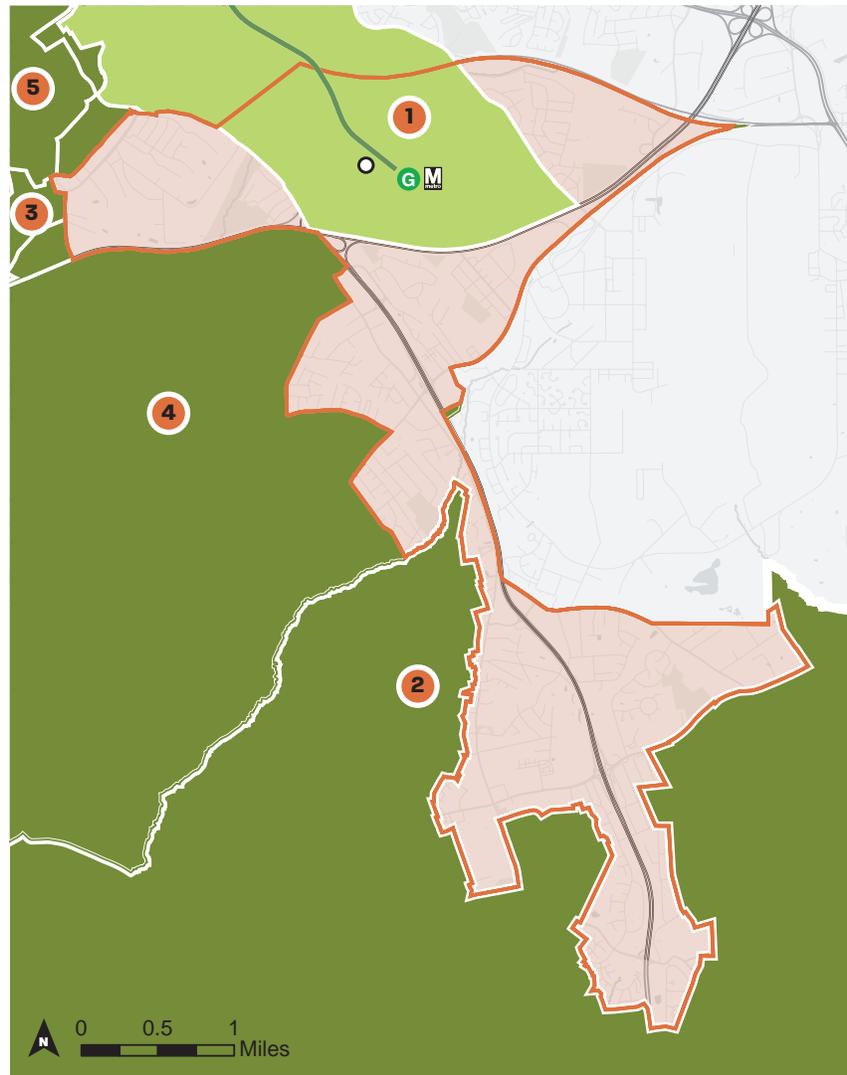
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved Central Branch Avenue Corridor Revitalization Sector Plan area centered on Branch Avenue (MD 5) between Saint Barnabas Road and Southern Maryland Hospital Center. The plan area superseded portions of multiple prior plan areas and has also been superseded in part by the Southern Green Line Station Area Sector Plan. A portion of the Central Branch Avenue Corridor Revitalization Sector Plan area falls within the Subregion 5 Master Plan area.

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

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The following plan supersedes a portion of the Central Branch Avenue Corridor Revitalization Sector Plan:

-  Southern Green Line Station Area Sector Plan (2014)

The Central Branch Avenue Corridor Revitalization Sector Plan supersedes a portion of the following plans:

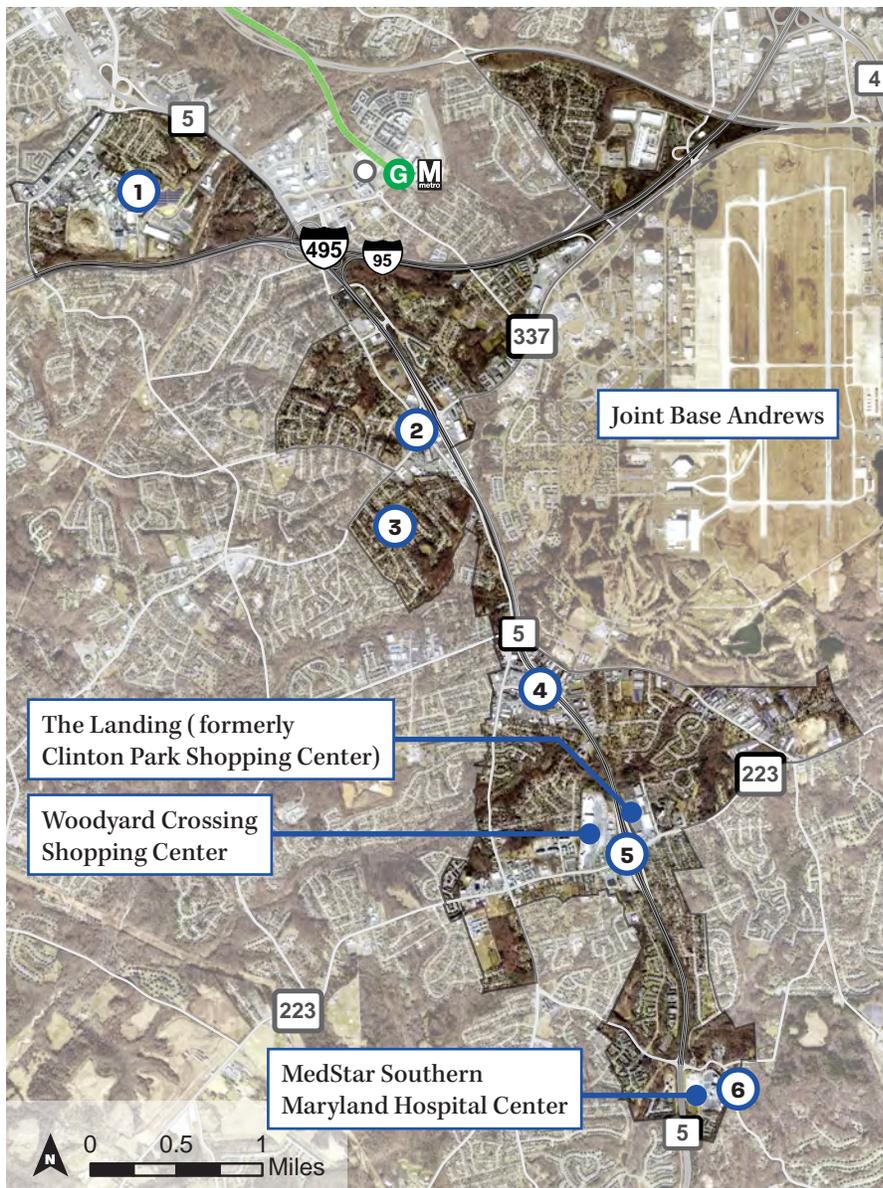
-  Subregion 5 Master Plan (2013)
-  Branch Avenue Corridor Sector Plan (2008)
-  Henson Creek-South Potomac Master Plan (2006)
-  The Heights and Vicinity Master Plan (2000)

Plan Area Summary

Plan Area

The approved Central Branch Avenue Corridor Revitalization Sector Plan area encompassed 8.84 square miles, extending from the intersection of MD 5 (Branch Avenue) and MD 414 (St. Barnabas Road) in the north to the Southern Maryland Hospital Center (Surratts Road and Branch Avenue) in the south, with northeastern and eastern boundaries along Suitland Parkway, MD 337 (Allentown Road), and MD 223 (Woodyard Road). The plan boundary included portions of the Camp Springs and Clinton communities along Branch Avenue, Auth Road, and Woodyard Road; the Town of Morningside and Skyline neighborhood along Suitland Road; the Beech Road commercial-industrial area and adjacent Gordon's Corner neighborhood; and the Temple Hills community along St. Barnabas Road. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page.

Plan Area Aerial with Key Locations Highlighted



○ Focus Areas and Goals

- 1 Beech Road:** Explore opportunities to improve the older commercial strip, improve maintenance, and implement the 2010 Industrial Study and Action Plan.
- 2 Allentown Road-Suitland Road:** Identify opportunities for revitalization and that would attract base personnel and support future growth at Joint Base Andrews.
- 3 Camp Springs:** Assess ways to use a possible future bus rapid transit stop in the area to promote an arts district and plan for growth.
- 4 Coventry Way:** Create a gateway to Joint Base Andrews through the Virginia Gate on Old Alexandria Ferry Road and expand commercial services.
- 5 Clinton Commercial Core:** Opportunity for the area to evolve into a mixed-use center to capitalize on the area's function as a major activity center.
- 6 Southern Maryland Hospital Center:** Maximize the benefit of the planned expansion of the hospital complex with the recommended future transit stop at the hospital.

SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

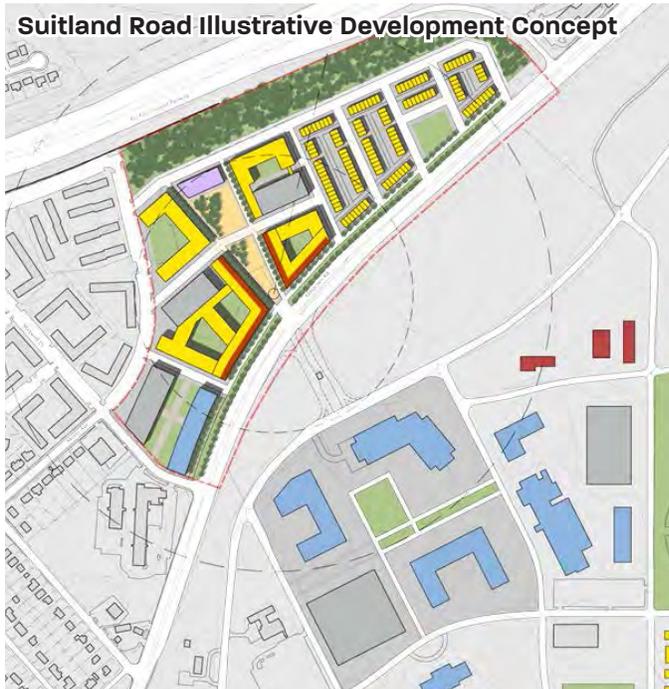
Plan Goals

- Encourage a mix of uses at key locations to create vibrant places with quality housing, expanded job opportunities, and better retail options.
- Concentrate neighborhood-serving retail in appropriate locations and repurpose obsolete commercial centers to better serve the community's needs.
- Ensure that new development is well-designed to complement and enhance nearby neighborhoods.
- Reduce reliance on automobiles by providing an enhanced and expanded access to transit, sidewalks, trails, and a bike network in order to create a healthier environment.
- Create a grid system of walkable streets with short block lengths to improve access to neighborhoods, community facilities, and activity centers.
- Create a green network of streetscapes, parks, and natural areas that enhance the public realm, expand recreational opportunities, and preserve valuable open space.
- Improve water quality and wildlife habitats by implementing innovative environmental policies and practices.
- Provide a range of housing types to attract a diverse population and encourage transit ridership.
- Ensure that land uses are compatible with Joint Base Andrews operations as well as provide opportunities to capitalize on the presence of the base.



SOURCE: CENTRAL BRANCH AVENUE CORRIDOR REVITALIZATION SECTOR PLAN

Suitland Road Illustrative Development Concept



SOURCE: CENTRAL BRANCH AVENUE CORRIDOR REVITALIZATION SECTOR PLAN

Plan Highlights

One key component of the sector plan is the revitalization and redevelopment of the six focus areas to address traffic congestion, unsafe or nonexistent vehicular and pedestrian connectivity, the over-supply of retail space, the need for improved retail options and higher quality jobs in local employment centers, unattractive streetscapes and pedestrian environments, neglected and underutilized natural areas, limited housing choices, and incompatible land uses.

The plan employs Complete Streets principles to create transit- and pedestrian-oriented centers, as well as provides design and appearance expectations corridorwide to establish stable residential and commercial areas that are vibrant, clean, and safe.

Plan Overview



Future Vision For Residential Development South of Coventry Way



SOURCE: CENTRAL BRANCH AVENUE CORRIDOR REVITALIZATION SECTOR PLAN

Andrews Manor, Existing



Andrews Manor, Future Rendering



SOURCE: CENTRAL BRANCH AVENUE CORRIDOR REVITALIZATION SECTOR PLAN

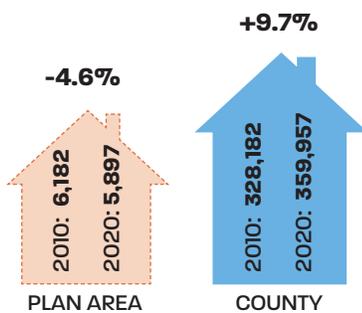
Where Are We Now?

Population¹



Housing²

TOTAL UNITS



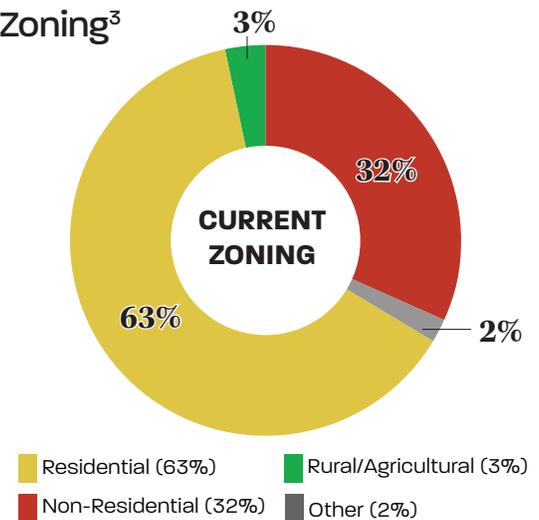
OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Zoning³

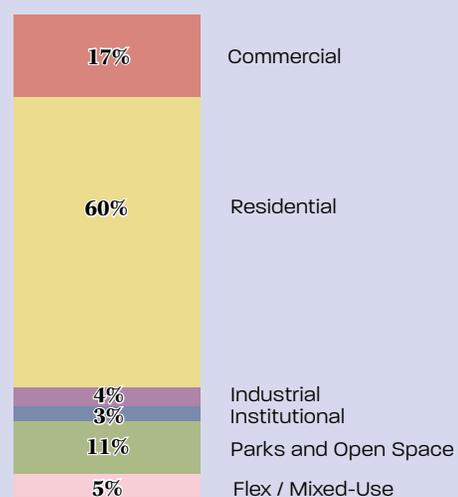


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

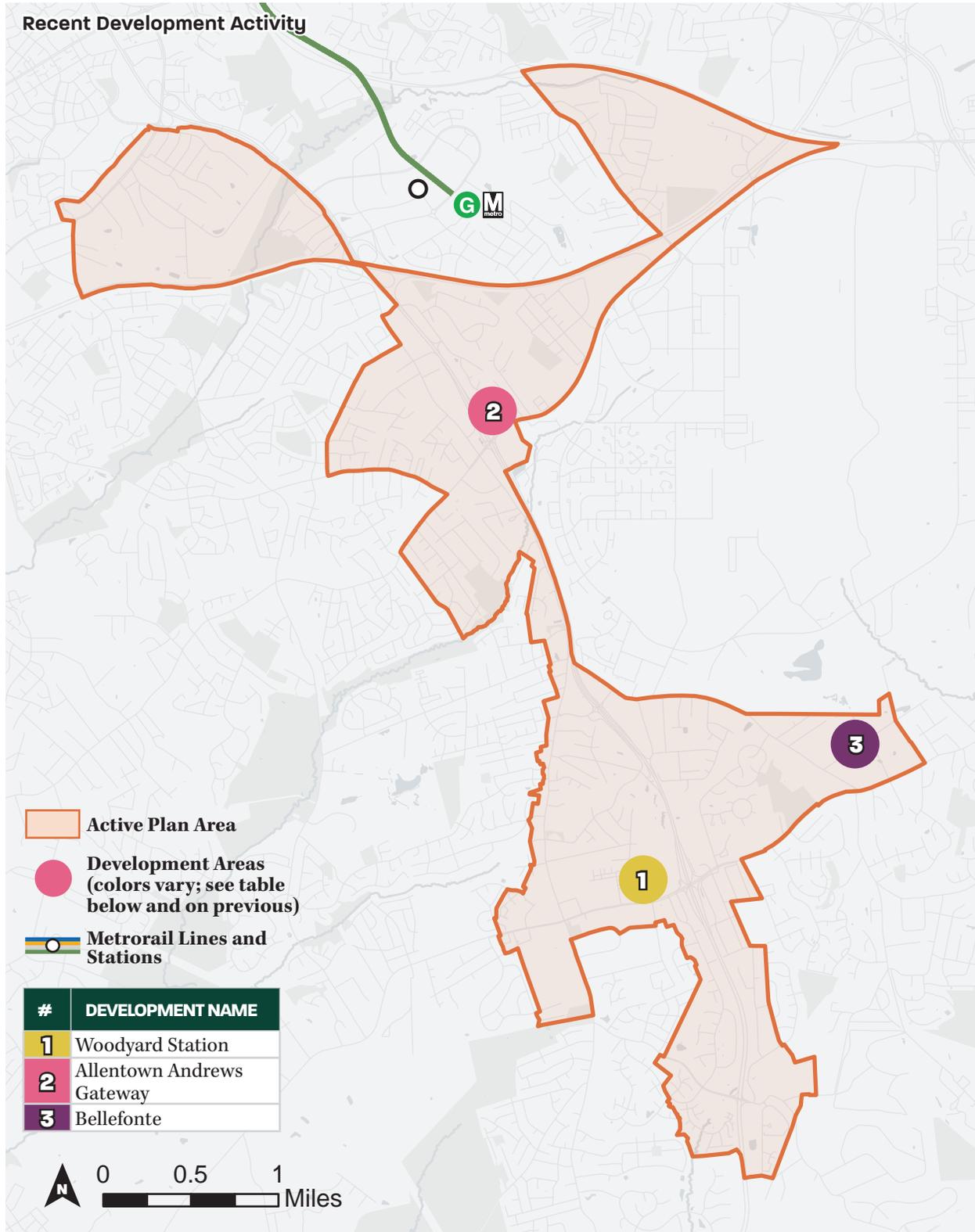
Development Activity

The plan provides detailed recommendations for development and infill along the MD 5 (Branch Avenue) corridor proximate to the Branch Avenue Metro Station, Joint Base Andrews, and Clinton. Significant greenfield development is in progress in the southern end of the plan area in Clinton, with mixed-use and light industrial projects increasing residential and employment opportunities.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Woodyard Station	229 units constructed, 48 in the pipeline	
Mixed-Use/Flex			
2	Allentown Andrews Gateway	59 units constructed	19,600 SF constructed, 37,000 in the pipeline
Industrial			
3	Bellefonte		91,088 SF constructed, 3,353,690 in the pipeline

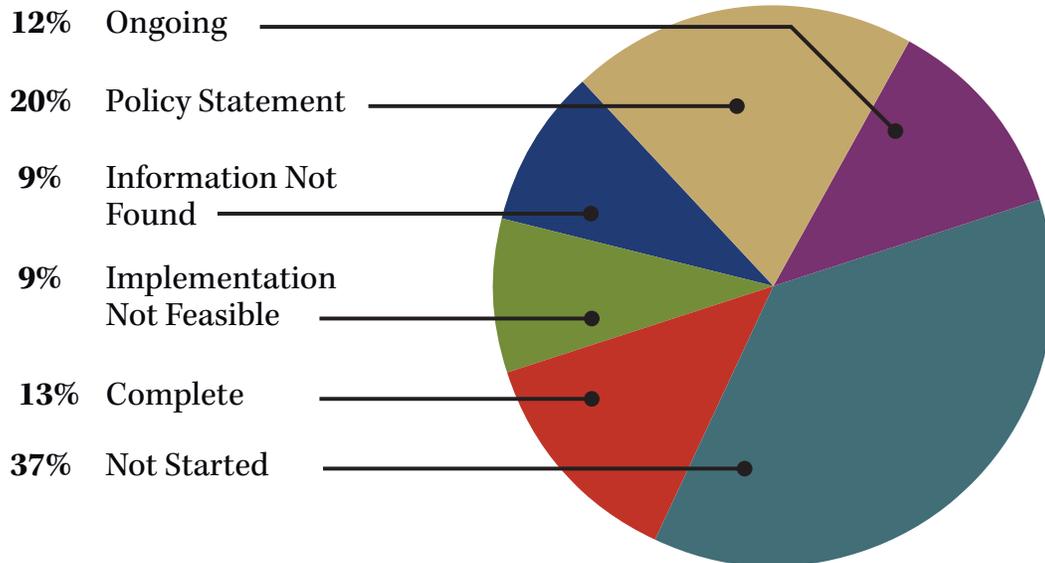
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



The Prince George's County Department of Public Works and Transportation (DPW&T) is constructing **drainage repairs** at Allentown Road at Old Branch Avenue. The project addresses pipe and road failure as well as ponding.

KEY UPCOMING PROJECTS



The Maryland Transit Administration (MTA) is leading the **Southern Maryland Rapid Transit (SMRT) Planning and Environment Linkages Study** to evaluate Rapid Transit Improvements along nearly 19 miles of the MD 5 / US 301 corridor.



A **drainage improvement project** at Clinton Street is in the preliminary design phase.

Challenges

- **Balance of On- And Off-Base Commercial Activity:** Plans for communities around Joint Base Andrews (JBA) largely anticipated an increase in off-base office space driven by defense contracting, with resulting conference space, hotels, eating/drinking establishments, and other ancillary commercial impacts. For a number of reasons, JBA constructed on-base office spaces. Between this and a reduction in office demand, it is unlikely that such off-base investments will ever occur.
- **Unrealistic Designation of Future Commercial Neighborhood Land Use:** The plan contains unrealistic expectations for redevelopment of existing auto-oriented industrial land uses to neighborhood-scale commercial uses, especially along the St. Barnabas Commercial Corridor. This corridor is adjacent to Marlow Heights Shopping Center and close to Iverson Mall; the existing low density houses adjacent to one side of the corridor and industrial uses on the other, along with fragmented parcel ownership, make redevelopment to a neighborhood-commercial scale impractical during the expected lifetime of the plan (20 years).

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

Next Steps

Near-Term Opportunities

While the Metro area has been superseded out of this plan, there are many additional opportunities to catalyze change to realize the vision for the plan area, as well as support implementation of Plan 2035.



Redevelopment Site Identification: In order to incentivize private developers and reduce costs, the plan recommends identifying underutilized sites with few existing owners or for government to acquire and assemble properties for private development. (See plan page 141.) Paired with public-private coordination to develop shared project outcomes, this can support Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”

Responsible Parties:

- Prince George’s County Community Development Corporation (PGCDC)
- Redevelopment Authority (RDA)
- Planning Department
- Property owners/ developers



Healthcare Development: The Corridor contains several opportunities to expand access to health care (see page 58), one of the Prince George’s County’s identified economic growth sectors. Medical uses in the area, currently housed in older offices, present an opportunity for the development of newer, larger medical spaces near the Southern Maryland Hospital Center (SMHC) in Clinton. The expansion of the SMHC may present a market for new medical related offices near the hospital. This opportunity could help support Plan 2035 Healthy Communities Policy 4, to “improve access to health services and programs.”

Responsible Parties:

- PGCDC
- RDA
- Property owners/ developers

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

April 2031

While we are not recommending short-term replacement of this plan, to reduce fragmentation of planning areas, we recommend a future consolidation of the plans in the southwestern portion of the County. The Central Branch Avenue Sector Plan would be dissolved into three separate plans:

- 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).
- A sector plan for the Henson Creek-South Potomac Plan area and the portion of the Central Branch Avenue Sector Plan that sits between I-495 (Capital Beltway) and Tinkers Creek.
- If possible, the portion of the Central Branch Avenue Sector Plan south of Tinkers Creek should be incorporated into the Subregion 5 Master Plan Minor Plan Amendment.

Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment

Date Plan Approved: June 1, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 1, 3

Progress Summary

The Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment (SMA) contains 383 recommendations, primarily focused on transportation and mobility; community heritage, culture, and design; and the natural environment.

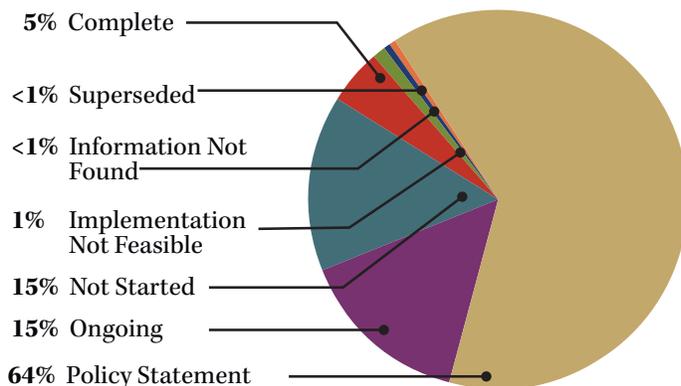
Since its adoption in 2010, approximately 5 percent (21) of the recommendations have been completed, and 15 percent (56) are ongoing. Approximately 15 percent (57) have not yet had action taken.

Some highlights of completed recommendations include:

- Prince George’s County developed TheBus Route 17, which connects the US 1 corridor from IKEA to the Town of Mount Rainier.
- The City of College Park built the Hollywood Gateway Park at the corner of US 1 and Edgewood Road.



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.

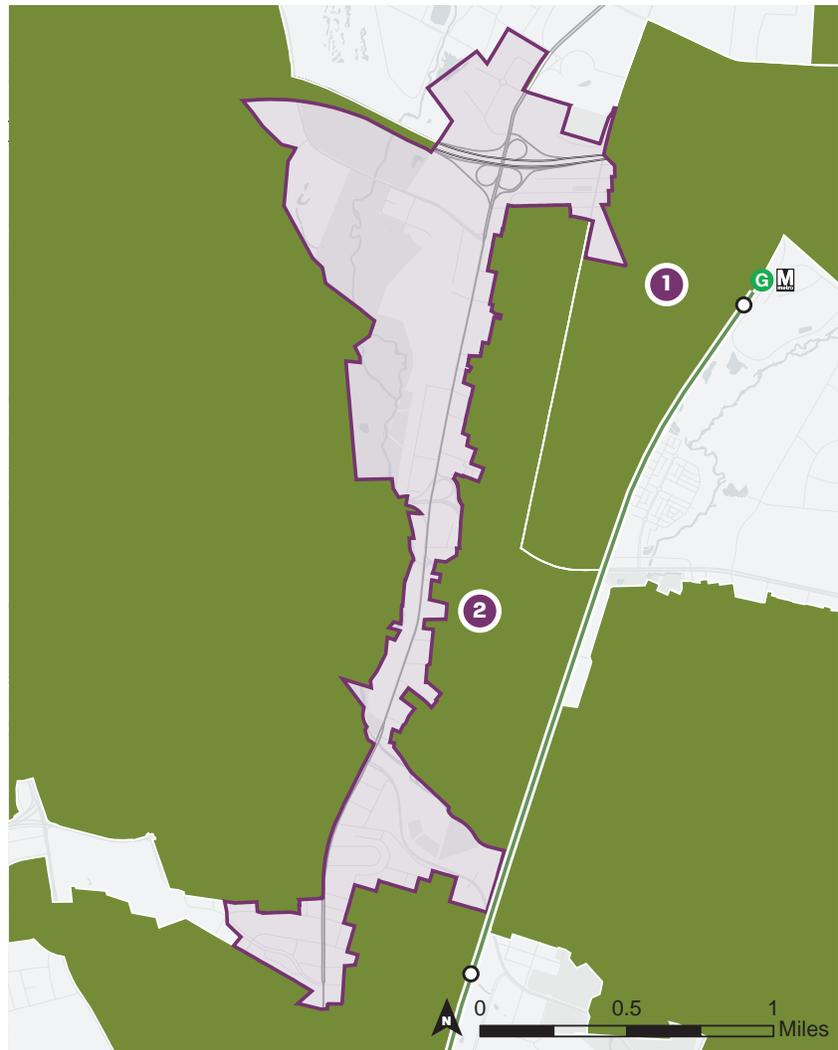
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Central US 1 Sector Plan centered on the Baltimore Avenue (US 1) corridor and included portions of the Cherry Hill Road and Rhode Island Avenue corridors. The original plan area was bounded by the Paint Branch stream valley and University of Maryland campus to the west, extended approximately a quarter mile north of the Capital Beltway (I-95/I-495), followed a variable boundary generally one block east of Baltimore Avenue, and extended to approximately Guilford Drive to the south. The plan area superseded portions of multiple prior plans upon approval.

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

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Central US 1 Sector Plan supersedes a portion of the following plans:

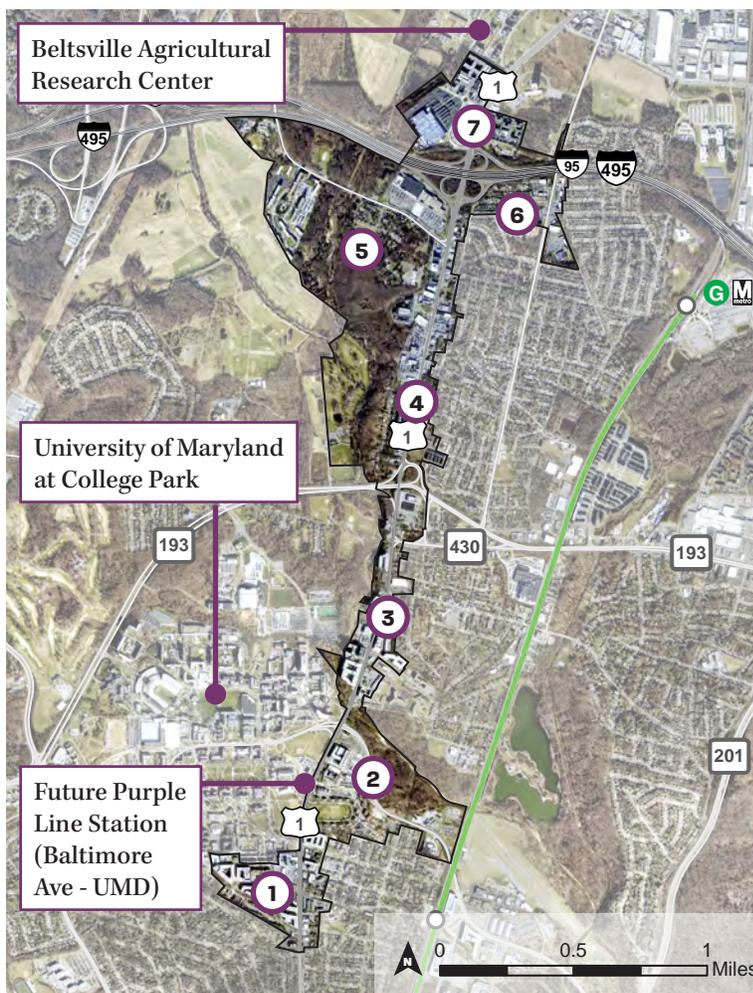
- 1** Greenbelt Metro Area Sector Plan (2001)
- 2** Langley Park-College Park-Greenbelt and Vicinity Master Plan (1989)

Plan Area Summary

Plan Area

The Central US 1 Corridor sector plan area consists of approximately 842 acres and generally comprises properties bounded by the Beltsville Agricultural Research Center to the north; the southern limit of mixed-use properties south of Guilford Road; commercial, mixed-use, vacant, and related properties fronting or oriented to US 1 to the east and west, including established residential areas along Guilford Drive, Knox Road, and Cherry Hill Road; and commercial and residential properties located in the Hollywood community at the intersection of Rhode Island Avenue and Edgewood Road. The area around the future Baltimore Ave - UMD Purple Line station was designated as a Plan 2035 Campus Center.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

○ Focus Areas and Goals

- 1 Downtown College Park:** Re-establishes its role as the focus of community activity. The area's tradition of multistory, multiuse buildings with retail on the first floor and either offices or residences on the upper floors should be reinstated.
- 2 University of Maryland:** Redesign this portion of US 1 as a new town center for College Park and to accommodate a safer pedestrian crossing from the proposed East Campus development.
- 3 Lower Midtown:** Conversion of the area from an auto-dominated landscape to a pedestrian-friendly environment, with mixed-use buildings lining the corridor with parking in the rear.
- 4 Upper Midtown:** New development along US 1 is more intense, with appropriate transitions to the single-family residences behind. New east-west connections are proposed.
- 5 Autoville and Cherry Hill Road:** Envisions a more walkable community with the addition of a mix of uses, a connected street network, and structured parking where appropriate.
- 6 Uptown:** An integration of the large-footprint IKEA store building into a new network of multistory, mixed-use development with mid-block structured parking.
- 7 Hollywood Commercial District:** Redevelopment of the low-density retail parcels into a walkable center that maximizes its position on the multiway boulevard portion of Rhode Island Avenue.

Plan Overview

Plan Vision

The Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment (SMA) envisions a transformation of the US 1 Corridor from an auto-dominated thoroughway into a series of vibrant, transit-oriented, walkable nodes complemented by mid-rise, street-oriented buildings and an urban boulevard.

- Vision 1: Improved Mobility Through Walking, Transit, and Biking
- Vision 2: Unique, Walkable Nodes along US 1
- Vision 3: Enhanced Sense of Place
- Vision 4: Sustainable Urbanism and Celebrating Natural Resources
- Vision 5: Reformed Development Regulations
- Vision 6: An Exemplary College Town

Paint Branch Stream



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN

Intersection of I-95 and US-1



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN

Plan Highlights

This sector plan envisions a transformation of the US 1 Corridor from an auto-dominated thoroughway into a series of vibrant, transit-oriented, walkable nodes complemented by mid-rise development oriented to the streets, and a true urban boulevard along US 1. The plan also emphasizes improved pedestrian, bicycling, and transit mobility, particularly in the walkable nodes along US 1.

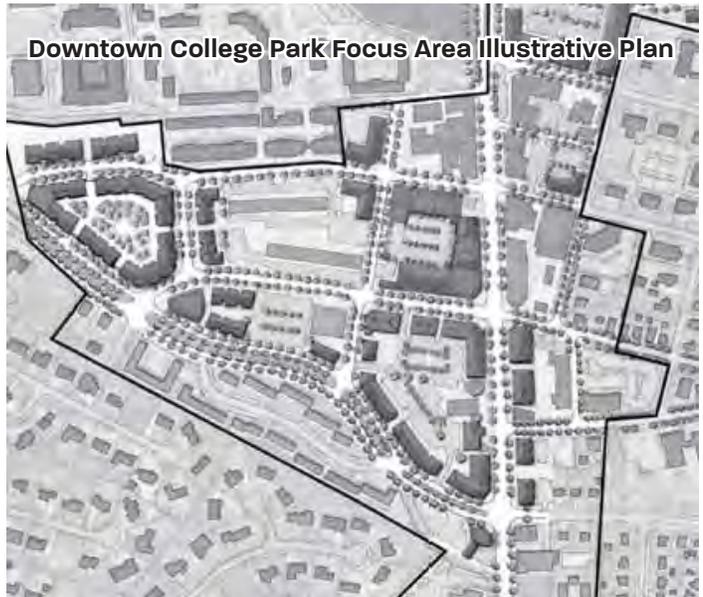
This sector plan also recognizes the unique situation within the County of a rapidly urbanizing corridor adjacent to a sensitive environmental corridor formed by the Paint Branch stream valley. Sustainable urbanism is a keystone of this sector plan, as is the celebration of the relationship between the natural and built environments.

The plan seeks to foster an enhanced sense of place. The presence of the flagship university of the State of Maryland provides an opportunity to support the continued growth of an exemplary college town that improves the quality of life for all residents, attracts top-quality students, and inspires visitors.

Plan Overview



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 3,783
2020: 10,825



+186.1%



COUNTY

2010: 863,420
2020: 967,201

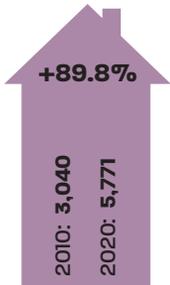


+12.0%



Housing²

TOTAL UNITS

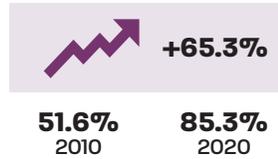


PLAN AREA

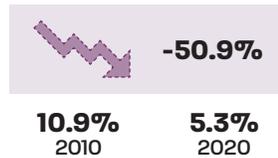


COUNTY

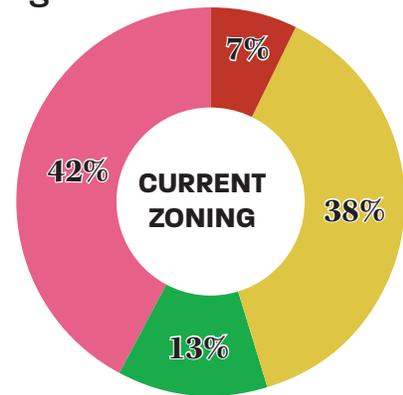
OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



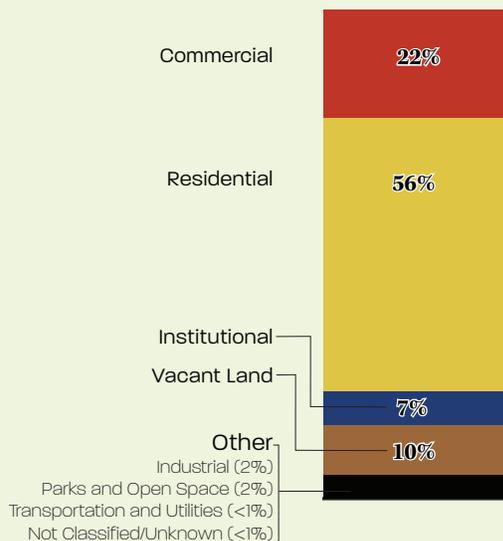
Zoning³



- Residential (38%)
- Transit-Oriented/Activity Center (42%)
- Non-Residential (7%)
- Rural/Agricultural (13%)

Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

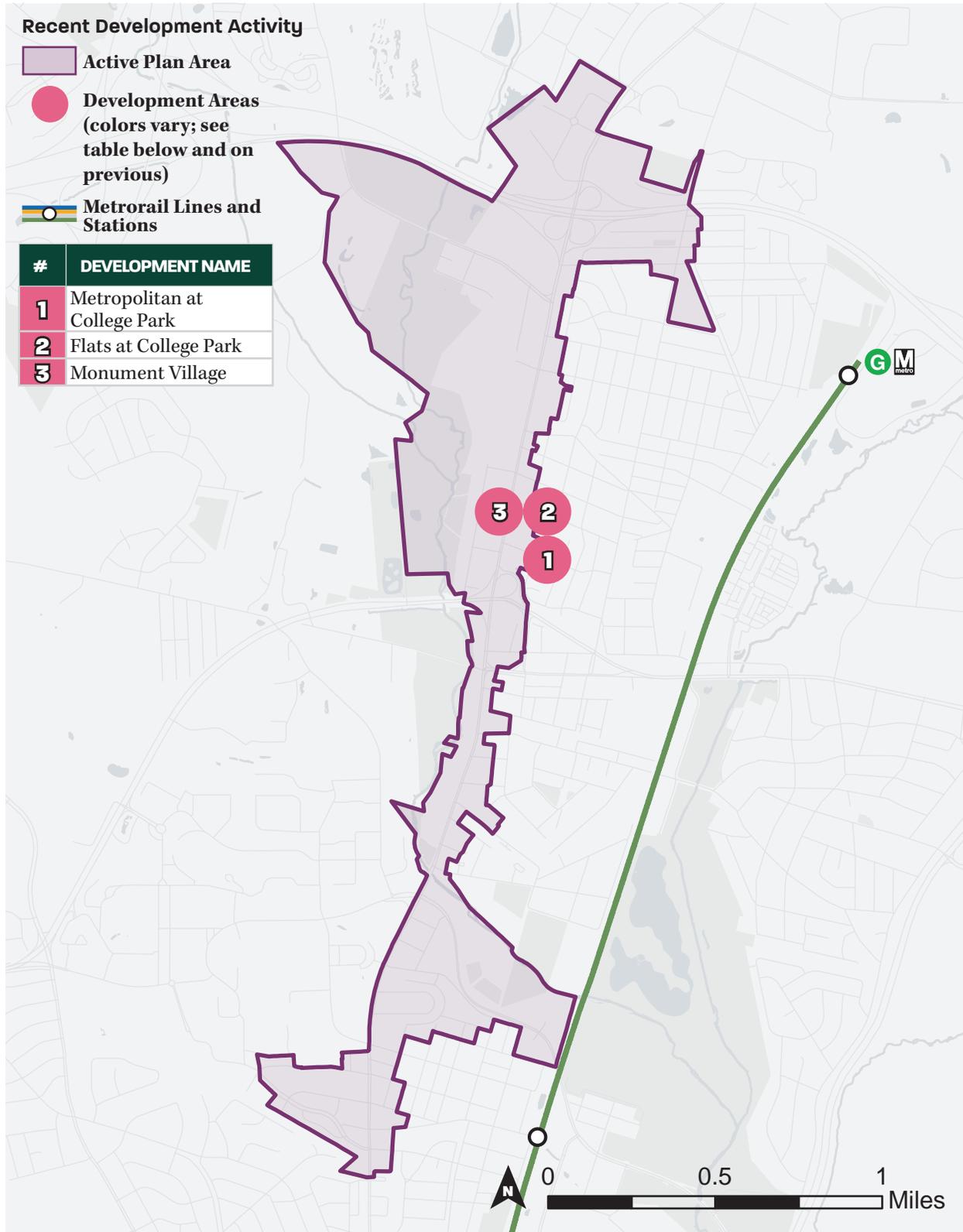
The plan calls for the transformation of US 1 in the plan area from an auto-dominated corridor into a largely mixed-use and walkable stretch, organized around a set of nodes. Development should be sufficiently dense to complement upgrades to the pedestrian, cyclist, and transit access along US 1 while respecting the existing single-family neighborhoods off the corridor.

Dense, mixed-use development that follows the plan is occurring across the plan area. US 1 has been reconstructed with bike lanes, a center median, and pedestrian safety and comfort enhancements, and the new construction orients itself to the street, implementing the plan and fostering a more walkable, urban environment.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Mixed-Use/Flex			
1	Metropolitan At College Park	45 units constructed, 233 units in the pipeline	3,724 SF approved
2	Flats at College Park	317 units constructed	3,296 SF constructed
3	Monument Village	235 units constructed	4,800 SF constructed

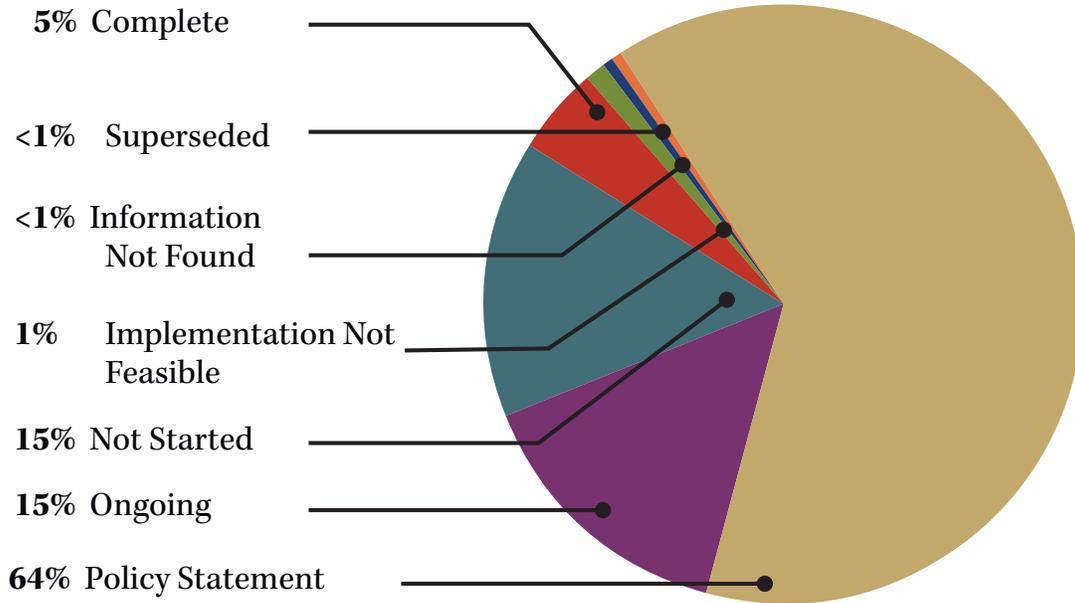
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Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



Hollywood Gateway Park, located on the southeast corner of Baltimore Avenue and Edgewood Road, was completed in fall 2020.



In fall 2024, the Maryland Department of Transportation State Highway Administration (MDOT SHA) completed the **US 1** from College Avenue to MD 193 project. The project **enhances safety and access** with features like dedicated bike lanes, ADA-compliant sidewalks, and improved lighting.

KEY UPCOMING PROJECTS



The **Purple Line Baltimore Ave-UMD Station** is under construction in the sector plan area.

Challenges

- **Transportation and Connectivity:** As noted in the plan (page 27-28), traffic congestion is a concern in the area. The road network has also become fragmented, adding a challenge for neighborhood-to-neighborhood connections.
- **Development Constraints:** The plan also notes (page 29) that development is constrained along the corridor by both natural systems/topography and existing institutional land uses.

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

Next Steps

Near-Term Opportunities

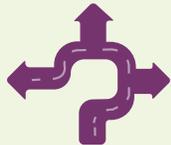
With the forthcoming Purple Line, and existing access to the Capital Beltway and MD 193, this area has excellent visibility and access. Proposed strategies below seek to improve connectivity and placemaking, as well as support implementation of Plan 2035.



Neighborhood Park: The plan proposes unifying the Autoville Drive neighborhood with a central green. (See page 96.) This could take the form of a small pocket park or similar, with a goal of providing a community gathering and placemaking opportunity for this somewhat isolated area. This can also support Plan 2035 Strategy HD9.4, to “enhance the public realm by installing public amenities and art in central places and ensuring public buildings model high-quality urban design and architecture and multimodal access.”

Responsible Parties:

- Department of Parks and Recreation
- Property owners



Connections: To facilitate movement of those who live in the corridor, and encourage visitors to explore, look for ways to improve travel for all modes. For example, on page 108, the plan suggests looking for ways to reconnect streets east of US 1 (Baltimore Avenue) where they have been closed off or turned into one-way streets. These changes would need to occur in close coordination with neighborhoods, and include traffic calming measures. This can support Plan 2035 Strategy TM1.6: “Where feasible and practical, require physical connections—such as trail connections, bus-only streets, and roads—within new and between new and existing developments in our Established Communities, while making adequate provisions for the mitigation of privacy, noise, and cut-through traffic concerns.”

Responsible Parties:

- Department of Public Works and Transportation

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

March 2028

Plan implementation is underway. A future progress report update may consider whether an amendment could help identify new opportunities for development or infrastructure improvements not currently identified in the plan.

To reduce plan area fragmentation, we recommend consolidating the following plans into a single sector plan: Langley Park-College Park-Greenbelt Sector Plan, Central US 1 Corridor Sector Plan, Greenbelt Metro Area Sector Plan, and the Greenbelt Metro Area and MD 193 Corridor Sector Plan.

College Park-Riverdale Park Transit District Development Plan and Transit District Overlay Zone (TDOZ)

Date Plan Approved: March 17, 2015

Date of Progress Report: September 22, 2025

Councilmanic District: 3

Progress Summary

The Approved College Park-Riverdale Park Transit District Development Plan and TDOZ contains 247 recommendations, primarily focused on transportation and mobility as well as the natural environment.

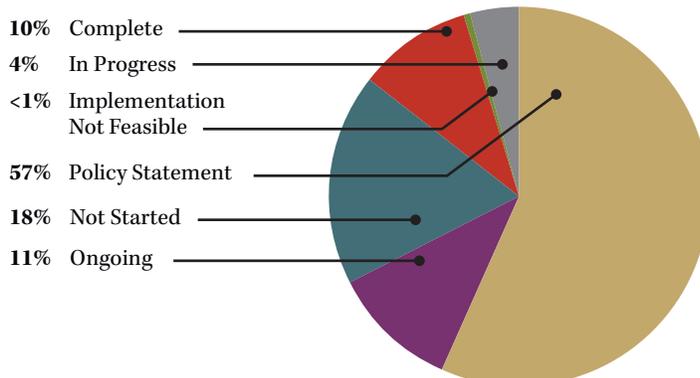
Since its adoption in 2015, approximately 10 percent (25) of the recommendations have been completed, 4 percent (10) are in progress, and 11 percent (27) are ongoing. Approximately 18 percent (44) have not yet had action taken.

Some highlights of completed recommendations include:

- The Discovery District research area opened in 2017, as a reimagined research park.
- The College Park Academy opened in 2013.



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 College Park-Riverdale Park Transit District Development Plan area centered on the College Park Metrorail station and the Discovery District and was bounded by Metrorail Green Line tracks to the west, College Park Airport to the north, the Paint Branch stream valley to the east, and Tuckerman Street to the south. The plan area superseded portions of multiple prior plans upon adoption.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The College Park-Riverdale Park Transit District Development Plan supersedes a portion of the following plans:

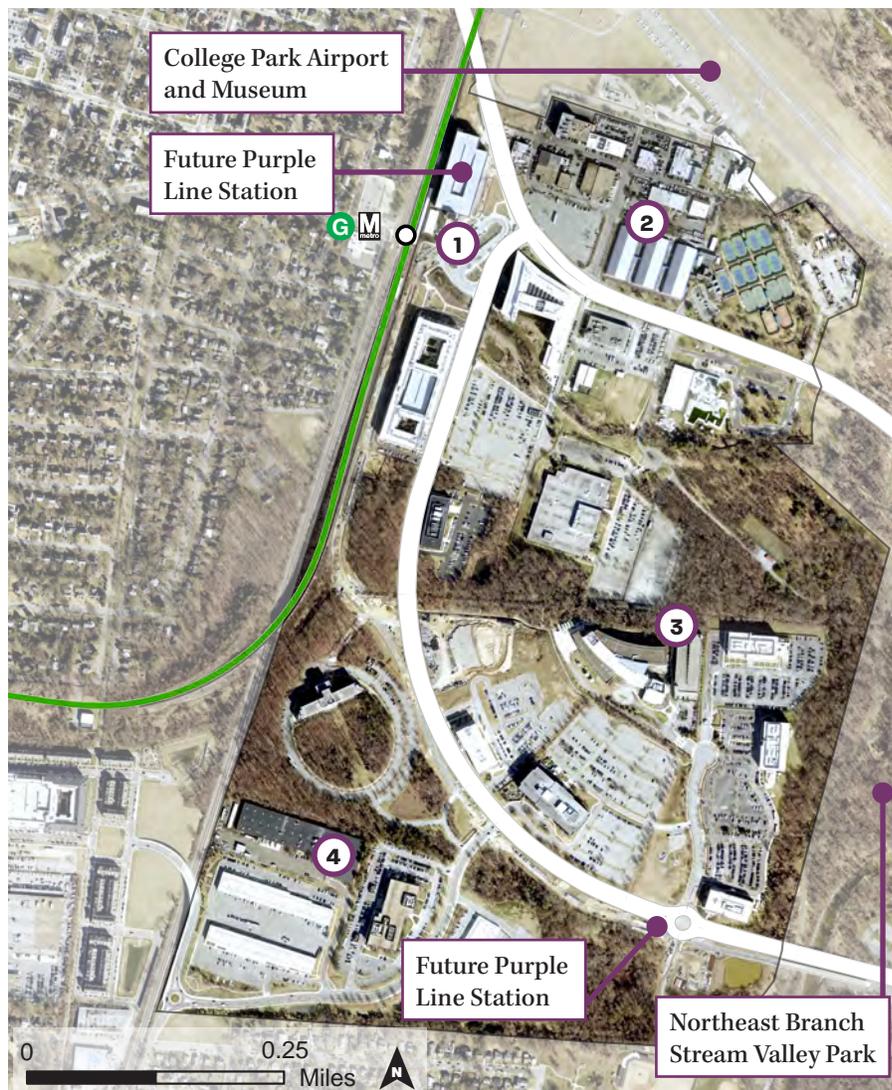
- 1 Planning Area 68 Master Plan (1994)
- 2 Langley Park-College Park-Greenbelt and Vicinity Master Plan (1989)

Plan Area Summary

Plan Area

Land within the transit district area is classified in the M-X-T (Mixed-Use/Transportation Oriented), I-3 (Planned Industrial/Employment Park), R-R (Rural Residential), O-S (Open Space), and R-O-S (Reserved Open Space) Zones. The transit district includes the College Park/U of MD Metro Green Line Station and a MARC station, and is the site of two forthcoming Purple Line stations (College Park/U of MD, and M Square). College Park Airport, the oldest continuously operated airport in the world, adjoins the transit district's northern boundaries, and the majority of the transit district area is within the County's aviation policy areas established to ensure a standard of safety and compatibility for airport-area residents, future residents, nearby businesses, pilots, and airport operators. The entire plan area is designated as a Plan 2035 Regional Transit District.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

○ Focus Areas and Goals

- 1 Metro Core:** Surrounds the Metro and MARC stations and one of its two future Purple Line stations and features a high-density mix of uses and new multipurpose transit plaza and green.
- 2 College Park Aviation Village:** A compact, predominantly residential community with integrated neighborhood-serving retail, civic uses, and new open spaces.
- 3 Research Core:** Serves as the transit district's dynamic and evolving hub of research, science, and technology companies, incorporating a range of existing and new office, research, and recreational uses with enhanced connectivity and walkability.
- 4 Riverdale Park Urban Village:** Proposed as a predominantly mixed-use office area extending along the south side of River Road at the proposed M Square Purple Line Station, shifting to more of a mixed-use multifamily and single-family attached residential development closer to Riverdale Park.

Plan Overview

Plan Vision

The College Park-Riverdale Park Transit District Development Plan (TDDP) envisions four interconnected neighborhoods that capitalize on the area's rich transit network and recreational amenities, celebrates its historic and environmental settings, and builds on its strong affiliation with the University of Maryland's flagship campus in College Park. Each neighborhood contributes to the transformation of the auto- and suburban-oriented office and industrial area into a vibrant, walkable, mixed-use center that attracts new residents, workers, and businesses; positions the innovative M Square Research Park as the centerpiece of a regional employment hub; emphasizes environmental stewardship; and improves walkability and access to the transit district's diverse transit options and surrounding historic communities.



SOURCE: COLLEGE PARK-RIVERDALE PARK TRANSIT DISTRICT DEVELOPMENT PLAN

Proposed Transit Plaza at Metro Core



SOURCE: COLLEGE PARK-RIVERDALE PARK TRANSIT DISTRICT DEVELOPMENT PLAN

Plan Highlights

The TDDP envisions a transformation of the current auto- and suburban-oriented office and industrial area into a vibrant, walkable mixed-use center and position the innovative M Square Research Park as the centerpiece of a regional employment hub. The TDDP emphasizes environmental stewardship and improves walkability and access to the transit district's diverse transit options and surrounding historic communities.

The Plan Prince George's 2035 Approved General Plan (Plan 2035) designates the transit district as one of eight medium- to high-density mixed-use centers, referred to as regional transit districts, and as part of the County's cutting-edge innovation corridor. The TDDP builds upon the economic, social, environmental, and placemaking recommendations of Plan 2035 to position the transit district to best leverage existing transit assets and new market opportunities as cornerstones of its transformation.

The TDDP is distinguished by its flexible approach to complex land use and urban design issues while respecting the priorities and needs of property owners and neighboring communities. The TDDP recommendations and the Transit District Overlay Zone (TDOZ) transit district design guidelines and standards foster an enhanced sense of place.

Plan Overview

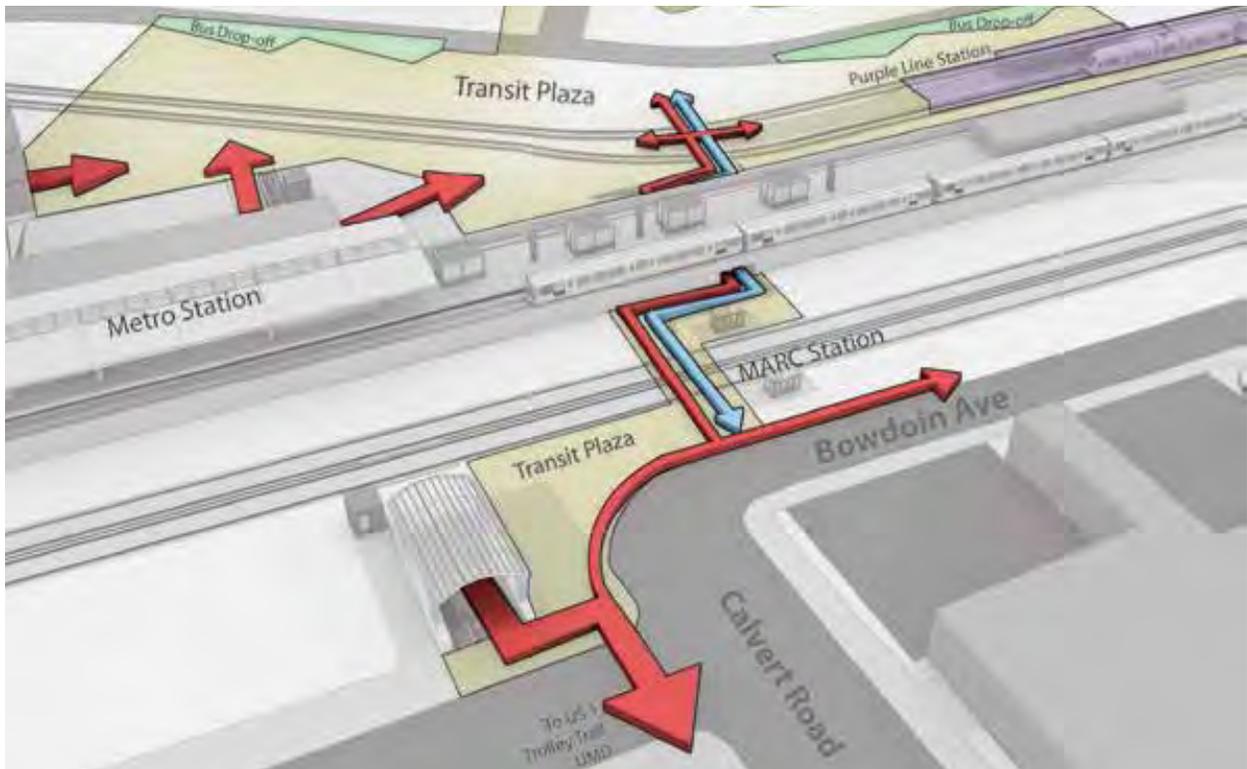


MARC Tunnel



SOURCE: COLLEGE PARK-RIVERDALE PARK TRANSIT DISTRICT DEVELOPMENT PLAN

Proposed Transit Station Connectivity



SOURCE: COLLEGE PARK-RIVERDALE PARK TRANSIT DISTRICT DEVELOPMENT PLAN

Where Are We Now?

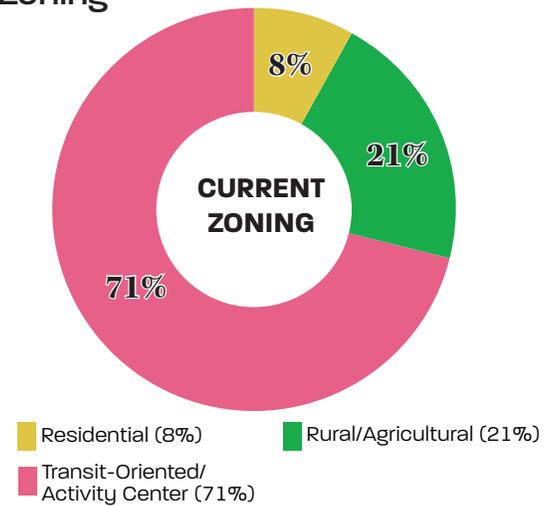
Population¹

Due to the small size of the plan area, we are unable to calculate accurate estimates of population and housing characteristics.

Housing²

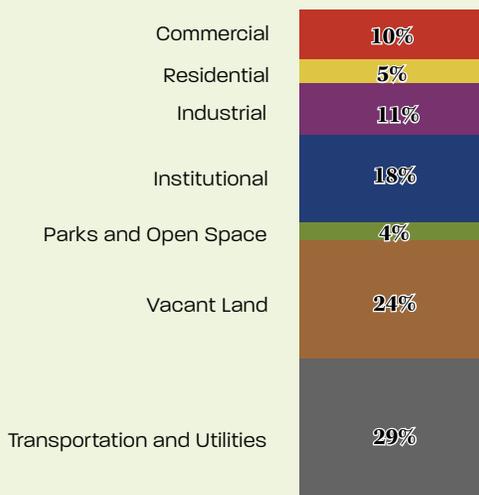
Due to the small size of the plan area, we are unable to calculate accurate estimates of population and housing characteristics.

Zoning³

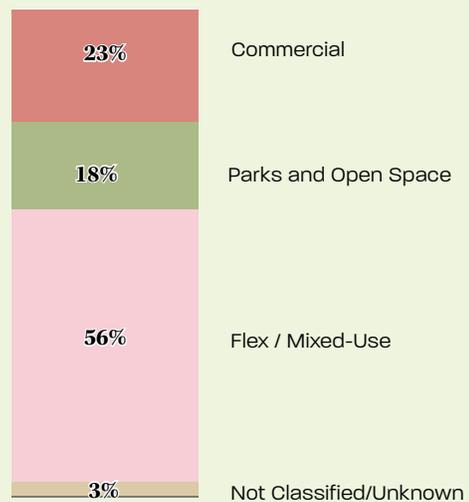


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

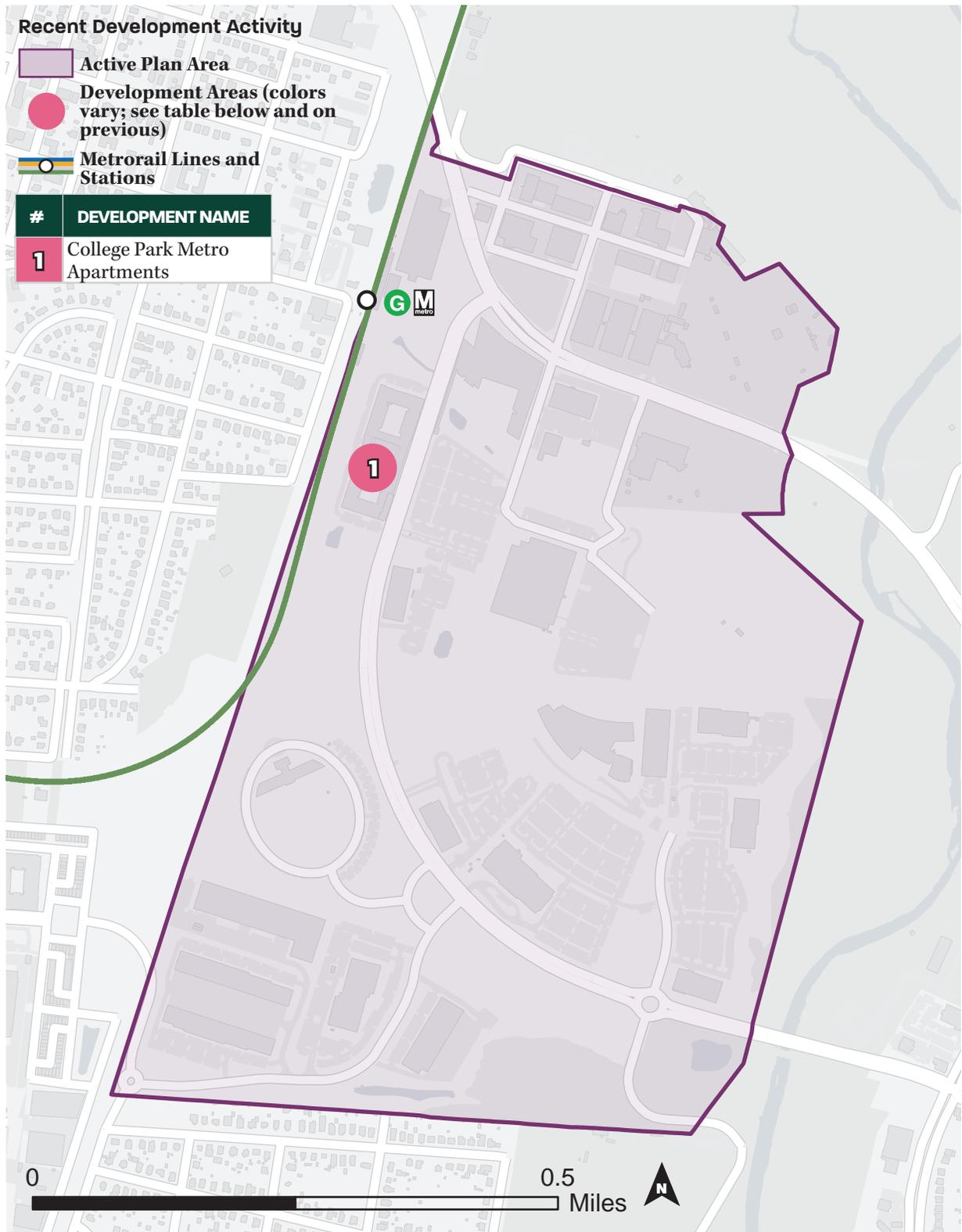
The plan calls for mixed-use development that leverages the area’s proximity to multiple rail transit systems, existing research park and office uses, and the College Park airport to create a stronger, connected neighborhood with a balance of housing, jobs, and amenities. The plan area is home to an important employment center in M Square, a prominent research park.

Completed and ongoing residential and office development has helped meet the goals of the plan through increasing the number of residents and jobs in close proximity to Metro, MARC, and in the future, the Purple Line. Large residential transit-oriented development and expansion of the research park contribute to the development of a walkable, mixed-use center.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Mixed-Use/Flex			
1	College Park Metro Apartments	451 units constructed	4,998 SF constructed

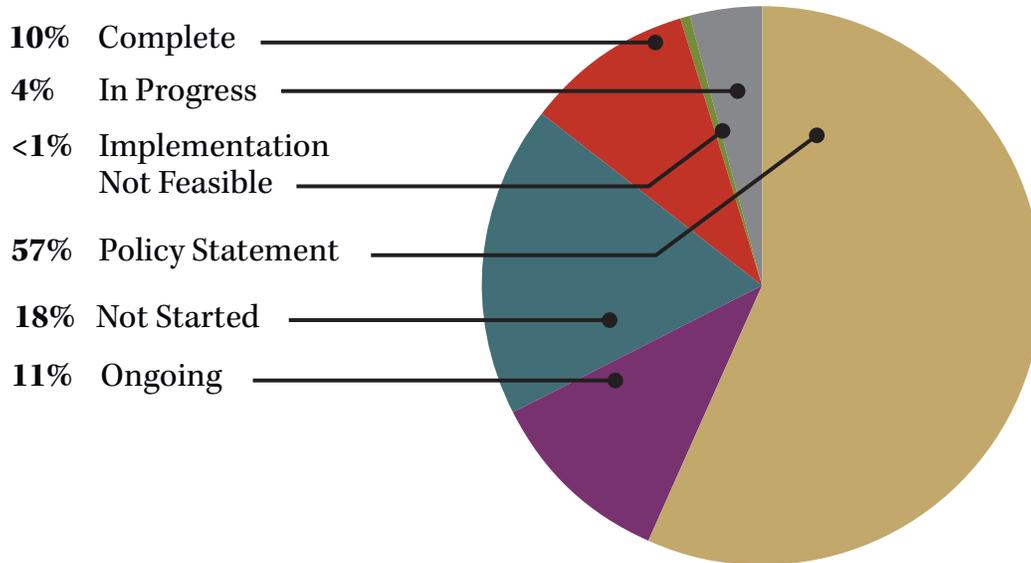
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



The **Discovery District** opened in 2017, as a reimagined research park. A driver for growth, it offers flexible office spaces for start-up companies, larger technology clients, and more.



The Atworth, a transit-oriented mixed-use building, opened across the street from the Metro station in 2024.

KEY UPCOMING PROJECTS



The construction of the **Purple Line** is underway, and two of the light rail stops are within the TDDP area. Along with the MARC and Metro stations, this area is a key transit hub.

Challenges

- **Housing:** There will be challenges to provide the type, price, and size of new housing as identified in this plan. While the new Zoning Ordinance provides some flexibility in certain zones, greater housing choices may not be available for anticipated population growth and household configurations. Furthermore, mixed-income housing is less likely to be included in new developments as there currently is no requirement to provide this.
- **Facilities for Walking and Biking:** All bike and pedestrian infrastructure recommendations are not being constructed with new development. Dedicated bike lanes and sidewalks are not in place throughout the Discovery District and available right-of-way in other areas may impede their implementation.

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

Next Steps

Near-Term Opportunities

With the Discovery District, extensive existing transit service, and two soon-to-be-opened Purple Line stations, there are many ongoing activities within this area. The recommendation below focuses on ensuring the momentum is maintained as implementation continues. It can also support implementation of Plan 2035.



Task Force: The implementation plan noted that the first step should be to form a College Park-Riverdale Park TDDP Task Force of comprised of people/organizations with direct investment in the success of the transit district. This task force will be charged with actively pursuing the implementation of the plan recommendations and may further act in an advisory capacity, providing input and guidance to the governing bodies to ensure plan conformance. This opportunity can support Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”

Responsible Parties:

- Prince George’s County
- City of College Park, Town of Riverdale Park
- University of Maryland/ Corporate Office Properties Trust
- Washington Metropolitan Area Transit Authority (WMATA)
- Business and property owners

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

March 2027

Plan implementation is underway. While this plan is not in need of immediate updates, we 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).