

Plan Progress Report

Approved Marlboro Pike Sector Plan and Sectional Map Amendment

Date Plan Approved: November 17, 2009

Date of Progress Report: September 22, 2025

Councilmanic Districts: 6, 7

Progress Summary

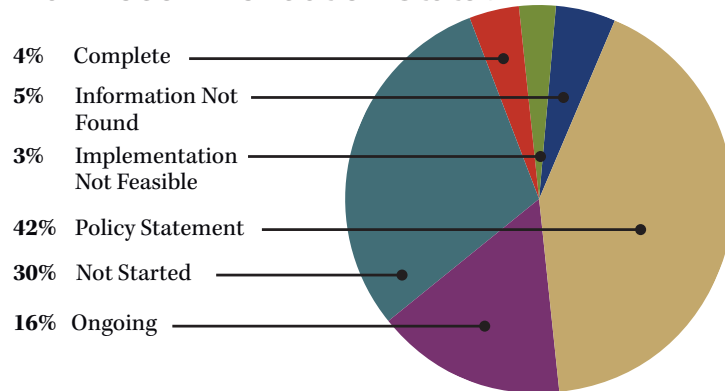
The Approved Marlboro Pike Sector Plan and Sectional Map Amendment contains 266 recommendations, primarily focused on transportation and mobility, as well as economic prosperity.

Since its adoption in 2009, approximately 4 percent (11) of the recommendations have been completed and 16 percent (42) are ongoing. Approximately 30 percent (79) have not yet had action taken.

Some highlights of completed recommendations include:

- Marlboro Pike Partnership Community Development Corporation was established in 2020, with a mission to improve the residential and commercial experience on and around the Marlboro Pike corridor.

Plan Recommendation Status



Suggested Next Step(s)

- ☒ Review in 2027
- ☐ 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 Marlboro Pike Sector Plan were bounded by Washington, D.C., to the west, a variable boundary roughly one to two blocks off of Marlboro Pike to the north, the Capital Beltway (I-95/I-495) to the east, and Pennsylvania Avenue (MD 4) to the south. The plan area falls within the boundaries of the Subregion 4 Master Plan area.

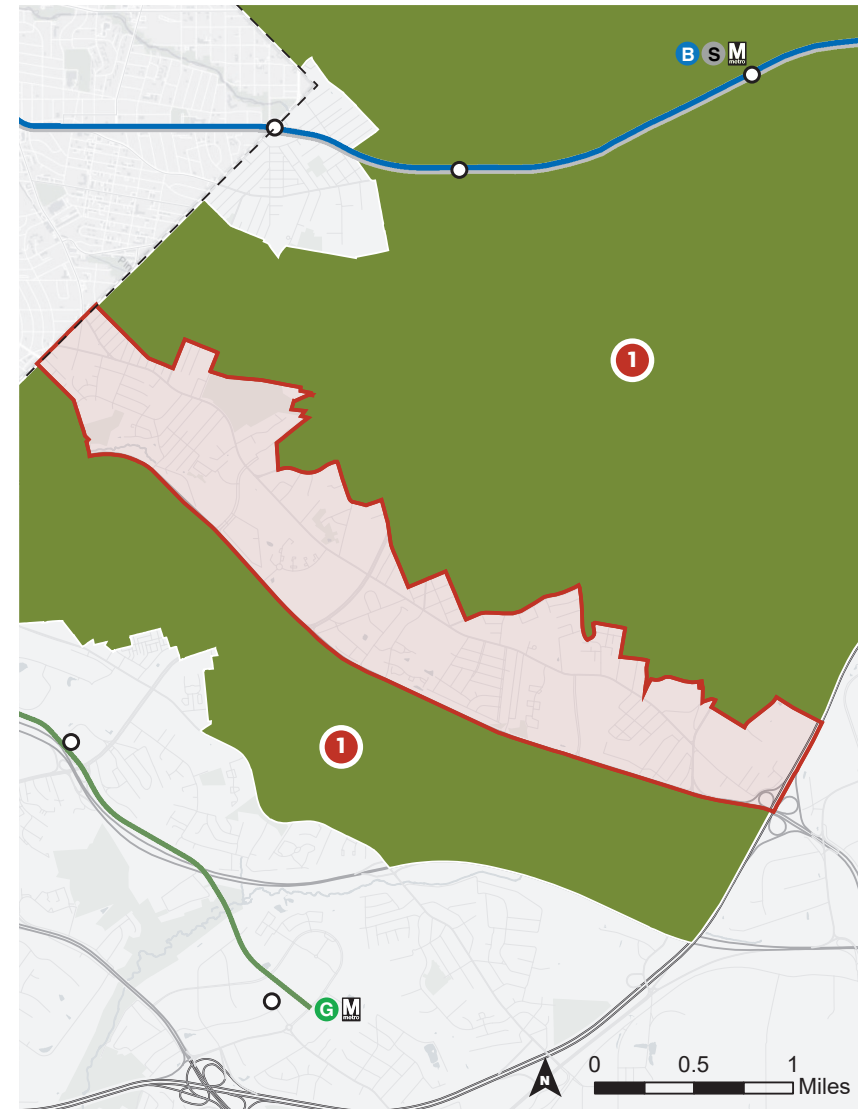
Related Plans

The Marlboro Pike Sector Plan supersedes the following plan:

- 1 Subregion 4 Master Plan (2010)

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- Superseded Plans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

As-Approved Plan Area and Related Plan Boundaries



Plan Area Summary

Plan Area

The Marlboro Pike Corridor is located in western Prince George's County between Washington, D.C., and the Capital Beltway. The sector plan area is about four miles long and half a mile wide, bounded by the Washington D.C. to the west, the Capital Beltway to the east, and Pennsylvania Avenue to the south. The northern boundary of the sector plan area traverses side streets and property lines that are roughly one quarter mile from Marlboro Pike. The southernmost portion of the City of District Heights extends into the sector plan area and the City of Capitol Heights boundary lies to its north.

○ Focus Areas and Goals

- 1 Western Gateway:** Newer mixed-use and residential development in this area will act as a catalyst.
- 2 Neighborhood Hub:** The new community should be a family-oriented housing development with walkable streets and community open space.
- 3 Brooks Drive Main Street Gateway:** an enhanced main street feel, with buildings fronting the sidewalk without setbacks, and ground floor retail.
- 4 Silver Hill Cultural Triangle:** A good location for a neighborhood hub of cultural resources due to the existing library.
- 5 Health and Wellness Center:** Anchored by the existing sports complex, a health and wellness related retail area with a main street feel, senior housing development, and central green space.
- 6 Donnell Drive Retail and Restaurant Hub:** A mixed-use area with a combination of high-end retail, residential and office development.
- 7 Forestville Flex Space Campus:** A new, small-scale employment center serving as the eastern gateway to Marlboro Pike with flex office space catering to professional businesses.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

The Marlboro Pike Corridor is envisioned as a safe, attractive, walkable, and vibrant community where people live, work, shop, dine, and recreate. Neighborhoods are stable and livable, offering desirable and attractive housing choices. Old and new residential communities coexist harmoniously. Commercial properties are compatible with the neighborhoods, offering services catering to local needs and providing quality goods and services that cater to the larger region as well. Established businesses and new businesses thrive in thematic nodes that promote activity, socialization, and commerce. Multimodal transportation is accessible, offering a variety of ways to get around. Pedestrian connectivity is safe, efficient and comfortable, offering unobstructed access along the entire corridor. Environmental sustainability practices are incorporated to promote sensitivity to and preservation of the natural environment. In all, the Marlboro Pike Corridor is a thriving pedestrian-scale and community-oriented place with a high quality of life.



SOURCE: MARLBORO PIKE SECTOR PLAN

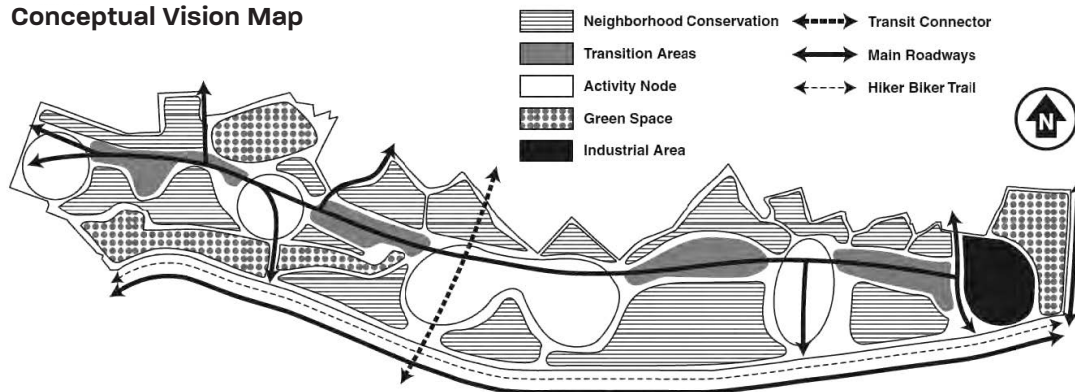
Plan Highlights

A major focus of the sector plan is on seven priority areas that were identified as offering the best conditions for fostering development that will significantly impact the character of Marlboro Pike. They are intended to serve as catalysts for overall corridor improvements, provide some of the services that are lacking, and become models of a desirable urban fabric.

The plan also provides design guidelines for character areas that cohesively tie the corridor together and provide a unified visual theme. Character areas include activity nodes (areas where major investments and redevelopment will occur); transition areas (transition areas between activity nodes); and neighborhood areas (communities behind the properties that lie along the corridor).

To implement the plan vision and the land use recommendations, the plan is accompanied by a sectional map amendment, which brings the zoning of the sector plan area into conformance with the land use plan.

Conceptual Vision Map



SOURCE: MARLBORO PIKE SECTOR PLAN

Plan Overview

Priority Area 1 Western Gateway Concept Plan



SOURCE: MARLBORO PIKE SECTOR PLAN

Priority Area 2 Neighborhood Hub Concept Plan

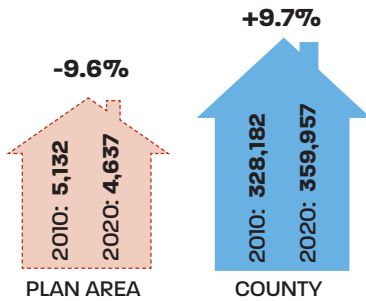


SOURCE: MARLBORO PIKE SECTOR PLAN

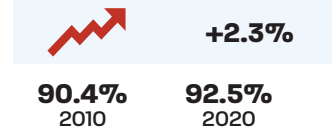
Where Are We Now?

Housing¹

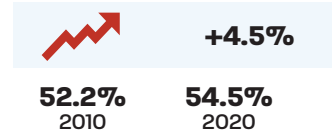
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

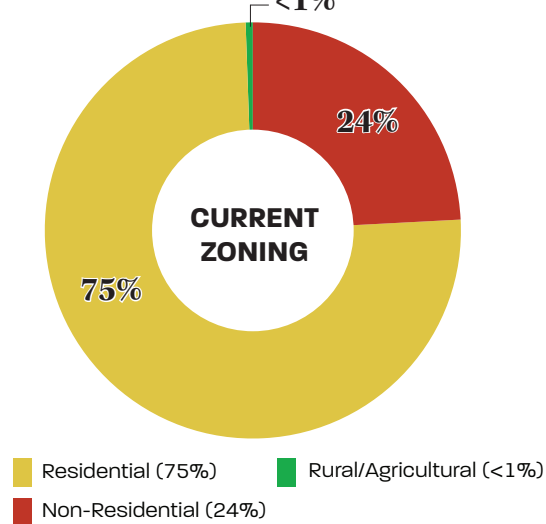
PLAN AREA
2010: 11,975
2020: 10,944



COUNTY
2010: 863,420
2020: 967,201

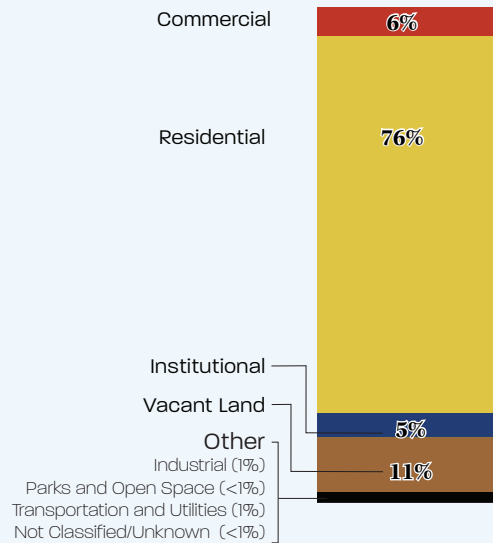


Zoning³

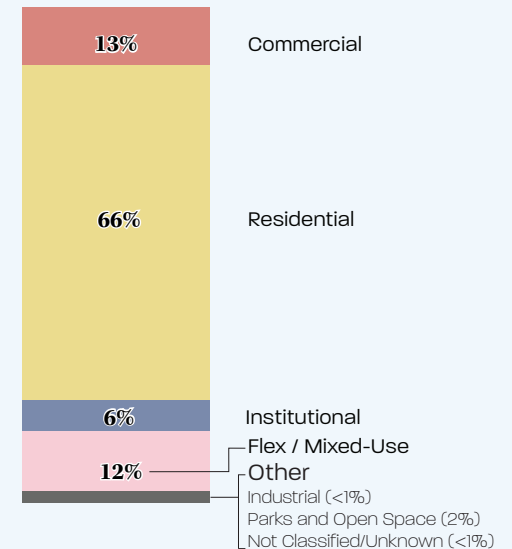


Land Use

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 envisions a sequence of commercial mixed-use activity nodes along Marlboro Pike, with residential mixed-use transition areas in-between. Residential neighborhoods to the north and south of the Pike are planned for revitalization and conservation, but no significant development. Improving existing streetscapes and open spaces, along with targeted redevelopment and neighborhood stabilization will realize the plan's vision.

Very little redevelopment activity has occurred in the priority areas or plan area overall. One apartment building has been constructed, though the overall design of the building and site do not strongly reflect the goals of the plan. In 2025, as part of the Better Bus Network project, some bus lines along Marlboro Pike now connect to the nearby Metro stations. However, in absence of catalytic physical improvements to the corridor, redevelopment is unlikely to orient itself towards the street.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Conifer Village at Oakcrest	120 units approved	
Mixed-Use/Flex			
2	Brooks Drive South		151,165 SF constructed, 20,000 in the pipeline
Industrial			
3	Forestville Commercial Center		61,200 SF constructed, 88,000 in the pipeline

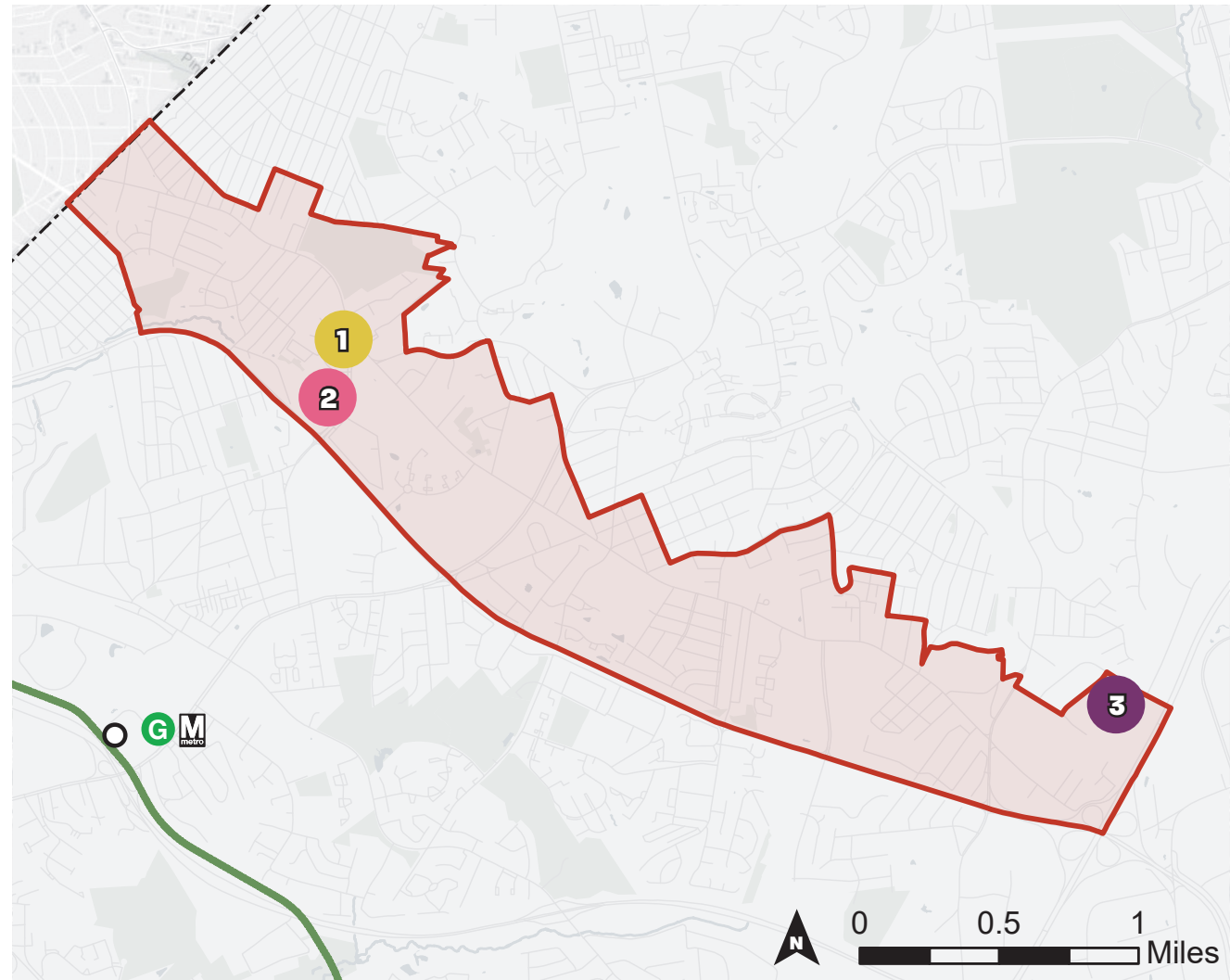
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

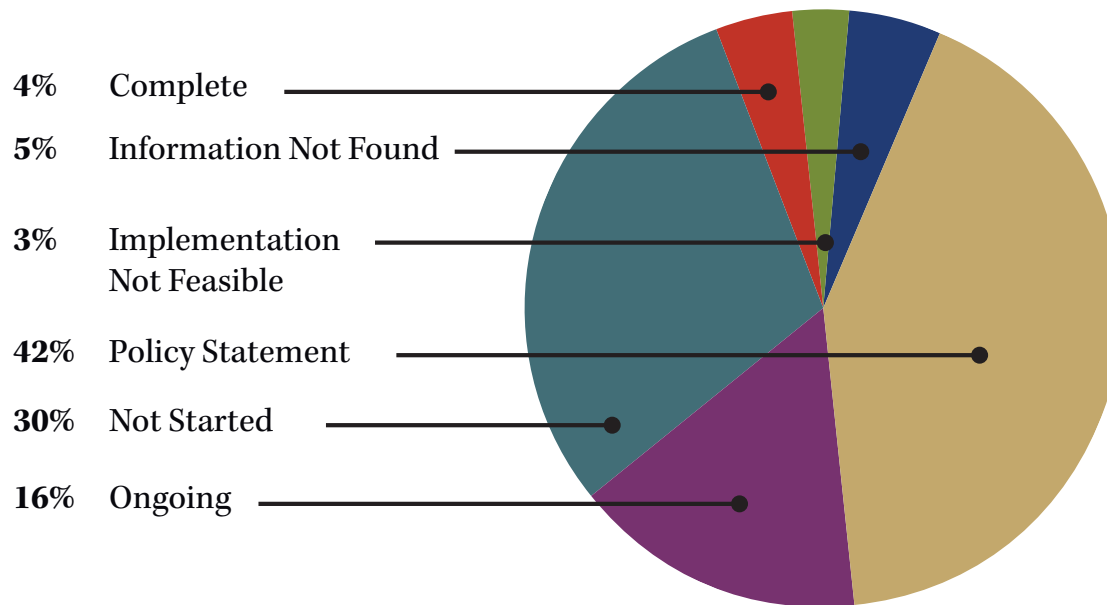
#	DEVELOPMENT NAME
1	Conifer Village at Oakcrest
2	Brooks Drive South
3	Forestville Commercial Center

Recent Development Activity



Implementation

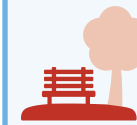
Status of Plan Recommendations



Challenges

- **Change in Development Plans:** The plan includes a vision for Forestville Plaza Shopping Center to become a flex space campus – a small-scale employment center serving as the eastern gateway to Marlboro Pike. However, the Forestville Shopping Center was purchased and renovated. This was not anticipated by the sector plan, and its redevelopment to flex employment space is not likely.
- **Lack of Transit Amenities:** Marlboro Pike is not along the Purple Line or along an existing Metro line, making it an unlikely candidate for significant redevelopment in the short term.
- **Connectivity Issues:** Marlboro Pike is generally still thought of as a bypass and divider.

KEY CONSTRUCTED PROJECTS¹



A new **playground** opened at Oakcrest Community Center in 2024.

KEY UPCOMING PROJECTS



FY 2025 Capital Improvement Plan (CIP) funding continues project design along with pavement and concrete rehabilitation work for pedestrian and school access project, including **Marlboro Pike Pedestrian Safety Improvements, Phase 1 and 2.**



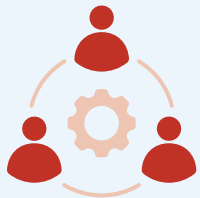
The **Longfield Drainage Project** will include improvements that minimize and alleviate flooding problems and nuisance ponding and provide a clean, improved roadside frontage with dedicated parking areas in the Longfield subdivision.

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

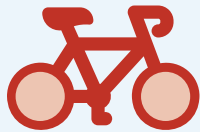
Next Steps

Near-Term Opportunities

While there are several ways to continue addressing outstanding items from the plan, the actions below can help to build momentum and interest in this area while also addressing connectivity improvements and supporting implementation of Plan 2035.



Champion For Redevelopment: Because the plan area does not have existing or planned high-capacity transit, it may be overlooked for potential developments. The plan has recommendations that center on sharing information about redevelopment opportunities with potential investors and property owners, such as hosting a developer fair (Marketing and Branding Policy 1). These efforts can not only spread awareness of properties that hold potential, but can also signal to developers that the County will be supportive of change in the area. This opportunity can support Plan 2035 Partnerships and Civic Engagement Policy 2, to “strategically build partnerships with public and private stakeholders.”



Bike Trails: The plan includes a recommendation to incorporate a trail system throughout the plan area, including along Pennsylvania Avenue, connecting with the existing Oxon Run and Ritchie Branch Greenway Trails. (See plan page 46.) While part of Pennsylvania Avenue includes a sidepath, the connection to the trail should be completed. This opportunity can support Plan 2035 Transportation and Mobility Policy 4, to “use complete and green street practices to design, operate, maintain, and retrofit the transportation network in order to improve travel conditions for pedestrians, bicyclists, transit riders, and vulnerable populations consistent with the surrounding area’s character.”

Responsible Parties:

- Prince George’s County Economic Development Corporation
- Developers
- Property owners

Responsible Parties:

- Department of Public Works and Transportation
- M-NCPPC

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

November 2027

While we do not suggest an amendment for this plan at this time, we recommend replacing this plan during a consolidation with other neighboring plans, creating a sector plan combining the southern portion of the Subregion 4 Master Plan (south of the in-development Central Avenue-Blue/Silver Line Sector Plan and SMA), Marlboro Pike Sector Plan, and the portion of the Southern Green Line Sector Plan north of Suitland Parkway.