

Plan Progress Report

Landover Gateway Sector Plan and Sectional Map Amendment

Date Plan Approved: May 19, 2009

Date of Progress Report: September 22, 2025

Councilmanic Districts: 5

Progress Summary

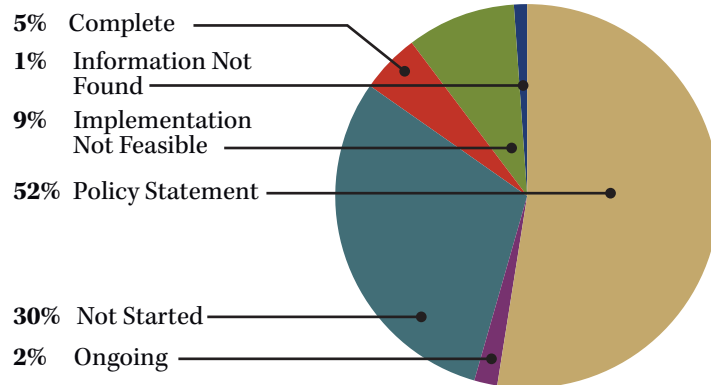
The Approved Landover Gateway Sector Plan and Proposed Sectional Map Amendment contains 293 recommendations, primarily focused on transportation and mobility as well as public facilities.

Since its adoption in 2009, approximately 5 percent (16) of the recommendations have been completed and 2 percent (7) are ongoing. Approximately 30 percent (87) have not yet had action taken.

Some highlights of completed recommendations include:

- St. Joseph Community Fire/ EMS Station #806 opened in 2010.
- Glenarden Hills and the Woodmore Town Centre are residential and mixed-use developments that align with the plan's vision.

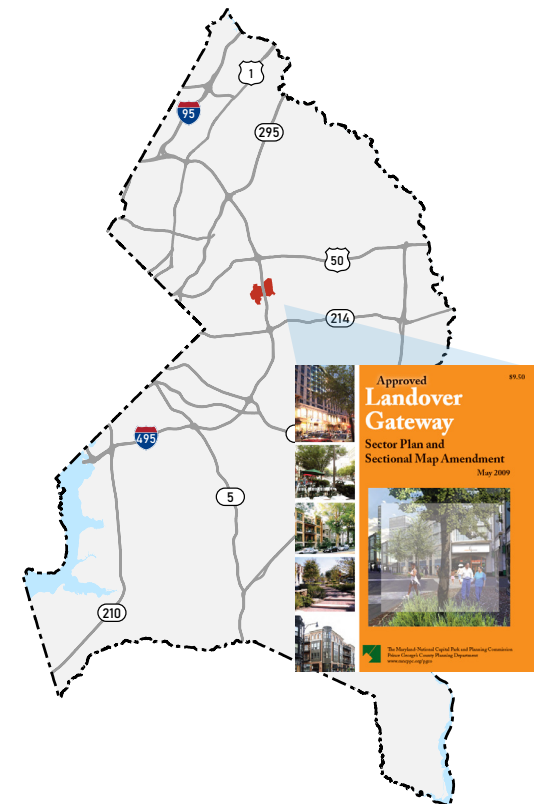
Plan Recommendation Status



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 plan area of the Landover Gateway Sector Plan centered around the northwest, northeast, and southwest quadrants of the Capital Beltway (I-95/I-495) interchange at Landover Road (MD 202). The Landover Gateway Sector Plan supersedes a portion of the Largo-Lottsford Master Plan and Subregion 4 Master Plan upon adoption.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Landover Gateway Sector Plan supersedes a portion of the following plans:

- 1 Subregion 4 Master Plan (2010)
- 2 Largo-Lottsford Master Plan (1990)

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-  Superseded Plans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

Plan Area Summary

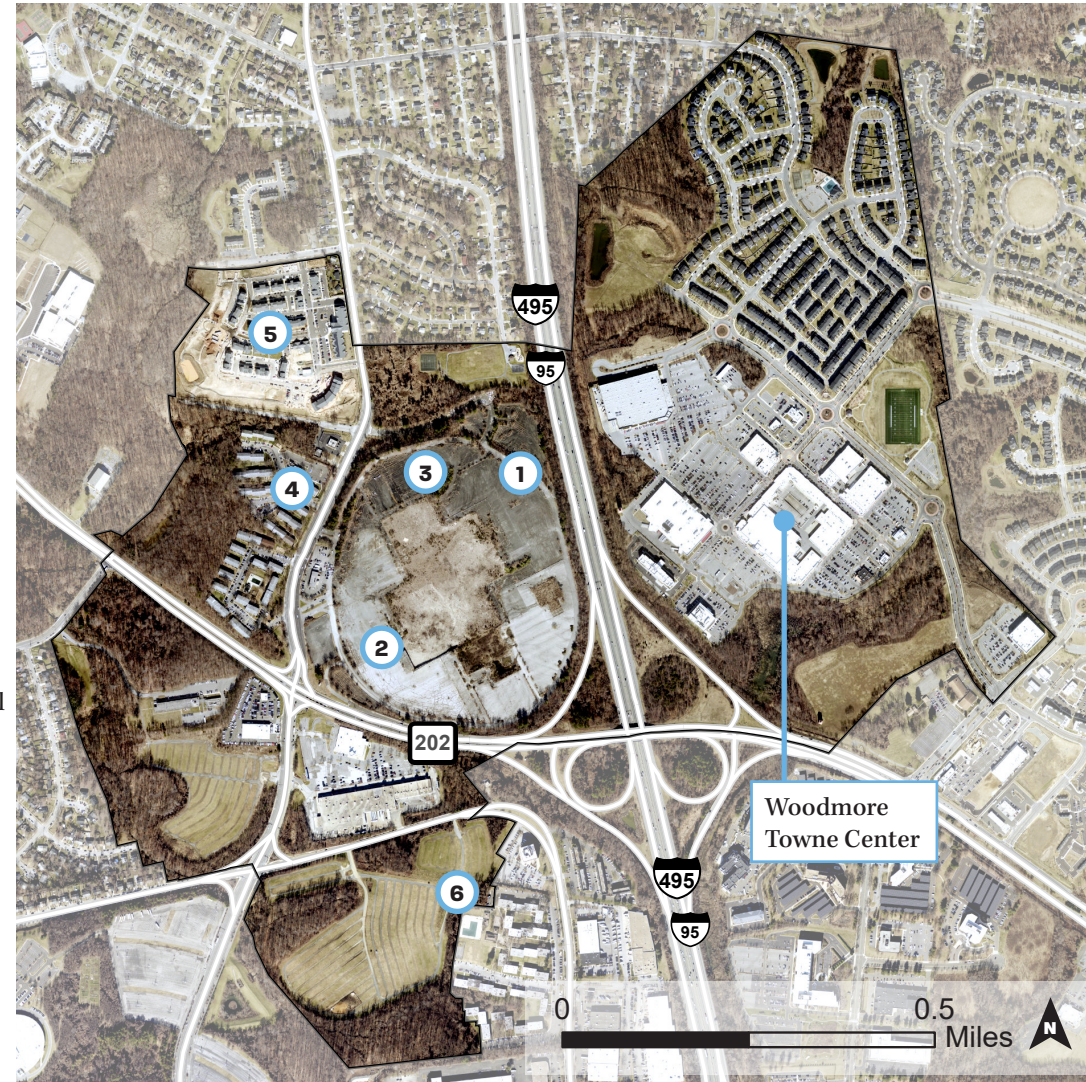
Plan Area

The planning area boundary covers approximately 591 acres, which are partly within the incorporated area of the City of Glenarden. This plan focuses generally on the 88-acre former Landover Mall site and nearby commercial and residential properties. Other adjoining properties include Landover Crossing Shopping Center on the south side of MD 202; a used car dealership, south of Brightseat Road; Glenarden Apartments and Maple Ridge Apartments, west of Brightseat Road; a handful of retail and service businesses; and the future Woodmore Towne Centre development site (245 acres), east of the Capital Beltway. The entire plan area is designated a Plan 2035 Town Center.

Focus Areas and Goals

- 1 Landover Civic Center (Capital Beltway):** This area serves as a regional draw and economic magnet that brings employers, visitors, workers, and residents to Landover Gateway.
- 2 Main Street Commercial Core:** The primary commercial corridor of Landover Gateway; commercial activity is organized around a walkable, economically vital main street.
- 3 Downtown Neighborhood:** A residential focus area to the north of the main street commercial core.
- 4 Park Slope Neighborhood:** A signature, high-density residential neighborhood to the west of the downtown core.
- 5 Gateway North Neighborhood:** A moderate-density neighborhood of townhomes surrounds a mixed-use neighborhood area on the west side of Brightseat Road.
- 6 Gateway South Neighborhood:** The area south of MD 202 is transformed into a neighborhood of mixed-use, residential and educational uses.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

The plan envisions a transformation of the Landover Gateway area into a vibrant 24-hour activity center with a dense urban form and a mix of uses. The core area is anchored by a complex of signature office towers offering a range of civic uses, ranging from governmental to cultural facilities adjacent to the Capital Beltway and including a mixed-use main street. Landover Gateway features a variety of businesses and attractions, from businesses that serve the needs of citizens who reside within a short walking distance from downtown to others that attract visitors throughout the region. The downtown core transitions into outer neighborhoods with a range of high- and moderate-density residential neighborhoods and complementary mixed-use development. Landover Gateway serves as a major multimodal transportation hub, with the addition of direct transit service to support the new development. The area is buffered by a network of trails and open spaces that provides a needed amenity for residents that preserves sensitive stream valleys. The roadway network is transformed for pedestrian use with improved connectivity throughout.

Plan Goals

- A new mixed-use downtown that centers on the former Landover Mall site and Brightseat Road.
- Civic Center at Landover, a complex of government, cultural, educational, and office uses.
- A vibrant main street and commercial core.
- A variety of neighborhoods with a range of housing types.
- Economic development and a vital economic mix.
- A fully-integrated, multimodal transportation system.
- An enhanced and expanded network of open space and civic places.
- Improved pedestrian, bicycle, and trail connections.
- Planned public facilities to support, protect, and educate current and future residents of Landover Gateway.
- A model of environmentally sensitive site design that preserves, enhances, and restores the environment and ecological functions.

Landover Civic Center Capital Beltway Area



SOURCE: LANDOVER GATEWAY SECTOR PLAN

Plan Highlights

The plan focuses on the opportunities presented by the potential redevelopment of the old Landover Mall site. It recommends the development of a variety of transit-oriented, mixed-use areas, including a new downtown, Landover Gateway civic center, main street, and several neighborhoods and streets.

The plan also prioritizes improving the range of housing types, with an eye toward mixed-income housing, starter-homeownership units, and aging in place options.

The sector plan also provides mixed-use transportation oriented design guidelines to create a coherent street space and guide development across four distinct design districts that include design principles and building envelope guidelines.

Plan Overview

Illustrative Development Plan



SOURCE: LANDOVER GATEWAY SECTOR PLAN

Proposed Downtown Neighborhood Rendering



SOURCE: LANDOVER GATEWAY SECTOR PLAN

Proposed Main Street Commercial Core Rendering

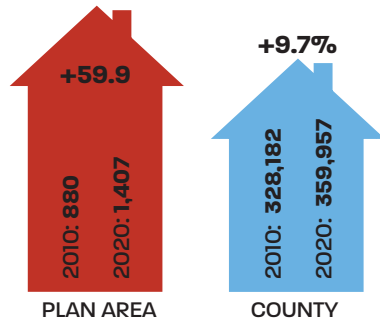


SOURCE: LANDOVER GATEWAY SECTOR PLAN

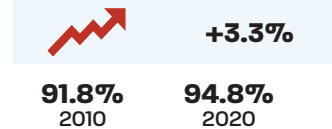
Where Are We Now?

Housing¹

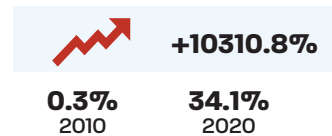
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 2,205
2020: 3,822

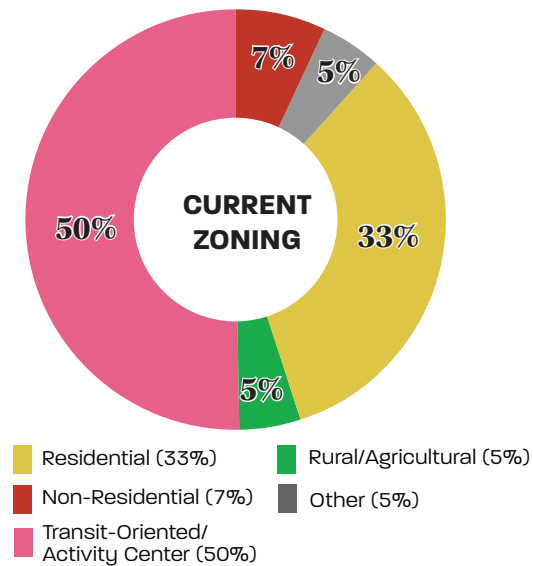


COUNTY

2010: 863,420
2020: 967,201

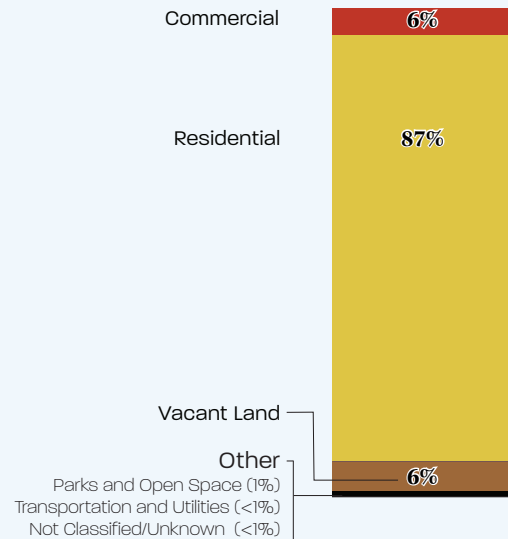


Zoning³

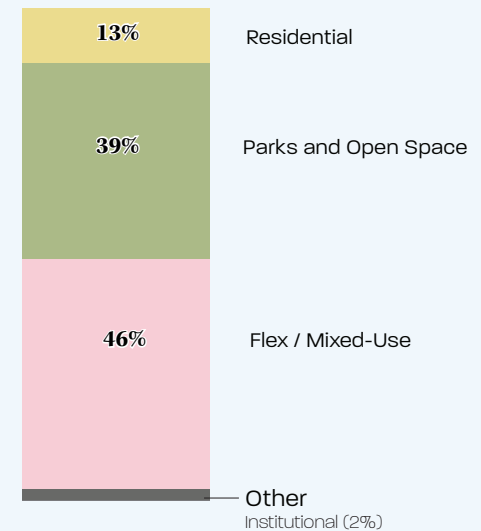


Land Use

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 Landover Gateway Sector Plan calls for the development of a high density and intensity 24-hour neighborhood, with a downtown core featuring a compact network of streets with office towers, civic uses, and a range of residential densities, on and around the former Landover Mall property. A network of pedestrian-oriented streets and a planned connection to the Purple Line would define the area's walkable nature.

While no redevelopment has occurred on the site of the Landover Mall, other parts of the plan area are being built out. A network of streets defines the new neighborhoods with a range of housing types, albeit at lower density than planned for.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Glenarden Hills	243 units constructed, 187 in the pipeline	
Mixed-Use/Flex			
2	Woodmore Town Center	479 units constructed, 600 in the pipeline	840,158 SF constructed, 909,842 in the pipeline

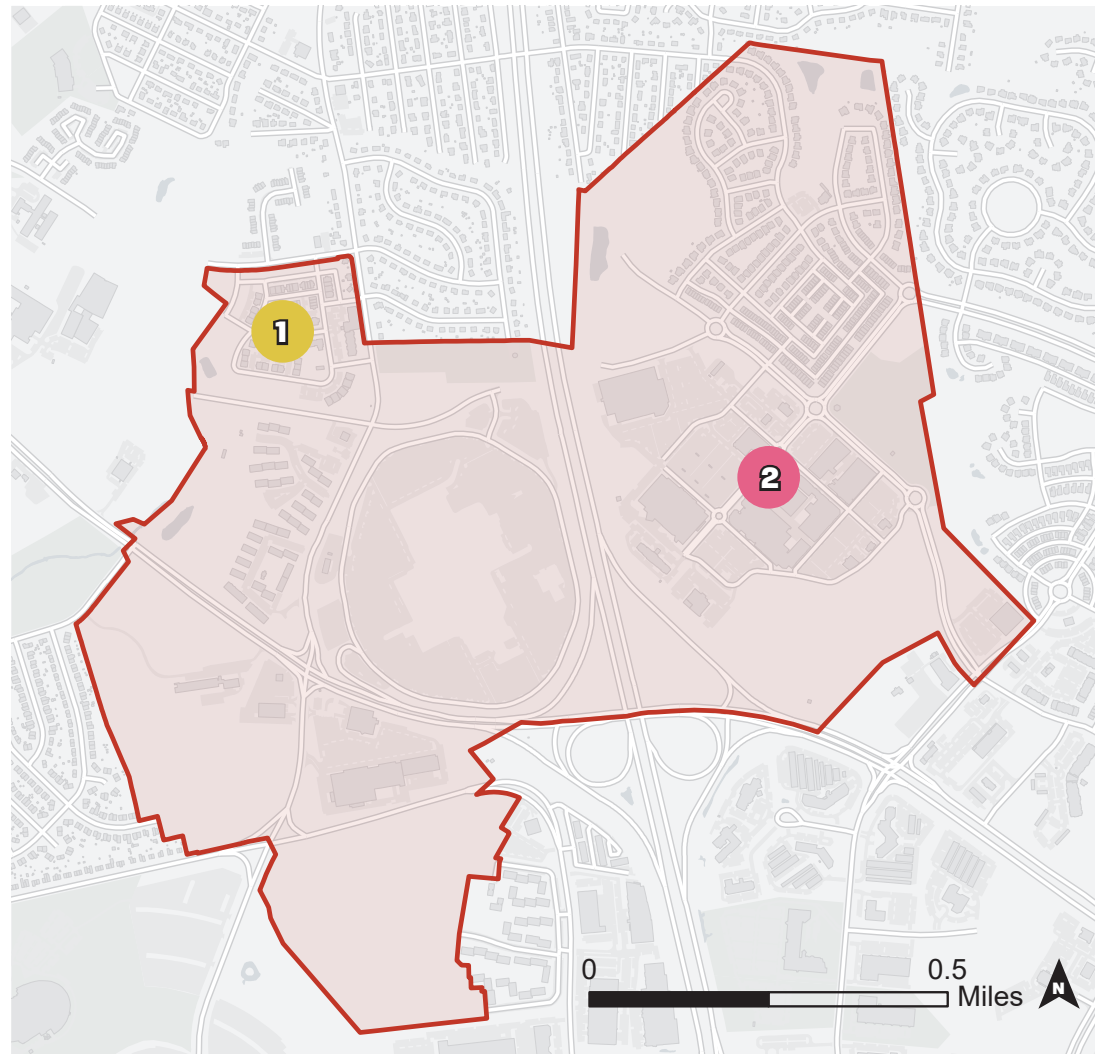
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

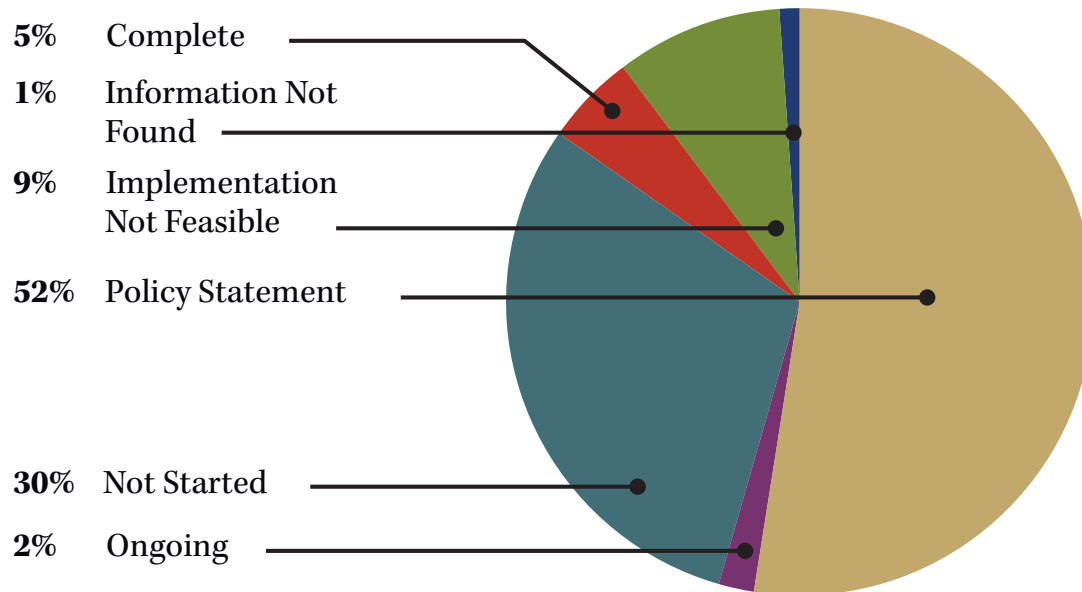
#	DEVELOPMENT NAME
1	Glenarden Hills
2	Woodmore Town Center

Recent Development Activity



Implementation

Status of Plan Recommendations



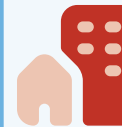
Challenges

- **Infeasible Recommendations:** Several of the recommendations from this plan have been deemed infeasible due to market limitations and refinements to County office location planning. In particular, the change in redevelopment plans for the former Landover Mall site from a mixed-use “downtown” to a potential data center means that a central element of the plan may no longer be feasible. In addition, the Purple Line does not extend to Landover.

KEY CONSTRUCTED PROJECTS ¹



St. Joseph Community Fire/ EMS Station #806 opened in 2010.



Glenarden Hills is a 27-acre site that includes senior and family affordable apartments, market rate and affordable rental townhomes, and homeownership townhomes, including those with affordable financing options.



Woodmore Towne Centre is part of a larger 245-acre mixed-use development featuring homes, hotels, and shops.

KEY UPCOMING PROJECTS



A new **data center campus** on the site of the **former Landover Mall** is expected to potentially begin construction by 2026. However, as of September 2025, all data center development in has been paused by the County Council.

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

Next Steps

Near-Term Opportunity

While many of the elements of the plan vision have been deemed infeasible, there are remaining recommendations that can work to address needs in the area and support implementation of Plan 2035.



Elements of the Civic Center Concept: While the former Landover Mall site may no longer be viable for a Civic Center as envisioned in the plan, facilities and amenities proposed for the surrounding area, such as bicycle lanes, should still be considered for prioritization in capital improvement planning. For example, the plan recommends providing continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road (page 96). This can help support Plan 2035 Transportation and Mobility Policy 4: “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:

- Department of Public Works and Transportation

PLAN UPDATE RECOMMENDATION

- **Replace plan**
- **Consolidate**

NEXT SIX-YEAR UPDATE DUE DATE

May 2027

Updates are needed in order to respond to changing opportunity areas and market conditions. We recommend updating this plan while consolidating it into two separate plans:

- A Planning Area 73 Master Plan, combining the Largo-Lottsford Master Plan, Largo Town Center Sector Plan, Morgan Boulevard and Largo Town Center Metro Sector Plan, and the portion of the Landover Gateway Sector Plan east of I-495 (Capital Beltway).
- A sector plan combining the northern portion of the Subregion 4 Master Plan (north of the in-development Central Avenue-Blue/Silver Line Sector Plan and SMA), Landover Metro Area and MD 202 Corridor Sector Plan, and the portion of Landover Gateway Sector Plan west of I-495 (Capital Beltway).