

# Plan Progress Report

## Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment

Date Plan Approved: June 7, 2022

Date of Progress Report: September 22, 2025

Councilmanic Districts: 2, 3

### Progress Summary

The Adelphi Road-University of Maryland Global Campus (UMGC)-University of Maryland, College Park (UMD) Purple Line Station Area Sector Plan and Sectional Map Amendment contains 128 recommendations, primarily focused on transportation and mobility, the natural environment, public facilities, and land use.

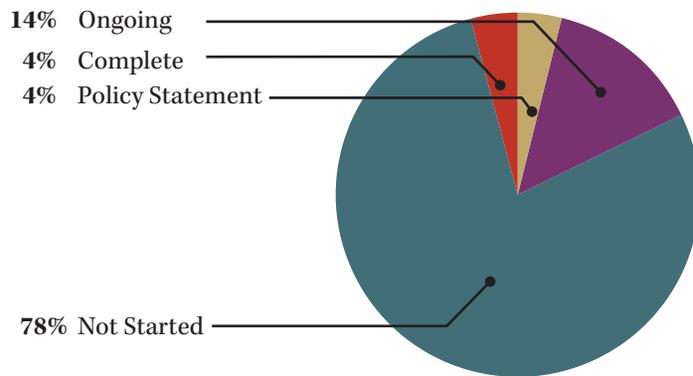
Since its adoption in 2022, approximately 4 percent (5) of the recommendations have been completed, and 14 percent (18) are ongoing. Approximately 78 percent (100) have not yet had action taken.

One highlight of completed recommendations includes:

- Amended Plan 2035 to designate UMD West Center as a Local Transit Center (formerly Campus Center).



### 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 approved Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan area centers on the future Purple Line station at the intersection of Adelphi Road and Campus Drive and is generally bounded by University Boulevard (MD 193) to the northwest, the University of Maryland campus to the northeast, and Adelphi Road to the west. The plan superseded a portion of the Langley Park-College Park-Greenbelt and Vicinity Master Plan upon adoption.

### As-Approved Plan Area and Related Plan Boundaries



### Related Plans

The Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan supersedes a portion of the following plan:

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

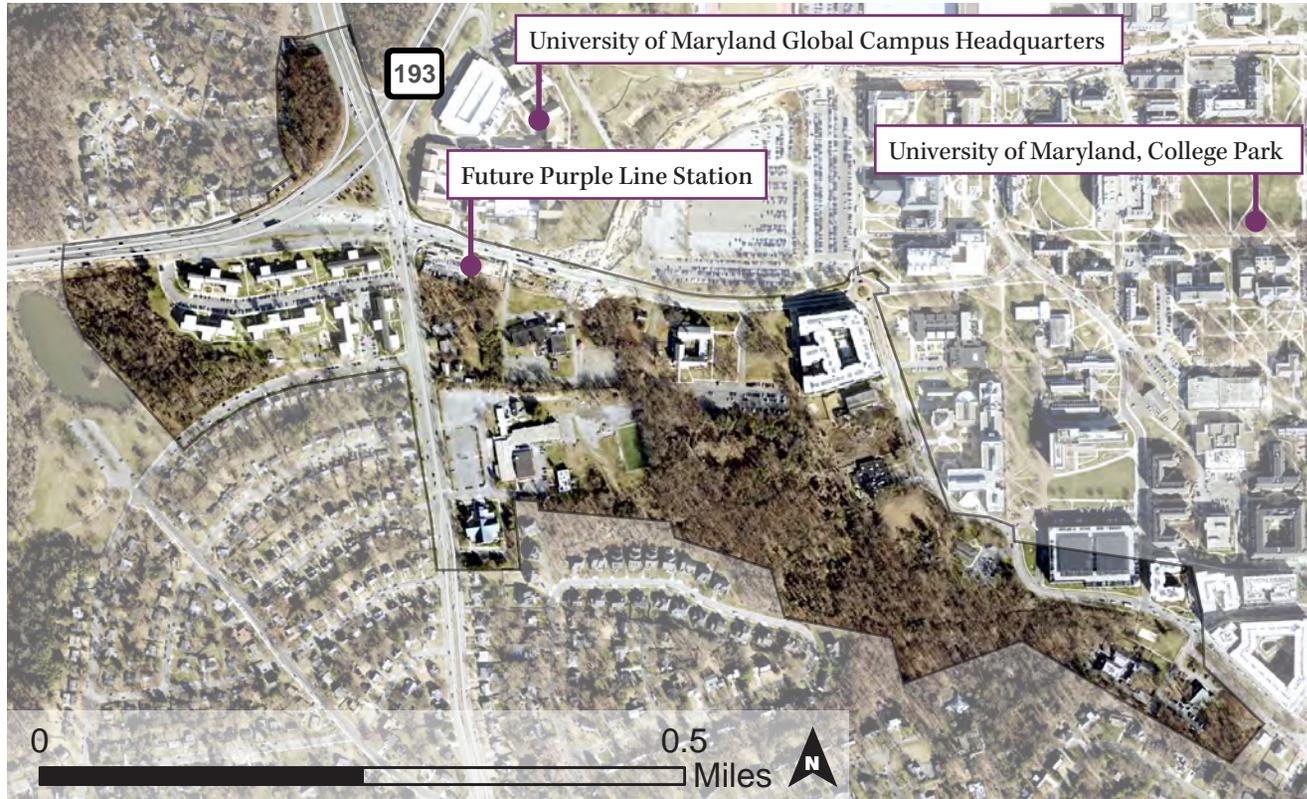
- As-Approved Plan Area
- Superseding Plans
- Superseded Plans
- Metrorail Lines and Stations

# Plan Area Summary

## Plan Area

The Adelphi Road-UMGC-UMD Purple Line Station Area consists of 102.12 acres adjacent to the planned Adelphi Road-UMGC-UMD Purple Line Station and the intersection of MD 193 (University Boulevard), Adelphi Road, and Campus Drive. The plan area is south of the University of Maryland Global Campus headquarters and south and west of University of Maryland, College Park. The plan area includes portions of the cities of Hyattsville and College Park and is located in Councilmanic Districts 2 and 3. The plan area is located within Plan 2035's Established Communities, Planning Subregion 2, and Planning Area 66 (College Park-Berwyn Heights and Vicinity) in the northwestern area of Prince George's County. MD 193 (University Boulevard) and Adelphi Road provide connections to major thoroughfares. Most of the plan area aligns with the Plan 2035 UMD West Campus Center. Major regional destinations outside the plan area include I-95/I-495 (Capital Beltway) to the north, US 1 (Baltimore Avenue) to the east, the Gateway Arts District to the southeast, Prince George's Plaza and Washington, D.C. to the south, and Takoma/Langley Crossroads, Takoma Park, Silver Spring, and other areas of Montgomery County to the west.

### Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

The center of a unique, vibrant, welcoming, inclusive, and accessible neighborhood that serves as a gateway to the University of Maryland. Residents live in a range of housing options in walking distance to jobs, classes, recreational opportunities, and exceptional public transit that connects to jobs throughout the broader region. This sustainable community focuses on providing safe access to local amenities and regional destinations through a network of open spaces to relax, gather, and recreate.



SOURCE: ADELPHI ROAD-UMGC-UMD PURPLE LINE STATION AREA SECTOR PLAN

## Plan Goals

**Land Use:** Create an attractive, vibrant, walkable, sustainable transit-oriented neighborhood that enhances the University of Maryland and the surrounding community.

**Economic Prosperity:** Thrive through its support of the University of Maryland, the County's largest employer, and the diverse businesses that serve the neighborhood, the University, and a growing research and development sector.

**Transportation and Mobility:** Foster safe travel for pedestrians, bicyclists, transit users, and drivers transitioning between the Purple Line light rail, campus, homes, jobs, recreation, and businesses. An improved transportation network and housing proximate to the Purple Line and the University of Maryland will reduce dependency on single-occupant vehicles.

**Natural Environment:** Promote sustainability by protecting valuable natural resources and incorporating and integrating existing natural features within the built environment.

**Housing and Neighborhoods:** Provide a range of housing options for a diverse population that meets the needs of the community and supports the anchor institutions and market demand to create an inclusive neighborhood.

**Community Heritage, Culture, and Design:** Feature an attractive built environment and public realm that celebrates the unique identity of the sector plan area as a gateway to the University of Maryland campus and the community at large, and presents diverse, inclusive, vibrant, and connected public spaces that integrate compatible uses, and maximize the benefits associated with the proximity to the transit station and adjacent campus.

**Healthy Communities:** Encourages a healthy and active lifestyle for a variety of abilities with a range of opportunities to safely walk, bicycle, or ride transit to variety of fresh and healthy food sources, natural areas, and recreational opportunities.

**Public Facilities:** Feature attractive urban parks, shared-use paths and public open spaces where residents choose to relax, gather, and play.

## Plan Highlights

This plan defines the boundaries, Core, and Edge of the Plan 2035-designated UMD West Center and recommends that it be reclassified from a Campus Center to a Local Transit Center, in recognition of its proximity to the University of Maryland and the Purple Line. As the area revolves around the activities of two University of Maryland campuses, the plan focuses on leveraging opportunities for business development and establishing the Purple Line Station as a gateway to the University of Maryland campus.

# Measuring Success

To track the success of the 2022 Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan and Sectional Map Amendment over time, the document identifies the following metrics and goals:

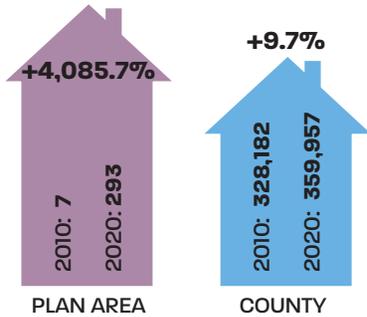
Indicator	Target	Measurement Interval	Progress
 Number of vacant, for-lease, non-residential units	2037: 1 unit 2047: 3 units	5 Years	Measure Starting 2027
 Number of new dwelling units constructed <sup>1</sup>	2047: 2,321 units	1 Year	Units as of 2022: 1,194 Units as of 2025: 1,194 2022 2025 No New Units GOAL
 Travel mode split	2047: 75% of trips taken by non-auto means (walking, bicycling, transit, etc.)	5 Years	Measure Starting 2027
 Miles of bicycle and pedestrian facilities constructed <sup>2</sup>	2047: 3.84 miles	1 Year	Miles as of 2022: 2.70 Miles as of 2025: 2.58 2022 2025 No New Construction GOAL
 Amount of tree canopy preserved	2047: 15% of the plan area	5 Years	Measure Starting 2027
 Number of LEED® certified buildings and/or neighborhood developments	2047: 3 buildings or developments	5 Years	Measure Starting 2027
 Number of new parks constructed	2047: All 10 parks in Table 15 of the 2022 plan	5 Years	Measure Starting 2027

SOURCES: 1 – PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT, PROPERTYINFO; ONLINE REAL ESTATE SITES; IMAGERY. 2 – PRINCE GEORGE'S COUNTY. NOTE: THE DECREASE IN SIDEWALKS IN 2023 APPEARS TO BE DUE TO INACCURACIES IN THE DATA AND AREAS OF CONSTRUCTION THAT TEMPORARILY OBSTRUCTED SIDEWALKS RATHER THAN AN ACTUAL DECREASE IN FACILITY MILES.

# Where Are We Now?

## Housing<sup>1</sup>

### TOTAL UNITS



## OCCUPANCY RATE (PLAN AREA)



## HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

### PLAN AREA

2010: 30  
2020: 531

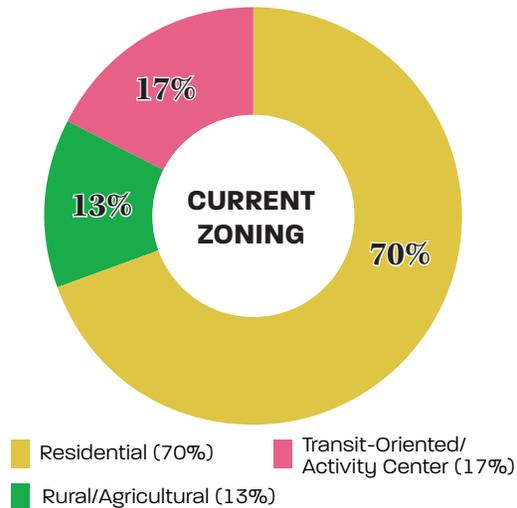


### COUNTY

2010: 863,420  
2020: 967,201

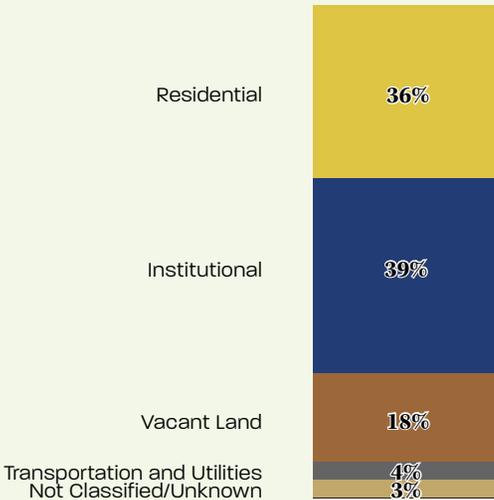


## Zoning<sup>3</sup>

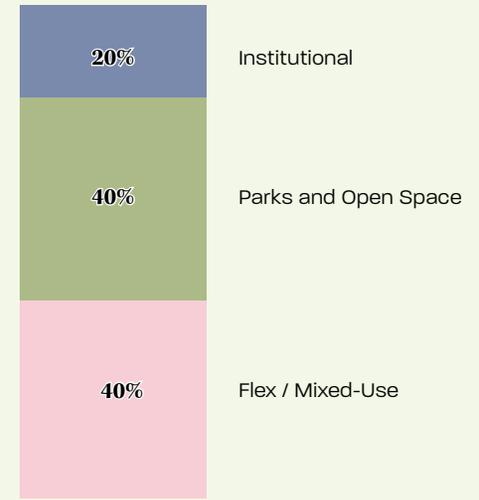


## Land Use

### CURRENT LAND USE<sup>4</sup>



### PLANNED FUTURE LAND USE<sup>5</sup>



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 conceives of a vibrant, high-density mixed-use node surrounding the University of Maryland West Local Transit Center (future Purple Line station) centered on the intersection of Adelphi Road, University Boulevard, and Campus Drive. The Future Land Use within the plan area is entirely Mixed-Use except for a few parcels designated Institutional and Parks and Open Space.

Since the adoption of the sector plan and sectional map amendment, no redevelopment has occurred. Reasons for this could be instability in the real estate development industry since the COVID-19 pandemic and the recency of plan adoption. One large residential apartment development was completed in the plan area prior to the adoption of the sector plan and sectional map amendment. Future redevelopment may be catalyzed by progress and completion of the Purple Line.

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

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

# Development Activity

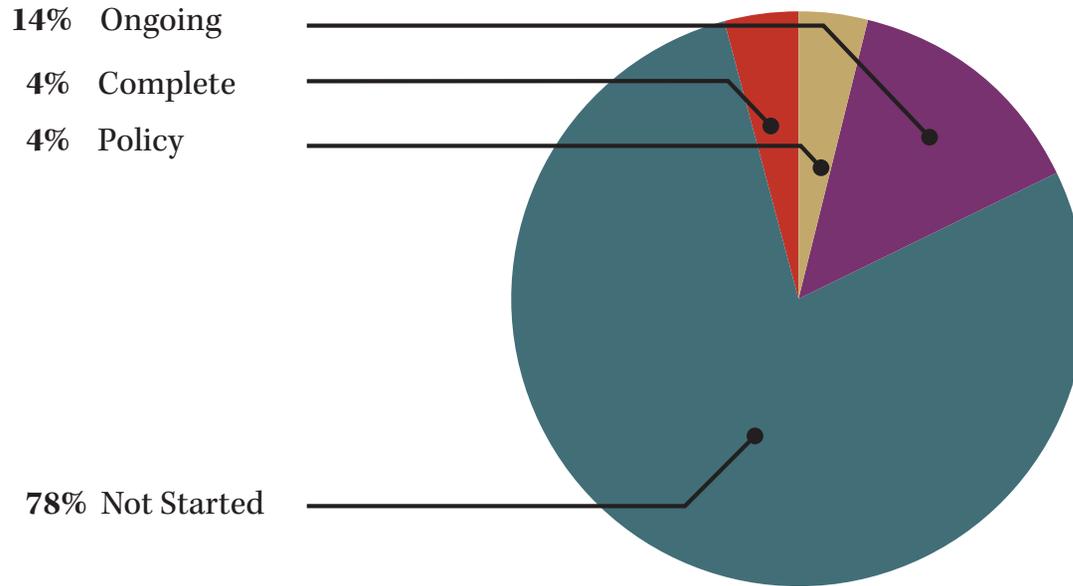
- Active Plan Area
- Development Areas  
(colors vary; see table below and on previous)
- Metrorail Lines and Stations

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



# Implementation

## Status of Plan Recommendations



## Challenges

- **Stormwater:** As noted on page 84 of the plan, water quality in the sector plan area may be adversely impacted by the prevalence of impervious surfaces (nearly 36 percent of the plan area) and compacted soils.
- **Multimodal Options:** There are currently limited bicycle and transit facilities.

### KEY CONSTRUCTED PROJECTS<sup>1</sup>

[No constructed projects found since 2022.]

### KEY UPCOMING PROJECTS



After several delays, **construction of the Purple Line** is underway. It will include a stop at Adelphi Road and Campus Drive.



The Department of Public Works and Transportation (DPW&T) is completing the **Cool Spring-Adelphi Pedestrian-Bike Access** project, which will provide pedestrian and bicycle connectivity to the Northwest Branch Trail and future Purple Line Station at the University of Maryland.

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

# Next Steps

## Near-Term Opportunities

There are several potential opportunities to consider in the plan area in the near term, with a focus on implementing projects from the 2022 sector plan and supporting implementation of Plan 2035. Below, we have identified some potential short-term catalyst projects that could drive change in the plan area, as well as related responsible parties.



**Economic Development:** With the Purple Line construction well underway, resources should be focused on working toward Economic Prosperity Strategy 1.1, to create a neighborhood destination by attracting high-quality retail, eating, and drinking establishments, and services to the Adelphi Road-UMGC-UMD Purple Line Station. As part of this, partner to retain and recruit quality tenants to locate near the station, while also ensuring that the station area complements, rather than competes with, Prince George's Plaza, the US 1 Corridor, or other commercial centers. This opportunity can support the Plan 2035 Growth Policy goal to have 15 percent of new jobs in local transit, neighborhood, and campus centers.

### Responsible Parties:

- City of College Park
- UMD/UMGC
- Prince George's County Economic Development Corporation
- Property owners/ developers



**Stormwater Management:** Strategic actions should be taken to address Natural Environmental Policy 2, to proactively address stormwater management. As part of this, address the short-term action from the plan that focuses on maximizing the forested buffer along Guilford Run (NE-2.4). This opportunity can support Plan 2035 Land Consumption and Water Quality Policy 2, to "improve and maintain water quality through stormwater management and water resource protection."

### Responsible Parties:

- Property owners/ developers
- County Department of the Environment
- County Council
- Department of Permitting, Inspections, & Enforcement

## PLAN UPDATE RECOMMENDATION

Review for updates as scheduled

## NEXT SIX-YEAR UPDATE DUE DATE

June 2028

As this plan is only three years old, we recommend reassessing at the six year mark in order to gauge whether the short-term (<5 year) implementation actions have been addressed. If not, a minor plan amendment may be warranted at that time, to ensure that the plan takes into account any new or emerging constraints.

# Plan Progress Report

## Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)

Date Plan Approved: May 17, 1994

Date of Progress Report: September 9, 2025

Councilmanic Districts: 3, 5

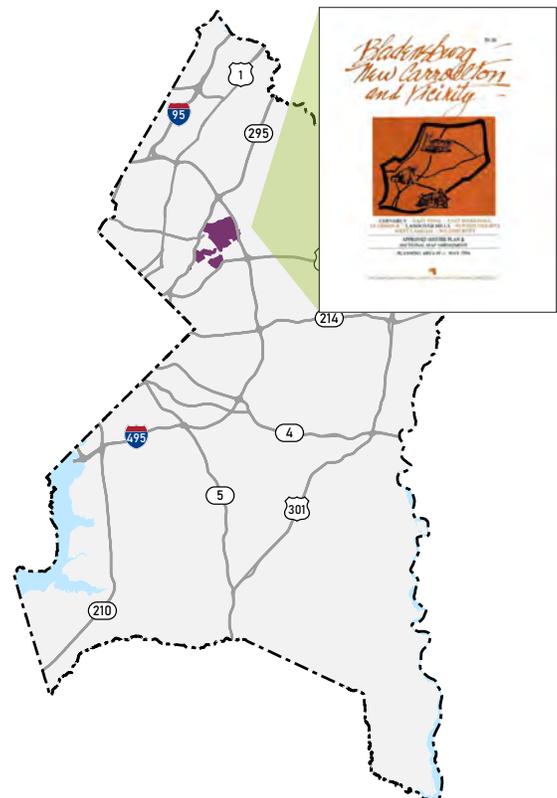
### Progress Summary

The Bladensburg, New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendment (Planning Area 69) contains 342 recommendations, primarily focused on community heritage, culture, and design; economic prosperity; housing and neighborhoods; and public facilities.

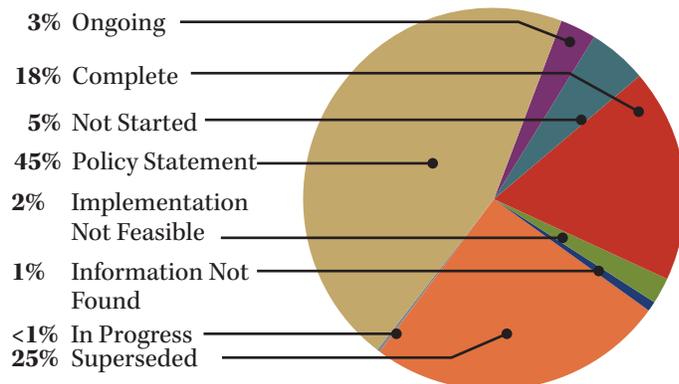
Since its adoption in 1994, approximately 18 percent (63) of the recommendations have been completed, 3 percent (9) are ongoing, and less than 1 percent (1) are in progress. Approximately 5 percent (18) have not yet had action taken.

One highlight of completed recommendations includes:

- Furman Parkway was extended to Beacon Light Road to improve access.



### Plan Recommendation Status



### Suggested Next Step(s)

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

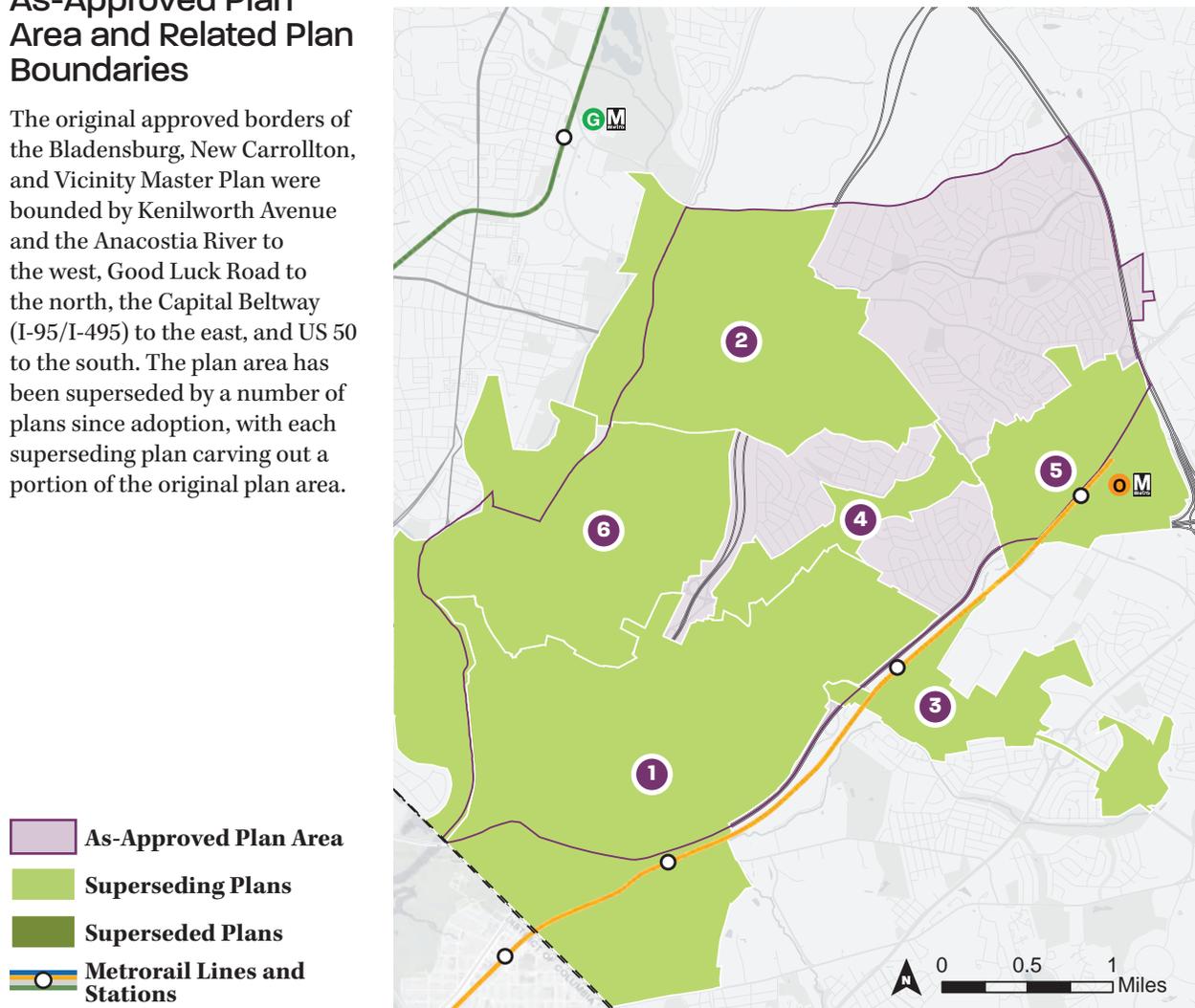
More information about this recommendation can be found at the end of the report.

# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Bladensburg, New Carrollton, and Vicinity Master Plan were bounded by Kenilworth Avenue and the Anacostia River to the west, Good Luck Road to the north, the Capital Beltway (I-95/I-495) to the east, and US 50 to the south. The plan area has been superseded by a number of plans since adoption, with each superseding plan carving out a portion of the original plan area.

As-Approved Plan Area and Related Plan Boundaries



## Related Plans

The following plans supersede a portion of the Bladensburg, New Carrollton, and Vicinity Master Plan:

- 1 Greater Cheverly Sector Plan (2018)
- 2 East Riverdale-Beacon Heights Sector Plan (2017)
- 3 Landover Metro Area and MD 202 Sector Plan (2014)
- 4 Central Annapolis Road Sector Plan (2010)
- 5 New Carrollton Transit District Development Plan (2010)
- 6 Port Towns Sector Plan (2009)

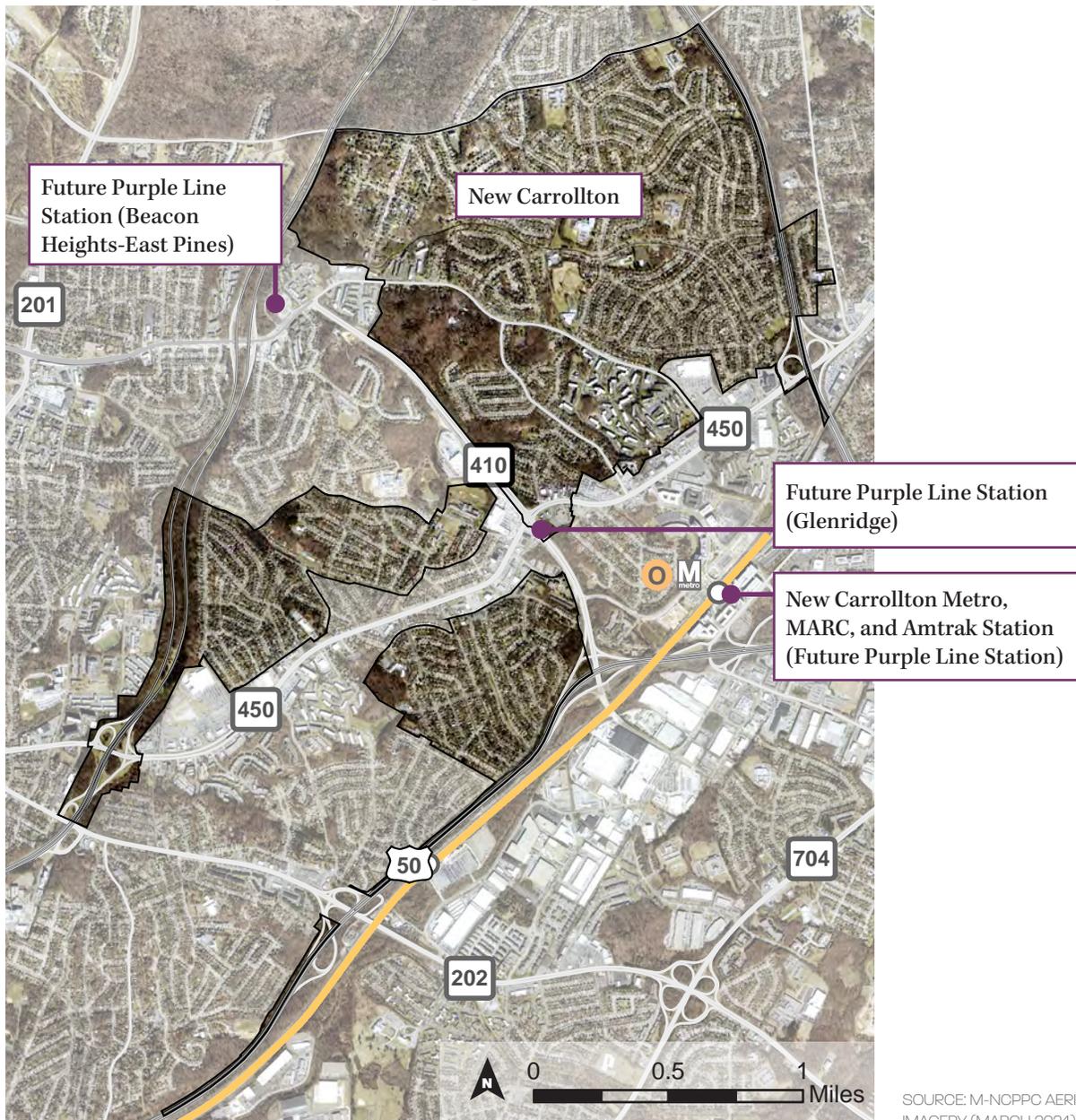
# Plan Area Summary

## Plan Area

The approved Bladensburg, New Carrollton and Vicinity plan area (Planning Area 69) encompassed 10.6 square miles (or 2.3 percent of Prince George's County). The original plan area was bordered by Good Luck Road and Greenbelt Park to the north; I-495 / Capital Beltway to the east; US 50 (John Hanson Highway) to the southeast; and MD 201 (Kenilworth Avenue) and the Anacostia River to the west. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page.

The WMATA Metro Orange Line, as well as cargo rail, runs along the southeast border of the planning area. The area surrounding the future Glenridge Purple Line Station was designated as a Plan 2035 Neighborhood Center.

## Plan Area Aerial with Key Locations Highlighted



# Plan Overview

## Plan Goals

- **Environmental Envelope:** To protect and enhance the environmental quality of the planning area by preserving natural environmental assets as an integral part of the community.
- **Historic Preservation:** To enhance the quality of life through the preservation of designated historic resources which are significant for their historical, architectural, archaeological, and cultural value.
- **Living Areas and Housing:** To protect and improve the quality of all living areas. To provide decent, safe and sanitary housing for all residents by providing a broad range of housing opportunities and neighborhood choices which can meet the needs of different age groups, family sizes, lifestyles and income capabilities.
- **Commercial Areas:** To provide adequate, appropriately located amounts of commercial space.
- **Employment Areas:** To create more diversity in job opportunities for local residents and to enhance the economic base of the County and the planning area.
- **Urban Design:** To enhance the quality of development and the physical image of the planning area by fostering order and harmony in the built environment.
- **Circulation and Transportation:** To provide a safe, efficient and effective circulation and transportation system which will maximize accessibility and the movement of people and goods in the planning area and region.
- **Public Facilities:** To provide the needed public infrastructure and services – including schools, libraries, police, fire and rescue, and health facilities and services – within the planning area in a timely manner and with attention given to the needs of specific user groups.
- **Public Schools:** To provide appropriate facilities to meet the general and special educational needs of the residents of the planning area. To develop school properties for multiple uses to the maximum extent possible in order to meet public service needs in a more economical and efficient manner than is possible through acquisition of individual sites for each use.
- **Trails:** To provide hiker/biker/equestrian trails within the planning area in a manner that is functional, effective, sensitive to the surrounding environment, consistent with local property rights, and compatible with the siting of public open space.

## Plan Highlights

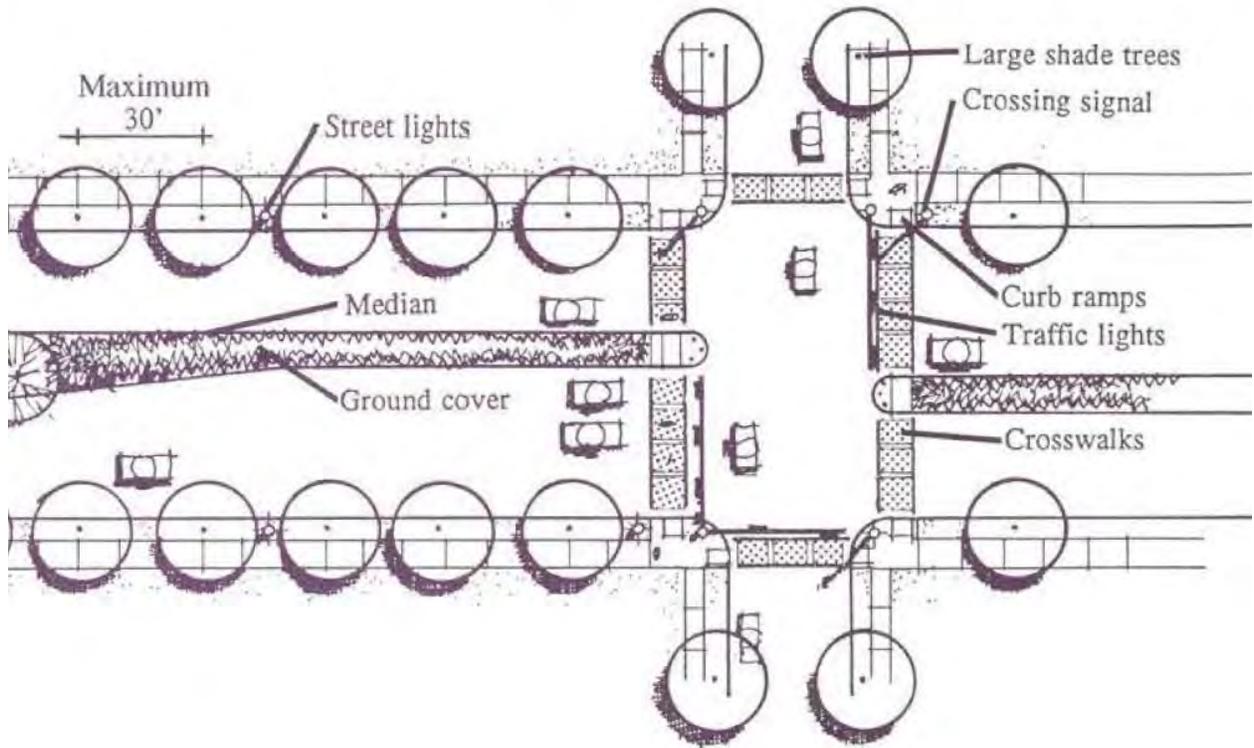
This plan and sectional map amendment proposes:

- Creation of an overlay zone which would allow limited industrial uses in selected declining shopping centers.
- A better integration of the shopping centers with the surrounding community.
- A special study of one deteriorating employment area with the objective of creating a redevelopment plan.
- Urban design recommendations and guidelines which should be followed on new and revitalization projects.
- The preservation of recognized historic sites and their environs.
- An integrated transportation system composed of Metrorail, buses and automobiles, with opportunities for pedestrian, equestrian and bicycle movements on trails and other public rights-of-way.
- A park system to provide both active and passive recreation, which meets the particular needs of differing interest and age groups.
- An environmental envelope with the goal of protecting and enhancing the environmental quality of the planning area by preserving natural environmental assets.
- Various public facility and service improvements to meet the needs of planning area residents.

# Plan Overview



## Typical Streetscape Elements



SOURCE: BLADENSBURG-NEW CARROLLTON AND VICINITY MASTER PLAN

## Multifamily Complex - Existing When Plan Was Developed



SOURCE: BLADENSBURG-NEW CARROLLTON AND VICINITY MASTER PLAN

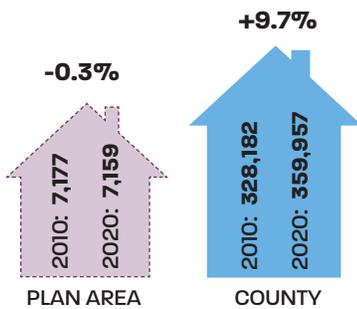
# Where Are We Now?

## Population<sup>1</sup>



## Housing<sup>2</sup>

### TOTAL UNITS



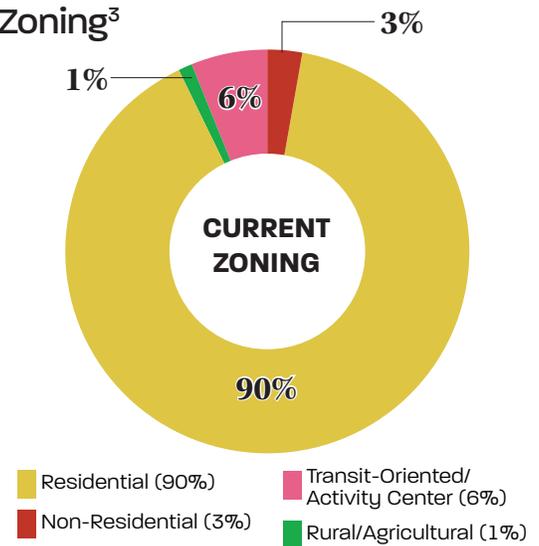
### OCCUPANCY RATE (PLAN AREA)



### HOMEOWNERSHIP RATE (PLAN AREA)

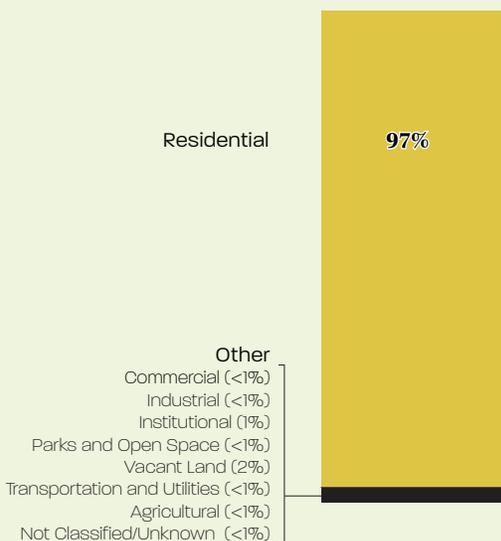


## Zoning<sup>3</sup>

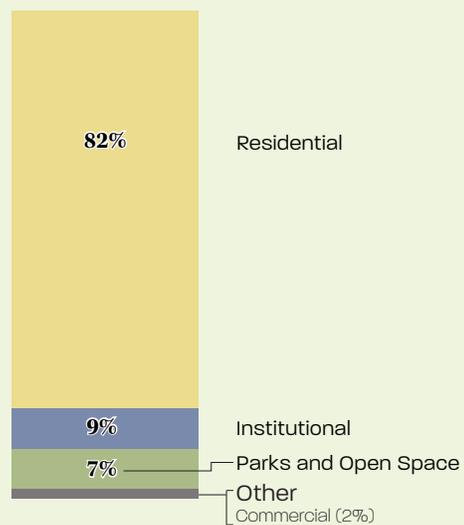


## Land Use

### CURRENT LAND USE<sup>4</sup>



### PLANNED FUTURE LAND USE<sup>5</sup>



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 preservation of the single-family residential character of the community and continued separation of “incompatible” uses from the residential neighborhoods. It also identified an oversupply of commercial uses, expressed by high vacancy rates and low rents. The plan calls for freezing the amount of commercial-zoned land in the plan area and encouraging renovation and adaptive reuse of underutilized retail spaces while also encouraging industrial development in designated employment areas.

As the plan area was mostly built out at the time of the plan’s approval, few significant developments have been constructed in the time since. Many non-residential portions of the approved plan area have been superseded by other plans in the intervening years.

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

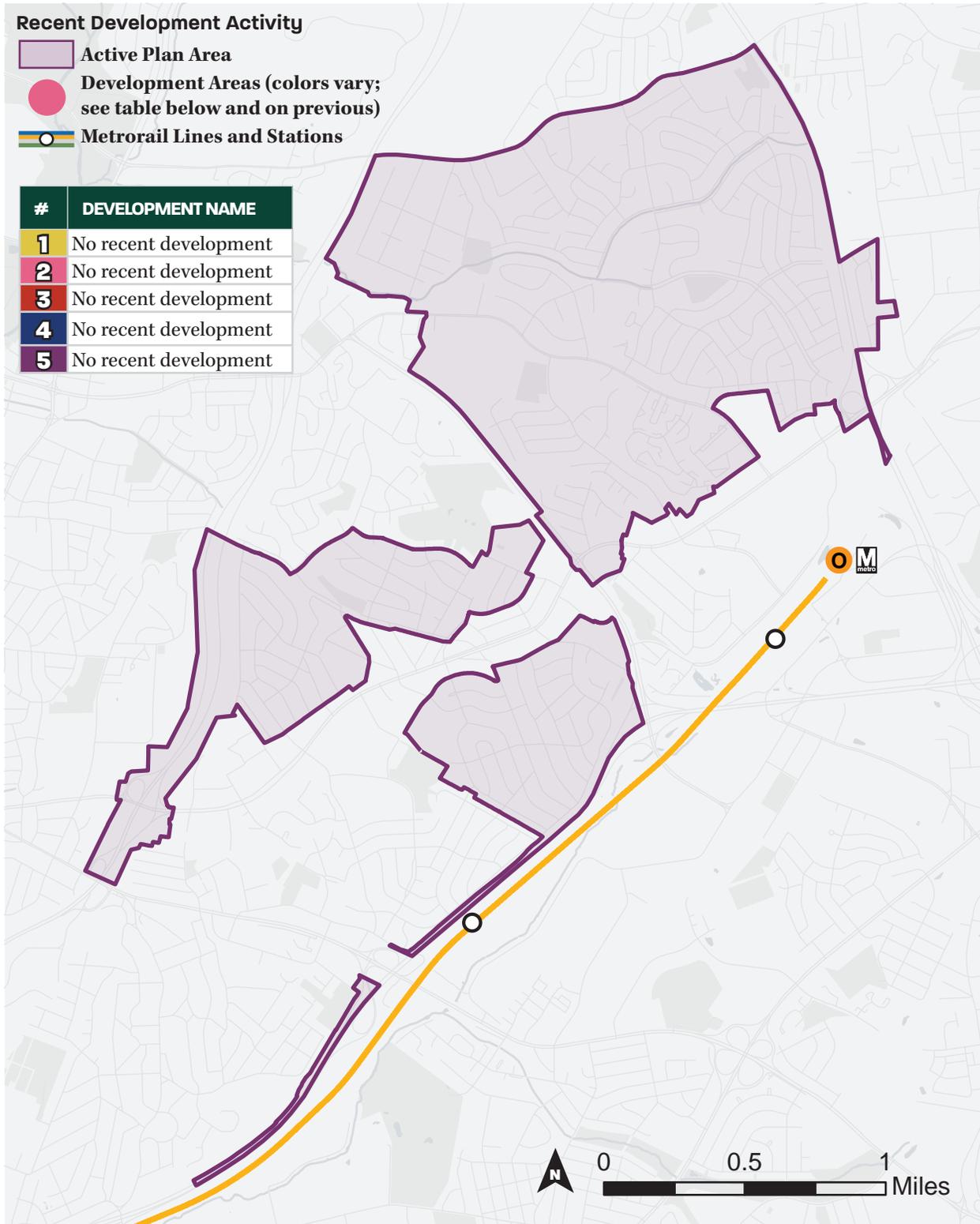
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# Development Activity

## Recent Development Activity

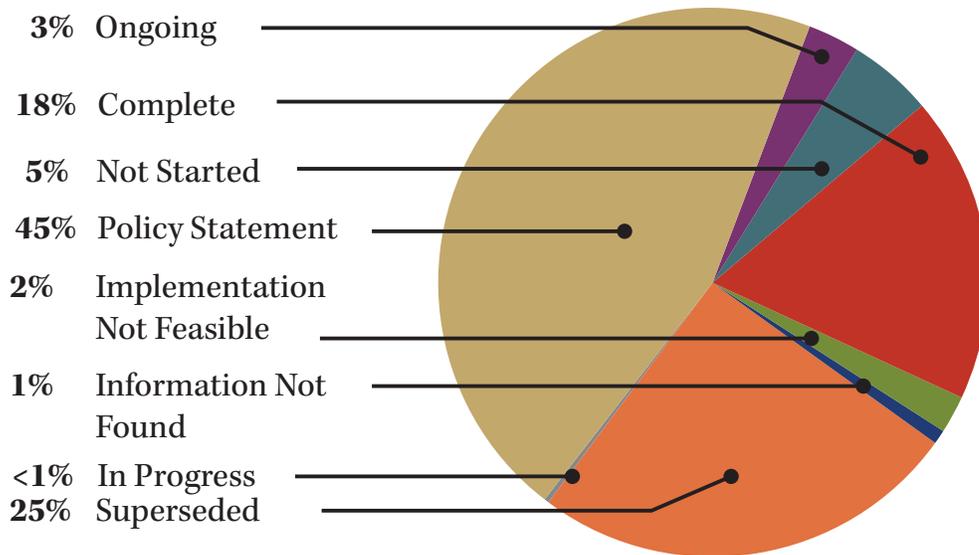
- Active Plan Area
- Development Areas (colors vary; see table below and on previous)
- Metrorail Lines and Stations

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



# Implementation

## Status of Plan Recommendations



### KEY CONSTRUCTED PROJECTS<sup>1</sup>



Reconstruction of the **Powhatan Street Bridge** is well underway, with completion expected in October 2025.



With support from the Purple Line Transit Partners, the City of New Carrollton is turning **Veterans Park** into a “**food forest**” by planting food that will be available to all.

### KEY UPCOMING PROJECTS



While not directly in this plan area, the **Purple Line** will give this area better transit access to the region, though additional “first/last mile” connections are needed.



**Margaret Brent Elementary School** is currently under construction on Lamont Terrace, with an expected completion year of 2026.

## Challenges

- **Connectivity:** Incomplete multimodal routes may exacerbate the distance between the plan’s residential areas and the light rail and Metro stations. The completion of the Purple Line, with Annapolis Road and New Carrollton stations nearby, will give this area better transit access to the region, though additional “first/last mile” connections are needed.
- **Plan Age:** The plan has not been updated since 1994, and much has changed in the local and regional area in that time. The plan’s focus on preserving single-family uses is likely making it difficult to achieve other plan visions for compact development patterns that allow clustering of services and facilities. In addition, this plan was finalized well before Plan 2035 (2014) and the updated zoning ordinance (2022) were adopted and therefore may not align with prevailing Countywide goals and visions.

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

# Next Steps

## Near-Term Opportunities

While we are recommending a replacement for this plan, there are some key near-term opportunities for continued implementation of the 1994 plan that can serve as a catalyst for the future and support the implementation of Plan 2035.



**Connectivity Improvements:** The plan contains objectives related to reducing vehicle miles traveled and supporting transit as an automobile alternative (see page 125 in the plan). In order to do that, there needs to be safe, comfortable routes for neighborhood residents to use. Identify priority projects for bicycle and pedestrian connections, as well as funding opportunities. This opportunity can support Plan 2035 Transportation and Mobility Policy 6, to “pursue a range of transportation facility and systems funding sources and strategies to maintain and enhance the existing transportation network in order to encourage the safe and efficient mobility of all persons.”

### Responsible Parties:

- City of New Carrollton
- Department of Public Works and Transportation (DPW&T)



**Community Facilities:** The plan suggests construction of an addition to Glenridge Elementary School, adjacent to Glenridge Park, to serve as a school/community center (page 167 in the plan). Given the size of the property, this should be assessed as a potential future use, in the context of other community center planning. 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:

- Prince George’s County Schools
- Department of Parks and Recreation

### PLAN UPDATE RECOMMENDATIONS

- Replace plan
- Consolidate

### NEXT SIX-YEAR UPDATE DUE DATE

**May 2030**

Because the plan was approved in 1994 and has not had any amendments, this area may benefit from a plan update that can ensure that recommendations align with Plan 2035 and consider ways to connect the plan area community with the Purple Line and other investments near the New Carrollton Metro Area. Given the fragmentation of this area caused by superseding plans, we recommend consolidating this plan with the 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).

## Approved Bowie-Mitchellville and Vicinity Master Plan

Date Plan Approved: March 8, 2022

Date of Progress Report: September 22, 2025

Councilmanic Districts: 4, 6, 9

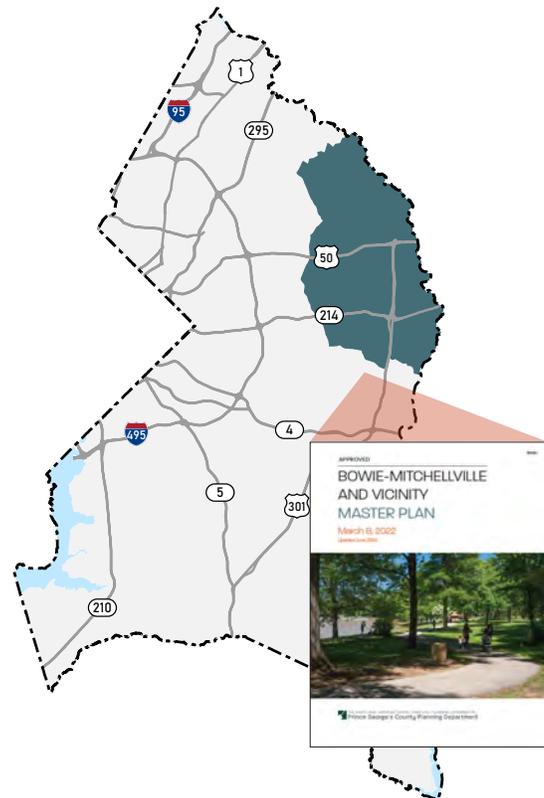
### Progress Summary

The Approved Bowie-Mitchellville and Vicinity Master Plan contains 601 recommendations, primarily focused on transportation and mobility, land use, and public facilities.

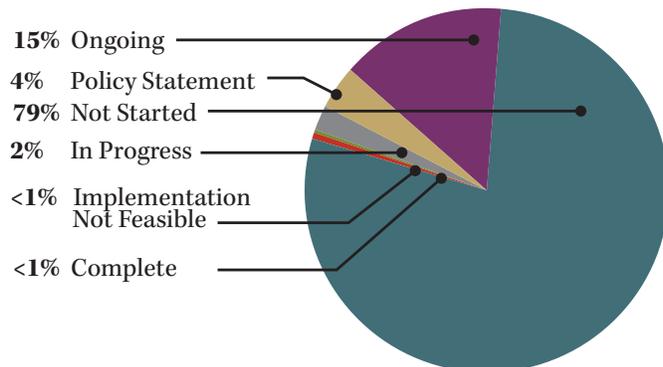
Since its adoption in 2022, less than 1 percent (1) of the recommendations have been completed, 2 percent (10) are in progress, and 15 percent (90) are ongoing. Approximately 79 percent (473) have not yet had action taken.

Some highlights of completed recommendations include:

- Phase II plans to develop 10th Street Park and Bowie Heritage Trail were completed.
- A Sectional Map Amendment was completed in 2024.



### 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.

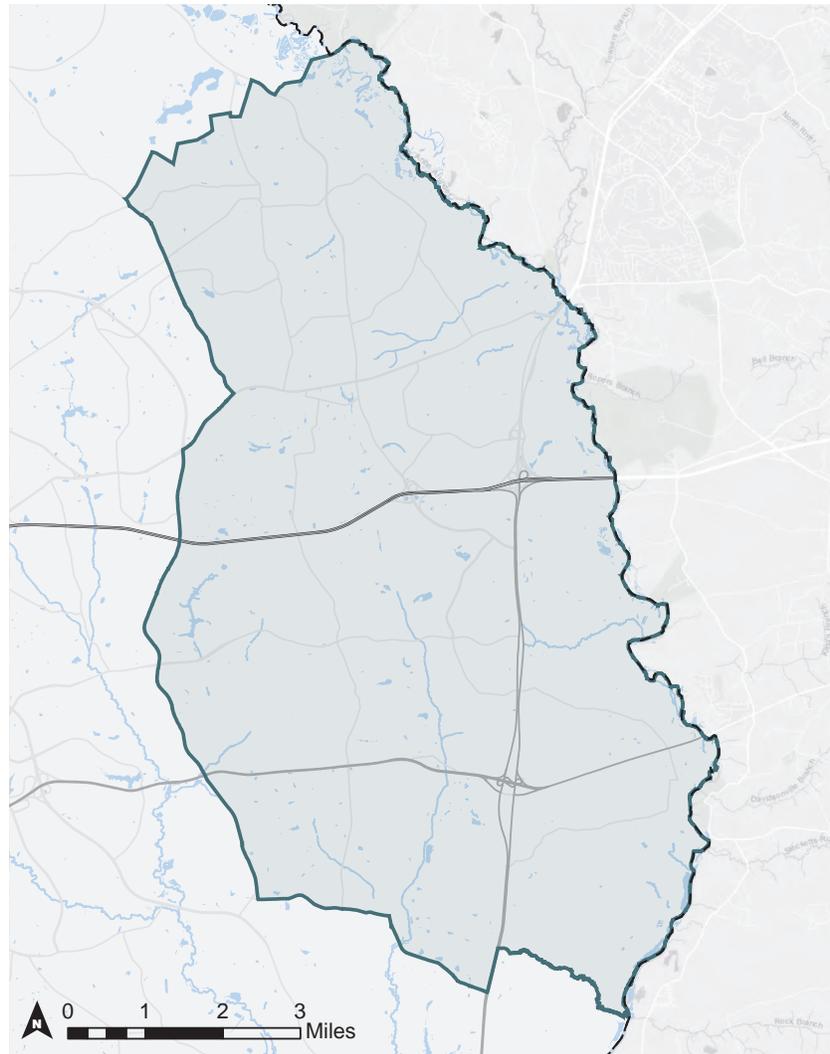
# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The approved Bowie-Mitchellville and Vicinity Master Plan area centered on the City of Bowie and vicinity, and was bounded by Glenn Dale Boulevard to the west, Patuxent Research Refuge to the north, Anne Arundel County to the east, and Leeland Road and the District Branch stream valley to the south. The plan area has not been superseded by any other plans since adoption.

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

**As-Approved Plan Area and Related Plan Boundaries**

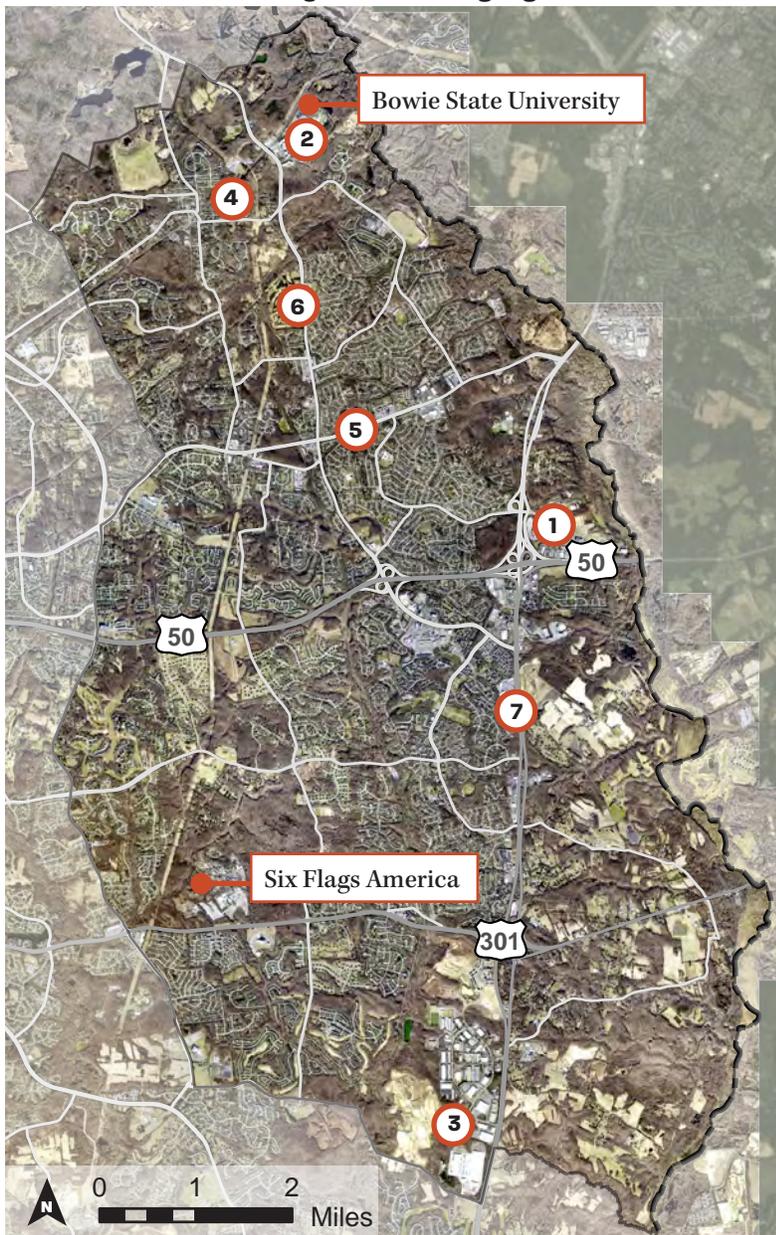


# Plan Area Summary

## Plan Area

The Bowie-Mitchellville and Vicinity Master Plan area consists of approximately 59 square miles (37,760 acres), including 20 square miles (12,800 acres) within the City of Bowie. This plan covers portions of Councilmanic Districts 4, 6, and 9 and Planning Areas 71A (Mitchellville and Vicinity), 71B (City of Bowie), 74A (Mitchellville and Vicinity), and 74B (Collington and Vicinity) in Subregion 3 in the northeastern portion of the county. The area consists of approximately 59 square miles (37,760 acres); of this area, 20 square miles (12,800 acres) are within the City of Bowie. The plan area covers portions of Plan 2035's Rural and Agricultural Areas and Established Communities, and includes two Plan 2023 Local Centers: Bowie State University (BSU) MARC Station Campus Center and Bowie Local Town Center.

### Plan Area Aerial with Key Locations Highlighted



#### Focus Areas and Goals

- 1 Bowie Local Town Center:** the primary location in the plan area with potential for economic growth. Grow into a more walkable environment with a mix of complementary uses.
- 2 BSU MARC Campus Center:** promote transit-oriented development and improve pedestrian connectivity.
- 3 Collington Local Employment Area:** continue to serve as an important industrial center.
- 4 Old Town Bowie:** improve its vibrancy and accessibility for nearby residents and surrounding communities. Preserve historic character and attract infill development.
- 5 MD 450 Corridor:** support the creation of a vibrant and active corridor along MD 450 using traffic calming strategies and improved public transit access.
- 6 MD 197 Corridor:** Increase safety and connectivity and expand its commercial market.
- 7 US 301/MD 3 Corridor:** provide opportunities to improve regional access to the area, especially access to Collington Local Employment Area.

SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

In 2047, Bowie-Mitchellville and Vicinity is a place where people want to live, work, play, and stay. It meets the diverse needs of a wide range of residents and visitors and is distinguished by vibrant, walkable, mixed-use destinations that support active lifestyles; convenient access to community amenities for all; a range of entertainment options; a variety of housing types suitable for all age groups and incomes; a robust and diversified economy; safe, healthy, and sustainable communities; quality parks and recreation opportunities; active agricultural areas; restored environmental resources; and a rich historic character and culture.

## Plan Goals

The plan has a variety of goals that all aim to support the related Plan 2035 goals, which are as follows:

**Land Use:** Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources.

**Economic Prosperity:** Create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.

**Transportation and Mobility:** Provide and maintain a safe, affordable, accessible, and sustainable multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.

**Natural Environment:** Preserve, enhance, and restore our natural and built ecosystems to improve human health, strengthen our resilience to changing climate conditions, and facilitate sustainable economic development.

**Housing and Neighborhoods:** Provide a variety of housing options—ranging in prices, density, ownership, and type—to attract and retain residents, strengthen neighborhoods, and promote economic prosperity.

**Community Heritage, Culture, and Design:** Create walkable places that enable social interaction and reflect community character, and preserve and promote our cultural, historic, and rural resources to celebrate our heritage.

**Healthy Communities:** Create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.

**Public Facilities:** Enhance the quality of life and economic competitiveness of Prince George's County through the efficient, equitable, and strategic siting of education, public safety, water and sewer, solid waste, and parks and recreation facilities.

## Plan Highlights

The plan recommends directing future growth to the Plan 2035-designated Bowie Local Town Center (at the US 50/301 and MD 3 interchange) and Bowie State University MARC Campus Center. Two additional focus areas, Collington Local Employment Area and Old Town Bowie, present opportunities for revitalization via the expansion of employment and housing options, as well as improvements to transportation connections. The plan recommends preserving rural character and sensitive environmental features within the County's Rural and Agricultural Area. There are also recommendations related to improving three major corridors: MD 450, MD 197, and US 301/MD 3. Actions revolve around enhancing mixed-use options and improving pedestrian and bicycle networks.

# Measuring Success

To track the success of the 2022 Bowie-Mitchellville and Vicinity Master Plan over time, the document identifies the following metrics and goals:

Indicator	Target	Progress
 Retail Sales by Shopping Center	Increase	No data available as of December 2025
 Percent of multifamily and townhouses of overall housing stock <sup>1</sup>	Increase	Percent as of 2022: 24.5% Percent as of 2025: 25.3% <i>Increase</i>
 Number of Dwelling Units in the BSU MARC Campus Center <sup>1</sup>	Increase	Units as of 2022: 6 Units as of 2025: 6 <i>No change</i>
 Single-Occupant Vehicle (SOV) Mode Share <sup>2</sup>	Decrease	SOV mode share 2022: 64.4% SOV mode share 2023: 61.8% <i>Decrease</i>
 Number of Jobs <sup>3</sup>	Increase	Total jobs in 2022: 26,544 2023-2025 data not available <i>Change cannot be calculated</i>
 Number of Workers Leaving the Plan Area <sup>3</sup>	Decrease	Total workers in 2022: 43,364 2023-2025 data not available <i>Change cannot be calculated</i>
 Market Value of Agricultural Products Sold	Increase	No data available as of December 2025

SOURCES:

1 — PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT, PROPERTYINFO; ONLINE REAL ESTATE SITES; IMAGERY.

2 — THE U.S. CENSUS BUREAU, 2022 AND 2023 ACS 5-YEAR ESTIMATES.

3 — THE U.S. CENSUS BUREAU, LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS (LEHD).

# Where Are We Now?

## Population<sup>1</sup>

### PLAN AREA

2010: 89,914

2020: 99,114



+10.2%



### COUNTY

2010: 863,420

2020: 967,201



+12.0%



## Housing<sup>2</sup>

### TOTAL UNITS

+7.9%



PLAN AREA

+9.7%



COUNTY

### OCCUPANCY RATE (PLAN AREA)



+0.9%

95.5%

2010

96.3%

2020

### HOMEOWNERSHIP RATE (PLAN AREA)



+2.0%

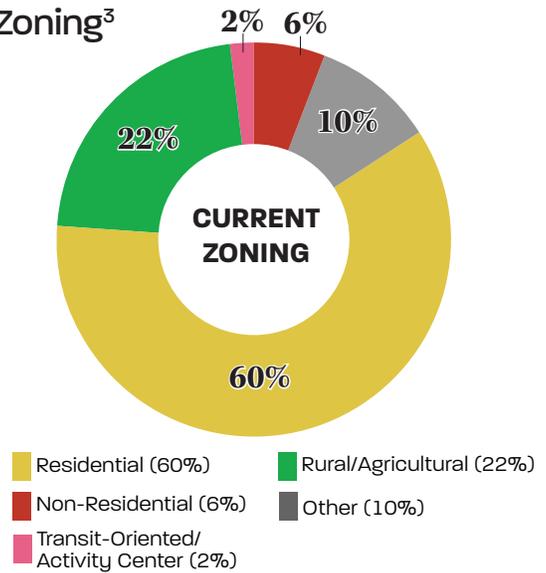
76.8%

2010

78.3%

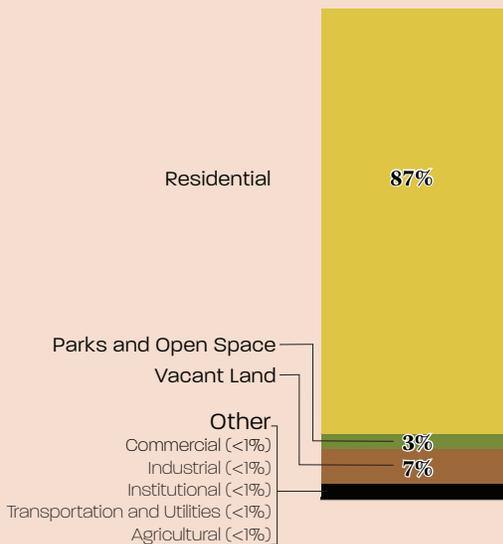
2020

## Zoning<sup>3</sup>

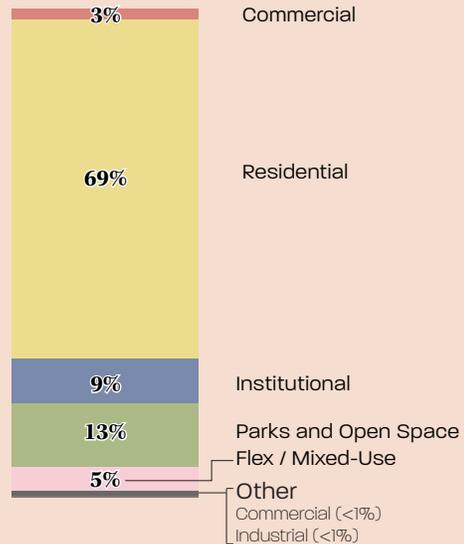


## Land Use

### CURRENT LAND USE<sup>4</sup>



### PLANNED FUTURE LAND USE<sup>5</sup>



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.

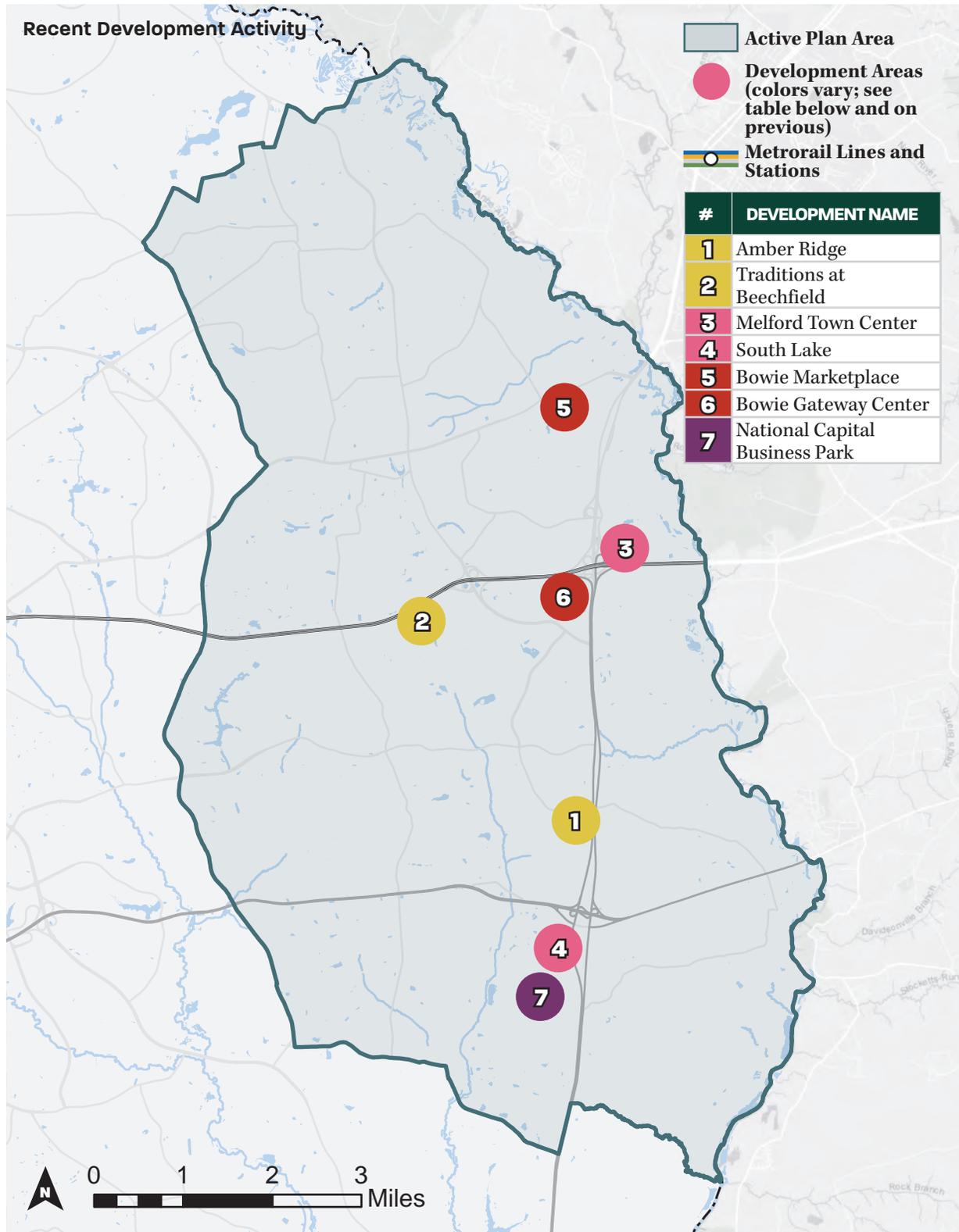
# Development Activity

Development is occurring across the plan area in a manner that reflects the wider variety of character areas across the transect found within the Bowie-Mitchellville area. Development potential is centered around employment centers and mixed-use nodes such as the Collington Local Employment Area, Old Town Bowie, Bowie Local Town Center, and Bowie State University MARC Campus Center, and along the key MD 450, MD 197, and US 301 corridors. Large parcels of low- to medium-density and intensity residential and mixed-use development, along with large office and industrial developments, have been the most notable.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Development Type: Residential</b>			
1	Amber Ridge	187 units constructed	
2	Traditions at Beechfield	186 units constructed, 305 in the pipeline	
<b>Mixed-Use/Flex</b>			
3	Melford Town Center	400 units constructed, 1393 in the pipeline	8,167 SF constructed, 68,105 in the pipeline
4	South Lake	686 units constructed, 349 in the pipeline	6,150 SF constructed, 894,506 in the pipeline
<b>Retail/Services</b>			
5	Bowie Marketplace		275,100 SF constructed
6	Bowie Gateway Center		9,175 SF constructed
<b>Industrial</b>			
7	National Capital Business Park		3,500,000 SF under construction

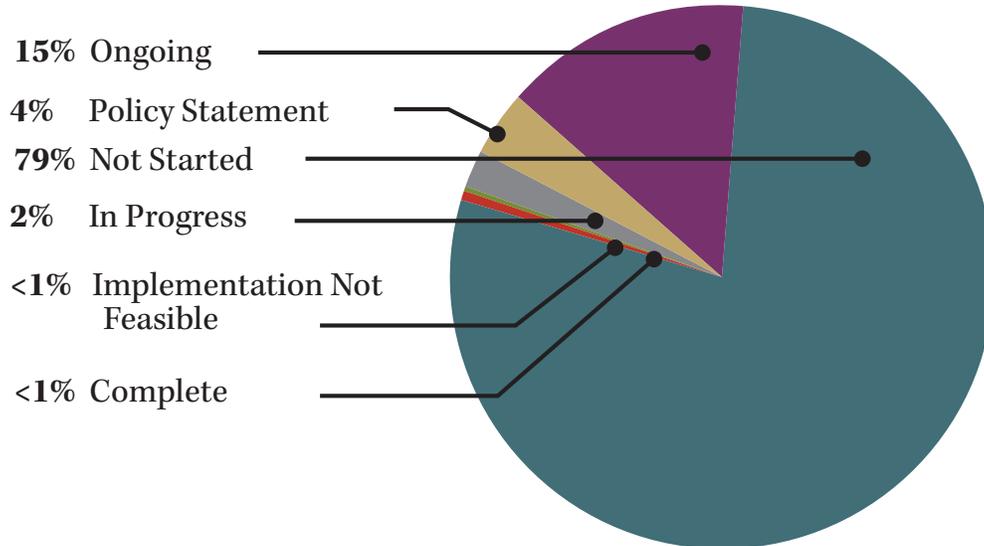
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



**Liberty Sports Park** opened in fall 2022. The park has 10 fields that can accommodate multiple sports, and is located near South Lake, a planned mixed-use community.



**Sandy Hill Park** renovations were completed in summer 2025. The park now includes redesigned fields, ADA-accessible trails, and more.

### KEY UPCOMING PROJECTS



Reconstruction of the **Chestnut Avenue Bridge** is underway as of late 2024.



The **Green Branch Athletic Complex** is currently in the design phase. In addition to sports fields, it will also include a pavilion, a playground and interpretive learning area, and a large rain garden.

## Challenges

- **Loss of a tourism driver:** With the announcement that Six Flags Great America will close in November 2025, the plan area is losing a tourism center as well as an employment driver. While this presents a new opportunity to rethink that area, changes are not currently considered in the master plan.

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

# Next Steps

## Near-Term Opportunities

This is one of the most recently-approved comprehensive plans in Prince George's County. The plan's horizon year is set 25 years into the future, with many strategies having an anticipated completion date set beyond 10+ years, as shown in the implementation matrices. Many of the strategies that have been completed were policy statements, whose completion coincided with the approval of the plan, or were already in progress at the time the plan was being developed. With that said, there are many near-term opportunities, including those that can support implementation of Plan 2035.



**Support Transit-Oriented Development (TOD):** In August 2025, Maryland Department of Transportation (MDOT) released a request for proposal for Bowie State University (BSU) MARC Station Joint Development. This project can be a catalyst for several strategies from the plan, including priority action EP 10.4, to “transform BSU MARC Campus Center into a research and innovation hub by fostering public-private partnerships and other initiatives to create employment and professional development opportunities.” Responsible parties should continue to work together to ensure this TOD is supported. This opportunity can support the Plan 2035 Growth Policy goal to have 15 percent of new jobs in local transit, neighborhood, and campus centers.

### Responsible Parties:

- MDOT
- BSU
- Revenue Authority of Prince George's County
- Prince George's County Economic Development Corporation (PGCEDC)
- City of Bowie



**Branding:** Another catalyst effort identified in the plan is to develop a commercial district brand for Old Town Bowie and identity that reflects local community character and markets the area as a retail destination (EP 12.4). This short-term strategy can support other strategies focused on supporting a vibrant Old Town. This opportunity can support Plan 2035 Community Heritage, Culture, and Design Policy 4, to “enhance and expand heritage tourism as a component of the County's economic development.”

### Responsible Parties:

- City of Bowie
- PGCEDC

## PLAN UPDATE RECOMMENDATION

Review for potential amendments

## NEXT SIX-YEAR UPDATE DUE DATE

March 2028

While this plan is relatively new (2022) the closure of Six Flags presents an opportunity to coordinate with the property owner to envision the area. A plan amendment may be warranted to ensure the plan area can benefit from this opportunity.

## Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment

Date Plan Approved: September 23, 2008

Date of Progress Report: September 22, 2025

Councilmanic Districts: 7, 8

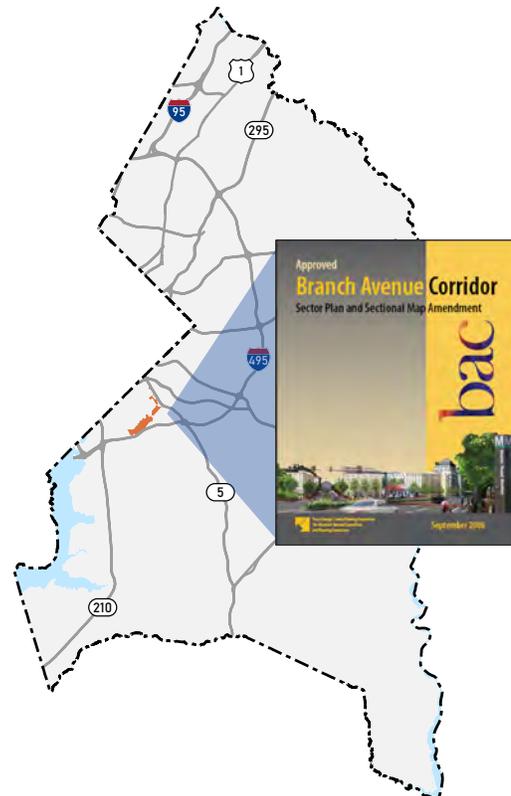
### Progress Summary

The Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment contains 279 recommendations, primarily focused on community heritage, culture, and design; and transportation and mobility.

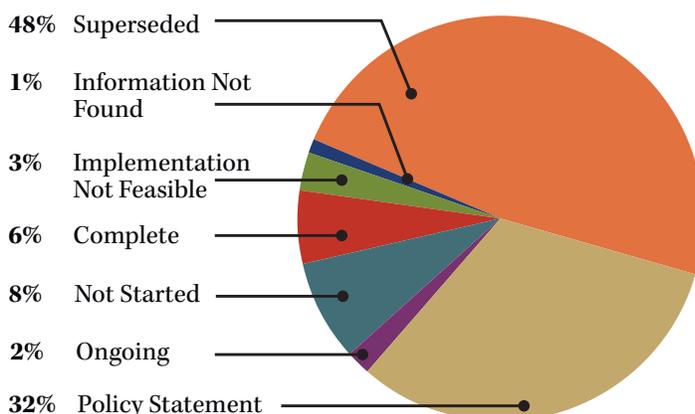
Since its adoption in 2008, approximately 6 percent (18) of the recommendations have been completed, and 2 percent (5) are ongoing. Approximately 8 percent (23) have not yet had action taken.

Some highlights of completed recommendations include:

- The Marlow Heights Community Center reopened in April 2025 after the design and construction of a new 21,000-square-foot facility.
- A new District VII Police Station opened in fall 2015. While outside of the plan area, it was recommended in the Branch Avenue Corridor Sector Plan.



### 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.

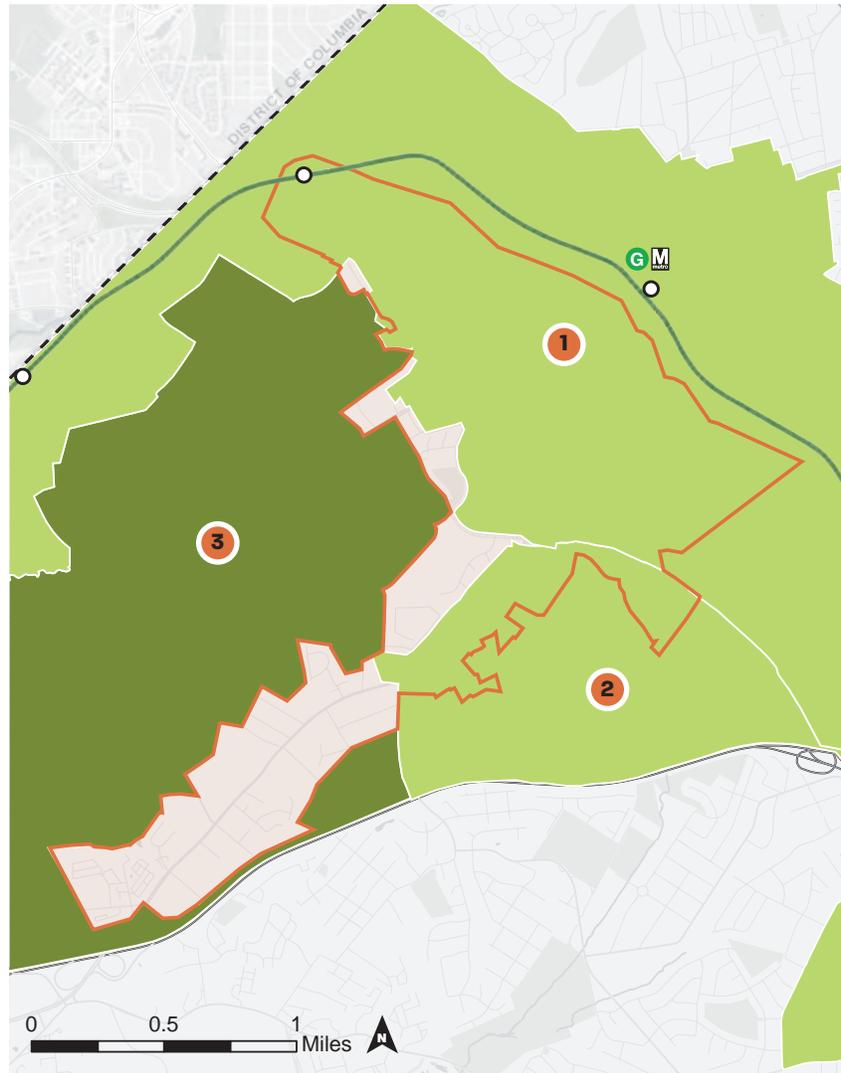
# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Branch Avenue Corridor Sector Plan formed a rough L-shaped area bounded by Suitland Parkway to the northeast and following a variable border roughly 1-2 blocks off Branch Avenue and Saint Barnabas Road to the west and southeast. The plan area superseded a prior plan and has also been superseded by multiple plans since adoption, with each superseding plan carving out a portion of the original plan area.

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

As-Approved Plan Area and Related Plan Boundaries



## Related Plans

The following plans supersede a portion of the Branch Avenue Corridor Sector Plan:

-  Southern Green Line Station Area Sector Plan (2014)
-  Central Branch Avenue Revitalization Sector Plan (2013)

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

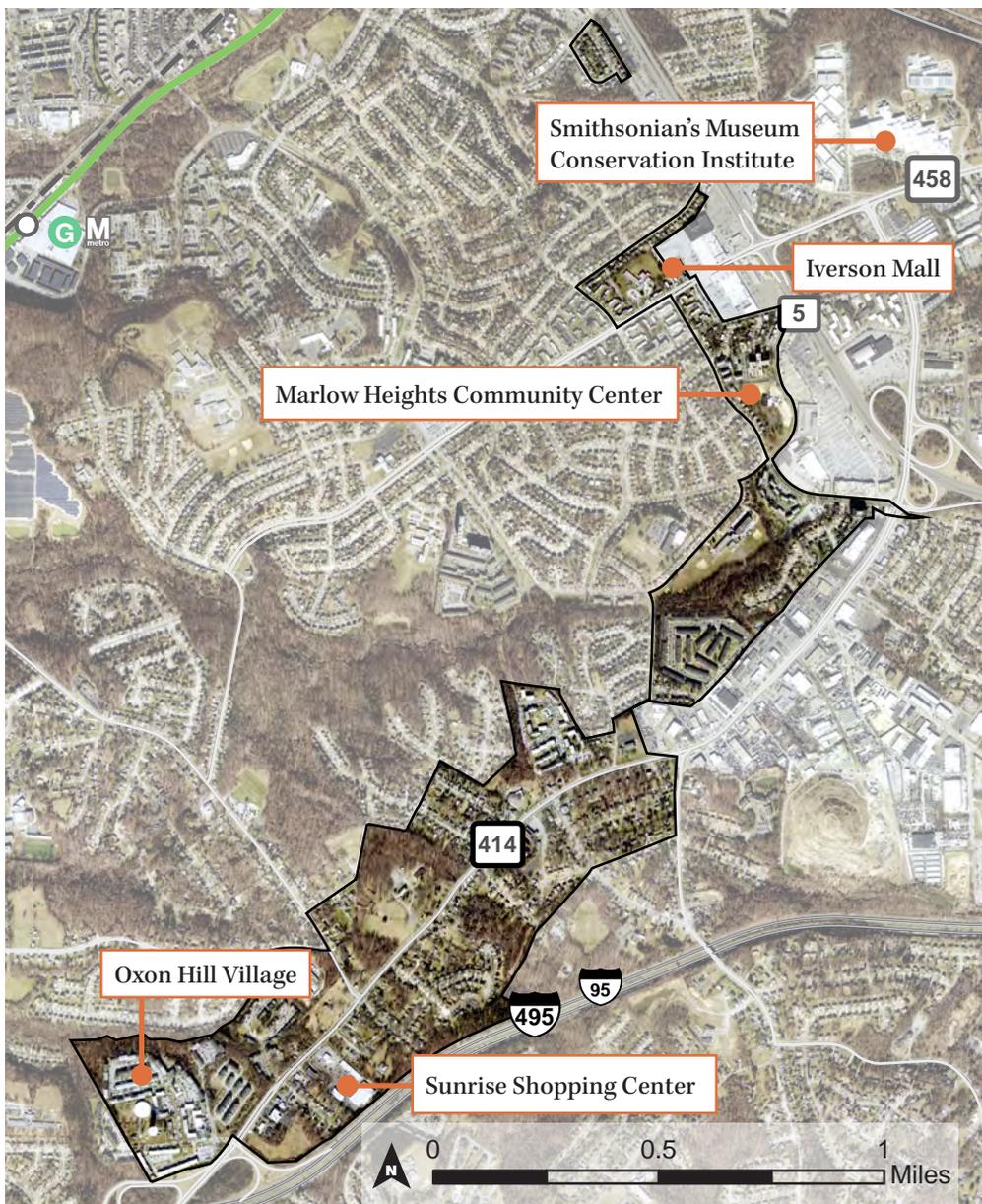
-  The Heights and Vicinity Master Plan (2000)

# Plan Area Summary

## Plan Area

The original approved sector plan area comprised approximately 2.32 square miles of the Branch Avenue Corridor from the Washington, D.C. boundary line to St. Barnabas Road, including the Naylor Road Metro Station, Iverson Mall, and Marlow Heights Shopping Center, Silver Hill Road, Old Silver Hill Road, and the St. Barnabas Road commercial corridor to the Capital Beltway (I-95/I-495). It bordered a portion of a residential neighborhood in southeastern Washington, D.C., and the Suitland Parkway. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page. A portion of the plan area falls within the Neighborhood Reinvestment Areas identified in Plan 2035.

### Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

The Branch Avenue Corridor sector plan area is a safe, vibrant, and attractive community that encourages residents to walk to new mixed-use centers on Branch Avenue and the upgraded commercial areas on St. Barnabas Road to shop, work, and socialize. It is a well-connected community that has trails and sidewalks with attractive landscaping and lighting linking residential neighborhoods to shopping, recreation and transit. Pedestrians experience a safe and comfortable walk along both Branch Avenue and St. Barnabas Road because of the improved crosswalks and the traffic-calming devices that now control vehicular traffic along the new urban boulevards where cars and people safely share the road. A mix of old and new businesses provides quality retail goods and services to serve the surrounding community as well as other shoppers. And the new well-designed mixed-use centers provide numerous opportunities for people to gather and socialize in new restaurants, cultural and recreational facilities, plazas, and other community facilities that serve to bring new and long-time residents together to form strong bonds and to ensure a safe and healthy community.

## Plan Goals

- **Land Use and Economic Development:** The plan guides future uses of land in ways that will promote economic development, encourage the development of a high-density mix of land uses at Naylor Road Metro Station, and promote medium-density mixed-use development in and around Iverson Mall and Marlow Heights Shopping Center. The plan will also guide the revitalization of St. Barnabas Road commercial areas and protect and enhance nearby residential communities.
- **Design and Appearance:** Use of design guidelines to facilitate site planning, building renovation, infill development, or redevelopment will upgrade the image, appearance and functionality of the area and create a cohesive, visually appealing, and compatible environment for different types of land uses.
- **Infrastructure:** The plan addresses and recommends the necessary infrastructure to support improvements to roads, transit, and pedestrian facilities, environment, schools, parks, and open space resources.
- **Quality of Life:** Included in the plan are policies and strategies that will encourage improvements in the area's overall quality of life, including its public safety, health, sense of community, and environmental quality.
- **Community Involvement:** Ongoing partnership between the government, businesses, and residents in the community will help to implement public and private plan recommendations.

**Naylor Road Metro Station**



## Plan Highlights

The overall objective of the plan's policies and strategies is to revitalize and redevelop the sector plan area, thereby improving its visual appeal and providing pedestrian- and transit-oriented, mixed-use development that will create a positive sense of place and attract new residents, quality retail, and jobs while preserving and strengthening the existing residential neighborhoods.

The plan recommends the designation of the Naylor Road Metro Station as a Regional Center with a mixed-use, high-density residential/office/retail land use classification, and the Iverson-Marlow Heights Mixed-Use Center as a node on the Branch Avenue Corridor with a mixed-use, medium-density residential/office/retail land use classification.

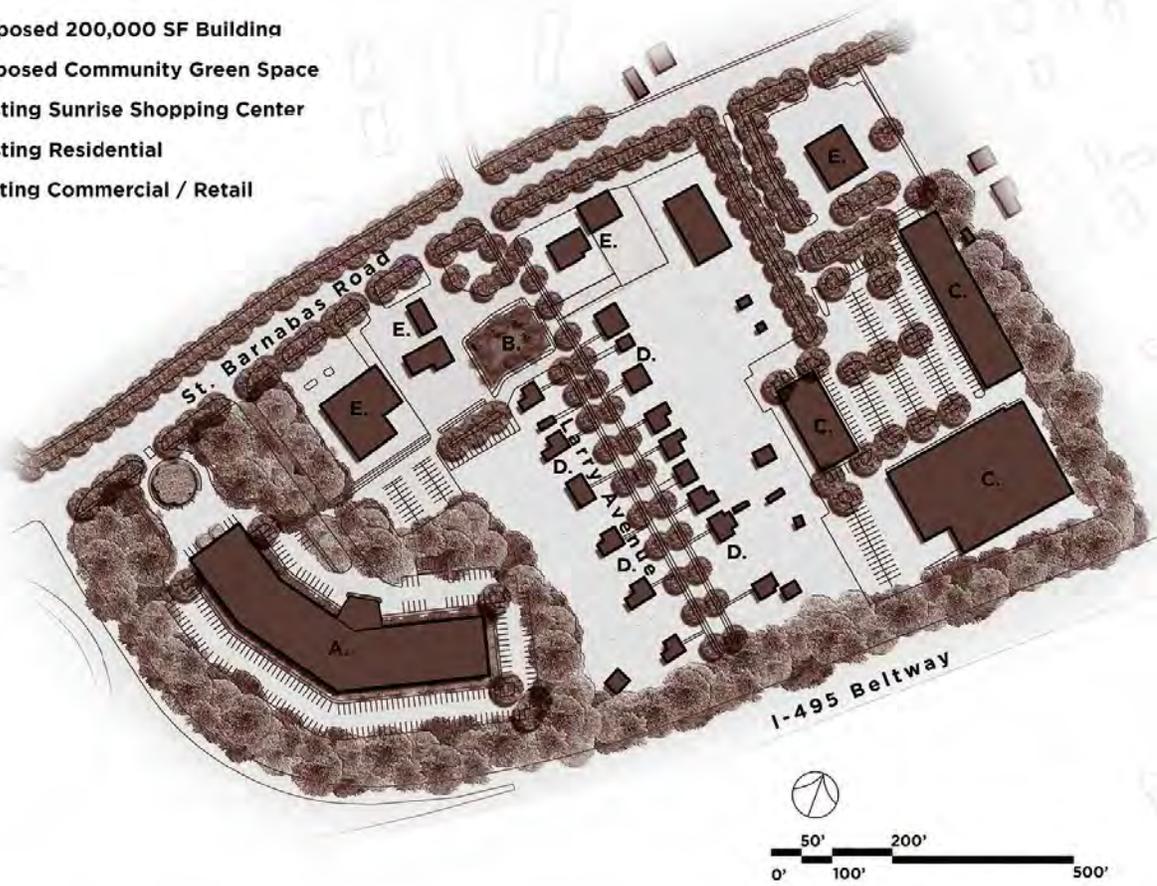
The sectional map amendment contains zoning changes to allow implementation of the plan vision and the land use concepts in the sector plan.

SOURCE: BRANCH AVENUE CORRIDOR SECTOR PLAN

# Plan Overview

## Sunrise Shopping Center Area Improvement Plan Concept

- A. Proposed 200,000 SF Building
- B. Proposed Community Green Space
- C. Existing Sunrise Shopping Center
- D. Existing Residential
- E. Existing Commercial / Retail



SOURCE: BRANCH AVENUE CORRIDOR SECTOR PLAN

# Where Are We Now?

## Population<sup>1</sup>

### PLAN AREA

2010: 4,700

2020: 6,453



+37.3%



### COUNTY

2010: 863,420

2020: 967,201



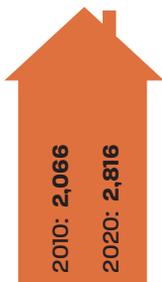
+12.0%



## Housing<sup>2</sup>

### TOTAL UNITS

+36.3%



PLAN AREA

2010: 2,066  
2020: 2,816

+9.7%



COUNTY

2010: 328,182  
2020: 359,957

### OCCUPANCY RATE (PLAN AREA)



+2.8%

90.8%  
2010

93.4%  
2020

### HOMEOWNERSHIP RATE (PLAN AREA)

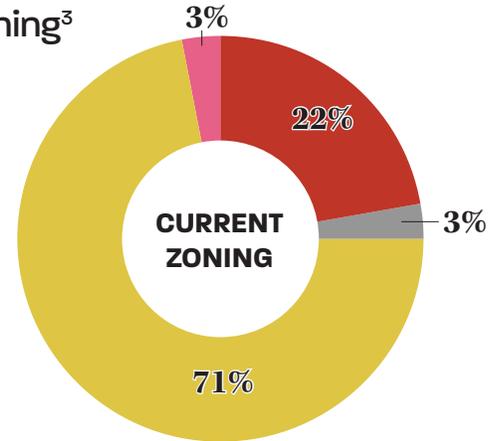


-18.0%

35.8%  
2010

29.4%  
2020

## Zoning<sup>3</sup>



Residential (71%)  
Non-Residential (22%)  
Transit-Oriented/Activity Center (3%)  
Other (3%)

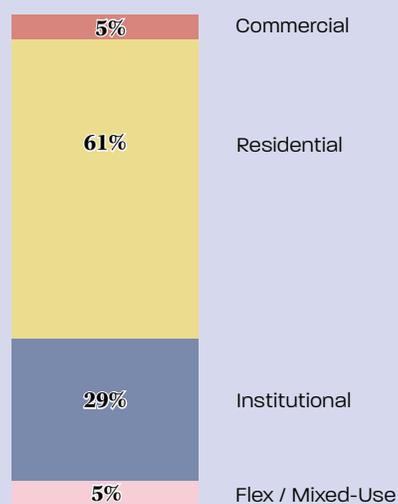
## Land Use

### CURRENT LAND USE<sup>4</sup>



Other  
Institutional (2%)  
Parks and Open Space (<1%)  
Transportation and Utilities (<1%)  
Not Classified/Unknown (<1%)

### PLANNED FUTURE LAND USE<sup>5</sup>



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.

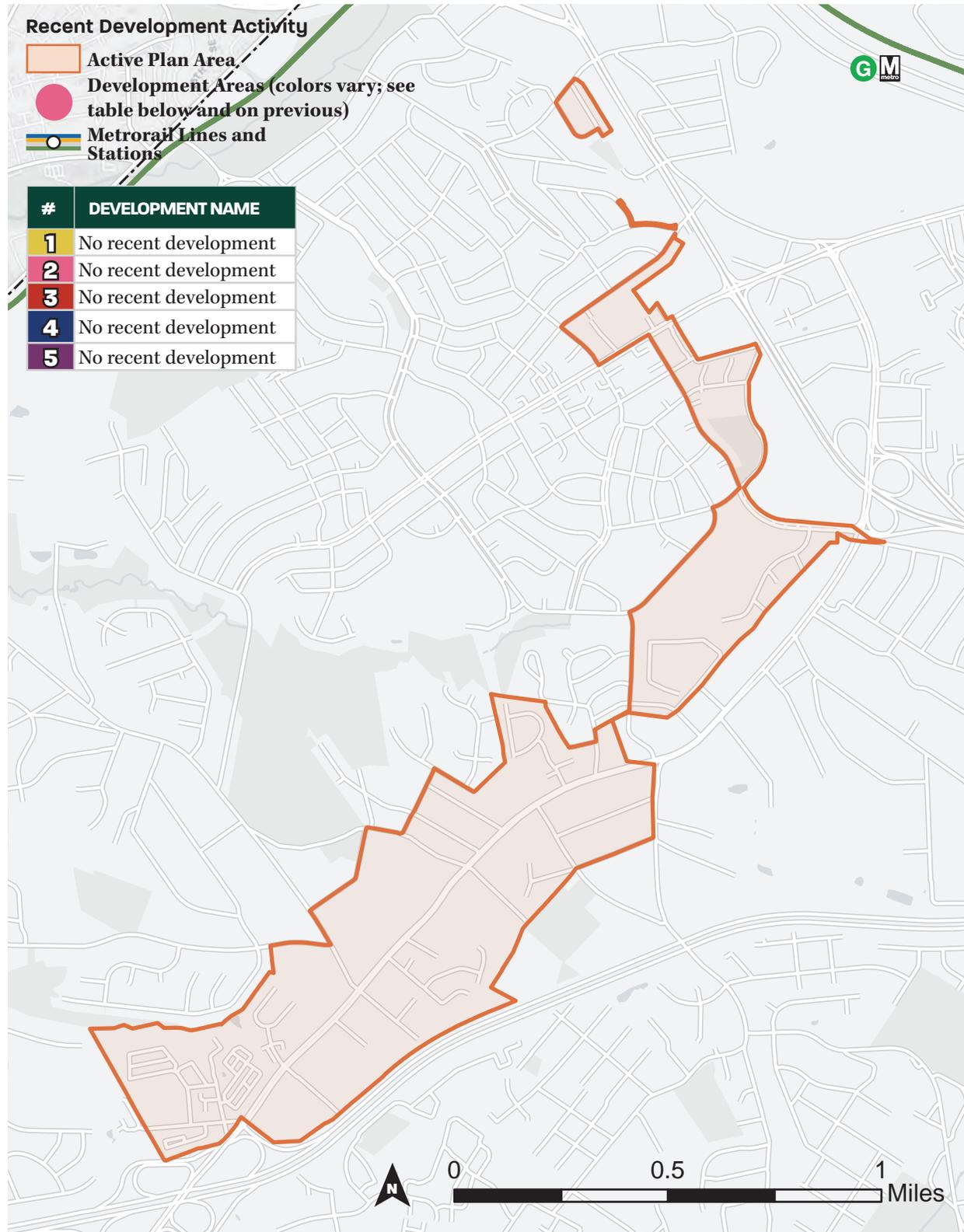
# Development Activity

The plan called for enhancing the character of the commercial areas of St. Barnabas Road and preserving and protecting the adjacent existing residential neighborhoods. The corridor has not seen significant redevelopment in the intervening years; the character along St. Barnabas Road was not envisioned to change, with streetscape improvements meant to improve access and pedestrian safety and experience.

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

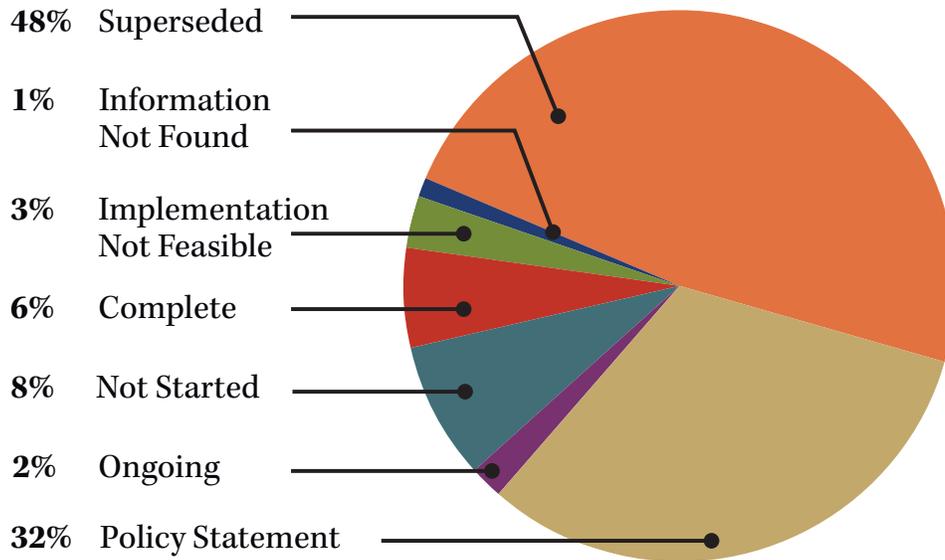
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



# Implementation

## Status of Plan Recommendations



### KEY CONSTRUCTED PROJECTS<sup>1</sup>



The **Marlow Heights Community Center** reopened in April 2025 after the design and construction of a new 21,000-square-foot facility. It includes a fitness center, a community meeting room with a small kitchen, and more.

### KEY UPCOMING PROJECTS

[No upcoming projects found]

## Challenges

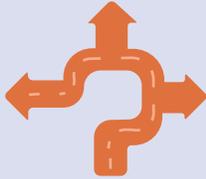
- **Superseding Plans:** A large portion of the plan area has been superseded. This includes the portions of the original plan area that were adjacent to two Metrorail stations.
- **Safety Recommendations:** There is a large focus on community safety in the plan. While this issue is of the utmost importance when it comes to enhancing quality of life, several safety-related actions have been deemed infeasible, including three actions related to limiting the number of liquor stores/establishments. Those that are feasible have seen little progress.

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

# Next Steps

## Near-Term Opportunities

While much of the plan area has been superseded, there are actions that can continue to make progress on the remaining recommendations, as well as support implementation of Plan 2035.



**Roadways:** Transportation Policy 4 in the 2008 plan identified the need to address unsafe speeds. The western portion of Saint Barnabas Road is within the Vision Zero High Injury Network, but has not seen completed actions. This opportunity can support Plan 2035 Transportation and Mobility Policy 5, to “improve overall safety levels within the County’s transportation network.”

### Responsible Parties:

- Department of Public Works and Transportation



**Shopping Center:** Strategy 7 under Design and Appearance Goal 2, Policy 7 in the plan recommends providing streetscape improvements within the Sunrise Shopping Center and designing future development of the vacant land within the Sunrise Shopping Center area to complement the existing retail and office development and buffer the adjacent residential neighborhood. A discussion with the property owner could clarify whether there is interest in future redevelopment or improving onsite connectivity/paths. This opportunity can support reinvestment and growth in an existing commercial area, as recommended by Plan 2035 Land Use Policy 9.

### Responsible Parties:

- Property owner(s)
- Planning Department

### PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

### NEXT SIX-YEAR UPDATE DUE DATE

**September 2026**

The plan was approved in 2008, and there have been no amendments to date. Many portions of the plan area have been superseded, leaving it fragmented. We recommend a master plan for Planning Area 76A (The Heights), combining the Branch Avenue Corridor Sector Plan, The Heights and Vicinity Master Plan, the Eastover/Forest Heights/Glassmanor Sector Plan, and the portions of the Southern Green Line Sector Plan and the Central Branch Avenue Sector Plan that fall within Planning Area 76A (The Heights).