

# Plan Progress Report

## Henson Creek-South Potomac Master Plan and Sectional Map Amendment

Date Plan Approved: April 25, 2006

Date of Progress Report: September 22, 2025

Councilmanic Districts: 8, 9

### Progress Summary

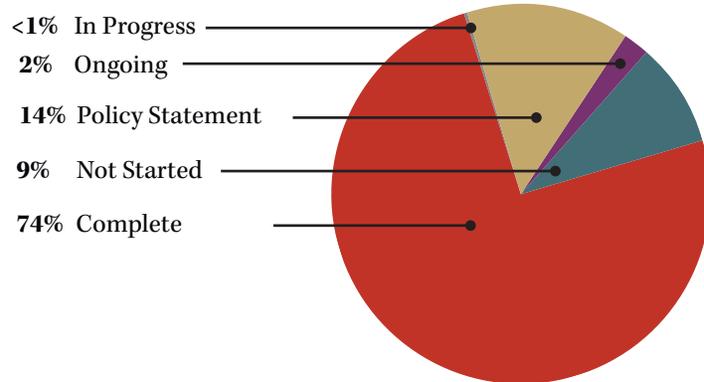
The Approved Master Plan and Sectional Map Amendment (SMA) for the Henson Creek-South Potomac planning area contains 265 recommendations, primarily focused on land use as well as transportation and mobility.

Since its adoption in 2006, approximately 74 percent (197) of the recommendations have been completed, less than 1 percent (1) are in progress, and 2 percent (5) are ongoing. Approximately 9 percent (24) have not yet had action taken.

Some highlights of completed recommendations include:

- National Harbor began to open to the public in 2008, as a mixed-use and high-intensity center, as envisioned in the plan.

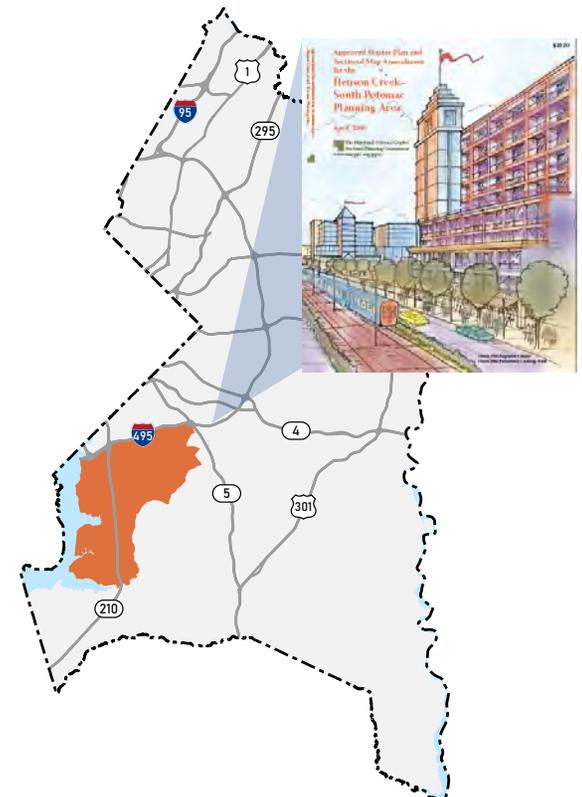
### Plan Recommendation Status



### 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.

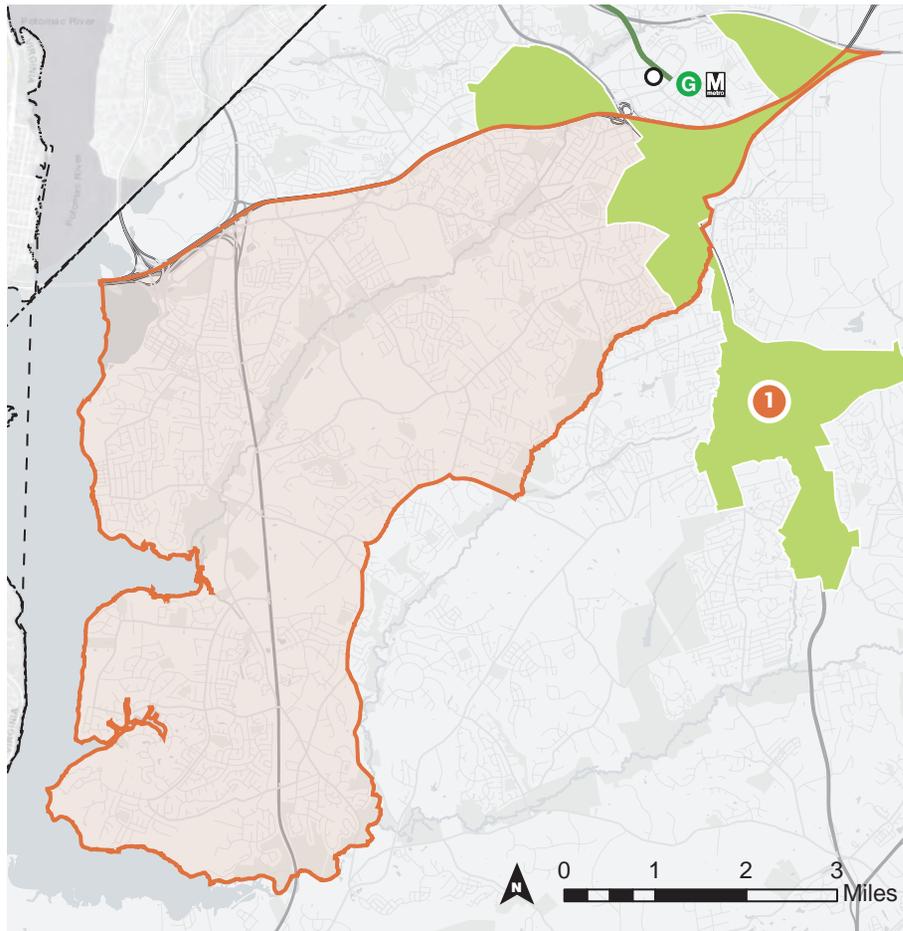


# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Henson Creek-South Potomac Master Plan were bounded by Potomac River to the west, the Capital Beltway (I-95/I-495) to the north, Tinkers Creek stream valley and Old Fort Road to the east, and the Piscataway Creek stream valley to the south. The plan area has been superseded by one plan, which carved out a portion of the original plan area.

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



**Related Plans**  
The following plan supersedes a portion of the Henson Creek-South Potomac Master Plan:

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

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-  Superseded Plans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

# Plan Area Summary

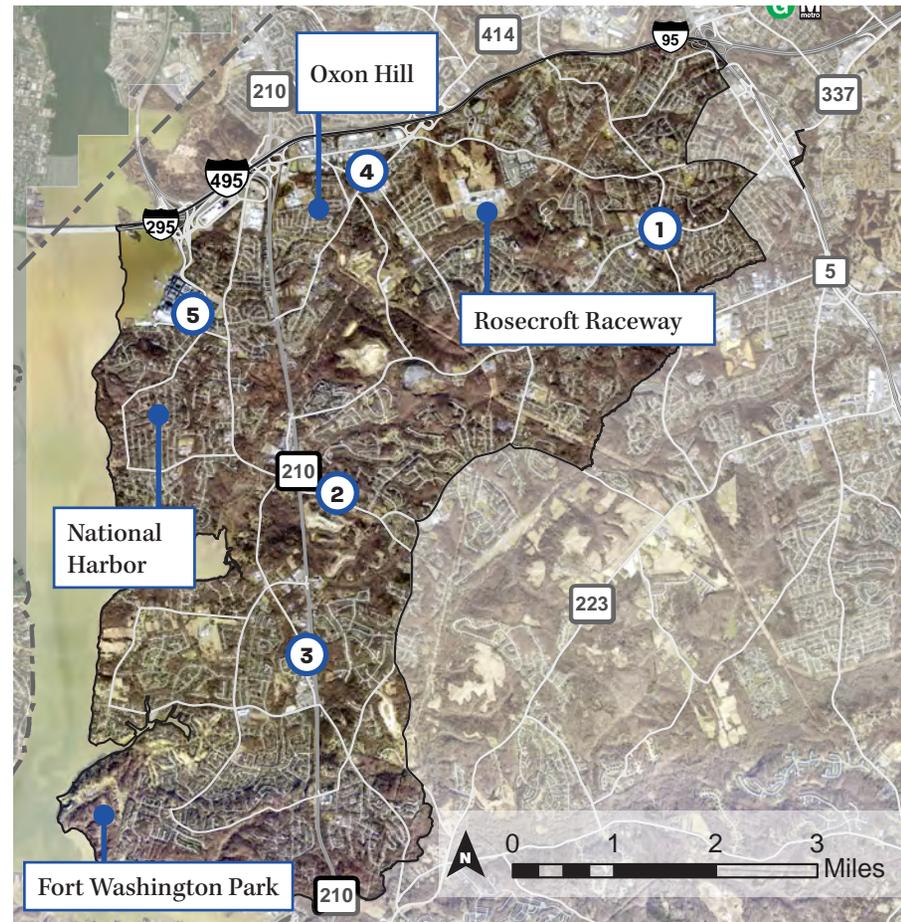
## Plan Area

The approved plan area was generally bounded to the north by I-95 and the Suitland Parkway; to the west by the Potomac River; to the south by Piscataway Creek; and to the east by Gallahan Road, Old Fort Road, Allentown Road to Steed Road and Tinkers Creek, Meetinghouse Branch, the western boundary of Andrews Air Force Base, and Allentown Road. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page. There are two Plan 2035 Centers in the plan area: Oxon Hill Neighborhood Center and National Harbor Regional Transit District.

### Mixed-Use Activity Centers and Goals

- 1 Padgett's Corner:** Envisioned as a community-scale commercial area that supports the surrounding residential neighborhoods by providing locally serving retail, office and public uses closely integrated with residential development.
- 2 Henson Creek Transit Village:** Envisioned as a pedestrian-oriented village setting focused on a two- to three-block section of Livingston Road between Palmer Road and Old Fort Road. The master plan proposes redevelopment of the existing commercial buildings to create a "main street" setting that will orient the majority of pedestrian activity along Livingston Road.
- 3 Broad Creek Transit Village:** Envisioned to allow a low-scale mix of uses that capitalize on proximity to, and potential expansion of, the Fort Washington Hospital, such as medical offices, outpatient and health care uses, and possibly a senior living/elderly housing complex.
- 4 Oxon Hill Regional Center:** A mixed-use, transit-oriented corridor, with residential, commercial, office and recreational development complemented by open spaces such as public plazas and parks.
- 5 National Harbor Regional Center:** A major mixed-use commercial and entertainment venue of metropolitan significance along the banks of the Potomac River.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

Henson Creek-South Potomac area develops in an orderly fashion where **Centers and Corridors** are developed with mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on a transit-oriented, pedestrian-friendly, live/work/play environment that has an urban feel. **Developed Tier** becomes a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, low-, medium-, and high-density neighborhoods with upscale retail and safe pedestrian and vehicular routes that connect the neighborhoods and centers in a way that will bring the area more closely together. **Developing Tier** features a network of low-density residential communities and vibrant mixed-use commercial centers that feature a concentration of employment opportunities, quality stores, sit-down restaurants, public services, and amenities. Moderate density residential uses are concentrated within or near planned centers of mixed-use activity. The transportation system connects neighborhoods, parks, public facilities, and commercial centers by trails, sidewalks and transit, as well as by appropriately scaled roadways. Land uses in the Developing Tier enhance the historic character of the adjacent **Rural Tier** where woodland, wildlife habitat, and recreational lands are protected, the existing rural and historic character is preserved, and new development complements the character of the community.



Potential Oxon Hill Boulevard View

SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN



National Harbor Development Concept

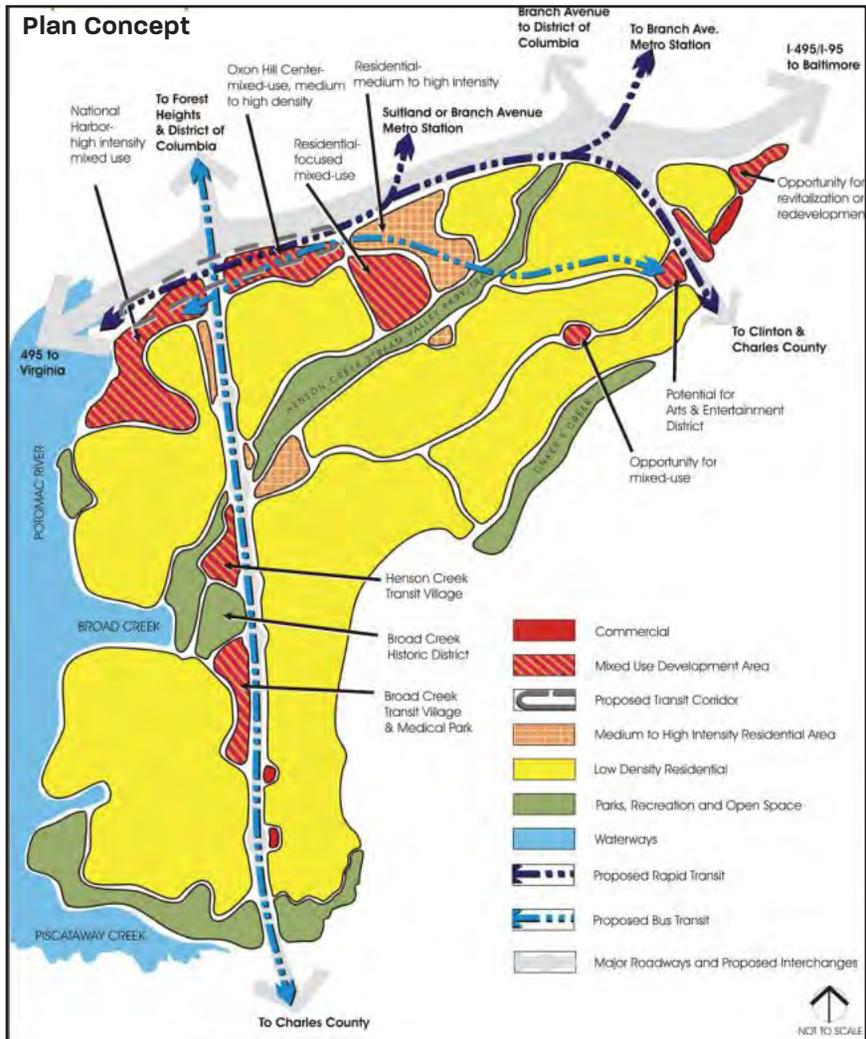
SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN

## Plan Highlights

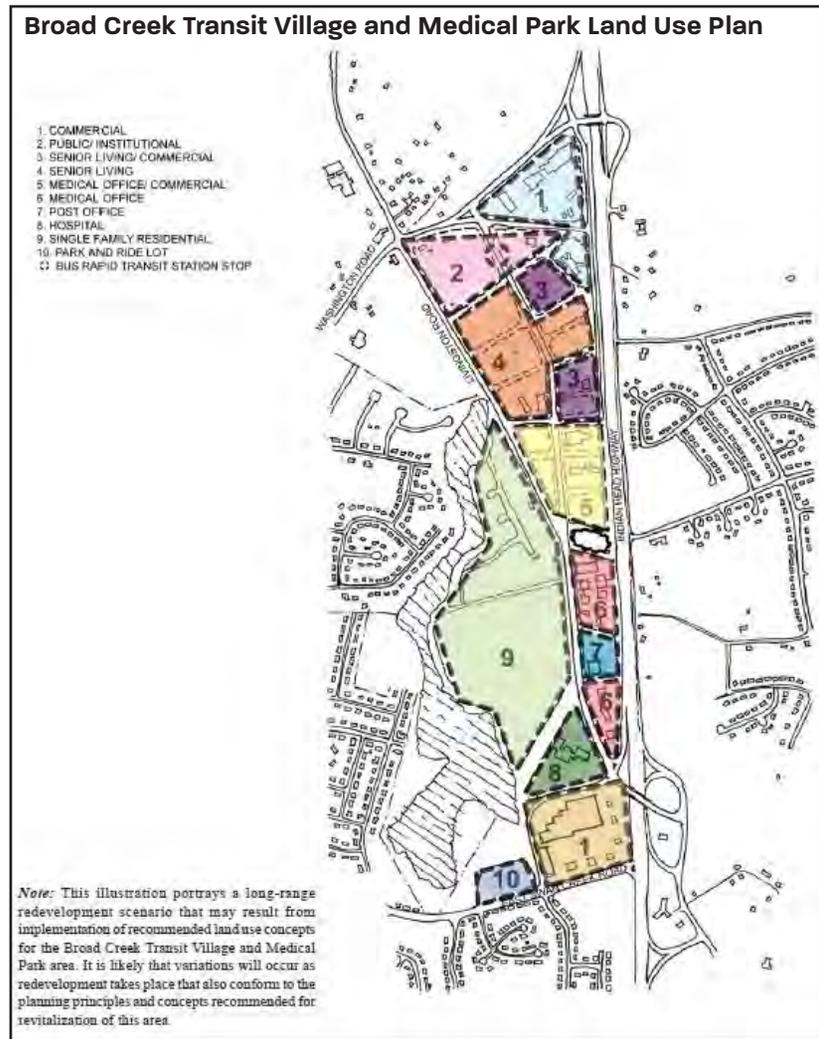
The sector plan removes the corridor designation for Indian Head Highway and designates a new growth corridor along the proposed transit line from Woodrow Wilson Bridge to St. Barnabas and Brinkley Roads.

Within the Developing Tier, the plan directs future growth to proposed mixed-use areas like National Harbor Center, as well as activity centers: Padgett's Corner, Henson Creek Transit Village, Broad Creek Transit Village, and Oxon Hill Regional Center, all of which have a focus on pedestrian-friendly development patterns.

# Plan Overview



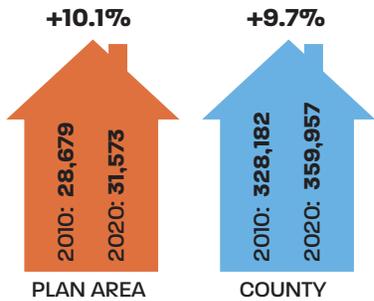
SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN



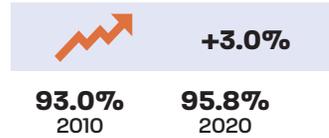
SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN

# Where Are We Now?

## Housing<sup>1</sup>



## OCCUPANCY RATE (PLAN AREA)



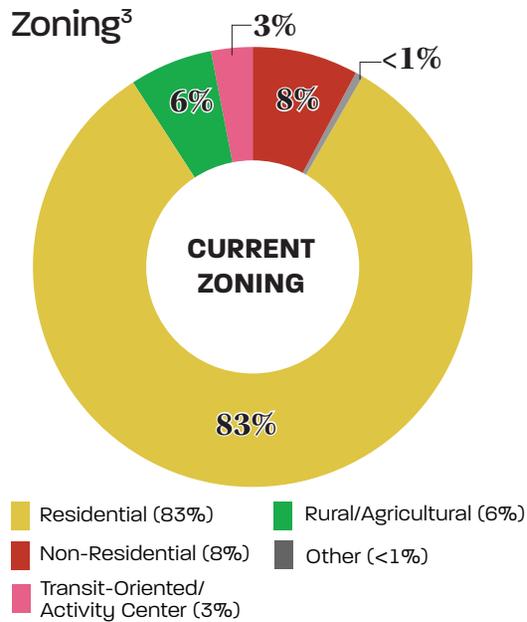
## HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

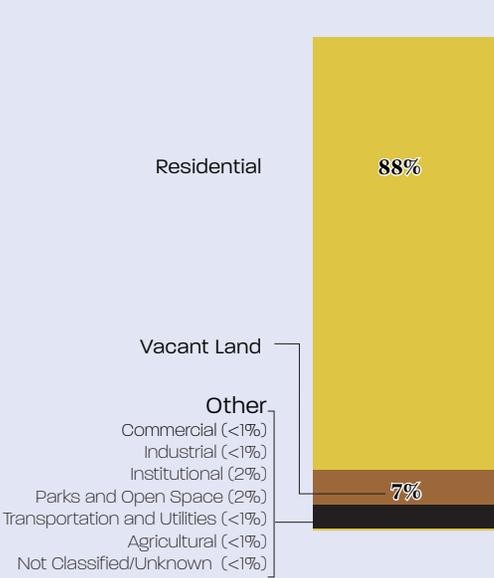


## Zoning<sup>3</sup>

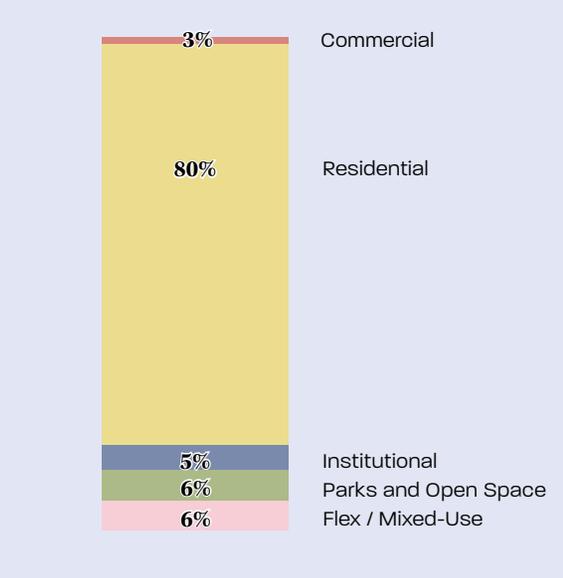


## Land Use

### 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 the redevelopment of Andrews Manor Center into a mixed-use gateway as a better complement to the base. The plan also seeks to funnel growth to previously designated centers, notably National Harbor Center, the two activity centers along Indian Head Highway (MD 210), the Padgett’s Corner activity center on Allentown Road, and the large, undeveloped properties north of Rosecroft Raceway. There are also new areas for mixed-use development carved out along proposed bus rapid transit lines on Indian Head Highway, Brinkley Road, and Branch Avenue.

Major development has occurred in the plan area; principally around National Harbor, where housing continues to be built. Other large mixed-use and commercial development projects are in the pipeline.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Mixed-Use/Flex</b>			
1	National Harbor	978 units constructed, 1,522 in the pipeline	7,325,000 SF constructed
2	The Shops at Oxford	187 units constructed	8,247 SF in the pipeline
<b>Retail/Services</b>			
3	Tanger Outlets Buildout (FKA Salubria)		486,000 SF constructed, 34,000 in the pipeline

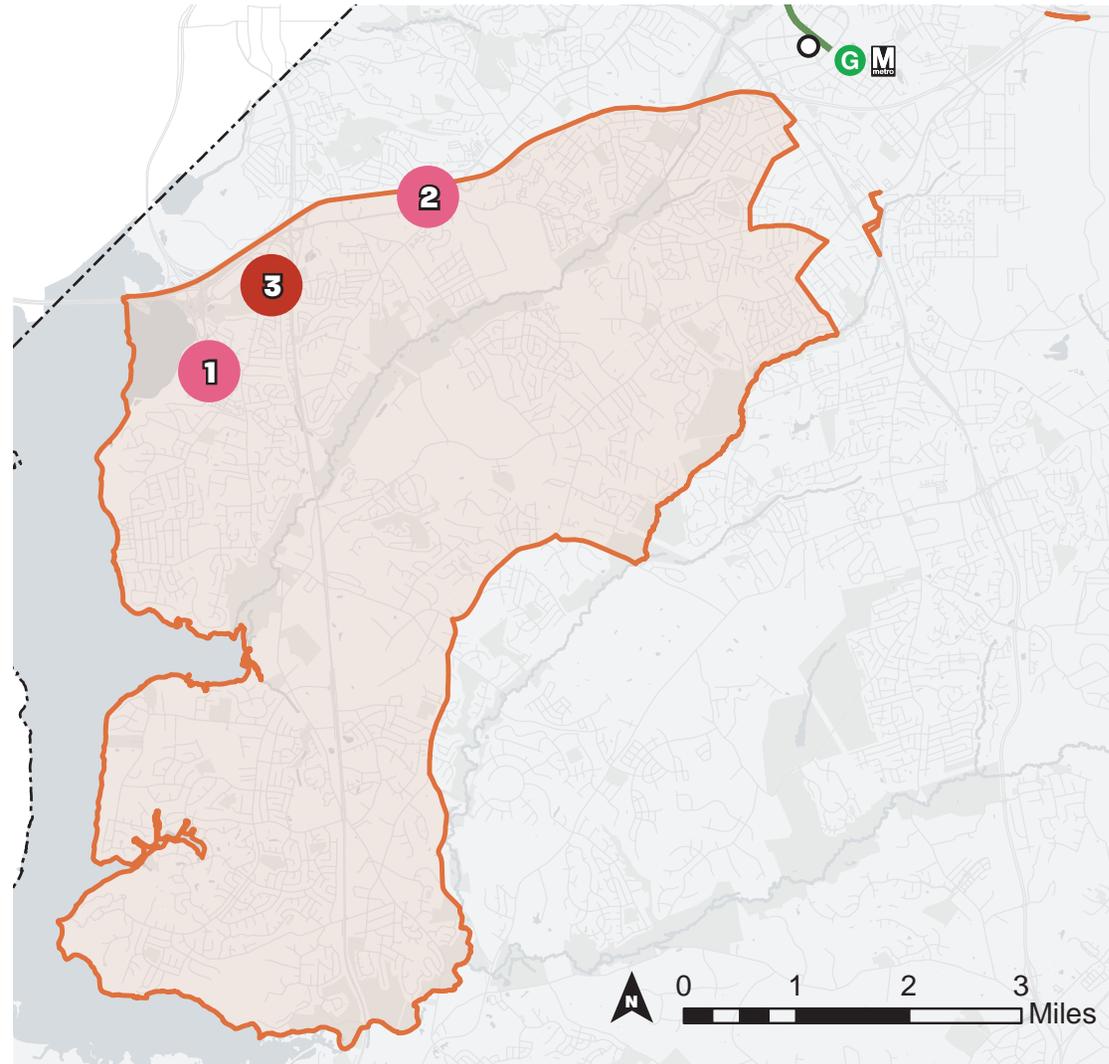
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

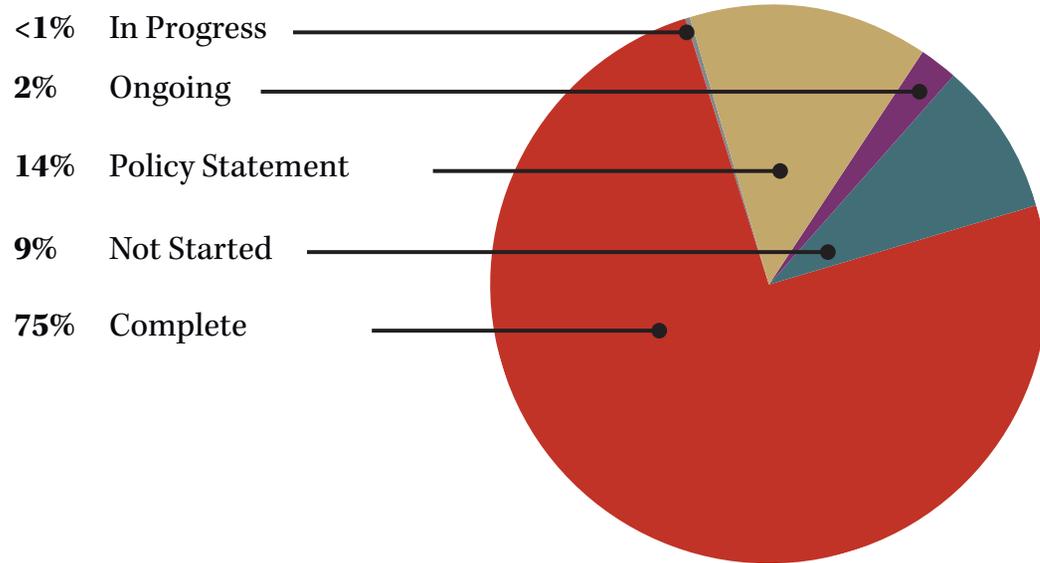
#	DEVELOPMENT NAME
1	National Harbor
2	The Shops at Oxford
3	Tanger Outlets Buildout

Recent Development Activity



# Implementation

## Status of Plan Recommendations



## Challenges

- Transit Vision Not Realized:** Most of the recommendations in the plan were premised on the assumption that Purple Line would extend to Branch Avenue Metro Station and run along St. Barnabas Road through Oxon Hill Road to National Harbor and into Virginia. Unfortunately, Purple Line is currently planned to stop at New Carrollton Metro Station. Bus rapid transit was also envisioned along MD 210 with bus stops at what were designated as Transit Villages, and that did not come to fruition.

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

- 
 The **National Harbor** development began to open to the public in 2008.
- 
 Several **roadway projects** have added sidewalks, crosswalks, bike lanes, and stormwater management, including the Tucker Road and Palmer Road Bike Lane projects.
- 
 The **MD 210 (Indian Head Hwy) Pedestrian Safety Improvements Phase 2** project added signal reconstruction and enhanced lighting.

### KEY UPCOMING PROJECTS

- 
 The **MD 210 Corridor Improvements project** (from I-95/I-495 to MD 228) aims to enhance safety, reduce congestion, improve the aesthetic quality of the corridor, and promote better multimodal accessibility.
- 
 The **Oxon Hill Manor Historic Site** is currently undergoing renovations.
- The **National Harbor Public Safety Building** is in the permitting phase and plans to begin the procurement process in FY 2025.

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

# Next Steps

## Near-Term Opportunity

While some elements of the plan, such as the development of National Harbor, have met and even exceeded the vision in the plan, other elements have not seen as much progress. The action below is an example strategy for building on the momentum of recent development to achieve the plan vision, while also supporting the implementation of Plan 2035.



**Heritage Tourism:** Historic Preservation Policy 3 in the plan supports increasing opportunities for heritage tourism and promoting public awareness and appreciation of the area’s historic sites and resources and the Broad Creek Historic District. Two specific recommended strategies are supporting the development of a South County Heritage Area and expanding educational programming at M-NCPPC and federally owned historic sites to emphasize the importance of preserving historic resources. This 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:

- M-NCPPC
- Planning Department
- Department of Parks and Recreation
- National Park Service

## PLAN UPDATE RECOMMENDATION

- Review for potential amendments
- Consolidate

## NEXT SIX-YEAR UPDATE DUE DATE

**April 2030**

While the National Harbor area has seen significant growth, many other centers envisioned in the plan have not. A plan amendment can support a renewed look at centers for adjustments based on Plan 2035 priorities, market changes, potential upcoming infrastructure investments, available properties, or other factors.

At the same time, we are recommending consolidation of plans in the southwestern portion of the County. We recommend a sector plan consolidating the Henson Creek-South Potomac Plan with the portion of the Central Branch Avenue Sector Plan that sits between I-495 (Capital Beltway) and Tinkers Creek.

# Plan Progress Report

## Landover Gateway Sector Plan and Sectional Map Amendment

Date Plan Approved: May 19, 2009

Date of Progress Report: September 22, 2025

Councilmanic Districts: 5

### Progress Summary

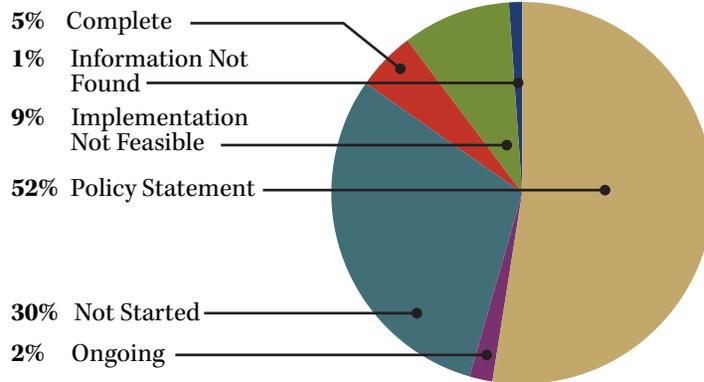
The Approved Landover Gateway Sector Plan and Proposed Sectional Map Amendment contains 293 recommendations, primarily focused on transportation and mobility as well as public facilities.

Since its adoption in 2009, approximately 5 percent (16) of the recommendations have been completed and 2 percent (7) are ongoing. Approximately 30 percent (87) have not yet had action taken.

Some highlights of completed recommendations include:

- St. Joseph Community Fire/ EMS Station #806 opened in 2010.
- Glenarden Hills and the Woodmore Town Centre are residential and mixed-use developments that align with the plan's vision.

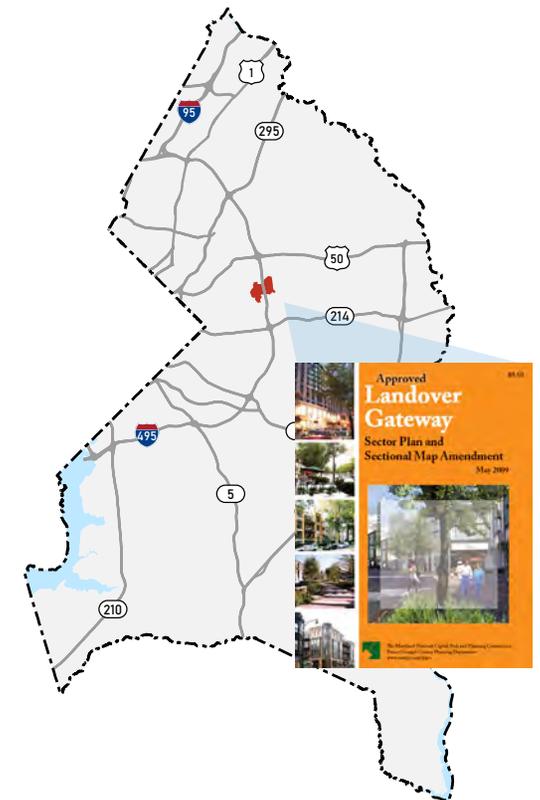
### Plan Recommendation Status



### Suggested Next Step(s)

- Review in 2027
- Major/Minor Plan Amendment
- Replace
- Consolidate

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





# Plan Area Summary

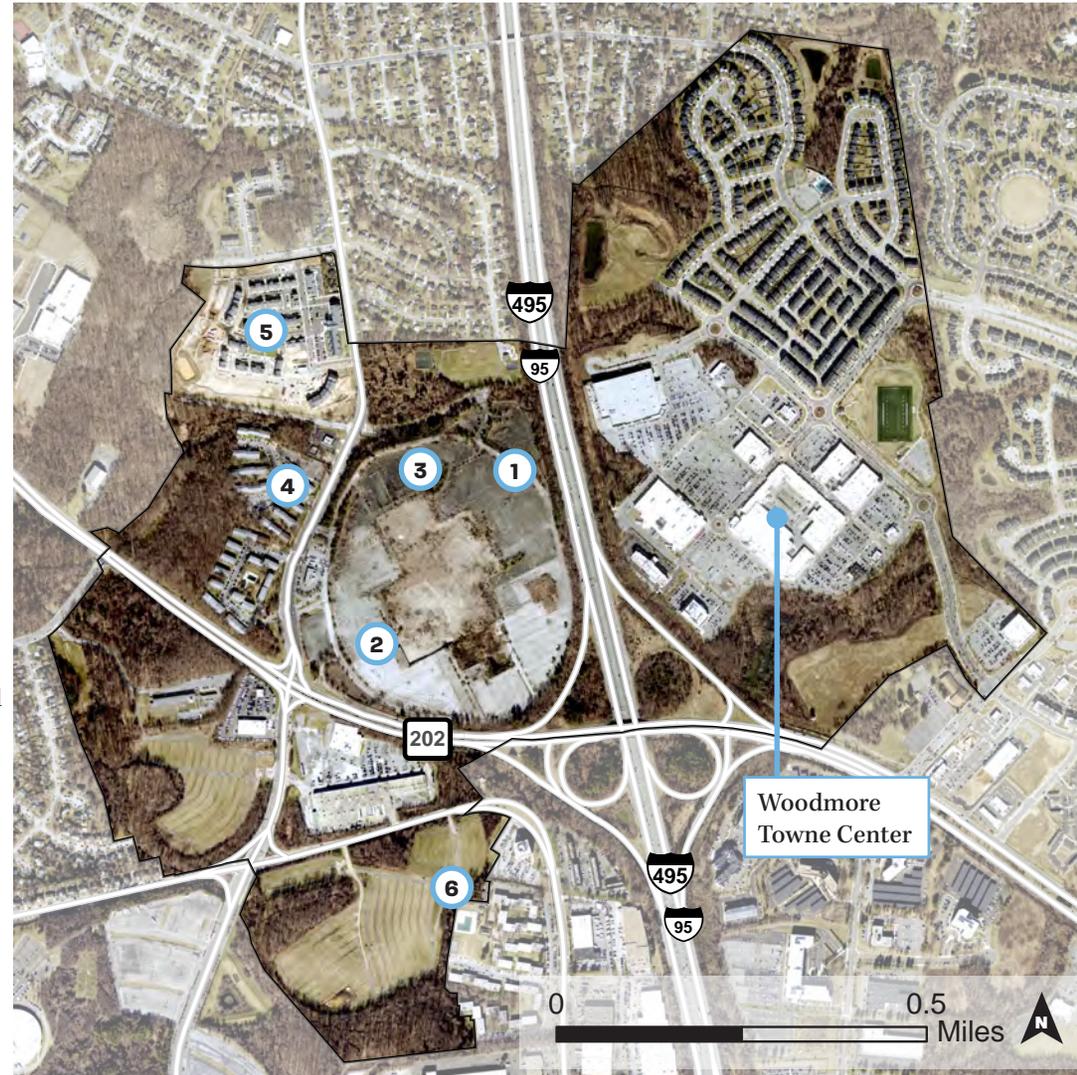
## Plan Area

The planning area boundary covers approximately 591 acres, which are partly within the incorporated area of the City of Glenarden. This plan focuses generally on the 88-acre former Landover Mall site and nearby commercial and residential properties. Other adjoining properties include Landover Crossing Shopping Center on the south side of MD 202; a used car dealership, south of Brightseat Road; Glenarden Apartments and Maple Ridge Apartments, west of Brightseat Road; a handful of retail and service businesses; and the future Woodmore Towne Centre development site (245 acres), east of the Capital Beltway. The entire plan area is designated a Plan 2035 Town Center.

### Focus Areas and Goals

- 1 Landover Civic Center (Capital Beltway):** This area serves as a regional draw and economic magnet that brings employers, visitors, workers, and residents to Landover Gateway.
- 2 Main Street Commercial Core:** The primary commercial corridor of Landover Gateway; commercial activity is organized around a walkable, economically vital main street.
- 3 Downtown Neighborhood:** A residential focus area to the north of the main street commercial core.
- 4 Park Slope Neighborhood:** A signature, high-density residential neighborhood to the west of the downtown core.
- 5 Gateway North Neighborhood:** A moderate-density neighborhood of townhomes surrounds a mixed-use neighborhood area on the west side of Brightseat Road.
- 6 Gateway South Neighborhood:** The area south of MD 202 is transformed into a neighborhood of mixed-use, residential and educational uses.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

The plan envisions a transformation of the Landover Gateway area into a vibrant 24-hour activity center with a dense urban form and a mix of uses. The core area is anchored by a complex of signature office towers offering a range of civic uses, ranging from governmental to cultural facilities adjacent to the Capital Beltway and including a mixed-use main street. Landover Gateway features a variety of businesses and attractions, from businesses that serve the needs of citizens who reside within a short walking distance from downtown to others that attract visitors throughout the region. The downtown core transitions into outer neighborhoods with a range of high- and moderate-density residential neighborhoods and complementary mixed-use development. Landover Gateway serves as a major multimodal transportation hub, with the addition of direct transit service to support the new development. The area is buffered by a network of trails and open spaces that provides a needed amenity for residents that preserves sensitive stream valleys. The roadway network is transformed for pedestrian use with improved connectivity throughout.

## Plan Goals

- A new mixed-use downtown that centers on the former Landover Mall site and Brightseat Road.
- Civic Center at Landover, a complex of government, cultural, educational, and office uses.
- A vibrant main street and commercial core.
- A variety of neighborhoods with a range of housing types.
- Economic development and a vital economic mix.
- A fully-integrated, multimodal transportation system.
- An enhanced and expanded network of open space and civic places.
- Improved pedestrian, bicycle, and trail connections.
- Planned public facilities to support, protect, and educate current and future residents of Landover Gateway.
- A model of environmentally sensitive site design that preserves, enhances, and restores the environment and ecological functions.

## Landover Civic Center Capital Beltway Area



SOURCE: LANDOVER GATEWAY SECTOR PLAN

## Plan Highlights

The plan focuses on the opportunities presented by the potential redevelopment of the old Landover Mall site. It recommends the development of a variety of transit-oriented, mixed-use areas, including a new downtown, Landover Gateway civic center, main street, and several neighborhoods and streets.

The plan also prioritizes improving the range of housing types, with an eye toward mixed-income housing, starter-homeownership units, and aging in place options.

The sector plan also provides mixed-use transportation oriented design guidelines to create a coherent street space and guide development across four distinct design districts that include design principles and building envelope guidelines.

# Plan Overview

## Illustrative Development Plan



SOURCE: LANDOVER GATEWAY SECTOR PLAN

## Proposed Downtown Neighborhood Rendering



SOURCE: LANDOVER GATEWAY SECTOR PLAN

## Proposed Main Street Commercial Core Rendering

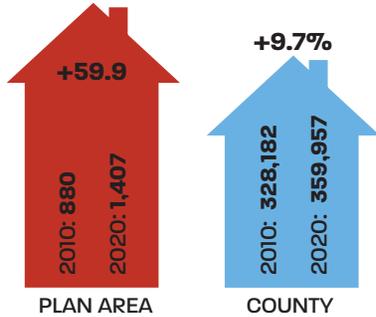


SOURCE: LANDOVER GATEWAY SECTOR PLAN

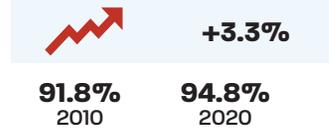
# Where Are We Now?

## Housing<sup>1</sup>

### TOTAL UNITS



## OCCUPANCY RATE (PLAN AREA)



## HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

### PLAN AREA

2010: 2,205  
2020: 3,822

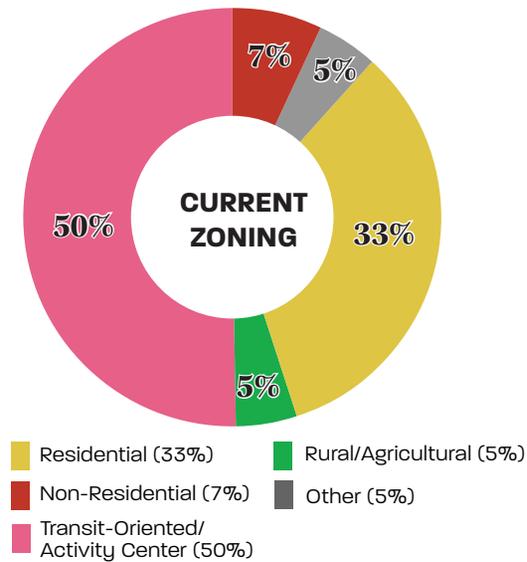


### COUNTY

2010: 863,420  
2020: 967,201

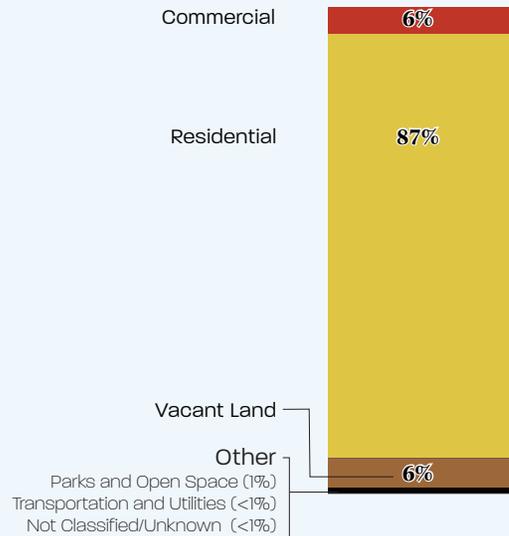


## Zoning<sup>3</sup>

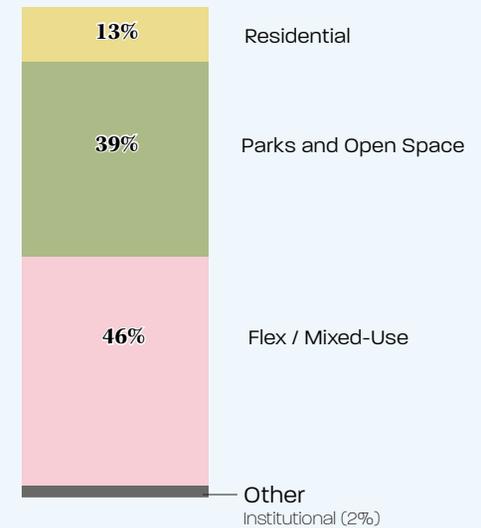


## Land Use

### 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 Landover Gateway Sector Plan calls for the development of a high density and intensity 24-hour neighborhood, with a downtown core featuring a compact network of streets with office towers, civic uses, and a range of residential densities, on and around the former Landover Mall property. A network of pedestrian-oriented streets and a planned connection to the Purple Line would define the area's walkable nature.

While no redevelopment has occurred on the site of the Landover Mall, other parts of the plan area are being built out. A network of streets defines the new neighborhoods with a range of housing types, albeit at lower density than planned for.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Development Type: Residential</b>			
1	Glenarden Hills	243 units constructed, 187 in the pipeline	
<b>Mixed-Use/Flex</b>			
2	Woodmore Town Center	479 units constructed, 600 in the pipeline	840,158 SF constructed, 909,842 in the pipeline

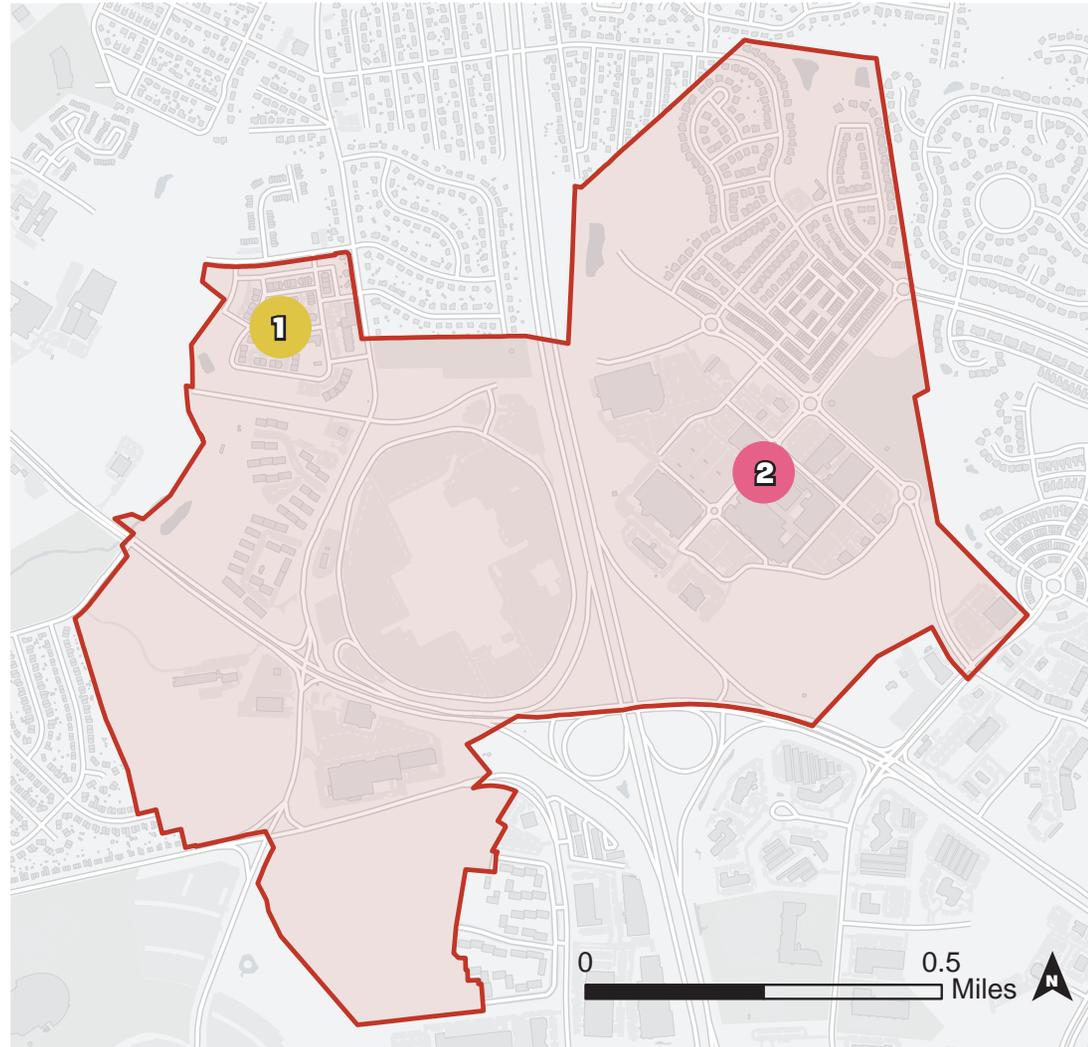
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

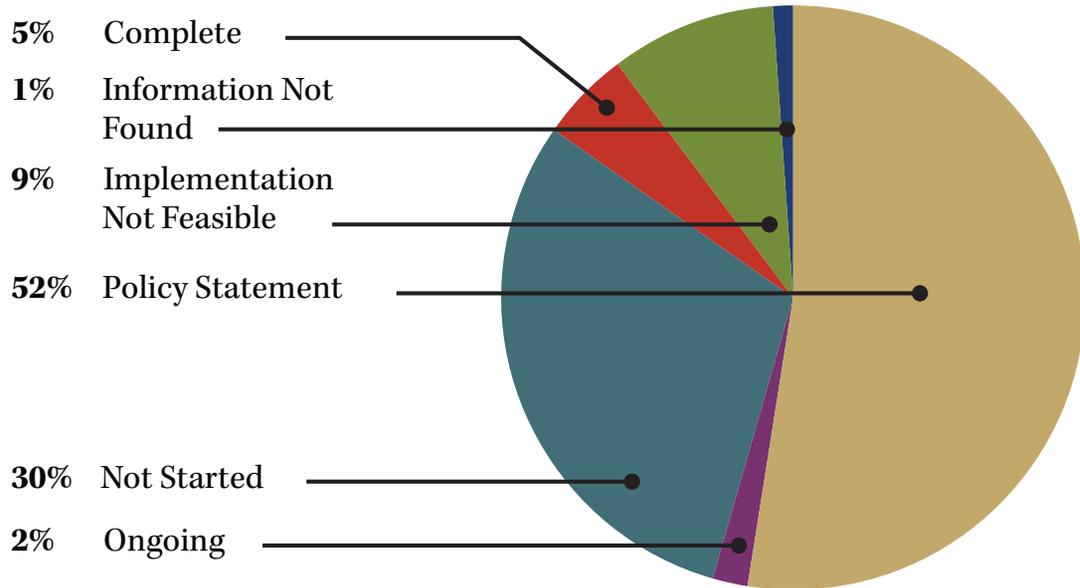
#	DEVELOPMENT NAME
1	Glenarden Hills
2	Woodmore Town Center

**Recent Development Activity**



# Implementation

## Status of Plan Recommendations



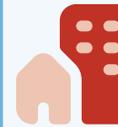
## Challenges

- Infeasible Recommendations:** Several of the recommendations from this plan have been deemed infeasible due to market limitations and refinements to County office location planning. In particular, the change in redevelopment plans for the former Landover Mall site from a mixed-use “downtown” to a potential data center means that a central element of the plan may no longer be feasible. In addition, the Purple Line does not extend to Landover.

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



**St. Joseph Community Fire/ EMS Station #806** opened in 2010.

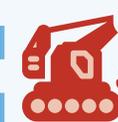


**Glenarden Hills** is a 27-acre site that includes senior and family affordable apartments, market rate and affordable rental townhomes, and homeownership townhomes, including those with affordable financing options.



**Woodmore Towne Centre** is part of a larger 245-acre mixed-use development featuring homes, hotels, and shops.

### KEY UPCOMING PROJECTS



A new **data center campus** on the site of the **former Landover Mall** is expected to potentially begin construction by 2026. However, as of September 2025, all data center development in has been paused by the County Council.

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

# Next Steps

## Near-Term Opportunity

While many of the elements of the plan vision have been deemed infeasible, there are remaining recommendations that can work to address needs in the area and support implementation of Plan 2035.



**Elements of the Civic Center Concept:** While the former Landover Mall site may no longer be viable for a Civic Center as envisioned in the plan, facilities and amenities proposed for the surrounding area, such as bicycle lanes, should still be considered for prioritization in capital improvement planning. For example, the plan recommends providing continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road (page 96). This can help support Plan 2035 Transportation and Mobility Policy 4: “Use complete and green street practices to design, operate, maintain, and retrofit the transportation network in order to improve travel conditions for pedestrians, bicyclists, transit riders, and vulnerable populations consistent with the surrounding area’s character.”

### Responsible Parties:

- Department of Public Works and Transportation

### PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

### NEXT SIX-YEAR UPDATE DUE DATE

**May 2027**

Updates are needed in order to respond to changing opportunity areas and market conditions. We recommend updating this plan while consolidating it into two separate plans:

- A Planning Area 73 Master Plan, combining the Largo-Lottsford Master Plan, Largo Town Center Sector Plan, Morgan Boulevard and Largo Town Center Metro Sector Plan, and the portion of the Landover Gateway Sector Plan east of I-495 (Capital Beltway).
- A 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).

# Plan Progress Report

## Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment

Date Plan Approved: May 13, 2014

Date of Progress Report: September 22, 2025

Councilmanic Districts: 5

### Progress Summary

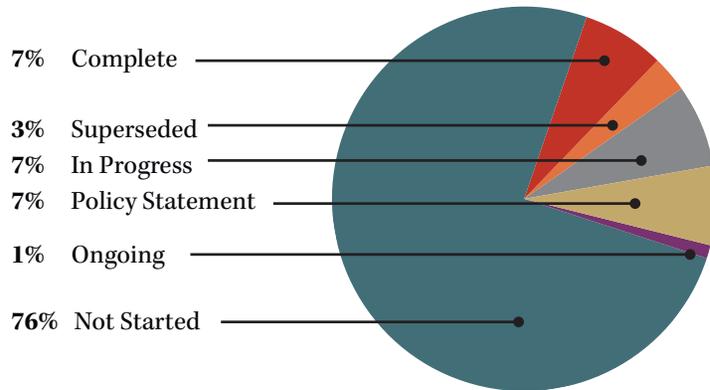
The Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment (SMA) contains 90 recommendations, with more than half focused on transportation and mobility.

Since its adoption in 2014, approximately 7 percent (6) of the recommendations have been completed, 7 percent (6) are in progress, and 1 percent (1) are ongoing. Approximately 76 percent (68) have not yet had action taken.

Some highlights of completed recommendations include:

- The Maryland Department of Transportation State Highway Administration (MDOT SHA) installed pedestrian safety improvements in several locations along MD 202 (Landover Road).
- While the Kentland Community Center is just outside the sector plan area, the completion of a replacement for the formerly aging center was a recommendation in the sector plan. It opened in 2016.

### 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 Landover Metro Area and MD 202 Corridor Sector Plan area centered on the Landover Metro Station and the Landover Road (MD 202) corridor between the Baltimore-Washington Parkway (MD 295) and Barlowe Road. Portions of the plan area were superseded by the Greater Cheverly Sector Plan, and the plan area also superseded portions of multiple prior plans.

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



### Related Plans

The following plan supersedes a portion of the Landover Metro Area and MD 202 Corridor Sector Plan:

- 1 Greater Cheverly Sector Plan (2018)

The Landover Metro Area and MD 202 Corridor Sector Plan supersedes a portion of the following plans:

- 2 Subregion 4 Master Plan (2010)
- 3 Bladensburg, New Carrollton and Vicinity Master Plan (1994)

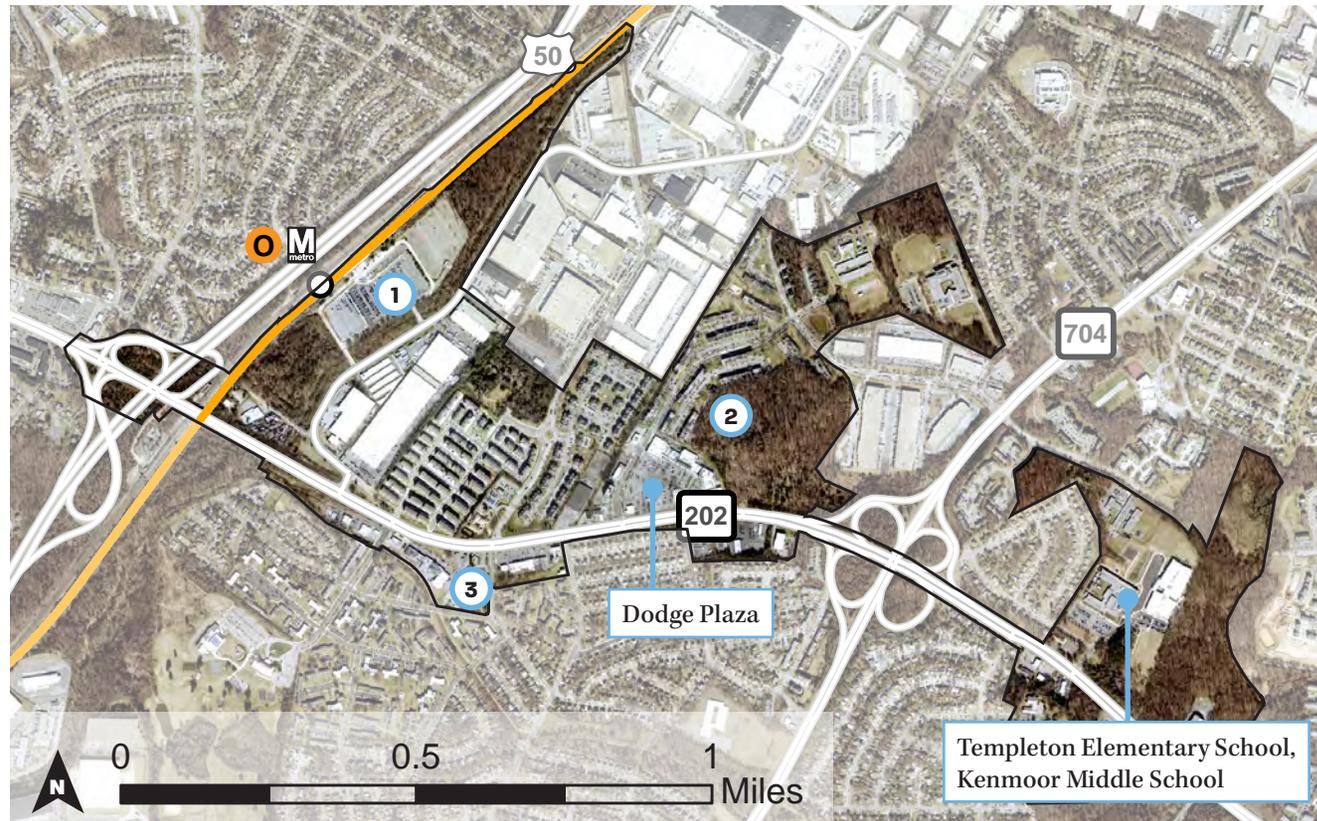


# Plan Area Summary

## Plan Area

The approved sector plan area contains approximately 528.5 acres. The boundary includes the MD 202 Corridor right-of-way from slightly west of the Baltimore-Washington Parkway to Barlowe Road and a number of the commercial, multifamily, institutional, and industrial properties immediately adjacent to the corridor between these two intersections. The area is divided into sections by MD 295, John Hanson Highway, and MD 704. The Metrorail Orange Line bisects the area and runs in a northeast-southwest direction almost parallel to US 50. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page. Much of the plan area is designated as a Plan 2035 Local Transit Center.

### Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPO AERIAL IMAGERY (MARCH 2024)

### Focus Areas and Goals

- 1 Metro Focus Area:** The Metro Focus Area vision is a vibrant, walkable, transit-oriented center anchored by a green industrial district and mixed-use development primarily for research and technology office uses.
- 2 Dodge Park Focus Area:** Dodge Plaza Shopping Center is a walkable, mixed-use destination that serves as the focal point for the surrounding community and regional shoppers.
- 3 South Landover Road Focus Area:** The south side of Landover Road is a thriving residential community with condominiums, apartments, and townhomes. The streetscape improvements have made the area pedestrian friendly, and now Landover Road is no longer seen as a barrier to the community.

# Plan Overview

## Plan Vision

**Transportation Network:** Landover Road and the secondary streets of the sector plan area are complete streets with a multitude of travel options accessible to residents, workers, and visitors of all ages and abilities. The area is developed with a finely grained, interconnected street network and trail system to facilitate direct access and travel throughout the area. The street and transportation network supports the local land uses and economic position of the area as well as provides a role in the regional system.

**Environmental Features:** The environmental resources within and immediately surrounding the sector plan area have been protected and enhanced. Improvements in water quality have been achieved by increasing the tree canopy coverage, restoring lost stream buffers, and carefully designing new development to protect environmentally sensitive areas.

**Metro Focus Area:** The Metro Focus Area vision is a vibrant, walkable, transit-oriented center anchored by a green industrial district and mixed-use development primarily for research and technology office uses

**Dodge Park Focus Area:** Dodge Plaza Shopping Center is a walkable, mixed-use destination that serves as the focal point for the surrounding community and regional shoppers.

**South Landover Road Focus Area:** The south side of Landover Road is a thriving residential community with condominiums, apartments, and townhomes. The streetscape improvements have made the area pedestrian friendly, and now Landover Road is no longer seen as a barrier to the community.



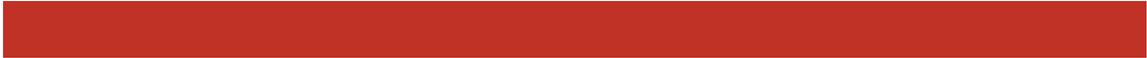
SOURCE: LANDOVER METRO AREA AND MD 202 CORRIDOR SECTOR PLAN

## Plan Highlights

The plan focuses primarily on short-term recommendations to spur revitalization in three focus areas in the longer term: Metro, Dodge Park, and South Landover Road. These recommendations are intended to physically enhance the corridor and make it safer; enhance the quality of life for current residents and property owners and improve the experience for commuters, employees, shoppers, and business owners; and stimulate new residential and commercial investment and increase Metro ridership over the mid- and long-term.

This plan also provides improvements that intend to make the corridor safer and easier to use for pedestrians, bicyclists, and motorists; promote better connectivity to, and visibility and ridership at, the Landover Metro Station; and promote upgraded development and long-term redevelopment that will provide vibrant places for gathering, shopping, and working.

# Plan Overview



**Dodge Plaza Parking Lot as Future Civic Green**



SOURCE: LANDOVER METRO AREA AND MD 202 CORRIDOR SECTOR PLAN

**Pennsy Drive Leading to Metro Station, Future View**

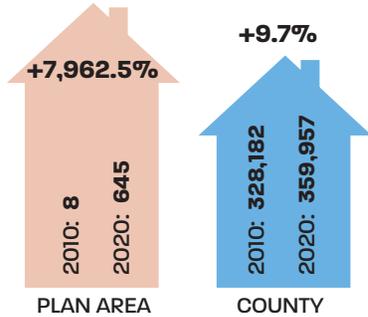


SOURCE: LANDOVER METRO AREA AND MD 202 CORRIDOR SECTOR PLAN

# Where Are We Now?

## Housing<sup>1</sup>

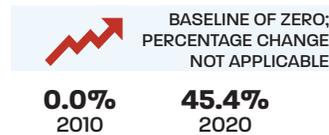
### TOTAL UNITS



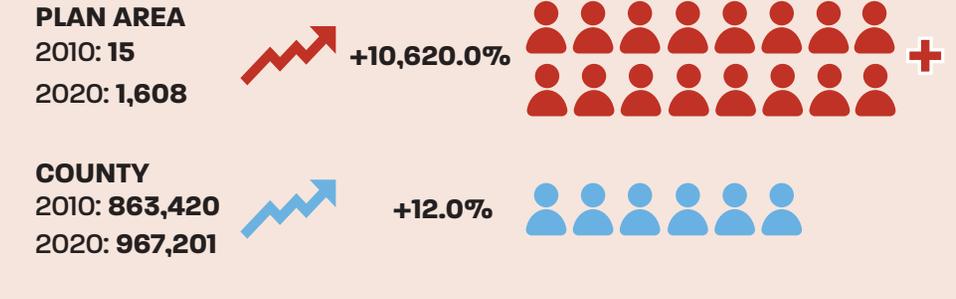
## OCCUPANCY RATE (PLAN AREA)



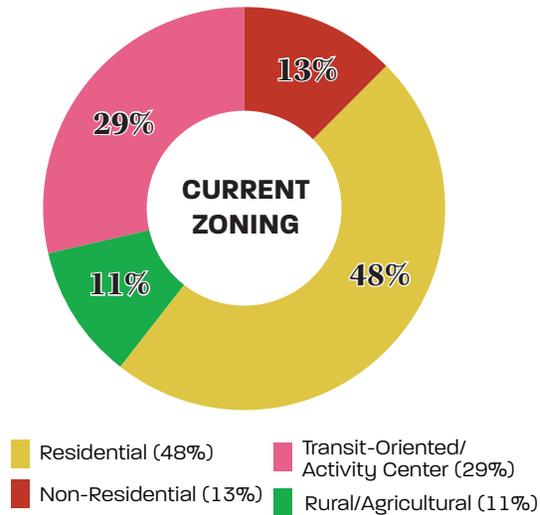
## HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

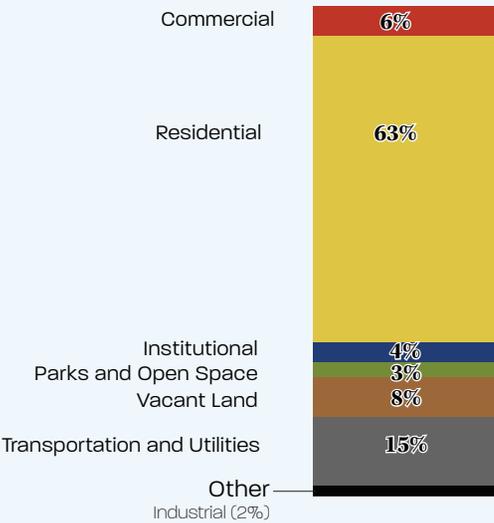


## Zoning<sup>3</sup>

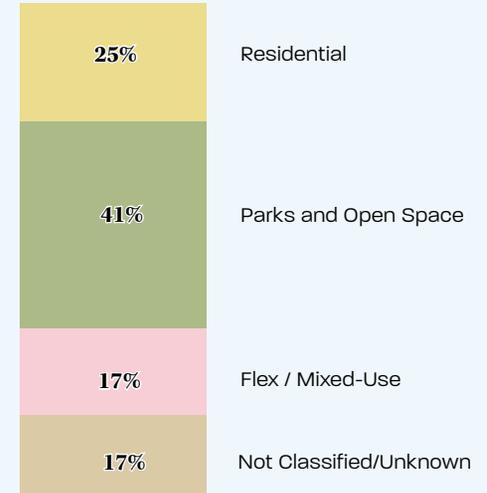


## Land Use

### 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 seeks to transform the Landover Metro area and the MD 202 corridor into a pedestrian- and bicycle-centric community with connectivity to the Metro network. Three revitalization focus areas order the plan: the mixed-use Metro Focus Area to the west of US 50 and Dodge Park Focus Area further westward, and the mainly commercial South Landover Road Focus Area to the south. Across focus areas, infill development and residential densification is proposed, along with policies for improving green spaces and connectivity.

One major project has been completed, shown in the table below, as well as the map on the following page. No significant projects are currently in the development pipeline in the plan area.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Metro Pointe (FKA Hunters Ridge)	190 units constructed	

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

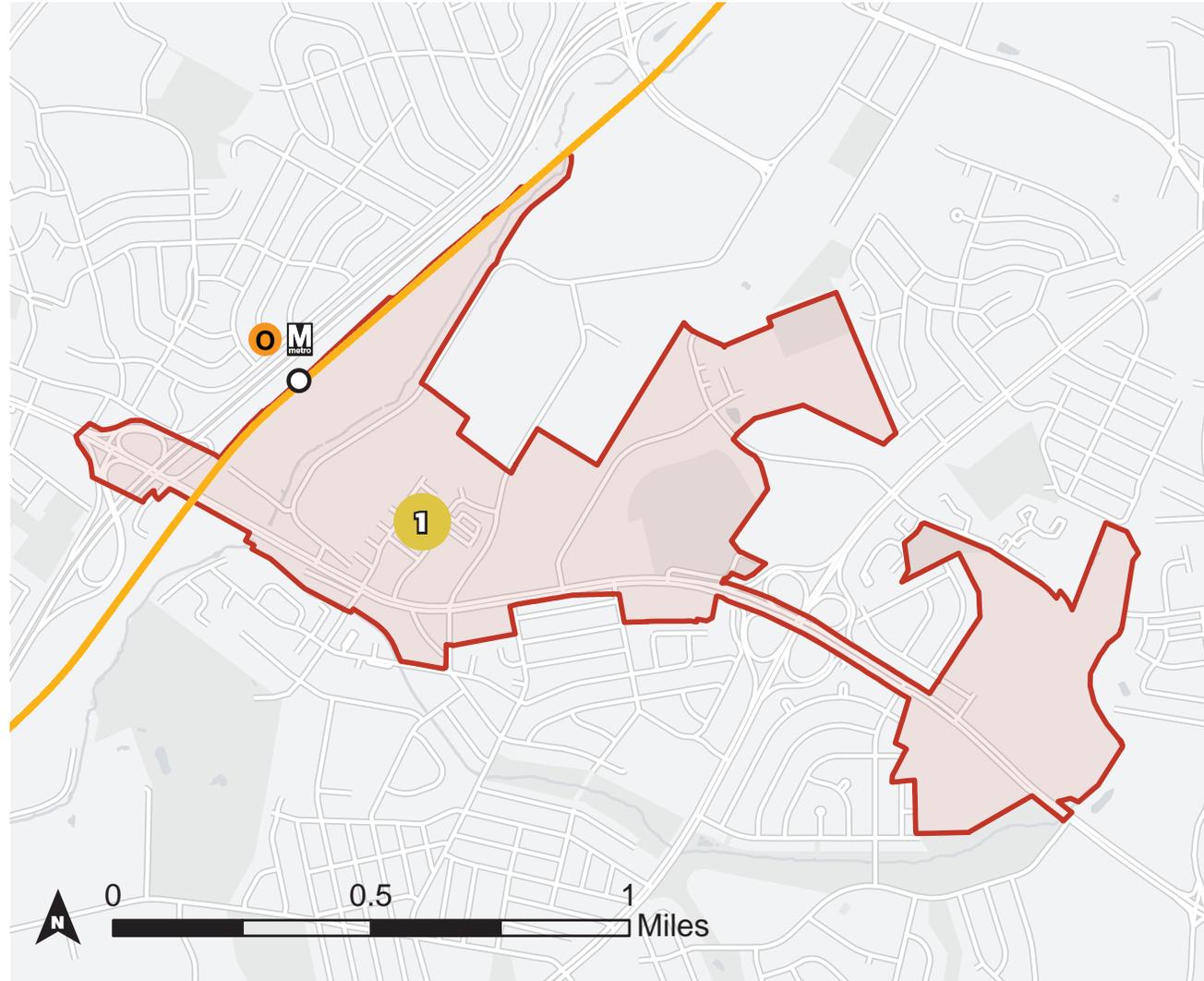
# Development Activity



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

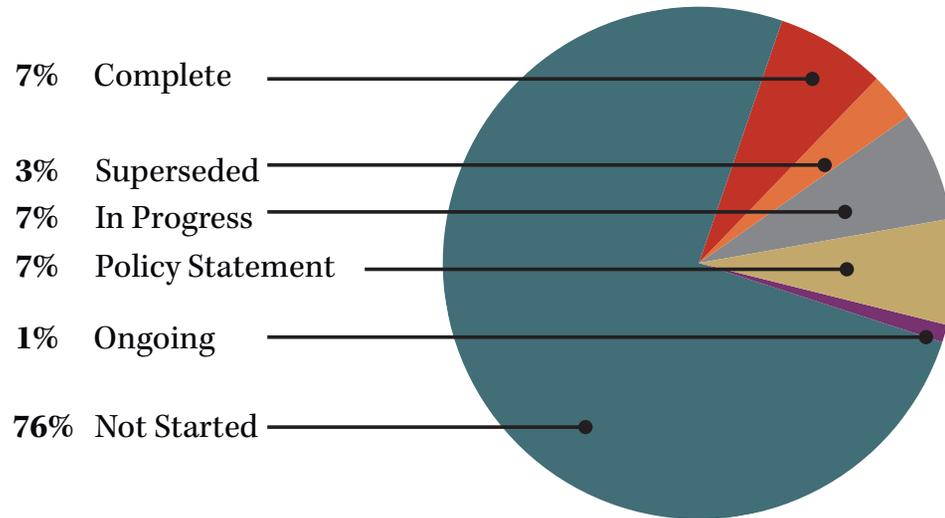
#	DEVELOPMENT NAME
1	Metro Pointe (FKA Hunters Ridge)

Recent Development Activity



# Implementation

## Status of Plan Recommendations

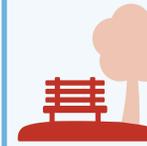


## Challenges

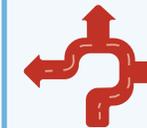
- **Accessibility and Connectivity:** While the Metro station and MD 202 access are welcome features of this area, there is limited pedestrian access to Landover Metro Station, and there are many points of conflict for pedestrians and vehicles, such as along MD 202.
- **Sense of Place:** Though the area has many amenities and great regional access, it is lacking distinguishing placemaking features that could help draw investment and visitors.

<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>



While the **Kentland Community Center** is just outside the sector plan area, the completion of a replacement for the formerly aging center was a recommendation in the sector plan. It opened in 2016.



Maryland Department of Transportation State Highway Administration (MDOT SHA) has completed several **intersection improvement projects along MD 202** (Landover Road), including improvements for both drivers and pedestrians.

### KEY UPCOMING PROJECT



In July 2025, the Washington Metropolitan Area Transit Authority (WMATA, Metro) Finance and Capital Committee approved a **joint development agreement for Landover Metro**, clearing the way for mixed-use development on both privately-owned land and Metro property. It is projected to break ground in 2027.

# Next Steps

## Near-Term Opportunities

Though the plan is 11 years old, many recommendations and actions have not seen progress. Below, there are examples of near-term opportunities that can help address identified challenges and support implementation of Plan 2035.



**Crossings:** The plan has short-term recommendations related to improving pedestrian crossings along MD 202 and Dodge Park Road in the plan's focus areas. (See plan page 45.) Revisit these recommendations and consider for inclusion in capital improvement budgeting. This can 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:

- MDOT SHA
- Department of Public Works and Transportation



**Redevelopment:** The plan includes a vision for Dodge Plaza that includes both short-term and longer-term strategies, with the ultimate goal of a more walkable, green area with a mix of uses (page 50). To address shorter term goals, consider implementing the recommended pilot program to revitalize older shopping centers by improving façades and signage, enhancing landscaping, and adding new signage. This can help support reinvestment and growth in existing commercial areas, as envisioned in Plan 2035 Land Use Policy 9.

### Responsible Parties:

- Department of the Environment
- Redevelopment Authority
- Prince George's County Economic Development Corporation
- County Executive's Office
- Property owner

## PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

## NEXT SIX-YEAR UPDATE DUE DATE

**May 2026**

Implementation of the plan is underway, and with a forthcoming joint development project occurring, progress is being made.

We recommend a future consolidation with other neighboring plans, creating a 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).

# Plan Progress Report

## Master Plan for Langley Park-College Park-Greenbelt and Vicinity

Date Plan Approved: October 31, 1989

Date of Progress Report: September 22, 2025

Councilmanic Districts: 1, 2, 3, 4

### Progress Summary

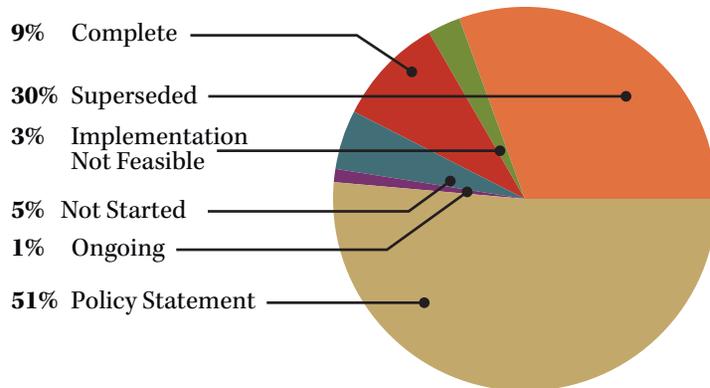
The Approved Master Plan for Langley Park - College Park - Greenbelt and Vicinity, and Adopted Sectional Map Amendment for Planning Areas 65 (Langley Park and Vicinity), 66 (College Park-Berwyn Heights and Vicinity), and 67 (Greenbelt and Vicinity) contains 450 recommendations, primarily focused on economic prosperity and public facilities.

Since its adoption in 1989, approximately 9 percent (41) of the recommendations have been completed and 1 percent (6) are ongoing. Approximately 5 percent (21) have not yet had action taken.

Some highlights of completed recommendations include:

- A ramp now connects eastbound Greenbelt Road (MD 193) to southbound Baltimore-Washington Parkway.
- Several trails and paths were installed, including the Paint Branch and Indian Creek trails.

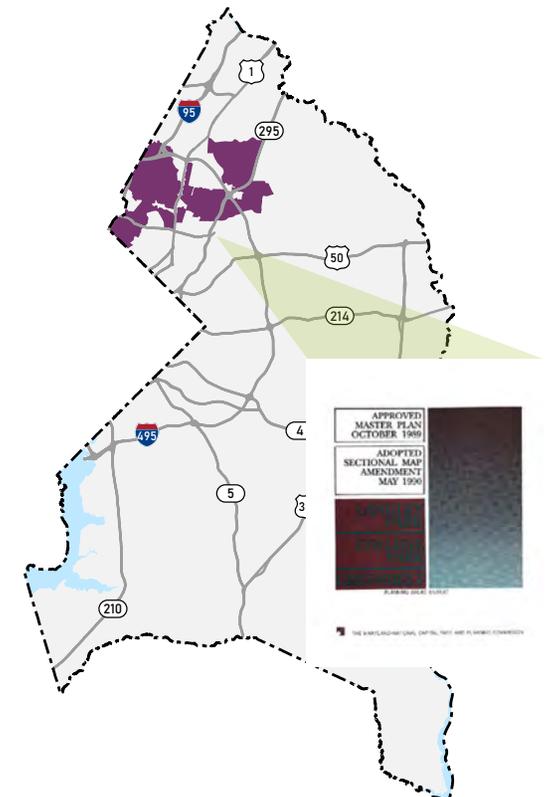
### Plan Recommendation Status



### 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.

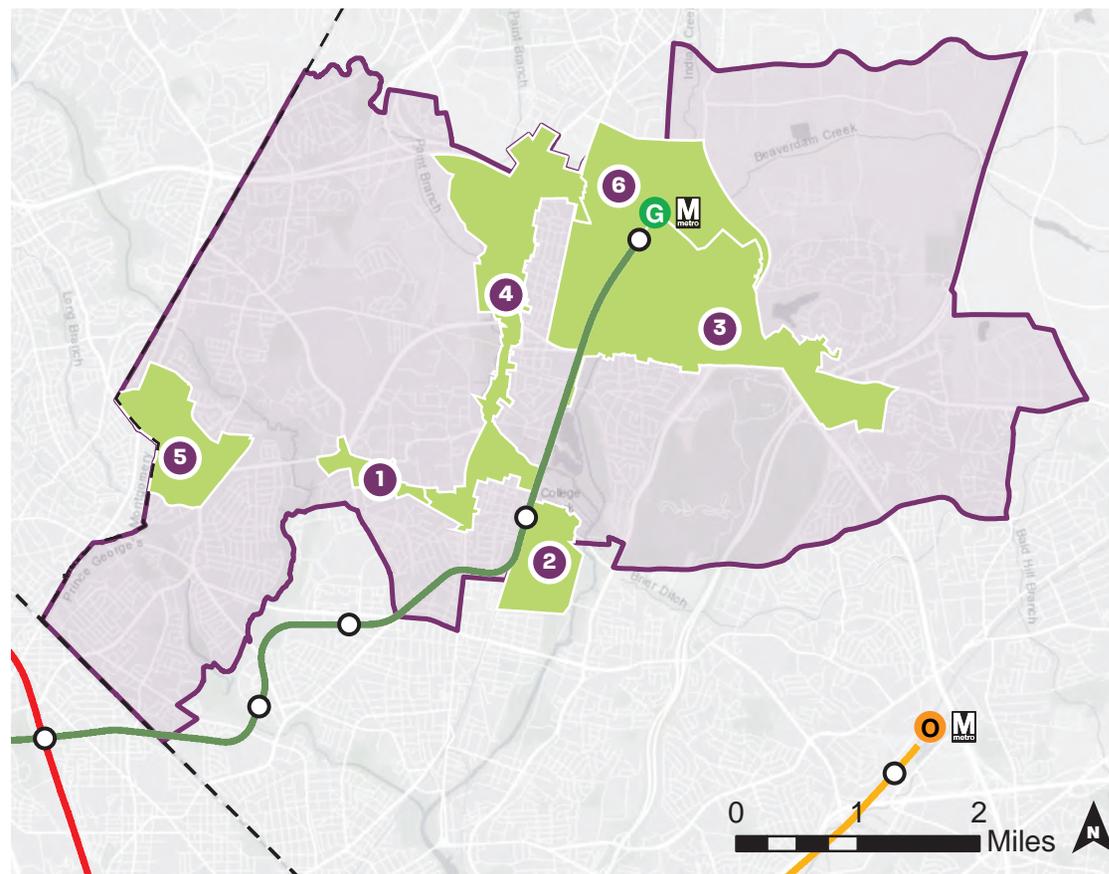


# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Langley Park-College Park-Greenbelt and Vicinity Master Plan were bounded by Montgomery County to the west, Subregion 1 to the north, the municipal boundaries of Greenbelt, College Park, and University Park to the east and south, and Washington, D.C., to the southwest. As the oldest active plan in Prince George's County, 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 Langley Park-College Park-Greenbelt and Vicinity Master Plan:

- 1 Adelphi Road-UMGC-UMD Purple Line Station Area Sector Plan (2022)
- 2 College Park-Riverdale Park Transit District Development Plan (2015)
- 3 Greenbelt Metro Area and MD 193 Corridor Sector Plan (2013)
- 4 Central US 1 Corridor Sector Plan (2010)
- 5 Takoma-Langley Crossroads Sector Plan (2009)
- 6 Greenbelt Metro Area Sector Plan (2001)

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

# Plan Area Summary

## Plan Area

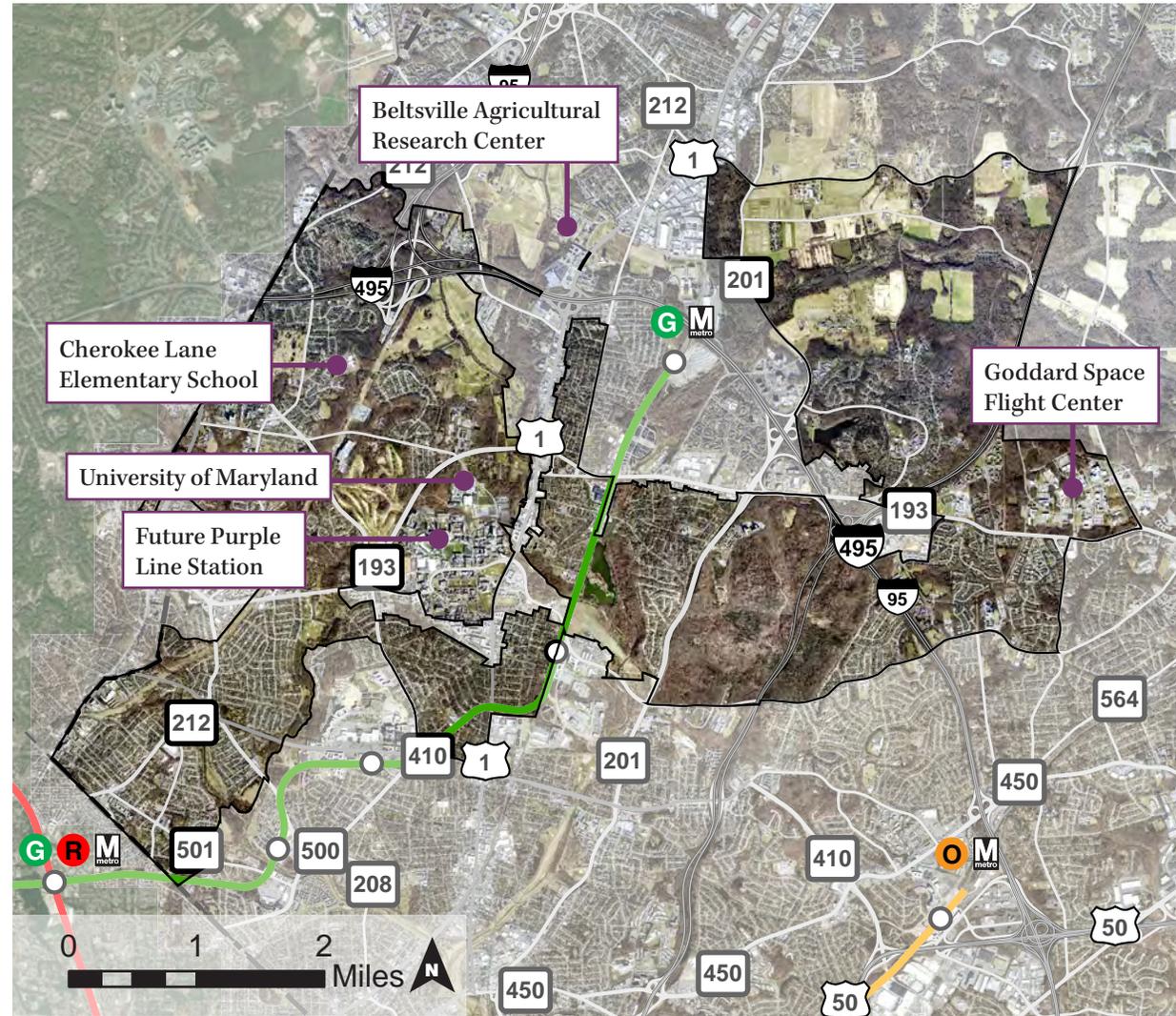
The approved plan area consisted of Planning Areas 65 (Langley Park and Vicinity), excluding the City of Takoma Park, as well as Planning Areas 66 (College Park-Berwyn Heights and Vicinity) and 67 (Greenbelt and Vicinity), which are bounded loosely by I-495 / Capital Beltway to the north, Baltimore-Washington Parkway to the east, District of Columbia and Good Luck Road to the South, and the Montgomery County line to the west. This original plan area contains approximately 27.8 square miles, which constitutes 6 percent of the total land area of Prince George's County.

The current, active plan boundary is highlighted in the map on the right; it has been reduced by superseding plans, as noted on the previous page.

The leading land use is public and quasi-public due to the presence of the University of Maryland, portions of the Beltsville Agricultural Research Center, and the Goddard Space Flight Center.

The area near the forthcoming Purple Line station is designated as a Campus Center (UMD Center).

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Goals (Summarized)

**Environmental Envelope:** To protect and enhance environmental quality.

**Historic preservation:** To enhance quality of life through the preservation of designated historic resources.

**Living Areas:** To protect and improve the quality of all living areas.

**Housing:** To provide decent, safe, and sanitary housing for all County residents.

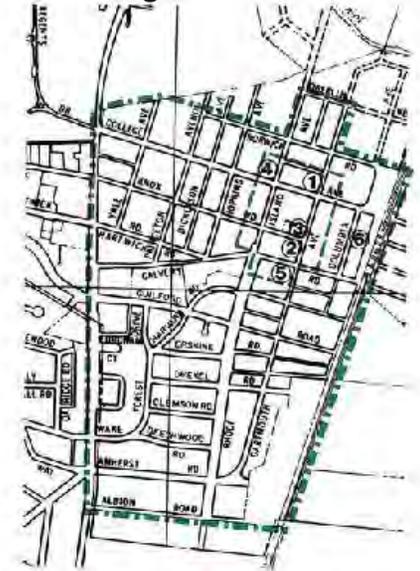
**Commercial Areas and Activity Centers:** To provide for reasonable amounts and distribution of various types of commercial space.

**Employment Areas:** To create more diversity in job opportunities for local residents and to enhance the economic base of the County and the planning areas.

**Circulation and Transportation:** To create and maintain a transportation network that is safe, efficient, and provides for all modes of travel in an integrated manner.

**Public Facilities:** To provide the needed public infrastructure and services in a timely manner and with attention given to the needs of specific user groups.

## Potential Old Town College Park Historic District



SOURCE: LANGLEY PARK-COLLEGE PARK-GREENBELT AND VICINITY MASTER PLAN

## Commercial Areas and Activity Centers Map



SOURCE: LANGLEY PARK-COLLEGE PARK-GREENBELT AND VICINITY MASTER PLAN

## Plan Highlights

The plan recognizes two Major Community Activity Centers, three Community Activity Centers, and six Village Activity Centers as key elements in the overall development plan to serve as social and economic focal points. Recommendations encourage additional commercial activities and services, as well as public service facilities within the Centers.

The plan also recommends future Employment Areas, principally adjoining the Beltway at the I-95 and US 1 interchanges in the vicinity of the town Metro stations, to increase the variety of job opportunities in the planning areas and to produce a more favorable tax revenue situation.

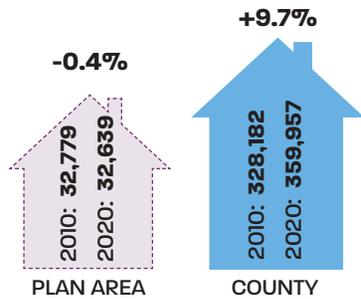
The master plan also includes a sectional map amendment with 306 proposed zoning changes to implement the policies and recommendations.



# Where Are We Now?

## Housing<sup>1</sup>

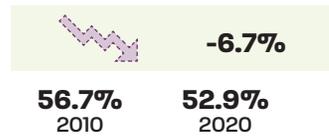
### TOTAL UNITS



### OCCUPANCY RATE (PLAN AREA)



### HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

### PLAN AREA

2010: 90,162  
2020: 93,032

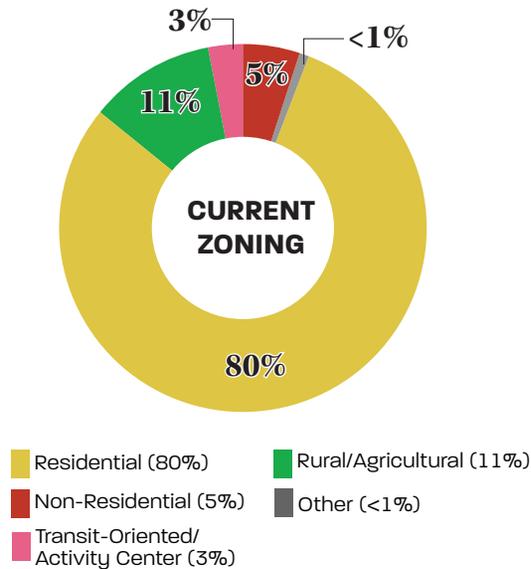


### COUNTY

2010: 863,420  
2020: 967,201



## Zoning<sup>3</sup>

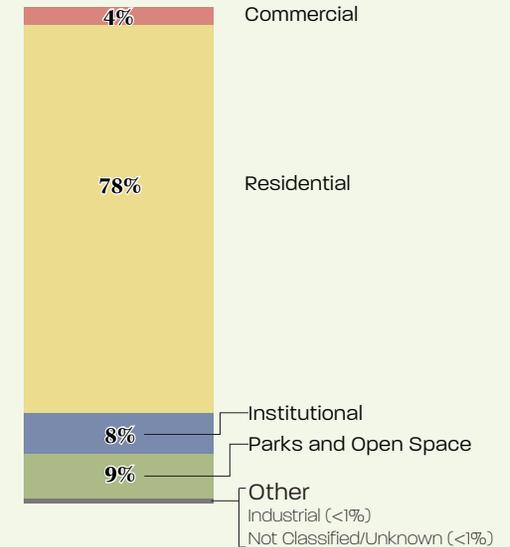


## Land Use

### 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 as-approved plan area identified three communities and eight subcommunities with its own recommendations for future development, circulation, and open space. Recommendations place high priority on upgrading existing neighborhoods and removing incompatible uses, and limiting the additional density added due to burdens on County roads and services. The great majority of future development outside of designated employment centers is planned to be single-family detached residential.

While development and redevelopment in the plan area has been extensive, most of the more transformative development has occurred in areas where the plan has been superseded and replaced with a vision for denser, more urban development. Within the plan area, small, scattered single-family detached houses and commercial rebuildings and expansions have been the development types.

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		

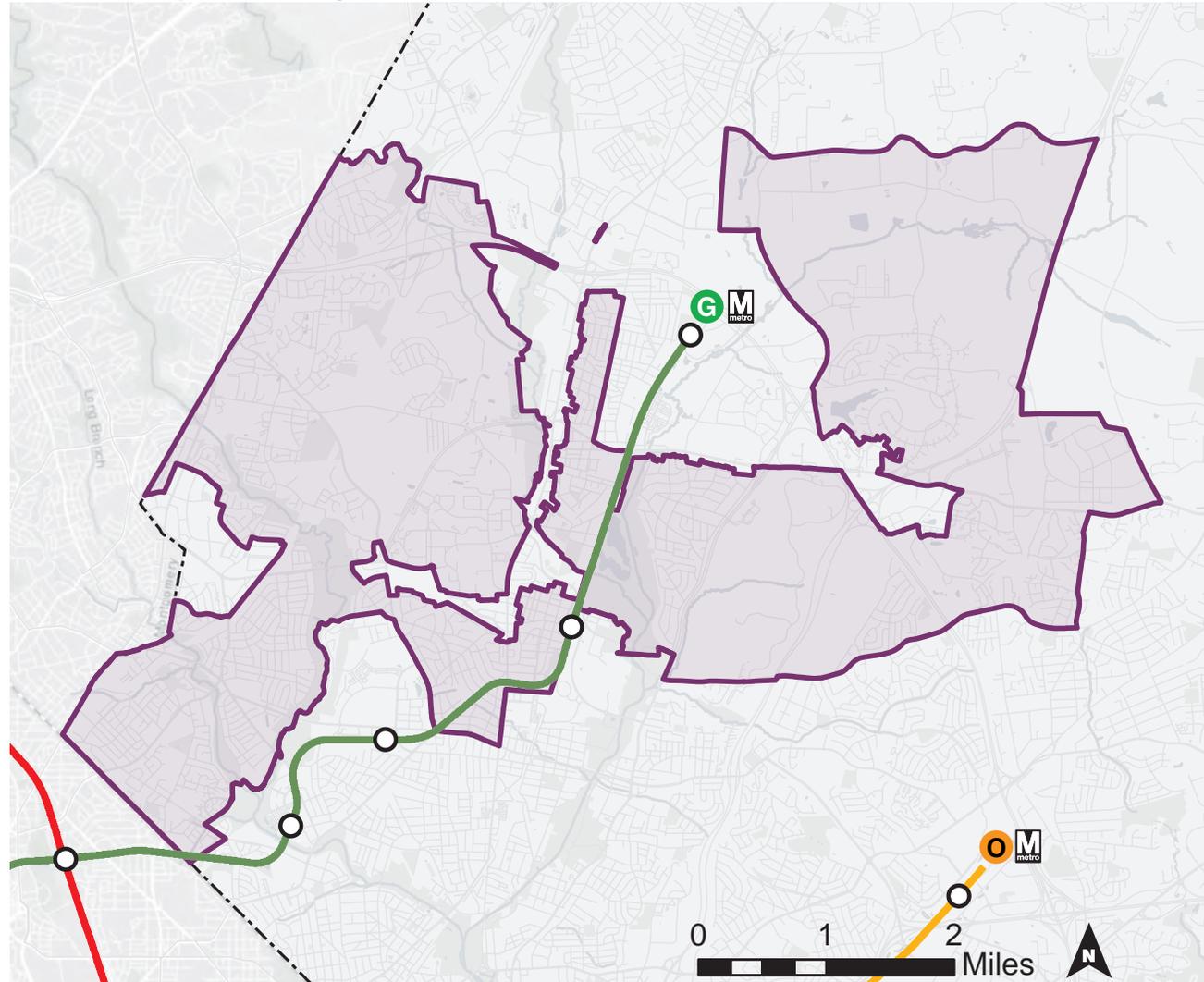
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

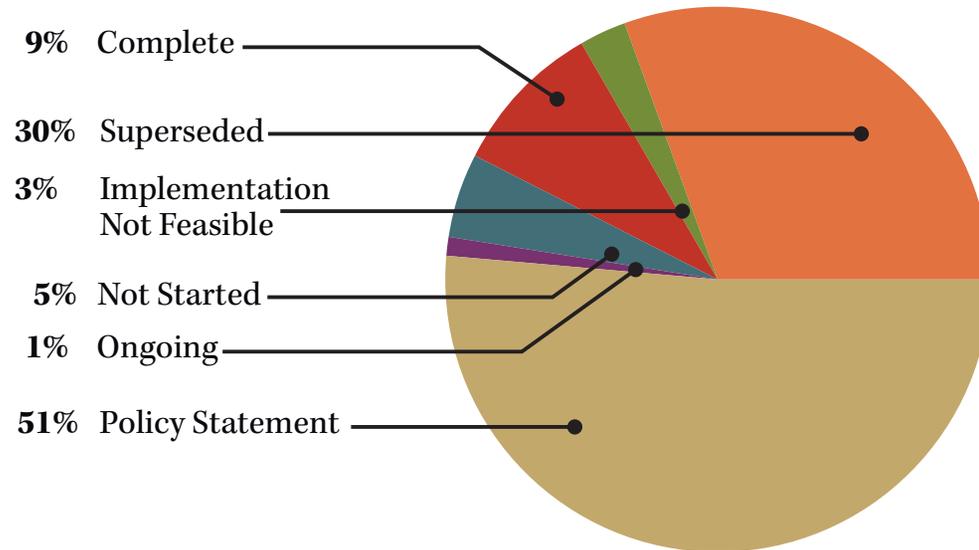
#	DEVELOPMENT NAME
1	No recent development
2	No recent development
3	No recent development
4	No recent development
5	No recent development

Recent Development Activity



# Implementation

## Status of Plan Recommendations



## Challenges

- Age of Plan:** The plan is 34 years old, and has been superseded in several places. Many of the incomplete recommendations are out of date or no longer relevant, even with minor amendments aligning the plan with Plan Prince George's 2035. Additionally, the age and format of the plan make it less easy to use and navigate than more recent documents.

<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>



**Sonia Sotomayor Middle School** completed construction in 2023 in Adelphi. It is a 144,000-square-foot facility, designed to serve 1,200 students in grades 6–8.

### KEY UPCOMING PROJECTS



The sector plan area has, or is adjacent to, the Adelphi Road/West Campus, UM Campus Center, East Campus, and College Park **Purple Line** stations, which are currently under construction.



The Maryland Department of Transportation State Highway Administration has initiated a **pedestrian and bicycle safety project along MD 650** (New Hampshire Avenue) from MD 193 (University Boulevard) to Powder Mill Road.



The new **Northern Adelphi Area High School** will be a state-of-the-art educational facility located on the former Cherokee Lane Elementary School site and adjacent properties. It is in the design phase, with an estimated project completion date of 2034.

# Next Steps

## Near-Term Opportunities

While many of the plan recommendations have either been addressed or superseded, there are remaining items that may warrant an investigation in the short term to help achieve the plan vision, as well as support implementation of Plan 2035.



**Stream Valley Trails and Paths:** The plan notes that the extensive network of stream valley parkland provides excellent locations for public facilities, bike trails, parks, and recreation, and recommends several potential locations for improvements. (See plan page 151.) It is recommended that the remaining potential opportunities in the plan should be re-assessed for relevance and need, and incorporated into planning and budgeting as needed. Given the area's proximity to the Plan 2035 Downtown at Prince George's Plaza, this could help support Plan 2035 Transportation and Mobility Strategy TM 1.5, to "fund improvements to the trail network that serves the Downtowns. Explore alternative trails, such as water trails, and fill gaps in the trail network."

### Responsible Parties:

- Department of Parks and Recreation
- Department of the Environment

## PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

## NEXT SIX-YEAR UPDATE DUE DATE

**October 2031**

Given the plan's age, a new plan may be warranted to identify new opportunities for transit-oriented development or infrastructure improvements not currently identified in the plan.

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