

M-NCPPC
PRINCE GEORGE'S COUNTY
Planning Department

Councilmanic Districts: 8

- The Oxon Cove Trail Pedestrian Bridge opened in 2025.
- The Town of Forest Heights was part of the Green Streets, Green Jobs, Green Towns Partnership and has helped reduce the impact of stormwater runoff pollution to the Oxon Run Stream Valley.



A pie chart illustrating the status of the National Policy Framework for Digitalisation of the Public Sector. The chart is divided into seven segments, each with a label and a percentage. The segments are: 47% Policy Statement (tan), 25% Not Started (teal), 12% Complete (red), 8% Ongoing (purple), 4% Implementation Not Feasible (green), 3% Information Not Found (dark blue), and 1% In Progress (light grey). Lines connect the labels to their respective segments.

Status	Percentage
Policy Statement	47%
Not Started	25%
Complete	12%
Ongoing	8%
Implementation Not Feasible	4%
Information Not Found	3%
In Progress	1%

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

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

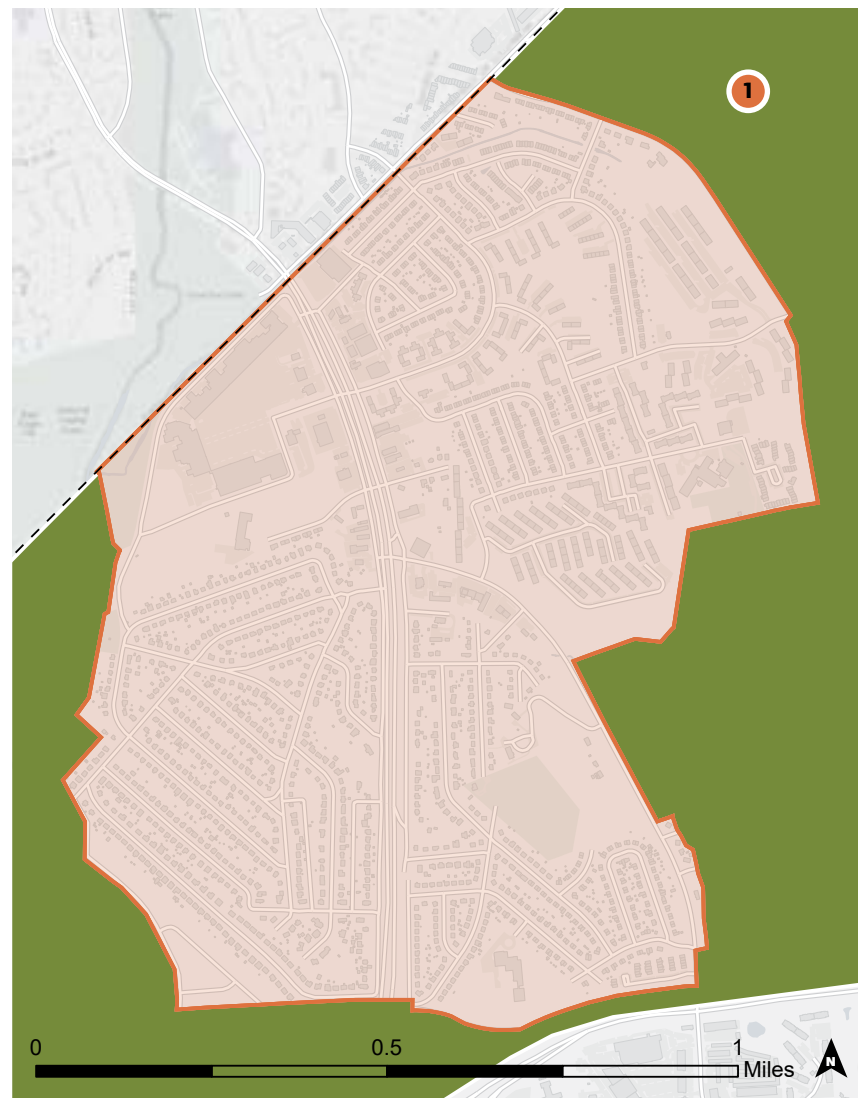
Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Eastover-Forest Heights-Glassmanor Sector Plan were bounded by Washington, D.C., to the northwest, Owens Road to the northeast, Livingston Road to the east, the Capital Beltway (I-95/I-495) to the south, and the Oxon Run stream valley to the west. The plan area superseded a portion of The Heights and Vicinity Master Plan upon adoption.

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-  Superseded Plans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

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Eastover-Forest Heights-Glassmanor Sector Plan supersedes a portion of the following plan:

-  The Heights and Vicinity Master Plan (2000)

Plan Area Summary

Plan Area

The Eastover/Glassmanor/Forest Heights Sector Plan area lies in the southwestern portion of Prince George's County bordering the southeast section of Washington, D.C., and is approximately three miles north of National Harbor. The 618-acre planning area consists of a retail corridor (MD 210 [Indian Head Highway]) connecting Washington, D.C., to the Capital Beltway and flanked by the residential neighborhoods of Glassmanor and Forest Heights. Proximity to Washington, D.C.; Southern Avenue Metro Station; Oxon Hill Farm/Oxon Cove Park; National Harbor; Alexandria, Virginia; and access to the Capital Beltway (I-95/I-495) and the Woodrow Wilson Bridge are crucial community assets and influence redevelopment potential. A portion of this plan area falls within a Neighborhood Reinvestment Area as designated in Plan 2035.

Plan Area Aerial with Key Locations Highlighted



○ Focus Areas and Goals

- 1 Northern Gateway:**
Has the highest concentration of pedestrian traffic and retail uses; adjacent to the Washington, D.C. boundary.
- 2 MD 210/Indian Head Highway Corridor:**
Has opportunities for creating an urban core, but also the greatest need for redevelopment and public realm improvement.
- 3 Southern Gateway:**
Has opportunities for catalytic development and public realm improvements.
- 4 Forest Heights:** Built-out, stable community with opportunities for improving connectivity.
- 5 Glassmanor Neighborhood:**
Has strategic opportunities for new development and public realm investments.

Plan Overview

Plan Vision

The Eastover/Forest Heights/Glassmanor community has an active commercial core found along the restructured MD 210/Indian Head Highway corridor that is integrated with a vibrant mix of residential, office, and civic development. Rehabilitated and infill residential development offer a diverse mix of market rate and workforce housing that conveniently links to transit stops, schools, and shopping by an efficient and safe network of pedestrian-friendly streets and paths. The area's unique location as a gateway to and from Washington, D.C., supplies access to employment, entertainment, and cultural resources and a revitalized and rehabilitated Oxon Run links the community to the National Park's Oxon Hill Farm and Cove Park.



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

Plan Goals

- Develop a plan that sets up a path for growth and transformation of the sector plan area in response to changing demographics and development projects in the surrounding areas.
- Collaborate with the Maryland State Highway Administration (SHA) to address safety issues along MD 210/Indian Head Highway.
- Create safe and attractive streetscapes and a public realm that accommodates multiple transportation options.
- Address environmental concerns including flooding, stream, and water quality degradation, quality and quantity of open space, and urban tree canopy
- Revitalize neighborhood retail to create diverse, vibrant and safe shopping areas.
- Establish partnerships with businesses and community groups.



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

Redevelopment Focus Areas



SOURCE: EASTOVER-FOREST HEIGHTS-GLASSMANOR SECTOR PLAN

Plan Highlights

This sector plan addresses the local street and sidewalk networks: cars, bicycles, and pedestrian movements; street corners; crosswalks; bridges; and channels in order to establish a safe and functional system for the orderly movement of people, traffic, water, and wildlife.

This sector plan also addresses development and market changes that are taking place locally and regionally by setting the stage for responsive and resilient community planning.

Plan Overview

MD 210 Indian Head Highway Existing Section



SOURCE: EASTOVER-Forest HEIGHTS-GLASSMANOR SECTOR PLAN

MD 210 Indian Head Highway Proposed Section



SOURCE: EASTOVER-Forest HEIGHTS-GLASSMANOR SECTOR PLAN

Northern Gateway Rendering



SOURCE: EASTOVER-Forest HEIGHTS-GLASSMANOR SECTOR PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 9,802

2020: 10,511



+7.2%



COUNTY

2010: 863,420

2020: 967,201



+12.0%



Housing²

TOTAL UNITS

+1.5%

2010:
4,096

2020:
4,156

PLAN AREA

+9.7%

2010:
328,182

2020:
359,957

COUNTY

OCCUPANCY RATE (PLAN AREA)



+7.6%

86.9%
2010

93.6%
2020

HOMEOWNERSHIP RATE (PLAN AREA)

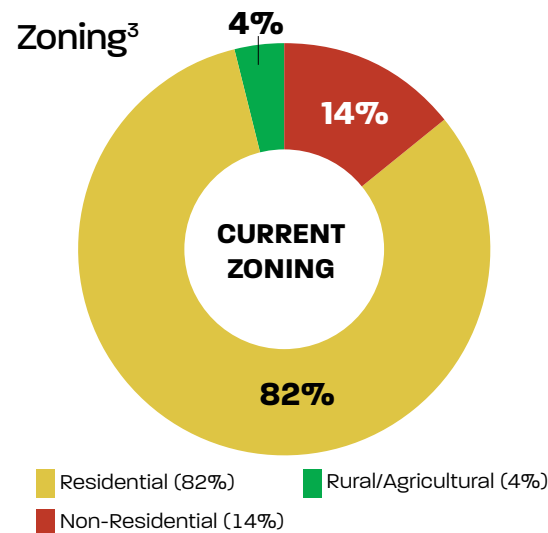


-8.1%

36.6%
2010

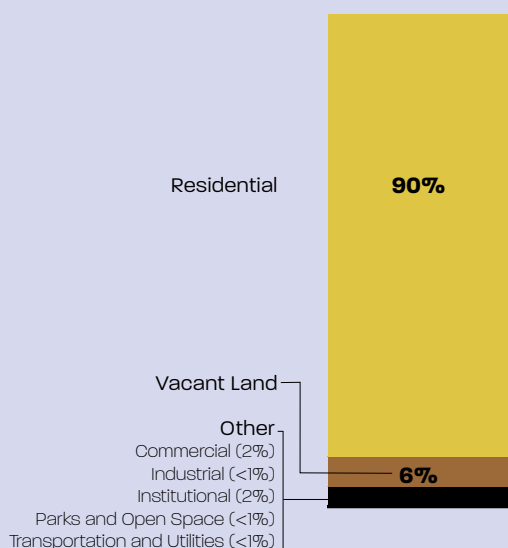
33.6%
2020

Zoning³



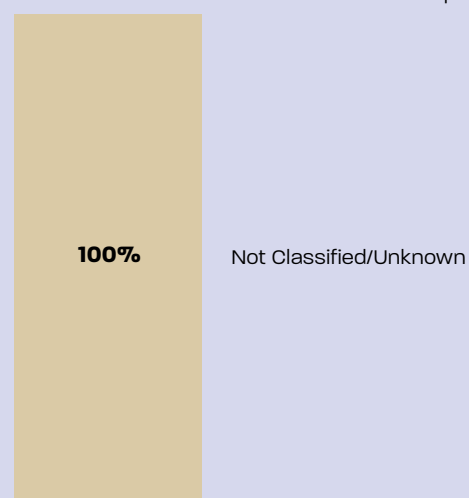
Land Use

CURRENT LAND USE⁴



PLANNED FUTURE LAND USE⁵

This Sector Plan did not include a future land use map.



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

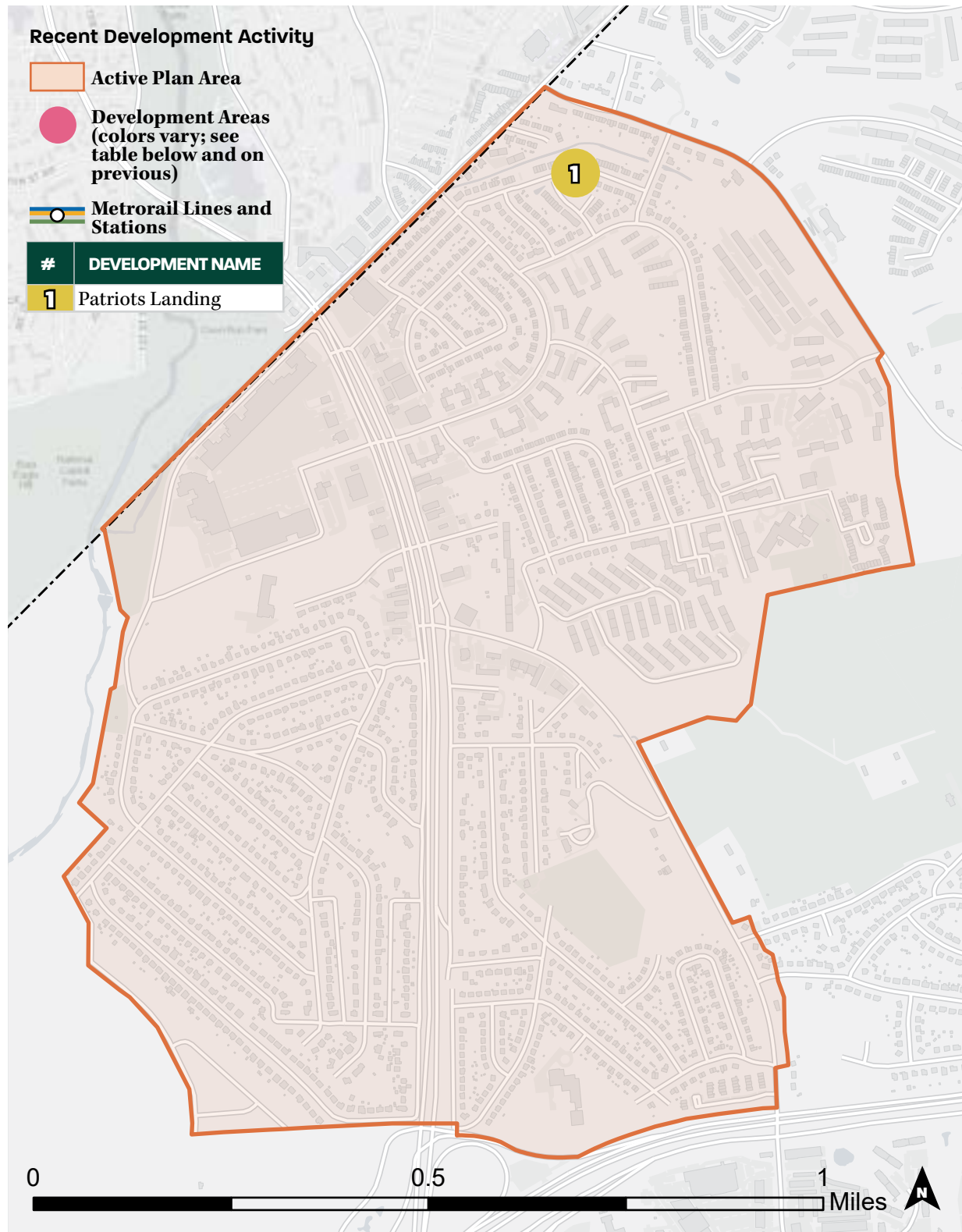
The goals of the plan were principally to improve the quality and safety of the public realm, while strengthening the neighborhood retail and commercial uses of the plan area, especially along MD 210. The redevelopment vision identifies seven catalytic sites, along MD 210 and in the residential neighborhoods to the east, that complement the streetscape and public realm improvements the plan calls for. Taken together the public realm improvements and redevelopment vision seek to improve the quality and safety of the community and induce more private investment in the plan area.

Some development has occurred in the plan area since adoption of the plan, including on one of the catalytic sites. Notable development is proposed on the southwest side of the plan area, outside of any of the catalytic sites, and would represent a significant departure from the surrounding character.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Patriots Landing	51 units constructed, 12 in the pipeline	

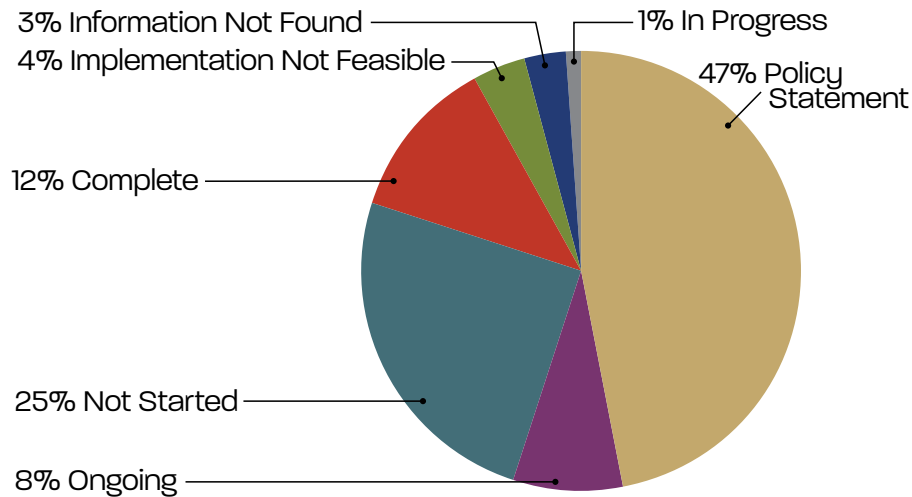
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



Implementation

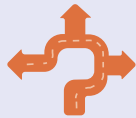
Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS ¹



Maryland Department of Transportation State Highway Administration (MDOT SHA) installed **highly visible crosswalks, lane narrowing, and speed limit reduction** from 35 mph to 30 mph along MD 210 (Indian Head Highway) between Livingston Road/Sachem Lane and the Washington D.C. line.

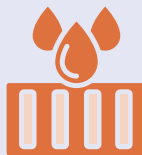


MDOT SHA made updates to the **MD 210 (Indian Head Highway) Intersection at Livingston Road and Kerby Hill Road** from south of I-95/I-495 to north of Palmer Road. This project replaced the existing intersection with an interchange and access ramps that improved safety, mobility, and alleviate current and future travel congestion.

KEY UPCOMING PROJECTS



MDOT SHA has initiated Preliminary Design activities for the first phase of improvements identified in the MD 210 Pedestrian and Bicycle Study (2022), which identified and evaluated concepts for a pedestrian/bicycle facility adjacent or parallel to the MD 210 corridor between I-95/I-495 and Old Fort Road South.



Prince George's County Department of Public Works and Transportation (DPW&T) is in final review for the Owens Road. Channel Drainage Improvements, which will rehabilitate a concrete-lined channel.

Challenges

- **Plan Recommendations Not Feasible:** Some recommendations have been deemed infeasible. For example, redeveloping the blighted Assumption Clinics site with adjacent parcels was deemed infeasible due to floodplain constraints and parcel assembly.

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

Next Steps

Near-Term Opportunities

There are several outstanding recommendations from the plan that, if implemented, could help to drive change related to stormwater management and community development, while also supporting implementation of Plan 2035.



Stormwater Management: Several high-priority actions focused on stormwater management have not shown progress, including investigating the possibility of utilizing vacant private property at 51 and 53 Talbert Drive for stream buffer expansion (page 138 in the plan). Revisiting these actions could help support Plan 2035 Natural Environment Policy 2: “Improve and maintain water quality through stormwater management and water resource protection.”

Responsible Parties:

- Maryland Department of the Environment
- Property owners



Development Opportunities: The plan identifies several potential catalytic development or redevelopment partnerships/opportunities for this area (page 59-60). Consider a renewed review of properties from non-completed recommendations (e.g., Eastover Shopping Center, Oxon Hill Volunteer Fire Station site) for feasibility. This action can help support Plan 2035 Neighborhood Reinvestment Area Policy 3: “Adequately fund neighborhood revitalization programs and coordinate resources to revitalize targeted neighborhoods.”

Responsible Parties:

- Planning Department
- Prince George’s County Economic Development Corporation

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

February 2026

While this plan does not appear to be in need of updates in the short term, we recommend consolidating it into a master plan for Planning Area 76A (The Heights), combining the Branch Avenue Corridor Sector Plan, The Heights and Vicinity Master Plan, the Eastover/Forest Heights/Glassmanor Sector Plan, and the portions of the Southern Green Line Sector Plan and the Central Branch Avenue Sector Plan that fall within Planning Area 76A (The Heights).