

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

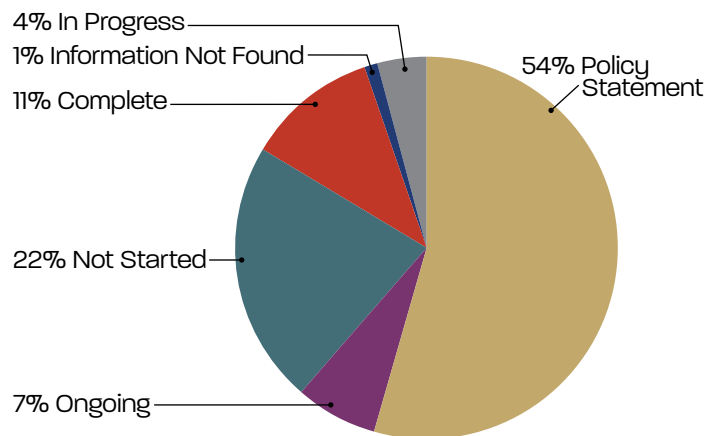
The Approved Greater Cheverly Sector Plan contains 281 recommendations, primarily focused on transportation and mobility; community heritage, culture, and design; and land use.

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.

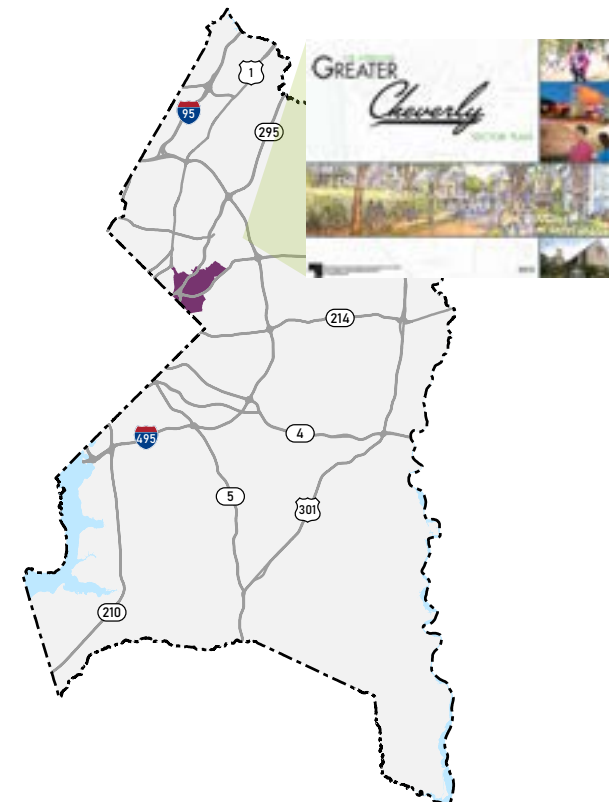
Plan Recommendation Status



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.

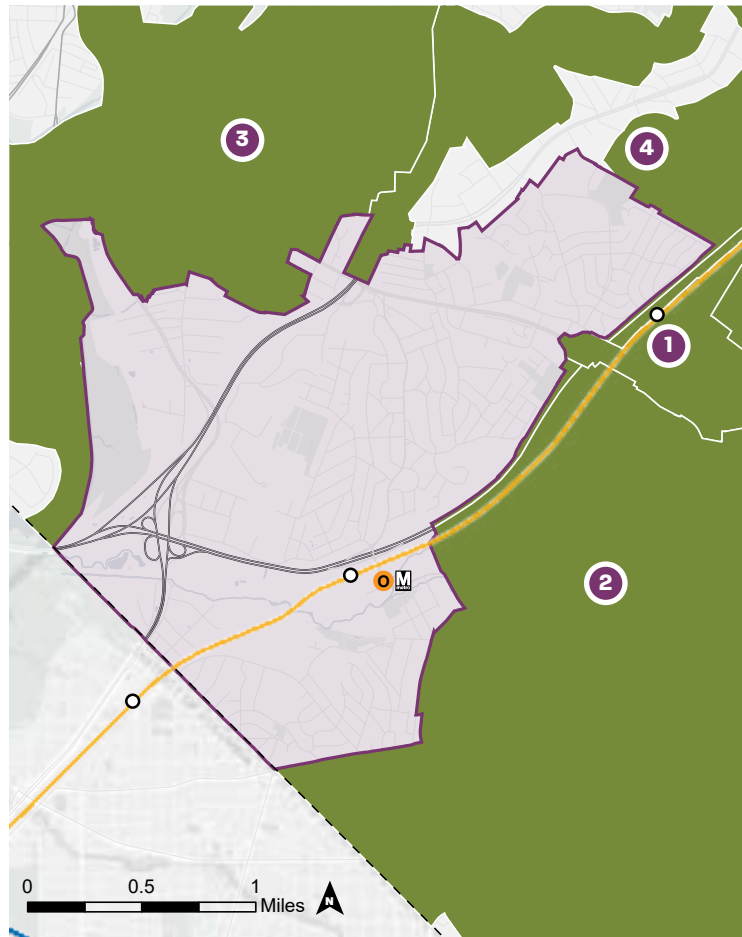


Related Plans

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 The plan area superseded portions of several prior plans upon adoption.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-  Superseded Plans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

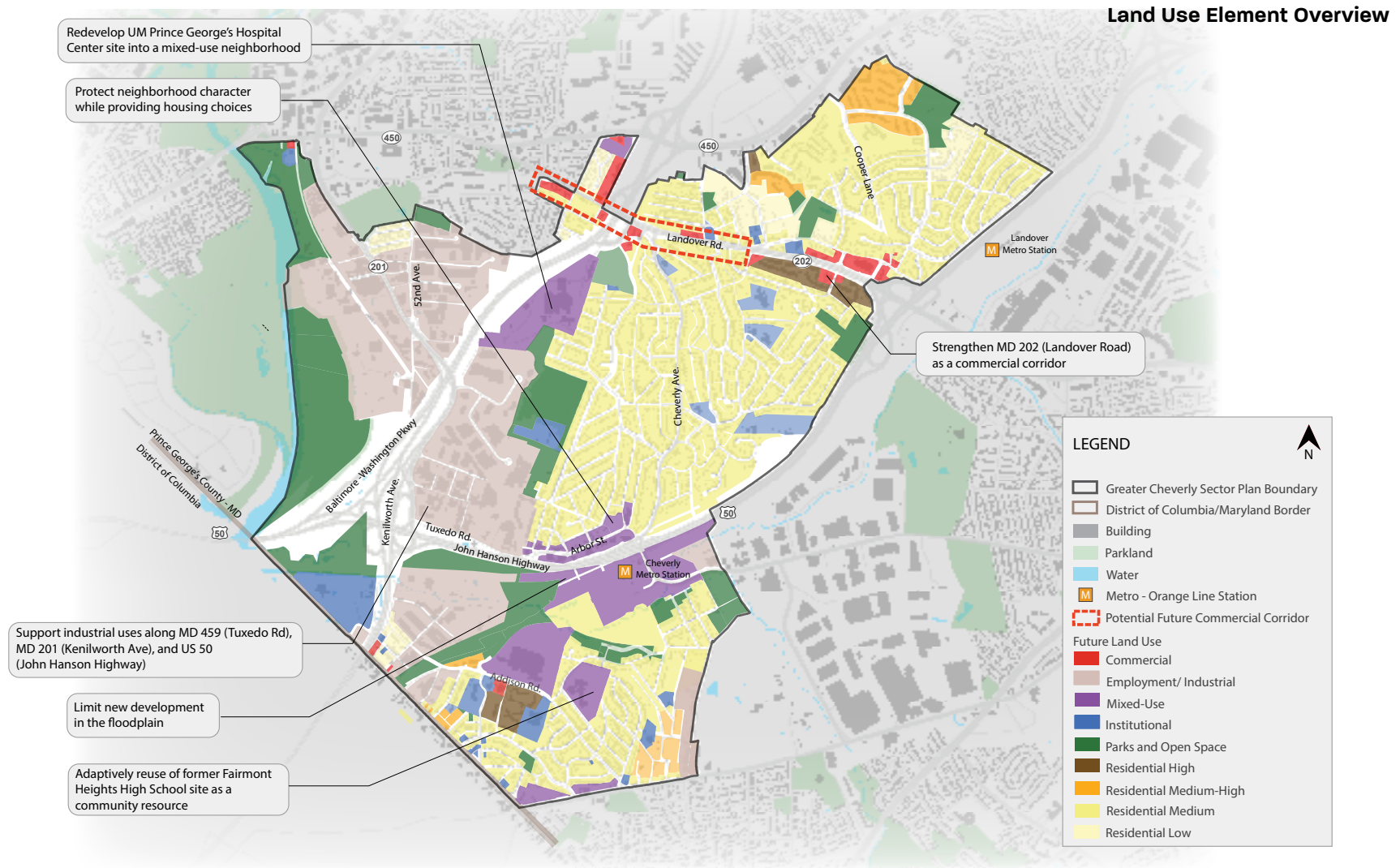


SOURCE: GREATER CHEVERLY SECTOR PLAN

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

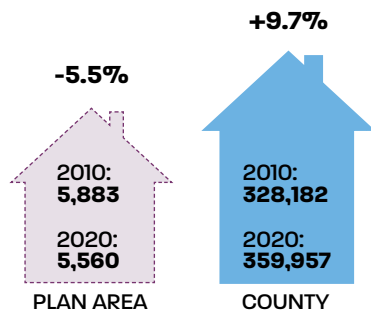


SOURCE: GREATER CHEVERLY SECTOR PLAN

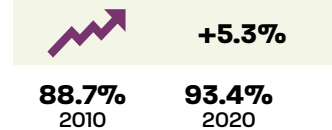
Where Are We Now?

Housing¹

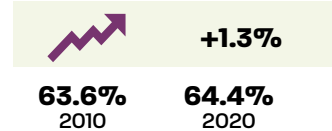
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 15,585
2020: 15,719

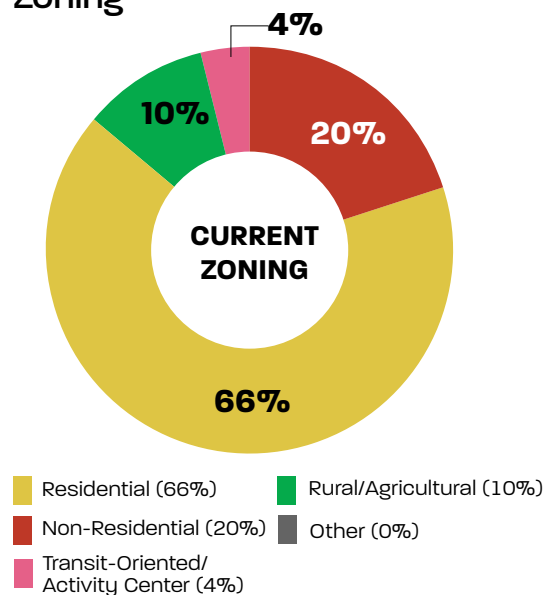


COUNTY

2010: 863,420
2020: 967,201

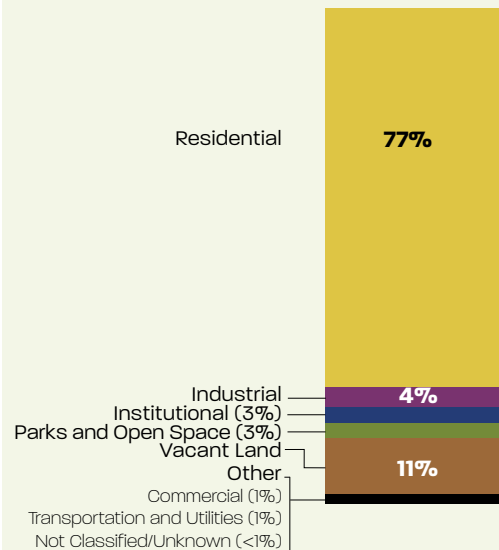


Zoning³

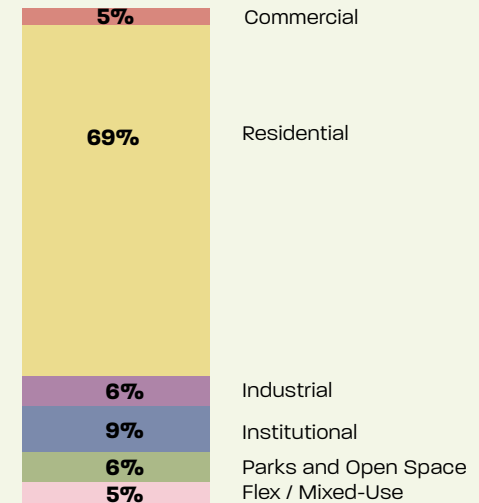


Land Use

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

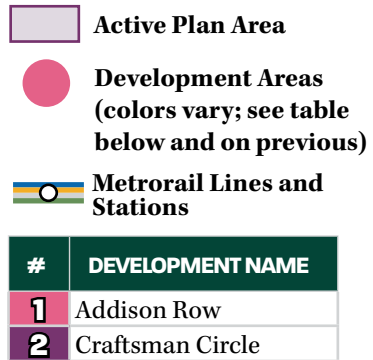
The plan's goals are to protect and strengthen the existing neighborhoods, enhance the area's commercial corridors, support industrial uses in existing areas, and to limit development within floodplains, of which there is a significant amount within the plan area. The former Fairmont Heights High School 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.

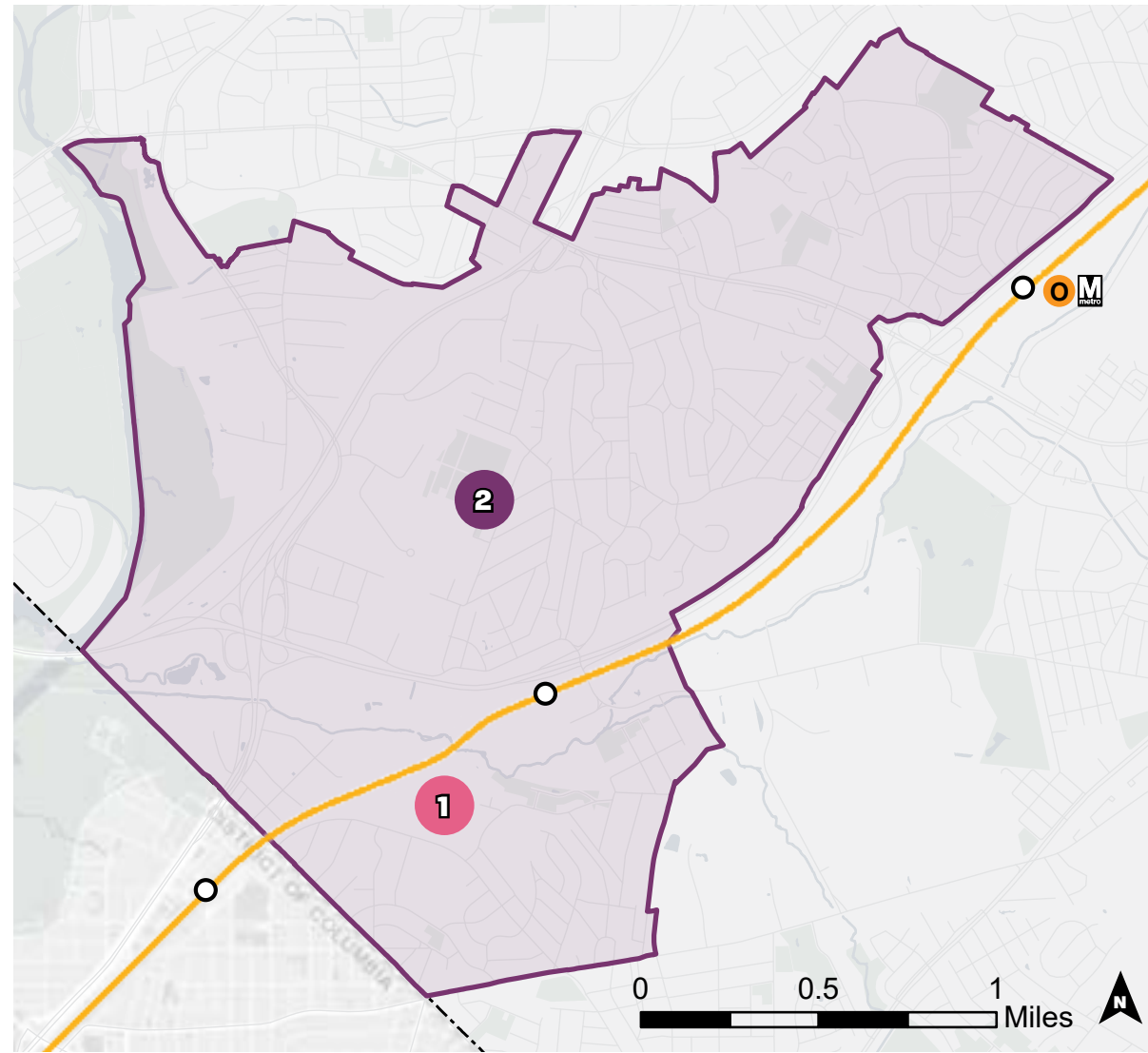
MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Mixed-Use/Flex			
1	Addison Row	648 units constructed	40,640 SF in the pipeline
Industrial			
2	Craftsman Circle		182,000 SF

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

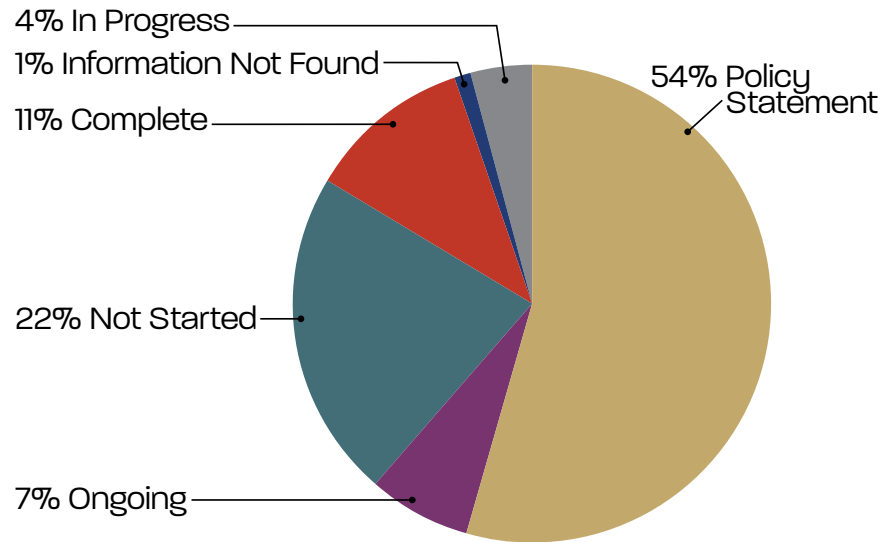


Recent Development Activity



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 ¹



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.²



The FY 2025 Capital Improvement Program (CIP) for the Redevelopment Authority shows \$5M in FY 2025 state funding for the **adaptive reuse of the old Fairmont Heights High School**.

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

² <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.