

Plan Progress Report

Greenbelt Metro Area Sector Plan and Sectional Map Amendment

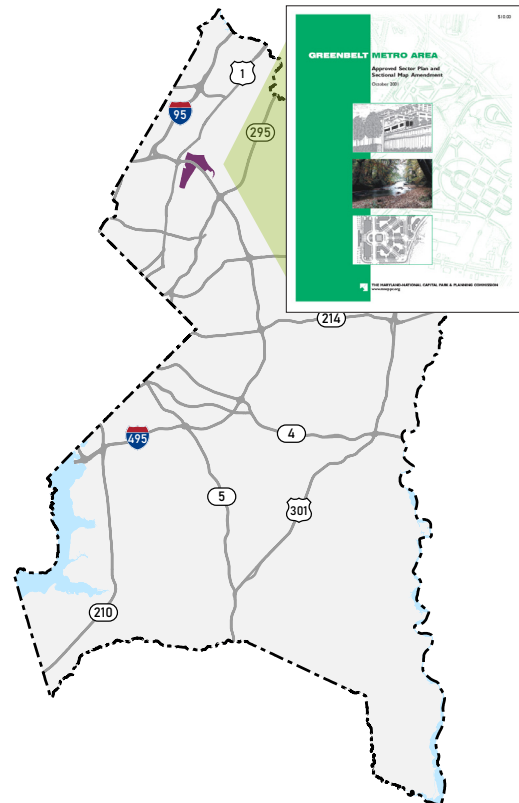
Date Plan Approved: October 16, 2001

Date of Progress Report: September 22, 2025

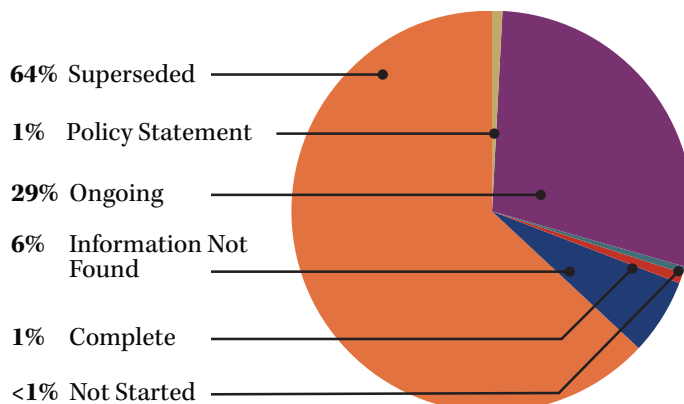
Councilmanic Districts: 1, 3, 4

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Since its adoption in 2001, 64 percent (172) of the recommendations in the plan have been superseded.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)

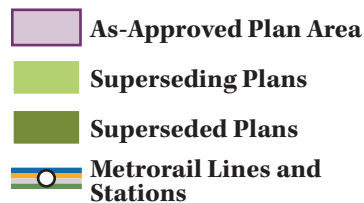
- ☐ Review in 2031
- ☐ Major/Minor Plan Amendment
- ☒ Replace
- ☒ Consolidate

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

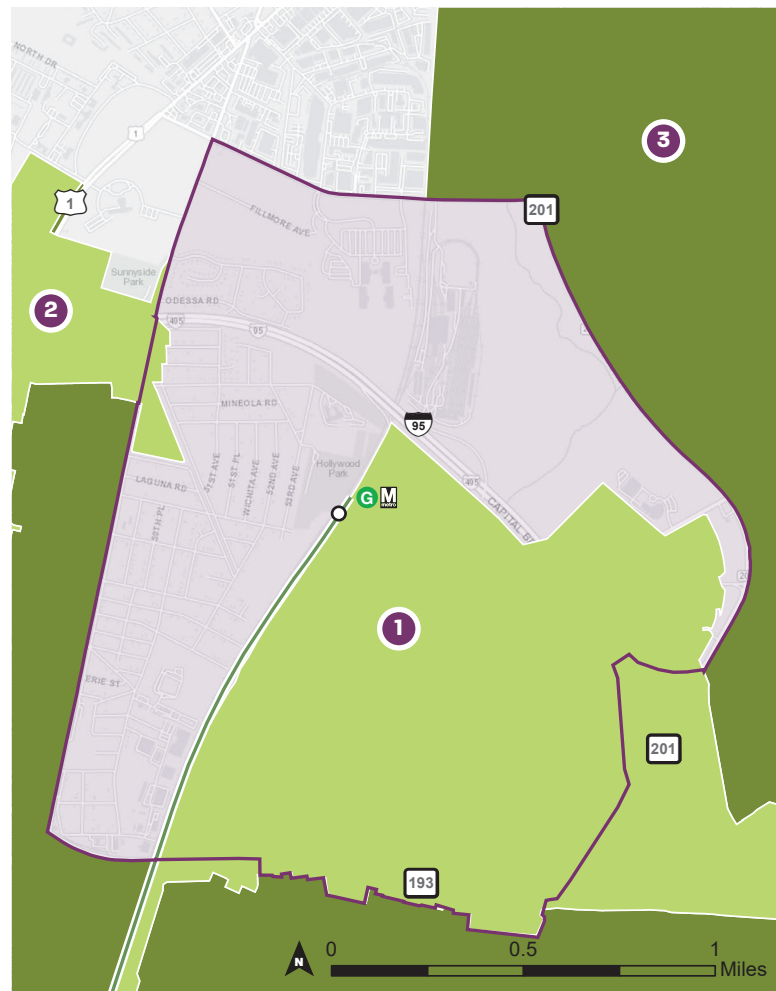
Related Plans

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 The plan area superseded a prior plan and has also been superseded by multiple plans since adoption, with each superseding plan carving out a portion of the original plan area.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 and Related Plan Boundaries



Related Plans

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

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

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

- 3 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

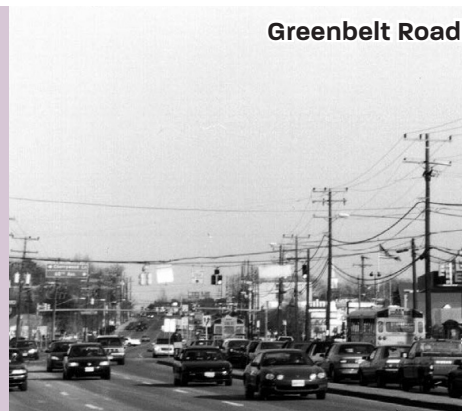
- 1 The Core Area:** A comprehensively planned, high-quality, mixed-use community to create a 24-hour, transit-oriented environment.
- 2 Springhill Lake:** A comprehensively planned and designed “transit village” that provides a mix of housing opportunities and strong linkages to the rail station.
- 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.



Greenbelt Road

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.



Beltway Plaza Shopping Center

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



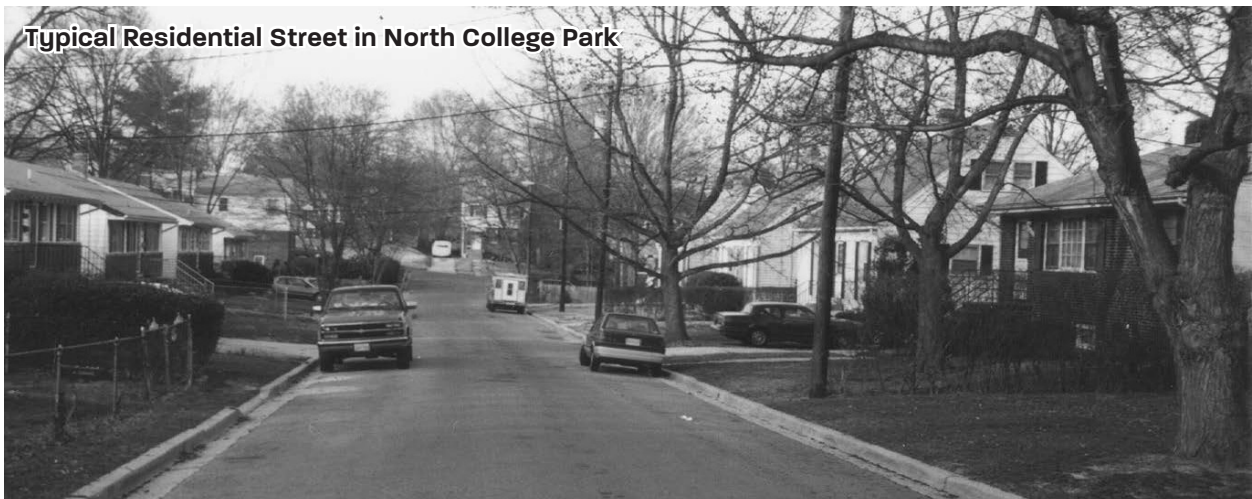
SOURCE: GREENBELT METRO AREA SECTOR PLAN

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?

Population¹

PLAN AREA

2010: 4,485

2020: 4,873



+8.7%



COUNTY

2010: 863,420

2020: 967,201



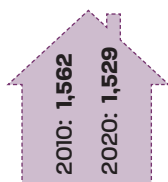
+12.0%



Housing²

TOTAL UNITS

-2.1%



PLAN AREA

+9.7%



COUNTY

OCCUPANCY RATE (PLAN AREA)



+8.3%

92.2%

2010

99.9%

2020

HOMEOWNERSHIP RATE (PLAN AREA)



-18.4%

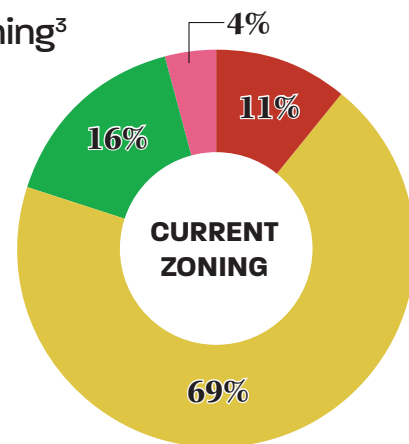
79.8%

2010

65.1%

2020

Zoning³



Residential (69%)

Rural/Agricultural (16%)

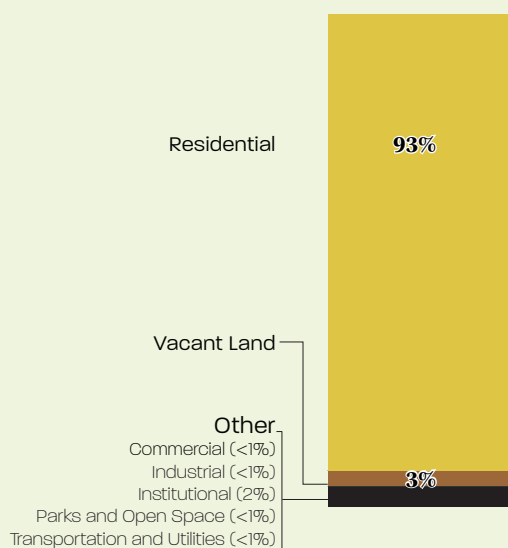
Non-Residential (11%)

Other (0%)

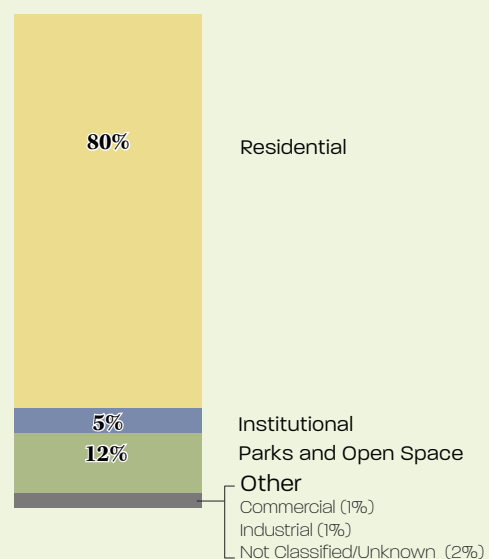
Transit-Oriented/
Activity Center (4%)

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

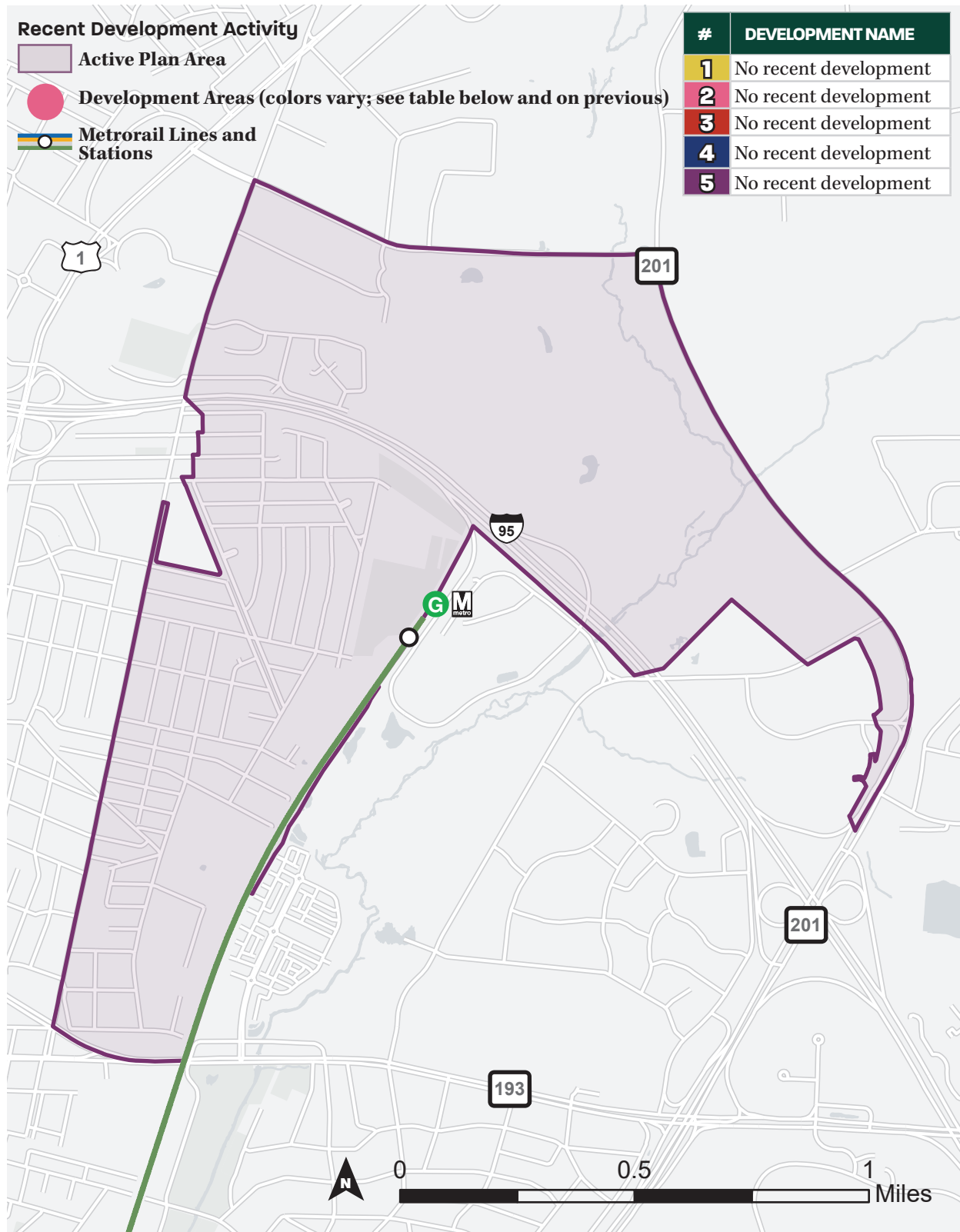
The plan aimed to create a high-intensity mixed-use node around the Greenbelt Metro Station based on the principles of transit, pedestrian, and bicycle access; respect to ecological systems, and community identity. The Core Area was surrounded by North College Park, public and federal land, the Capital Office Park and Federal Courthouse, Springhill Lake Transit Village, and Beltway Plaza 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
Development Type: Residential			
1	No Recent Development		
Mixed-Use/Flex			
2	No Recent Development		
Retail/Services			
3	No Recent Development		
Institutional			
4	No Recent Development		
Industrial			
5	No Recent Development		

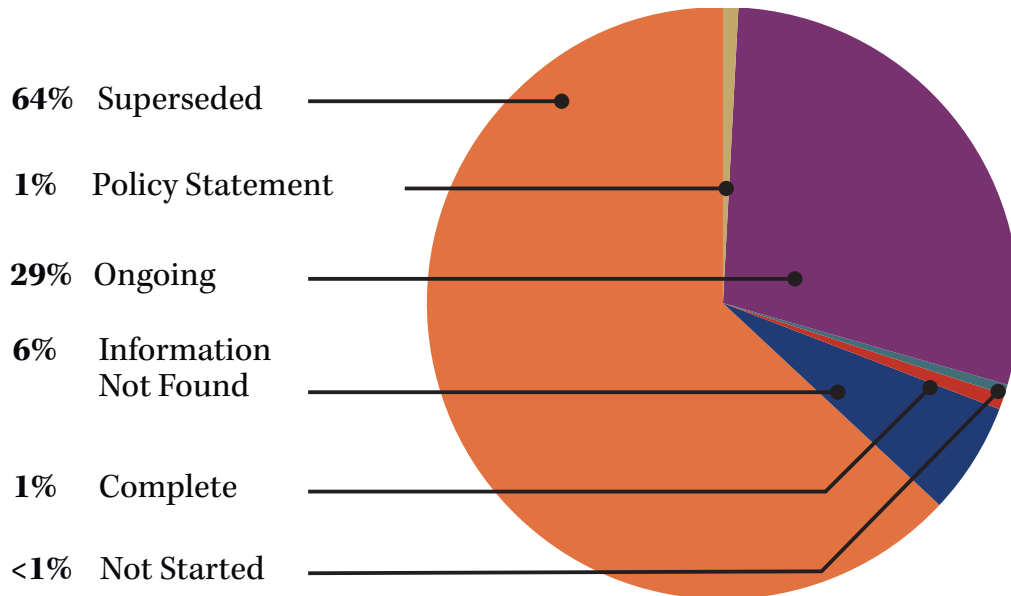
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



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

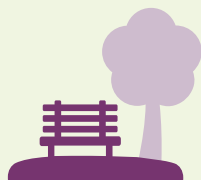
- **Change in Development Plans:** A previously-announced move of the FBI headquarters to Greenbelt was canceled as a decision was made to keep the FBI HQ in downtown Washington, D.C. The process to lure the HQ was a competitive one, and if the decision to remain in Washington, D.C., holds, it will mean 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.

¹ 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.