

Plan Progress Report

Master Plan and Sectional Map Amendment for Largo-Lottsford, Planning Area 73

Date Plan Approved: June 24, 1990

Date of Progress Report: September 22, 2025

Councilmanic Districts: 5, 6

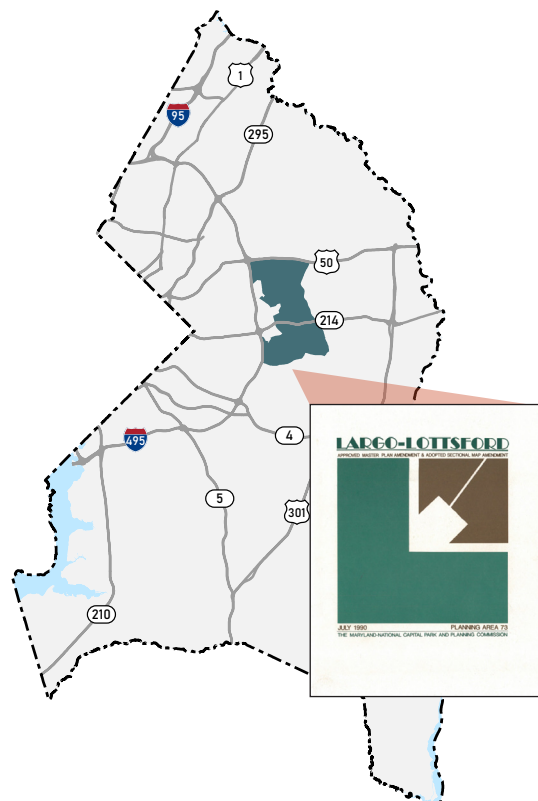
Progress Summary

The Largo-Lottsford Approved Master Plan and Adopted Sectional Map Amendment contains 285 recommendations, primarily focused on housing and neighborhoods, economic prosperity, and transportation and mobility.

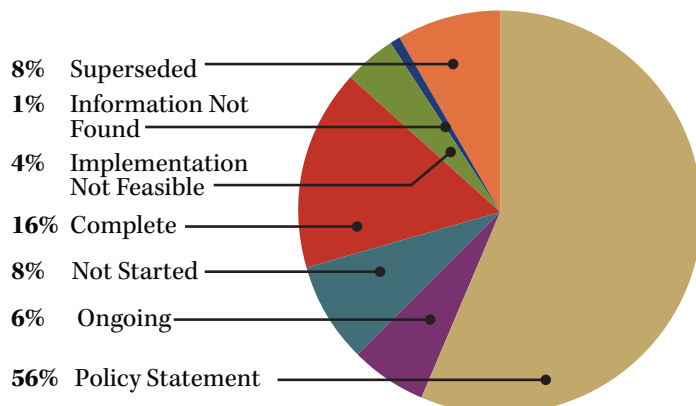
Since its adoption in 1990, approximately 16 percent (47) of the recommendations have been completed and 6 percent (17) are ongoing. Approximately 8 percent (24) have not yet had action taken.

Some highlights of completed recommendations include:

- Several recommended highway improvements were constructed in the early 1990s, including reconstruction of the Capital Beltway (I-95) at John Hanson Highway (US 50) and US 50 at Martin Luther King Jr Highway (MD 704), which were both early plan initiatives.
- Several rezonings or other requirements which promote development consistent with the goals of the plan occurred as part of the Sectional Map Amendment.



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

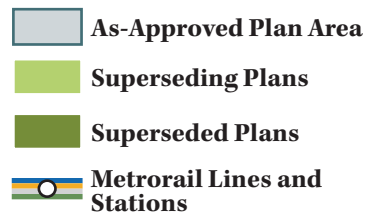
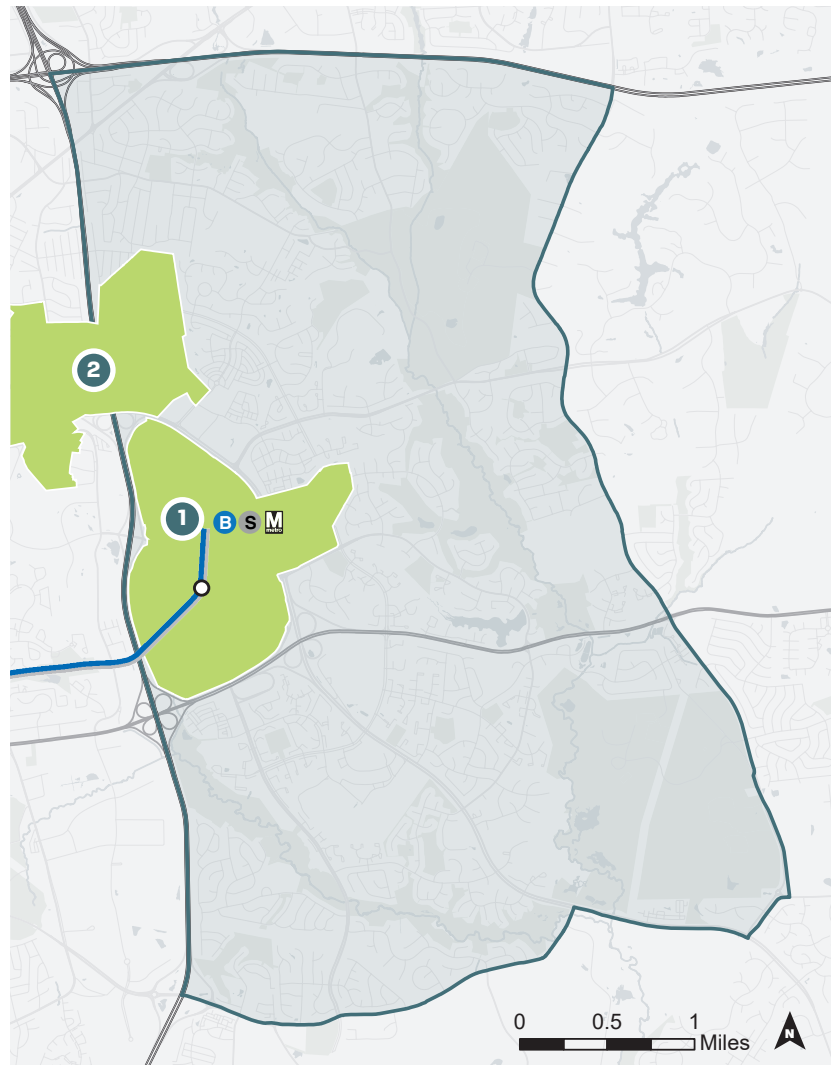
The original approved borders of the Largo-Lottsford Master Plan were bounded by the Capital Beltway (I-95/I-495) to the west, US 50 to the north, Enterprise Road to the east, and White Horse Road and Largo Road to the south. The plan area has been superseded by multiple plans since adoption, with each superseding plan carving out a portion of the original plan area.

Related Plans

The following plans supersede a portion of the Largo-Lottsford Master Plan:

- 1 Largo Town Center Sector Plan (2013)
- 2 Landover Gateway Sector Plan (2009)

As-Approved Plan Area and Related Plan Boundaries

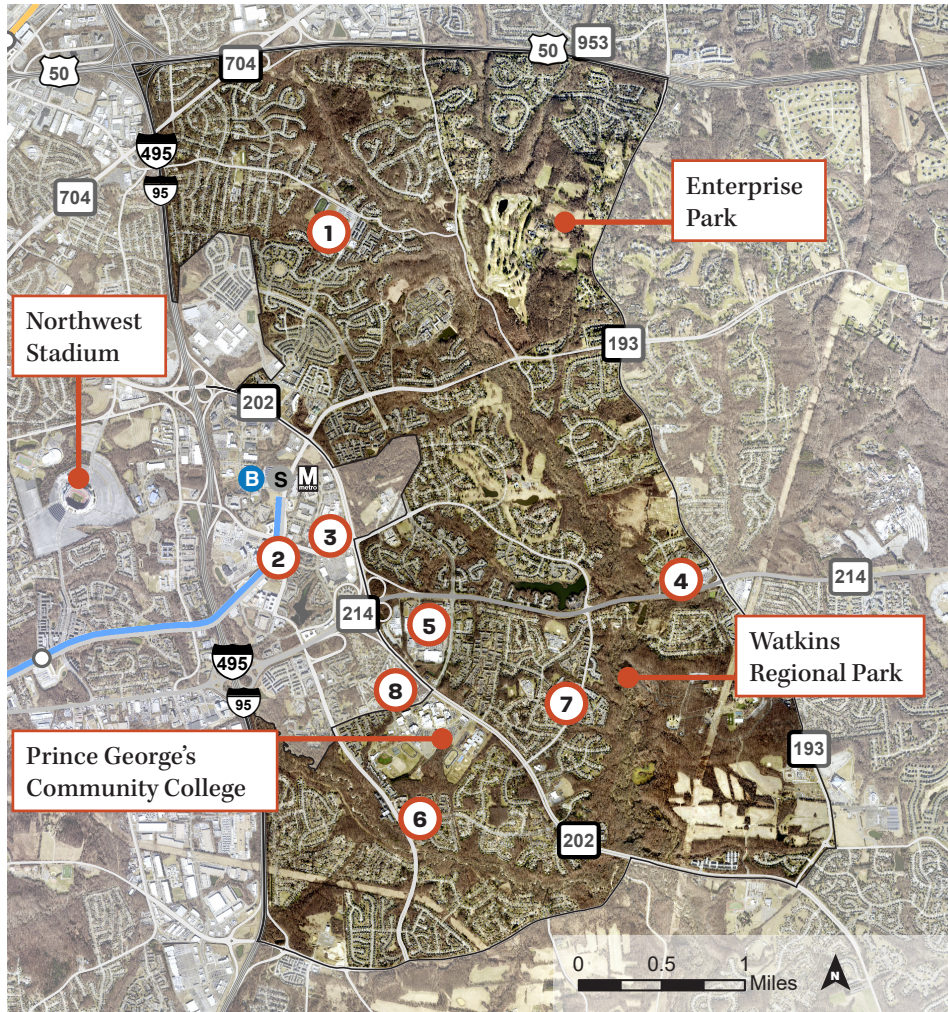


Plan Area Summary

Plan Area

The original approved plan area encompasses 15.6 square miles and comprises Planning Area 73 (Largo-Lottsford). It is bounded on the north by US 50; on the east by Enterprise Road and Watkins Park Drive; on the south by MD 202 and White House Road; and on the west by I-95. The current, active plan boundary is highlighted in the map below; it has been reduced by superseding plans, as noted on the previous page.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

○ Focus Areas and Goals

- 1 Enterprise Community Village Activity Center:** A retail center to serve the northern portion of the planning area
- 2 Northampton Community Largo Town Center:** slated to contain a mixture of retail, residential, and employment uses in an integrated, unified development.
- 3 Northampton Community Lake Arbor Center:** A neighborhood activity center with strong auto and hiker-biker connections.

4 Northampton Community Enterprise Shopping Center: Not a full scale Village Activity Center; should include office and miscellaneous uses.

5 Largo Community Kettering Community Activity Center: Integrate new retail, office, and institutional uses with the existing shopping uses.

6 Largo Community Mt. Lubentia Convenience Center: Stores should serve the immediate neighborhood and the center should not be enlarged.

7 Largo Community Convenience Center: Should serve the immediate neighborhood and not be enlarged.

8 Largo Community Campus Way South Service Commercial Area: Integrated into the surroundings and buffered from adjacent uses.

Plan Overview

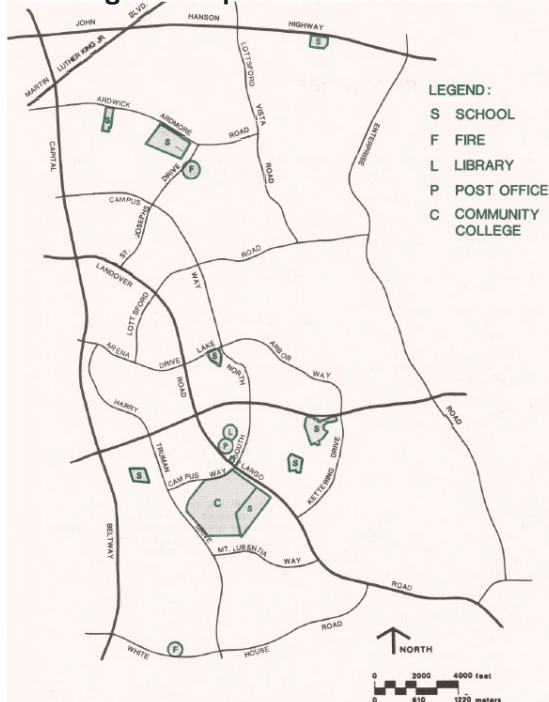
Plan Vision

- Determine the appropriate residential land use mix and intensity to satisfy community and regional needs in conjunction with the County's ability to provide the necessary public infrastructure and services.
- Delineate appropriate commercial/employment locations that will service projected demand for goods and services and provide opportunities for an increasing employment base.
- Protect existing environmental elements and historical assets.
- Provide for an integrated open space and recreation element sufficient to serve current and future demands.
- Provide an implementation strategy that integrates these diverse elements into a logical comprehensive land use and zoning policy designed to enhance the quality of life and character in each community within the planning area.

Plan Goals

- Provide a transportation network that maximizes safety and efficiency for all modes of travel.
- Protect the physical environment and enhance character, quality and livability.
- Strengthen community identity, provide housing opportunities, foster stability and character, and enhance quality of life.
- Provide for various types of commercial space in attractive and well-located settings.
- Diversify job opportunities for local residents and enhance the economic base of the County and Largo-Lottsford.
- Provide needed public infrastructure and services in a timely manner.
- Provide parks, recreation facilities, and trails.
- Enhance quality of life through the preservation of designated historic resources which are significant for their historical, architectural, archaeological, and cultural value.

Existing and Proposed Public Facilities



SOURCE: LARGO-LOTTSFORD MASTER PLAN

Plan Highlights

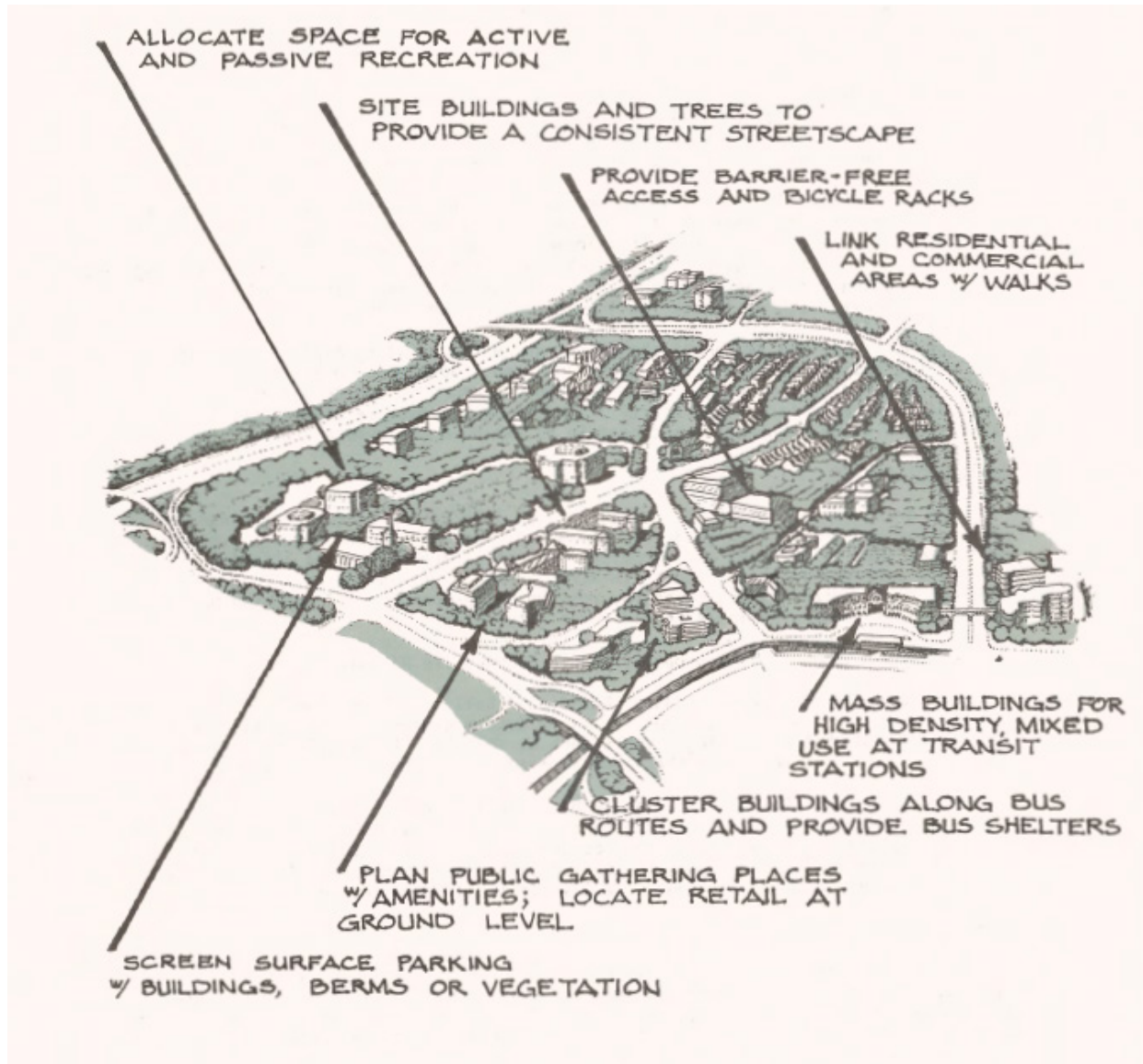
The plan proposes six centers and a commercial area to serve as social and economic focal points. They include a Town Center, Community Activity Center, Village Activity Center, Neighborhood Activity Center, and two Convenience Centers. Actions encourage commercial activities, services, and public service facilities to locate within each activity center, in addition to conventional shopping options.

The plan also proposes extensive future employment areas, principally within and adjoining the triangle formed by I-95, MD 202, and MD 214, as well as within the northeast quadrant of the intersection of the Capital Beltway and White House Road, to increase the variety of job opportunities in the planning area and to produce a more favorable tax revenue situation in Prince George's County.

Plan actions also support an integrated transportation system composed of commuter rail, bus, and automobile, with opportunities for pedestrian, equestrian, and bicycle movement on trails and other public rights-of-way.

Plan Overview

Employment Area Site Planning for Transportation



SOURCE: LARGO-LOTTSFORD MASTER PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 40,814

2020: 43,336



+6.2%



COUNTY

2010: 863,420

2020: 967,201



+12.0%



Housing²

TOTAL UNITS

+1.4%



PLAN AREA

+9.7%



COUNTY

OCCUPANCY RATE (PLAN AREA)



+2.1%

94.5%
2010

96.6%
2020

HOMEOWNERSHIP RATE (PLAN AREA)

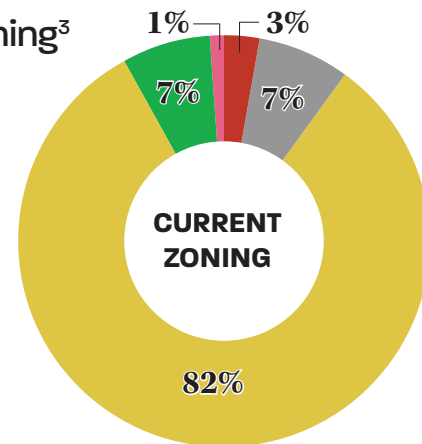


+3.4%

76.4%
2010

79.0%
2020

Zoning³



Residential (82%)

Rural/Agricultural (7%)

Non-Residential (3%)

Other (7%)

Transit-Oriented/
Activity Center (1%)

Land Use

CURRENT LAND USE⁴

Residential

95%

Other

Commercial (<1%)
Institutional (<1%)
Parks and Open Space (2%)
Vacant Land (2%)
Transportation and Utilities (<1%)
Agricultural (<1%)
Not Classified/Unknown (<1%)

PLANNED FUTURE LAND USE⁵

Residential

74%

Institutional

4%

Parks and Open Space

18%

Flex/Mixed-Use

3%

Other

Commercial (<1%)
Industrial (<1%)

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

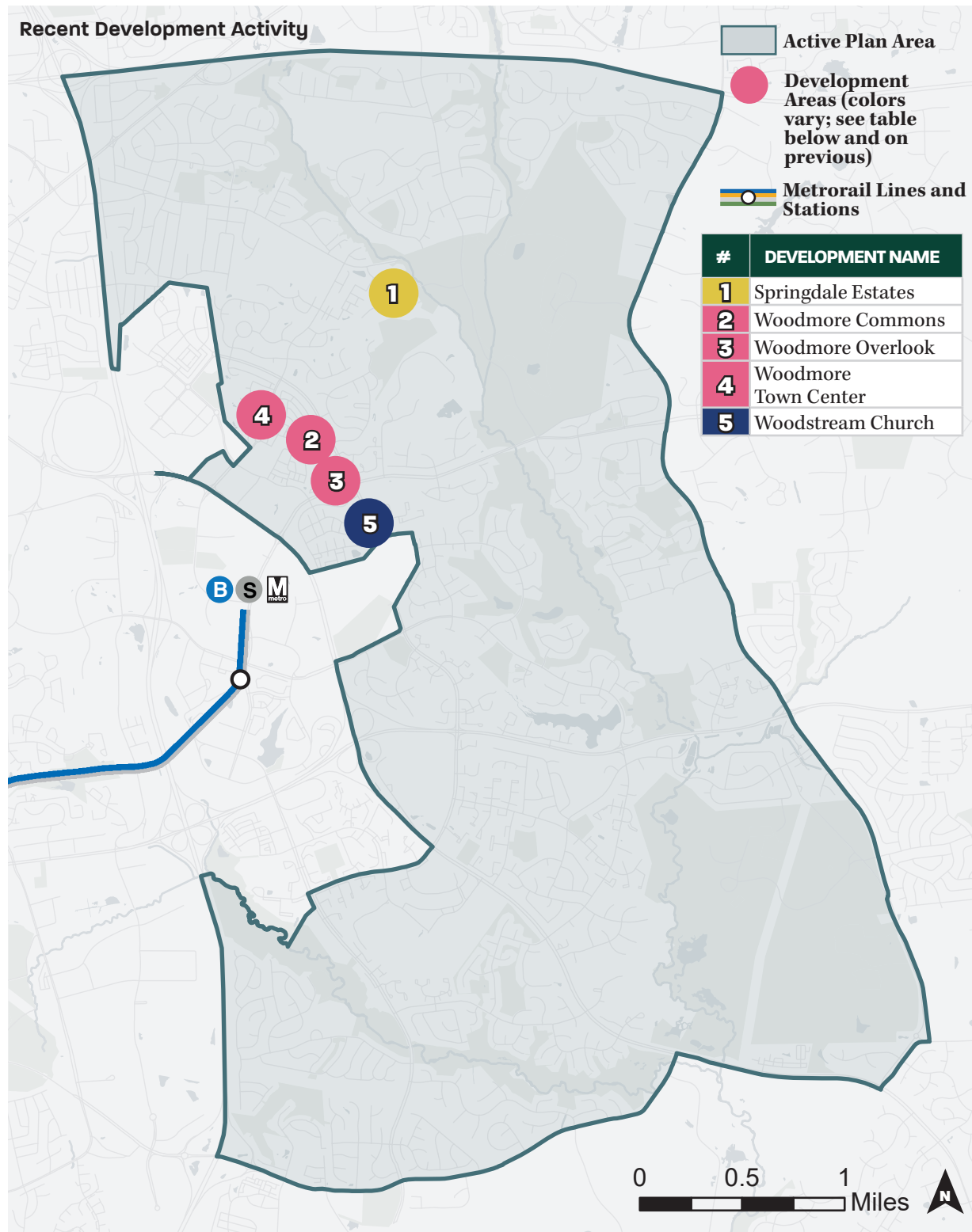
At the time of plan adoption, the area was a mix of suburban residential development, shopping centers, office parks, and agriculture. The Largo Town Center area was included in the plan area at the time. Development included redevelopment of the Capital Centre into The Boulevard at the Capital Centre, an outdoors lifestyle center shopping mall. Almost all the agricultural land has been developed, while greenways and protected natural areas remain.

Extensive development has occurred within the approved boundary, in areas no longer part of the active plan area. Much of the more recent residential development has been of single-family houses and townhomes, designed within connected street grid patterns. The Woodmore developments have been transformative for the northwest portion of the plan area.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Springdale Estates	65 units constructed	
Mixed-Use/Flex			
2	Woodmore Commons	623 units constructed	51,490 SF constructed, 36,510 in the pipeline
3	Woodmore Overlook	379 units constructed	4,649 SF constructed, 28,281 in the pipeline
4	Woodmore Town Center	479 units constructed, 600 in the pipeline	840,158 SF constructed, 909,842 in the pipeline
Institutional			
5	Woodstream Church		87,607 SF constructed

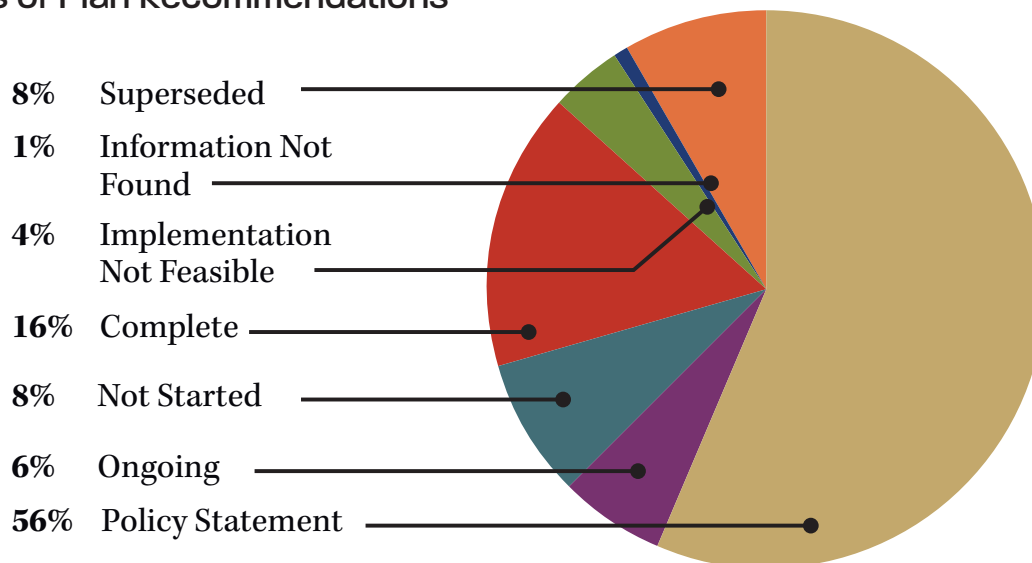
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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



Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



Several **recommended highway improvements** were constructed in the early 90s, including reconstruction of the Capital Beltway (I-95) at John Hanson Highway (US 50) and US 50 at Martin Luther King Jr Highway (MD 704), which were both early plan initiatives.



The plan recommended several places where **additional vegetation or other noise-dampening elements** were needed. This has been added in locations such as Campus Way North and at the Ritchie Marlboro Road/I-95 interchange.



St. Joseph Fire/Emergency Medical Services Station 806 opened in August 2010.

KEY UPCOMING PROJECTS



A master plan was completed for **Watkins Regional Park** in 2019. The FY 2025 CIP includes funding for construction of infrastructure recommendations including water, sewer, electricity, and fiber. Completion is expected in FY 2027.

Challenges

- **Infeasible Recommendations:** Several plan recommendations were deemed infeasible, as they were based on a potential Metro extension that is not currently planned. There are additional instances where underdeveloped parcels were proposed for redevelopment, but were developed in ways that do not align with the plan.
- **Age of Plan:** The plan is 35 years old. Many of the incomplete recommendations are out of date or no longer relevant. In addition, the age and format of the plan makes it less easy to use and navigate than more recent documents.

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

Next Steps

Near-Term Opportunities

Many actions in this plan have seen progress in the past 35 years. Below are some examples of remaining opportunities to continue to support the plan vision, as well as Plan 2035.



Trails: The plan recommends installation of a series of trails to run both between and within neighborhoods (see Map 9 in the plan), with the goal of supporting both recreation and commuter trips. This recommendation can be supported, for example, by conducting a review of missing links between existing trails or pathways. Given the area's proximity to the Plan 2035 Downtown at Largo Town Center, this could help support Plan 2035 Transportation and Mobility Strategy TM1.5, to “fund improvements to the trail network that serves the Downtowns. Explore alternative trails, such as water trails, and fill gaps in the trail network.”

Responsible Parties:

- Department of Public Works and Transportation
- M-NCPPC



Resources for Historic Sites: The Historic Preservation Planning section of the document recommends a series of actions to support historic sites (page 117). For example, recognizing that maintenance costs can be high, it suggests compiling funding or other support opportunities, and sharing with owners of historic sites, can help to ensure all have access to information and tools that can support historic preservation, including adaptive reuse opportunities. This can support Plan 2035 Community Heritage, Culture, and Design Policy 1, to “promote stewardship of and adaptive reuse of historic properties.”

Responsible Parties:

- Planning Department, Historic Preservation Section

PLAN UPDATE RECOMMENDATION

- Replace plan
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

June 2026

This plan was completed in 1990 and has not had any amendments. With proximity to Metro stations and Northwest Stadium (which is expected to be undergoing changes with the Commanders' move to Washington, D.C.), as well as a fairly large open space network, this area may be well positioned for the future. A replacement is suggested to establish a new vision based on current and projected market conditions as well as new opportunity areas.

We also recommend creation of a master plan for Planning Area 73 (Largo-Lottsford), consolidating the following plans: 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).