

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

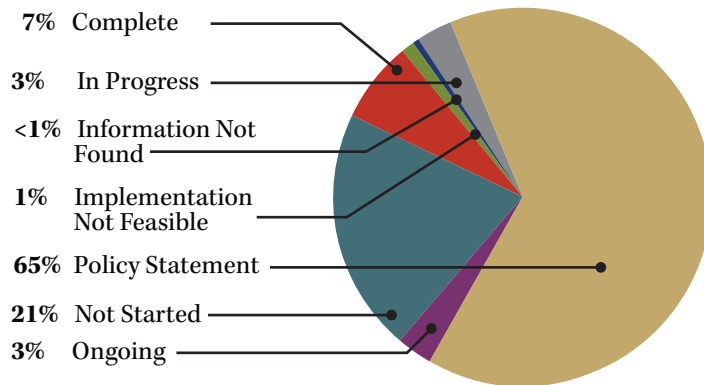
The Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment contains 567 recommendations, primarily focused on transportation and mobility as well as the natural environment.

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.

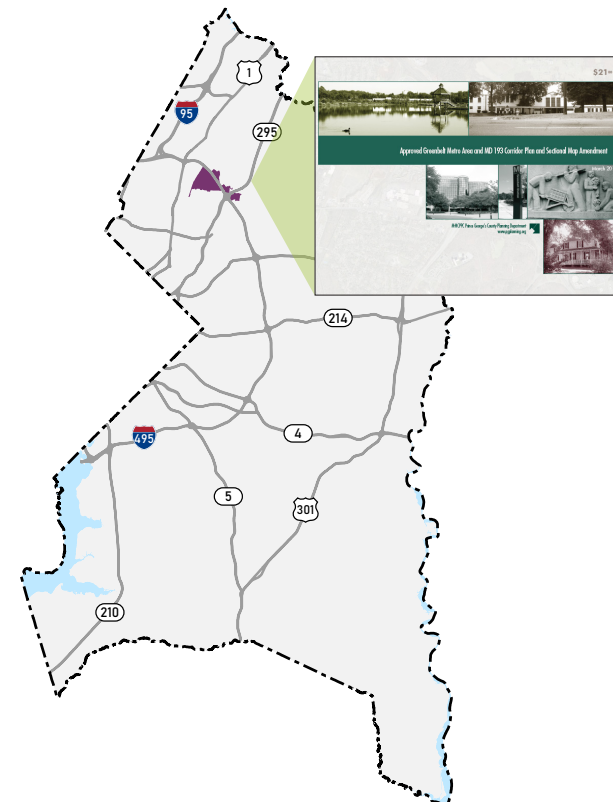
Plan Recommendation Status



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 The plan area superseded a portion of multiple prior plans.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)

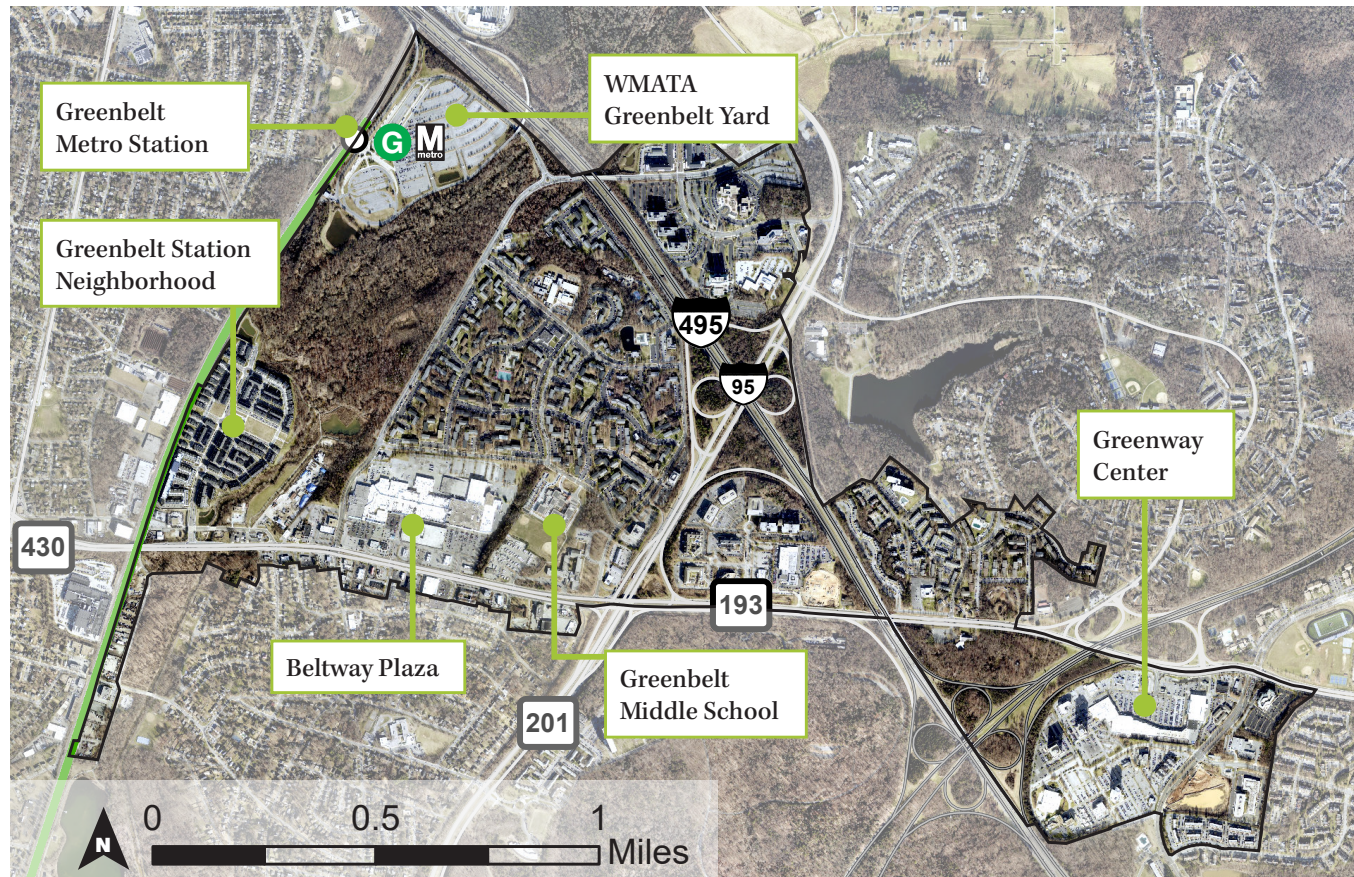
- As-Approved Plan Area
- Superseding Plans
- Superseded Plans
- Metrorail Lines and Stations

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-NCPPC 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

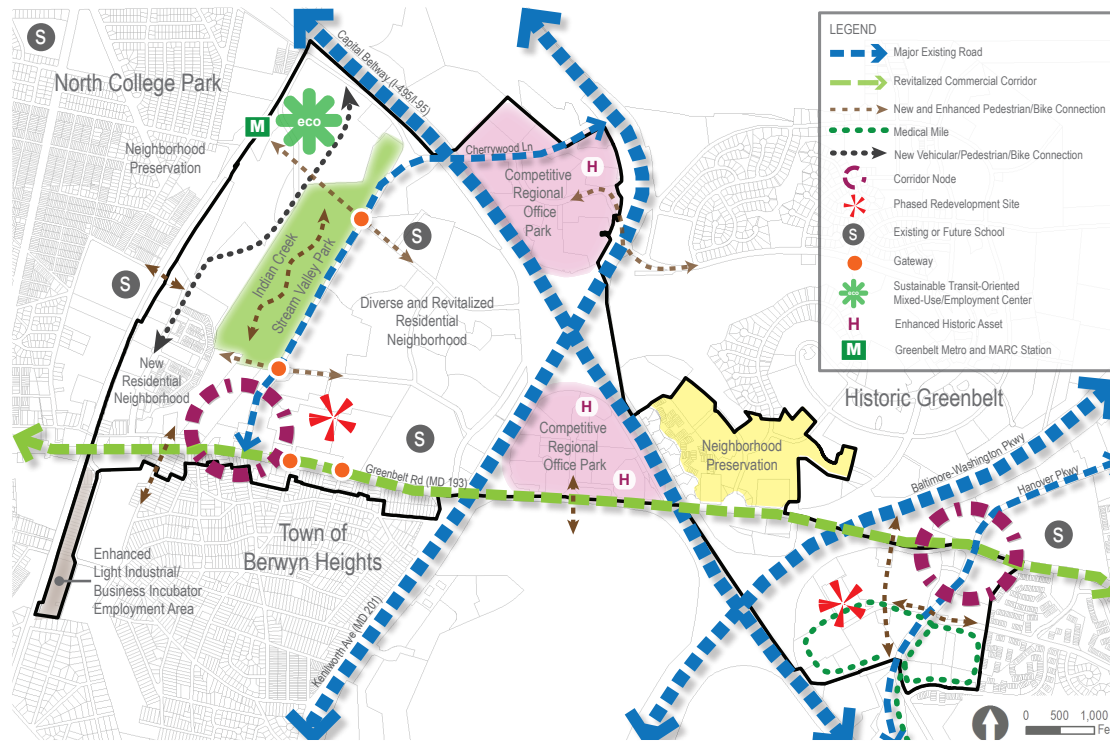
The plan recognizes an opportunity for the Greenbelt Metro Metropolitan Center to capitalize on the potential for relocation of a major employer or Government Services Administration (GSA) employment campus that will include supporting office, retail, and residential uses.

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

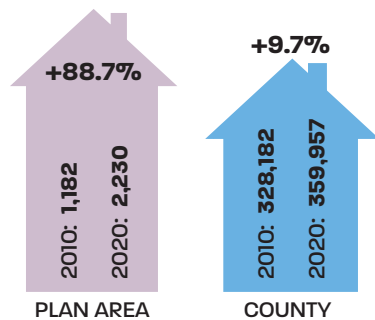


SOURCE: GREENBELT METRO AREA AND MD 193 CORRIDOR PLAN

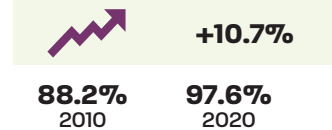
Where Are We Now?

Housing¹

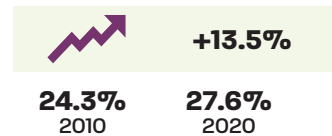
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 2,770
2020: 5,302



+91.4%



COUNTY

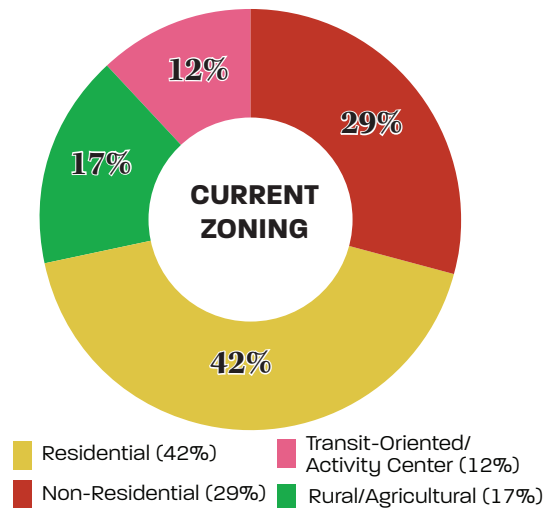
2010: 863,420
2020: 967,201



+12.0%

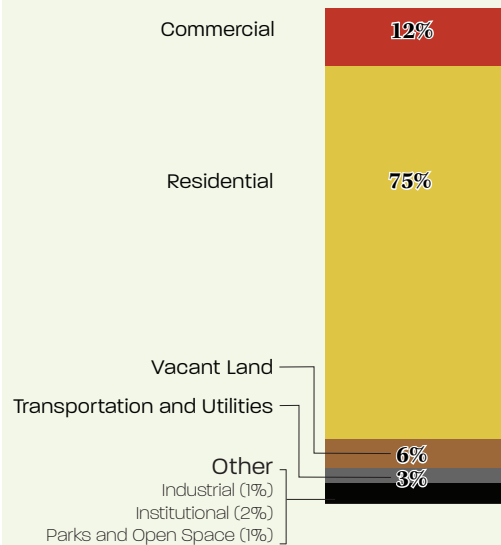


Zoning³

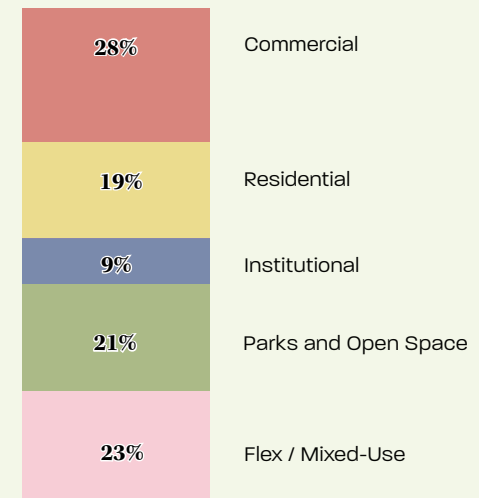


Land Use

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

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
Development Type: Residential			
1	Greenbelt Station	782 units approved	3,232,170 SF approved
Mixed-Use/Flex			
2	Beltway Plaza Redevelopment	750 units constructed, 2,500 in the pipeline	954,562 SF in the pipeline

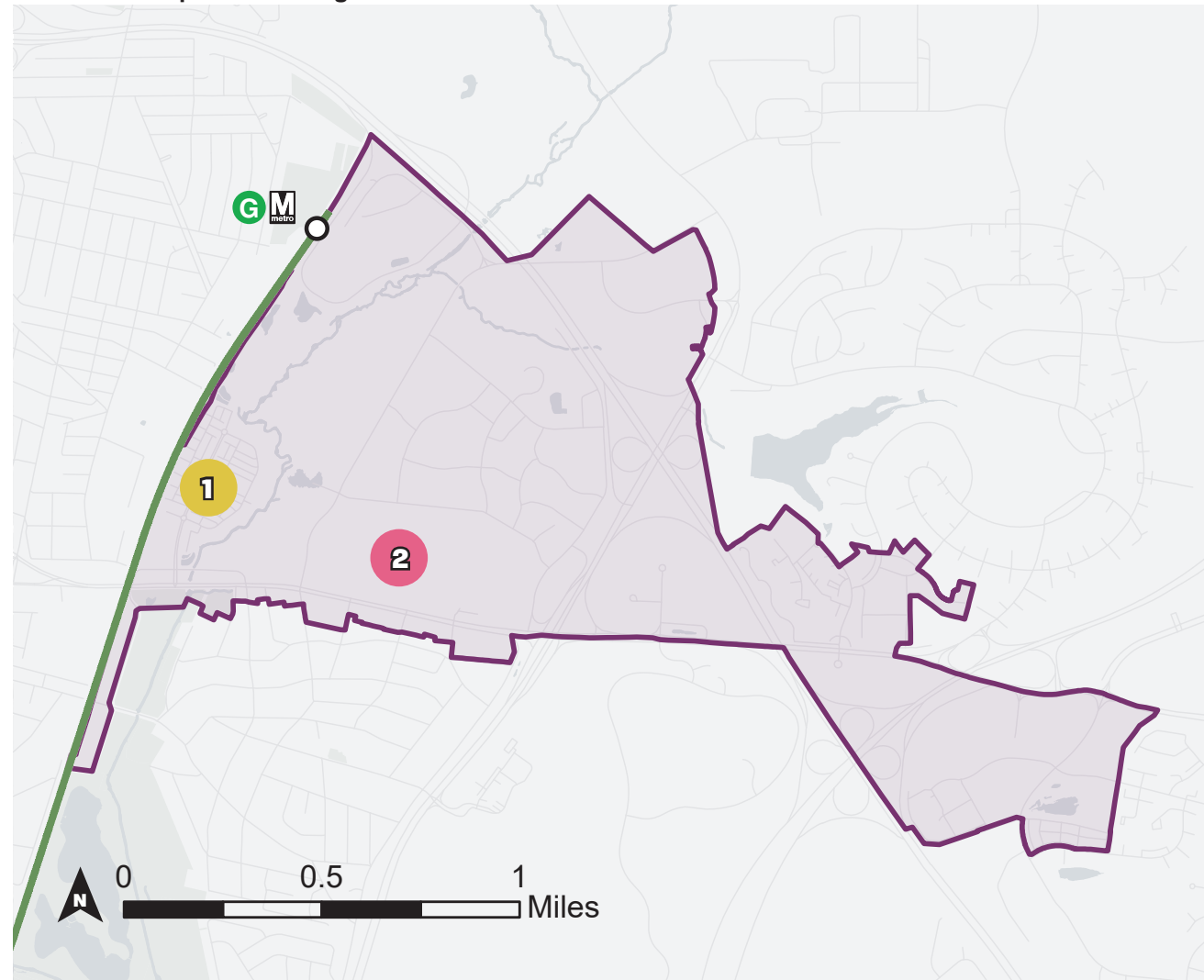
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

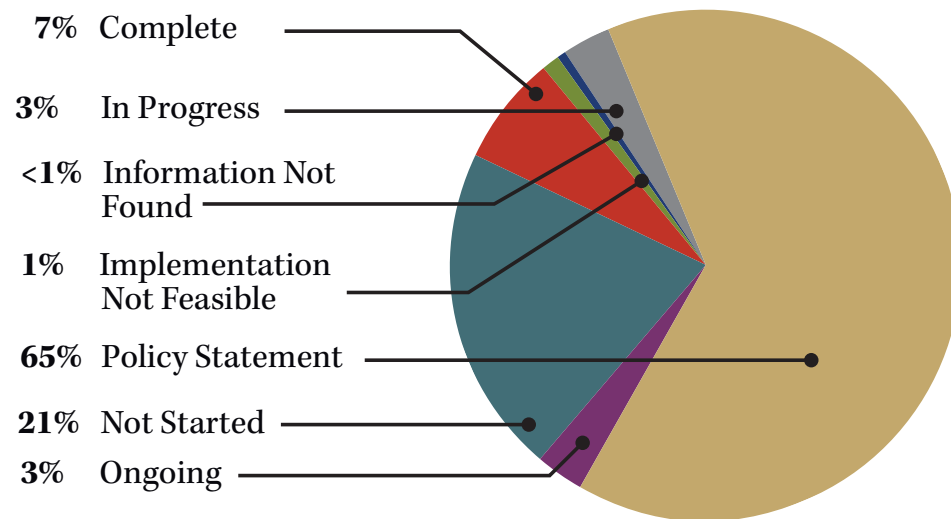
#	DEVELOPMENT NAME
1	Greenbelt Station
2	Greenbelt Plaza Redevelopment

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 PROJECTS¹



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.



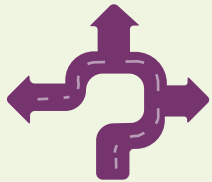
The City is also working with the Washington Metropolitan Area Transit Authority (WMATA) to develop a **trail** between Greenbelt Station development and the Greenbelt Metro Station.

¹ 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.