

Plan Progress Report

The Approved Southern Green Line Station Area Sector Plan

Date Plan Approved: February 24, 2014

Date of Progress Report: September 22, 2025

Councilmanic Districts: 7, 8

Progress Summary

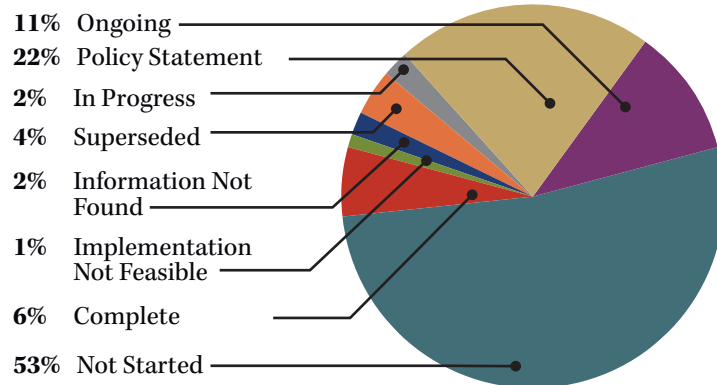
The Approved Southern Green Line Station Area Sector Plan contains 184 recommendations, with more than half of the recommendations focused on transportation and mobility.

Since its adoption in 2014, approximately 6 percent (11) of the recommendations have been completed, 2 percent (4) are in progress, and 11 percent (20) are ongoing. Approximately 53 percent (97) have not yet had action taken.

Some highlights of completed recommendations include:

- The Woods Way roadway project was completed to provide better access to the Metro station and improve traffic flow.
- Buffered bike lane improvements and crosswalk upgrades were installed along MD 218 (Suitland Road) from the Washington, D.C., line to MD 458 (Silver Hill Road).

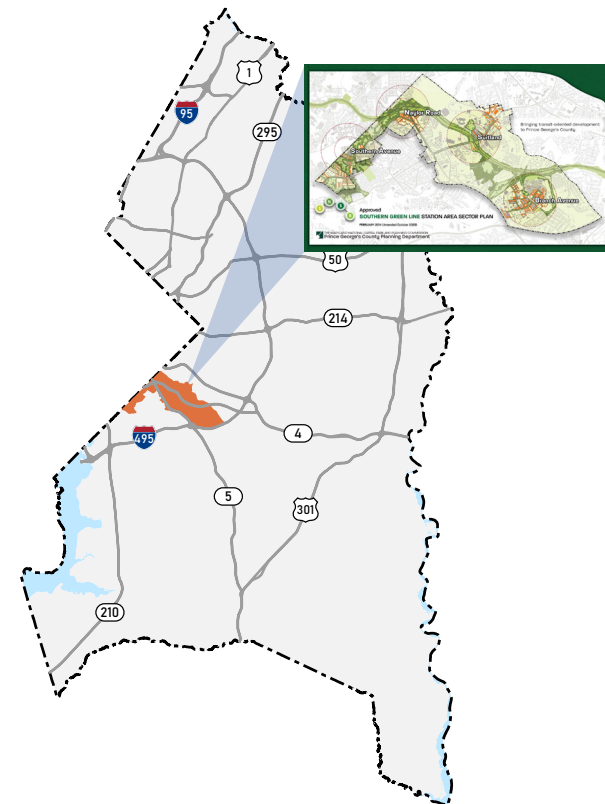
Plan Recommendation Status



Suggested Next Step(s)

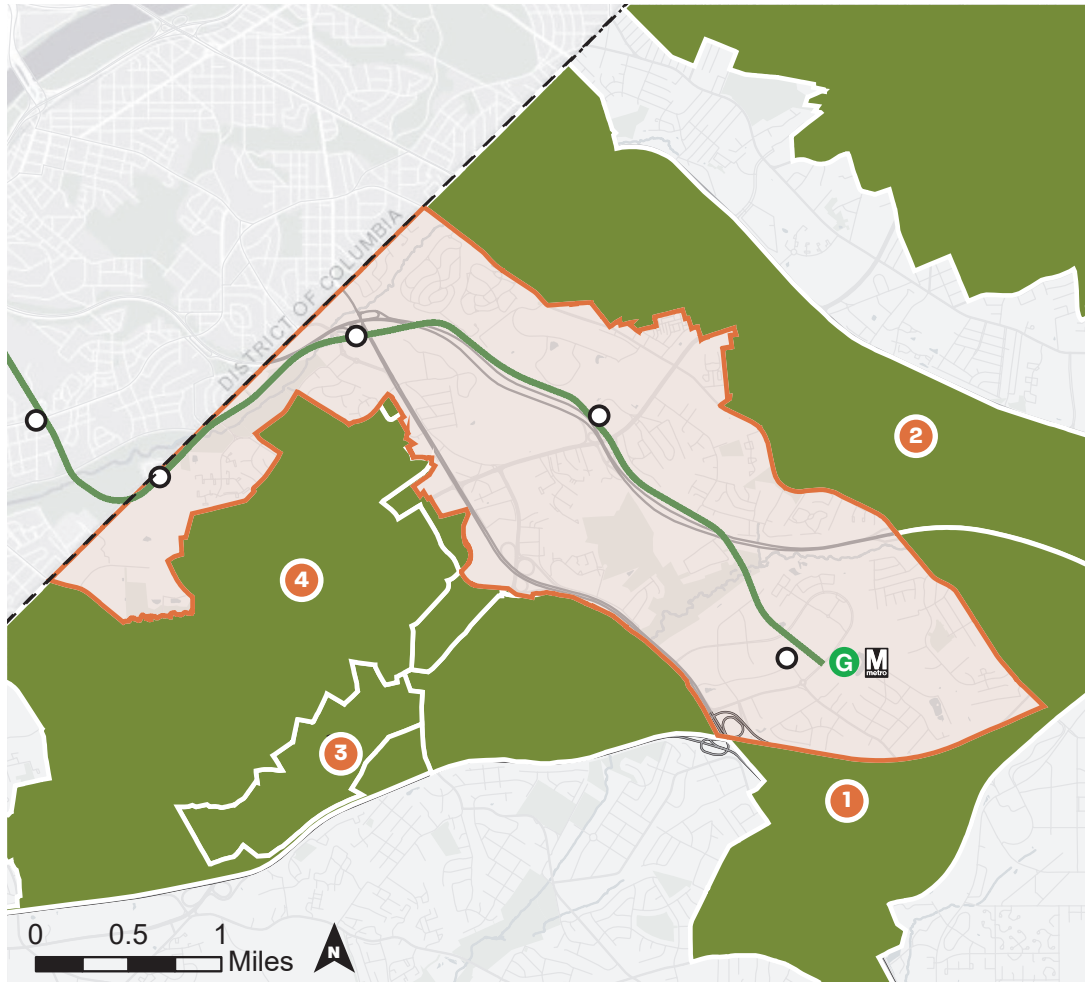
- ☒ Review in 2026
- ☐ Major/Minor Plan Amendment
- ☐ Replace
- ☒ Consolidate

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



Related Plans

As-Approved Plan Area and Related Plan Boundaries



As-Approved Plan Area and Related Plan Boundaries

The original Southern Green Line Station Area Sector Plan area centered on the Metrorail Green Line corridor in southwestern Prince George's County, and was bounded by Washington, D.C., to the northwest, Suitland Road to the northeast, the Capital Beltway (I-95/I-495) to the southeast, and Branch Avenue to the southwest, with the furthest extends reaching Wheeler Road to the southwest. The plan area superseded portions of a number of prior plans upon adoption.

Related Plans

The Southern Green Line Station Area Sector Plan supersedes a portion of the following plans.

- 1 Central Branch Avenue Corridor Revitalization Sector Plan (2013)
- 2 Subregion 4 Master Plan (2010)
- 3 Branch Avenue Corridor Sector Plan (2008)
- 4 The Heights and Vicinity Master Plan (2000)

Plan Area Summary

Plan Area

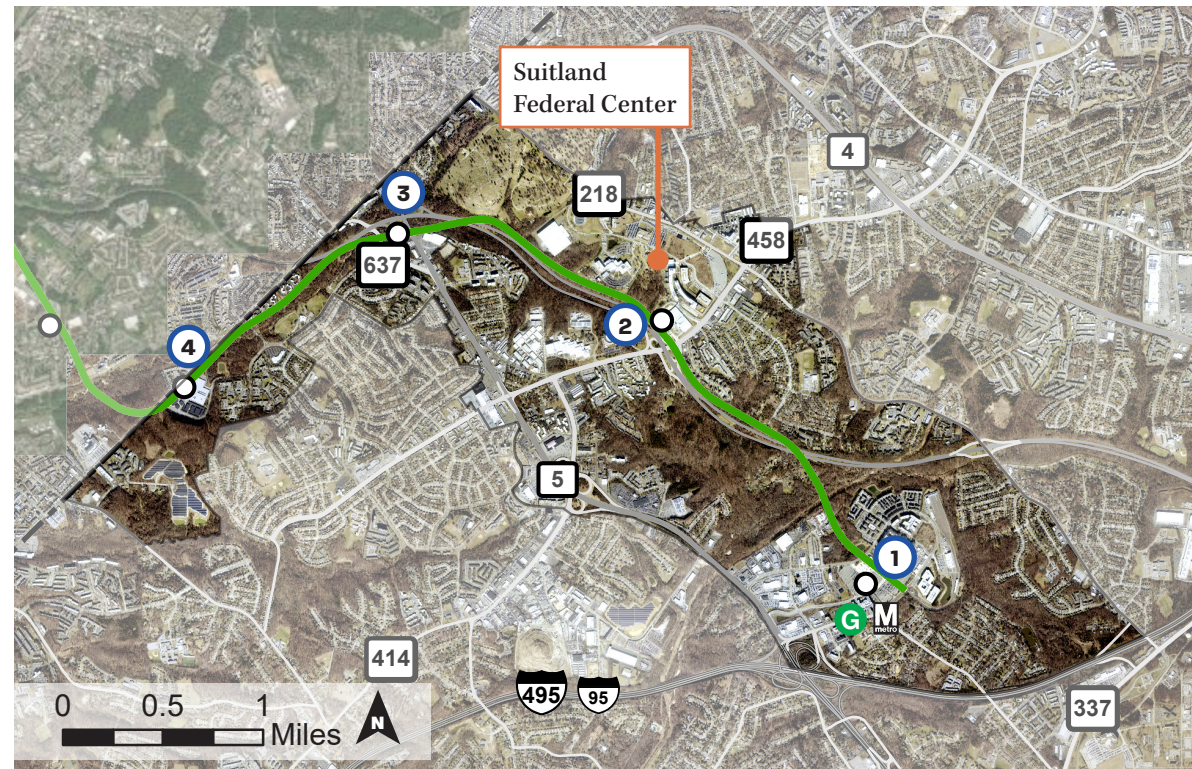
The sector plan area boundary is organized around the southernmost four Metro stations on the Southern Green Line in southwest Prince George's County, approximately four miles in a straight line from the Mall in Washington, D.C. It lies between Washington, D.C., boundary at Southern Avenue and Joint Base Andrews Naval Air Facility on Allentown Road. The sector plan boundary encompasses over 3,700 acres.

Areas around each of the four Metro station were designated as a Plan 2035 Center. Southern Avenue is a Neighborhood Center, Naylor Road is a Local Transit Center, and Suitland and Branch Avenue are Regional Transit Districts. Much of the plan area is also designated as a Plan 2035 Neighborhood Reinvestment Area.

Focus Areas and Goals

- 1 Branch Avenue Metro Station:** The economic engine of the Southern Green Line bringing energy, employment, and income to a growing urban center.
- Suitland Metro Station:** A town center where retail uses, the federal campus, and new civic buildings come together at the crossroads of MD 458 and MD 218.
- Naylor Road Metro Station:** New infill and redevelopment creates a village center with great places to congregate and a safe connection across Suitland Parkway.
- Southern Avenue Metro Station:** New multifamily and assisted living apartment complexes make the station a livelier place, and many acres of land crossed by ravines are conserved as open space to create a low-maintenance system of trails.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPO AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

Strong demand for transit-accessible and walkable neighborhoods brings new development to the Southern Green Line in Prince George's County during the first decades of the 21st century. Once growth along the Green Line in Washington, D.C., spans the Anacostia River with the opening of the new Homeland Security Headquarters near the Congress Heights Metro Station, a new generation of federal employees find the convenience of living within an easy walk or bicycle ride of the Southern Avenue, Naylor Road, Suitland and Camp Springs (Formerly known as Branch Avenue Metro Station) Metro Stations a reason to call communities centered on those stations home.

The substantial infill development within walking distance of the stations changes the atmosphere to one safer for pedestrians. Sidewalks are the focus of neighborhood life. A dedicated public works program is started to improve and construct pedestrian and trail facilities in older post-war neighborhoods near the stations. The program helps bring Complete Street amenities and new vibrant streetscapes to the area's commercial corridors. This important first step to creating real transit-oriented development (TOD) would be accomplished through the sustained effort of County, state, and federal partners. Placemaking urban design amenities, including small urban parks and plazas near the stations, help to create new space for community life organized around walking.

Naylor Road Metro Station, Current View



SOURCE: SOUTHERN GREEN LINE STATION AREA SECTOR PLAN

Naylor Road Metro Station Area Redevelopment Concept



SOURCE: SOUTHERN GREEN LINE STATION AREA SECTOR PLAN

Plan Highlights

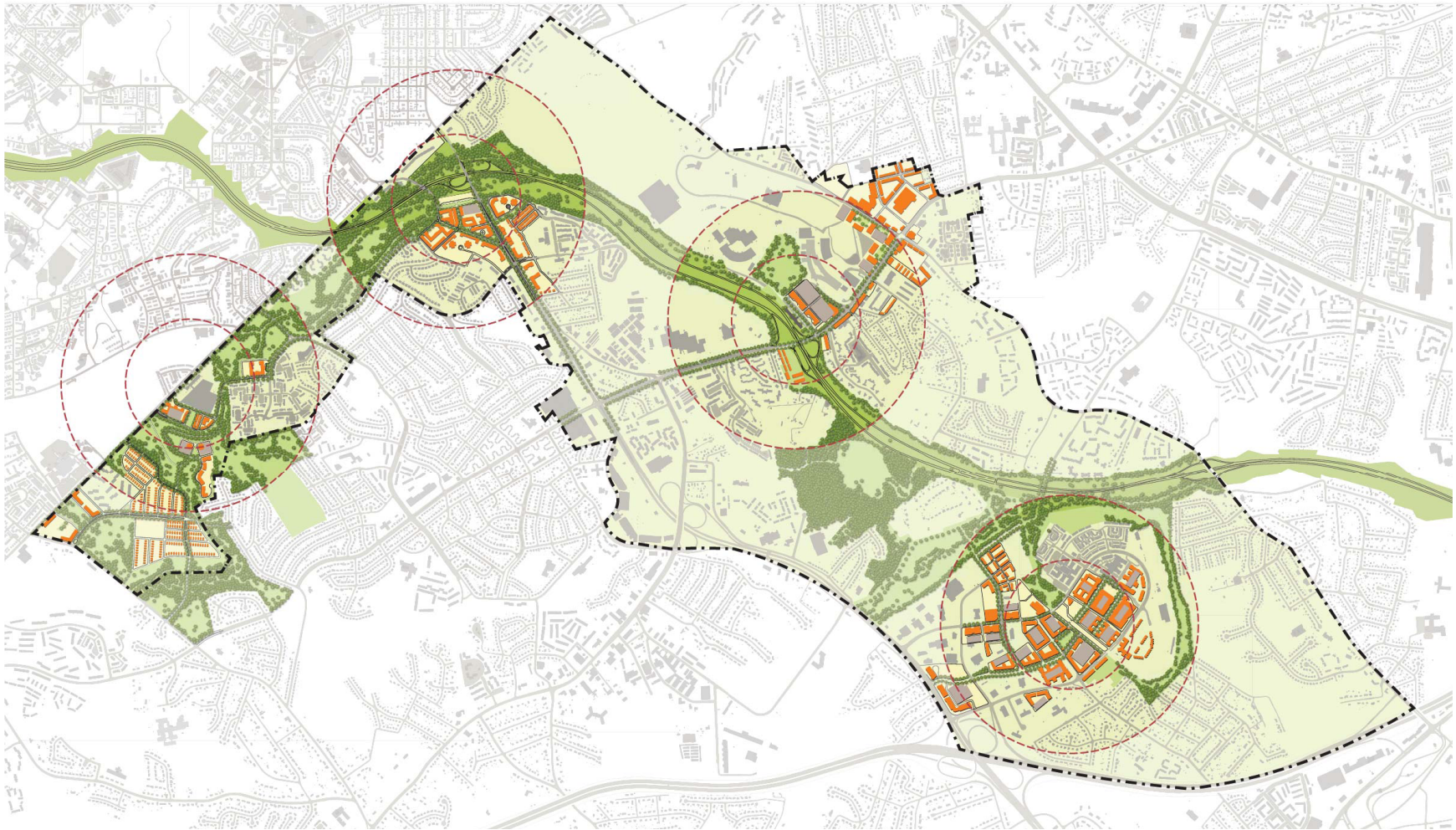
The recommended future land use plan is carefully crafted to encourage creative response from developers by providing flexibility in use, while also guiding and shaping growth that is the right fit for each station, including reserving land at the Branch Avenue Metro Station area for the establishment of a regionally important employment center.

Provision of pedestrian and bicycle facilities is a crucial component of creating TOD, and the plan makes detailed recommendations for improving non-motorized access to each of the four station areas. Major projects to create a more integrated roadway network are also outlined, along with a basic recommendation to establish a grid of walkable streets around the stations.

Placemaking, park, and urban design features are also included in the plans for each station, working with and improving on existing assets and landscape features.

Plan Overview

Plan Area Illustrative Plan

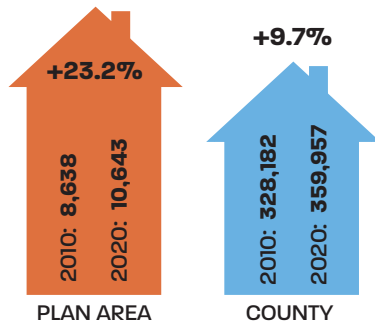


SOURCE: SOUTHERN GREEN LINE STATION AREA SECTOR PLAN

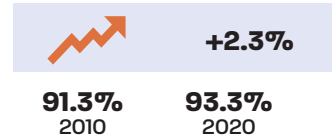
Where Are We Now?

Housing¹

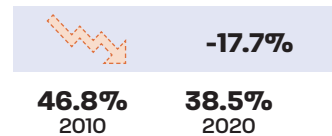
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

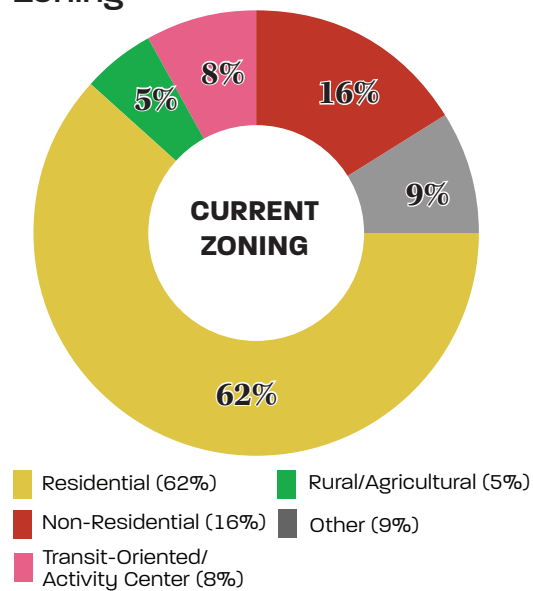
PLAN AREA
2010: 18,611
2020: 21,808



COUNTY
2010: 863,420
2020: 967,201

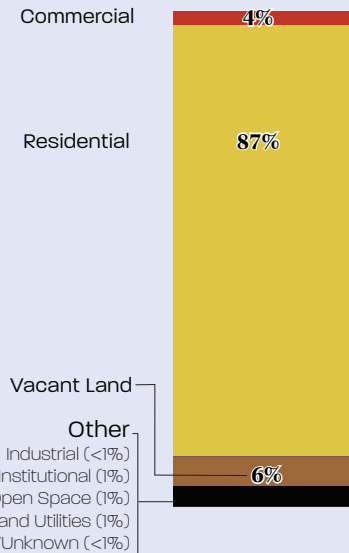


Zoning³

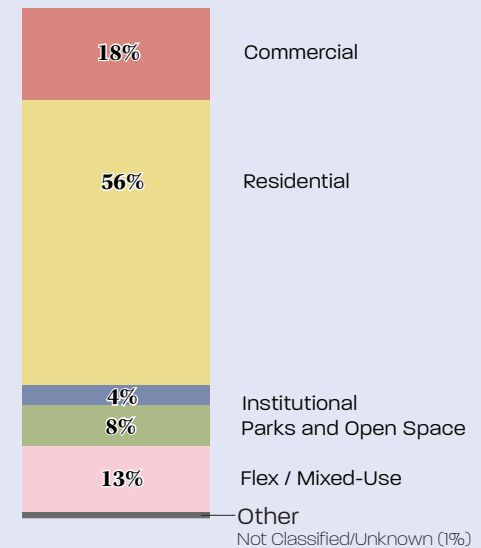


Land Use

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 land use recommendations included in the plan were informed by a robust market analysis and inventory of available land for infill and redevelopment within each station's walkshed. Branch Avenue Metro Station was specifically noted as being an opportune location for siting a regionally important employment center. The Suitland and Naylor Road stations have a moderate amount of transit-oriented development (TOD) opportunity sites, and the Southern Avenue station has few parcels available for major development. Connected, tree-lined streets with multimodal facilities and active ground-floor uses are recommended across the station areas.

Since adoption of the plan, some redevelopment activity has occurred in the station areas, most significantly around Branch Avenue Metro Station. Residential and mixed-use development around the station was already underway at the time of plan adoption, and has continued in the intervening years. Some commercial and retail development has also occurred. The Town Center at Camp Springs development includes the new headquarters of the United States Citizenship and Immigration Services agency. Future development around the station areas is likely to occur, as TOD-style development has been desirable across the region.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Homes at Oxon Hill Senior Apartments	163 units constructed	
2	The Belnor Senior Residences	122 units constructed	
Mixed-Use/Flex			
3	Town Center at Camp Springs	841 units constructed	627,244 SF constructed, 4,200 SF in the pipeline
4	Towne Square at Suitland Federal Center	317 units constructed, 881 in the pipeline	333,356 SF in the pipeline
Retail/Services			
5	Royal Farms		17,349 SF constructed
6	INFINITI of Suitland		26,600 SF constructed

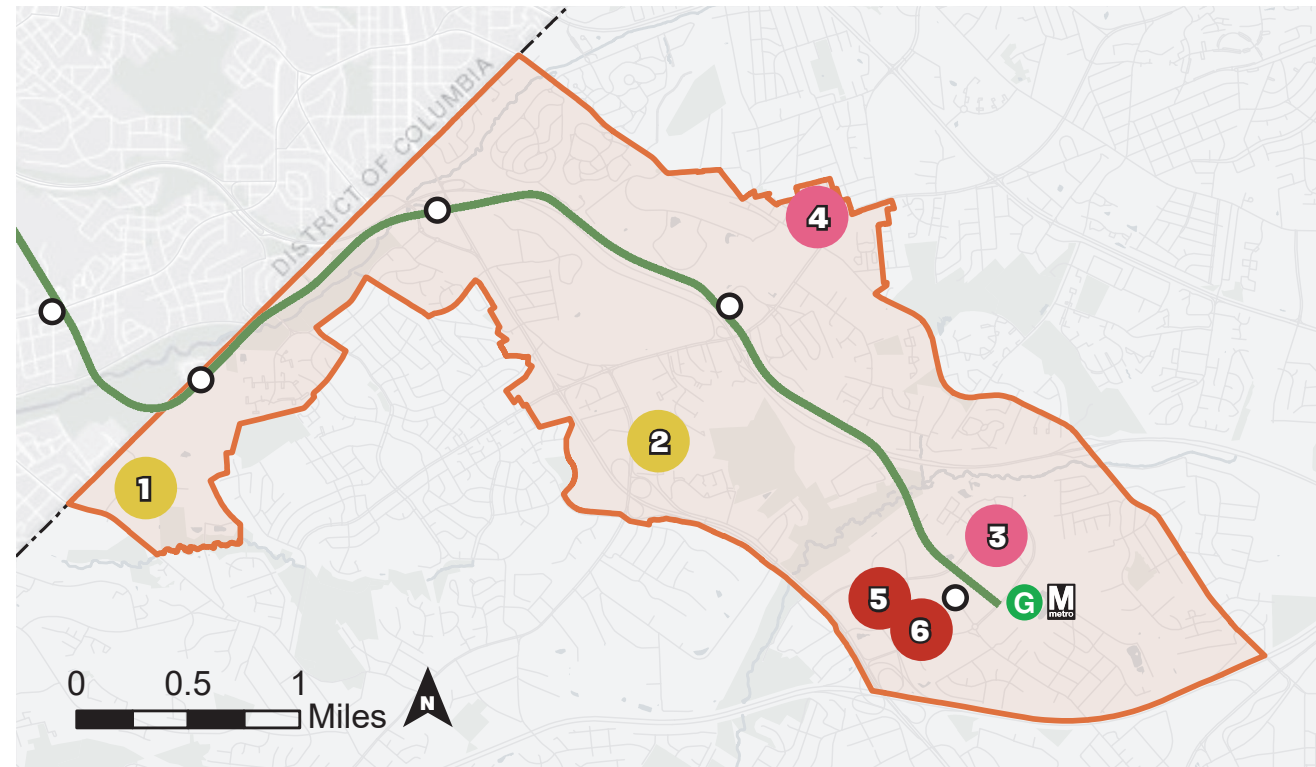
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

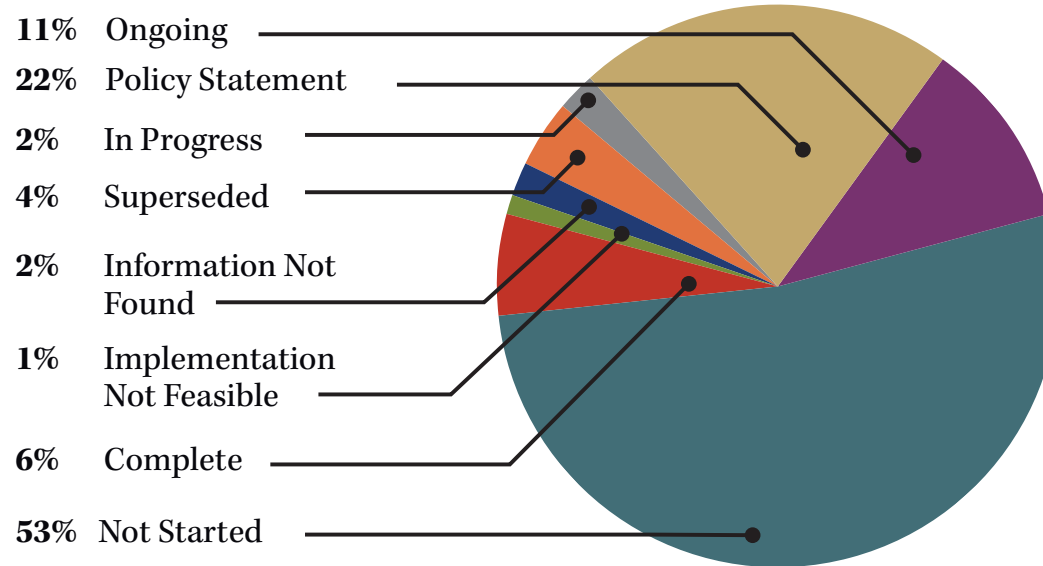
#	DEVELOPMENT NAME
1	Homes at Oxon Hill Senior Apartments
2	The Belnor Senior Residences
3	Town Center at Camp Springs
4	Towne Square at Suitland Federal Center
5	INFINITI of Suitland
6	Royal Farms

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Connectivity:** While progress has been made, there are many remaining actions from the plan related to enhancing connectivity to Metro stations for those walking and biking.
- **Land Use Constraints:** Without the removal or reduction of the extensive surface parking at Branch Avenue Metro Station, the land use vision from the plan cannot be fully realized.

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

KEY CONSTRUCTED PROJECTS¹



Washington Metropolitan Area Transportation Authority (WMATA) made several **upgrades** to the Branch Avenue, Suitland, and Naylor Road Metro Stations in summer 2025.



Buffered **bike lane improvements** and **crosswalk upgrades** were installed along MD 218 (Suitland Road) from the Washington, D.C. line to MD 458 (Silver Hill Road).



A **Citizenship and Immigration Services Federal Facility** was built at Branch Avenue Metro Station.

KEY UPCOMING PROJECTS



Once finished, the **Towne Square at Suitland Federal Center** will be a mixed-use development which will encompass over 1 million square feet. Several portions of this development area already completed.



The National Park Service is in the final stages of planning for the **Suitland Parkway Trail Extension and Naylor Road Intersection Safety Improvements project**. The project will address safety issues at this intersection and will fill a gap in the regional trail network.

Next Steps

Near-Term Opportunities

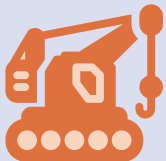
While few plan recommendations have been deemed infeasible, there remain many that have not seen progress. Projects below reflect some potential catalyst improvements related to land use and connectivity. These can also help support implementation of Plan 2035.



Bicycle Facilities: The plan recommends bicycle and pedestrian improvements in the Branch Avenue (plan page 92) and Suitland Metro station (page 125) areas. Non-completed plan recommendations pertaining to pedestrian and bicycle facilities (such as an on-street bicycle facility along MD 458 [Silver Hill Road]) should be revisited and programmed for implementation, as appropriate, especially within and connecting to the Regional Transit Districts. This can help 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:

- Maryland Department of Transportation State Highway Administration
- Department of Public Works and Transportation



Commuter Parking at Metro: A key near-term public investment recommendation in the plan is to construct commuter parking structure at Branch Avenue Metro Station to open up land for transit-oriented development. (See plan page 192.) Moving this recommendation forward could help support the Plan 2035 Growth Management Goal of having 50 percent of new dwelling units and jobs within Regional Transit Districts.

Responsible Parties:

- Branch Avenue Revenue Authority
- WMATA

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

April 2026

While we do not identify specific update opportunities at this time, we recommend consolidating plans to reduce fragmentation. The Southern Green Line Sector Plan would be consolidated into two separate plans:

- 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).
- 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.