

Plan Progress Report

Approved Largo Town Center Sector Plan and Sectional Map Amendment

Date Plan Approved: November 12, 2013

Date of Progress Report: September 22, 2025

Councilmanic Districts: 6

Progress Summary

The Approved Largo Town Center Sector Plan and Sectional Map Amendment (SMA) contains 73 recommendations, primarily focused on land use as well as transportation and mobility.

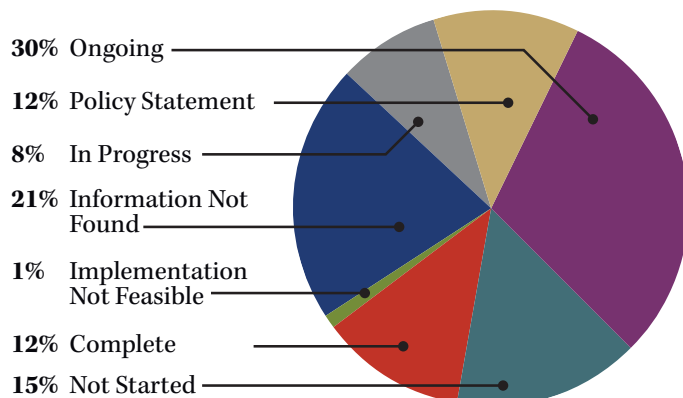
Since its adoption in 2013, approximately 12 percent (9) of the recommendations have been completed, 8 percent (6) are in progress, and 30 percent (22) are ongoing. Approximately 15 percent (11) have not yet had action taken.

Some highlights of completed recommendations include:

- While the Woodmore Town Centre is just outside the sector plan area, the completion of park facilities at this location was supported by recommendations in this plan.



Plan Recommendation Status



Suggested Next Step(s)

- ☒ Review in 2028
- ☐ 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 Largo Town Center Sector Plan area was generally bounded by the Capital Beltway (I-95/I-495) to the west, Landover Road (MD 202) to the northeast and east, and Central Avenue (MD 214) to the south. The plan area superseded a portion of the Largo-Lottsford Master Plan upon adoption.

As-Approved Plan Area and Related Plan Boundaries



Related Plans

The Largo Town Center Sector Plan supersedes a portion of the following plan:

- 1 Largo-Lottsford Master Plan (1990)

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- Superseded Plans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

Plan Area Summary

Plan Area

The Largo Town Center Sector Plan area is centered on the Downtown Largo Metrorail station and occupies portions of Planning Area 73 (Largo-Lottsford) in central Prince George's County. It contains approximately 800 acres of land. The entire plan area is designated as a Plan 2035 Regional Transit District.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NCPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

The Largo Town Center Sector Plan envisions the transformation of the Largo Town Center Metro Station Area into one of Prince George's County's premiere mixed-used "downtowns" and 24-hour activity centers by 2035. The core area is anchored by a major new institutional use—a Regional Medical Center, satellite university campus, or U.S. General Services Administration tenant—and features a mixed-use retail district along an extended Harry S Truman Drive. Largo Town Center offers a variety of retail offerings, business services, and cultural attractions for county residents and businesses.

The transit-oriented development (TOD) core contains the tallest buildings with 6- to 10-story office, institutional, and residential towers surrounding the Largo Town Center Metro Station. The TOD core transitions into outer neighborhoods with a range of high- and moderate-density civic/institutional, commercial office, and residential mixed-use development. Buildings in these areas range from 4 to 10 stories in height. East of Landover Road, a new community of three-story townhomes has been built.



SOURCE: LARGO TOWN CENTER SECTOR PLAN

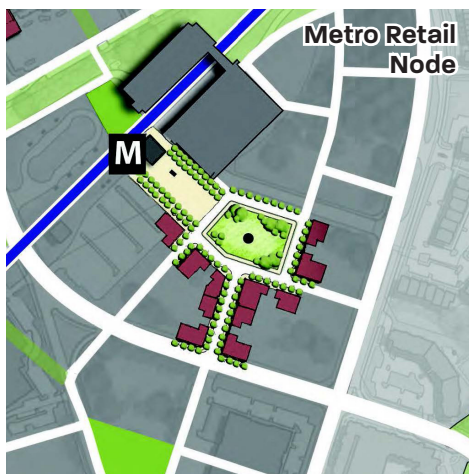
Plan Goals

- New mixed-use retail center within the TOD core
- New major institutional use within the TOD core
- Dense residential development within a half mile of the Metro Station
- A safe and attractive public environment
- TOD-compatible development beyond the TOD core
- A walkable and accessible community
- A green and sustainable community
- A safe and healthy community
- Adequate student capacity at all public schools serving the sector plan area
- Adequate access to public park facilities serving the sector plan area
- An efficient, multimodal transportation system

Mixed-Use Buildings



SOURCE: LARGO TOWN CENTER SECTOR PLAN



SOURCE: LARGO TOWN CENTER SECTOR PLAN

Plan Highlights

The primary TOD strategy for the Largo Town Center sector plan area is to concentrate a medium- to high-density mix of uses in the development area, with a prominent retail focus. This strategy also entails attracting an institutional user to further catalyze residential and retail development in the TOD core and additional development beyond. To better achieve this, the plan redesignates the area as Developed Tier rather than Developing Tier.

The plan recommends establishing two retail nodes (Arena Drive and Metro) to achieve a new mixed-use retail center within the TOD core. Actions include amended zoning and development standards enforcement.

Plan Overview

Illustrative Arena Drive Green Perspective Rendering



SOURCE: LARGO TOWN CENTER SECTOR PLAN

Illustrative Station Square Perspective Rendering



SOURCE: LARGO TOWN CENTER SECTOR PLAN

Where Are We Now?

Population¹

PLAN AREA

2010: 2,252

2020: 3,344



+48.5%



COUNTY

2010: 863,420

2020: 967,201



+12.0%



Housing²

TOTAL UNITS

+60.1%

2010: 1,347
2020: 2,156

PLAN AREA

+9.7%

2010: 328,182
2020: 359,957

COUNTY

OCCUPANCY RATE (PLAN AREA)



+4.2%

90.5%
2010

94.2%
2020

HOMEOWNERSHIP RATE (PLAN AREA)

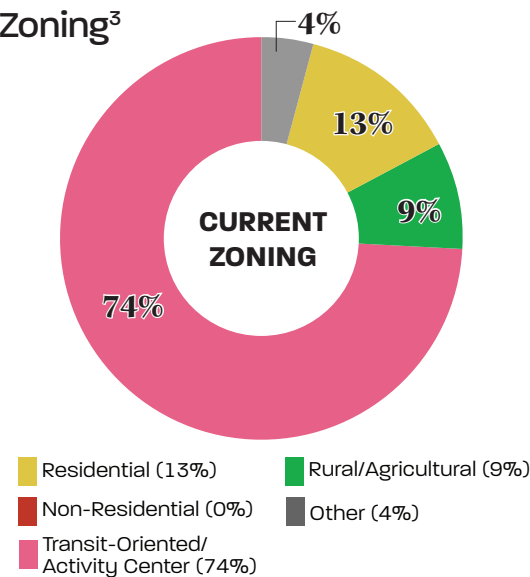


-31.2%

26.7%
2010

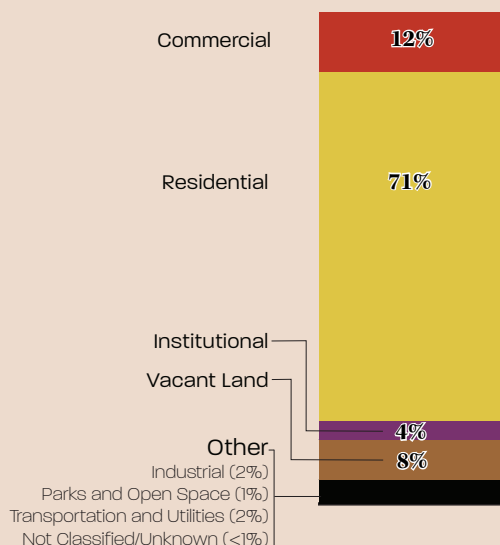
18.4%
2020

Zoning³

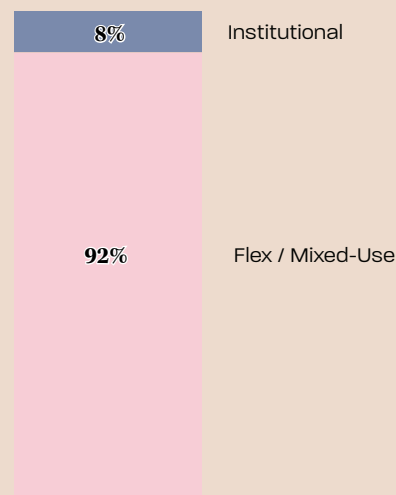


Land Use

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

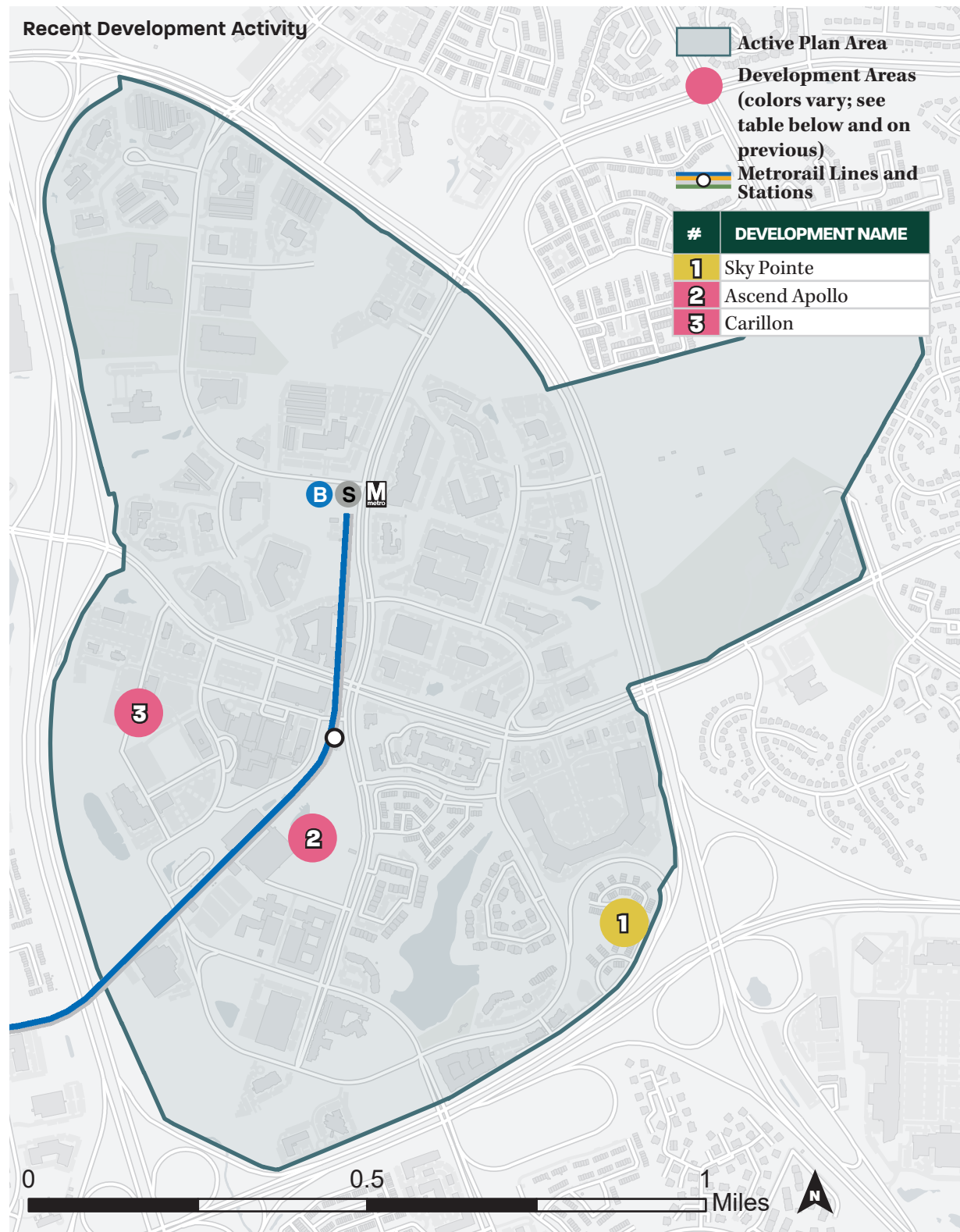
The plan's overarching goal is to transform the area into a regional urban destination, taking advantage of its convenient transit and highway connections. At the time of plan approval, the area was characterized by suburban shopping and office uses and lacked a strong public realm. The sectional map amendment and plan policies have encouraged redevelopment to occur.

Greenfield and redevelopment has been extensive in the plan area in the intervening years. The Boulevard at the Capital Centre has been demolished and the Regional Medical Center and mixed-use developments have been constructed in its place. Master planning and streetscape design requirements have helped ensure this transformation is more connected to the Metro station nearby.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Sky Pointe	84 units constructed	
Mixed-Use/Flex			
2	Ascend Apollo	391 units constructed, 1,175 in the pipeline	40,000 SF in the pipeline
3	Carillon	3,000 units in the pipeline	220,941 SF constructed, 1,200,000 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.

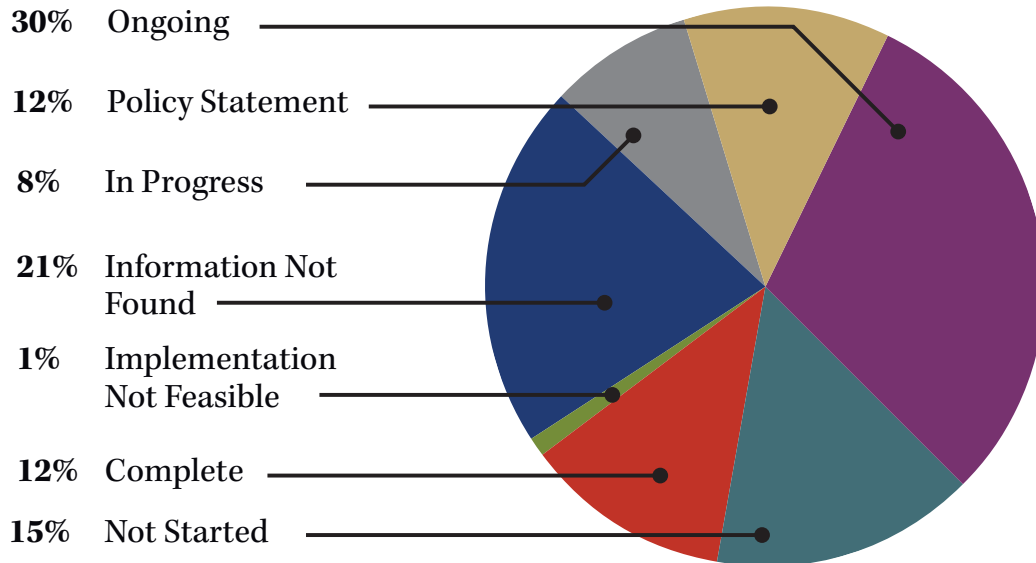
Development Activity



SOURCE: PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT DEVELOPMENT PIPELINE DATASET. PLEASE NOTE THAT THIS DATASET IS NOT COMPREHENSIVE OF ALL DEVELOPMENT IN THE COUNTY AND MAY NOT REFLECT THE MOST UP-TO-DATE BUILDOUT INFORMATION.

Implementation

Status of Plan Recommendations



KEY CONSTRUCTED PROJECTS¹



The **University of Maryland Capital Region Medical Center** opened in June 2021.



The construction of the **Largo Civic Plaza** began in April 2025. Final features will include a lawn and stage area for community events, a playground, an enclosed dog park, and more. It is scheduled for completion in December 2025.

KEY UPCOMING PROJECTS



The **Largo Area Capital Improvement Plan Roadway Project** (Lottsford Road from MD 202 to Largo Drive West and McCormick Drive from MD 202 to Lottsford Road) will provide for pedestrian and bicycle facilities in the Largo area. It is currently in the semi-final design stage.



The **Harry S Truman Drive Green/Complete Streets Project** is in the planning stages. Once completed, this project will improve the appearance, safety, and functionality of Harry S Truman Drive, and convert it to two-way streets. Work also includes tree planting and storm drain system.

Challenges

- **Walkability and infrastructure:** Although progress has been made, the area still needs significant improvements to pedestrian and cycling infrastructure to fully support a walkable, transit-oriented lifestyle.
- **Changes at Northwest Stadium:** Though it is not within the plan area, changes at Northwest Stadium and the move of the Commanders to another location could have impacts at Largo Town Center.

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

Next Steps

Near-Term Opportunities

While the Largo Town Center area is currently seeing success in realizing the vision of the plan, there are remaining recommendations from the plan that could help this area further support more development and stand out as a desirable location for growth and investment. The opportunities below can also help support the implementation of Plan 2035.



Sustainability: One of the “Green and Sustainable Community” strategies in the plan is to reconstruct the stream system between the Largo Town Center Metro Station and the southeast portion of The Boulevard at the Capital Centre as an amenity and to serve a greater role in stormwater management to improve water quality. (See plan page 81.) As development progresses, this could be a multiuse amenity for the community and should be investigated further for feasibility. This opportunity can support Plan 2035 Land Consumption and Water Quality Policy 1, to “improve and maintain water quality through stormwater management and water resource protection.”

Responsible Parties:

- Department of the Environment
- Department of Public Works and Transportation (DPW&T)



Transportation and Connectivity: While much of the area is well-connected, there are some outstanding “Walkable and Accessible Community” strategies proposed in plan that should be reviewed for incorporation in the Capital Improvement Plan, including converting Harry S Truman Drive and Largo Drive West into two-way streets, and reconfiguring the entrance ramp to MD 214 to help control speeds. This, can 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:

- DPW&T

PLAN UPDATE RECOMMENDATION

- Review for updates as scheduled
- Consolidate

NEXT SIX-YEAR UPDATE DUE DATE

June 2028

Since approval in 2013, this plan has had several amendments. While no immediate update needs are identified, we recommend creating a Planning Area 73 (Largo-Lottsford) Master Plan, 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).