

# Plan Progress Report

## Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment

Date Plan Approved: June 19, 2016

Date of Progress Report: September 22, 2025

Councilmanic District: 2

### Progress Summary

The Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment contains 385 recommendations, primarily focused on transportation and mobility, as well as public facilities.

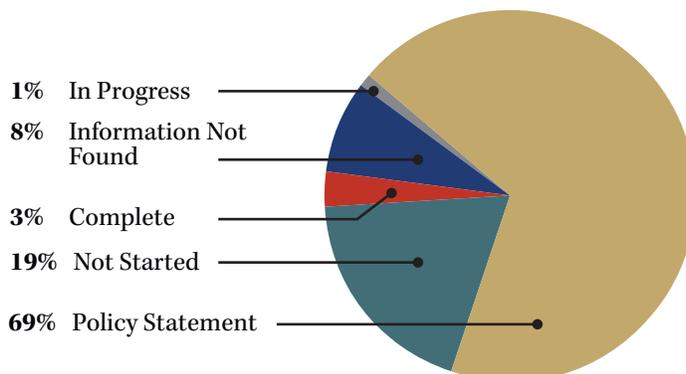
Since its adoption in 2016, approximately 3 percent (13) of the recommendations have been completed and 1 percent (4) are in progress. Approximately 19 percent (72) have not yet had action taken.

Some highlights of completed recommendations include:

- On-street bicycle facilities and off-street paths have been added in several locations.
- Completion of the 2019 Pedestrian Accessibility and Safety Study



### 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

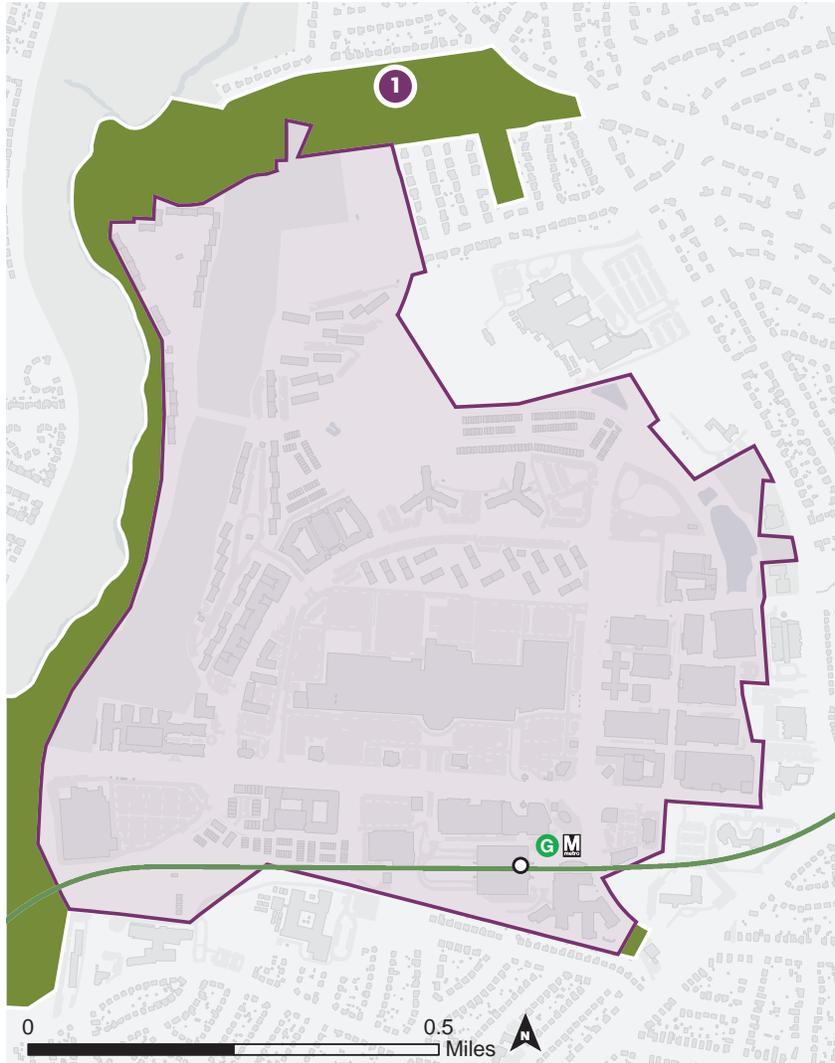
The original approved College Park-Riverdale Park Transit District Development Plan area centered on the Prince George's Plaza shopping center and Hyattsville Crossing Metrorail station and was bounded by the Northwest Branch stream valley to the west, Rosemary Lane and Toledo Terrace to the north, Adelphi Road to the east, and the Metrorail Green Line tracks to the south. The plan area superseded portions of the Planning Area 68 Master Plan upon adoption.

### Related Plans

The Prince George's Plaza Transit District Development Plan supersedes a portion of the following plan:

- 1 Planning Area 68 Master Plan (1994)

As-Approved Plan Area and Related Plan Boundaries



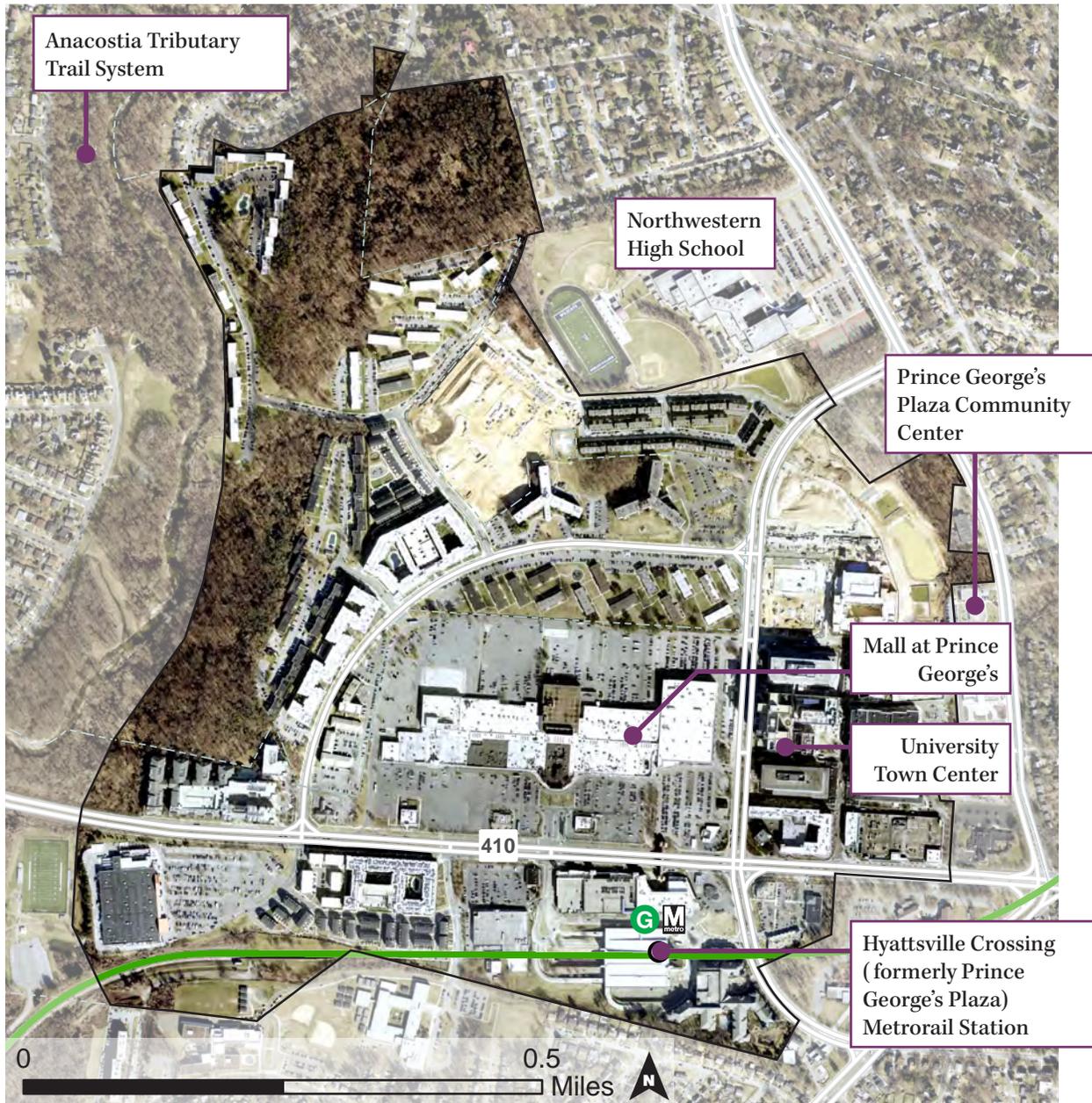
-  As-Approved Plan Area
-  Superseding Plans
-  Superseded Plans
-  Metrorail Lines and Stations

# Plan Area Summary

## Plan Area

The Prince George's Plaza Transit District is located in northern Prince George's County, just over a mile north of Washington, D.C. It is approximately 363 acres in size and lies predominantly within the City of Hyattsville, Maryland. The Transit District is anchored by the Hyattsville Crossing (formerly Prince George's Plaza) Metro Station, the Mall at Prince Georges, and the University Town Center mixed-use development. The Transit District was established in 1992, was designated a Regional Center by the 2002 Approved General Plan and a Regional Transit District and Downtown by the 2014 Plan Prince George's 2035 Approved General Plan (Plan 2035).

## Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision and Goals

Prince George's Plaza is a new destination and downtown for the Washington, D.C., region. New retail outlets bustle with shoppers from across the region. New eateries stand up to the challenge of the most discriminating palates. New residents have their choice of housing options, ranging from chic apartments and rowhomes to quieter detached houses nestled against the dense tree canopy of the Northwest Stream Valley Park. New businesses find flexible and modern workspace convenient to transit, the University of Maryland, and an educated workforce. New green development replaces the bleak asphalt of expansive parking lots. New facilities—a state-of-the-art multigenerational regional recreation center, library, fire station, and elementary school—provide high-quality services and welcome residents and visitors of all ages. New open spaces offer a mix of relaxation and fun while a network of trails, sidewalks, and bicycle lanes make walking and commuting safe and comfortable for residents, visitors, and workers.



SOURCE: PRINCE GEORGE'S PLAZA TRANSIT DISTRICT DEVELOPMENT PLAN

## Recommended Street Connections



SOURCE: PRINCE GEORGE'S PLAZA TRANSIT DISTRICT DEVELOPMENT PLAN

## Plan Highlights

One major component of the plan is strengthening the connectivity of the area's road network. Many strategies focus on road extensions and wayfinding, many of which depend on the redevelopment of the Mall at Prince George's property.

To support the Transit District's future population, the plan also includes a range of policies to increase access to parks and open space. Strategies include acquiring parkland, locating a community center in the Downtown Core area, and increasing pedestrian and bicycle accessibility.

# Plan Overview



**MD 410 East West Highway**



SOURCE: PRINCE GEORGE'S PLAZA TRANSIT DISTRICT DEVELOPMENT PLAN

**Hyattsville Crossing (formerly Prince George's Plaza) Metrorail Station**



SOURCE: PRINCE GEORGE'S PLAZA TRANSIT DISTRICT DEVELOPMENT PLAN

# Where Are We Now?

## Population<sup>1</sup>

### PLAN AREA

2010: 4,775

2020: 7,541



+57.9%



### COUNTY

2010: 863,420

2020: 967,201

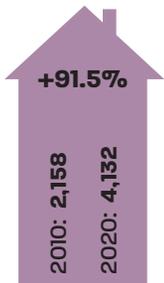


+12.0%



## Housing<sup>2</sup>

### TOTAL UNITS



PLAN AREA



COUNTY

### OCCUPANCY RATE (PLAN AREA)



-2.7%

87.2%  
2010

84.9%  
2020

### HOMEOWNERSHIP RATE (PLAN AREA)

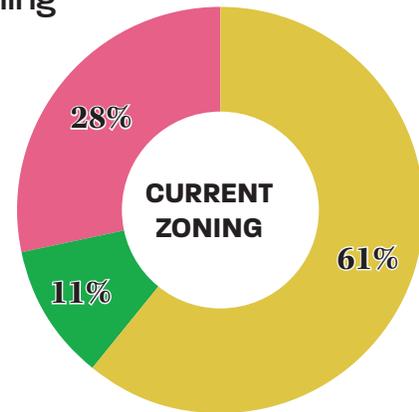


+27.1%

6.5%  
2010

8.3%  
2020

## Zoning<sup>3</sup>



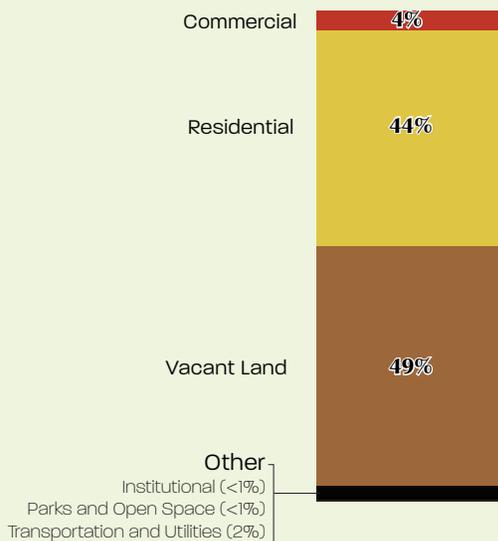
Residential (61%)

Rural/Agricultural (11%)

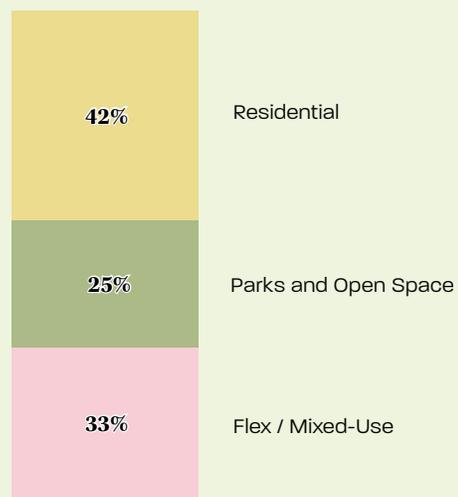
Transit-Oriented/  
Activity Center (28%)

## 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

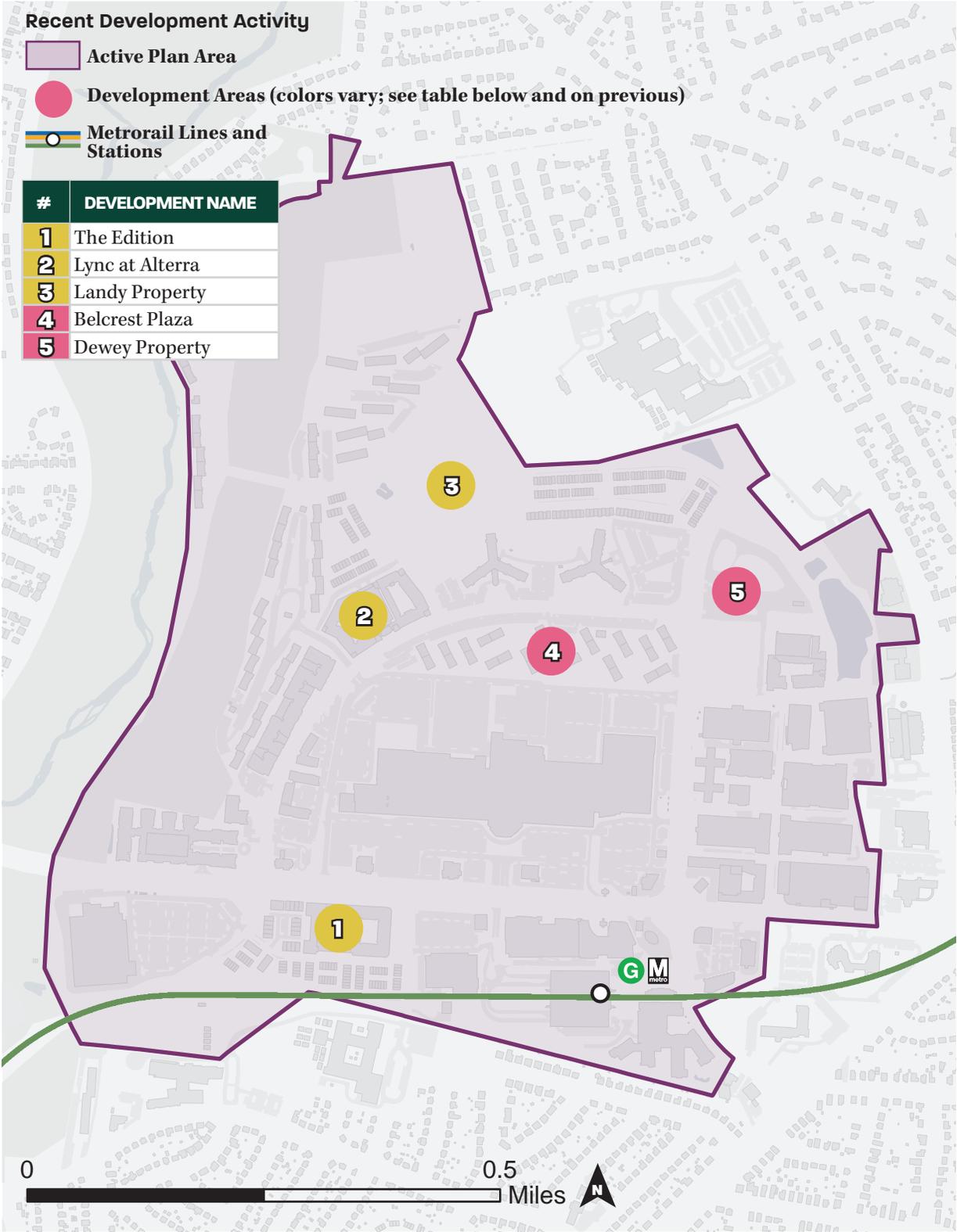
The plan area is compact and mostly built out. Current land cover consists of the mall site, with commercial uses and surface parking, which is surrounded by other commercial and office buildings with paved surface parking. Some multifamily development had occurred in the area prior to plan approval. The full vision for the plan area is phased, until 2035, and then from 2035 on, when the Mall at Prince Georges is expected to reach the end of its life and be ready for redevelopment. The plan proposes for the area to transition into a highly connected mixed-use neighborhood with a dense network of tree-lined streets creating the framework for high density and intensity homes, offices, and shops, all connected to the Metro station.

Some development has occurred in the plan area, by and large following the vision established by the plan. Prior to plan approval, the area was governed by the Planning Area 68 Master Plan, which designated the area as a transit district and called for dense development around the Metro station in a manner similar to the current plan. Future infill and redevelopment may occur as time goes on.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Development Type: Residential</b>			
1	The Edition	427 units constructed	
2	Lync at Alterra	696 units constructed	
3	Landy Property	71 units constructed, 260 in the pipeline	
<b>Mixed-Use/Flex</b>			
4	Belcrest Plaza	644 units constructed, 26 in the pipeline	2,804 SF constructed
5	Dewey Property	850 units under construction	1,258 SF under construction

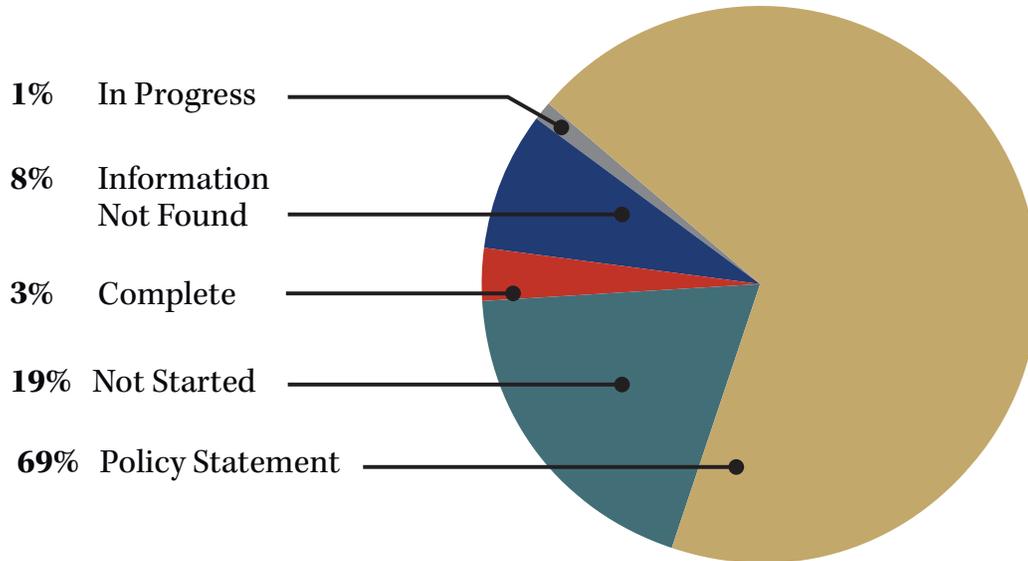
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



There have been several large residential or mixed-use projects. For example, **The Residences at the Six** features 316 apartments.



The Prince George's Plaza Metro station, now known as Hyattsville Crossing, underwent **major station platform improvements** in summer 2021 as part of Washington Metropolitan Area Transportation Authority's (WMATA) Platform Improvement Project.

### KEY UPCOMING PROJECTS



M-NCPPC has secured land to replace the **Prince George's Plaza Community Center** with a larger multigenerational center that will include a double gymnasium, a fitness center and running track, multipurpose program spaces, and an indoor aquatic feature.



M-NCPPC is working to improve Prince George's Plaza and **remedy connectivity issues** identified in a 2019 Pedestrian Accessibility and Safety Study.

## Challenges

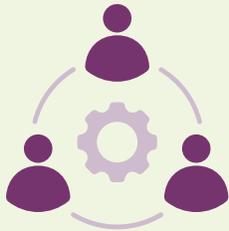
- **Connectivity:** While the access to a Metro station is a benefit, MD 410 (East West Highway) and the railway provide connectivity barriers to the Metro station for much of this sector plan area.
- **Impervious Surfaces:** There is a large amount of parking and other asphalt in the plan area, leading to a need to develop a long-term regional approach to stormwater management, as well as strategies to reduce a heat island effect.

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

# Next Steps

## Near-Term Opportunities

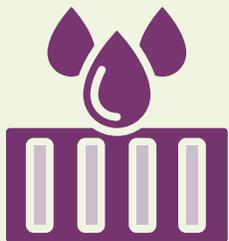
There are several potential opportunities to consider in the Prince George's Plaza area in the near term, with a focus on implementing projects from the sector plan. Below, we have identified some potential short-term projects that could be a catalyst for change in the plan, as well as implement Plan 2035.



**Implementation Champions:** The plan designated one item as the most important implementation action (Priority Short-Term Action 1): development of a group to lead the transformation of Prince George's Plaza into a regional transit district. Consider development of a Transit District Task Force, which can help lead implementation efforts and champion changes such as potential infill and redevelopment to rethink the Mall and adjacent areas a mixed-use. This can support Plan 2035 Partnerships and Civic Engagement Policy 2, to "strategically build partnerships with public and private stakeholders."

### Responsible Parties:

- County Council
- Property owners



**Stormwater Management:** Strategy NE1.1 recommends conducting a Transit District-wide study of the flood control volumes that exist and will need to be addressed during redevelopment of the Transit District. The purpose of the study would be to determine appropriate Transit District-wide solutions for handling stormwater volumes. This can help support Plan 2035 Natural Environment Policy 2, to "improve and maintain water quality through stormwater management and water resource protection."

### Responsible Parties:

- County Department of the Environment

### PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

### NEXT SIX-YEAR UPDATE DUE DATE

**June 2028**

Plan implementation is underway. While no immediate update needs are identified, 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).

# Plan Progress Report

## The Approved Southern Green Line Station Area Sector Plan

Date Plan Approved: February 24, 2014

Date of Progress Report: September 22, 2025

Councilmanic Districts: 7, 8

### Progress Summary

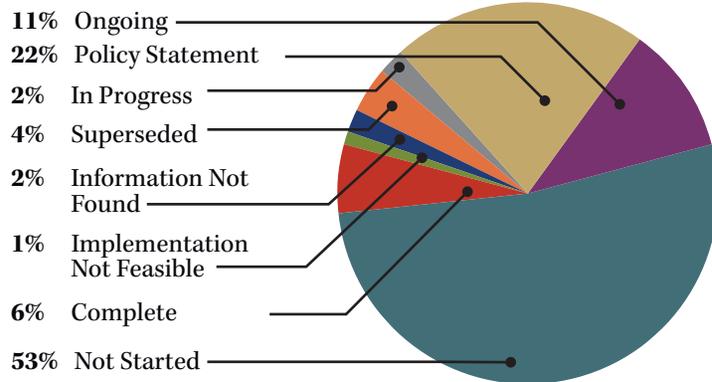
The Approved Southern Green Line Station Area Sector Plan contains 184 recommendations, with more than half of the recommendations focused on transportation and mobility.

Since its adoption in 2014, approximately 6 percent (11) of the recommendations have been completed, 2 percent (4) are in progress, and 11 percent (20) are ongoing. Approximately 53 percent (97) have not yet had action taken.

Some highlights of completed recommendations include:

- The Woods Way roadway project was completed to provide better access to the Metro station and improve traffic flow.
- Buffered bike lane improvements and crosswalk upgrades were installed along MD 218 (Suitland Road) from the Washington, D.C., line to MD 458 (Silver Hill Road).

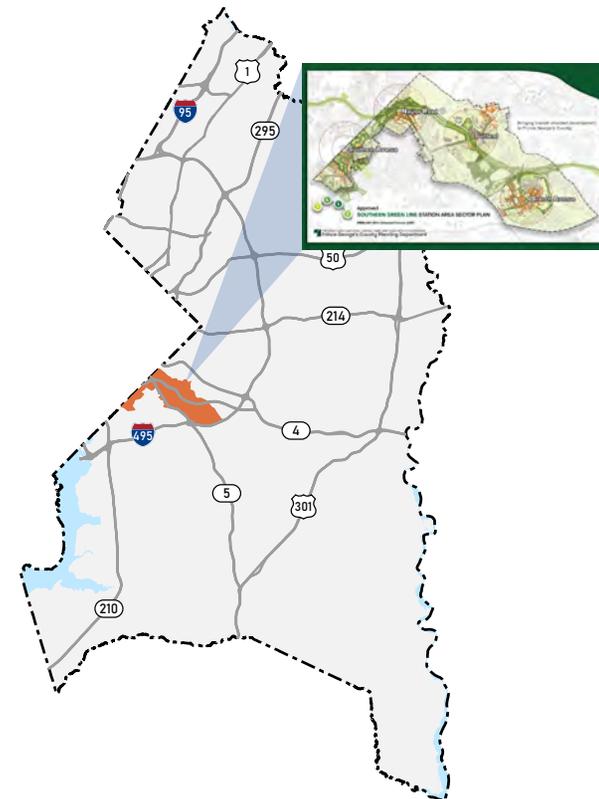
### Plan Recommendation Status



### Suggested Next Step(s)

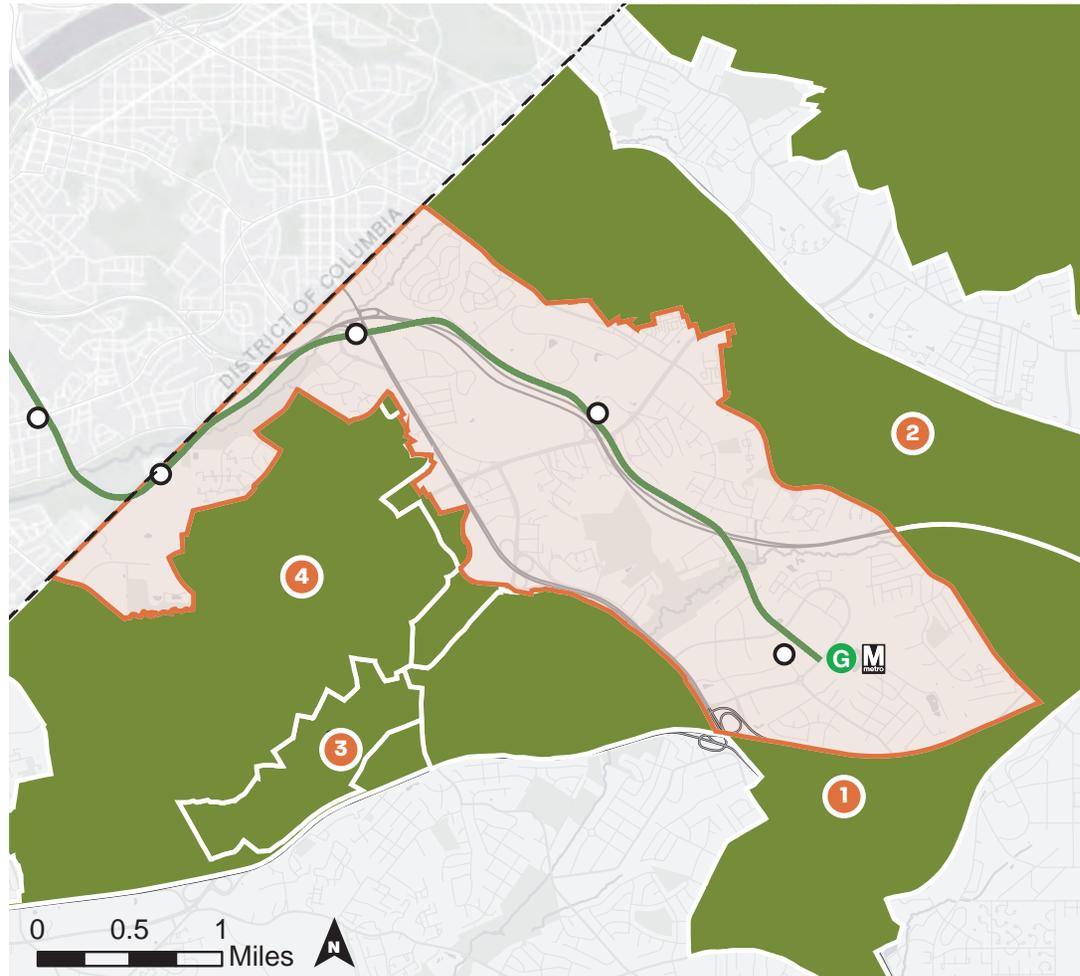
- Review in 2026
- Major/Minor Plan Amendment
- Replace
- Consolidate

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



# Related Plans

## As-Approved Plan Area and Related Plan Boundaries



## As-Approved Plan Area and Related Plan Boundaries

The original Southern Green Line Station Area Sector Plan area centered on the Metrorail Green Line corridor in southwestern Prince George's County, and was bounded by Washington, D.C., to the northwest, Suitland Road to the northeast, the Capital Beltway (I-95/I-495) to the southeast, and Branch Avenue to the southwest, with the furthest extends reaching Wheeler Road to the southwest. The plan area superseded portions of a number of prior plans upon adoption.

### Related Plans

The Southern Green Line Station Area Sector Plan supersedes a portion of the following plans.

- 1 Central Branch Avenue Corridor Revitalization Sector Plan (2013)
- 2 Subregion 4 Master Plan (2010)
- 3 Branch Avenue Corridor Sector Plan (2008)
- 4 The Heights and Vicinity Master Plan (2000)

# Plan Area Summary

## Plan Area

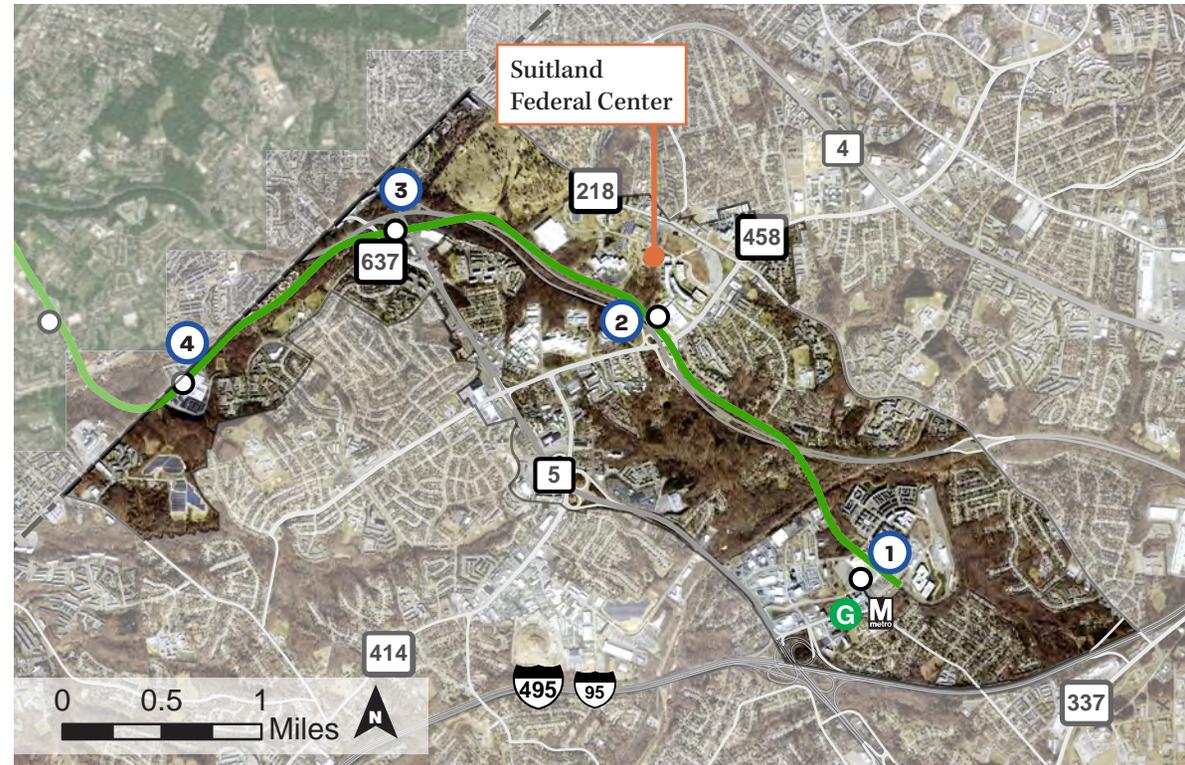
The sector plan area boundary is organized around the southernmost four Metro stations on the Southern Green Line in southwest Prince George's County, approximately four miles in a straight line from the Mall in Washington, D.C. It lies between Washington, D.C., boundary at Southern Avenue and Joint Base Andrews Naval Air Facility on Allentown Road. The sector plan boundary encompasses over 3,700 acres.

Areas around each of the four Metro station were designated as a Plan 2035 Center. Southern Avenue is a Neighborhood Center, Naylor Road is a Local Transit Center, and Suitland and Branch Avenue are Regional Transit Districts. Much of the plan area is also designated as a Plan 2035 Neighborhood Reinvestment Area.

### ○ Focus Areas and Goals

- 1 Branch Avenue Metro Station:** The economic engine of the Southern Green Line bringing energy, employment, and income to a growing urban center.
- Suitland Metro Station:** A town center where retail uses, the federal campus, and new civic buildings come together at the crossroads of MD 458 and MD 218.
- Naylor Road Metro Station:** New infill and redevelopment creates a village center with great places to congregate and a safe connection across Suitland Parkway.
- Southern Avenue Metro Station:** New multifamily and assisted living apartment complexes make the station a livelier place, and many acres of land crossed by ravines are conserved as open space to create a low-maintenance system of trails.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPO AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

Strong demand for transit-accessible and walkable neighborhoods brings new development to the Southern Green Line in Prince George's County during the first decades of the 21st century. Once growth along the Green Line in Washington, D.C., spans the Anacostia River with the opening of the new Homeland Security Headquarters near the Congress Heights Metro Station, a new generation of federal employees find the convenience of living within an easy walk or bicycle ride of the Southern Avenue, Naylor Road, Suitland and Camp Springs (Formerly known as Branch Avenue Metro Station) Metro Stations a reason to call communities centered on those stations home.

The substantial infill development within walking distance of the stations changes the atmosphere to one safer for pedestrians. Sidewalks are the focus of neighborhood life. A dedicated public works program is started to improve and construct pedestrian and trail facilities in older post-war neighborhoods near the stations. The program helps bring Complete Street amenities and new vibrant streetscapes to the area's commercial corridors. This important first step to creating real transit-oriented development (TOD) would be accomplished through the sustained effort of County, state, and federal partners. Placemaking urban design amenities, including small urban parks and plazas near the stations, help to create new space for community life organized around walking.

Naylor Road Metro Station, Current View



SOURCE: SOUTHERN GREEN LINE STATION AREA SECTOR PLAN

Naylor Road Metro Station Area Redevelopment Concept



SOURCE: SOUTHERN GREEN LINE STATION AREA SECTOR PLAN

## Plan Highlights

The recommended future land use plan is carefully crafted to encourage creative response from developers by providing flexibility in use, while also guiding and shaping growth that is the right fit for each station, including reserving land at the Branch Avenue Metro Station area for the establishment of a regionally important employment center.

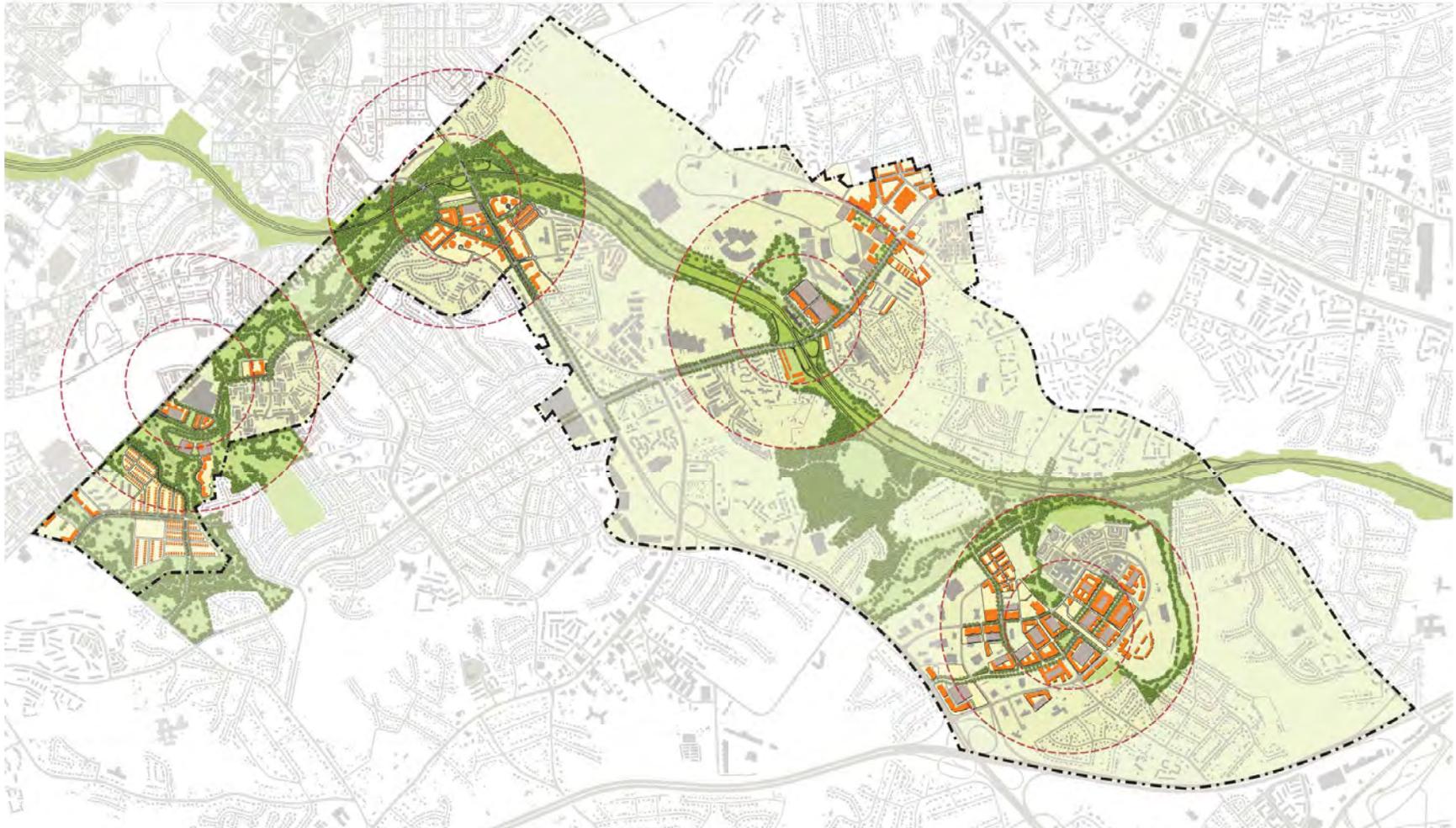
Provision of pedestrian and bicycle facilities is a crucial component of creating TOD, and the plan makes detailed recommendations for improving non-motorized access to each of the four station areas. Major projects to create a more integrated roadway network are also outlined, along with a basic recommendation to establish a grid of walkable streets around the stations.

Placemaking, park, and urban design features are also included in the plans for each station, working with and improving on existing assets and landscape features.

# Plan Overview



## Plan Area Illustrative Plan

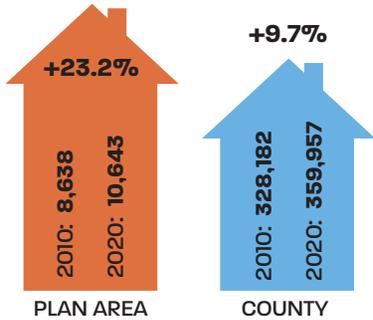


SOURCE: SOUTHERN GREEN LINE STATION AREA SECTOR PLAN

# Where Are We Now?

## Housing<sup>1</sup>

### TOTAL UNITS



## OCCUPANCY RATE (PLAN AREA)



## HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

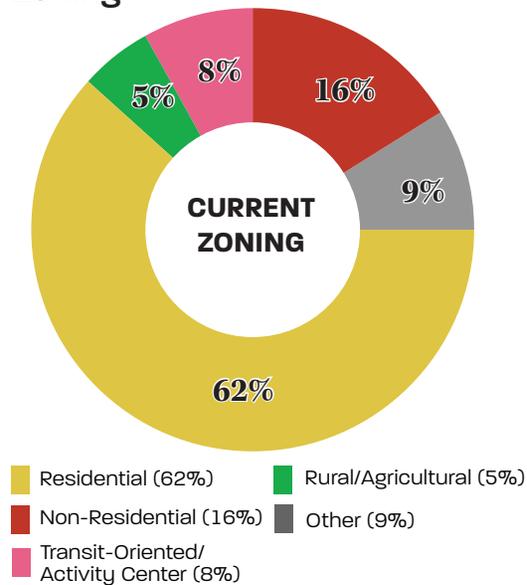
**PLAN AREA**  
2010: 18,611  
2020: 21,808



**COUNTY**  
2010: 863,420  
2020: 967,201



## Zoning<sup>3</sup>

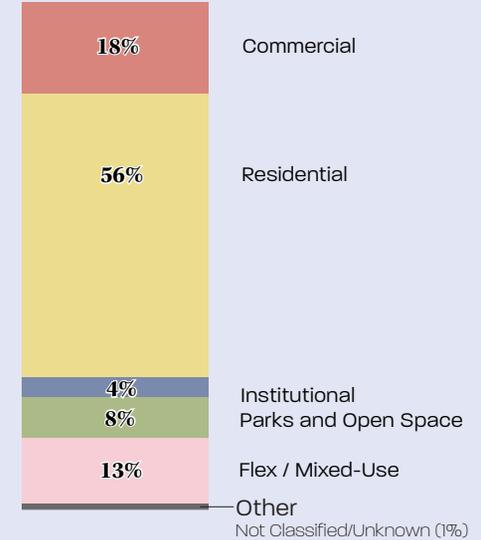


## Land Use

### 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 land use recommendations included in the plan were informed by a robust market analysis and inventory of available land for infill and redevelopment within each station's walkshed. Branch Avenue Metro Station was specifically noted as being an opportune location for siting a regionally important employment center. The Suitland and Naylor Road stations have a moderate amount of transit-oriented development (TOD) opportunity sites, and the Southern Avenue station has few parcels available for major development. Connected, tree-lined streets with multimodal facilities and active ground-floor uses are recommended across the station areas.

Since adoption of the plan, some redevelopment activity has occurred in the station areas, most significantly around Branch Avenue Metro Station. Residential and mixed-use development around the station was already underway at the time of plan adoption, and has continued in the intervening years. Some commercial and retail development has also occurred. The Town Center at Camp Springs development includes the new headquarters of the United States Citizenship and Immigration Services agency. Future development around the station areas is likely to occur, as TOD-style development has been desirable across the region.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Development Type: Residential</b>			
1	Homes at Oxon Hill Senior Apartments	163 units constructed	
2	The Belnor Senior Residences	122 units constructed	
<b>Mixed-Use/Flex</b>			
3	Town Center at Camp Springs	841 units constructed	627,244 SF constructed, 4,200 SF in the pipeline
4	Towne Square at Suitland Federal Center	317 units constructed, 881 in the pipeline	333,356 SF in the pipeline
<b>Retail/Services</b>			
5	Royal Farms		17,349 SF constructed
6	INFINITI of Suitland		26,600 SF constructed

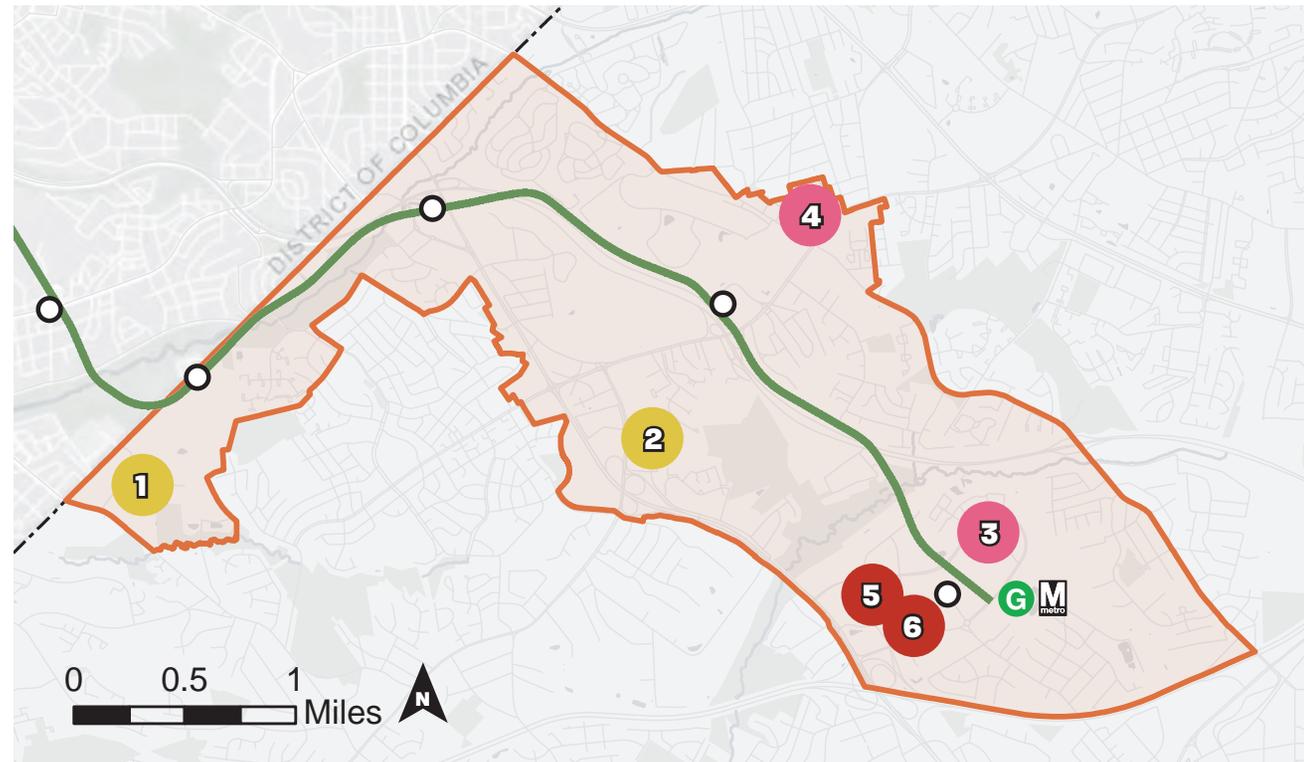
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# Development Activity

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

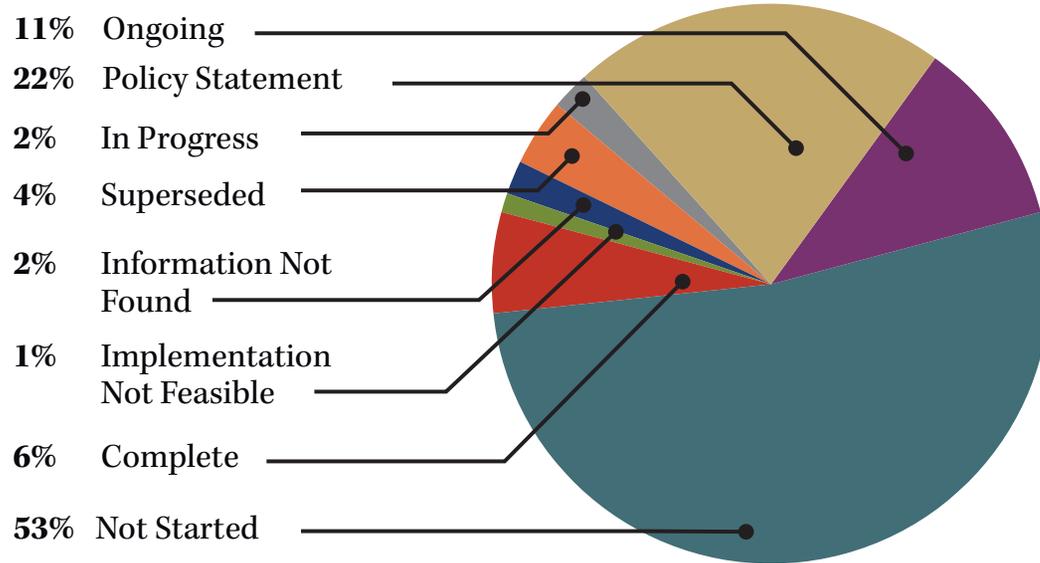
#	DEVELOPMENT NAME
1	Homes at Oxon Hill Senior Apartments
2	The Belnor Senior Residences
3	Town Center at Camp Springs
4	Towne Square at Suitland Federal Center
5	INFINITI of Suitland
6	Royal Farms

Recent Development Activity



# Implementation

## Status of Plan Recommendations



## Challenges

- **Connectivity:** While progress has been made, there are many remaining actions from the plan related to enhancing connectivity to Metro stations for those walking and biking.
- **Land Use Constraints:** Without the removal or reduction of the extensive surface parking at Branch Avenue Metro Station, the land use vision from the plan cannot be fully realized.

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

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



Washington Metropolitan Area Transportation Authority (WMATA) made several **upgrades** to the Branch Avenue, Suitland, and Naylor Road Metro Stations in summer 2025.



Buffered **bike lane improvements and crosswalk upgrades** were installed along MD 218 (Suitland Road) from the Washington, D.C. line to MD 458 (Silver Hill Road).



A **Citizenship and Immigration Services Federal Facility** was built at Branch Avenue Metro Station.

### KEY UPCOMING PROJECTS



Once finished, the **Towne Square at Suitland Federal Center** will be a mixed-use development which will encompass over 1 million square feet. Several portions of this development area already completed.



The National Park Service is in the final stages of planning for the **Suitland Parkway Trail Extension and Naylor Road Intersection Safety Improvements project**. The project will address safety issues at this intersection and will fill a gap in the regional trail network.

# Next Steps

## Near-Term Opportunities

While few plan recommendations have been deemed infeasible, there remain many that have not seen progress. Projects below reflect some potential catalyst improvements related to land use and connectivity. These can also help support implementation of Plan 2035.



**Bicycle Facilities:** The plan recommends bicycle and pedestrian improvements in the Branch Avenue (plan page 92) and Suitland Metro station (page 125) areas. Non-completed plan recommendations pertaining to pedestrian and bicycle facilities (such as an on-street bicycle facility along MD 458 [Silver Hill Road]) should be revisited and programmed for implementation, as appropriate, especially within and connecting to the Regional Transit Districts. This can help support Plan 2035 Transportation and Mobility Policy 1, to “ensure that Countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern.”

### Responsible Parties:

- Maryland Department of Transportation State Highway Administration
- Department of Public Works and Transportation



**Commuter Parking at Metro:** A key near-term public investment recommendation in the plan is to construct commuter parking structure at Branch Avenue Metro Station to open up land for transit-oriented development. (See plan page 192.) Moving this recommendation forward could help support the Plan 2035 Growth Management Goal of having 50 percent of new dwelling units and jobs within Regional Transit Districts.

### Responsible Parties:

- Branch Avenue Revenue Authority
- WMATA

## PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

## NEXT SIX-YEAR UPDATE DUE DATE

# April 2026

While we do not identify specific update opportunities at this time, we recommend consolidating plans to reduce fragmentation. The Southern Green Line Sector Plan would be consolidated into two 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 combining the southern portion of the Subregion 4 Master Plan (south of the in-development Central Avenue-Blue/Silver Line Sector Plan and SMA), Marlboro Pike Sector Plan, and the portion of the Southern Green Line Sector Plan north of Suitland Parkway.

# Plan Progress Report

## The Approved Master Plan and Sectional Map Amendment for Subregion 1

Date Plan Approved: June 23, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 1, 4

### Progress Summary

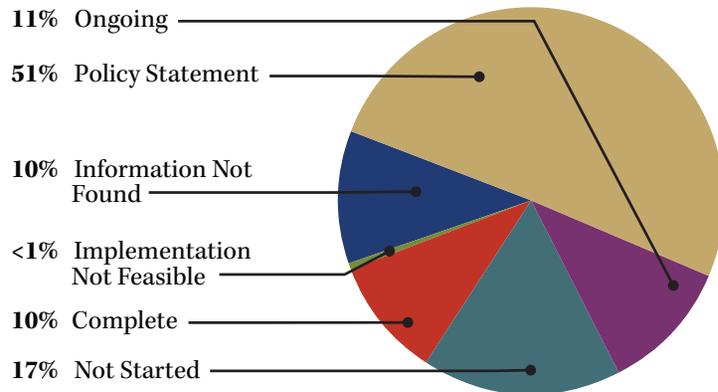
The Approved Master Plan and Sectional Map Amendment for Subregion 1 contains 526 recommendations, primarily focused on transportation and mobility, as well as the natural environment.

Since its adoption in 2010, approximately 10 percent (51) of the recommendations have been completed and 11 percent (59) are ongoing. Approximately 17 percent (90) have not yet had action taken.

Some highlights of completed recommendations include:

- A sound wall/noise buffer was constructed along US 1 for the Brickyard development.

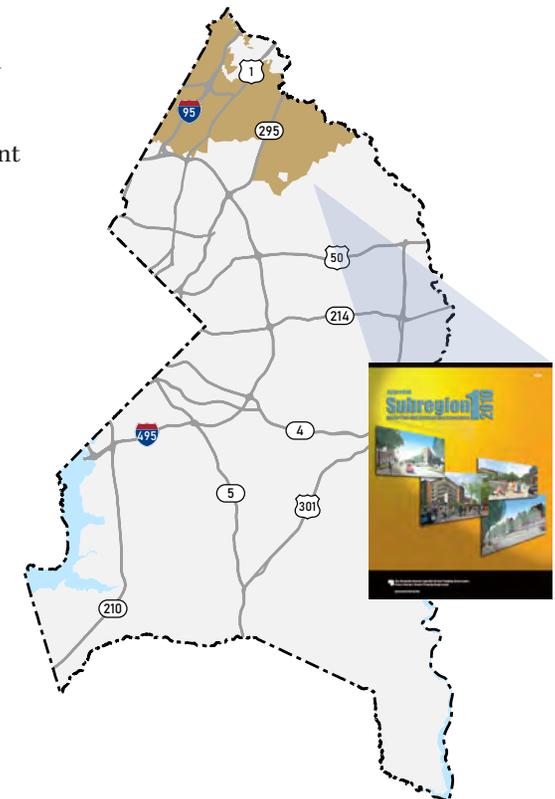
### Plan Recommendation Status



### 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.

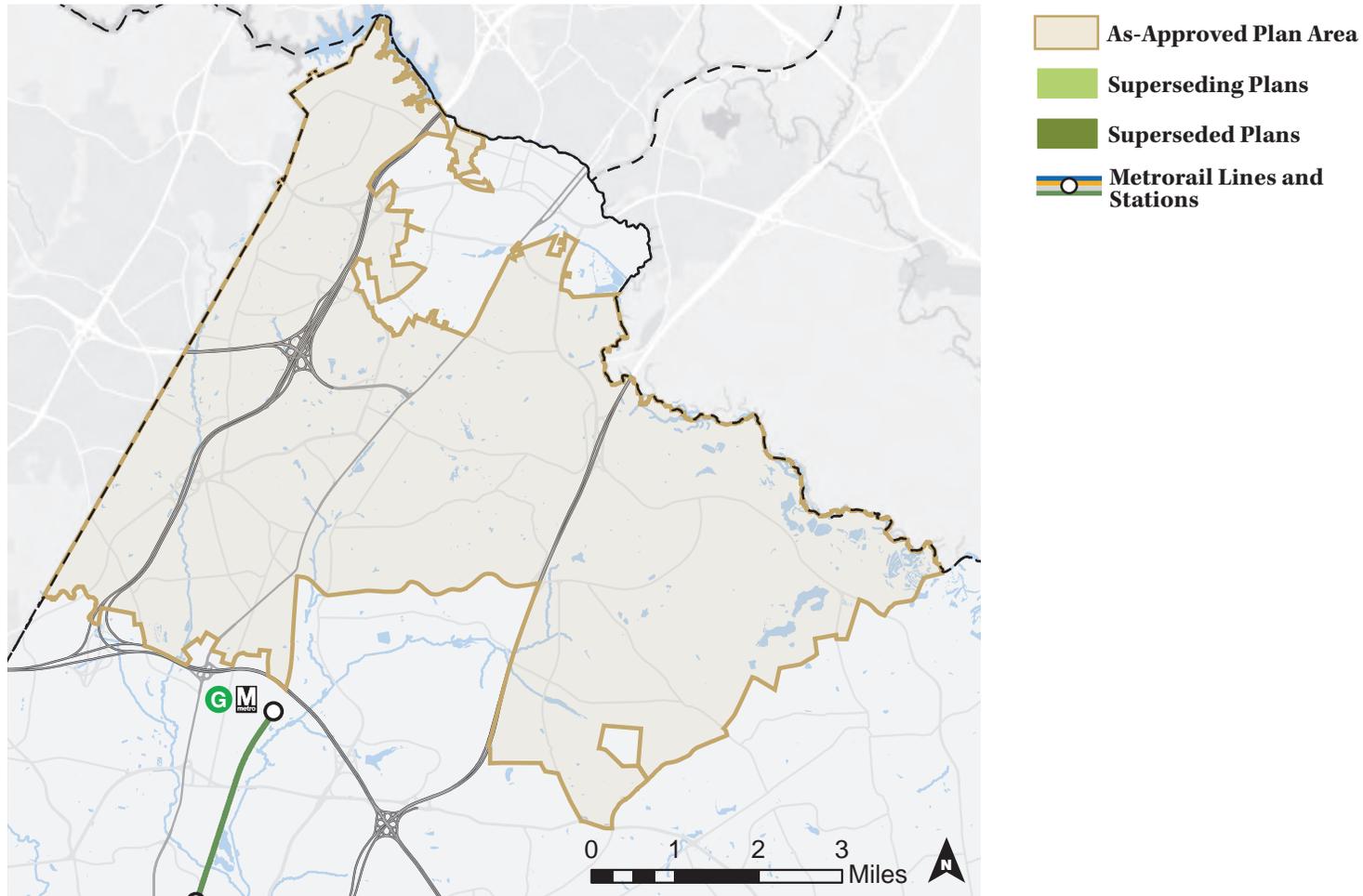


# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Subregion 1 Master Plan were bounded by Montgomery County to the west, the Howard County, Anne Arundel County, and City of Laurel municipal boundaries to the north, Patuxent Research Reserve to the east, Good Luck Road to the southeast, and the Capital Beltway (I-95/I-495) and Powder Mill Road to the south. The plan area has not been superseded by any other plans since its adoption.

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



# Plan Area Summary

## Plan Area

The master plan area consists of approximately 44 square miles and includes Planning Areas 60 (Northwestern Area), 61 (Fairland Beltsville and Vicinity), 62 (South Laurel-Montpelier), and 64 (Agricultural Research Center). It includes the communities of Beltsville, North Beltsville, West Laurel, and South Laurel. Subregion 1 is bounded by the border with Montgomery County to the west; Anne Arundel County, the Baltimore-Washington Parkway, and MD 201 to the east; Powder Mill Road and the Capital Beltway to the south and southeast; and the City of Laurel and the Patuxent River to the north.

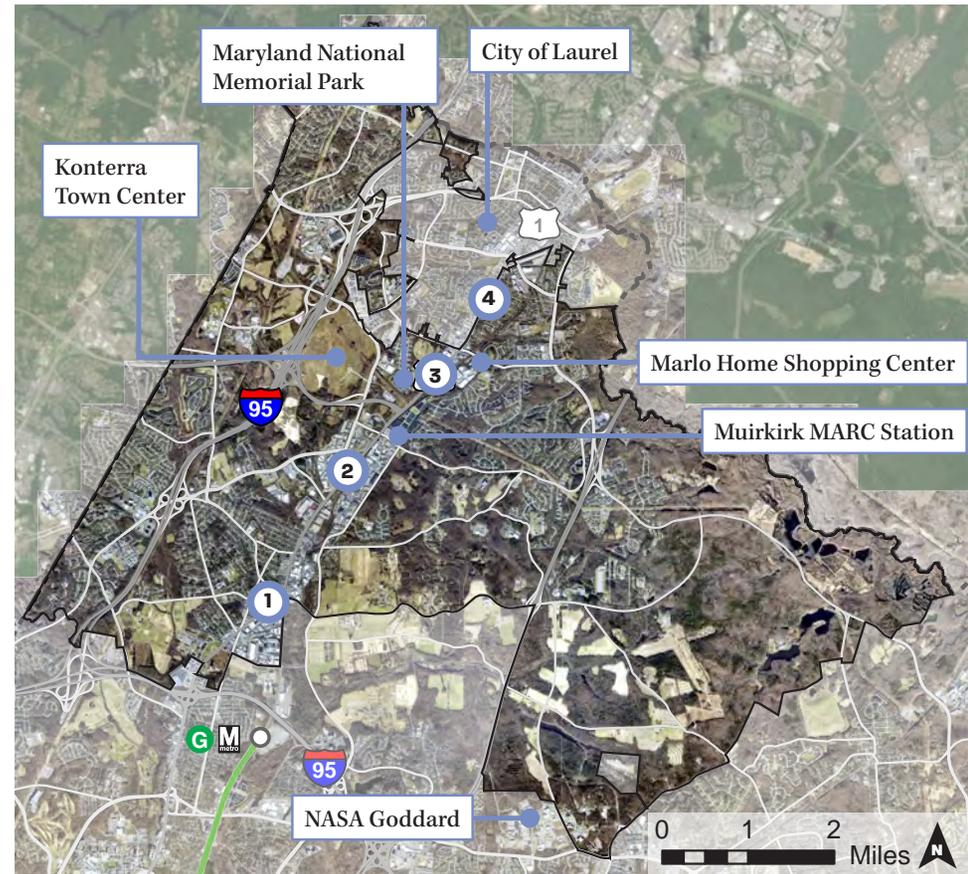
The master plan applies to all the land area within the subregion unless specifically stated otherwise. The City of Laurel is not included in the master plan because it has its own planning and zoning authority.

In addition to the Plan 2035 Town Center designation for Konterra, the area around the Muirkirk MARC station has been designated as a Plan 2035 Neighborhood Center.

### Focus Areas and Goals

- 1 US 1 from the Beltsville Agricultural Research Center to Quimby Avenue:** Developed as a “main street” with new mixed-use neighborhoods.
- 2 US 1 from Powder Mill Road to Muirkirk Road:** An environmentally sustainable employment area with enhanced open spaces, a bicycle and pedestrian network, and a unified streetscape.
- 3 US 1 from Muirkirk Road to Academy Lane:** A major gateway that is characterized by a mix of land uses, pedestrian- and transit-friendly access, transit-supporting commercial uses, and responsible stormwater management.
- 4 US 1 from Academy Lane to Cherry Lane:** New mixed-use development connected by an open space network and pedestrian-friendly streets.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

An integral community consisting of many healthy and historical residential neighborhoods, a regenerated and reinvented “main street” US 1 Corridor, upgraded commercial and industrial areas, and a vibrant “downtown” at the Konterra Town Center. The Subregion 1 community offers open spaces, trails, quality schools, and other public facilities, as well as multiple transportation modes and public safety.



US 1 Corridor, Future Vision

SOURCE: MASTER PLAN FOR SUBREGION 1

## Konterra Town Center Illustrative Plan



SOURCE: MASTER PLAN FOR SUBREGION 1

## Plan Highlights

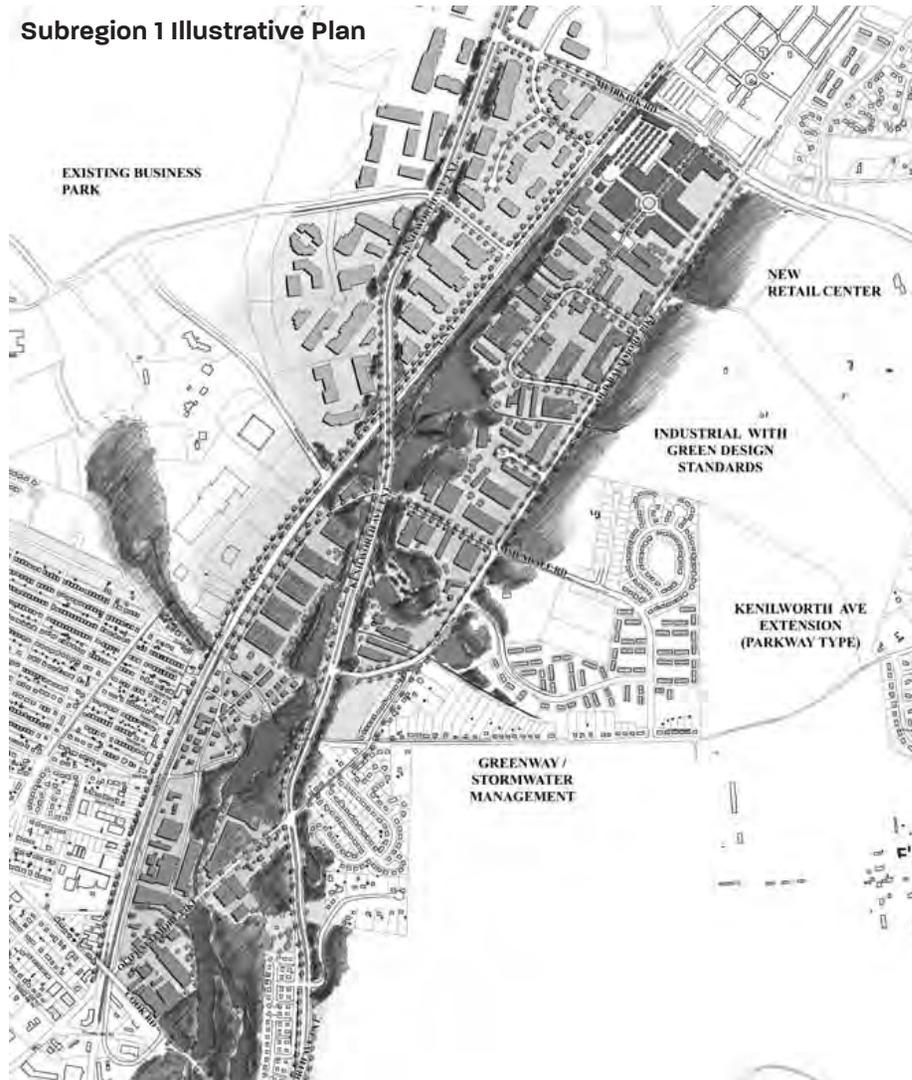
The master plan features policies and strategies for four focus areas located along US 1 that establish mixed-use development, new open space areas, and improve the transportation network for all modes.

Additionally, the plan provides policies, strategies, and design guidelines for Konterra Town Center East and Konterra Town Center West. Strategies center around creating density while restoring some of the sites' natural features, as well as providing pedestrian and bicycle connectivity.

The plan is accompanied by a Sectional Map Amendment, which implements the zoning recommendations.

# Plan Overview

Subregion 1 Illustrative Plan



SOURCE: MASTER PLAN FOR SUBREGION 1

Sunnyside Road - Existing (Top) and Envisioned (Bottom)

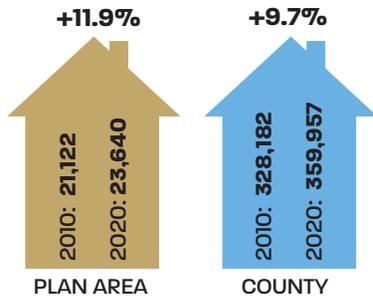


SOURCE: MASTER PLAN FOR SUBREGION 1

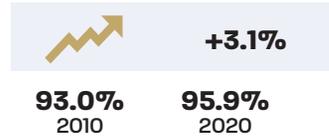
# Where Are We Now?

## Housing<sup>1</sup>

### TOTAL UNITS



## OCCUPANCY RATE (PLAN AREA)



## HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

### PLAN AREA

2010: 56,812  
2020: 65,451

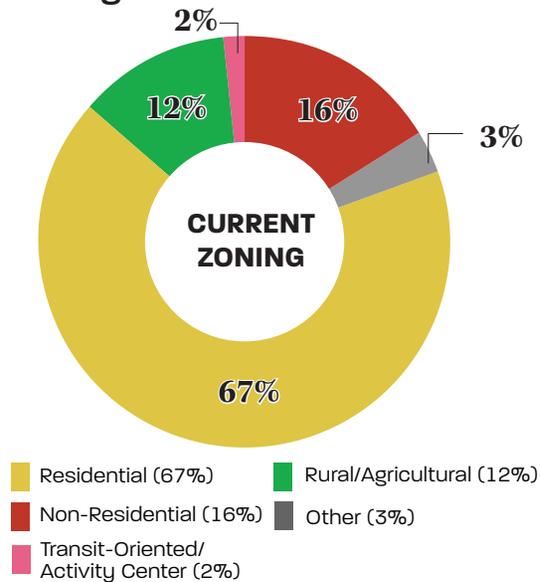


### COUNTY

2010: 863,420  
2020: 967,201

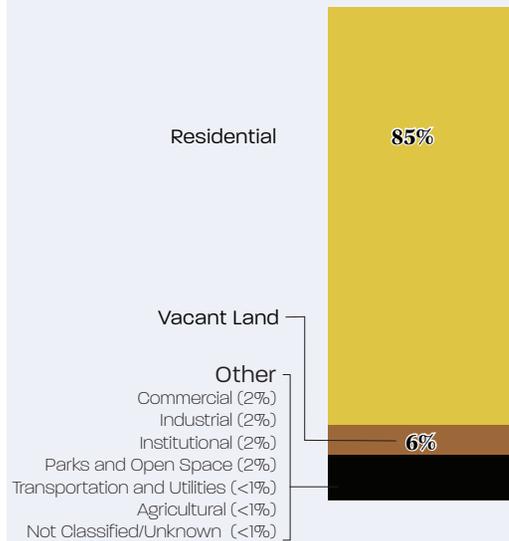


## Zoning<sup>3</sup>

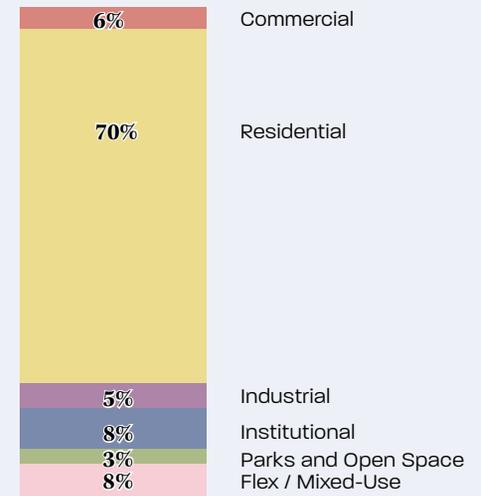


## Land Use

### 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 existing character of the plan area was largely rural and suburban at the time of approval and the plan envisions strengthening and protecting this character while promoting moderate density in specific areas including Konterra Town Center and designated nodes along the US 1 Corridor. Compact mixed-use transit-oriented development is planned for along US 1 in Beltsville and South Laurel; the MARC Washington-Camden Line runs through the plan area. Streetscape improvements are proposed along key corridors, including US 1 and Kenilworth Avenue, to promote placemaking and match the character of the proposed transit-oriented development and pedestrian-oriented development.

Rural and suburban preservation policies have largely been fulfilled; small single-family infill and greenfield projects have been constructed across the plan area. One notable larger project is The Brickyard, a largely residential mixed-use development adjacent to the Muirkirk MARC station. Laurel, directly north of the plan area, has seen more higher-density infill development occur which may catalyze new construction in the plan area. Laurel Overlook is an example of new housing in the plan area being constructed nearby to new housing in Laurel.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Laurel Overlook	180 units constructed	
Mixed-Use/Flex			
2	The Brickyard	1,265 units approved	236,471 SF approved

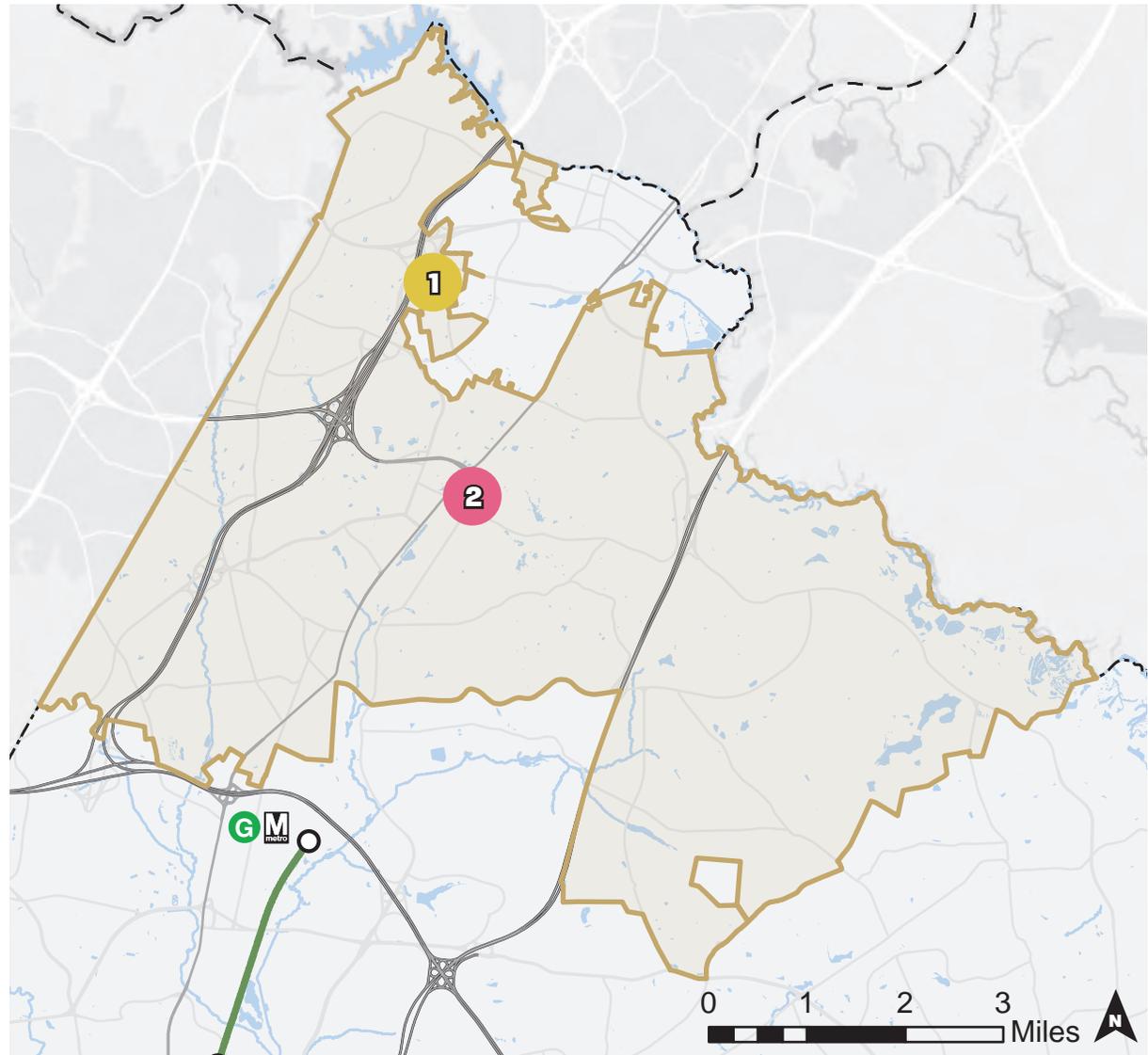
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

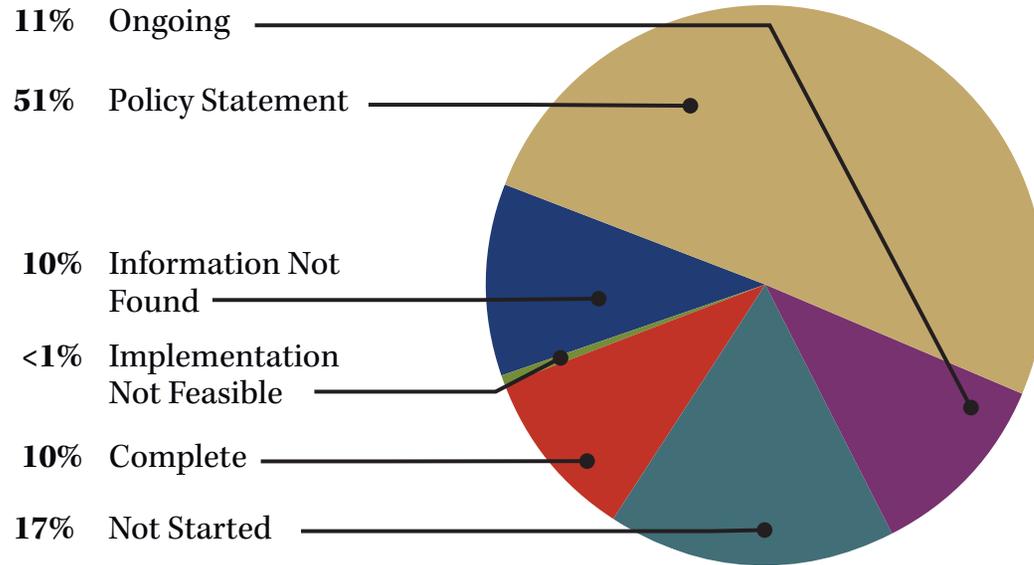
#	DEVELOPMENT NAME
1	Laurel Overlook
2	The Brickyard

Recent Development Activity



# Implementation

## Status of Plan Recommendations



## Challenges

- Emerging Market Desires:** The I-95 corridor represents a prime location for transportation, logistics, warehousing, manufacturing, data centers, and other industrial uses. The master plan does not anticipate industrial market pressure at the scale possible given the Subregion’s locational attributes, and instead, places emphasis on other uses. This disconnect between the recommendations of the Subregion 1 Master Plan and market realities could challenge the plan’s implementation.
- Lack of Transit Access:** The approved development plans for Konterra Town Center East represent a vision that, if constructed, would represent one of the best examples of integrated, walkable transit-supportive development in Prince George’s County. However, Konterra Town Center East does not have fixed guideway transit.

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



**Laurel-Beltsville Senior Center** opened in September 2011.

The new **Laurel Branch Library** opened in 2016.



**The Brickyard** is a 125-acre mixed-use development near Muirkirk MARC station. It includes the completed **Brick Yard Station** residential area, and is located on the site of the original home to the Washington Brick Company.

### KEY UPCOMING PROJECTS



The FY2025 Capital Improvement Program has set aside funding for several **Fairland Regional Park and Aquatic Center updates**.



**Konterra Town Center** is expected to start construction in fall 2025. Several other areas surrounding the Town Center, including residential communities, and the Konterra Business Campus, have already been constructed.

<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 this plan is scheduled for a potential minor plan amendment, there are opportunities supported by the current plan that can help catalyze long-term change and support implementation of Plan 2035.



### **Pedestrian- and Transit-Oriented**

**Development:** Under the Developing Tier Policy 2, the plan calls for encouraging low- to moderate-density, transit- and pedestrian-oriented development. Continue to investigate the potential for redevelopment in the Plan 2035 Centers to support the Plan 2035 Growth Management Goal of having 25 percent of new dwelling units and 20 percent of new jobs in Local Centers.

#### **Responsible Parties:**

- Property owners/ developers
- Planning Department



**Walking and Biking Facilities:** Under Bicycle, Pedestrian and Equestrian Facilities Policy 2, there are several recommendations related to providing sidewalks, bicycle facilities, or side paths (e.g., on Old Baltimore Pike). Review recommendations that have not been completed and, if needed, ensure they are considered for programming, with emphasis on facilities connecting neighborhoods to transit sites or commercial areas/amenities. This can help support Plan 2035 Transportation and Mobility Policy 1, to “ensure that Countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern.”

#### **Responsible Parties:**

- Department of Public Works and Transportation

## PLAN UPDATE RECOMMENDATION

Minor Plan Amendment

## NEXT SIX-YEAR UPDATE DUE DATE

June 2028

A minor plan amendment is scheduled, to assess whether new opportunities warrant changes. This is intended to include a review of the market for potential future investment in Subregion 1.

## Subregion 4 Master Plan and Sectional Map Amendment

Date Plan Approved: June 1, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 3, 5, 6, 7

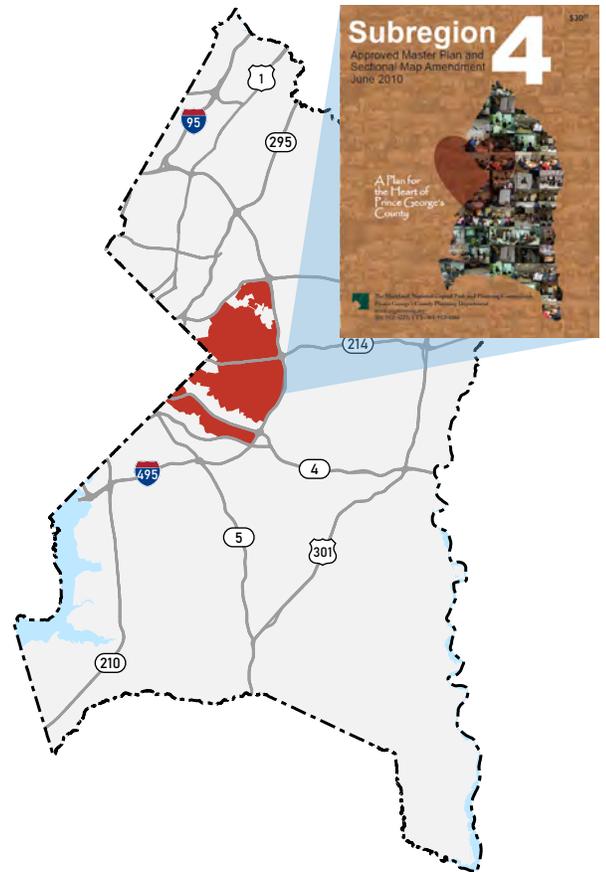
### Progress Summary

The Approved Subregion 4 Master Plan and Sectional Map Amendment contains 1,143 recommendations, primarily focused on transportation and mobility, land use, and housing and neighborhoods.

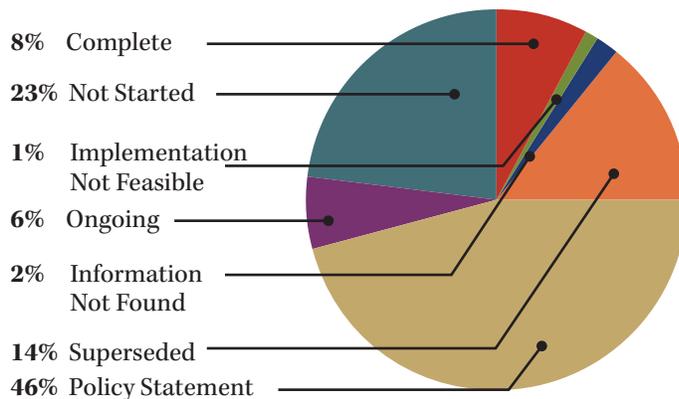
Since its adoption in 2010, approximately 8 percent (95) of the recommendations have been completed and 6 percent (74) are ongoing. Approximately 23 percent (261) have not yet had action taken.

Some highlights of completed recommendations include:

- Completion of numerous sidewalk and bike connectivity and intersection improvements, including sidewalks on portions of Dodge Park Road, Garrett A. Morgan Boulevard, Hill Oaks Road, Johnson Avenue, Landover Road, Reed Street, and Sheriff Road
- Adoption of Urban Street Design Standards, which addresses several plan recommendations, including developing a hierarchy of urban road and streetscape standards
- Construction of the new LEED-Gold Certified Fairmont Heights High School, completed in 2017
- The County's 2018 Zoning Ordinance rewrite eliminated mixed-use overlays; elimination was recommended in this plan



### Plan Recommendation Status



### Suggested Next Step(s)

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

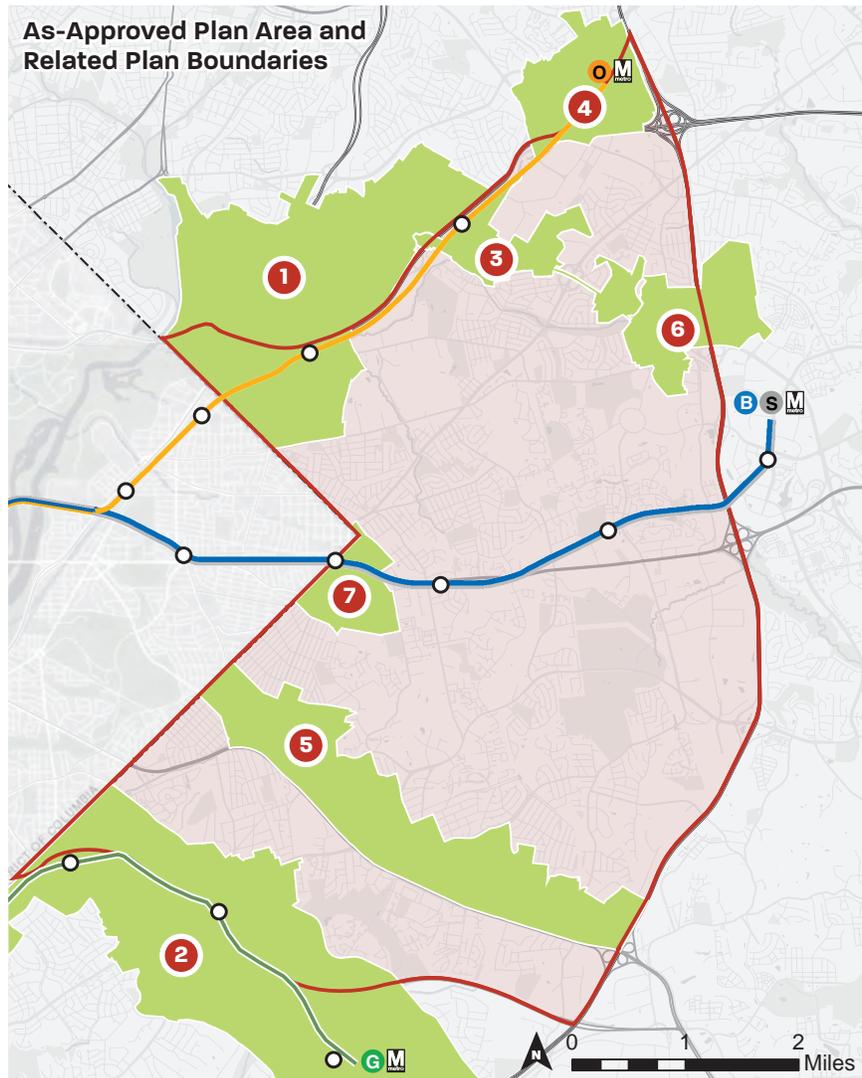
More information about this recommendation can be found at the end of the report.

# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original, approved borders of the Subregion 4 Master Plan were bounded by Washington, D.C., to the west, US 50 to the northwest, I-95 to the east, and Suitland Parkway to the south. The plan area has been superseded by a number of plans since adoption, each one carving out a portion of the original plan area.

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



## Related Plans

The following plans supersede a portion of the Subregion 4 Master Plan:

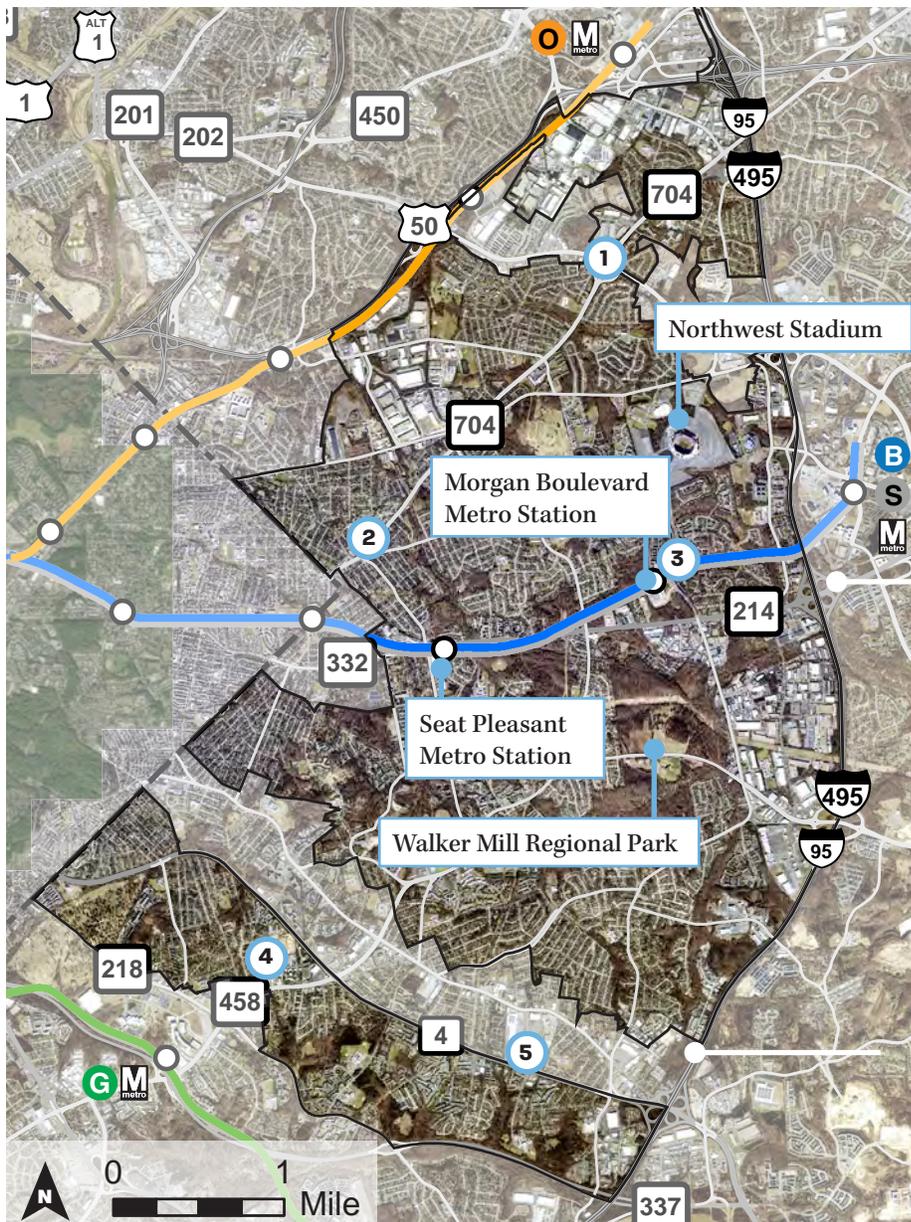
- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li> Greater Cheverly Sector Plan (2018)</li> <li> Southern Green Line Station Area Sector Plan (2014 - Unpublished) and Minor Plan Amendment to the Southern Green Line Station Area Sector Plan (2023)</li> <li> Landover Metro Area and MD 202 Corridor Sector Plan (2014)</li> </ul> | <ul style="list-style-type: none"> <li> New Carrollton Transit District Development Plan (2010)</li> <li> Marlboro Pike Sector Plan (2009)</li> <li> Landover Gateway Sector Plan (2009)</li> <li> Capitol Heights Transit District Development Plan (2008)</li> </ul> |
|--|--|

# Plan Area Summary

## Plan Area

As approved, the Subregion 4 area was approximately 29 square miles and bordered by US 50 to the north, Washington, D.C., to the west, Suitland Parkway to the south, and I-95/I-495 to the east. 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 subregion comprises six “living areas” that are predominately residential in character, containing six established municipalities. The plan area spans portions of Councilmanic Districts 3, 5, 6, and 7. The plan area contains two Metro stations; the area around each station was designated as a Local Transit Center in Plan 2035. In addition, the area around Northwest Stadium has been designated a Neighborhood Reinvestment Area. The subregion also contains a number of economic development focus areas with potential for future redevelopment through targeted public and private implementation efforts.

### Plan Area Aerial with Key Locations Highlighted



○ Economic Development Focus Areas and Goals

- 1 Landover Road / Martin Luther King Jr Highway: Refocus and cluster new businesses in close proximity to existing shopping centers.
- 2 Addison Road and Martin Luther King Jr. Highway: Provide incentive packages to stimulate reinvestment in aging properties.
- 3 Summerfield Military Housing Development: Encourage transit-oriented development (TOD) through zoning changes and financial incentives.
- 4 Silver Hill Road and Suitland Road: Develop a business improvement district (BID) to attract new investment.
- 5 Forestville Shopping Center: Provide appropriate physical buffers between the site and nearby residential areas.

SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

As described in the plan, Subregion 4 thrives as the “heart of Prince George’s County.” It is home to more than one-third of the County’s residents and employment base. As described in the General Plan’s vision for the Developed Tier, the subregion is a unique location where new and older suburban neighborhoods are balanced by development that is more urban in character.

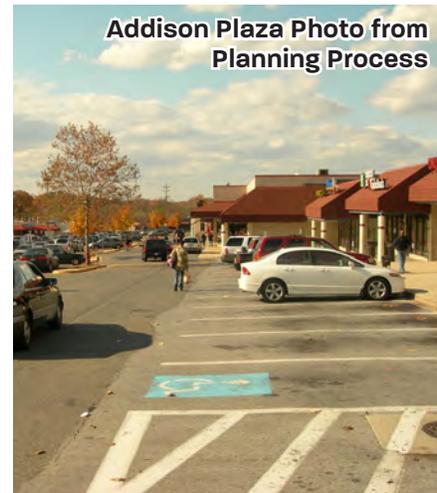


SOURCE: SUBREGION 4 MASTER PLAN

## Plan Goals

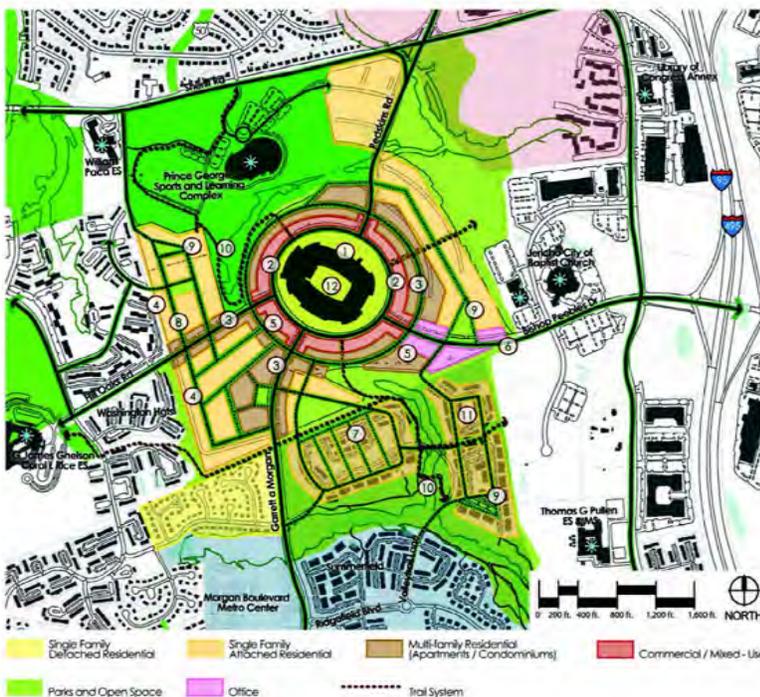
The major goals of this master plan are:

- To enhance the quality and character of the existing communities.
- To encourage quality economic development.
- To preserve and protect environmentally sensitive land.
- To make efficient use of existing and proposed County infrastructure and investment.
- To provide for a safe and accessible multimodal transportation system.
- To provide needed public facilities in locations that efficiently serve the region’s population.
- To identify feasible implementation strategies to achieve the key recommendations of the master plan.



SOURCE: RHI

## Northwest Stadium Area Illustrative Concept Plan



## Plan Highlights

One major focus of the plan is supporting the redevelopment of several large parcels to new uses, including Forestville Shopping Center, Summerfield Military Housing development, and the stadium parking area. These sites are intended as catalyst projects for revitalization efforts.

Another key principal is to support single-family residential development and increase support for first-time home-buyers. Many housing and neighborhood actions revolve around the creation of a new community development corporation (CDC) to facilitate housing implementation projects.

# Plan Overview

## Donnell Drive Mixed-Use Village Redevelopment Illustrative Concept Plan



SOURCE: SUBREGION 4 MASTER PLAN

## Donnell Drive Mixed-Use Village Redevelopment Massing Model



SOURCE: SUBREGION 4 MASTER PLAN

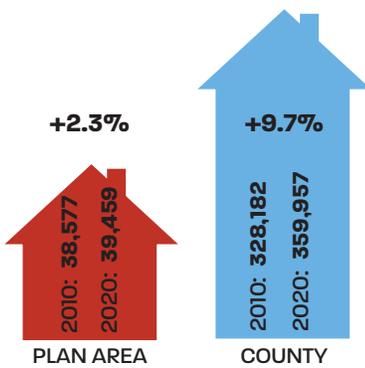
# Where Are We Now?

## Population<sup>1</sup>



## Housing<sup>2</sup>

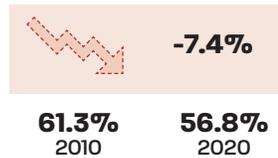
### TOTAL UNITS



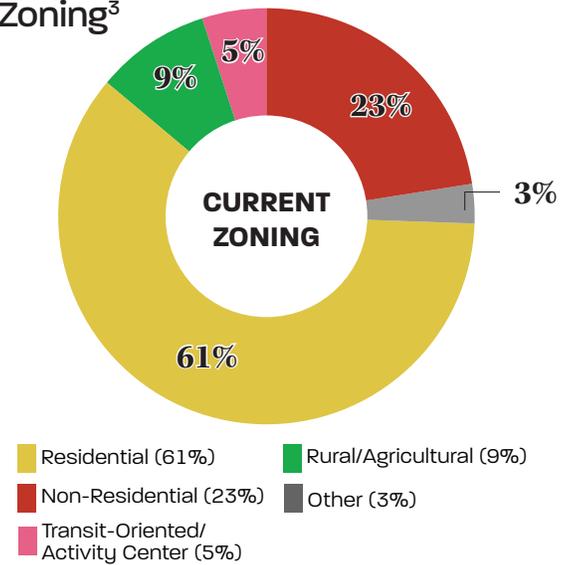
### OCCUPANCY RATE (PLAN AREA)



### HOMEOWNERSHIP RATE (PLAN AREA)

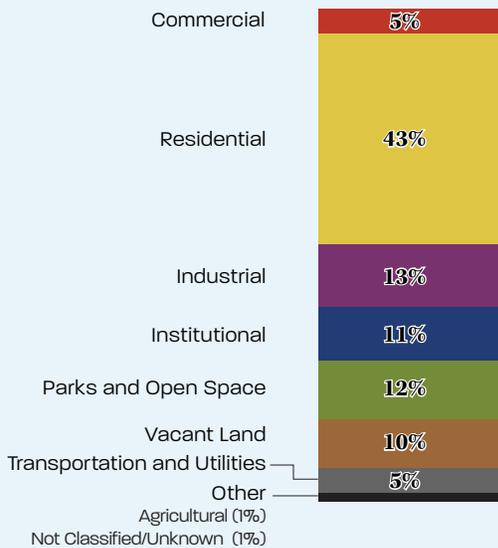


## Zoning<sup>3</sup>

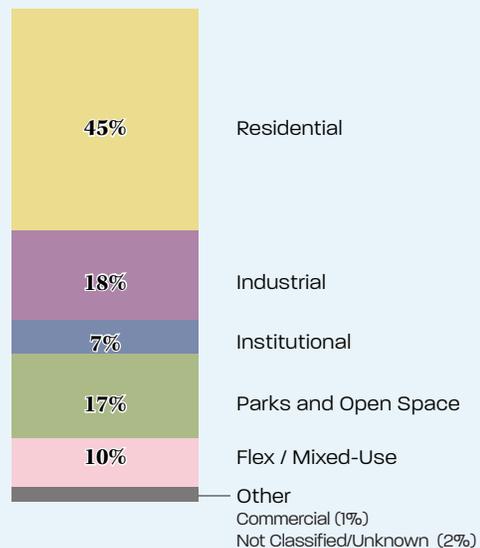


## Land Use

### 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

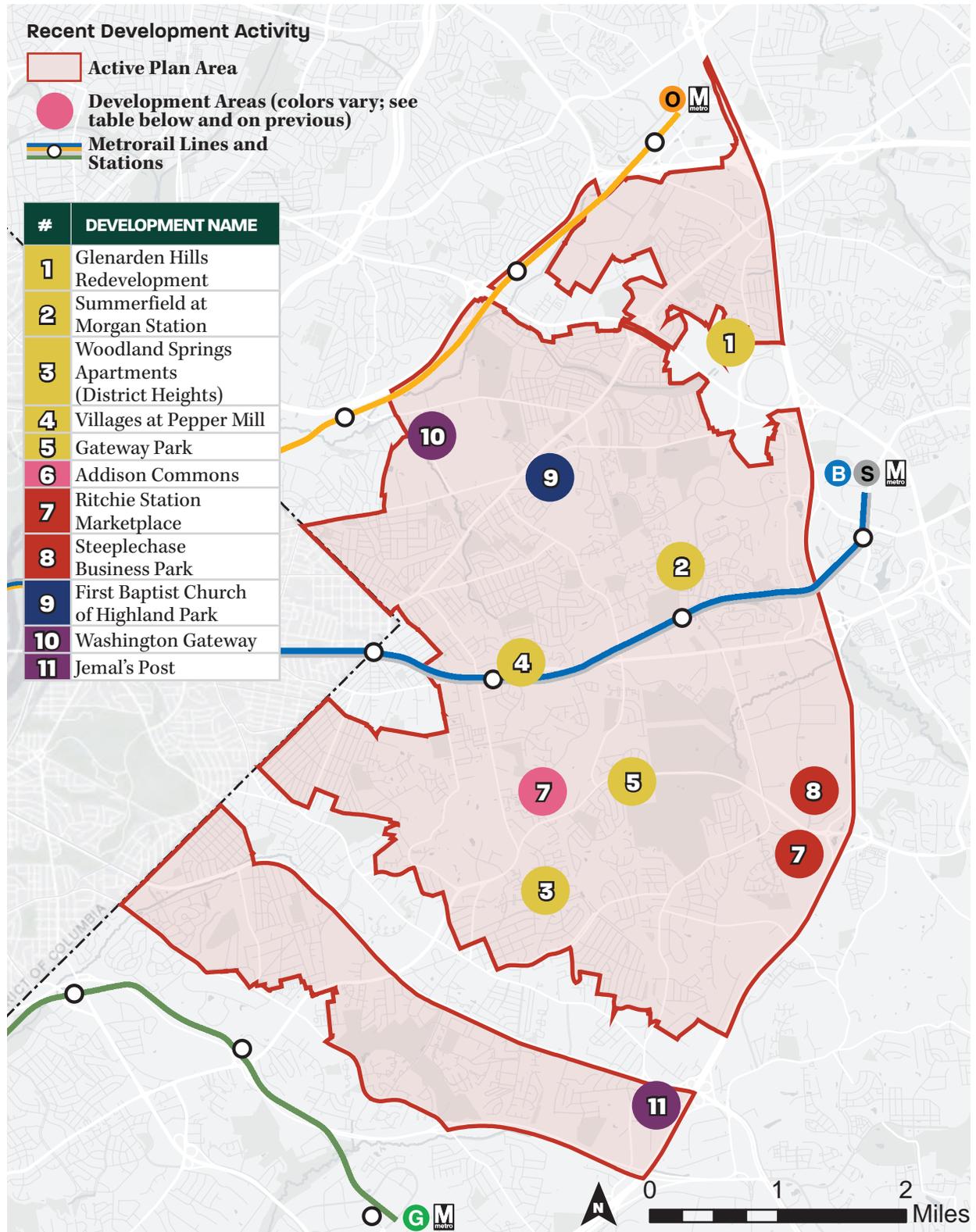
The plan envisioned a variety of development opportunities, largely focused around key corridors (e.g., Addison Road, Landover Road, Martin Luther King Jr Highway, Silver Hill Road, and Suitland Road) as well as redevelopment of key sites such as the Forestville Shopping Center and the Summerfield Military Housing Development. The plan also considered ways to revitalize existing neighborhoods and commercial areas, focus new development around community nodes, and reinforce Subregion 4 as an industrial and employment center.

The table below and the map on the following page highlight both completed and ongoing developments. There are also many additional projects in the development pipeline, including several with more than 100 residential units and others featuring mixed-use or commercial space.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Residential</b>			
1	Glenarden Hills Redevelopment	243 units constructed	
2	Summerfield at Morgan Station	923 units constructed	Commercial planned
3	Woodland Springs Apartments (District Heights)	524 units constructed	
4	Villages at Pepper Mill	96 units constructed	
5	Gateway Park	37 units constructed	
<b>Mixed-Use/Flex</b>			
6	Addison Commons	122 units constructed	2,557 SF
<b>Retail/Services</b>			
7	Ritchie Station Marketplace		627,725 SF
8	Steeplechase Business Park		488,442 SF
<b>Institutional</b>			
9	First Baptist Church of Highland Park	Residential planned	128,112 SF
<b>Industrial</b>			
10	Washington Gateway		172,200 SF
11	Jemal's Post		130,625 SF

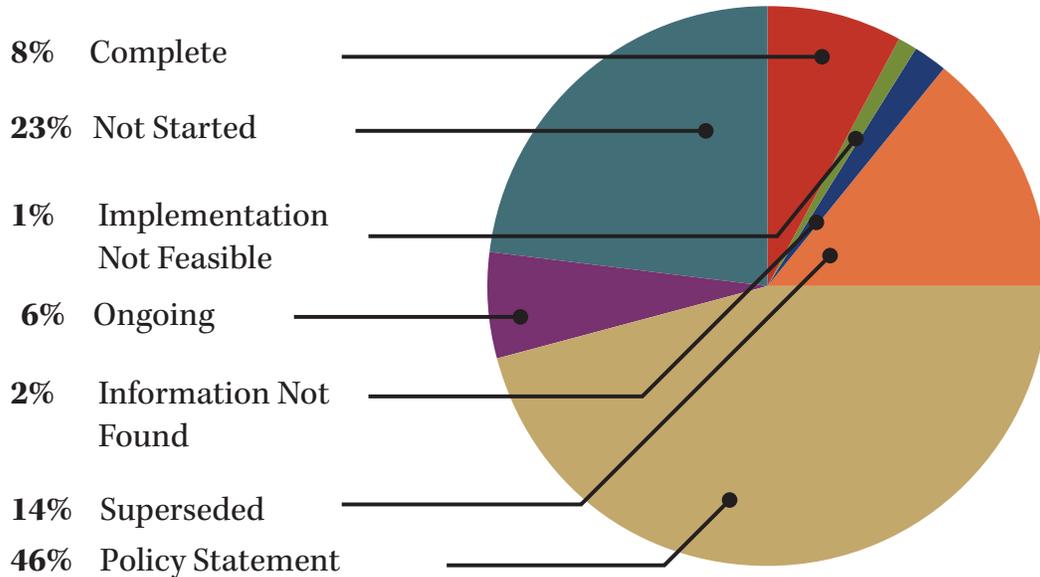
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



Many of the **key sidewalk and path connections** envisioned in the plan have been completed, including intersection improvements and sidewalk connectivity enhancements.

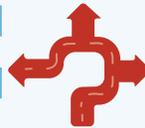


The new **Fairmont Heights High School** was completed in 2017 and is LEED Gold certified. **Adaptive reuse** is being considered for the original school site.

### KEY UPCOMING PROJECTS



**Walker Mill Regional Park Master Plan** implementation is underway, including improvements to the historic Concord Manor House.



Improvements are currently under construction at the **Addition Road and Walker Mill Road intersection**. The new design will include multimodal improvements.

## Challenges

- **Plan Size:** While the plan is comprehensive in nature, reflecting the large size of the geographic area, it includes hundreds of recommendations. The lack of clear priority actions may be a barrier to completion.
- **Land Use Implementation:** One challenge identified in the plan is the lack of vertical mixed-use areas in the subregion, contributing to a suburban character. The plan recommended and implemented several zoning changes to support a better mix of uses and walkability. While many of the recommended zoning changes have been made, in many cases, the desired development has not materialized.

<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 Subregion 4 in the near term, with a focus on implementing projects from the 2010 master plan. Below, we have identified some potential short-term catalyst projects that could drive change in the plan area. These opportunities can also help support implementation of Plan 2035 Land Use Policy 8, to “strengthen and enhance existing residential areas and neighborhoods in the Plan 2035 Established Communities.”



**Toolbox for Development:** One of the priority initiatives recommended in the plan under economic development Goal 2 is to develop a comprehensive toolbox of incentives and policies designed to promote economic development. One short-term element that should be revisited is identifying tax increment financing (TIF) locations to promote neighborhood-serving commercial development.

### Responsible Parties:

- Prince George’s County Economic Development Corporation
- State of Maryland



**Revitalization:** A short-term priority action under Goal 1 of the land use and urban design recommendations in the plan is to develop a detailed Martin Luther King Jr Highway/Glenarden City revitalization study and supporting residential and commercial corridor guidelines. This study can include both a land use study and review of necessary connectivity improvements and other incentives to promote revitalization.

### Responsible Parties:

- Glenarden City
- Planning Department

## PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

## NEXT SIX-YEAR UPDATE DUE DATE

**June 2028**

Though the master plan is 15 years old, there are many ongoing activities that build on its recommendations. While many recommendations can remain, a new plan for this region will allow the County to identify additional opportunities that have emerged. Recognizing that the ongoing Central Avenue-Blue/Silver Line Sector Plan and Sectional Map Amendment will supersede a portion of the Subregion 4 Master Plan area, we recommend replacing this plan in two parts.

- One sector plan combining the northern portion of the Subregion 4 Master Plan (north of the in-development Central Avenue-Blue/Silver Line Sector Plan and SMA), Landover Metro Area and MD 202 Corridor Sector Plan, and the portion of Landover Gateway Sector Plan west of I-495 (Capital Beltway).
- One sector plan combining the southern portion of the Subregion 4 Master Plan (south of the in-development Central Avenue-Blue/Silver Line Sector Plan and SMA), Marlboro Pike Sector Plan, and the portion of the Southern Green Line Sector Plan north of Suitland Parkway.

# Plan Progress Report

## Subregion 5 Approved Master Plan and Sectional Map Amendment

Date Plan Approved: July 24, 2013

Date of Progress Report: September 22, 2025

Councilmanic Districts: 8, 9

### Progress Summary

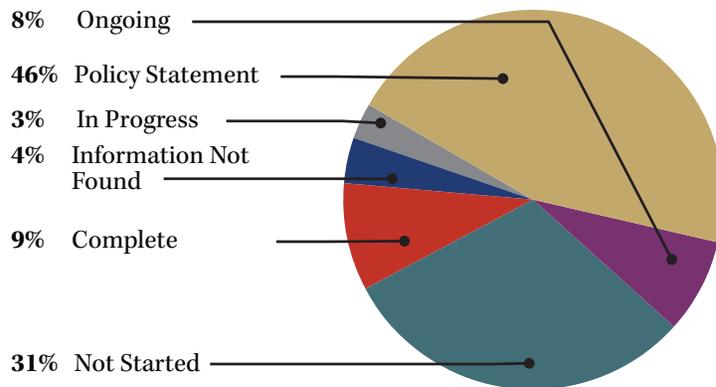
The Subregion 5 Approved Master Plan and Sectional Map Amendment contains 435 recommendations, primarily focused on transportation and mobility, as well as the natural environment.

Since its adoption in 2013, approximately 9 percent (39) of the recommendations have been completed, 3 percent (12) are in progress, and 8 percent (35) are ongoing. Approximately 31 percent (134) have not yet had action taken.

Some highlights of completed recommendations include:

- The Brandywine Fire/EMS Station was completed in 2015.
- The District VII Police Station in Fort Washington was completed in 2016.
- M-NCPPC opened the Southern Area Aquatic and Recreation Complex (SAARC) in 2021.

### Plan Recommendation Status



### Suggested Next Step(s)

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

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



# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Subregion 5 Master Plan were bounded by Charles County to the southwest, the Potomac River and Piscataway Creek and Tinkers Creek stream valleys to the west and northwest, Piscataway Creek to the northeast, and CSX tracks to the southeast. A portion of the Central Branch Avenue Corridor Revitalization Sector Plan area falls within the Subregion 5 Master Plan area.

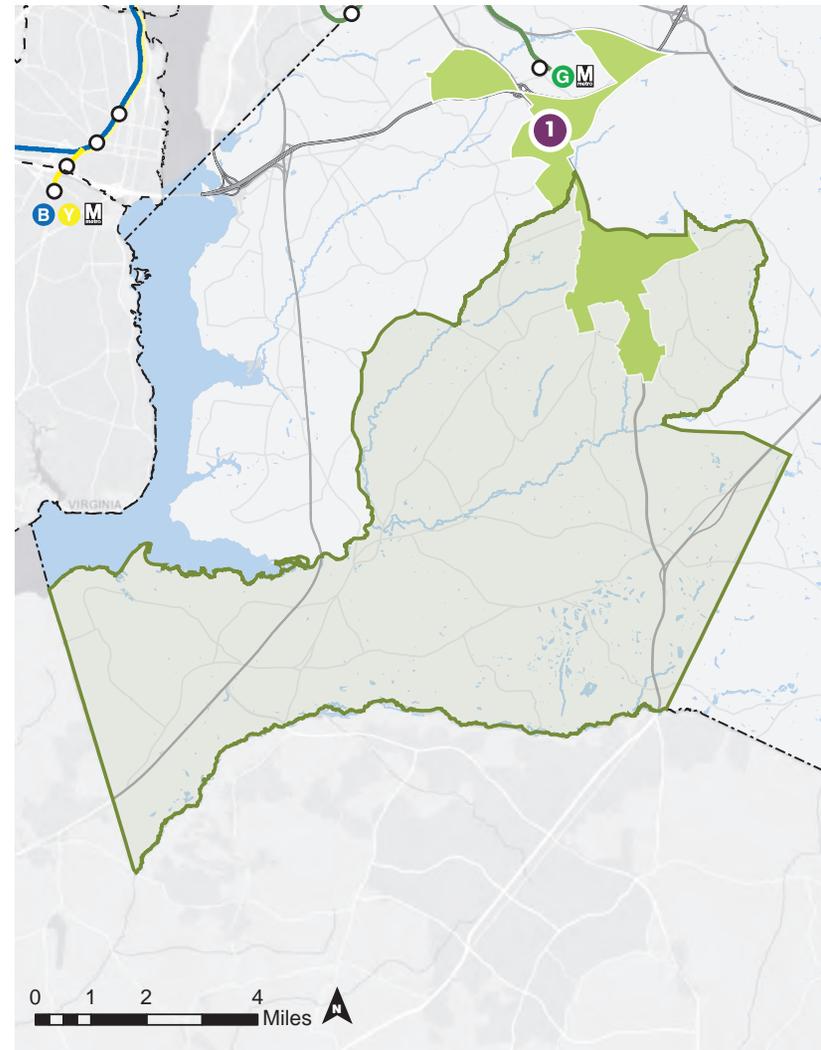
### Related Plans

The following plan supersedes a portion of the Subregion 5 Master Plan:

- 1 Central Branch Avenue Corridor Revitalization Sector Plan (2013)

- 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

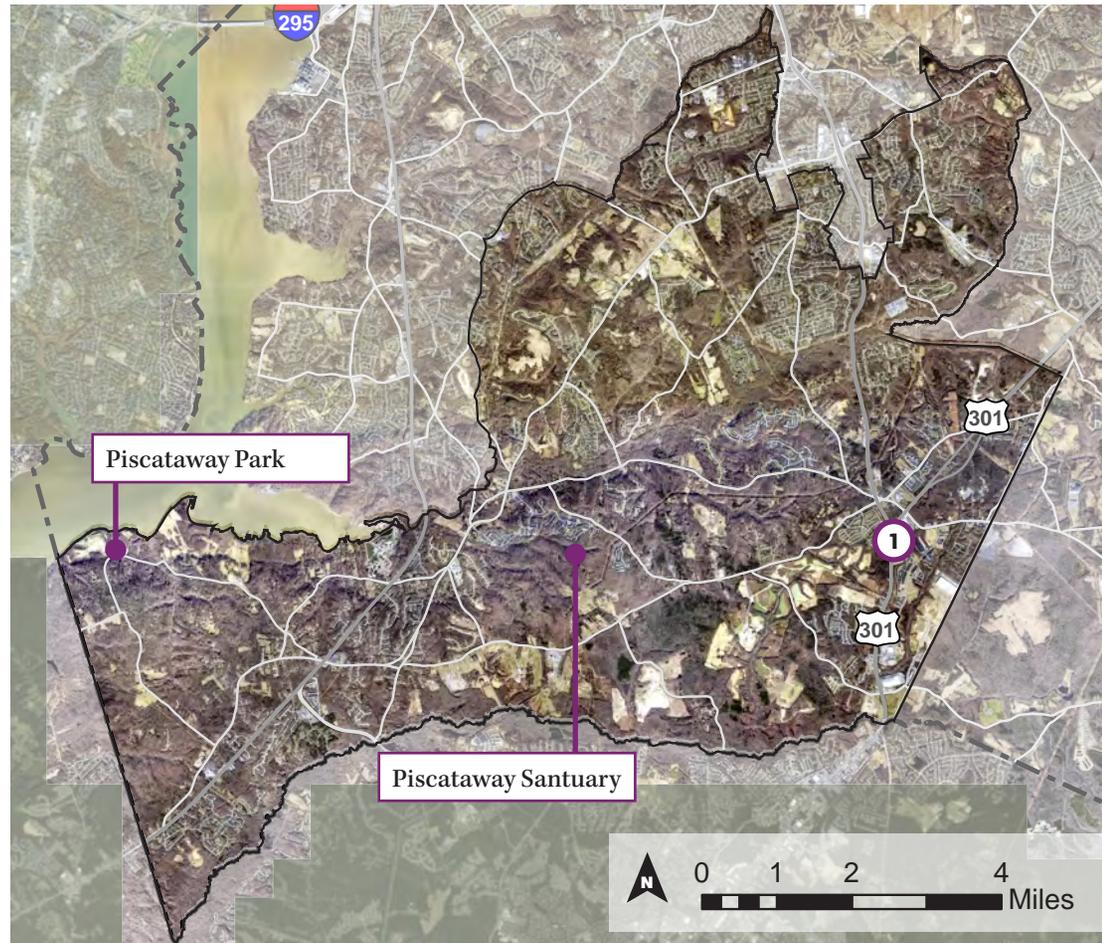
The master plan area includes land in south and southwest Prince George's County generally bounded by the Potomac River, Tinkers Creek, Joint Base Andrews, Piscataway Creek, the CSX (Popes Creek) railroad line, Mattawoman Creek, and the Charles County line. The original subregion was approximately 74 square miles of land, equivalent to 15 percent of the total land area of Prince George's County. For this master plan, Subregion 5 encompasses Accokeek, Brandywine, and Clinton/Tippett in Planning Areas 81A (Clinton and Vicinity), 81B (Tippett and Vicinity), 83 (Accokeek), 84 (Piscataway and Vicinity), and 85A (Brandywine and Vicinity).

Plan 2035 designated the Brandywine Town Center, located along US 301 (Crain Highway), in the Brandywine Community Center area.

### Focus Areas and Goals

- 1 Brandywine Community Center:** Promote mixed-use development at moderate to high densities and intensities in context with surrounding neighborhoods and with a strong emphasis on transit-oriented design.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision and Goals

Subregion 5 is a diverse and important part of the County with a variety of living choices and employment opportunities for residents in the Developing and Rural tiers. The Developing Tier portion has a network of distinct communities in Clinton/Tippett, Brandywine, and Accokeek. The Branch Avenue and Indian Head Highway corridors will continue to provide employment, shopping, and expanded home ownership opportunities. Mass transit will support new developments in the designated Brandywine Community Center area and innovative design techniques will be used to minimize environmental impacts. Communities will have a system of sidewalks and multiuse trails connecting to parks, open space, recreation centers, and other destinations.

In the Piscataway, Mattawoman, and Potomac watersheds, land along the periphery of the County, is preserved to protect the landscape, rivers, creeks, forests, farms, and rich history that defines and unites the subregion. Historic sites and new businesses complement each other to promote tourism, which will encourage visitors to experience agricultural and rural lifestyles firsthand. The rural character of the region is preserved through measures that minimize sprawl and protect cultural, natural, and agricultural resources. Existing agricultural and mineral resources serve as catalysts for economic activities conducted in an environmentally sensitive manner.

The three vibrant communities of Accokeek, Brandywine, and Clinton/Tippett build upon and protect their distinct characters.



SOURCE: SUBREGION 5 MASTER PLAN

## Barn on Springfield Road



SOURCE: SUBREGION 5 MASTER PLAN

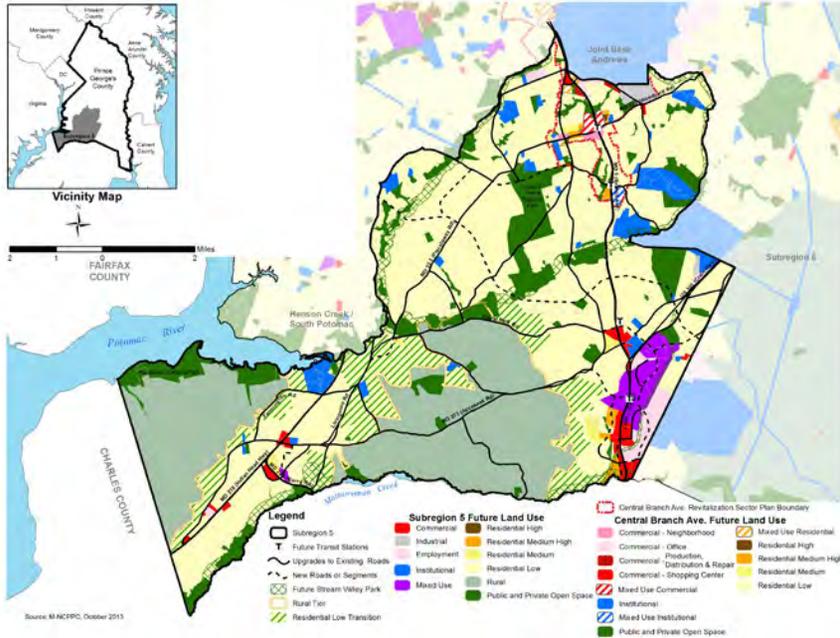
## Plan Highlights

The plan includes a focus on land conservation in the Rural Areas, which is strengthened through zoning, water and sewer policies, and the designation of approximately 9,000 acres in Accokeek and Brandywine as priority preservation areas that are supportive of agricultural and forestry enterprises.

The plan also contains main actions centered around public facilities, including pedestrian and bicycle connectivity improvements, new and expanded parks, the addition of three new schools, and improved emergency response infrastructure.

# Plan Overview

## Future Land Use Map



SOURCE: SUBREGION 5 MASTER PLAN

## Concept for the Brandywine Community Center and Surrounding Area

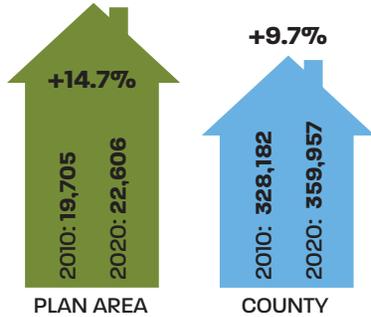


SOURCE: SUBREGION 5 MASTER PLAN

# Where Are We Now?

## Housing<sup>1</sup>

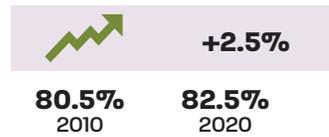
### TOTAL UNITS



## OCCUPANCY RATE (PLAN AREA)



## HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

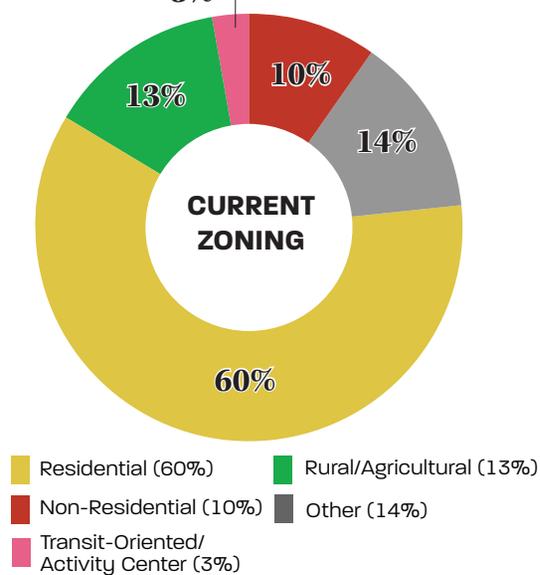
**PLAN AREA**  
2010: 55,413  
2020: 65,173



**COUNTY**  
2010: 863,420  
2020: 967,201

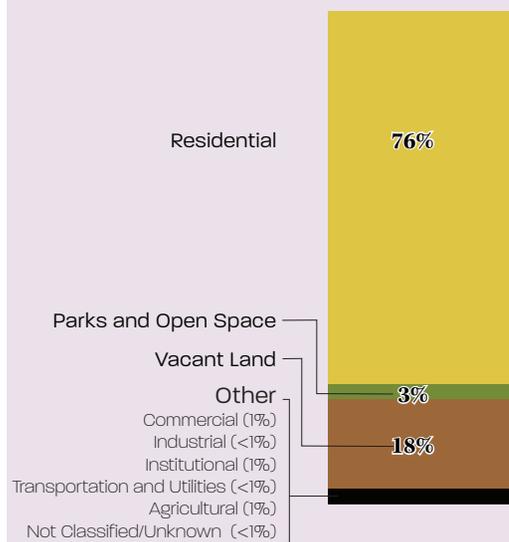


## Zoning<sup>3</sup>

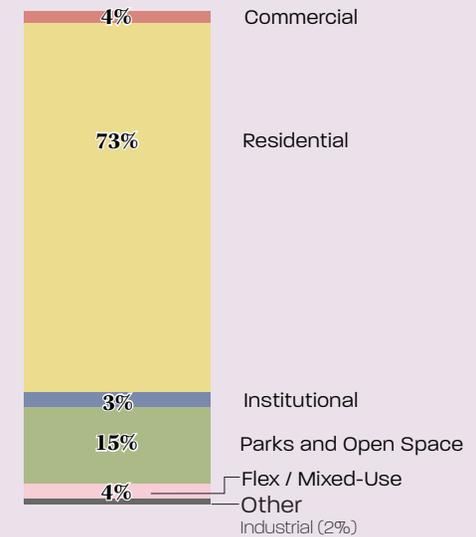


## Land Use

### 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 divides the area into three communities: Accokeek to the southwest, Brandywine to the east, and Clinton/Tippett to the northeast, each with its own character and policies for growth and improvement. Accokeek is planned to maintain its rural character and large open spaces, while Brandywine is envisioned to be the home of a large, transit-oriented, mixed-use community east of Crain Highway/MD 5. Clinton and Tippett are more mature communities with guidelines for moderate infill development at densities in line with its context. The plan calls for a rapid transit line running along MD 5, connecting east Brandywine with the Metro system to the west.

Development has been extensive and varied across the plan area. Most large redevelopment projects have been located in the Brandywine community, with a few other projects close to its boundaries in the other communities. While no rapid transit line has been developed or constructed along MD 5, significant greenfield development has been completed or is currently underway. Housing is primarily suburban and rural in character and not integrated with commercial and institutional uses.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Development Type: Residential</b>			
1	Timothy Branch	1,070 units constructed, 211 in the pipeline	
2	The Preserve at Piscataway	942 units constructed, 14 in the pipeline	
3	Dobson Ridge	83 units constructed, 113 in the pipeline	
4	Fallen Oaks Townhomes	37 units constructed, 7 in the pipeline	
5	Townes at Brandywine Crossing	102 units constructed, 68 in the pipeline	
<b>Mixed-Use/Flex</b>			
6	Brandywine Village	631 units constructed	21,264 SF constructed, 334,636 in the pipeline
7	Branch Avenue MXT	119 units constructed, 528 in the pipeline	12,000 SF in the pipeline
<b>Industrial</b>			
8	Brandywine Commercial Center		127,206 SF constructed, 167,944 in the pipeline
9	Elion Logistics Park DC		840,000 SF constructed, 2,400,000 in the pipeline

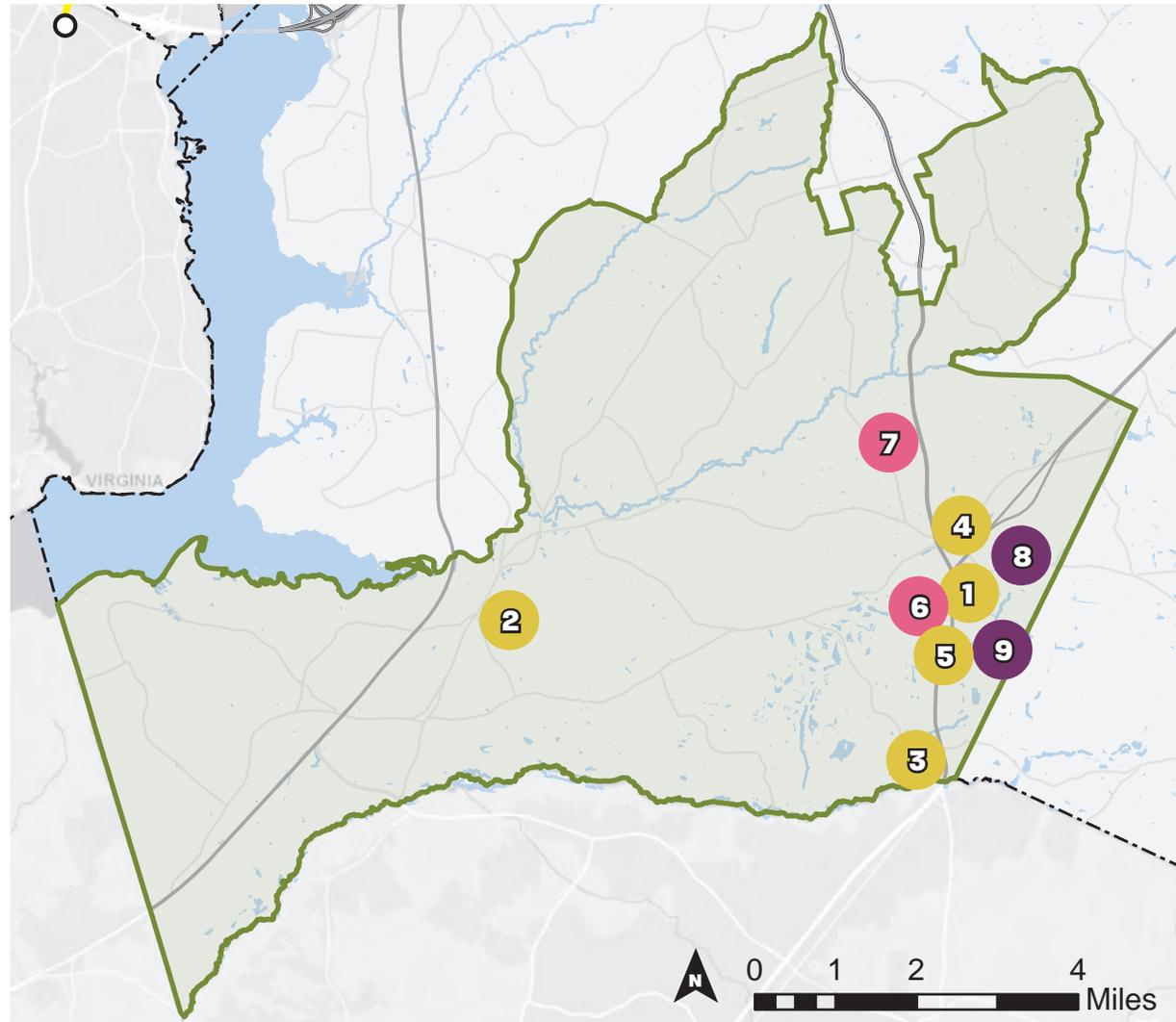
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

# Development Activity

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

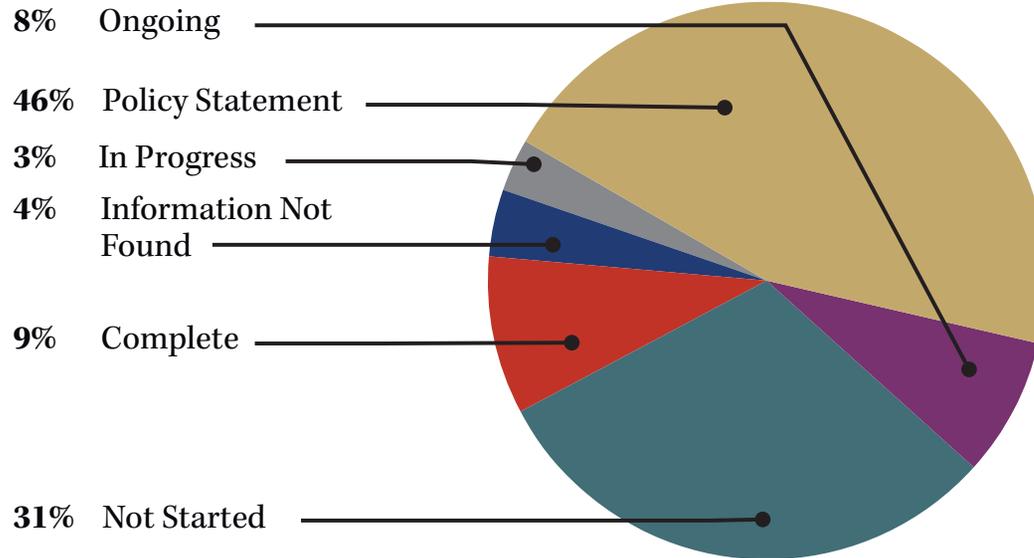
#	DEVELOPMENT NAME
1	Timothy Branch
2	The Preserve at Piscataway
3	Dobson Ridge
4	Fallen Oaks Townhomes
5	Townes at Brandywine Crossing
6	Brandywine Village
7	Branch Avenue MXT
8	Brandywine Commercial Center
9	Elion Logistics Park DC

Recent Development Activity



# Implementation

## Status of Plan Recommendations



## Challenges

- **Access to amenities:** There is a recognized disparity in the number of community-serving amenities in this region, and access to existing amenities is poor.
- **Transit service:** Though the plan envisions mixed-use, transit-supportive community areas in Brandywine and Clinton, new transit service and related walking/biking amenities have not developed.
- **Development delays:** The development of a Brandywine Community Center design plan has been put on hold for fiscal reasons.

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



**Improved intersections** were installed at Surratts Road and Thrift Road with Brandywine Road, as well as an upgrade of both roads. A large utility relocation was required as part of this effort.



The **Surratts-Clinton Branch Library** opened in April 2024.



The **Southern Area Aquatics and Recreation Complex** was completed in 2021.

### KEY UPCOMING PROJECTS



**Accokeek East Park** improvements are planned for FY2025-2026. The project involves the design and construction of a restroom facility and upgrades to the athletic facilities.



A **new library** and a **new Piscataway Fire/EMS station** are planned. However, these are not programmed in the Capital Improvement Plan in the next five years.

<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 this plan is scheduled for a potential minor plan amendment, there are opportunities supported by the current plan that can help catalyze long-term change.



**Build Support for Transit:** The plan supports the development of transit service along MD 5/ US 301. The Maryland Transit Administration (MTA), in partnership with Charles County and Prince George’s County, is conducting the Southern Maryland Rapid Transit (SMRT) Planning and Environment Linkages Study (PEL Study) to evaluate Rapid Transit Improvements along nearly 19 miles of the MD 5 (Branch Avenue) / US 301 (Crain Highway) corridor. M-NCPPC, Prince George’s County, and others should continue to champion and build awareness of this effort, and ensure future land use and transportation planning is supportive. This can help support Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”

- Responsible Parties:**
- MTA
  - M-NCPPC
  - Prince George’s County
  - Municipalities

**PLAN UPDATE RECOMMENDATION**

- Minor Plan Amendment
- Consolidate

**NEXT SIX-YEAR UPDATE DUE DATE**

**July 2031**

The Planning Department is preparing an amendment to the Subregion 5 Master Plan and Sectional Map Amendment. This minor plan amendment will create a forward-looking, market-viable framework to guide investment and economic development while enhancing the quality of life for residents and workers in the area.

If possible, the ongoing amendment should re-incorporate the portion of the Central Branch Avenue Sector Plan south of Tinkers Creek into the Subregion 5 Master Plan.