

Plan Progress Report

The Approved Master Plan and Sectional Map Amendment for Subregion 1

Date Plan Approved: June 23, 2010

Date of Progress Report: September 22, 2025

Councilmanic Districts: 1, 4

Progress Summary

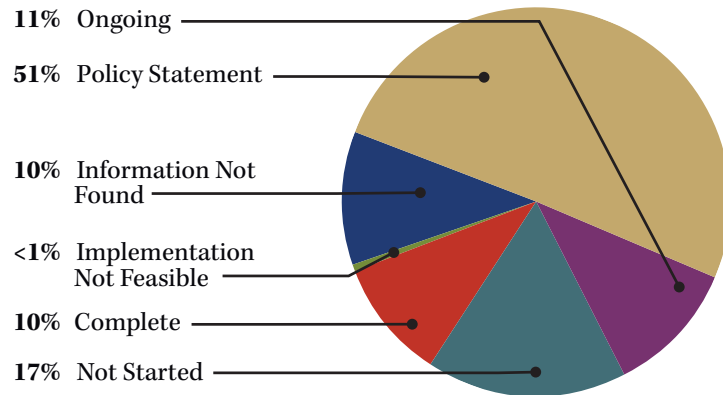
The Approved Master Plan and Sectional Map Amendment for Subregion 1 contains 526 recommendations, primarily focused on transportation and mobility, as well as the natural environment.

Since its adoption in 2010, approximately 10 percent (51) of the recommendations have been completed and 11 percent (59) are ongoing. Approximately 17 percent (90) have not yet had action taken.

Some highlights of completed recommendations include:

- A sound wall/noise buffer was constructed along US 1 for the Brickyard development.

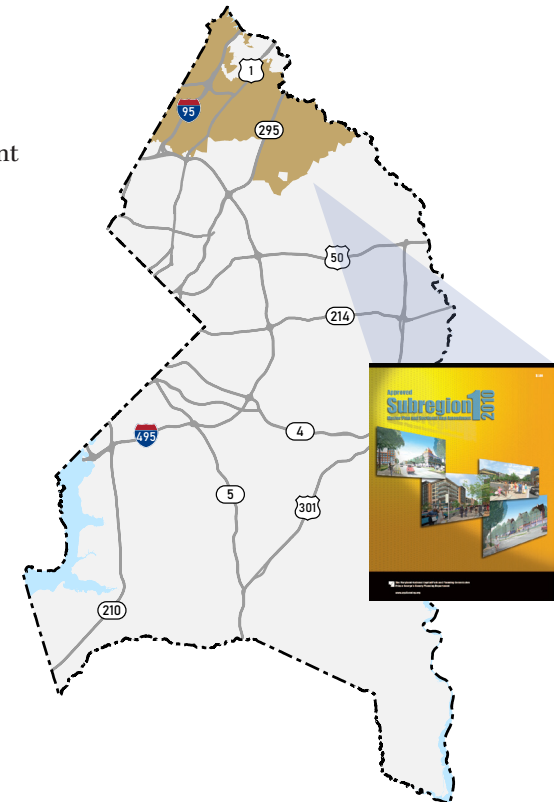
Plan Recommendation Status



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.

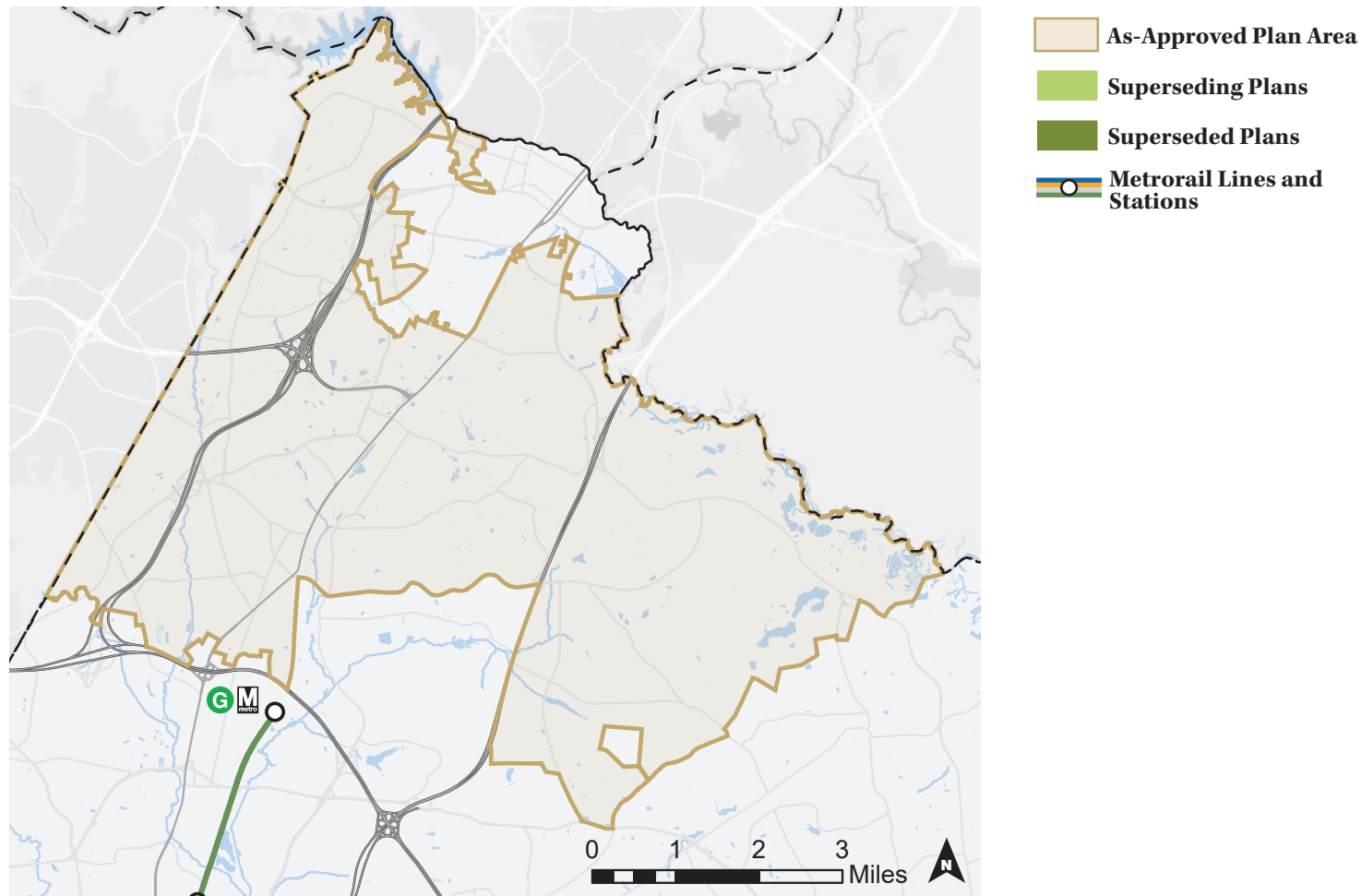


Related Plans

As-Approved Plan Area and Related Plan Boundaries

The original approved borders of the Subregion 1 Master Plan were bounded by Montgomery County to the west, the Howard County, Anne Arundel County, and City of Laurel municipal boundaries to the north, Patuxent Research Reserve to the east, Good Luck Road to the southeast, and the Capital Beltway (I-95/I-495) and Powder Mill Road to the south. The plan area has not been superseded by any other plans since its adoption.

As-Approved Plan Area and Related Plan Boundaries



Plan Area Summary

Plan Area

The master plan area consists of approximately 44 square miles and includes Planning Areas 60 (Northwestern Area), 61 (Fairland Beltsville and Vicinity), 62 (South Laurel-Montpelier), and 64 (Agricultural Research Center). It includes the communities of Beltsville, North Beltsville, West Laurel, and South Laurel. Subregion 1 is bounded by the border with Montgomery County to the west; Anne Arundel County, the Baltimore-Washington Parkway, and MD 201 to the east; Powder Mill Road and the Capital Beltway to the south and southeast; and the City of Laurel and the Patuxent River to the north.

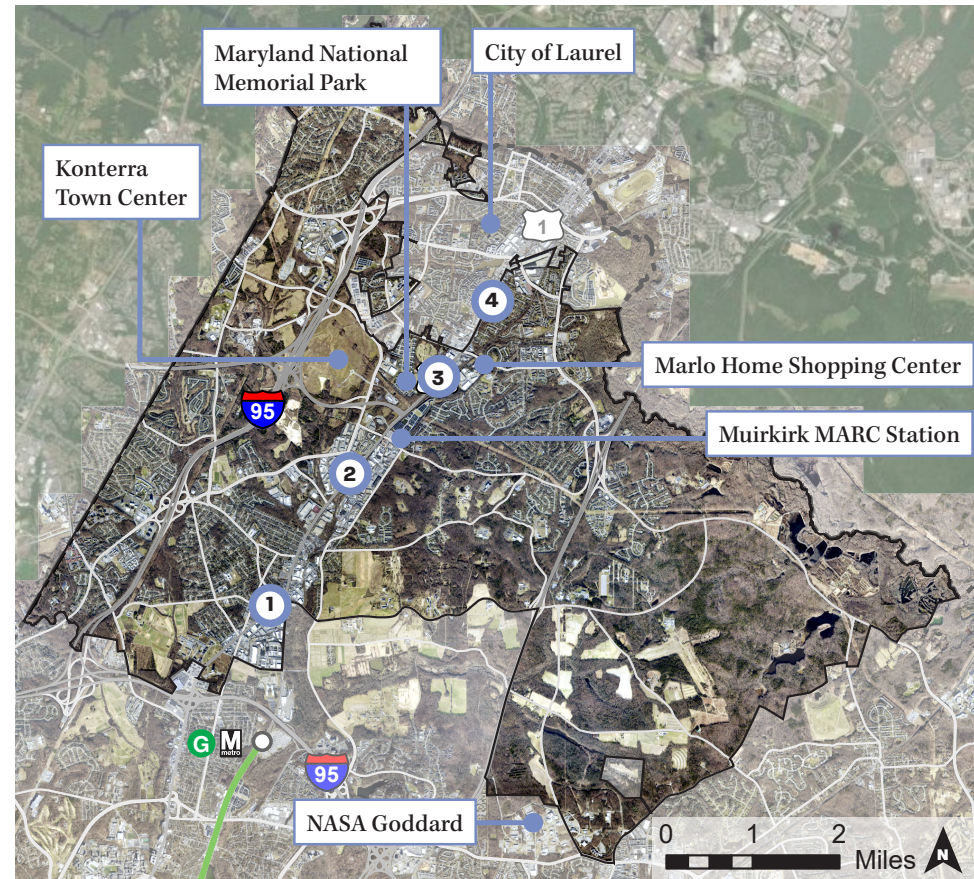
The master plan applies to all the land area within the subregion unless specifically stated otherwise. The City of Laurel is not included in the master plan because it has its own planning and zoning authority.

In addition to the Plan 2035 Town Center designation for Konterra, the area around the Muirkirk MARC station has been designated as a Plan 2035 Neighborhood Center.

Focus Areas and Goals

- 1 US 1 from the Beltsville Agricultural Research Center to Quimby Avenue:** Developed as a “main street” with new mixed-use neighborhoods.
- 2 US 1 from Powder Mill Road to Muirkirk Road:** An environmentally sustainable employment area with enhanced open spaces, a bicycle and pedestrian network, and a unified streetscape.
- 3 US 1 from Muirkirk Road to Academy Lane:** A major gateway that is characterized by a mix of land uses, pedestrian- and transit-friendly access, transit-supporting commercial uses, and responsible stormwater management.
- 4 US 1 from Academy Lane to Cherry Lane:** New mixed-use development connected by an open space network and pedestrian-friendly streets.

Plan Area Aerial with Key Locations Highlighted



SOURCE: M-NOPPC AERIAL IMAGERY (MARCH 2024)

Plan Overview

Plan Vision

An integral community consisting of many healthy and historical residential neighborhoods, a regenerated and reinvented “main street” US 1 Corridor, upgraded commercial and industrial areas, and a vibrant “downtown” at the Konterra Town Center. The Subregion 1 community offers open spaces, trails, quality schools, and other public facilities, as well as multiple transportation modes and public safety.



SOURCE: MASTER PLAN FOR SUBREGION 1

Konterra Town Center Illustrative Plan



SOURCE: MASTER PLAN FOR SUBREGION 1

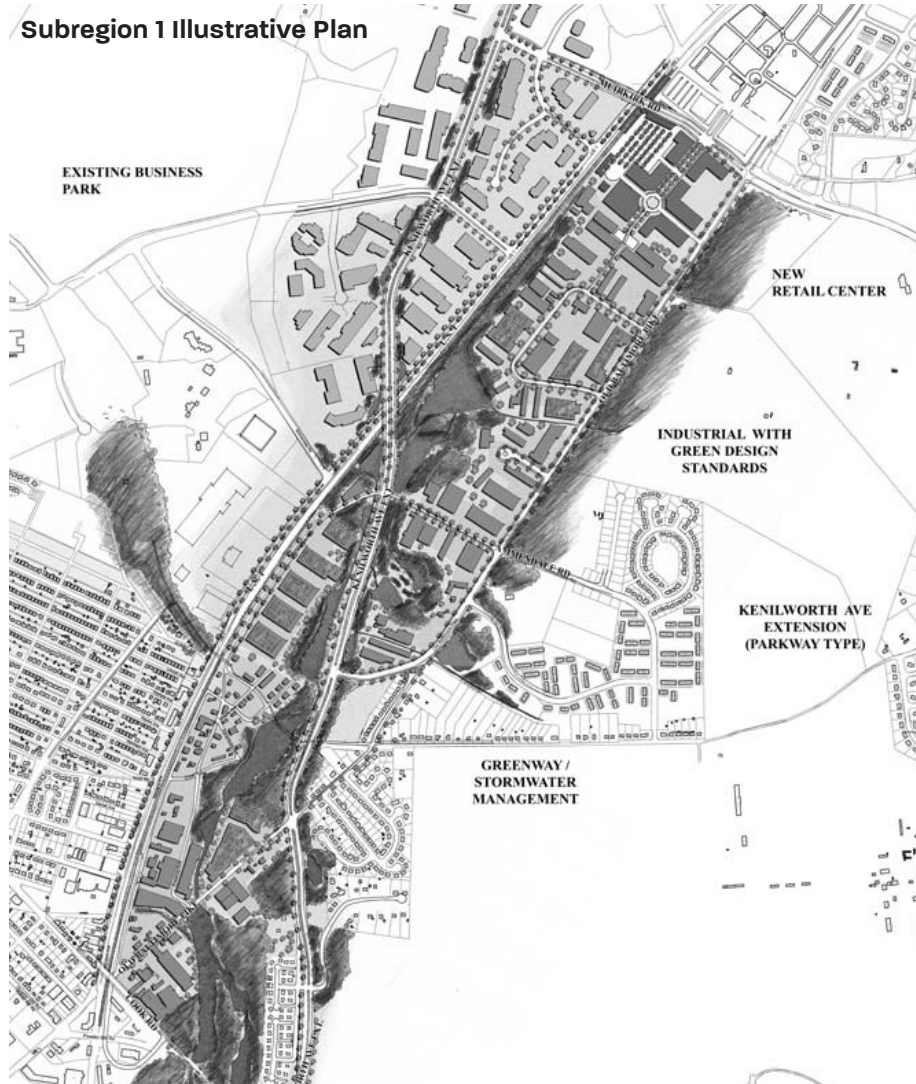
Plan Highlights

The master plan features policies and strategies for four focus areas located along US 1 that establish mixed-use development, new open space areas, and improve the transportation network for all modes.

Additionally, the plan provides policies, strategies, and design guidelines for Konterra Town Center East and Konterra Town Center West. Strategies center around creating density while restoring some of the sites' natural features, as well as providing pedestrian and bicycle connectivity.

The plan is accompanied by a Sectional Map Amendment, which implements the zoning recommendations.

Plan Overview



SOURCE: MASTER PLAN FOR SUBREGION 1

Sunnyside Road - Existing (Top) and Envisioned (Bottom)

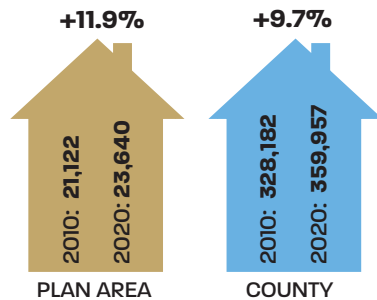


SOURCE: MASTER PLAN FOR SUBREGION 1

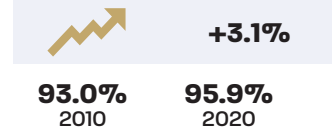
Where Are We Now?

Housing¹

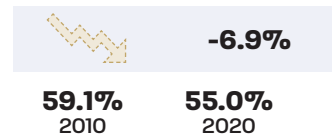
TOTAL UNITS



OCCUPANCY RATE (PLAN AREA)



HOMEOWNERSHIP RATE (PLAN AREA)



Population²

PLAN AREA

2010: 56,812
2020: 65,451

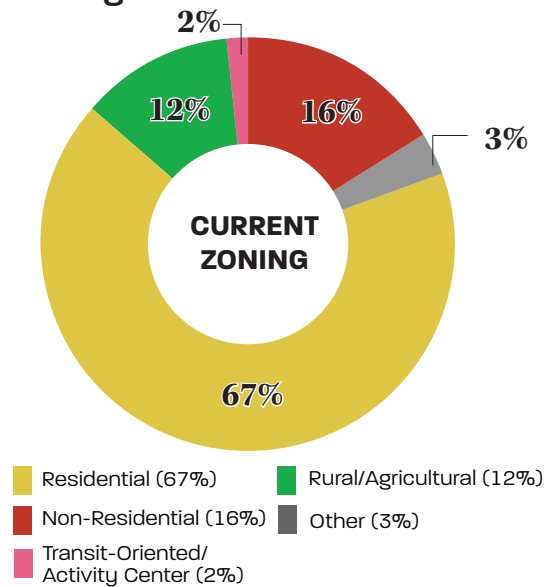


COUNTY

2010: 863,420
2020: 967,201

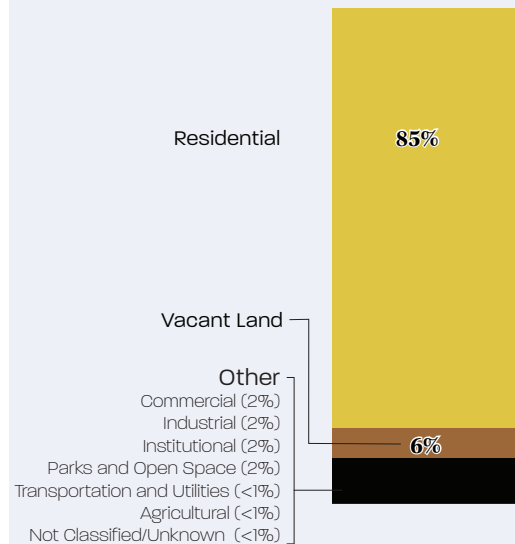


Zoning³

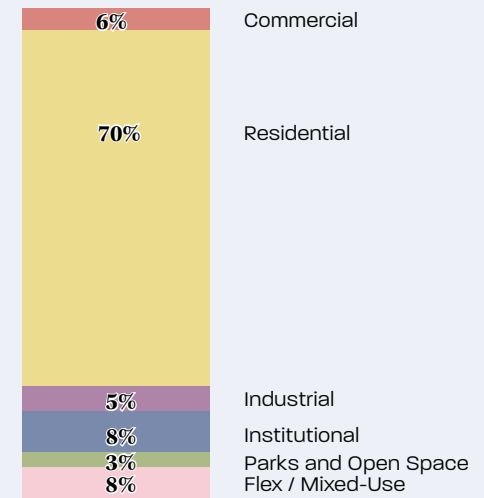


Land Use

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 existing character of the plan area was largely rural and suburban at the time of approval and the plan envisions strengthening and protecting this character while promoting moderate density in specific areas including Konterra Town Center and designated nodes along the US 1 Corridor. Compact mixed-use transit-oriented development is planned for along US 1 in Beltsville and South Laurel; the MARC Washington-Camden Line runs through the plan area. Streetscape improvements are proposed along key corridors, including US 1 and Kenilworth Avenue, to promote placemaking and match the character of the proposed transit-oriented development and pedestrian-oriented development.

Rural and suburban preservation policies have largely been fulfilled; small single-family infill and greenfield projects have been constructed across the plan area. One notable larger project is The Brickyard, a largely residential mixed-use development adjacent to the Muirkirk MARC station. Laurel, directly north of the plan area, has seen more higher-density infill development occur which may catalyze new construction in the plan area. Laurel Overlook is an example of new housing in the plan area being constructed nearby to new housing in Laurel.

MAP #	DEVELOPMENT NAME	NUMBER OF HOUSING UNITS	SQUARE FOOTAGE (SF) OF OTHER USES
Development Type: Residential			
1	Laurel Overlook	180 units constructed	
Mixed-Use/Flex			
2	The Brickyard	1,265 units approved	236,471 SF approved

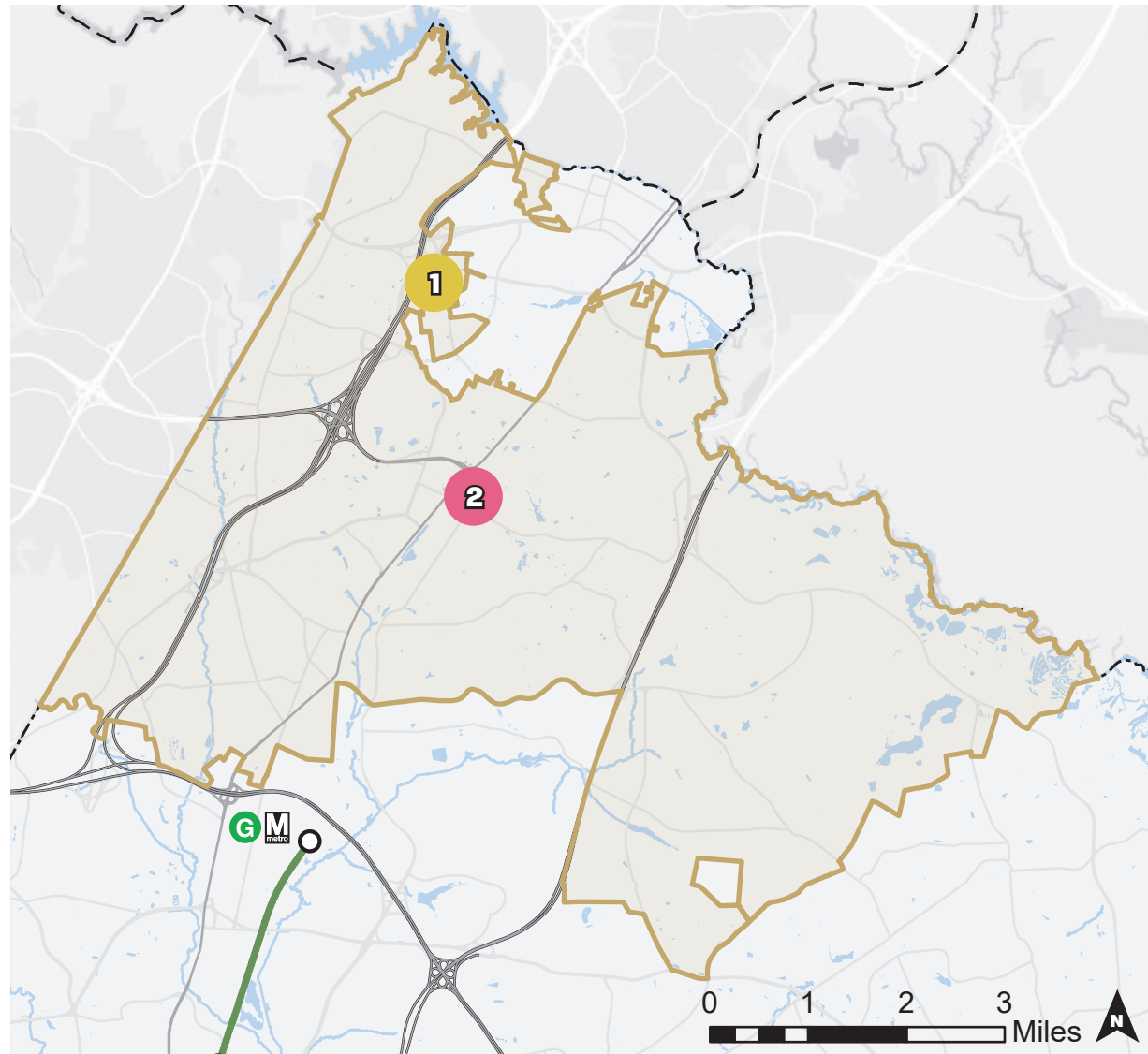
SOURCE: FOR THE PURPOSES OF THESE PROGRESS REPORTS, "DEVELOPMENT ACTIVITY" IS DEFINED AS COMPLETED OR UPCOMING CONSTRUCTION OCCURRING IN THE ACTIVE PLAN AREA, WITH AN EMPHASIS ON LARGER RESIDENTIAL, MIXED-USE, AND COMMERCIAL PROJECTS. PLEASE NOTE THAT THE INFORMATION IN THIS SUMMARY IS NOT COMPREHENSIVE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

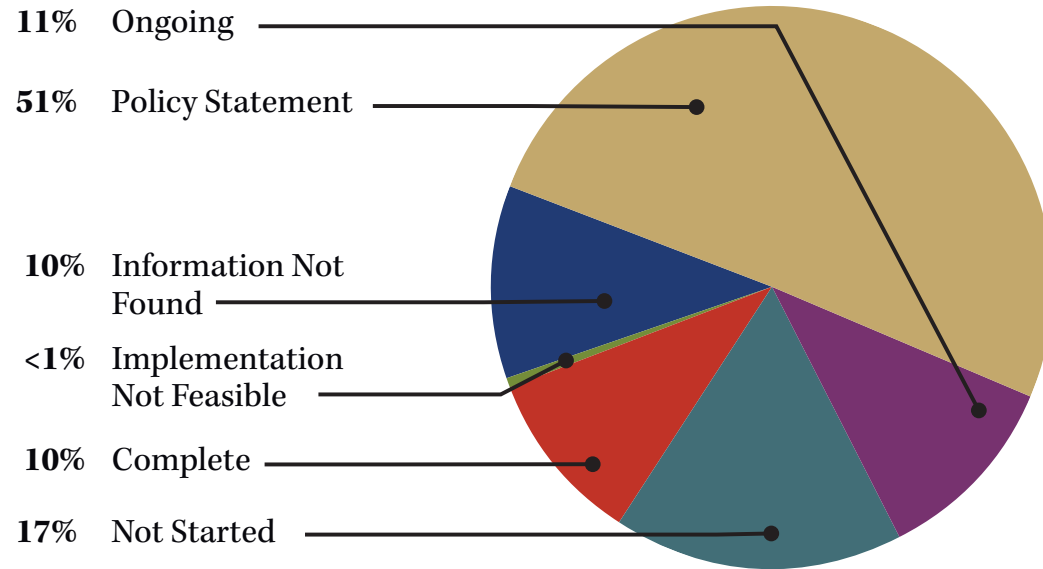
#	DEVELOPMENT NAME
1	Laurel Overlook
2	The Brickyard

Recent Development Activity



Implementation

Status of Plan Recommendations



Challenges

- **Emerging Market Desires:** The I-95 corridor represents a prime location for transportation, logistics, warehousing, manufacturing, data centers, and other industrial uses. The master plan does not anticipate industrial market pressure at the scale possible given the Subregion's locational attributes, and instead, places emphasis on other uses. This disconnect between the recommendations of the Subregion 1 Master Plan and market realities could challenge the plan's implementation.
- **Lack of Transit Access:** The approved development plans for Konterra Town Center East represent a vision that, if constructed, would represent one of the best examples of integrated, walkable transit-supportive development in Prince George's County. However, Konterra Town Center East does not have fixed guideway transit.

KEY CONSTRUCTED PROJECTS¹



Laurel-Beltsville Senior Center opened in September 2011.

The new **Laurel Branch Library** opened in 2016.



The Brickyard is a 125-acre mixed-use development near Muirkirk MARC station. It includes the completed **Brick Yard Station** residential area, and is located on the site of the original home to the Washington Brick Company.

KEY UPCOMING PROJECTS



The FY2025 Capital Improvement Program has set aside funding for several **Fairland Regional Park and Aquatic Center updates**.



Konterra Town Center is expected to start construction in fall 2025. Several other areas surrounding the Town Center, including residential communities, and the Konterra Business Campus, have already been constructed.

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

Next Steps

Near-Term Opportunities

While this plan is scheduled for a potential minor plan amendment, there are opportunities supported by the current plan that can help catalyze long-term change and support implementation of Plan 2035.



Pedestrian- and Transit-Oriented

Development: Under the Developing Tier Policy 2, the plan calls for encouraging low- to moderate-density, transit- and pedestrian-oriented development. Continue to investigate the potential for redevelopment in the Plan 2035 Centers to support the Plan 2035 Growth Management Goal of having 25 percent of new dwelling units and 20 percent of new jobs in Local Centers.

Responsible Parties:

- Property owners/ developers
- Planning Department



Walking and Biking Facilities: Under Bicycle, Pedestrian and Equestrian Facilities Policy 2, there are several recommendations related to providing sidewalks, bicycle facilities, or side paths (e.g., on Old Baltimore Pike). Review recommendations that have not been completed and, if needed, ensure they are considered for programming, with emphasis on facilities connecting neighborhoods to transit sites or commercial areas/amenities. 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:

- Department of Public Works and Transportation

PLAN UPDATE RECOMMENDATION

Minor Plan Amendment

NEXT SIX-YEAR UPDATE DUE DATE

June 2028

A minor plan amendment is scheduled, to assess whether new opportunities warrant changes. This is intended to include a review of the market for potential future investment in Subregion 1.