

Plan Progress Report

Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment

Date Plan Approved: June 1, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 1, 3

Progress Summary

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

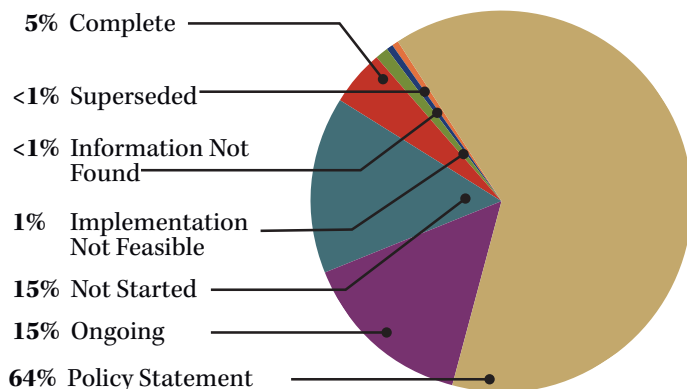
Since its adoption in 2010, approximately 5 percent (21) of the recommendations have been completed, and 15 percent (56) are ongoing. Approximately 15 percent (57) have not yet had action taken.

Some highlights of completed recommendations include:

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



Plan Recommendation Status



Suggested Next Step(s)

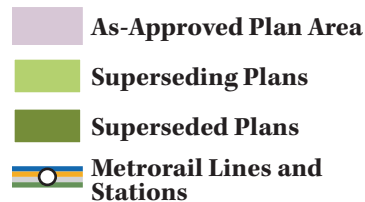
- ☒ Review in 2028
- ☐ Major/Minor Plan Amendment
- ☐ Replace
- ☒ Consolidate

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

Related Plans

As-Approved Plan Area and Related Plan Boundaries

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 The plan area superseded portions of multiple prior plans upon approval.



As-Approved Plan Area and Related Plan Boundaries



Related Plans

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

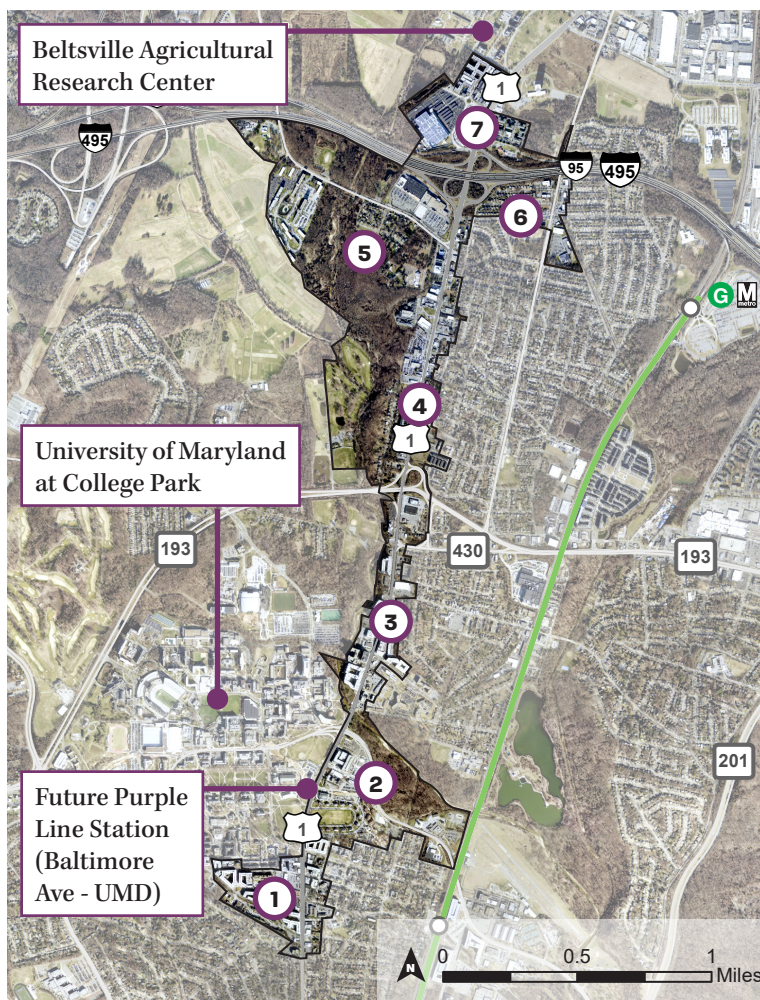
- 1 Greenbelt Metro Area Sector Plan (2001)
- 2 Langley Park-College Park-Greenbelt and Vicinity Master Plan (1989)

Plan Area Summary

Plan Area

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

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

6 Uptown: An integration of the large-footprint IKEA store building into a new network of multistory, mixed-use development with mid-block structured parking.

7 Hollywood Commercial District: Redevelopment of the low-density retail parcels into a walkable center that maximizes its position on the multiway boulevard portion of Rhode Island Avenue.

Focus Areas and Goals

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

Plan Overview

Plan Vision

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

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

Paint Branch Stream



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN

Intersection of I-95 and US-1



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN

Plan Highlights

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

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

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

Plan Overview



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN



SOURCE: CENTRAL US 1 CORRIDOR SECTOR PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 3,783
2020: 10,825



+186.1%



COUNTY

2010: 863,420
2020: 967,201

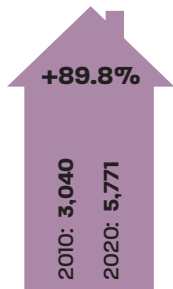


+12.0%



Housing²

TOTAL UNITS



PLAN AREA



COUNTY

OCCUPANCY RATE (PLAN AREA)



+65.3%

51.6% 85.3%
2010 2020

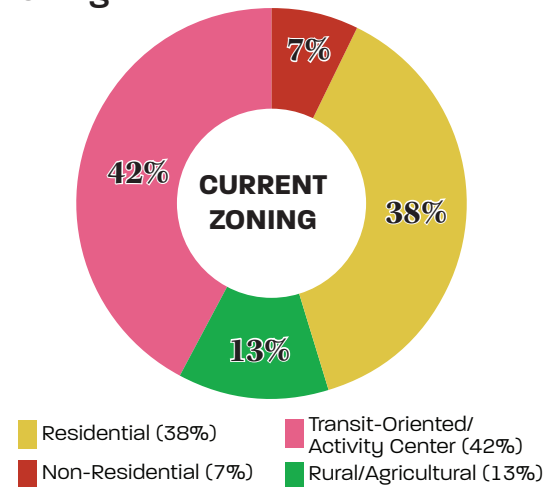
HOMEOWNERSHIP RATE (PLAN AREA)



-50.9%

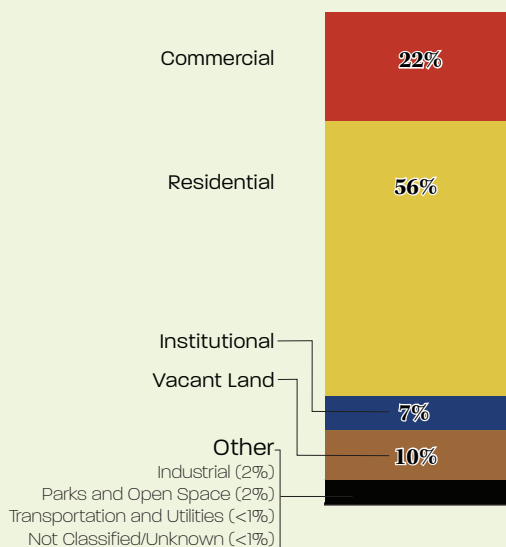
10.9% 5.3%
2010 2020

Zoning³

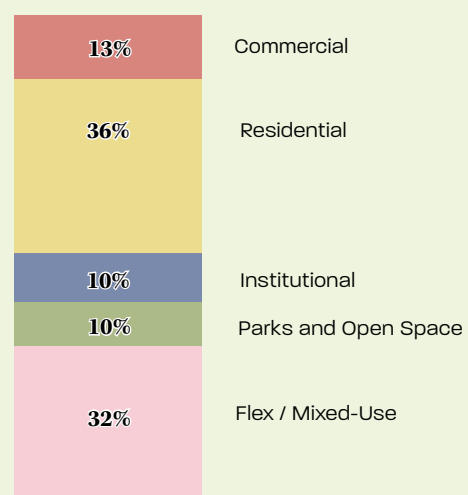


Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵



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

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

Development Activity

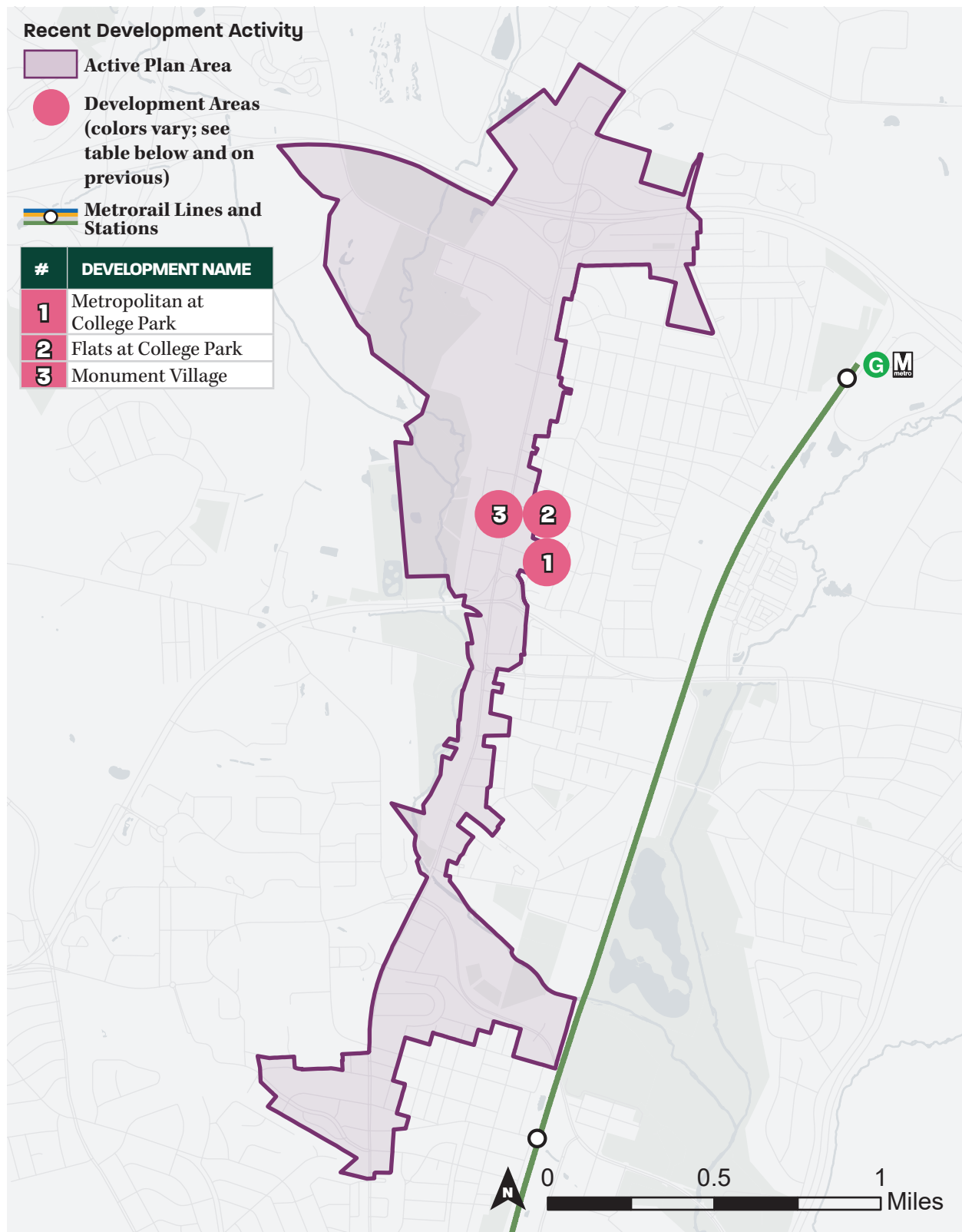
The plan calls for the transformation of US 1 in the plan area from an auto-dominated corridor into a largely mixed-use and walkable stretch, organized around a set of nodes. Development should be sufficiently dense to complement upgrades to the pedestrian, cyclist, and transit access along US 1 while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

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

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

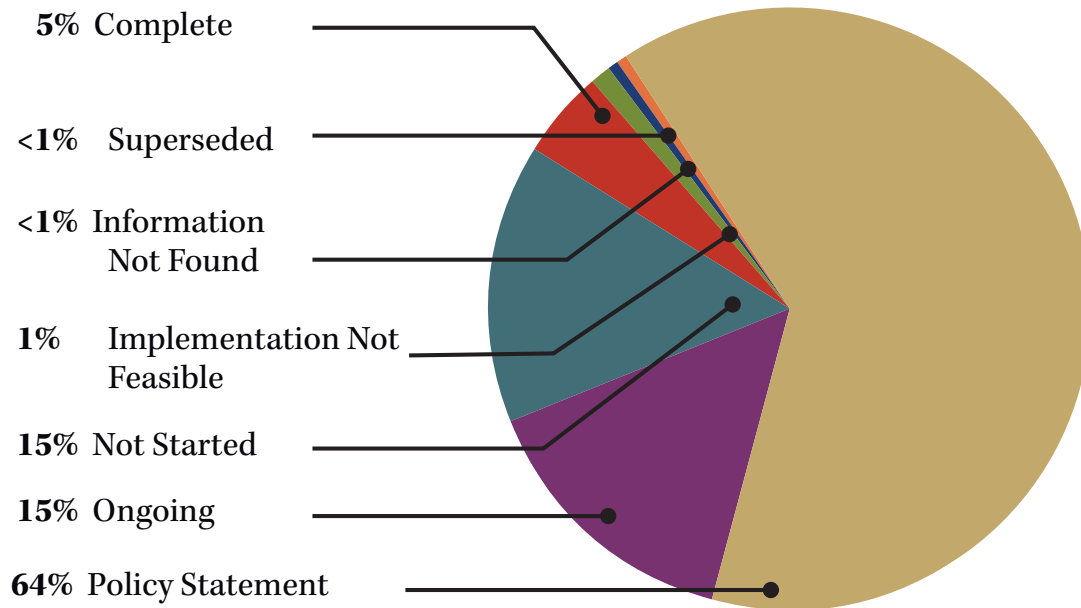
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

Development Activity



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



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



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

KEY UPCOMING PROJECTS



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

Challenges

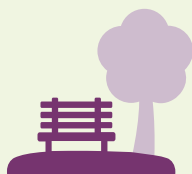
- **Transportation and Connectivity:** As noted in the plan (page 27-28), traffic congestion is a concern in the area. The road network has also become fragmented, adding a challenge for neighborhood-to-neighborhood connections.
- **Development Constraints:** The plan also notes (page 29) that development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

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

Next Steps

Near-Term Opportunities

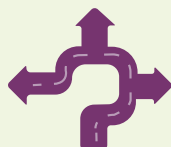
With the forthcoming Purple Line, and existing access to the Capital Beltway and MD 193, this area has excellent visibility and access. Proposed strategies below seek to improve connectivity and placemaking, as well as support implementation of Plan 2035.



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

Responsible Parties:

- Department of Parks and Recreation
- Property owners



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

Responsible Parties:

- Department of Public Works and Transportation

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

March 2028

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

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