Plan Progress Report

M-NCPPC
PRINCE GEORGE'S COUNTY
Planning Department

Henson Creek-South Potomac Master Plan and Sectional Map Amendment

Date Plan Approved: April 25, 2006

Date of Progress Report: September 22, 2025

Councilmanic Districts: 8, 9

Progress Summary

The Approved Master Plan and Sectional Map Amendment (SMA) for the Henson Creek-South Potomac planning area contains 265 recommendations, primarily focused on land use as well as transportation and mobility.

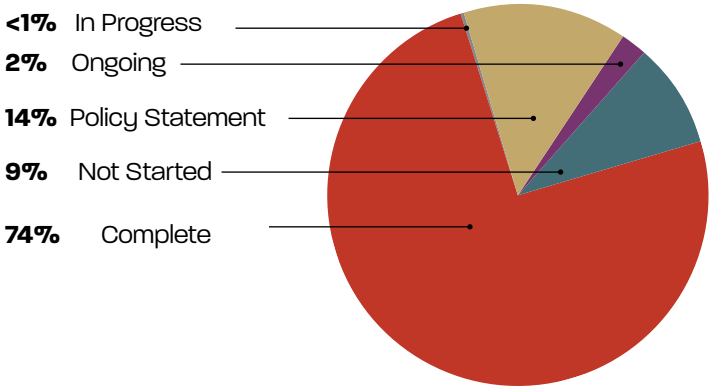
Since its adoption in 2006, approximately 74 percent (197) of the recommendations have been completed, less than 1 percent (1) are in progress, and 2 percent (5) are ongoing. Approximately 9 percent (24) have not yet had action taken.

Some highlights of completed recommendations include:

- National Harbor began to open to the public in 2008, as a mixed-use and high-intensity center, as envisioned in the plan.



Plan Recommendation Status



Suggested Next Step(s)

- [ ] Review in 2030
- [x] Major/Minor Plan Amendment
- [ ] Replace
- [x] Consolidate

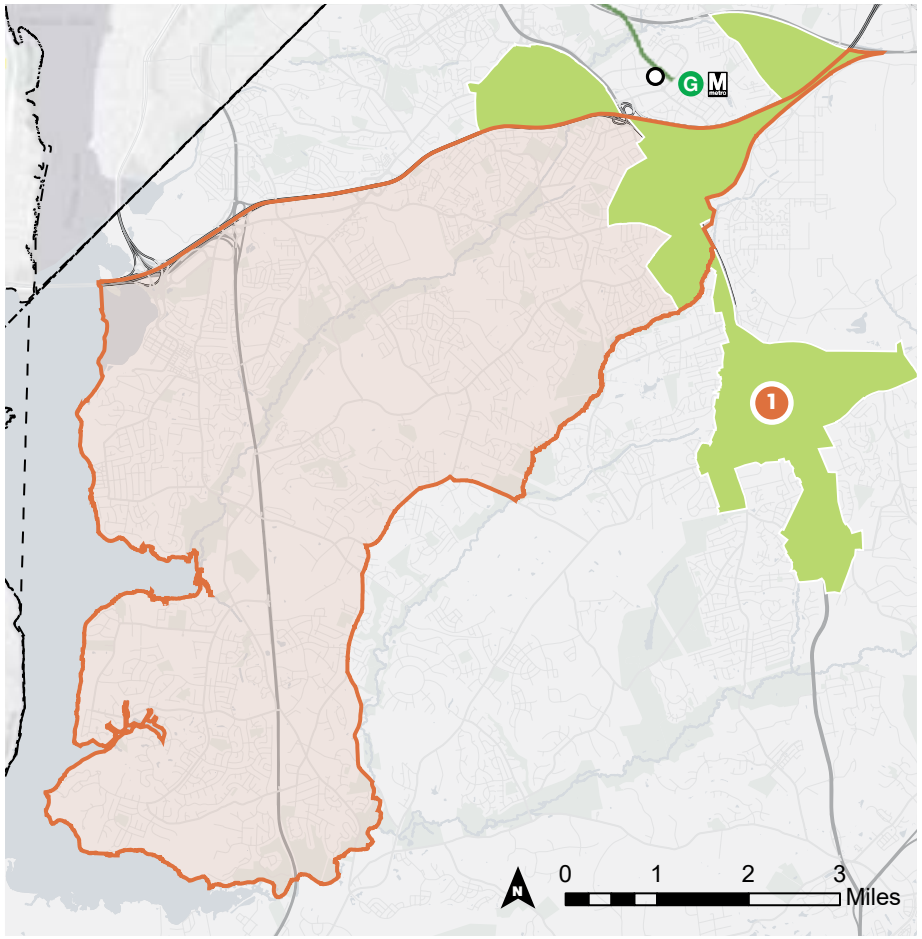
More information about this recommendation can be found at the end of the report.

Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Henson Creek-South Potomac Master Plan were bounded by Potomac River to the west, the Capital Beltway (I-95/I-495) to the north, Tinkers Creek stream valley and Old Fort Road to the east, and the Piscataway Creek stream valley to the south. The plan area has been superseded by one plan, which carved out a portion of the original plan area.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The following plan supersedes a portion of the Henson Creek-South Potomac Master Plan:

1. Central Branch Avenue Corridor Revitalization Sector Plan (2013)

As-Approved Plan Area

Superseding Plans

Superseded Plans

Metrorail Lines and Stations

Plan Area Summary

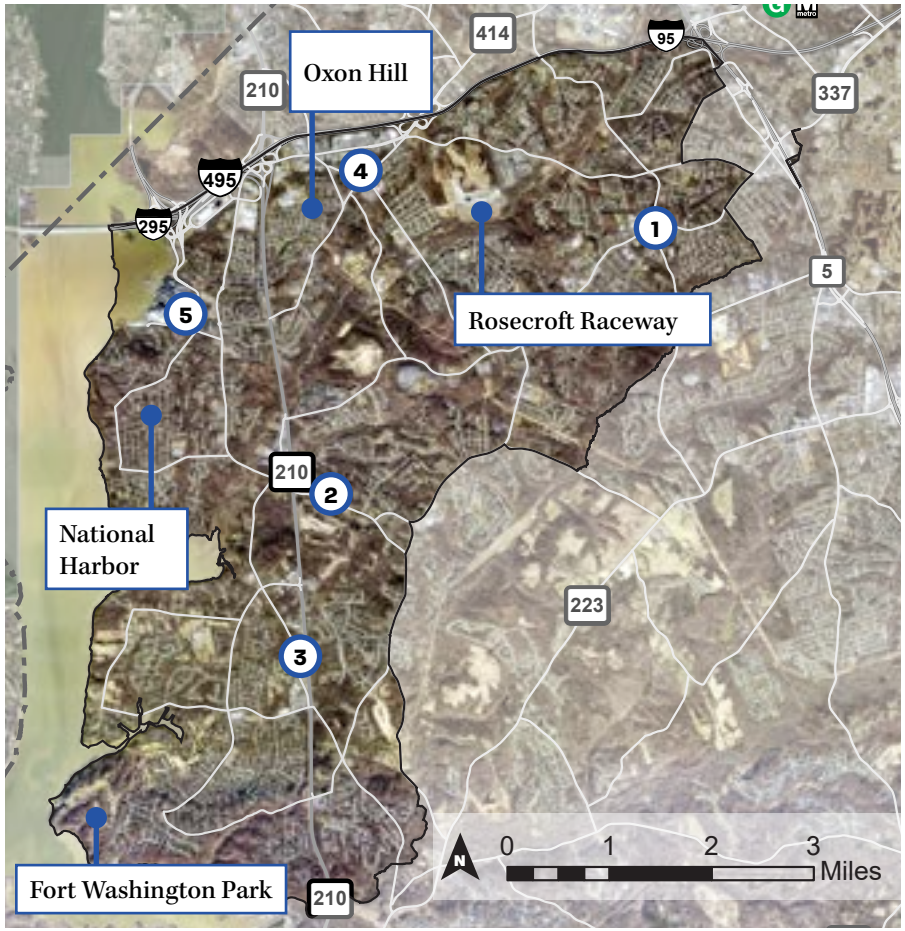
Plan Area

The approved plan area was generally bounded to the north by I-95 and the Suitland Parkway; to the west by the Potomac River; to the south by Piscataway Creek; and to the east by Gallahan Road, Old Fort Road, Allentown Road to Steed Road and Tinkers Creek, Meetinghouse Branch, the western boundary of Andrews Air Force Base, and Allentown Road. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page. There are two Plan 2035 Centers in the plan area: Oxon Hill Neighborhood Center and National Harbor Regional Transit District.

Mixed-Use Activity Centers and Goals

1. **Padgett's Corner:** Envisioned as a community-scale commercial area that supports the surrounding residential neighborhoods by providing locally serving retail, office and public uses closely integrated with residential development.
2. **Henson Creek Transit Village:** Envisioned as a pedestrian-oriented village setting focused on a two- to three-block section of Livingston Road between Palmer Road and Old Fort Road. The master plan proposes redevelopment of the existing commercial buildings to create a "main street" setting that will orient the majority of pedestrian activity along Livingston Road.
3. **Broad Creek Transit Village:** Envisioned to allow a low-scale mix of uses that capitalize on proximity to, and potential expansion of, the Fort Washington Hospital, such as medical offices, outpatient and health care uses, and possibly a senior living/elderly housing complex.
4. **Oxon Hill Regional Center:** A mixed-use, transit-oriented corridor, with residential, commercial, office and recreational development complemented by open spaces such as public plazas and parks.
5. **National Harbor Regional Center:** A major mixed-use commercial and entertainment venue of metropolitan significance along the banks of the Potomac River.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

Henson Creek-South Potomac area develops in an orderly fashion where **Centers and Corridors** are developed with mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on a transit-oriented, pedestrian-friendly, live/work/play environment that has an urban feel. **Developed Tier** becomes a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, low-, medium-, and high-density neighborhoods with upscale retail and safe pedestrian and vehicular routes that connect the neighborhoods and centers in a way that will bring the area more closely together. **Developing Tier** features a network of low-density residential communities and vibrant mixed-use commercial centers that feature a concentration of employment opportunities, quality stores, sit-down restaurants, public services, and amenities. Moderate density residential uses are concentrated within or near planned centers of mixed-use activity. The transportation system connects neighborhoods, parks, public facilities, and commercial centers by trails, sidewalks and transit, as well as by appropriately scaled roadways. Land uses in the Developing Tier enhance the historic character of the adjacent **Rural Tier** where woodland, wildlife habitat, and recreational lands are protected, the existing rural and historic character is preserved, and new development complements the character of the community.

Potential Oxon Hill Boulevard View



SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN

National Harbor Development Concept



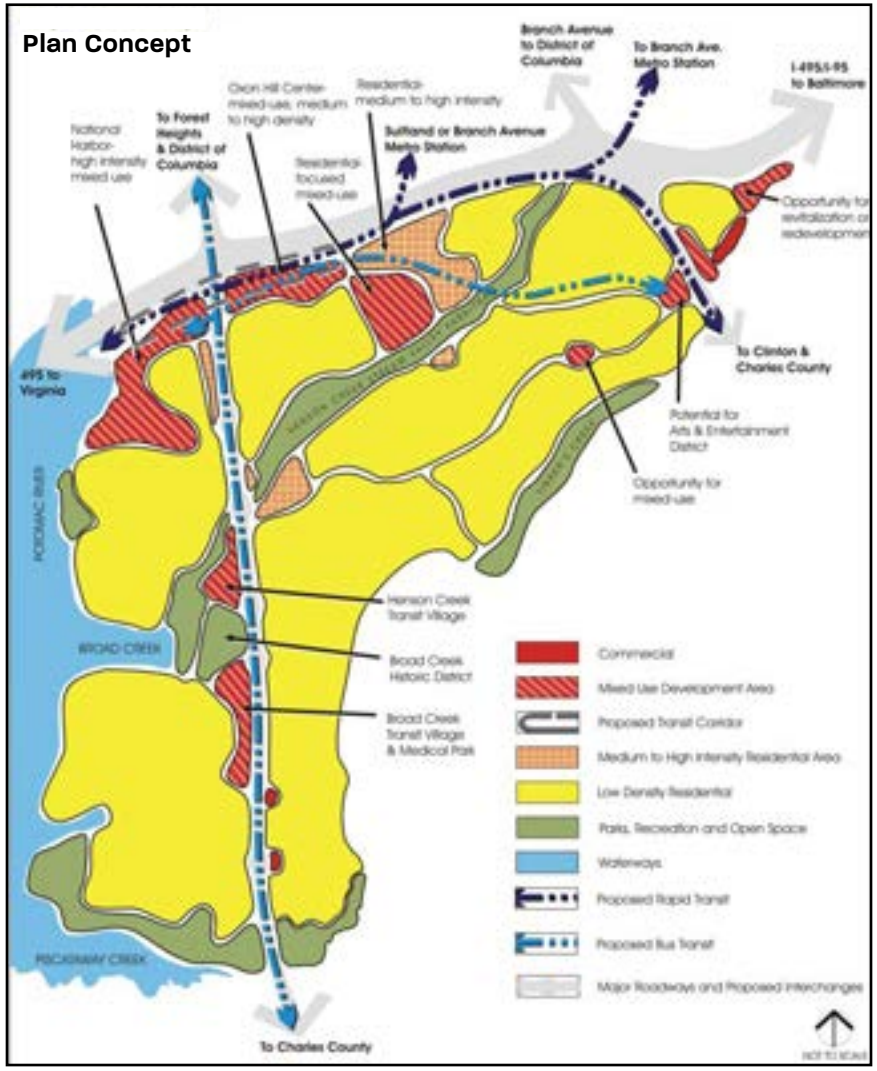
SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN

Plan Highlights

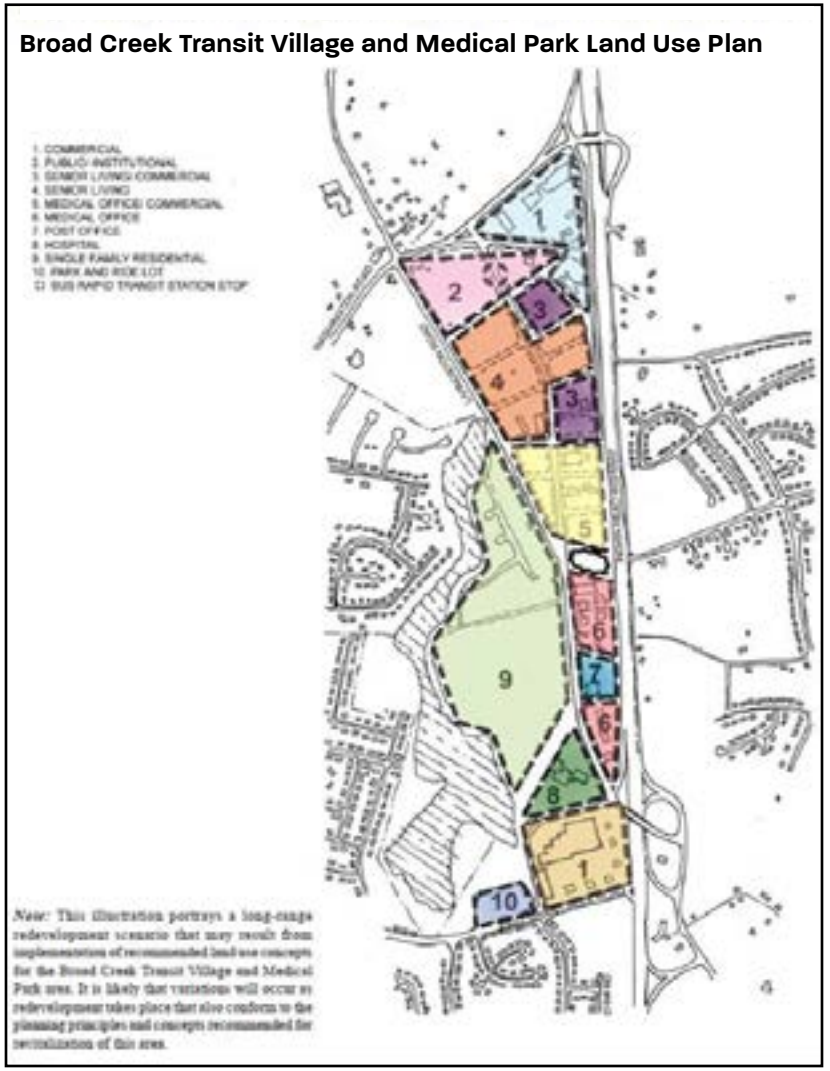
The sector plan removes the corridor designation for Indian Head Highway and designates a new growth corridor along the proposed transit line from Woodrow Wilson Bridge to St. Barnabas and Brinkley Roads.

Within the Developing Tier, the plan directs future growth to proposed mixed-use areas like National Harbor Center, as well as activity centers: Padgett's Corner, Henson Creek Transit Village, Broad Creek Transit Village, and Oxon Hill Regional Center, all of which have a focus on pedestrian-friendly development patterns.

Plan Overview



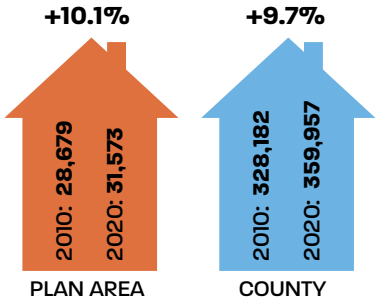
SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN



SOURCE: HENSON CREEK-SOUTH POTOMAC MASTER PLAN

Where Are We Now?

Housing[1]



OCCUPANCY RATE (PLAN AREA)

+3.0%

93.0% 2010 — **95.8%** 2020

HOMEOWNERSHIP RATE (PLAN AREA)

-5.0%

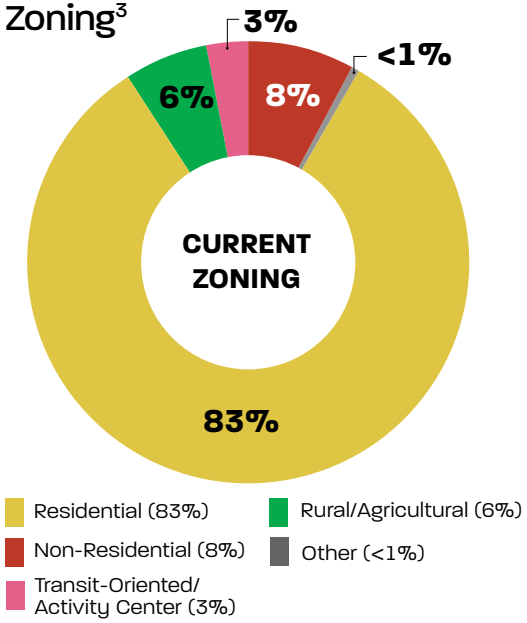
69.7% 2010 — **66.2%** 2020

Population[2]

PLAN AREA
2010: **73,802**
2020: **80,596**
+9.2%

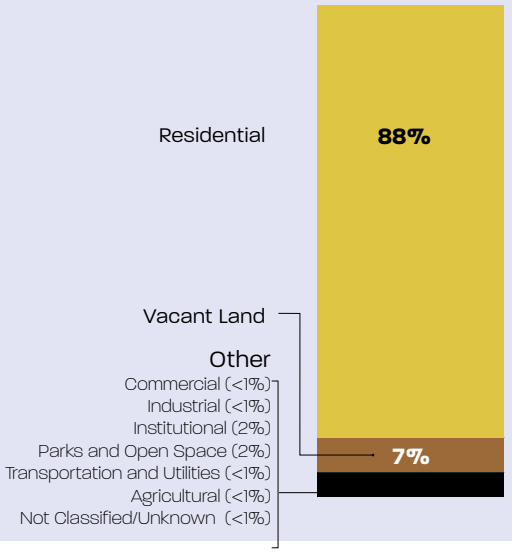
COUNTY
2010: **863,420**
2020: **967,201**
+12.0%

Zoning[3]

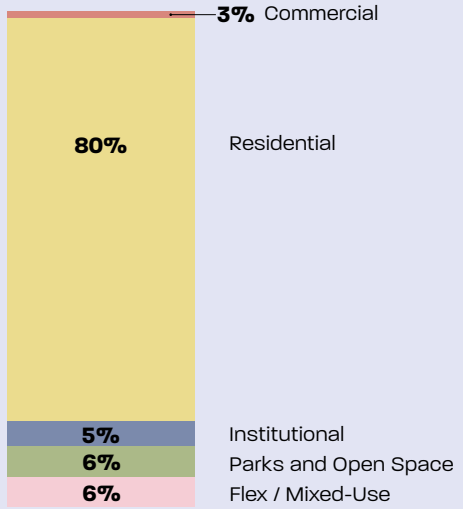


Land Use

CURRENT LAND USE[4]



PLANNED FUTURE LAND USE[5]



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 calls for the redevelopment of Andrews Manor Center into a mixed-use gateway as a better complement to the base. The plan also seeks to funnel growth to previously designated centers, notably National Harbor Center, the two activity centers along Indian Head Highway (MD 210), the Padgett's Corner activity center on Allentown Road, and the large, undeveloped properties north of Rosecroft Raceway. There are also new areas for mixed-use development carved out along proposed bus rapid transit lines on Indian Head Highway, Brinkley Road, and Branch Avenue.

Major development has occurred in the plan area; principally around National Harbor, where housing continues to be built. Other large mixed-use and commercial development projects are in the pipeline.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Mixed-Use/Flex			
1	National Harbor	978 units constructed, 1,522 in the pipeline	7,325,000 SF constructed
2	The Shops at Oxford	187 units constructed	8,247 SF in the pipeline
Retail/Services			
3	Tanger Outlets Buildout (FKA Salubria)		486,000 SF constructed, 34,000 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

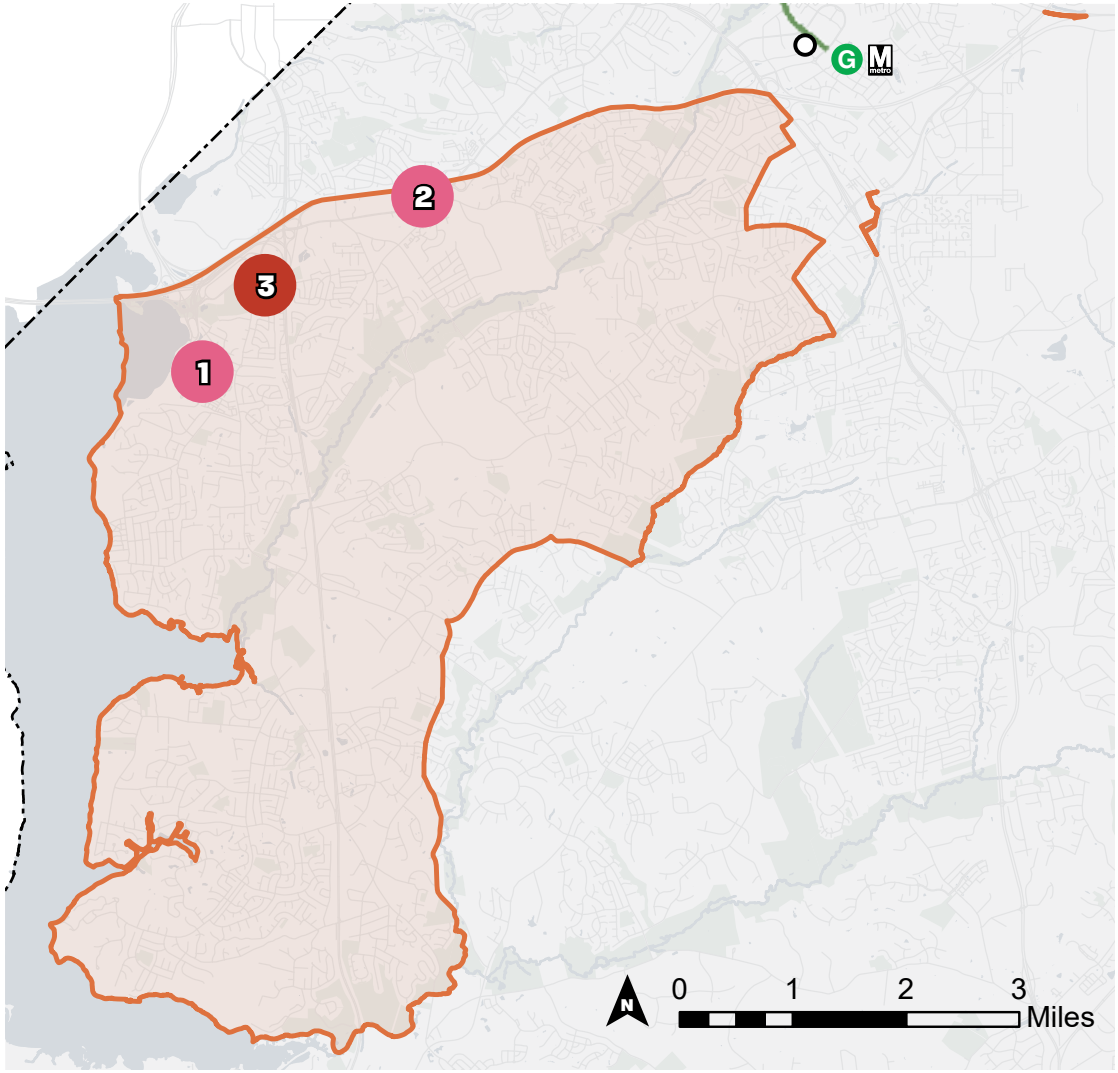
Active Plan Area

Development Areas (colors vary; see table below and on previous)

Metrorail Lines and Stations

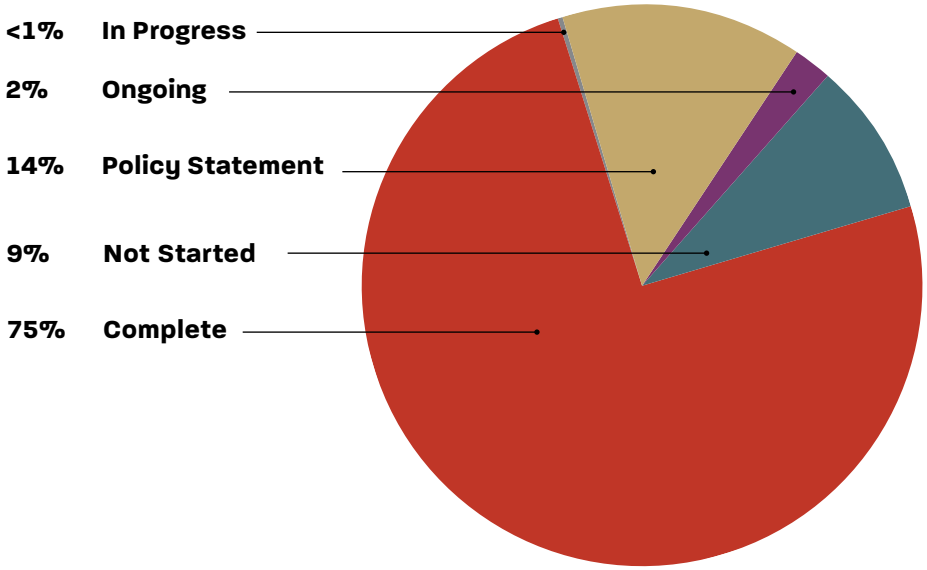
#	DEVELOPMENT NAME
1	National Harbor
2	The Shops at Oxford
3	Tanger Outlets Buildout

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Transit Vision Not Realized:** Most of the recommendations in the plan were premised on the assumption that Purple Line would extend to Branch Avenue Metro Station and run along St. Barnabas Road through Oxon Hill Road to National Harbor and into Virginia. Unfortunately, Purple Line is currently planned to stop at New Carrollton Metro Station. Bus rapid transit was also envisioned along MD 210 with bus stops at what were designated as Transit Villages, and that did not come to fruition.

KEY CONSTRUCTED PROJECTS[1]

The **National Harbor** development began to open to the public in 2008.

Several **roadway projects** have added sidewalks, crosswalks, bike lanes, and stormwater management, including the Tucker Road and Palmer Road Bike Lane projects.

The **MD 210 (Indian Head Hwy) Pedestrian Safety Improvements Phase 2** project added signal reconstruction and enhanced lighting.

KEY UPCOMING PROJECTS

The **MD 210 Corridor Improvements project** (from I-95/I-495 to MD 228) aims to enhance safety, reduce congestion, improve the aesthetic quality of the corridor, and promote better multimodal accessibility.

The **Oxon Hill Manor Historic Site** is currently undergoing renovations.

The **National Harbor Public Safety Building** is in the permitting phase and plans to begin the procurement process in FY 2025.

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

Next Steps

Near-Term Opportunity

While some elements of the plan, such as the development of National Harbor, have met and even exceeded the vision in the plan, other elements have not seen as much progress. The action below is an example strategy for building on the momentum of recent development to achieve the plan vision, while also supporting the implementation of Plan 2035.



Heritage Tourism: Historic Preservation Policy 3 in the plan supports increasing opportunities for heritage tourism and promoting public awareness and appreciation of the area's historic sites and resources and the Broad Creek Historic District. Two specific recommended strategies are supporting the development of a South County Heritage Area and expanding educational programming at M-NCPPC and federally owned historic sites to emphasize the importance of preserving historic resources. This can support Plan 2035 Community Heritage, Culture, and Design Policy 4, to "enhance and expand heritage tourism as a component of the County's economic development."

Responsible Parties:

- M-NCPPC
- Planning Department
- Department of Parks and Recreation
- National Park Service

PLAN UPDATE RECOMMENDATION

- **Review for potential amendments**
- **Consolidate**

NEXT SIX-YEAR UPDATE DUE DATE

April 2030

While the National Harbor area has seen significant growth, many other centers envisioned in the plan have not. A plan amendment can support a renewed look at centers for adjustments based on Plan 2035 priorities, market changes, potential upcoming infrastructure investments, available properties, or other factors.

At the same time, we are recommending consolidation of plans in the southwestern portion of the County. We recommend a sector plan consolidating the Henson Creek-South Potomac Plan with the portion of the Central Branch Avenue Sector Plan that sits between I-495 (Capital Beltway) and Tinkers Creek.