

# Plan Progress Report

## Glenn Dale - Seabrook - Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment

Date Plan Approved: March 16, 2010

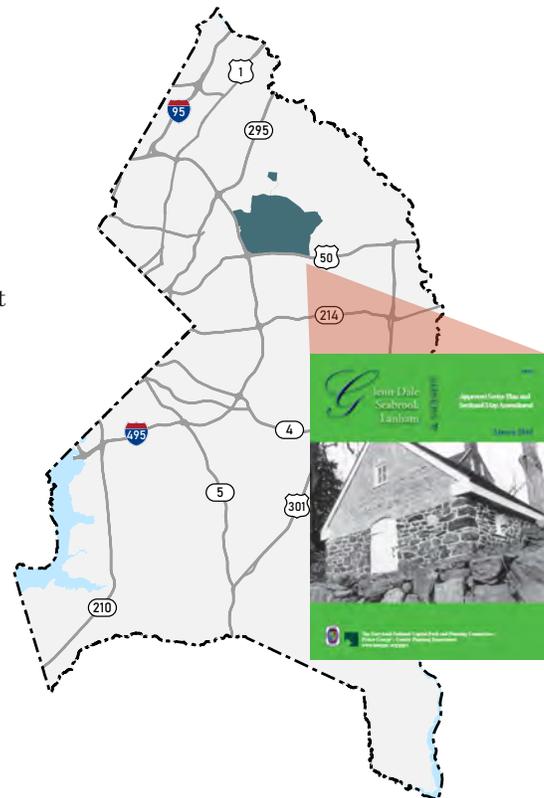
Date of Progress Report: September 22, 2025

Councilmanic Districts: 3, 4, 5

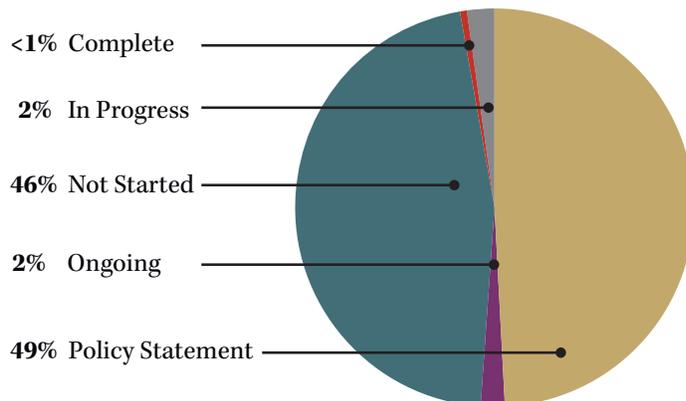
### Progress Summary

The Glenn Dale - Seabrook - Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment contains 206 recommendations, with more than half of the recommendations focused on transportation and mobility.

Since its adoption in 2010, less than 1 percent (1) of the recommendations have been completed, 2 percent (5) are in progress, and 2 percent (4) are ongoing. Approximately 46 percent (95) have not yet had action taken.



### Plan Recommendation Status



### Suggested Next Step(s)

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

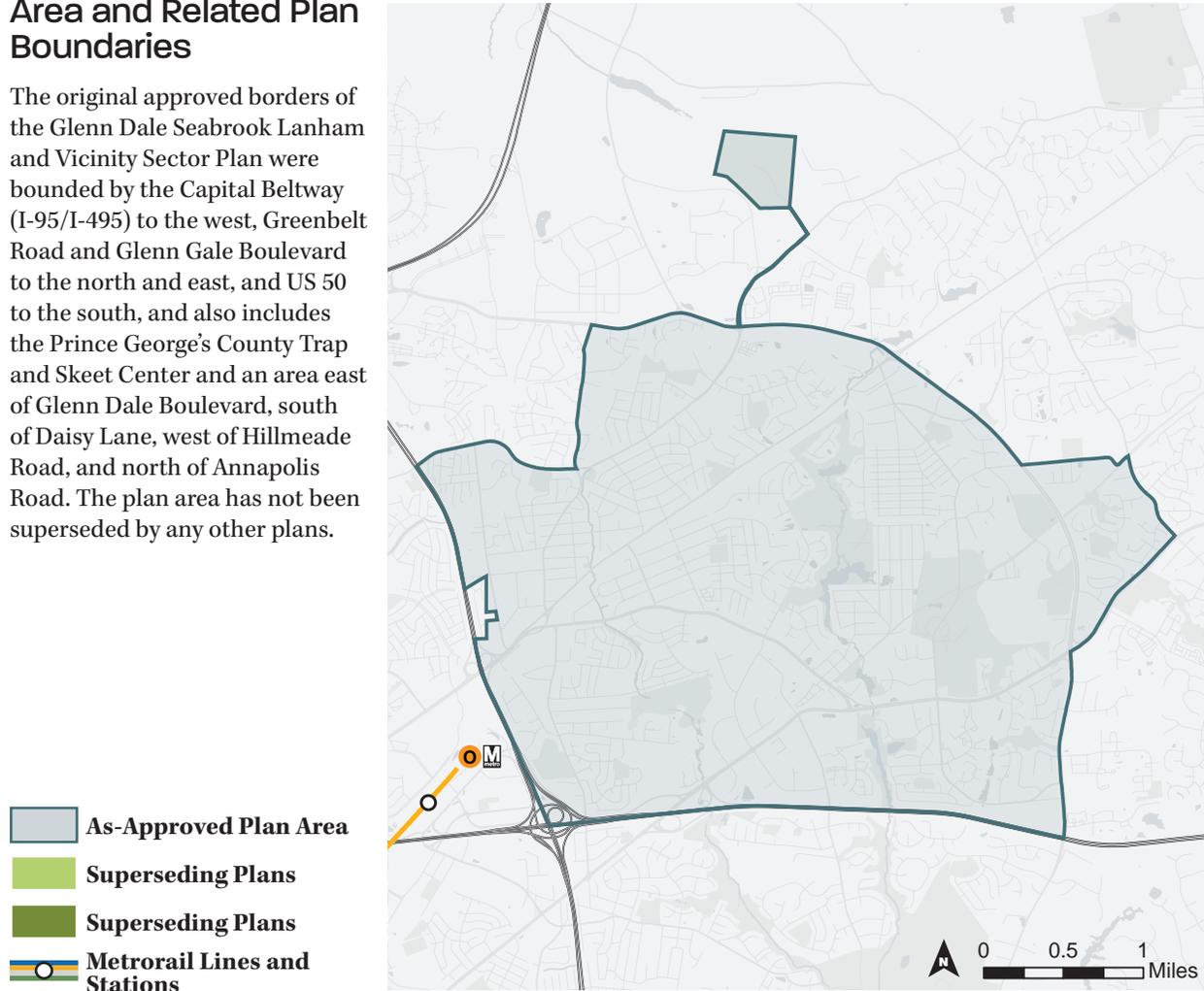
More information about this recommendation can be found at the end of the report.

# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Glenn Dale Seabrook Lanham and Vicinity Sector Plan were bounded by the Capital Beltway (I-95/I-495) to the west, Greenbelt Road and Glenn Gale Boulevard to the north and east, and US 50 to the south, and also includes the Prince George's County Trap and Skeet Center and an area east of Glenn Dale Boulevard, south of Daisy Lane, west of Hillmeade Road, and north of Annapolis Road. The plan area has not been superseded by any other plans.

As-Approved Plan Area and Related Plan Boundaries

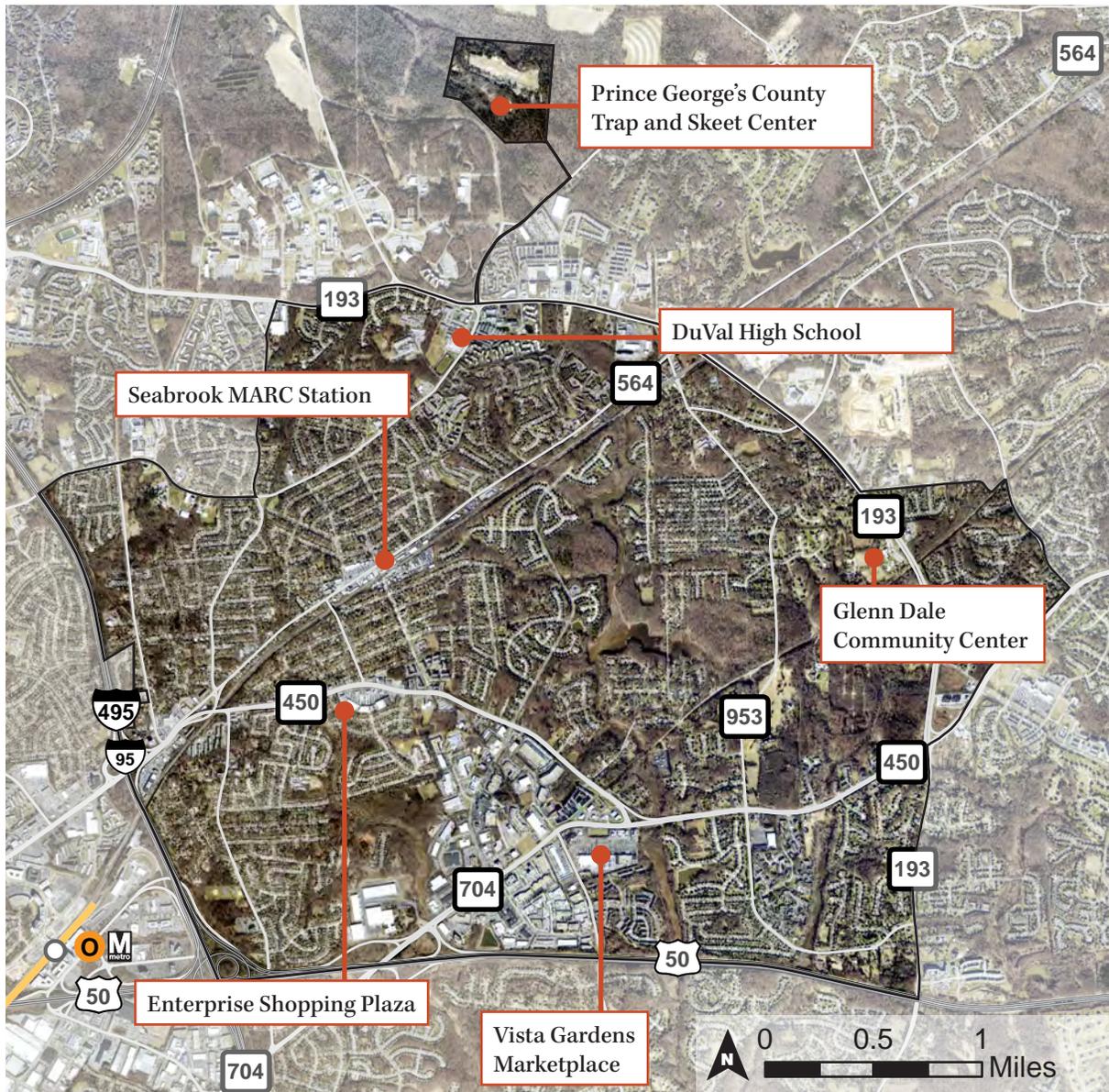


# Plan Area Summary

## Plan Area

The Glenn Dale-Seabrook-Lanham area covers approximately 10.9 square miles of Planning Area 70 (Glenn Dale-Seabrook-Lanham and Vicinity) and includes portions of three councilmanic districts (Districts 3, 4, and 5). Located six miles northeast of Washington, D.C., the sector plan area lies in the central portion of Prince George's County and is bordered by two major regional highways, the Capital Beltway to the west and US 50 (John Hanson Highway) to the south. Plan 2035 designated the area around the Seabrook MARC Station as a Neighborhood Center.

### Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision and Goals

The Glenn Dale-Seabrook-Lanham area will continue to be a lower-density suburban community comprising stable single-family neighborhoods, successful commercial and employment centers, and open space amenities. Quality-of-life improvements will establish a unique area identity defined by:

- Walkable, safe, and attractive neighborhoods with well-designed and maintained homes.
- A range of vital pedestrian-oriented commercial areas that serve resident needs.
- Well-defined and inviting gateways at key community entry points.
- A community forest formed by parks, open spaces, green streetscapes, and private yards.
- Historic buildings, sites, neighborhoods, and landscapes that communicate the area's past and provide a context for the future.
- Preserved and restored watersheds, wetlands, and environmentally sensitive areas.
- An expanded and interconnected park and recreation system.
- A network of pedestrian and bicycle trails that connect to important destinations within and outside the sector plan area.
- Accessible, high-quality public facilities that meet current and future demands.
- Roadway, signalization, and pedestrian crossing improvements that consider the needs of a variety of users.
- Community amenities that encourage use of alternative forms of transportation.
- A mixed-use, transit-oriented community center that serves as a model for successful community-scaled redevelopment.

Vista Gardens Marketplace



Vista Gardens Marketplace Focus Area Concept Plan



SOURCE: GLENN DALE - SEABROOK - LANHAM AND VICINITY SECTOR PLAN

Commercial Area Road



SOURCE: GLENN DALE - SEABROOK - LANHAM AND VICINITY SECTOR PLAN

## Plan Highlights

Some of the sector plan's key recommendations revolve around maintaining and strengthening the character of neighborhoods and the public realm via compatible design, beautification, and the creation of community gateways to enhance the experience of Annapolis Road, Greenbelt Road, Martin Luther King, Jr Highway, and Glenn Dale Boulevard.

Another focus, outside of the two mixed-use focus areas, is maintaining the separation of land uses and current residential densities, while improving connections between the uses.

# Plan Overview



SOURCE: GLENN DALE - SEABROOK - LANHAM AND VICINITY SECTOR PLAN



SOURCE: GLENN DALE - SEABROOK - LANHAM AND VICINITY SECTOR PLAN

# Where Are We Now?

## Population<sup>1</sup>

### PLAN AREA

2010: **34,757**  
2020: **40,728**



**+17.2%**



### COUNTY

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

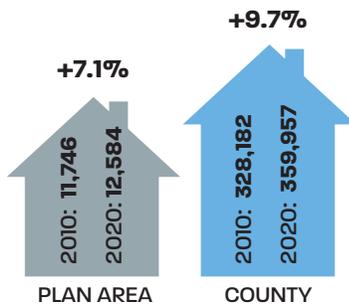


**+12.0%**

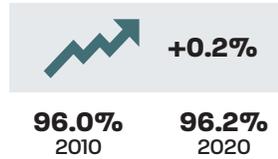


## Housing<sup>2</sup>

### TOTAL UNITS



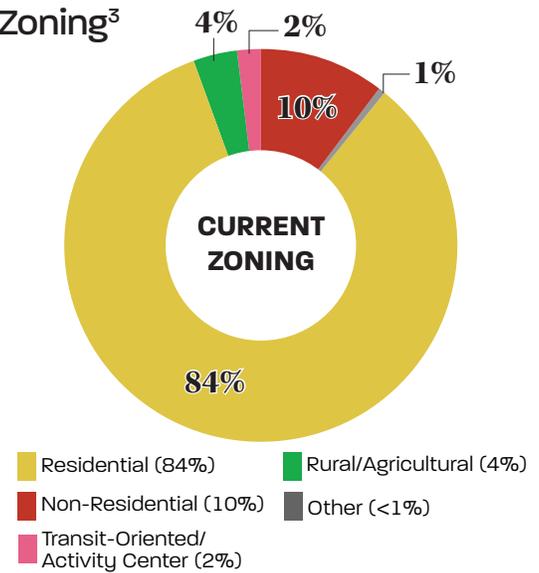
### OCCUPANCY RATE (PLAN AREA)



### HOMEOWNERSHIP RATE (PLAN AREA)

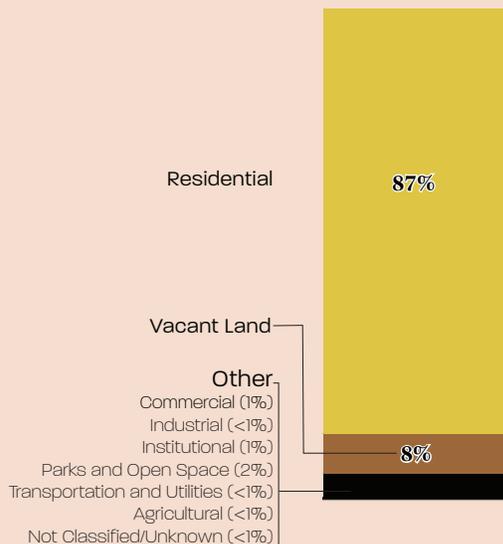


## Zoning<sup>3</sup>

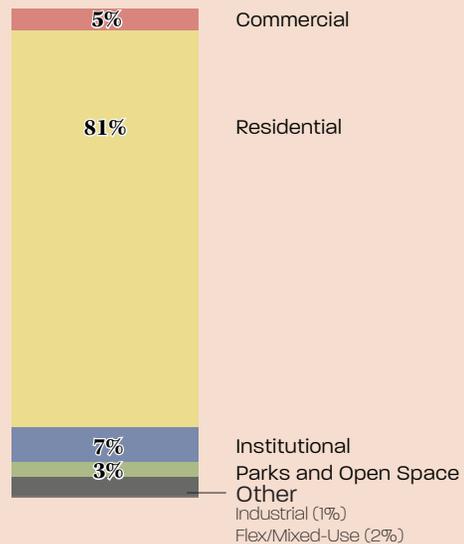


## Land Use

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



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



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

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

# Development Activity

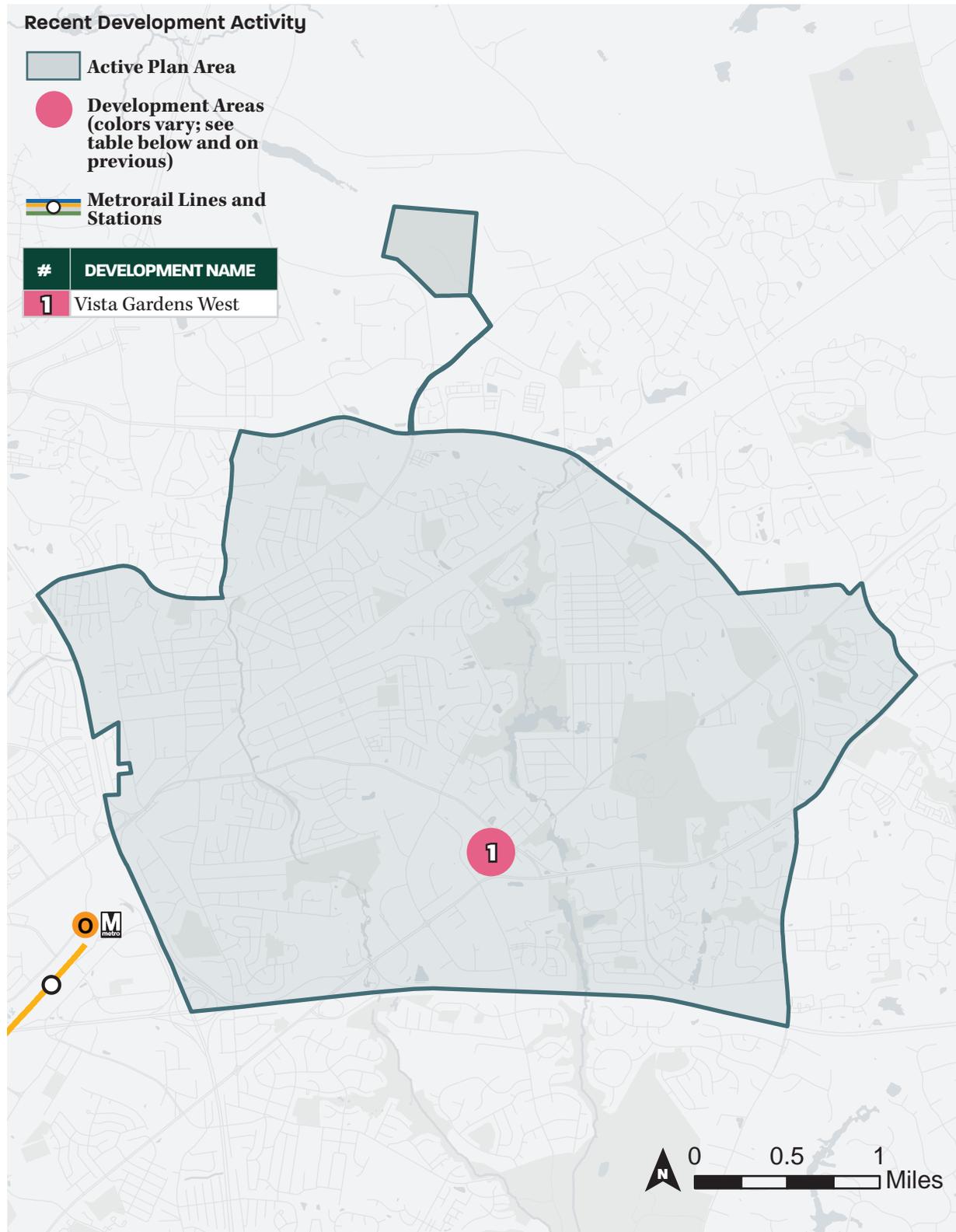
The plan calls for preservation of the existing low-density suburban character, with enhancement of the parks, open space, and transportation networks to strengthen the quality and safety of the area. At the time of adoption, the plan area was mostly built out; further development would come from smaller infill projects or redevelopment. Community gateways were envisioned along Annapolis Road (MD 450), Greenbelt Road (MD 193), Martin Luther King, Jr Highway (MD 704), and Glenn Dale Boulevard (MD 193) to contribute to the sense of place and character.

Some infill development has occurred since adoption of the plan. Generally in-line with the established vision, housing has been proposed and constructed at lower densities, generally fitting in with the existing character of its surroundings. The most development has occurred along Annapolis Road and Martin Luther King Jr Highway on the southern side of the plan area.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Mixed-Use/Flex			
1	Vista Gardens West	153 units constructed, 13 in the pipeline	25,322 SF constructed, 3,904 in the pipeline (retail)

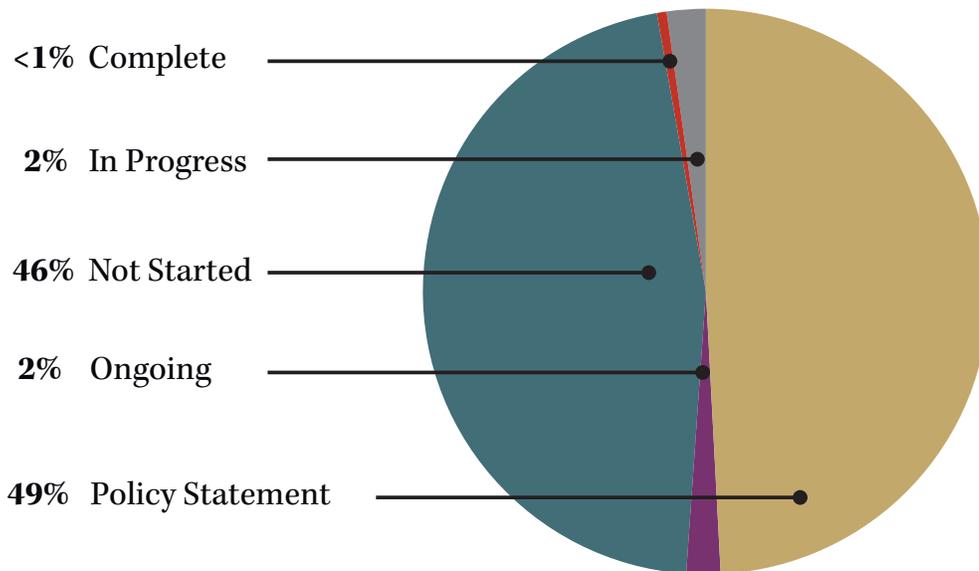
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



Maryland Department of Transportation State Highway Administration (MDOT SHA) installed improvements such as a new signals, accessible pedestrian signals, and curb ramps at Boston Way/Parliament Place, as part of the **MD 704 (Martin Luther King Jr Hwy) Intersection Improvement Project**.



The **Daisy Lane at Glenn Dale Road Drainage Remediation Project** incorporated a holistic drainage area approach.



**DuVal High School** underwent an expansion to enhance its Science, Technology, Engineering, Math (STEM) program, with completion in 2020.

### KEY UPCOMING PROJECTS



The FY2025 Capital Improvements Program (CIP) budget contains funding for **rehabilitation of Marietta**. Built around 1813, Marietta is a Federal style brick home situated on 25 acres of lawn and wooded areas. The site also includes the Duvall law office and a root cellar. It is open to the public as a house museum.



The **Good Luck Community Center** is an existing community center, constructed in 1972 and most recently renovated in 1990. The FY2025 CIP budget includes funding for improvements, including renovation of the complete site envelope, including the community center.

## Challenges

- **Stormwater:** As noted in the plan (page 101), reducing the amount of stormwater runoff, and retrofitting areas through the use of innovative stormwater management practices, is a key challenge.
- **Parks:** Though the plan identified a need for additional parks, it also noted that a challenge is that few large tracts of land exist for future parkland development. (See plan page 115.)

<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 strategies listed for short-term implementation (within two years) that have not shown progress in the database. We identify one key opportunity below.



**Parks:** Glenn Dale Hospital Park is an undeveloped park surrounding the 60 acre historic core of the Glenn Dale Hospital facility. The 2025-2030 approved CIP includes funding for FY2026 for a Master Park Development Plan for the Glenn Dale Hospital Park. This site presents a catalyst opportunity for this sector plan area and would address one of the short-term policies from the Sector Plan (as noted on plan page 223). This opportunity can support Plan 2035 Community Heritage, Culture, and Design Strategy HD3.3, to “integrate environmental settings of historic sites with proposed parks and open space plans, such as the Glenn Dale Hospital site and the surrounding park land.”

### Responsible Parties:

- Department of Parks and Recreation

### PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

### NEXT SIX-YEAR UPDATE DUE DATE

**March 2028**

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

# Plan Progress Report

## Greater Cheverly Sector Plan

Date Plan Approved: January 1, 2018

Date of Progress Report: September 22, 2025

Councilmanic Districts: 3, 5

### Progress Summary

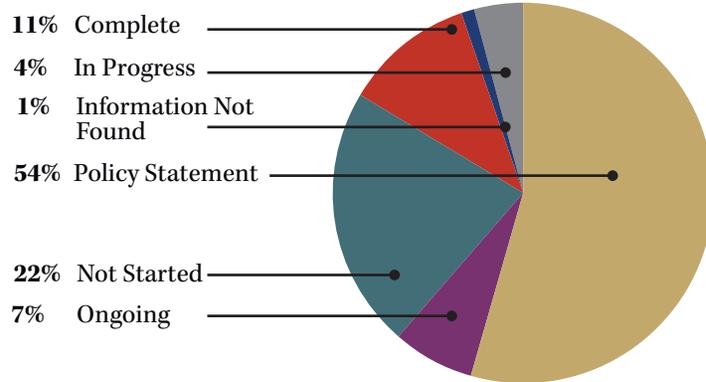
The Approved Greater Cheverly Sector Plan contains 281 recommendations, primarily focused on transportation and mobility; community heritage, culture, and design; and land use.

Since its adoption in 2018, approximately 11 percent (32) of the recommendations have been completed, 4 percent (12) are in progress, and 7 percent (20) are ongoing. Approximately 22 percent (63) have not yet had action taken.

Some highlights of completed recommendations include:

- Field irrigation improvements at Landover Hills Park were completed in March 2023.

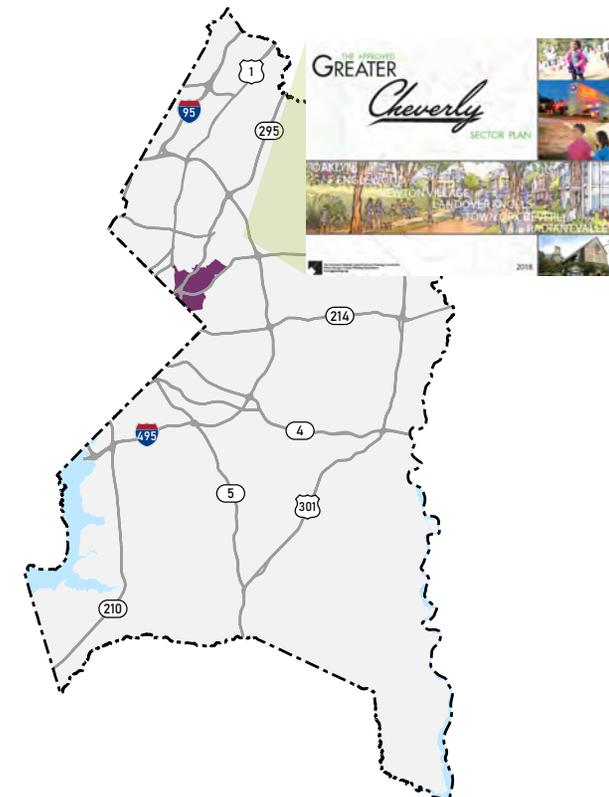
### Plan Recommendation Status



### 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.

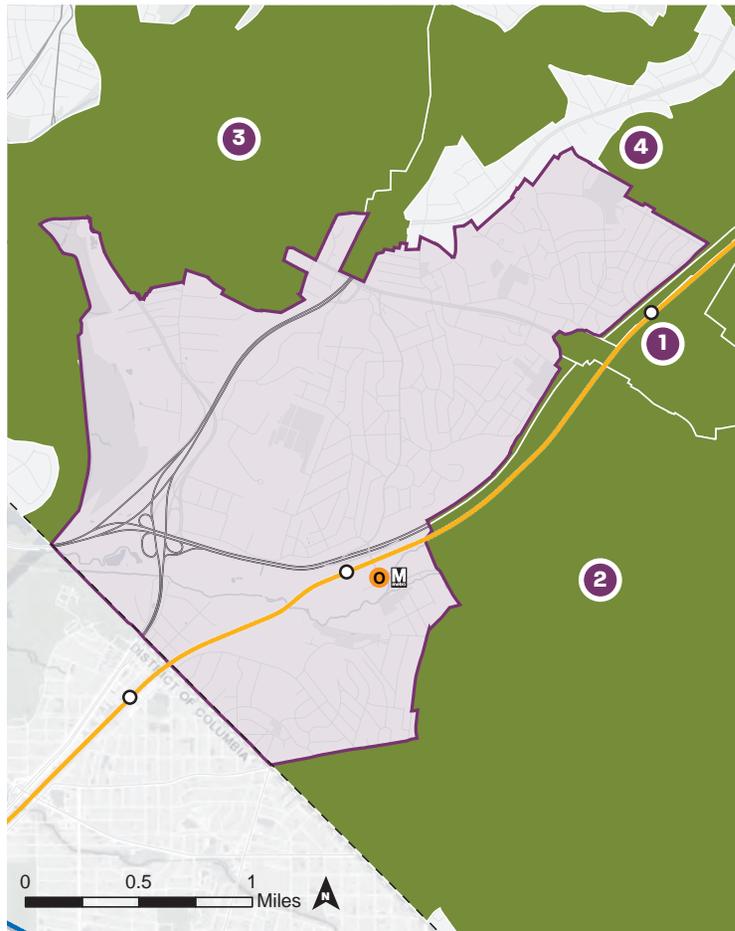


# Related Plans

## As-Approved Plan Area and Related Plan Boundaries

The original approved Greater Cheverly Sector Plan area centered on the Town of Cheverly and vicinity and were bounded by Washington, D.C., to the southwest, Anacostia River to the northwest, Paint Branch stream valley to the west, Annapolis Road to the north, and US 50 and Sherriff Road to the southeast. The plan area superseded portions of several prior plans upon adoption.

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



### Related Plans

The Greater Cheverly Sector Plan supersedes a portion of the following plans:

- 1 Landover Metro Area and MD 202 (2014)
- 2 Subregion 4 Master Plan (2010)
- 3 Port Towns Sector Plan (2009)
- 4 Bladensburg, New Carrollton and Vicinity Master Plan (1994)

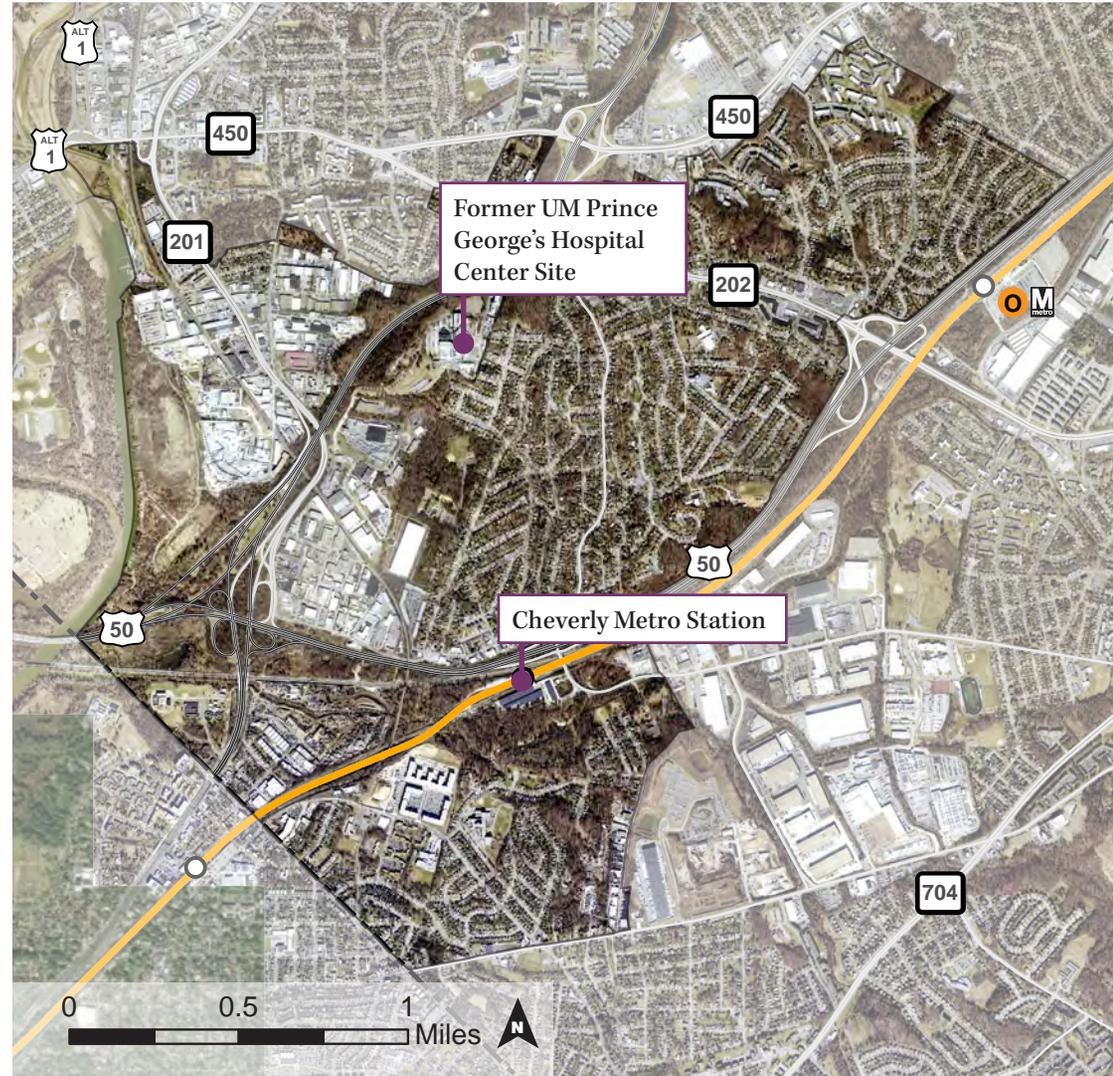
-  As-Approved Plan Area
-  Superseding Plans
-  Superseded Plans
-  Metrorail Lines and Stations

# Plan Area Summary

## Plan Area

The sector plan area is located in the northern part of Prince George's County, adjacent to Washington, D.C. It largely centers around the confluence of US 50 (John Hanson Highway), I-295 (Baltimore-Washington Parkway), and includes MD 201 (Kenilworth Avenue) and MD 202 (Landover Road), which are major arterials that run through the sector plan area. The sector plan area is served by the Metrorail Orange Line at Cheverly and Landover stations. It is comprised of the Town of Cheverly and the unincorporated residential communities of Landover Knolls, Newton Village, Oaklyn, Radiant Valley, and Englewood. The sector plan area also includes industrial areas that are key employment centers in the County and the Washington, D.C., metropolitan region. The area surrounding the Metro station has been designated a Local Transit Center by Plan 2035.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

In 2030, the Greater Cheverly area is attractive and vibrant, and is a destination of choice in the Washington, D.C., metropolitan region. The sector plan area is a gateway to Prince George's County that boasts thriving commercial districts, high-quality employment opportunities, and innovative industries. It is characterized by a high quality of life, with a strong sense of cohesion between its residential neighborhoods and commercial areas. Anchored by the Town of Cheverly, the sector plan area is known as an exceptional place to live, work, and shop, where diverse residents of all ages, cultures, and economic backgrounds are welcome.

## Plan Goals

- To preserve existing cultural and historic resources, thereby strengthening the expression of local identity to enhance the sector plan area's sense of place.
- To create sustainable places that reflect community character, establish physical relationships between communities, and encourage walkable infill and redevelopment.
- To create a diverse, innovative, and competitive economy that generates a range of well-paying jobs, while providing desired goods and services to residents and businesses.
- To transform the sector plan area to benefit the overall health and wellness of residents and employees through improved access to healthy foods, safe pedestrian and bicycle connections, open space, and employment opportunities.
- To preserve, protect, and strengthen established communities while providing housing opportunities for an aging and changing population.
- To provide a comfortable, healthy, safe, and pleasant environment in which to live, work, and play.
- To achieve healthy, green, and sustainable residential, commercial, and industrial areas characterized by a preserved, restored, and enhanced natural environment.
- To provide high-quality, efficient, and equitable public safety, public education, and parks and recreation facilities that support an outstanding quality of life in the sector plan area.
- To develop and maintain a multimodal transportation system that facilitates safe and accessible movement of people seamlessly between transit nodes, residential neighborhoods, shopping districts, recreational areas, employment centers, and industrial zones.

## Bike To School Day



SOURCE: GREATER CHEVERLY SECTOR PLAN

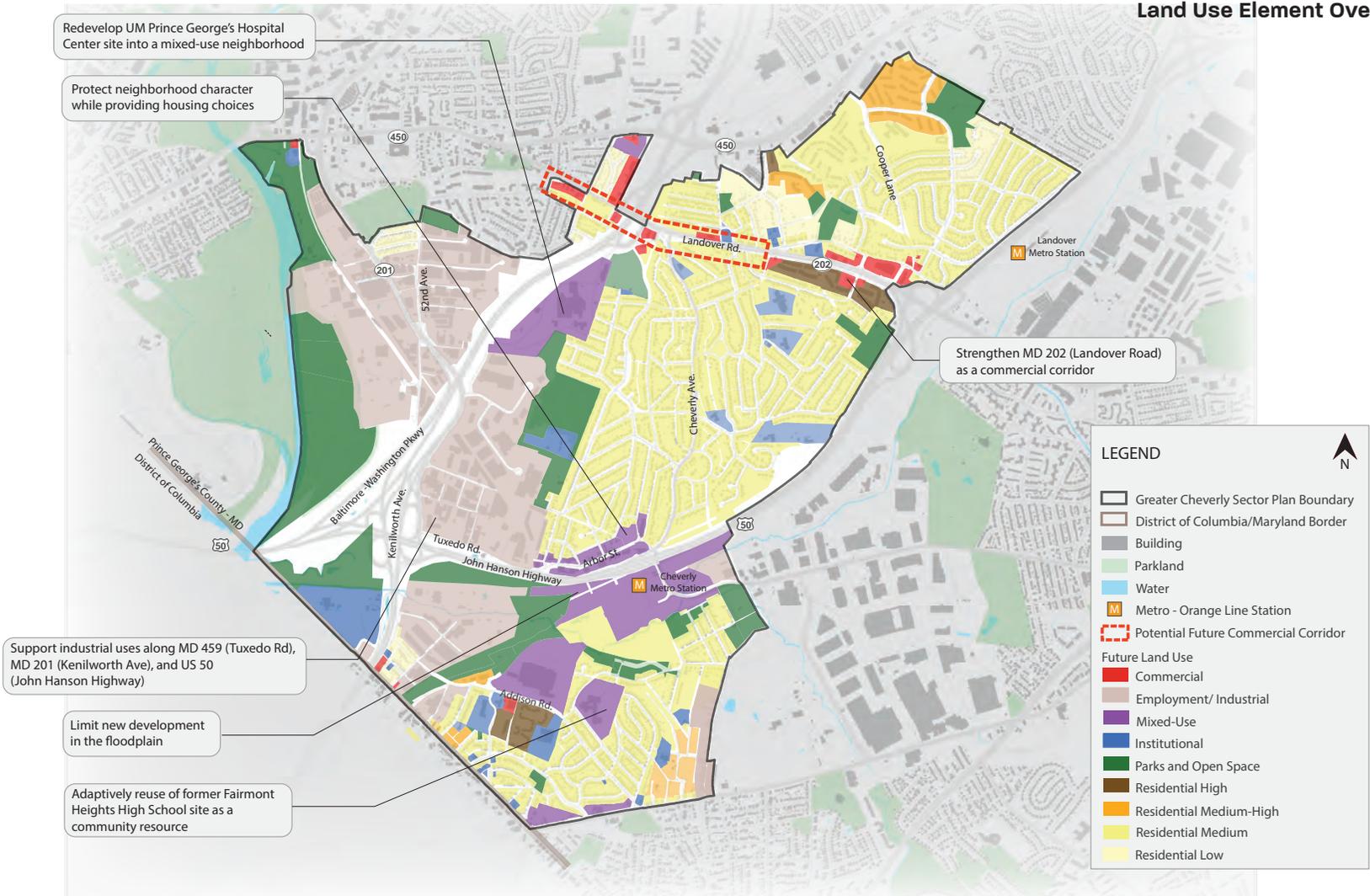
## Plan Highlights

The sector plan provides a new vision to guide future growth and redevelopment at the commercial properties along MD 202 (Landover Road), MD 459 (Tuxedo Road/Arbor Street) and MD 769 (52nd Avenue) areas, the industrial areas near the US 50 (John Hanson Highway)/Baltimore-Washington Parkway/MD 201 (Kenilworth Avenue) interchange, east of the Washington, D.C., line, and north of Sheriff Road. Additionally, it focuses on the Redevelopment Authority and Town of Cheverly-owned properties (The Pointe at Cheverly) at the corner of 57th Avenue and MD 450 (Annapolis Road), the areas around the Cheverly Metro Station, and the University of Maryland Prince George's Hospital Center property.

# Plan Overview



## Land Use Element Overview

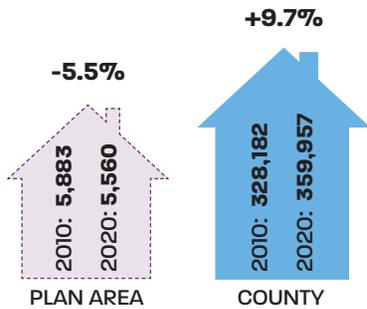


SOURCE: GREATER CHEVERLY SECTOR PLAN

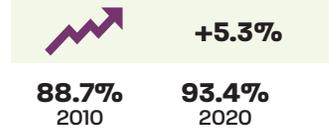
# Where Are We Now?

## Housing<sup>1</sup>

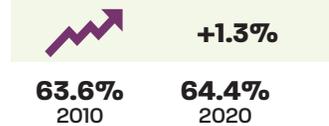
### TOTAL UNITS



### OCCUPANCY RATE (PLAN AREA)



### HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

### PLAN AREA

2010: 15,585  
2020: 15,719

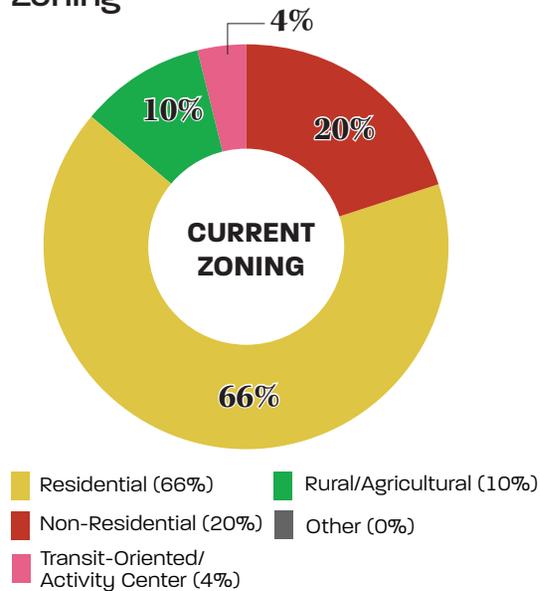


### COUNTY

2010: 863,420  
2020: 967,201

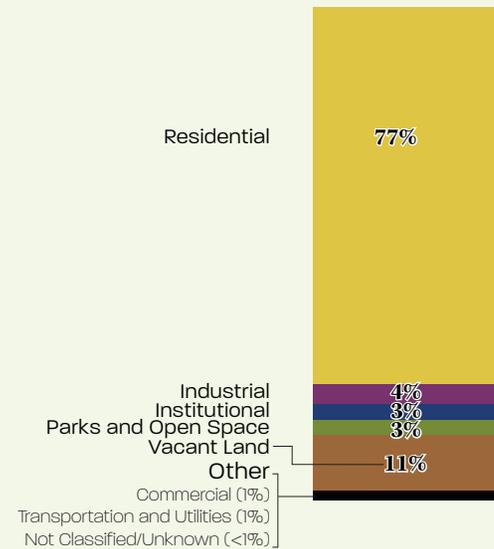


## Zoning<sup>3</sup>

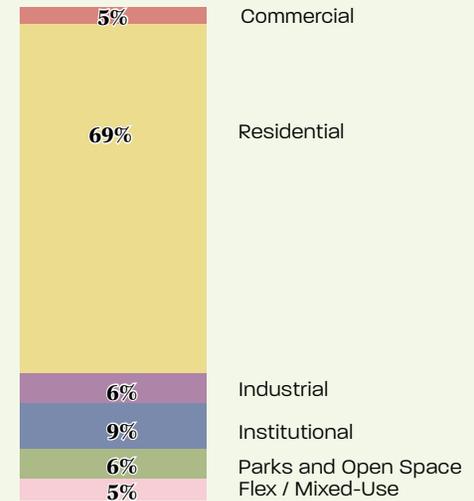


## Land Use

### 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's goals are to protect and strengthen the existing neighborhoods, enhance the area's commercial corridors, support industrial uses in existing areas, and to limit development within floodplains, of which there is a significant amount within the plan area. The former Fairmont Heights High School properties are identified as key reuse and redevelopment opportunities. Landover Road is defined as an important commercial corridor and main street for investment and development. The area around the Cheverly Metro Station is defined as a Local Transit Center for focusing transit-oriented development in.

One large mixed-use project recently added a significant number of new homes near to the Cheverly Metro Station. As time progresses more redevelopment may occur. Proposed development of the former UM Prince George's Hospital Center site may bring transformative change to the area.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Mixed-Use/Flex			
1	Addison Row	648 units constructed	40,640 SF in the pipeline
industrial			
2	Craftsman Circle		182,000 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.

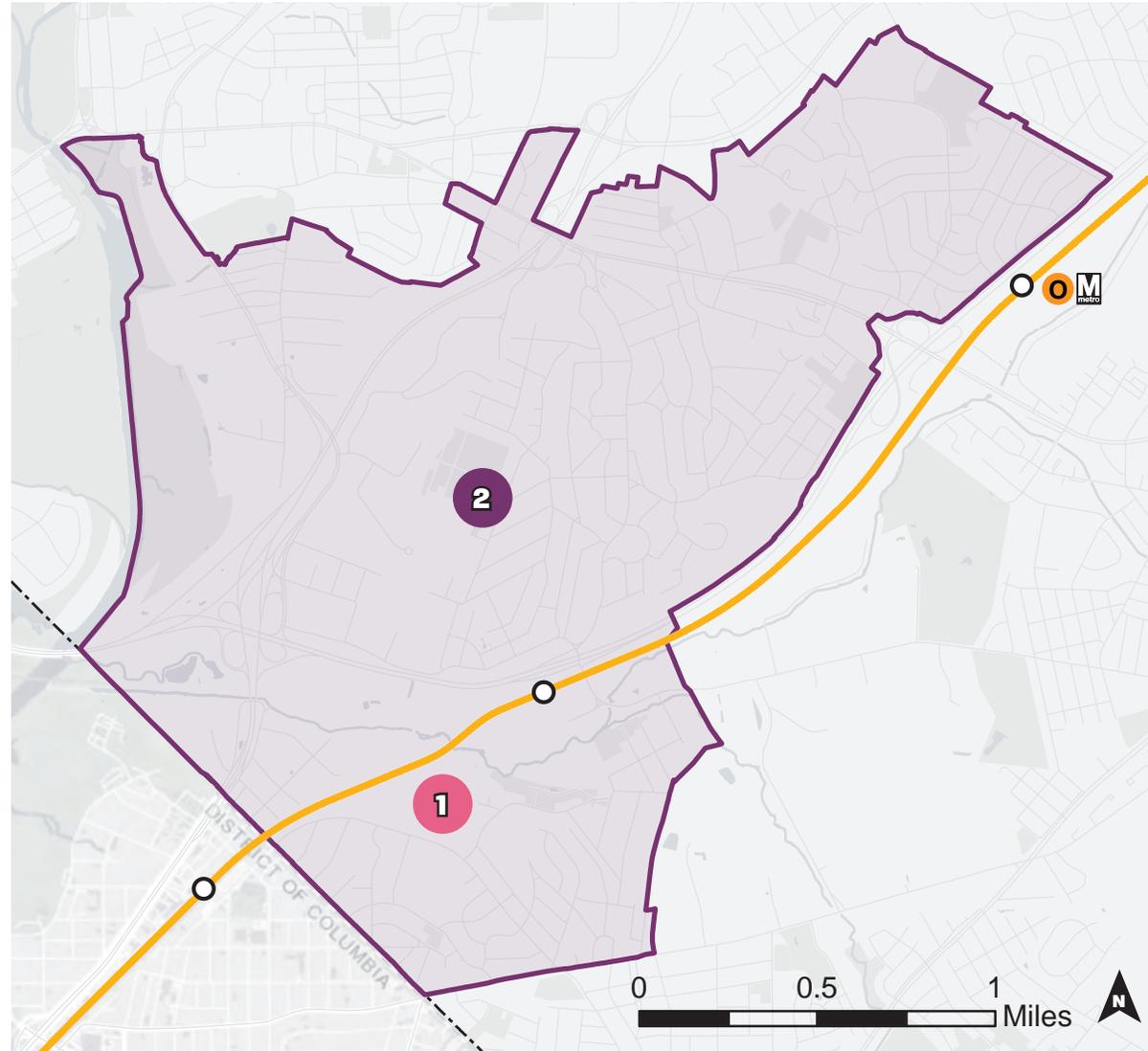
# Development Activity



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

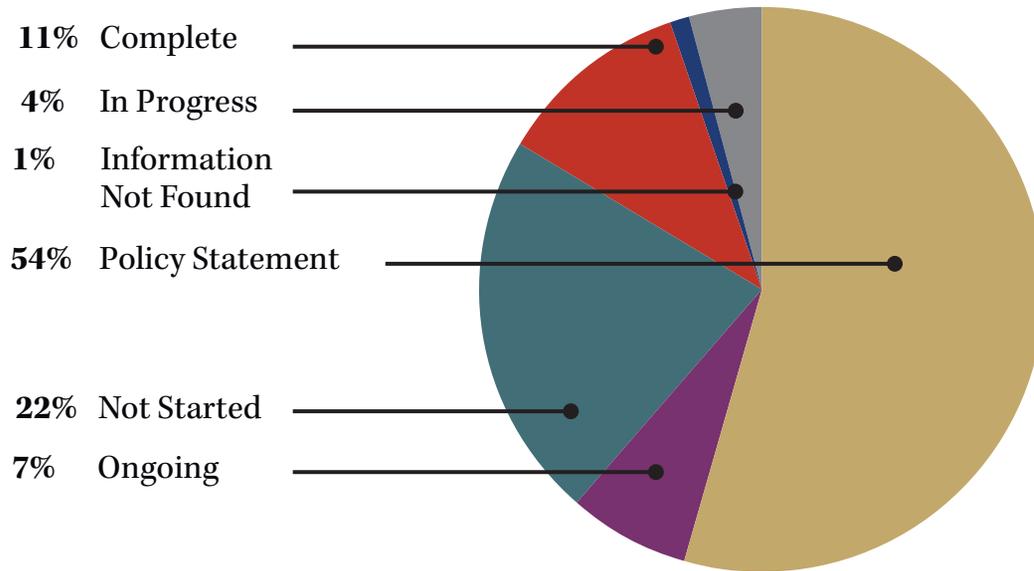
#	DEVELOPMENT NAME
1	Addison Row
2	Craftsman Circle

Recent Development Activity



# Implementation

## Status of Plan Recommendations



## Challenges

- Connectivity:** There is a lack of sidewalks and pedestrian safety features in the industrial and commercial areas. There is also a lack of access and wayfinding markers throughout the area, particularly leading to the University of Maryland Prince George’s Hospital Center and the Cheverly Metro Station.
- Metro Underutilized:** According to WMATA’s Metrorail Ridership Summary, between January 2023 and October 2025, the number of average daily entries (both tap and non-tap) at the Cheverly Metro Station was the second lowest of all stations in the Metrorail system. There are numerous physical barriers hindering TOD and access to the Cheverly Metro Station (e.g., US 50, industrial uses, environmentally sensitive lands).

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



The new Town of Cheverly **William Eley, Jr. Public Works** building was completed in 2025.

### KEY UPCOMING PROJECTS



There is an ongoing project to **redevelop the former Prince George’s County Regional Hospital site** in Cheverly into a mixed-use destination to include over 1,300 residential units. In addition, the project will include a hotel, 40,000 square feet of retail, and 70,000 square feet of neighborhood servicing medical and office space.<sup>2</sup>



The FY2025 Capital Improvement Program (CIP) for the Redevelopment Authority shows \$5M in FY2025 state funding for the **adaptive reuse of the old Fairmont Heights High School**.

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

<sup>2</sup> <https://www.princegeorgescountymd.gov/departments-offices/cheverly>

# Next Steps

## Near-Term Opportunities

This plan is relatively new, having been completed in 2018. While progress is being made, we have identified projects that may help to catalyze and encourage desired change. The opportunities below can also support implementation of Plan 2035.



**Evaluate Properties:** One recommendation related to revitalization of the Kenilworth Avenue area is to conduct an inventory and evaluation of industrial property conditions in the area to determine which properties have high levels of pollution or contamination due to industrial uses (LU 8.5). Having this information will help to prioritize and phase redevelopment strategies. This can help support Plan 2035 Natural Environment Strategy NE3.5, to “redevelop brownfield and superfund sites in priority growth locations.”

- Responsible Parties:**
- Town of Cheverly
  - Property owners



**Foster Partnerships:** The plan recommends creation of an MD 202 (Landover Road) business association to facilitate collaboration between community stakeholders, business and property owners, public agencies, and private investors. Moving this forward would support the vision of a stronger commercial corridor on Landover Road, and would also align with Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”

- Responsible Parties:**
- Town of Cheverly
  - Property owners

## PLAN UPDATE RECOMMENDATION

Update progress report as scheduled

## NEXT SIX-YEAR UPDATE DUE DATE

January 2030

Plan implementation is underway. As the plan has not been amended since approval in 2018, a future progress report update may consider whether there is a need to identify new opportunities for development or infrastructure improvements.

# Plan Progress Report

## Greenbelt Metro Area and MD 193 Sector Plan and Sectional Map Amendment

Date Plan Approved: March 5, 2013

Date of Progress Report: September 22, 2025

Councilmanic Districts: 1, 3, 4

### Progress Summary

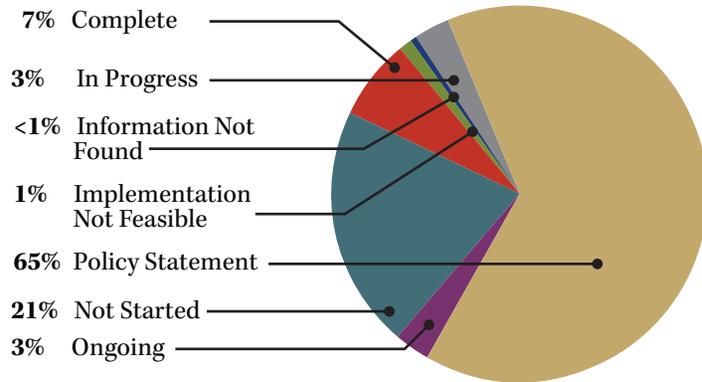
The Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment contains 567 recommendations, primarily focused on transportation and mobility as well as the natural environment.

Since its adoption in 2013, approximately 7 percent (39) of the recommendations have been completed, 3 percent (16) are in progress, and 3 percent (16) are ongoing. Approximately 21 percent (120) have not yet had action taken.

Some highlights of completed recommendations include:

- Pedestrian improvements were installed with the traffic circle at Cherrywood Lane and Greenbelt Metro Drive.
- The City of Greenbelt conducted a housing affordability study in 2016.

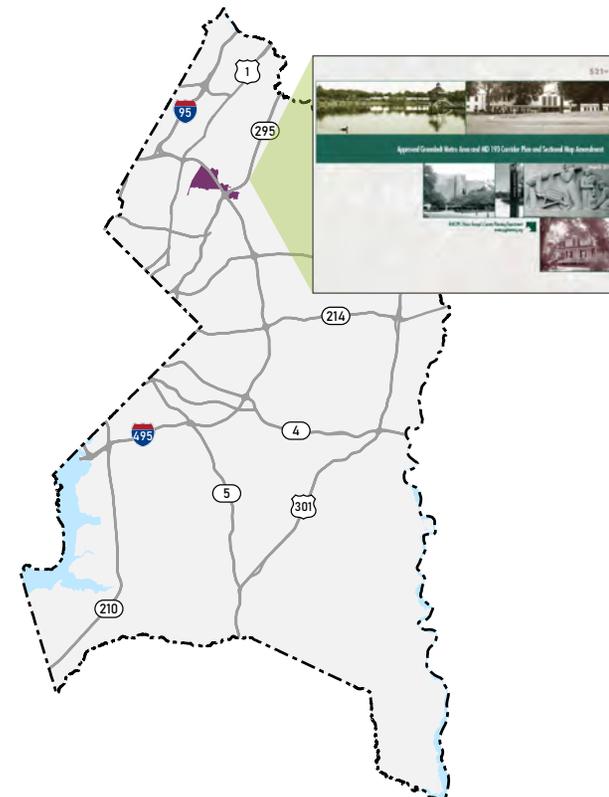
### Plan Recommendation Status



### 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 Greenbelt Metro Area and MD 193 Corridor Sector Plan were bounded on the west by the Metrorail Green Line tracks, the Capital Beltway (I-95/I-495) to the northeast, the Baltimore-Washington Parkway (MD 295) to the southeast, and Greenbelt Road (MD 193) to the south. The plan area superseded a portion of multiple prior plans.

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



### Related Plans

The Greenbelt Metro Area and MD 193 Corridor Sector Plan supersedes a portion of the following plan areas:

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

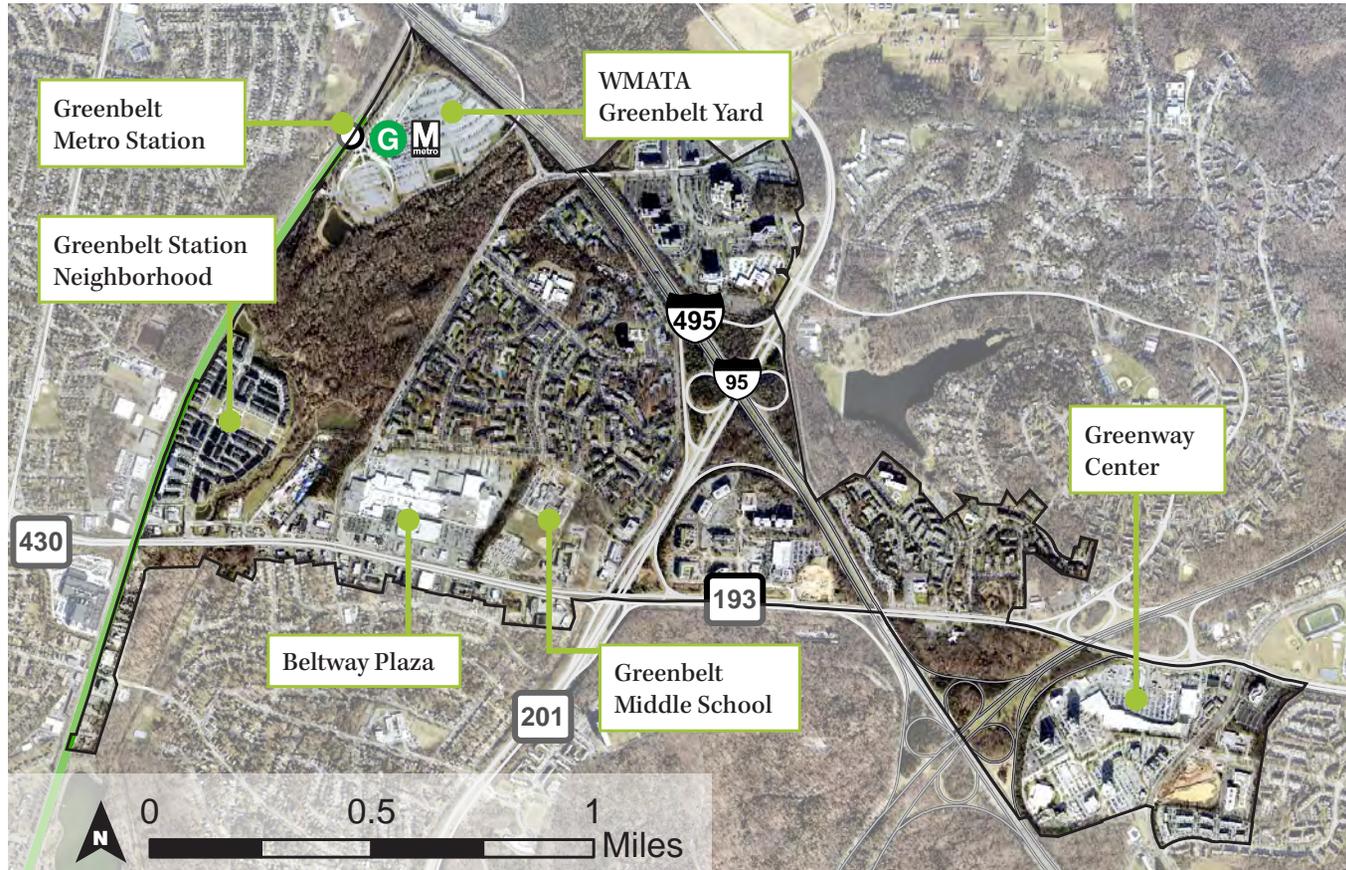
-  **As-Approved Plan Area**
-  **Superseding Plans**
-  **Superseded Plans**
-  **Metrorail Lines and Stations**

# Plan Area Summary

## Plan Area

The Greenbelt Metro Area and MD 193 Corridor Sector Plan area encompasses approximately 1.79 square miles (1,144 acres) of land located in the northwestern portion of Prince George's County, Maryland. The sector plan area is bounded by the Capital Beltway (I-95/I-495), Henry A. Wallace Beltsville Agricultural Research Center, and the historic center of Greenbelt to the north; the city boundaries of College Park to the west; the residential portion of the Town of Berwyn Heights, Greenbelt National Park, and the Hunting Ridge apartment complex to the south; and the Windsor Green and Greenbrook residential communities to the east. This plan falls within an Employment Area as designated in Plan 2035, and the northwest portion of the plan area is a Plan 2035 Regional Transit District

### Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL  
IMAGERY (MARCH 2024)

# Plan Overview

## Plan Vision

The Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA) envisions:

- An interconnected, vibrant, and diverse mixed-use metropolitan center that provides new housing, employment, and recreational opportunities by capitalizing on the area's strategic location, transportation assets, and unique open space system, incorporating lessons of walkability, mobility, and accessibility from historic Greenbelt and building on the communities' commitment to sustainability.
- A transformed MD 193 Corridor featuring competitive regional office parks; revitalized shopping centers; strong residential neighborhoods; pedestrian-oriented, mixed-use development; and phased, multimodal transportation improvements that enhance the corridor's safety, accessibility, and appeal.

The sector plan follows six planning principles: Sustainability; Connectivity and Safety; Economic Development; Neighborhood; Preservation and Conservation; and Quality of Life.



Belle Point Office Park

SOURCE: GREENBELT METRO AREA AND MD 193 CORRIDOR PLAN



Greenbelt Road

SOURCE: GREENBELT METRO AREA AND MD 193 CORRIDOR PLAN

## Plan Highlights

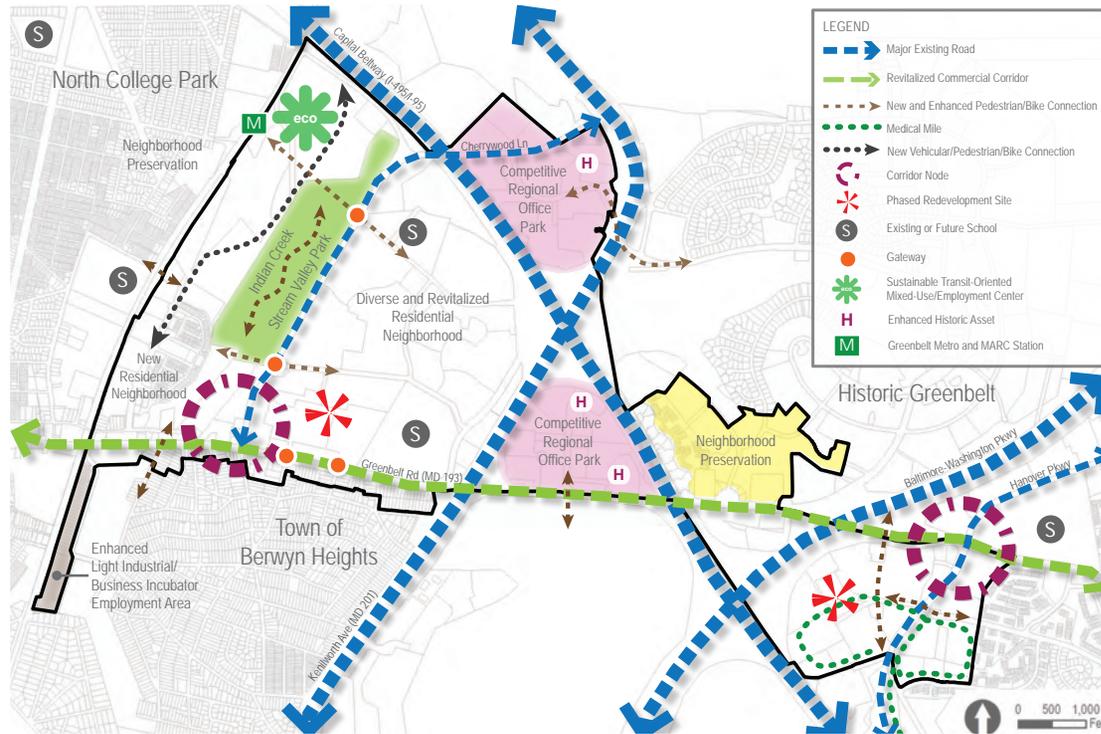
The plan recognizes an opportunity for the Greenbelt Metro Metropolitan Center to capitalize on the potential for relocation of a major employer or Government Services Administration (GSA) employment campus that will include supporting office, retail, and residential uses.

The plan looks to transform the MD 193 Corridor to maximize pedestrian and bicycle accessibility, mobility, and safety and act as a unifying presence tying regional office parks and shopping centers to existing and future residential neighborhoods and targeted mixed-use and pedestrian-oriented development.

Finally, sector plan recommendations and design guidelines and standards seek to foster an enhanced sense of place.

# Plan Overview

## Vision Concept



SOURCE: GREENBELT METRO AREA AND MD 193 CORRIDOR PLAN

## Indian Creek



SOURCE: GREENBELT METRO AREA AND MD 193 CORRIDOR PLAN

## North Core Illustrative Plan

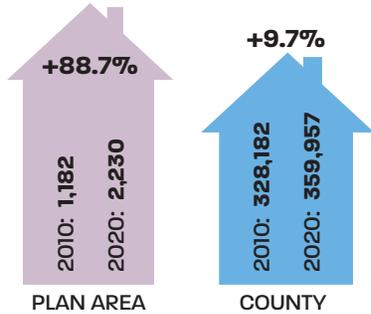


SOURCE: GREENBELT METRO AREA AND MD 193 CORRIDOR PLAN

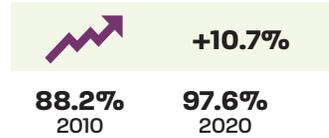
# Where Are We Now?

## Housing<sup>1</sup>

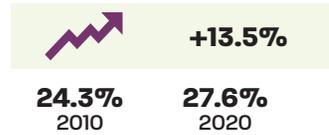
### TOTAL UNITS



### OCCUPANCY RATE (PLAN AREA)



### HOMEOWNERSHIP RATE (PLAN AREA)



## Population<sup>2</sup>

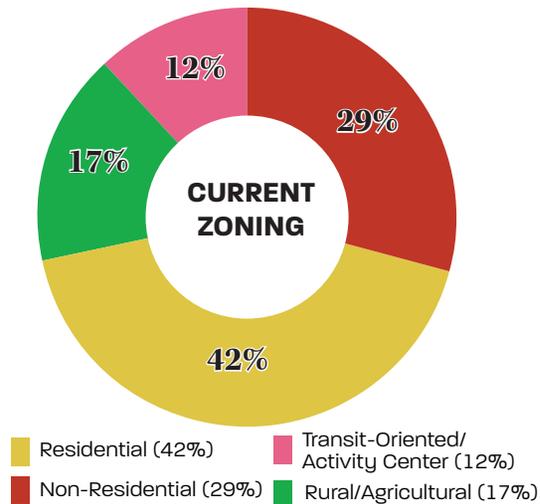
**PLAN AREA**  
2010: 2,770  
2020: 5,302



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

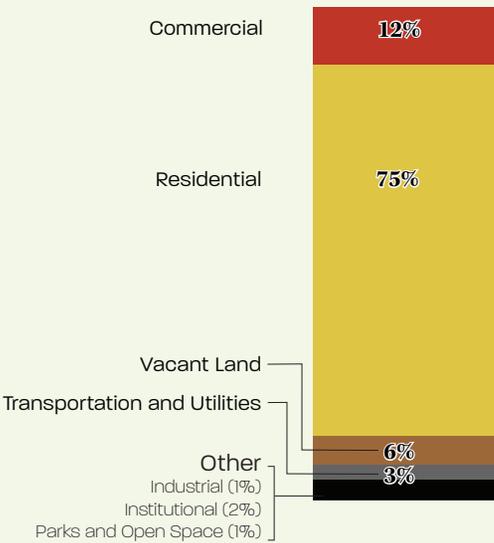


## Zoning<sup>3</sup>

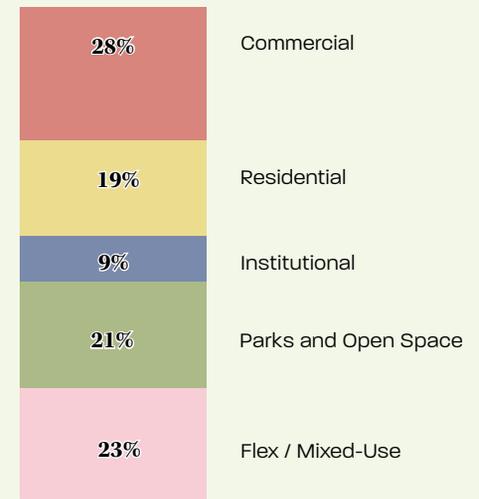


## Land Use

### 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

This plan largely supersedes the 2001 Greenbelt Metro Area Sector Plan, updating the land use and development vision of the former plan's Core Area and larger redevelopment opportunities, while extending further east along MD 193, recognizing the vital importance of this corridor to the larger Greenbelt Metro Station area. It calls for the transformation of MD 193 into a multimodal corridor that supports walkable and transit-oriented development connecting to the Core Area and metro station. Green design and sustainability continue to be major planning themes.

Major development has occurred in and is proposed for the plan area. A major development in the Core Area has been completed that has added hundreds of townhome and multifamily homes south of the Metro station, though currently without a direct connection between the two as envisioned in the plan.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
<b>Development Type: Residential</b>			
1	Greenbelt Station	782 units approved	3,232,170 SF approved
<b>Mixed-Use/Flex</b>			
2	Beltway Plaza Redevelopment	750 units constructed, 2,500 in the pipeline	954,562 SF in the pipeline

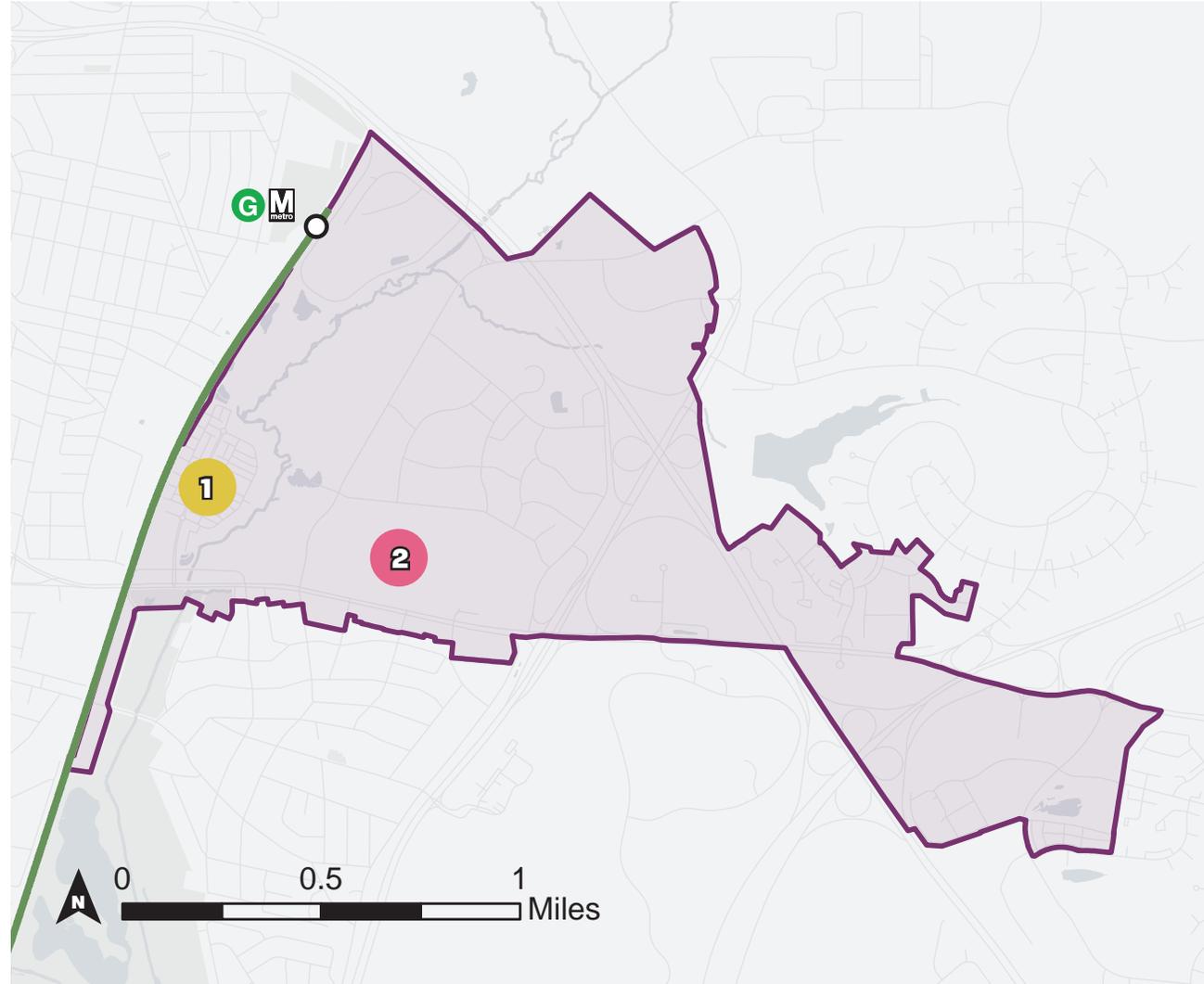
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

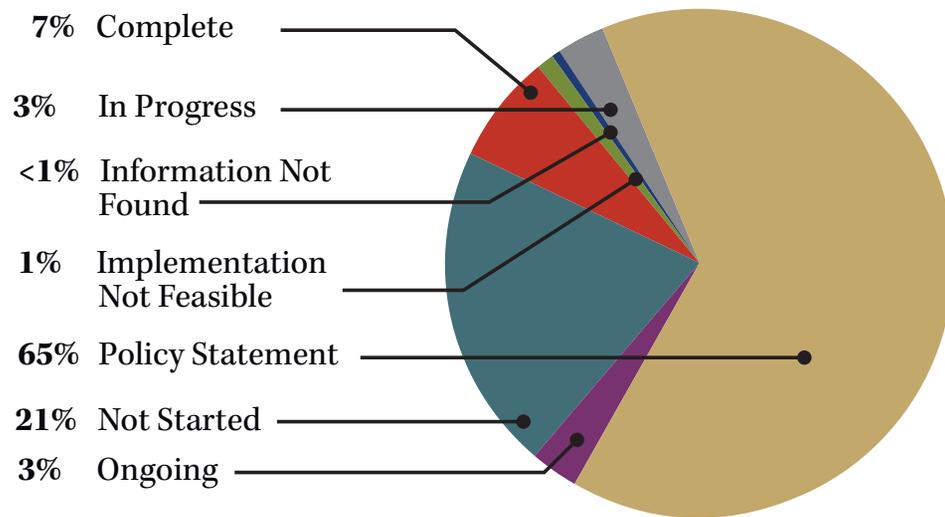
#	DEVELOPMENT NAME
1	Greenbelt Station
2	Greenbelt Plaza Redevelopment

Recent Development Activity



# Implementation

## Status of Plan Recommendations



## Challenges

- **FBI Headquarters:** A previously-announced move of the FBI headquarters to Greenbelt was potentially canceled as a decision was made to keep the FBI headquarters in downtown Washington, D.C. The process to attract the headquarters was highly competitive, and if the final decision is to remain downtown, it will mean a significant re-thinking of development possibilities in this plan area. It could also impact other planned improvements (such as a new Greenbelt interchange).
- **Environment:** The current physical environment includes extensive areas of impervious surfaces from parking lots and buildings that do not contain trees or woodlands to break up the visual landscape or provide the benefits of green infrastructure.
- **Connectivity:** The intersection of MD 193 and Kenilworth Avenue (MD 201) poses numerous access, connectivity, and safety challenges.

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



**Greenbelt Station** is an 88-acre site located just to the south of the Greenbelt Metro and MARC station, in the “south core” area of the plan. It is a transit-oriented residential community consisting of around 500 residential units, completed in 2015/2016.

## KEY UPCOMING PROJECTS



The City of Greenbelt is planning to update **Cherrywood Lane** to provide **better pedestrian and bicycle access**. The project will also provide on-street stormwater facilities.



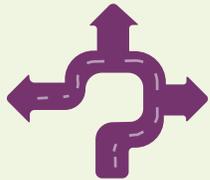
The City is also working with the Washington Metropolitan Area Transit Authority (WMATA) to develop a **trail** between Greenbelt Station development and the Greenbelt Metro Station.

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

# Next Steps

## Near-Term Opportunity

There are several plan recommendations that have not seen completion. The item below is one example of an initiative that can help to address the plan's vision, while also supporting implementation of Plan 2035.



**Connectivity:** There are several infrastructure improvements suggested in the sector plan to help improve safety and connectivity, such as funding and constructing pedestrian and bicycle improvements that create new, well-lit connections between North College Park and North Core amenities and facilities (Strategy 3.5). Plan recommendations should be reassessed for feasibility and need, and prioritized for implementation as relevant, in particular, where they help to support potential redevelopment sites in the transit district. 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:

- City of Greenbelt
- Town of Berwyn Heights
- Maryland Department of Transportation State Highway Administration
- Department of Public Works and Transportation

## PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

## NEXT SIX-YEAR UPDATE DUE DATE

**March 2031**

Changes may be warranted to identify new opportunities for transit-oriented development or infrastructure improvements not currently identified in the plan. This new plan should consolidate with neighboring plan areas, to reduce fragmentation. We recommend consolidating the following plans into a single sector plan: Langley Park-College Park-Greenbelt Sector Plan, Central US 1 Corridor Sector Plan, Greenbelt Metro Area Sector Plan, and the Greenbelt Metro Area and MD 193 Corridor Sector Plan.

## Greenbelt Metro Area Sector Plan and Sectional Map Amendment

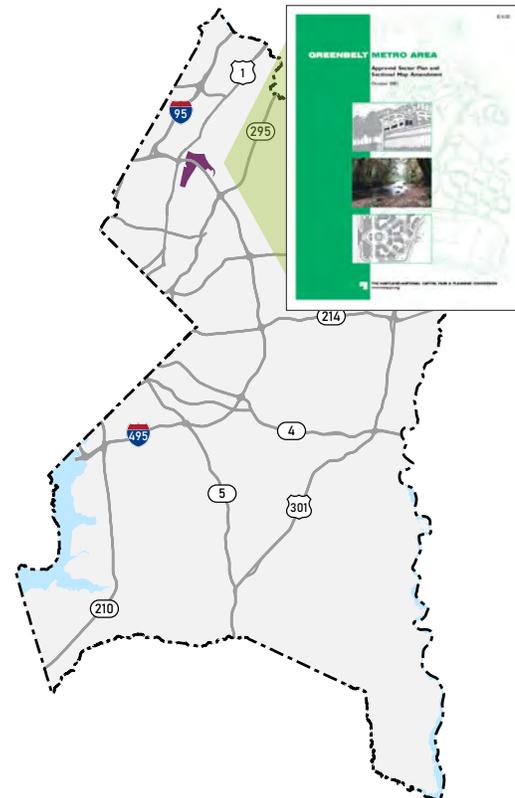
Date Plan Approved: October 16, 2001

Date of Progress Report: September 22, 2025

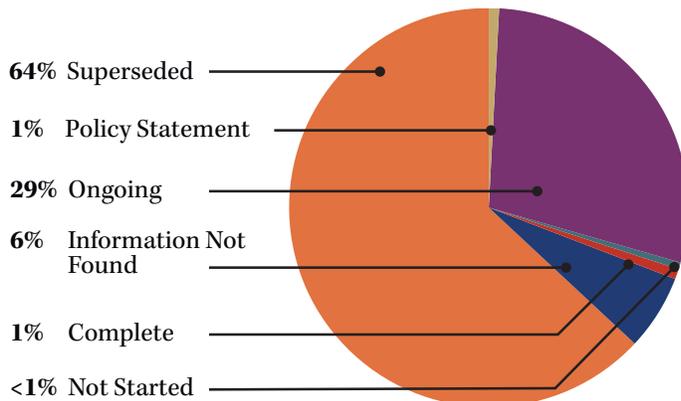
Councilmanic Districts: 1, 3, 4

The Greenbelt Metro Area Approved Sector Plan and Sectional Map Amendment contains 269 recommendations, primarily focused on transportation and mobility, land use, and public facilities.

Since its adoption in 2001, 64 percent (172) of the recommendations in the plan have been superseded. Approximately 1 percent (2) of the recommendations have been completed and 29 percent (77) are ongoing. Less than 1 percent (1) have not yet had action taken.



### 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 Greenbelt Metro Area Sector Plan were bounded by Baltimore Avenue (US 1) to the west, Sunnyside Avenue to the north, Edmonston Road and Kenilworth Avenue to the east, and Greenbelt Road to the south. The plan area superseded a prior plan and has also been superseded by multiple plans since adoption, with each superseding plan carving out a portion of the original plan area.

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

As-Approved Plan Area and Related Plan Boundaries



## Related Plans

The following plans supersede a portion of the Greenbelt Metro Area Sector Plan:

-  Greenbelt Metro Area and MD 193 Corridor Sector Plan (2013)
-  Central US 1 Corridor Sector Plan (2010)

The Greenbelt Metro Area Sector Plan supersedes a portion of the following plan:

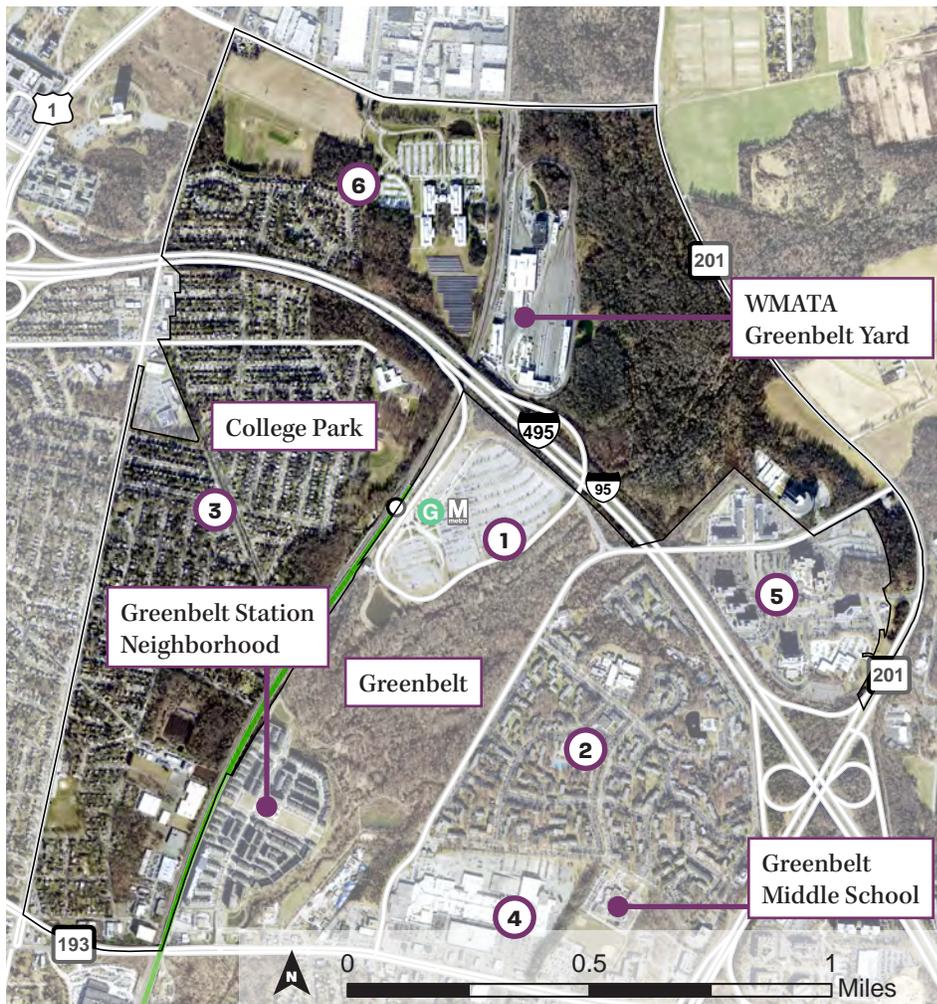
-  Langley Park-College Park-Greenbelt and Vicinity Master Plan (1989)

# Plan Area Summary

## Plan Area

The approved plan area contains areas that are within the municipal boundaries of the Town of Berwyn Heights and the cities of College Park and Greenbelt. It is generally bordered by Rhode Island Avenue on the west, Sunnyside Avenue and Edmonston Road on the north, Edmonston Road and Kenilworth Avenue on the east, and Greenbelt Road on the south (including all commercially zoned property on both sides of Greenbelt Road between the CSX/Metro railroad tracks and Kenilworth Avenue). The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page. This plan falls within an Employment Area as designated in Plan 2035.

### Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

○ Focus Areas and Goals

- 1 The Core Area:** A comprehensively planned, high-quality, mixed-use community to create a 24-hour, transit-oriented environment.
- 2 Springhill Lake:** A comprehensively planned and designed “transit village” that provides a mix of housing opportunities and strong linkages to the rail station.
- 3 North College Park:** An integral transit-supporting component that introduces residential uses on formerly incompatible industrial properties.

**4 Greenbelt Road and Beltway Plaza:** A cohesive commercial retail and office area that attracts new businesses, strengthens existing businesses and guards against commercial decline.

**5 Capital Office Park and Federal Courthouse:** Continues providing and maintaining high-quality office space within the High-Technology Triangle.

**6 USDA/BARC and Other Federal Properties:** Retention of current land uses and improved vehicular and pedestrian circulation to link the USDA/BARC facilities and the Greenbelt Metrorail/MARC station.

# Plan Overview

## Plan Vision

The sector plan area will be developed as a distinct, integrated and inviting mixed-use community characterized by:

- A safe and effective multimodal system that minimizes adverse traffic impacts by balancing traditional automobile use with transit and integrated bikeways and pedestrian linkages to and within the surrounding communities.
- The preservation and conservation of environmental features.
- Environmentally sensitive development and redevelopment.
- High-quality design standards.



SOURCE: GREENBELT METRO AREA SECTOR PLAN

## Plan Goals

- Provide quality development within a safe and effective multimodal transportation system that balances transit, bicycle, pedestrian and automobile circulation.
- Protect and strengthen the regional ecological systems.
- Create a sense of community identity and place.
- Apply transit village and other neo-traditional planning concepts common in urban design to promote residential communities oriented toward activity centers, transit and pedestrians.



SOURCE: GREENBELT METRO AREA SECTOR PLAN

## Core Area Industrial Property



SOURCE: GREENBELT METRO AREA SECTOR PLAN

## Plan Highlights

One key recommendation of the land use concept is a proposal for intensive mixed-use development near the Greenbelt station reflecting the Maryland Smart Growth policies. These policies attempt to limit urban sprawl and steer development toward transit stations or areas with existing public infrastructure.

The sector plan recommends phasing out incompatible industrial uses near the station site, particularly in the Core Area, for environmentally sensitive, compact mixed-use development; improving access between the Capital Beltway and the Core Area; staging residential redevelopment of the Springhill Lake community; revitalizing Beltway Plaza and the Greenbelt Road corridor through streetscape and facade improvements; phasing out incompatible industrial uses in the Branchville area of North College Park; creating gateway treatments at major road intersections; and, providing safe, integrated sidewalk and trail connections through the entire plan area and to surrounding neighborhoods.

# Plan Overview



**Greenbelt Metro and MARC Stations**



SOURCE: GREENBELT METRO AREA SECTOR PLAN

**Office Buildings at Capital Office Park**



SOURCE: GREENBELT METRO AREA SECTOR PLAN

**Typical Residential Street in North College Park**



SOURCE: GREENBELT METRO AREA SECTOR PLAN

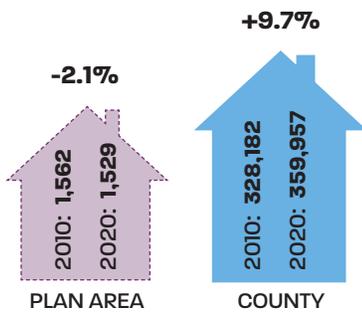
# Where Are We Now?

## Population<sup>1</sup>



## Housing<sup>2</sup>

### TOTAL UNITS



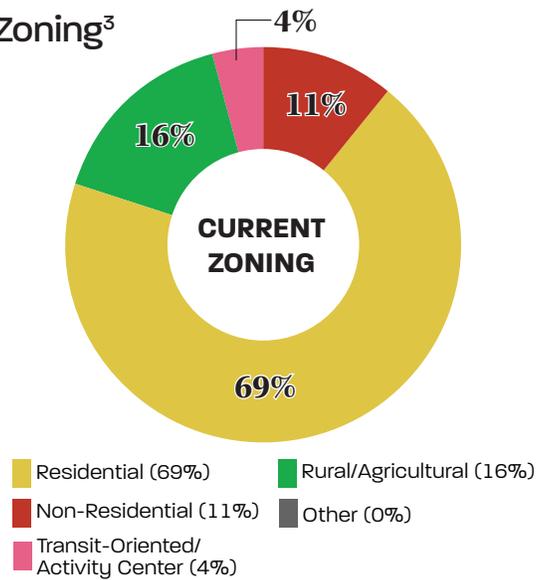
### OCCUPANCY RATE (PLAN AREA)



### HOMEOWNERSHIP RATE (PLAN AREA)

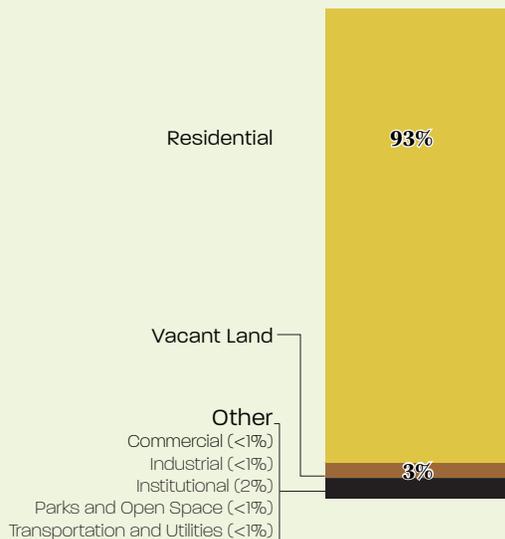


## Zoning<sup>3</sup>

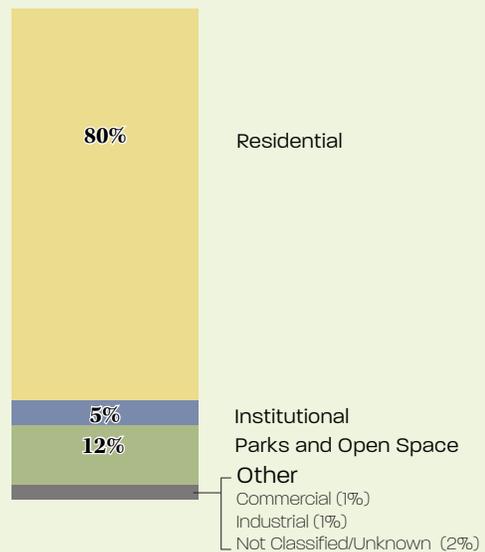


## Land Use

### 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

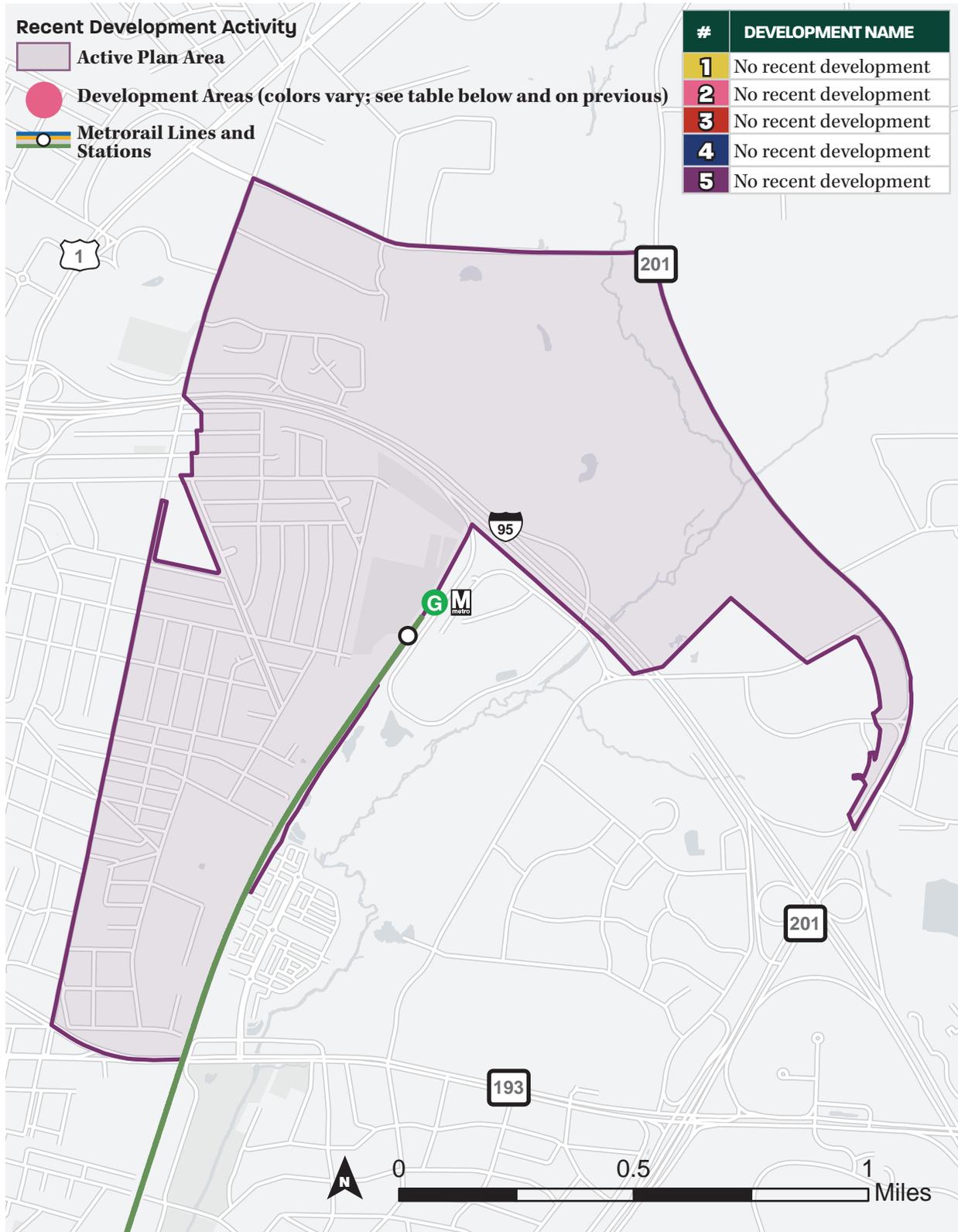
The plan aimed to create a high-intensity mixed-use node around the Greenbelt Metro Station based on the principles of transit, pedestrian, and bicycle access; respect to ecological systems, and community identity. The Core Area was surrounded by North College Park, public and federal land, the Capital Office Park and Federal Courthouse, Springhill Lake Transit Village, and Beltway Laza and Greenbelt Rd. Commercial Corridor subareas where less intense development was planned.

Since the adoption of the plan, the Core Area, Beltway Plaza and Greenbelt Road, Commercial Corridor, and Springhill Lake Transit Village subareas have been removed from the plan area; the remaining subareas were proposed to house natural preservation areas, existing residential neighborhoods, and employment centers, with infill and smaller redevelopment opportunities. Many larger development projects have been on sites in the removed subareas and are therefore not included in the following table and map. Almost half of the remaining plan area is dedicated for public or quasi-public uses.

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

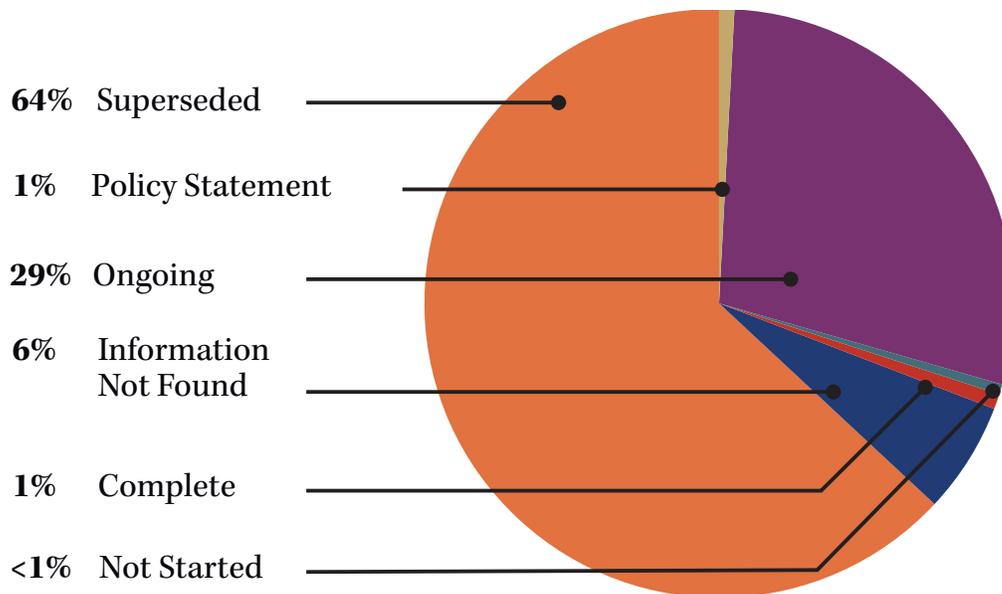
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# Development Activity



# Implementation

## Status of Plan Recommendations



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



In late 2023, the City of College Park completed Phase 1 of the **Rhode Island Avenue Protected Bike Lane Project** between University Boulevard and Muskogee Street. The completed project installed concrete shared bus/bike platforms to improve bus reliability and eliminate bus versus bike conflicts. Intersections have also been realigned and reconfigured to prevent drivers from illegally traveling in the bike lane to pass left turning vehicles.

### KEY UPCOMING PROJECTS



The FY2025 Capital Improvement Program includes future **Rhode Island Avenue Phase II and III improvements**, with Phase II involving further improvements between US 1 and Edgewood Road and Phase III extending from Edgewood Road to MD 193.

## Challenges

- **Change in Development Plans:** A previously-announced move of the FBI headquarters to Greenbelt was canceled as a decision was made to keep the FBI HQ in downtown Washington, D.C. The process to lure the HQ was a competitive one, and if the decision to remain in Washington, D.C., holds, it will mean a significant re-thinking of development possibilities in Greenbelt.
- **Limited Infill Opportunities:** The community is largely designated as open space or is built out. Other than infill at the mall or development of the Metro/MARC station area, there is low opportunity for infill development other than teardowns.

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

# Next Steps

## Near-Term Opportunity

Nearly all plan recommendations have been completed, started, or superseded. The action below supports a recommendation that has not been addressed, and can also support the implementation of Plan 2035.



**Northern Gateway:** The plan recommends developing a gateway at the intersection of Edmonston Road and Cherrywood Lane leading to the entrance of the Greenbelt Metro Station area (see plan page 21). This would serve not only a placemaking purpose, but also wayfinding, and would support Plan 2035 Transportation and Mobility Strategy TM5.5: “Coordinate with DPW&T, MTA, and WMATA to [...] Provide adequate lighting along pedestrian corridors and consistent wayfinding signage to stations from neighboring communities.”

### Responsible Parties:

- Department of Public Works and Transportation
- City of Greenbelt

### PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

### NEXT SIX-YEAR UPDATE DUE DATE

**October 2031**

Given the plan’s age, a replacement may be warranted in the future to identify new opportunities for transit-oriented development or infrastructure improvements not currently identified in the plan. This new plan should consolidate with neighboring plan areas, to reduce fragmentation. We recommend consolidating the following plans into a single sector plan: Langley Park-College Park-Greenbelt Sector Plan, Central US 1 Corridor Sector Plan, Greenbelt Metro Area Sector Plan, and the Greenbelt Metro Area and MD 193 Corridor Sector Plan.