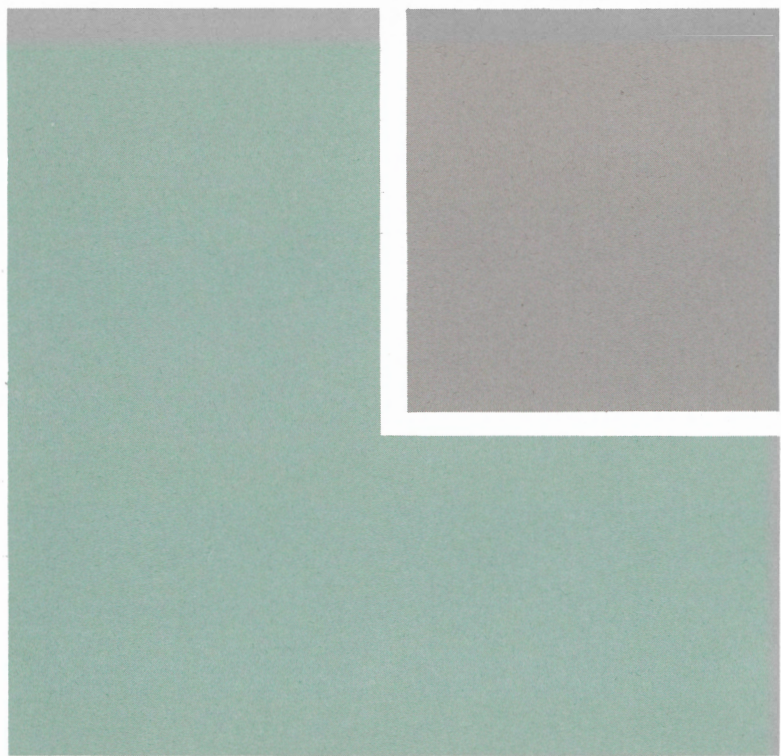
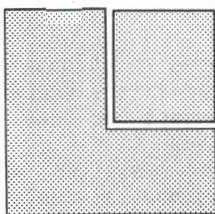


THE PLAN





CIRCULATION AND TRANSPORTATION

GOAL

- To provide a reasonable transportation network within Largo-Lottsford that maximizes safety and efficiency, and provides for all modes of travel in an integrated manner.

OBJECTIVES

- To reduce existing traffic congestion, improve existing circulation deficiencies, decrease accidents, and develop a reasonable transportation system with sufficient capacity to accommodate additional traffic generated by future land development.
- To encourage a mass transit system of bus and rail service, including public parking facilities, which provides efficient and comfortable service to supplement the private automobile, conserves energy, and improves air quality.
- To facilitate the safe and orderly movement of both local and through traffic by minimizing conflicts, where possible, between types of traffic trips and by reducing through traffic on local or collector roadways.
- To plan roads or improvements providing efficient access to residential, commercial and employment areas, while minimizing dislocation and disruption resulting from the construction of such roads or improvements.
- To maintain, where possible, the design capacity and traffic flow efficiency of planned highways by controlling access, providing adequate rights-of-way, and discouraging high traffic generating development with immediate access adjacent to intersections and/or interchanges.
- To reduce vehicle miles driven, fuel consumption, traffic overload, excessive noise, air pollution, and other environmental deficiencies resulting from an inefficient circulation and transportation system.
- To develop and recommend nonvehicular facilities, including pedestrian/hiker trails, bicycle ways and equestrian paths which may link residential areas to each other and to commercial retail facilities, employment centers, recreational areas, and other transportation facilities.
- To encourage development of transportation system management strategies for major employment areas designed to reduce reliance on low-occupancy vehicles and increase reliance on pooling and public transportation, thereby relieving future employment generated traffic and congestion.

This Master Plan incorporates and reaffirms the Transportation Goals and Objectives of the General Plan.

CONCEPT

This Master Plan's transportation concept seeks to provide a balanced relationship between land development and the provision of adequate transportation facilities needed to accommodate that growth. Therefore, an integrated, multi-faceted concept has been developed which relies upon a combination of timely highway upgradings and reconstruction; new highways and interchanges; improved public bus and rail systems; an integrated trails system; implementation of transportation systems management elements to reduce peak hour traffic volumes; and innovative financing mechanisms.

The concept also includes a "cap" which limits the overall level of development within certain employment areas. This cap cannot be exceeded unless extraordinary transportation improvements, beyond the recommendations of this Master Plan, are constructed in the future. These improvements, if they occur, should not justify further rezoning but, instead, allow further development in Plan-designated employment areas. This cap, as well as potential land use alternatives, is discussed in the Employment Areas chapter.

Another mechanism for fostering a transportation and land use balance is to rezone property for less intensive uses. However, beyond a certain point this is neither a practical nor desirable alternative. The Planning Area is already committed to approved major employment, commercial and residential developments. There are significant opportunities to take advantage of the Planning Area's strategic location and established development character in providing employment areas. The concepts and recommendations of this Plan should help attain those opportunities while protecting the transportation network and the area's residents.

This conceptual approach is based on the recognition that the identified objectives for circulation and transportation are the foundation for incremental highway, commuter transit, and trails planning. Ultimate needed improvements to the existing transportation system should be planned in advance and designed to meet the needs of existing and future residents, as well as industrial, commercial and other land uses. Therefore, both additions to and modifications of the existing transportation network are proposed to approach a balance between land use and transportation. This proposed network is based on analyses prepared by the Transportation and Public Facilities Planning Division, Prince George's County Planning Department, M-NCPPC.

It is important to understand that the Master Plan's proposed transportation system is an ultimate network based on the build-out of land uses recommended in this Plan. For most facilities, incremental improvements and reconstruction toward ultimate design will occur over time as warranted by travel demand and funding availability. Furthermore, many of these facilities, or portions thereof, will be constructed by developers as part of the ongoing development process. Therefore, as development occurs, ultimate rights-of-way that generally are dedicated by developers will be required to accommodate the long-term planned network.

The five elements of the transportation concept for Largo-Lottsford are trails, highways, transit, transportation systems management, and financing programs. The trails element is discussed in the Parks, Recreation and Trails chapter. The concepts for the remaining four elements are described below.

Highway Network

For purposes of planning, highways are classified according to a standard system of routes having similar geometric/engineering, right-of-way, and service characteristics. Classification of highways by function is effective for both planning and design purposes. The major highway classifications utilized in this Master Plan are:

- (a) Freeway - A divided highway for through traffic with full control of access and interchanges at selected public roads.

- (b) Expressway (Controlled Access Arterial) - A divided highway for through traffic with partial control of access that is limited to public roadways. Interchanges will be constructed where intersections would not operate adequately. Access points and median openings should be at least 1,500 feet apart.
- (c) Arterial - A four- to six-lane divided highway for through and local traffic with partial control of access and at-grade intersections.
- (d) Collector - A four-lane undivided road with little or no control of access providing movement between developed areas and the arterial system.
- (e) Other - Residential (subdivision), industrial, and commercial roads with no access control providing access to and through developed areas which are selectively shown on area master plans.

The concept of level-of-service (LOS)¹ is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level-of-service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety.

Six levels-of-service are defined for each type of facility. They are given letter designations, from A to F, with Level-of-Service A representing the best operating condition, Level-of-Service D representing the minimally acceptable condition, and Level-of-Service F the worst.

In general, the various levels of service are defined as follows:

- Level-of-Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Average signal delay at intersections is less than five seconds.
- Level-of-Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from Level-of-Service A. Average signal delay at intersections is less than 15 seconds.
- Level-of-Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on part of the user. Average signal delay at intersections is less than 25 seconds.
- Level-of-Service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted. Average signal delay at intersections is less than 40 seconds.
- Level-of-Service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to

¹The discussion of highway levels-of-service is adapted from TRB Special Report 209, Highway Capacity Manual, 1985.

accommodate such maneuvers. Average signal delay at intersections is less than 60 seconds.

- Level-of-Service F is used to define forced or breakdown flow. Queues form; operations within the queue are characterized by stop-and-go waves; and they are extremely unstable. Average signal delay at intersections exceeds one minute.

The standard used by the County during development review to determine the impacts of proposed development on the adequacy of highway facilities is Level D or better. The County's Adequate Public Facilities Ordinance (APF) requires the Planning Board to find that the traffic generated by a subdivision will not reduce the peak hour service level in the affected vicinity of the site below Level D.

Specific road proposals and design standards are discussed in the "Recommendations" section of this chapter. These are intended to provide future adequate capacity while preserving and complementing, to the extent possible, existing community character. This Plan also supports efforts to implement nonvehicular trail elements utilizing the old roadbeds of upgraded and/or realigned roadways.

Transit

This Master Plan's proposed transportation network utilizes rapid rail (Metrorail), conventional bus, and other types of transit, possibly in the form of light rail or unconventional bus service. Transit use is to be encouraged for commuter trips through, to, and from the Planning Area. The intention is to create a transit system that is completely integrated with other transportation modes - trails access between transit stations and employment and residential areas; adequate transfer facilities between transit modes; provision of strategic and conveniently located park-and-ride facilities; improved local and express bus/rail service; and bus feeder systems to transit stations.

An important part of this transportation concept is consideration of transit accessibility in the site design process, particularly in employment areas. This includes industrial roads which can readily be used to provide shuttle bus service to transit stations; pedestrian connections between employment areas and transit stations; and the siting of buildings to facilitate shuttle service. These design concepts are discussed further in the Employment Areas chapter.

Transportation Systems Management

There are actions that can be taken to utilize the transportation system more effectively. These methods are known as Transportation Systems Management (TSM) and/or traffic mitigation or demand management. In essence, a TSM measure can reduce peak hour traffic in congested areas by encouraging the use of alternative transportation modes, increasing the number of passengers per vehicle, and/or shifting commuter travel to less congested hours of the day. Reliance on TSM techniques should help mitigate the full impact of new vehicular trips with origins and/or destinations within the Planning Area. Such programs, if well conceived and aggressively promoted, could reduce traffic demand by up to 15 percent. Enforceable TSM measures will be required within the Planning Area.

Because of the relative concentration of trips and potential for centralized coordination, employment areas can best formulate TSM strategies. Various measures can be used to reduce the number of vehicle trips made to (and from) their sites during peak periods. Employers could select a mix of TSM actions suitable for their particular situation to meet a trip reduction goal. This goal would be mandated or negotiated with the County and would be enforced by the County. The following are typical TSM programs which could be selected by employers. (This list is not meant to be all-inclusive.)

I. TSM Programs to Shift People Out of Peak Travel Time:

- A. Have the organization, or some portion of employees, start work early or late (before or after AM peak periods), through the use of flex-time arrangements or staggered work hours; and
- B. Use compressed work weeks, such as a 4-day work week.

II. Programs to Increase Vehicle Occupancy Rates:

- A. Give priority parking to carpools and vanpools or require low-occupancy vehicles to pay for parking;
- B. Aggressively encourage employees to use the County's Ridesharing Coordinator to find carpool and vanpool "matches";
- C. Set up (in large businesses) a carpool matching service for company employees;
- D. Subsidize the use of carpools/vanpools by employees. Subsidies can take many forms such as (partial) purchase of vehicles, gasoline, maintenance and the like, use of company-owned vehicles by carpoolers, or cash payments to carpools;
- E. Organize "buspools" whereby a contract is awarded to a private bus firm to provide service from a collection point (e.g. major parking lots, Metrorail stations, etc.) into and out of a TSM district; and
- F. Provide small but scattered park-and-ride lots within residential communities.

III. TSM Programs to Increase Public Transportation Usage:

- A. Subsidize public transit use by employees; and
- B. Insure that public transportation information (schedules, routes) is available to employees; and
- C. Insure that public transit routes and timetables are convenient and optimize the needs of the users.

Financing Transportation Improvements

The transportation improvements recommended by this Master Plan are extensive. The financing of these transportation facilities is expensive; and the planning, design, acquisition and construction process can be lengthy. State and County highway projects must compete with ever-rising maintenance costs, consuming nearly three-quarters of transportation funding and Metrorail subsidies. This Master Plan proposes the following concepts to fund transportation facilities while providing for a balance between development and transportation:

- Early planning, dedication, and acquisition of rights-of-way for future needs. This is necessary to help decrease future public acquisition costs, to inform the public of future highway plans and locations, and to plan for the provision of mitigation measures.
- Innovative financing methods which rely to a greater extent on developer contributions for funding transportation improvements (in addition to the traditional funding of improvements through general revenue funds). For example, a recent trend is the formation of "Road Clubs" by the development community. In order to overcome localized level-of-service deficiencies, each

developer within a specific area contributes their share of funds to the County or State based on the identified impact of their development. The funds are then targeted by the County or State to a specific highway improvement project in the vicinity of the development. This trend has the potential of becoming more commonplace in the future because of delays in public funding and construction of road improvements.

- Maintaining development levels to what can be supported by transportation facilities that are programmed in the near future. Continued reliance on the Adequate Public Facilities Ordinance during development review is endorsed as an important staging mechanism for maintaining adequate roadway capacity.

RECOMMENDATIONS

Specific recommendations are made below to implement the concepts and achieve the goals and objectives for circulation and transportation. All planned improvements, additions, and changes in ongoing state and local construction programs should be in conformance with the recommendations of this Master Plan. Some may require developer participation in whole or part. Generally, all of the transportation proposals of the 1982 General Plan are contained in this Plan. However, there are some modifications which, upon approval of this Master Plan, will amend the General Plan (and 1982 Master Plan of Transportation).

The proposed transportation system is intended to provide service for the future population and employment expected in the Planning Area. As development proceeds, it is necessary that these facilities are programmed and constructed to provide a balance between land use and transportation.

Highways

The proposed highway network is shown on Map 3 and described in Table 7. The following sections describe the new and/or improved elements of that network. Each intersection, interchange, and roadway proposal is indicated as either an early, intermediate or later initiative. An "early initiative" designation indicates that the improvements are necessary either now or in the short-range future. It also means that construction funds have been programmed in the County's Capital Improvement Program or the State Highway Administration (SHA) Consolidated Transportation Program. An "intermediate initiative" designation indicates that the improvement is in the program for planning or design only. A "later initiative" will not occur until future development generates sufficient increases in traffic volume to warrant improved or new facilities. Regardless of whether an individual proposal is indicated as an early, intermediate, or later initiative, it may be built at any time if all necessary funding is secured from private sources and binding agreements for completion of the project have been obtained.

Map 3 and Table 7, as well as the sections that follow, describe only the highway network within Planning Area 73. It should be realized, however, that facilities outside of the Planning Area are essential for traffic movement to, from, and through the Planning Area. For instance, construction of A-44 and upgrading of MD 3/US 301 (east of Largo-Lottsford) are needed to alleviate circumferential traffic on the Capital Beltway and, to a lesser extent, Enterprise Road. In addition, improvement of radial transportation capacities within the Beltway would aid trips going through the Planning Area. The solutions to Largo-Lottsford's transportation problems do not lie solely on the facilities within or bordering the Planning Area.

Interchange Proposals

The Master Plan recommends the following new interchanges or improvements to existing interchanges:

- Reconstruct Capital Beltway (I-95) at John Hanson Highway (US 50) (early initiative)

Table 7

PROPOSED HIGHWAY NETWORK
Largo-Lottsford

Identification No.	Name of Road	Route No.	Limits	Right-of-Way	Number of Lanes
<u>Freeways</u>					
F-4	John Hanson Highway	US 50	Capital Beltway to Enterprise Road	250'	6-8
F-5	Capital Beltway	I-95	US 50 to Ritchie-Marlboro Road	300'	8-10
<u>Expressways</u>					
E-1	Central Avenue	MD 214	Capital Beltway to Enterprise Road	200'	6-8
E-6	Landover/Largo Roads	MD 202	Capital Beltway to Watkins Park Drive	200'	6
<u>Arterials</u>					
A-22	Martin Luther King, Jr. Highway	MD 704	Capital Beltway to US 50	150'	6
A-26	Lottsford Road	County Road	Capital Beltway to Enterprise Road	120-150'	4-6
A-27	Enterprise Road/Watkins Park Drive	MD 193	US 50 to Largo Road	120-200'	4
A-29	Campus Way	County Road	Harry S Truman Drive to Capital Beltway	120-150'	4-6
A-30	Arena Drive/Lake Arbor Way	County Road	Capital Beltway to Campus Way North	120-150'	4-6
A-36	White House Road/Ritchie-Marlboro Road	County Road	Capital Beltway to Largo Road	120-150'	4-6
A-38	Harry S Truman Drive	County Road	Central Avenue to White House Road	120'	4-6
<u>Collectors</u>					
C-141	Ardwick-Ardmore Road	County Road	Capital Beltway to Lottsford-Vista Road	80'	4
C-144	Lottsford-Vista Road	County Road	US 50 to Lottsford Road	80'	4
C-145	St. Joseph's Drive	County Road	Landover Road to Ardwick-Ardmore Road	80-120'	4
C-146	Harry S Truman Drive/Largo Drive West	County Road	Arena Drive to Central Avenue	80'	4
C-147	Largo Drive East	County Road	Harry S Truman Drive to Arena Drive	90'	4
C-148	Mt. Lubentia Way	County Road	Harry S Truman Drive to MD 202	80'	4
C-149	Kettering Drive/Lake Arbor Way	County Road	Landover Road to Campus Way North	80'	2-4
C-150	--	County Road	Lottsford Road to a point 250+ feet north	80'	4

Table 7 (Continued)					
Identification No.	Name of Road	Route No.	Limits	Right-of-Way	Number of Lanes
<u>Industrial</u>					
I-1	-	County Road	Campus Way North to St. Joseph's Drive	70'	4
I-2	-	County Road	St. Joseph's Drive to Campus Way North	70'	4
I-3	-	County Road	I-2 to Campus Way North	70'	4
I-4	-	County Road	I-3 to MD 202	70'	4
I-5	Apollo Drive	County Road	Lottsford Road to Arena Drive	70'	4
I-6	Technology Way/ Mercantile Lane	County Road	MD 202 to Apollo Drive	70'	4
I-7	-	County Road	I-2 to Campus Way North	70'	4

- Reconstruct John Hanson Highway (US 50) at Martin Luther King, Jr. Highway (MD 704) (early initiative)
- Construct Landover Road (MD 202) at Central Avenue (MD 214) (early initiative)
- Construct Capital Beltway (I-95) at Ritchie-Marlboro Road (intermediate initiative)
- Reconstruct Capital Beltway (I-95) at Landover Road (MD 202) (later initiative)
- Reconstruct Capital Beltway (I-95) at Central Avenue (MD 214) (later initiative)
- Construct Capital Beltway (I-95) at Campus Way North (later initiative)
- Construct Landover Road (MD 202) at Lottsford Road (later initiative)
- Construct McCormick Drive/St. Joseph's Drive at Landover Road (MD 202) (later initiative)

The following highway improvements are recommended by this Master Plan. Some of these highways or parts thereof are currently in the State and/or County programs for improvement.

Freeways and Expressways

- F-4 - John Hanson Highway (US 50) to be widened and upgraded to interstate standards, with upgraded interchanges between I-95 and Anne Arundel County. Within Planning Area 73, the roadway will comprise a six-lane mainline section with auxiliary lanes between closely spaced interchanges (early initiative). This Master Plan supports ultimate inclusion of exclusive transit or "high occupancy vehicle" (HOV) lanes along US 50.
- F-5 - Capital Beltway (I-95) to be widened to ten lanes (later initiative).
- E-1 - Central Avenue (MD 214) built to expressway standards, with a four- to six-lane section (early initiative) and ultimately six lanes throughout (later initiative).

- E-6 - Landover/Largo Roads (MD 202) to be upgraded to expressway standards through Plannig Area 73 with a six-lane mainline section with auxiliary lanes in some areas (later initiative).

Arterials

- A-22 - Martin Luther King, Jr. Highway (MD 704) to be upgraded to six lanes between the Capital Beltway and US 50.
- A-26 - Lottsford Road to be upgraded to a six-lane section between I-95 and Enterprise Road. The first stage of this project, improvement to two lanes with ten-foot shoulders from MD 202 to MD 193, is an early initiative. The section will be built within a 170-foot right-of-way to accommodate PT-1 (see transit section).
- A-27 - Enterprise Road and Watkins Park Drive (MD 193) on a four-lane divided section with adequate turn lanes in a 120- to 200-foot right-of-way between MD 450 and MD 202 in accordance with the recommendations of the 1982 Master Plan of Transportation (later initiative). Enterprise Road shall have a parkway character. In order to alleviate existing design problems, an initial construction of two lanes is recommended. The design of these two lanes will accommodate the ultimate four-lane parkway section. As the western spine of a high quality, estate density residential corridor, the design of Enterprise Road is important. Future improvements should be guided by the following principals:
 - Require 150-foot right-of-way where possible (120 feet where already committed). Request additional buffer open space from future developments.
 - Reduce design speed (and speed limit) to allow a better conformance to existing topography.
 - Design the dual roadway to flow with the lay of the land. The northbound and southbound lanes may be at different grades to minimize side slope intrusion and provide an aesthetically improved view.
 - Provide varying median widths--narrow with shrubbery in tight sections, wide with appropriate landscaping where right-of-way permits.
 - Provide visual barriers between highways and existing subdivisions using earth berms at the top of cut slopes and privacy fencing at the top of fill slopes. The earth berms will also reduce noise levels.
 - Provide extensive landscaping, especially in narrow medians and outside side slopes.
 - Give special consideration to preservation of existing trees and vegetation.
 - Minimize access points to this parkway and provide minor service roads along already existing clusters of homes.
 - Minimize concrete outside of roadway needs (e.g. minimize shoulder widths).
- A-29 - Campus Way is planned as a four- to six-lane section from Harry S Truman Drive to the Capital Beltway, where it would cross the Beltway and connect to Evarts Road (later initiative). There would also be a partial interchange with the Beltway. The road is presently at its ultimate design between Harry S Truman Drive and MD 202. Throughout a great deal of its

length, Campus Way will be the dividing line between employment/commercial and residential areas and will be constructed as those areas develop. Therefore, particular attention needs to be given to retaining existing vegetation and/or providing berms and additional landscaping to buffer the two types of uses.

- A-30 - Arena Drive/Lake Arbor Way is planned as a four- to six-lane section from I-95 to Campus Way North (later initiative). A previously planned interchange with the Beltway has been deleted from the Master Plan - since it was not in conformance with the Federal Highway Administration's interchange spacing policy for interstate highways. Instead, Arena Drive will cross the Beltway and connect to Brightseat Road.
- A-36 - White House Road/Ritchie-Marlboro Road is a planned four- to six-lane section from the Capital Beltway to MD 202 (intermediate initiative). A new interchange will be constructed at the Capital Beltway (intermediate initiative) to provide improved access for employment areas on the west side of the Beltway, to reduce traffic on MD 214, and to divert traffic from MD 202 between the Beltway and White House Road.
- A-38 - Harry S Truman Drive is a four- to six-lane section between just north of MD 214 and White House Road. The connection between the present end of A-38 (near its intersection with Woodlawn Boulevard) and White House Road (later initiative) is needed to provide access to and from the proposed new interchange at Ritchie-Marlboro Road and the Capital Beltway. A-38's bridge over MD 214 is an early initiative and will be constructed in association with the MD 214 reconstruction project.

Collectors

- C-141 - Ardwick-Ardmore Road from I-95 to Lottsford-Vista Road (later initiative).
- C-144 - Lottsford Vista Road from US 50 to Lottsford Road (later initiative). South of Ardwick-Ardmore Road, Lottsford Vista Road (running through the Enterprise Park) should function as a park-like rural collector within a minimum variable right-of-way to provide a safe, direct route between the Enterprise Road and Martin Luther King, Jr. Highway corridors. The improved road should be designed to accommodate traffic safely with a minimum of disturbance to the park's operations and valuable scenic and natural environment.
- C-145 - St. Joseph's Drive from MD 202 to Ardwick-Ardmore Road (later initiative).
- C-146 - Harry S Truman Drive/Largo Drive West from Arena Drive to the southern boundary of the Capital Centre (later initiative) and from the Capital Centre to Central Avenue (early initiative).
- C-147 - Largo Drive East from Harry S Truman Drive to Arena Drive (intermediate initiative).
- C-148 - Mt. Lubentia Way from Harry S Truman Drive to MD 202.
- C-149 - Kettering Drive/Lake Arbor Way from MD 202 to Campus Way North.
- C-150 - A collector from Lottsford Road to a point approximately 250 feet north where two subdivision streets and the drive to the Collington Life Care Community meet.

Selected Primary Residential Streets

- The Master Plan Map shows an extension of Golf Course Drive connecting to Sea Pines Drive. It is not intended that Golf Course Drive connect to Campus Way North (A-29). This is to discourage employment area traffic from passing through a residential area.
- New Orchard Place will be extended to Harry S Truman Drive in order to provide an alternate access to the New Orchard subdivision and improve emergency access. The project is in the current County Capital Improvement Program.

Selected Employment Area Roads

- The Plan Map shows selected internal roads within employment areas. The purpose of this proposed network is to limit access points to nearby collectors and arterials and coordinate those access points between individual properties. Also, this network would provide for connections between individual employment properties that would facilitate shuttle bus service to transit stations.

Public Transportation

Increased use of public transportation is encouraged to facilitate traffic movement, improve the quality of commuting trips, and recoup public investment in the commuter rail and Metrobus systems.

Metrorail Proposal

- The Metrorail Blue line should be extended from Addison Road to outside the Beltway. There should be two stations within the Planning Area: the first, south of the Capital Centre, to serve the Town Center and nearby employment area; the second, on the east side of MD 202 along Lottsford Road, to provide the terminal Metro station. This second station, in addition to serving the residential and employment area east of MD 202, will provide for a transfer point between the mass transit line and PT-1 (see below). The end station should be approximately 20 to 30 acres in size in order to accommodate parking and transfer facilities with shuttle buses and PT-1. The Largo Town Center station could utilize the ample supply of parking at the Capital Centre, in a shared use arrangement, if demand were to warrant. A building restriction line of 25 feet on both sides of the transit center line should be placed along the Metro alignment between the Beltway and MD 202.

PT-1 Proposal

- The future need for a public transportation facility (PT-1), extending from Largo to the Bowie New Town Center vicinity, as shown in the 1982 General Plan, is reaffirmed. The mode of transit (Metrorail, light rail, bus lanes, etc.) is to be determined in the future.

This facility, with its east-west orientation is a critical element in maintaining a balanced land use/transportation concept. It offers excellent opportunities to reduce reliance on the automobile between two major County employment centers (Largo and Bowie).

Within Planning Area 73, PT-1 will be within the 170-foot right-of-way of Lottsford Road. The County should continue to reserve rights-of-way for PT-1 and perform detailed corridor studies to determine modal options based on ridership and growth surveys, environmental impacts, costs, and station locations. These studies should expand upon and refine the recommendations of this Master Plan.

The Maryland Department of Transportation is currently performing a project planning study of public transit alternatives from the Addison Road Metrorail Station to Bowie which will consider the above-described transit elements.

Other Public Transportation Facility Proposals

- In addition to the PT-1 alignment, future studies should consider the use of US 50 for an east-west transit alignment. The use of US 50 could provide an opportunity to ultimately have two east-west public transit facilities serving the eastern corridor of the County: one oriented to the New Carrollton Metro line via US 50; the other, oriented to the Addison Road/Largo Metro line via the PT-1 proposal.
- Expand bus and express bus service, as demand occurs, to serve existing communities and new large-scale developments, including employment areas and neighboring communities. The bus network and traditional bus fleet needed to serve low-density residential areas and the neighboring communities will be extensive and costly to operate. Nevertheless, it must be part of the transportation network, or the proposed highway system will operate at lower levels-of-service than anticipated.
- Encourage developers of large-scale developments and employment parks to provide feeder bus or shuttle bus service between these uses and mass transit and park-and-ride facilities.
- Participate in all efforts to publicize the local availability of public and private bus service, rail service, and a host of TSM measures to expand rail and bus ridership, and encourage carpooling/vanpooling.

Transportation Systems Management (TSM)

The extensive use of TSM measures will be necessary for the Planning Area's employment areas to realize their maximum potential. If traditional commuting patterns continue, it will be neither economically nor physically feasible to construct a transportation system sufficient to accommodate the employment areas shown in this Master Plan. More efficient use of the proposed transportation system must be made.

This Master Plan amendment, therefore, recommends that the County enact a TSM ordinance and designate Employment Area 3 as a TSM District. Enactment of the legislation and designation of the district will require the following:

- Establishment of a private central coordinating organization to oversee TSM efforts within the district and to obtain cooperation from individual employers.
- Development of a plan for each business to meet a trip reduction goal, as mandated or negotiated by the County. Failure to meet the goals could result in denial of future building permits and/or other penalties.
- Continual monitoring and maintenance of TSM programs by the County.

Although the TSM district would only include Employment Area 3, it is recommended that the District's efforts be extended to Employment Areas 1 and 2. The goal is to reduce trips within all of the central core of the Largo-Lottsford area. Any trip reductions in these other two areas (through the programs established by the District) should be credited toward meeting the goals set for the TSM District.

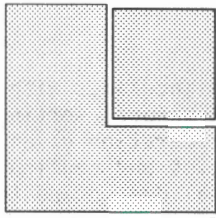
GUIDELINES

The following guidelines are intended to enhance the specific land use and development recommendations in this Chapter. These guidelines are not intended to

justify development proposals that are otherwise contrary to specific recommendations discussed in the text and shown on the Plan Map.

1. Ultimate rights-of-way should be acquired and/or protected in order to provide for incremental extension or expansion of planned transportation facilities as demand warrants, and at reasonable costs, with minimum property displacement.
2. Properties adjacent to PT-1, I-95, US 50, Campus Way, Lottsford Road, MD 202, and MD 214 should be required, at the time of subdivision or building permit approval, to preserve existing vegetation and/or to have a landscape/buffering plan approved. Such plans should provide appropriate noise and visual mitigation measures to reduce the impact of these new or improved transportation facilities on future development. Further, these landscaping/buffering plans should be implemented upon approval so that vegetation will be mature by the time the facility is constructed. These areas will remain as permanent undisturbed buffer areas.
3. Occupants of new developments adjoining highways shall be protected from visual intrusion by the use of reverse frontage, setbacks, landscaping and fencing, as required by County Ordinances, and should be protected from the negative impacts of noise and air pollution to the degree that is legally possible.
4. The design and construction of transportation facilities should be such that the aesthetic and recreational values of adjoining parkland are retained and enhanced to the maximum extent feasible.
5. Enterprise Road (A-27) should be designed to preserve its scenic qualities in accordance with the recommendations for this road. Efforts to minimize access points, preserve existing natural vegetation/buffering, and provide landscaped monumental entrances to internal subdivision streets should be demonstrated at the time of development review.
6. All highways should be designed to minimize their physical impact on the natural environment.
7. Properly designed street networks should be provided to facilitate desired traffic flow and continuity. Residential streets should be designed to discourage through traffic; and points of ingress and egress should be minimized to avoid conflicts with through traffic flow while retaining adequate access to properties.
8. Intersections should be designed and located to facilitate safe vehicular and pedestrian movement.
9. In providing highway alignments or establishing street patterns, consideration should be given to minimize the creation of small, isolated parcels of land. In such cases where this is unavoidable, efforts should be made to incorporate the parcels into a creative aesthetic open space, either publicly or privately maintained.
10. To facilitate transportation efficiency in the vicinity of high intensity uses, provision should be made for adequate access to collector and arterial highways, deceleration and acceleration lanes, signalization, and internal service roads as needed.
11. Local service roads should be provided, where necessary and feasible, on arterial roads to serve intensive development areas and to eliminate disruption to through traffic caused by excessive points of ingress and egress.

12. Streets provided in connection with employment areas should avoid conflicting movements of cars with trucks. Industrial area access roads should be provided to and from major highways.
13. Freestanding signs advertising commercial activities adjacent to major thoroughfares should be discouraged and/or consolidated to the extent possible.



ENVIRONMENTAL ENVELOPE

GOAL

- To protect the physical environment and enhance the character, quality and livability of the Largo-Lottsford Planning Area by preserving natural environmental assets as an integral part of the community structure.

OBJECTIVES

- To identify and preserve natural and man-made features that have a significant influence on the environmental and aesthetic quality of the Planning Area.
- To locate development according to the opportunities and constraints presented by local environmental characteristics.
- To define a permanent open space system comprised of private, governmental, and institutional facilities.
- To ensure the provision of adequate open space within each community based on application of adopted M-NCPPC park and recreation standards.
- To create a system of greenways and trails to link living areas, parks, schools, commercial and employment centers and other focal points as part of the open space network.
- To guide development in a manner that will minimize any adverse impacts on the natural environment, giving particular emphasis to the stream valleys.
- To maintain the natural character and aesthetic qualities of stream valleys and wetlands--properly planning for stormwater management to prevent loss of life, to minimize property damage, and to avoid interruption of services.
- To maintain water quality to provide for the protection and propagation of fish and wildlife and the enjoyment of water recreation facilities.
- To encourage the use of careful site planning and construction techniques to minimize the adverse impact of noise, vibrations, fumes, visual intrusion, etc. on the human environment.
- To establish an implementation strategy that utilizes existing laws, ordinances, and public policies for achievement of environmental objectives by guiding development into the most appropriate areas.
- To endorse the development of necessary new laws, ordinances, and public policies to encourage and promote harmonious development respecting the natural environment.

This Master Plan incorporates and reaffirms the Environmental and Energy Element Goals and Objectives of the General Plan.

CONCEPT

The development process represents a significant way in which man interacts with the physical environment. Logic dictates that the transition from the natural setting to agricultural, rural, suburban and urban uses should begin with consideration given to the realistic limitations of the environment. Rational planning policies and cautious development practices are required to prevent irreversible environmental damage and the loss of natural amenities.

Previous mistakes causing environmental problems must be corrected by public and private actions in order to fulfill the environmental goals and objectives of the General Plan and this Plan. New mistakes must be avoided. The intent of this Master Plan is to identify environmental concerns that should shape the development pattern in the Planning Area. Appropriate ordinances and policies to guide development in an environmentally and aesthetically sensitive manner are then identified.

The Environmental Envelope concept described below, together with such man-made alterations to the natural landscape as the highway network, and sewerage and water systems, form the framework around which the land use and public facility proposals are planned and developed. It identifies areas within the Planning Area that must be preserved and protected. It also identifies areas that, because of their inherent constraints or opportunities, must be taken into consideration in the development process. The Environmental Envelope concept consists of three parts:

1. A comprehensive inventory and assessment of significant environmental factors, both natural and man-made;
2. A proposed open space network which recommends where development should not occur and determines the degree to which important environmental areas should be monitored in the process of development; and
3. A proposed implementation strategy which contains guidelines and recommendations as to what regulations should be applied in specific areas in order to satisfy environmental needs.

Inventory and Assessment

The environmental inventory and assessment involves three basic elements: (1) an inventory of environmental features, (2) a Physiographic Analysis, leading to the delineation of Natural and Conditional Reserve Areas, and (3) a Perceptual Analysis, incorporating Perceptual Assets and Liabilities. From these analyses, a comprehensive proposal for an open space network is developed and formalized as a land use proposal in the Plan. These three elements and the environmental features that comprise them are described in the Appendix, "Assessment of Environmental Features".

The Physiographic Analysis (Figure 2) groups physical features into two categories according to the degree to which they impose development constraints:

- Natural Reserve Areas have physical features which exhibit severe constraints to development or which are important to sensitive ecological systems. Natural Reserve Areas must be preserved in their natural state. Such areas are generally prohibited from development under existing laws and ordinances. The major elements of Natural Reserve Areas are shown on the Plan Map.
- Conditional Reserve Areas have moderate development constraints and some bearing on natural processes. Parts of the Conditional Reserve Areas may bear limited development within prescribed guidelines and may be appropriate for active recreation facilities. While development is permissible, careful, innovative site planning is required to protect environmental assets and to meet environmental needs.

Figure 2
Physiographic Analysis

Natural Reserve Areas¹

Land areas and biotic communities important to the operation of key natural processes -- areas of considerable physiographic constraints having conditions unsuitable for development:

Surface Waters
Floodplains
Wetlands
PMA Preservation Zone
Regional Stormwater Management
Impoundments

Conditional Reserve Areas²

Land areas having some bearing on natural processes, physiographic constraints, or rare natural features -- areas, therefore, suitable for development only if carefully designed:

Severe Slopes
PMA Evaluation Zone
A combination of steep slopes and/or highly erodible soils and woodlands
Soils with Limitations for Community Development (High Water Table, High Shrink Swell Potential, Poor Drainage, Unstable)

¹ These areas are generally prohibited from development under existing laws. They should be preserved in their natural state.

² May support limited development within prescribed guidelines.

The Perceptual Analysis (Figure 3) groups physical and man-made features into two categories, according to their aesthetic value. The purpose of this analysis is to identify features which can be assets when properly utilized or which require specialized treatment to counteract negative effects. The two categories are described as follows:

- Perceptual Assets are areas having positive aesthetic qualities. These areas contain both natural and man-made elements that are characterized by picturesque scenery and a variety of colors, textures, and forms. Natural landscape features and cultural features of a positive significance include: ridge lines, peaks and promontories, water features, scenic vistas, woodlands, and historical sites. Some of these features are shown on the Plan Map.
- Perceptual Liabilities are the negative features which detract from an area. These include highway noise intrusion, air pollution, and negative visual impacts. The areas which have these liabilities will need positive site planning treatment and other compensatory treatment to ameliorate any adverse impact.

The Natural Reserve Areas, Conditional Reserve Areas, Perceptual Assets and Perceptual Liabilities may be viewed as a status report on existing and projected environmental conditions. These characteristics are not evenly distributed throughout the Planning Area and, therefore, will not assure adequate open space and a satisfying natural environment for all neighborhoods. Also, there are broader goals which may not be met solely by the protection or wise utilization of these features (i.e., the provision of recreational areas). The concept of an Open Space Network is designed to remedy these shortcomings.

Figure 3

Perceptual Analysis

Perceptual Assets

Premium areas having aesthetically positive qualities, providing an opportunity for innovative development:

Ridge Lines and Slopes
Peaks and Promontories
Water Features
Historical/Archeological Sites
Woodlands
Scenic Vistas

Perceptual Liabilities

Areas having negative qualities which call for corrective innovations:

Noise Intrusion
Air Pollution
Negative Visual Impact

Open Space Network

The Open Space Network is derived not only from the evaluation and mapping of environmental features, but also two further considerations: open space needs and linkages or connections. In other words, the Open Space Network adds provisions for human needs to the need for environmental protection. Essentially, this means the inclusion of parks for active recreation, green space (both natural and man-made) for its visual and buffering value, and trails for recreation and transportation.

Where appropriate, active recreation areas are designed adjacent to the Open Space Network and include the preservation of historic sites and rare natural features. Where possible, needed schools and other community facilities are also located adjacent to the network.

The Open Space Network is intended to serve the objective of providing a portion of the pedestrian, equestrian and bicycle circulation system, linking public facilities, commercial areas, employment areas and residential areas. The trails system, like the highway system, has both region-serving and local aspects. The open space network is designed to provide a linkage needed for the countywide trails system.

In some areas, the Open Space Network may be used as a divider between future residential and industrial development. It can also form the boundaries of neighborhood areas. In other instances, stream valleys and drainageways will penetrate existing neighborhoods and subdivisions, providing landscaped amenities. The open space network is, therefore, the sum total of the Natural Reserve Areas, parks, and open space linkages.

Implementation Strategy

Existing land use controls, pending legislation, and the Plan's recommended policies will be used to create the proposed open space network. The following implementation tools or measures are currently used:

1. Public Park Acquisition or Dedication -- acquisition by purchase or gift or through the mandatory dedication provisions of the subdivision regulations.
2. Private Open Space -- land which remains in private ownership but which is used for golf courses, swimming clubs, or passive recreation, or otherwise remains undeveloped.

3. Subdivision Control of Floodplain Areas, Runoff and Unsafe Land (i.e. land which is subject to flooding, erosive stream action, unstable soil conditions, or man-made unsafe conditions) -- unstable fills or slopes.
4. Tax Credits for Scenic Easements -- real estate tax reduction on properties that are conserved as scenic easements.

Application of the specific measures under each of the above categories can be administered through conditions to zoning approvals and special exceptions, subdivision review, building permits, site plan review, and public agency referrals.

RECOMMENDATIONS

Most of the following recommendations require additional governmental actions beyond existing ordinances and regulations:

- Primary Management Area - Implement the Primary Management Area Policy (CR-13-1988) for the purpose of managing lands within the Patuxent River Watershed.
- Stormwater Management - Complete the preparation of comprehensive watershed studies, including delineation of the 100-year floodplain and the preparation of stormwater management proposals. Proposed regional stormwater management impoundments are shown on the Plan Map.
- Air Quality - Continue to cooperate with other jurisdictions in the Washington area to attain air quality standards. Air quality is best addressed at a regional level.

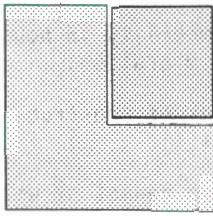
GUIDELINES

The following guidelines are intended to enhance the specific land use and development recommendations in this chapter. These guidelines are not intended to justify development proposals that are otherwise contrary to specific recommendations discussed in the text and shown on the Plan Map.

1. An open space and conservation area network, based on natural conditions such as soils, slopes, watercourses, vegetation, natural ecological features, and estimated future population needs should be delineated and established during the development review process.
2. The responsibility for environmentally sound development practices should apply equally to private and public interests.
3. Developers shall be encouraged to capitalize on natural assets through the retention and protection of trees, streams, and other ecological features through the use of Comprehensive Design Zones, cluster provisions and site plan review.
4. The Natural Reserve Areas, containing floodplain and other areas unsuitable for development, should be restricted from development except for agricultural, recreational and similar uses. Land filling should be discouraged.
5. A Preservation Zone shall be established along all perennial streams in accordance with the guidelines of the Patuxent River Primary Management Area. Preservation Zone criteria should apply to all streams in the Planning Area, not just the tributaries to the Patuxent River.
6. Within the Evaluation Zone, cluster and innovative design techniques should be used to minimize impervious surfaces and preserve valuable vegetation and landforms.

7. All development proposals shall provide effective means for the preservation and protection of Natural Reserve Areas. Development plans for lands containing open space and conservation areas shall specify how and by whom these areas will be maintained.
8. Limited development should be permitted in areas where features of the Conditional Reserve Area are located to the extent that significant physiographic constraints and natural processes of the land are not irreparably disturbed.
9. In the Perceptual Liability Areas, land uses such as schools, residences, nursing homes, and libraries that are sensitive to noise intrusion, air pollution, and other characteristics of excessive vehicular traffic shall be protected by suitable construction techniques and by the enforcement of legally mandated standards.
10. Developers shall be encouraged to include careful site planning and construction techniques which are designed to reduce the adverse impact of point and nonpoint source noise that exceeds the State's current maximum allowable levels for receiving land uses.
11. Citizens, developers, and others should be encouraged to seek current information on the area's environmental condition, and on all aspects of related regulatory systems and functional programs from the appropriate local, state and federal agencies.
12. Stormwater plans and facilities to manage runoff quantity and quality shall be coordinated with future development in the Planning Area.
13. Erosion and sediment controls shall be reviewed as an extension and integral part of stormwater management, and their planning and implementation shall be coordinated with future development in the Planning Area.
14. New development shall only be approved in areas where acceptable sewage treatment facilities are assured by the date of occupancy.
15. Priorities in planning and constructing sewerage systems should be scheduled so that the sewage flow never exceeds the ability of the treatment facilities to produce effluent that meets the State and U.S. Environmental Protection Agency standards.
16. New, innovative technologies such as composting toilets should be encouraged in order to reduce the demand on the sewage treatment system.
17. Water storage facilities and reservoirs should be provided to meet the needs of the County. The use of underground facilities should be evaluated during the location and design process for future facilities. Above-ground facilities shall be designed and landscaped to enhance, rather than conflict with, the surrounding environment.
18. A forest stand delineation shall be submitted as part of any basic plans, concept plans, or preliminary plans of subdivision.
19. Tree save areas shall be established to act as noise or visual buffers along major transportation corridors and between conflicting land use zones. Tree save areas (and the canopy dripline) shall be adequately protected during the grading and construction phase of the plan. This includes fencing, flagging or bonding, if necessary.
20. Buffer areas without naturally occurring woody vegetation shall be aforested or reforested with native woody vegetation where practicable.

21. Noise studies should be required for all proposed development close to major roads to address potential noise impacts and appropriate noise attenuation measures. Residential land uses should not be exposed to noise levels greater than 65 dBA without application of noise control measures.
22. Where existing and proposed roads traverse the Natural and Conditional Reserve Areas, care should be taken to assure minimum disruption to the environmental system.
23. Plans for stormwater impoundments should undergo aesthetic as well as engineering evaluation. Site plans should be prepared which show landscaping and considers views from adjacent roads and development.



LIVING AREAS

GOAL

- To create a residential structure and housing pattern which strengthens the sense of community identity, provides for a broad range of housing opportunities, fosters residential stability and community character, and enhances the overall quality of life in the Planning Area.

OBJECTIVES

- To promote and continually state the need to upgrade the quality of existing and developing neighborhoods with assets and amenities that will insure stability and provide a sound basis for the protection and enhancement of homeowner equities.
- To provide for a contiguous residential development pattern that will minimize the costly scattering of public services, facilities, and utilities.
- To encourage the design of residential neighborhoods which preserve as much of the original land form and tree cover as possible.
- To place a high priority on the continual upgrading, rehabilitation, and conservation of existing living areas through both public and private actions and by strategically utilizing public programs and capital improvements toward this end.
- To assure that future housing and neighborhoods are designed and located to provide protection from floods, stormwater damage, erosion, unstable soil conditions, noise, vibration, aircraft accidents, and other incompatible uses, and to place a high priority on correcting and preventing these deficiencies.
- To locate and design neighborhoods such that an efficient circulation system is possible.
- To provide for an effective transition between residential uses and adjoining nonresidential uses through the imaginative use of urban design and the development of effective buffering techniques and standards.
- To minimize undesirable social and physical impacts on residential areas resulting from new construction of or improvements to transportation facilities.
- To encourage the design of housing and living areas that create safe spaces, which will in turn minimize vulnerability to crime and facilitate unobstructed access for emergency vehicles.
- To provide a broad range of housing opportunities and neighborhood choices which meet the needs of different age groups, family sizes, life styles, and incomes.

- To make attractive provision for the encouragement of upward mobility in housing choices within the Planning Area as an alternative to out-migration.
- To increase public and private efforts to ensure high standards of construction in all forms of housing, for all residential developments.
- To encourage the demolition of vacant, dilapidated houses which cannot or will not be upgraded in order to eliminate their blighting influence.
- To encourage removal of incompatible, illegal, and nonconforming uses that intrude into and disrupt the residential living environment of the neighborhoods.

This Master Plan incorporates and reaffirms the Land Use, Housing, and Neighborhood Goals and Objectives of the General Plan.

CONCEPT

Living areas are primarily those land areas devoted to residential development and the pursuit of a compatible living environment. The living areas may include a variety of residential housing types, local public facilities (schools, parks, libraries, etc.), quasi-public facilities (religious institutions, day care centers, etc.), and locally oriented retail and service commercial uses to serve the convenience needs of the residents within the living areas. Proposals for nonresidential uses are described in other Plan chapters.

The residential recommendations of this Plan are based on the following principals:

- Provision of a variety of housing types. The Planning Area should contain units to accommodate a variety of lifestyles. The Plan recommends a mix of single-family (both attached and detached) and multifamily units (see Recommendation section). It is also the intention of the Plan that housing within Largo-Lottsford provide for changing lifestyles: single people, childless couples, households with families, residents looking for upscale housing, and the retired and elderly. Methods for achieving diversification in large subdivision projects include provisions for more than one builder; the use of several subdivision methods (lot averaging, cluster and conventional); and the allocation of a proportion of lots for custom homes.
- Provision of a variety of housing densities. The Largo-Lottsford area contains high-rise development and individual houses on lots of an acre or more. The Plan Map recommends density ranges for specific properties. These ranges are defined in Table 8.
- Careful site planning. Many areas within the Planning Area face current and potential development problems that necessitate careful site planning. Successful site planning must include: (1) adequate sound mitigation measures to ameliorate intrusions from noise generated by traffic on major roadways; (2) provision of buffers from incompatible uses in the form of landscaping, berming, open space, fences, and other appropriate measures in the design of residential projects; (3) preservation of historic assets; and (4) cohesive pedestrian connections that link community facilities, employment areas, and residential areas.
- Selective use of Comprehensive Design Zones and cluster development techniques. Although such techniques can be useful in preserving open space and natural landforms, it is recognized that their use may establish a character other than what is desired within a specific neighborhood. The recommendation section of this chapter will specify where such techniques should not be used. It also identifies policies to guide the use of such zones. In those areas suitable for Comprehensive Design Zones, density levels should not be increased beyond the gross density ranges recommended on the Plan Map.

Table 8
RESIDENTIAL IMPLEMENTATION ZONES
Largo-Lottsford (Planning Area 73)

Plan Designation		Comprehensive Design		Conventional ¹		
Land Use	D.U./Acre	Zone	D.U./Acre	Zone	D.U./Acre Avg.	Max.
<u>Permanent Low Density</u>						
Estate	0.5 - 1.5	None		R-E	1.0	1.08
<u>Suburban Living Areas</u>						
Low Suburban	1.6 - 2.6	R-S	1.6 - 2.6	R-R ²	1.6	2.17
				R-R (cluster)	1.9	2.0
Suburban	2.7 - 3.5	R-S	2.7 - 3.5	R-80	3.4	4.5
Medium Suburban	3.6 - 5.7	R-M	3.6 - 5.7	R-55	4.2	6.7
High Suburban ³	5.8 - 7.9	R-M	5.8 - 7.9	None		
<u>Urban Living Areas</u>						
Low Urban ⁴	8.0 - 11.9	R-U	8.0 - 11.9	R-T	8.0	12.0
				R-30	8.0	12.0
				R-30C ⁶	8.0	12.0
				R-18 (garden)	8.0	12.0
Urban ⁵	12.0 - 16.9	R-U	12.0 - 16.9	R-30C ⁶	12.0	12.0
				R-18 (garden)	12.0	12.0
				R-18C ⁶	12.0	14.0
				(garden)		
High Urban ⁷	17.0 - 48.4	M-A-C (New Town)	10.0 - 47.9	R-18 (mid-rise)	20.0	20.0
				R-18C ⁶	20.0	20.0
				(mid-rise)		
				R-10	48.0	48.0
				R-10A ⁸	48.0	48.0
				R-H	48.4	48.4
<u>Activity Centers</u>						
Local Activity Center		L-A-C				
Neighborhood			8.0 - 12.1			
Village			10.0 - 15.0			
Community			10.0 - 20.0			
Major Activity Center		M-A-C				
New Town			10.0 - 47.9			

¹ Not all Conventional Zones are shown on the Plan Map.

² Development in the R-R Zone yields an average of 1.85 d.u./acre overall.

³ Typically townhouses

⁴ Generally townhouses and low-density garden apartments

⁵ Generally garden apartments

⁶ Condominiums

⁷ Generally mid-rise and/or high-rise

⁸ High-rise efficiencies, generally elderly accommodations

- Utilization of the Open Space Network (streams, floodplain, steep slopes, Primary Management Area, and regional stormwater impoundments) to define development envelopes. Future development should take advantage of natural topography to create neighborhoods.
- Discouragement of employment-oriented through traffic within residential neighborhoods. The street system should not provide for "short-cuts" through residential neighborhoods. Access to, and frontage on, major roads should be minimized. Use of monumental entrances to serve an extensive internal residential road network should be encouraged.

The recommended overall residential development pattern can generally be described as one of decreasing density outward from a Town Center (in the northwest quadrant of the intersection of MD 202 and MD 214). The pattern consists of the following components:

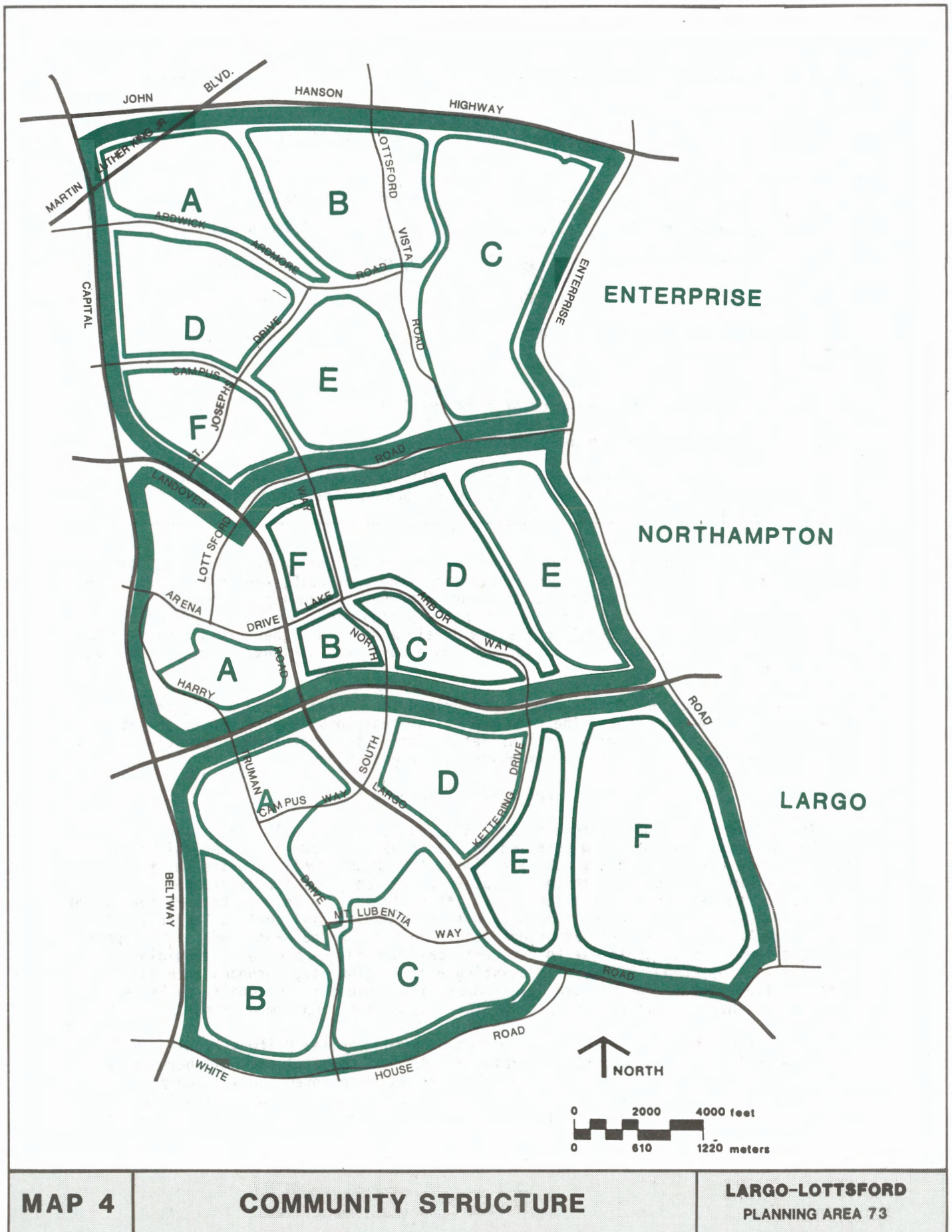
- The Town Center will incorporate a high density residential area in addition to employment and commercial uses. Development will include a mixture of different styles of multifamily units.
- Outside of the Town Center, within a ring defined by Campus Way, residential development will include (along with extensive employment and commercial uses) a large proportion of multifamily units as well as some single-family attached and detached housing. This area can best take advantage of the planned Metro extension into the Planning Area and the access provided by Central Avenue and MD 202.
- Between Campus Way and Western and Lottsford Branches, there is an area consisting primarily of mixed single-family attached and detached units. South of Lottsford Road are the new developments of Lake Arbor and the more established developments of Kettering and Largo. These areas have a large proportion of single-family attached units. North of Lottsford Road, single-family detached units will predominate. This area includes the largest block of undeveloped land within the Planning Area. The impacts from the extensive employment area to the west on this residential area should be minimized. The high quality, single-family residential character of nearby existing and emerging developments should be maintained and reinforced. Impoundments, streams, and steep slopes should be used to define development areas. These factors have led to special consideration being given to a unified concept - an illustrative development scheme for this area is included on the Plan Map. This scheme provides guidance for development of the area which is sensitive to the goals, concepts, and recommendations of this Plan.
- East of Western Branch and Lottsford Branch, the Enterprise Road corridor is the beginning of a large-lot estate area. This area extends to the vicinity of Church Road, which provides the spine road for the eastern extent of the large-lot estate corridor.

There are limited exceptions to this overall pattern, for instance, in the vicinity of activity centers and where location and site characteristics lend themselves to well designed multifamily units within an otherwise single-family area. These locations are delineated in the recommendations section.

RECOMMENDATIONS

Planning Area Recommendations

For planning and statistical purposes, living areas are geographically defined as communities and neighborhoods, using natural and man-made boundaries to delineate areas generally displaying common characteristics. The Planning Area is divided into 3 communities (Enterprise, Northampton, and Largo) and 18 residential neighborhoods. The



MAP 4

COMMUNITY STRUCTURE

LARGO-LOTTSFORD
PLANNING AREA 73

Table 9
EXISTING AND PROPOSED DWELLING UNITS BY COMMUNITY

	<u>Existing</u> ¹	<u>2010</u> ²	<u>Build-Out</u> ³
Enterprise	2,044	4,451	4,890-5,263
Northampton	999	2,705	4,935-4,940
Largo	6,050	7,461	8,335-8,352
Total	9,093	14,617	18,160-18,555

1 January 1989, Research Section, M-NCPPC

2 Cooperative Forecast, Round IV

3 Does not include areas within Employment Area 3 where residential alternative is proposed. See text for greater detail.

community and neighborhood boundaries are shown on Map 4, Community Structure. Table 9 shows existing dwelling units, those forecast for the year 2010, and holding capacities at build-out. The holding capacities may vary somewhat, depending on whether conventional zones or the optional Comprehensive Design Zones are used. Use of the Comprehensive Design Zones should not allow development at a higher gross density range than shown on the Plan Map; nor should it allow a move into a higher density Comprehensive Design Zone.

The concept section of this chapter described the overall residential land use pattern in the Planning Area. The Plan Map delineates gross density ranges throughout Largo-Lottsford. The following sections detail residential development policies, emphasizing undeveloped properties, by community and neighborhood.

Enterprise Community

The Enterprise Community totals about 5.5 square miles (3,516 acres) and includes all the land north of Lottsford Road and MD 202 to US 50, between the Capital Beltway and Enterprise Road. Currently, there are more than 2,000 dwelling units (most of which are single-family detached, with the exception of the Collington Lifecare Facility) and more than 6,400 residents in the community. At build-out, there will be more than 4,500 units. The predominant housing type within this community will continue to be single-family detached, with limited exceptions described below by neighborhood. This emphasis on single-family detached is due to environmental constraints such as floodplains and slopes as well as compatibility with existing and emerging neighborhoods. In addition to residential development, future development will include two community parks, a senior high school, a Village Activity Center, and part of Employment Area 3.

Neighborhood A. Neighborhood A is bounded by the Capital Beltway, realigned Ardwick-Ardmore Road, US 50, and Bald Hill Branch. Most of the neighborhood is either developed or committed to development under approved subdivision plans. The neighborhood is recommended to consist of single-family detached units in the Suburban and Medium Suburban density ranges in keeping with its established character.

Neighborhood B. The boundary line between Neighborhoods A and B runs along Bald Hill Branch. Folly Branch forms the natural eastern boundary of Neighborhood B, with John Hanson Highway on the north and Enterprise Farm on the south. The neighborhood is therefore surrounded on three sides by green space. Like Neighborhood A, most of this area is already subdivided or developed. With the exception of the Villa Rosa Nursing Home, existing development consists of single-family detached homes. The predominant future residential development type should continue to be high quality single-family detached units at a Low Suburban density. The one exception is a planned retirement community behind the nursing home.

Neighborhood C. Neighborhood C extends from Folly Branch to Enterprise Road and from John Hanson Highway to the realigned right-of-way of Lottsford Road. The Enterprise Estates subdivision, developed at a Low Suburban density, is located in the northern part of the neighborhood. As described in the Concept section, the Enterprise Road corridor is the western edge of a large-lot residential estate area. Therefore, the residential area north and south of the Enterprise Golf Course entrance, between Enterprise Estates and Old Lottsford Road, should remain in Estate density. This density is compatible with existing and planned development on both sides of Enterprise Road. Because of its location between the Low Suburban density Enterprise Estates and US 50, the property around the historic site, Belvidere, should be developed at Low Suburban residential density.

Neighborhood D. Neighborhood D is bounded by the Capital Beltway, realigned Ardwick-Ardmore Road, and two proposed new roads (Campus Way North and St. Joseph's Drive). The Board of Education owns a 39-acre parcel which was acquired as a senior high school site. Existing development within the neighborhood consists of single-family detached units in and near the Town of Glenarden. Future development of this area should consist entirely of Low Suburban density single-family detached units in order to ensure compatibility with existing units and the planned senior high school. The proximity of this Neighborhood to the nearby employment area and its related traffic require careful attention. Neighborhood D also includes a potential residential development alternative area within Employment Area 3. This alternative is described in the Employment Areas chapter. Development of this residential alternative should utilize the Comprehensive Design Zone technique as a Plan implementation tool.

Neighborhood E. The boundaries of Neighborhood E are realigned Ardwick-Ardmore Road, Enterprise Farm, Lottsford Road, and proposed Campus Way North and St. Joseph's Drive. With the exception of the Medical/Residential campus (the Collington Lifecare Facility), there is little existing residential development. Neighborhood E has significant environmental constraints: the neighborhood has two streams flowing towards Western Branch, very hilly land and steep slopes on the southern edge, and two proposed impoundments. The predominant character of this neighborhood should be Low Suburban density, single-family detached residential. However, as indicated on the Plan Map, there are three limited exceptions to this character: the Medical/Residential campus, attached single-family dwellings as part of the Village Activity Center, and a limited High Urban density residential site.

Neighborhood F. Neighborhood F is bounded by the Capital Beltway, MD 202, Lottsford Road, and Campus Way North. It is included within Employment Area 3. However, a portion of this area is shown for a potential residential development alternative described in the Employment Areas chapter. Any such residential area would be developed at a High Suburban density and would need to be carefully integrated with the larger employment area. Development of this residential alternative should utilize Comprehensive Design Zones as a Plan implementation tool.

Specific development policies for the Enterprise Community include:

- Access points should be limited on Ardwick-Ardmore Road, Martin Luther King, Jr. Highway, Lottsford-Vista Road, St. Joseph's Drive, Lottsford Road, and Enterprise Road. Individual lots should not front on these roads. Monumental entrances should be utilized for access to residential enclaves.

- The northwestern portion of this community should be monitored to determine if public rehabilitation efforts are warranted in the future. The area contains some of the oldest housing stock within the Planning Area.
- Special attention should be paid to providing buffering between the Retirement Community behind the Villa Rosa Nursing Home and adjacent properties. The retirement community will be a different housing style (attached units instead of detached) and density than the surrounding neighborhood. The retirement units should be set back from adjacent houses, and existing vegetation should be preserved or additional plantings provided. In addition, access should be only from Lottsford-Vista Road; street connections from the retirement community to adjacent subdivisions should not be provided.
- An Environmental Setting should be established around Belvidere to protect the character of the Historic Site.
- In order to protect the desired character of the Enterprise Road corridor, Comprehensive Design Zones and cluster development should not be used in the Residential Estate area south of Enterprise Estates. Lot size averaging could be considered to provide for variation of lot sizes within the constraints of the zoning and character intended.
- Residential subdivisions along Enterprise Road should provide distinctive monumental entrance points in order to reinforce the quality character of the corridor.
- Streams, topography, and proposed impoundments should be used to define neighborhood enclaves.
- Active and/or passive recreation areas would help form separations between extensive employment and residential areas.
- The residential area's internal road system should not provide for direct connections between the major arterials and collectors within the community (Campus Way North, St. Joseph's Drive, Ardwick-Ardmore Road, Lottsford Road, and Enterprise Road). Employment oriented traffic should not be encouraged to flow through residential streets.
- Residential suburban streets should not be extended into Employment Area 3.
- Extensive landscaped berming and/or retention of natural vegetation should be used along Campus Way North to provide visual and noise buffering.
- Vegetation, setbacks, and orientation of buildings should be used to buffer the Village Activity Center and its attached units from the nearby single-family detached area and the school site.
- The Village Activity Center's attached dwelling unit area should not extend west of St. Joseph's Drive.
- The property located between Campus Way North, the Collington Lifecare Facility access road, the stream, and Lottsford Road should be developed for High Urban density residential. There is an opportunity to utilize two development pods on this otherwise severely topographically impacted parcel. It is isolated from surrounding properties by roads and topography and is in a prominent location. The use of structured parking should be considered to minimize disturbance of slopes and lot coverage.
- The recommended techniques for providing the single-family detached units in Neighborhoods D and E are cluster development, Comprehensive Design Zones, and lot-size averaging. These approaches provide design flexibility and the need to address the area's terrain, streams, and proposed impoundments.

- Because of topography and the guidelines of the Patuxent Evaluation Zone, lots in the eastern portion of Neighborhood E should have a minimum size of 12,000 to 15,000 square feet.

Northampton Community

The Northampton Community covers approximately four square miles (2,568 acres). It is bounded by the Capital Beltway, MD 202, realigned Lottsford Road, Enterprise Road, and Central Avenue. Existing residential development is a mixture of single-family detached and townhouses. The current population is more than 3,000. In the future, this community will also include garden apartments and high-rise units. At build-out, the community will contain nearly 5,000 dwelling units. The Northampton Community will include the Town Center, an integrated, cohesive mix of multifamily residential, employment, and retail uses. The Northampton Community also contains major employment uses within the Urban Center and a portion of Employment Area 3.

Neighborhood A. This neighborhood is part of the Largo Town Center. There are no dwellings on the property at this time. At build-out, there are planned to be approximately 1,500 dwelling units. The Town Center should be a cohesive, mixed use, urban development with retail, employment, and residential components. The interrelationship between these various uses should make the Town Center more than just the sum of its parts. The uses should be related not only by juxtaposition but also by unity (not uniformity) of design.

Neighborhood B. The boundaries of Neighborhood B are MD 202 on the west, Campus Way North on the east, Lake Arbor Way on the north, and Central Avenue on the south. The neighborhood is presently undeveloped. Most of this neighborhood is to be developed under the Comprehensive Design Zone as a mixture of detached, attached, and garden apartment units with a Suburban density. There are three small parcels that are not included in that development: two properties, each approximately one acre (one along Lake Arbor Way and another along Campus Way North), as well as a property in the southwest portion of the neighborhood next to the proposed interchange. Development of these parcels should be integrated into the larger surrounding development - access should be from internal streets, not Lake Arbor Way or Campus Way North, and the housing type should conform to that on the adjacent property.

Neighborhood C. This neighborhood is bounded by Lake Arbor Way, Central Avenue, and Campus Way North. The northern portion of the neighborhood is developing with townhouses and single-family detached units. This neighborhood is to consist primarily of Suburban to Medium-Suburban residential densities developed through Comprehensive Design Zones. An exception to this general development pattern is a high-rise residential building in the northwest quadrant of Lake Arbor Way and Central Avenue. This lakeside high-rise provides a focal point and gateway for this neighborhood which is developed around the lake. Housing types within the neighborhood will be a combination of attached and detached single-family units, as well as the high-rise.

Neighborhood D. Neighborhood D extends from Lake Arbor Way to Lottsford Road and from Campus Way North to Western Branch. The Lake Arbor single-family detached development and the golf course occupies the majority of this area.

Neighborhood E. The neighborhood is bounded by Western Branch, Lottsford Road, Enterprise Road and Central Avenue. There are townhouses in the southern portion of the neighborhood surrounding an undeveloped commercial site. Other existing residential development includes several single-family detached subdivisions along Enterprise Road. With the exception of the commercial site and existing townhouses, Neighborhood E is recommended to retain its high quality, single-family detached residential character. There are two major undeveloped residential properties within the neighborhood. The property along Enterprise Road south of Paradise Acres should be developed at Estate densities in keeping with the Estate corridor

concept described earlier. In addition, this density is compatible with the average lot size in Paradise Acres. Because of the nature of the existing and planned development along Lottsford Road, the undeveloped property south of the Enterprise Golf Course should be developed at Low Suburban density.

Neighborhood F. The boundaries of Neighborhood F are MD 202, Lottsford Road, Campus Way North and Lake Arbor Way. This neighborhood includes a developing Neighborhood Activity Center, M-NCPPC parkland, and a portion of Employment Area 3. This neighborhood also includes a potential residential development alternative area within Employment Area 3 as described in the Employment Areas chapter. Any such alternative would be developed at Suburban density, to be compatible with nearby residential areas. This residential alternative should be developed through the Comprehensive Design Zone process, utilized as a Plan implementation tool. A mixture of dwelling types is permissible, similar to Neighborhood B. This allows design flexibility in dealing with impacts from adjacent highways, the area's natural features, and the adjacent employment area.

Specific development policies for the Northampton Community include:

- The Town Center should provide a range of multifamily dwellings closely related to the employment, commercial, and recreational uses within the Center. Structured parking should be provided for the majority of the uses, including the residential development.
- The residential areas of the Town Center should be linked by a pedestrian circulation system to the other uses within the Center, the planned Metro station, and the Planning Area's trail system.
- The lake that is central to the Town Center should be used as a setting for high quality multifamily dwellings. High-rise units should be used to create a focal point for the development within the region and conserve open space in the residential area.
- The Town Center development should include recreational facilities suitable for an urban living area. There should be a substantial urban park which can serve as a focal point for the various uses within the Center.
- Lot sizes and housing styles for single-family detached development within Neighborhood D should be similar to those in the Lake Arbor single-family detached development. Attached units should be limited to an isolated property, defined by Campus Way North, Spring Branch, and a stream tributary to Spring Branch. This attached residential development should provide substantial buffers along Campus Way North and from nearby single-family detached development. The only access to this attached residential development should be from Campus Way North.
- Cluster development is recommended in Neighborhood D because of topography and intersecting streams.
- Golf Course Drive should not connect with Campus Way North. This will discourage employment-oriented traffic from going through a residential area.
- Extensive landscaped berming and/or retention of natural vegetation should be used along Campus Way North to protect residents from visual and noise impacts.
- Access to properties along Enterprise Road should include distinctive monumental entrances which establish the developments as high-quality residential enclaves.
- In order to protect the desired character of the Enterprise Road corridor, Comprehensive Design Zones and cluster development should not be used in the Estate area.

- If lot size averaging is to be used within the Estate area, the larger lots should be located along Enterprise Road to strengthen the low density image of the corridor. Larger lots should also be used along the Western Branch floodplain in accordance with the Patuxent River Evaluation Zone criteria.
- Cluster development or lot size averaging techniques should be used when developing the Low Suburban density property along Lottsford Road east of Western Branch. The property's floodplains, vegetation, and bisecting streams lend themselves to such an approach. Lots along the Western Branch floodplain should be approximately 15,000 square feet in order to reinforce Evaluation Zone criteria. The minimum lot size throughout the development should be no smaller than the average of those lots in Canterbury Estates to the east.

Largo Community

The Largo Community contains 3,902 acres, bounded by the Capital Beltway and Enterprise Road, south of Central Avenue to White House and Largo Roads. The January 1989 population of this community was nearly 17,000. The existing 6,050 dwelling units are a mixture of garden apartments and single-family attached and detached dwellings. Future development will continue this trend with single-family detached units as the primary housing type in the southern and eastern portions of the community.

Neighborhood A. Neighborhood A is located south of Central Avenue, east of Southwest Branch, and west of Largo Road and the Community College. Harry S Truman Drive bisects the neighborhood, which extends south as far as Southwest Branch on the west side and down to Mt. Lubentia Way on the east side. This area is already largely developed or subdivided as a mixture of single-family attached and multi-family units. A small convenience center is located at the southern end of the neighborhood, in the northeast quadrant of Harry S Truman Drive and Mt. Lubentia Way. Planned densities for the community range from Low Urban to High Urban.

Neighborhood B. Neighborhood B is located between the Beltway and Harry S Truman Drive south of Southwest Branch and north of White House Road. Most of the land north of the PEPCO transmission line has been developed for single-family detached residential. The existing character of this neighborhood is largely Suburban density single-family homes. The presently undeveloped area to the south of the PEPCO powerline should continue this character with the exception of a limited employment area adjacent to the proposed interchange at the Capital Beltway and Ritchie-Marlboro Road.

Neighborhood C. Neighborhood C is located north of White House Road, between Largo Road and Harry S Truman Drive, south of the Community College and Largo Senior High School. With the exception of a townhouse development south of the Community College along Mt. Lubentia Way, the character of existing development is Low Suburban single-family detached. The area to the north of the powerline should continue this character. The area south and west of the powerline should be developed in Suburban densities.

Neighborhood D. Neighborhood D is bounded by Central Avenue, MD 202, Campus Way South, and Western Branch. This area is mostly developed or subdivided at Low Suburban to Low Urban densities. There will be a Convenience Center in the northwest quadrant of the intersection of Kettering Drive and Joyceton Drive. Existing development consists of a mixture of attached and detached single-family homes. The property adjacent to the Convenience Center should be developed at a Low Urban density which is compatible with surrounding development. The property is somewhat separated from neighboring properties by the two roads, a neighborhood park, and a stream.

Neighborhood E. Neighborhood E extends from Western Branch to Watkins Park Road, south of Central Avenue to MD 202. The portion of this area north of Watkins

Regional Park is developed as a mixture of townhouses and single-family detached units. In the southern end, along MD 202, a senior citizens housing mid-rise at a High Suburban density and an area of single-family detached units at Low Suburban density are planned. Development of the remainder of the area south of the park should be at Estate densities - the stream valley and steep slopes to the south which separate this property from the denser properties along MD 202, the existing and planned park on the west and north, and the planned Estate character of the Enterprise Road corridor support this recommendation.

Specific development policies for the Largo Community include:

- Access points should be limited on White House Road, Harry S Truman Drive, MD 202, Central Avenue, and Enterprise Road. Individual lots should not front on these roads.
- Setbacks, vegetation, and berming should be used to protect the residential area from noise and visual impacts of the proposed Ritchie-Marlboro Road/I-95 interchange.
- The residential area's internal road system should not provide for direct connections between major arterials and collectors in the community.
- Special attention should be paid to the 29.5+ acre property on MD 202, south of West Kettering Drive. This area includes a National Register Historic Site, Mt. Lubentia. Although the area should be developed in the Low Suburban density range in keeping with the character of the surrounding neighborhood, the historical site should be protected by the approved 6.7+ acre Environmental Setting as well as a sensitive site plan. Any open space system for the development of this property should make use of historic vegetation and driveways. Innovative development of the property using cluster, lot size averaging, or comprehensive design should be considered to protect and enhance the historic property. In addition, any plan for development of the property should provide for access to the historic site for possible future uses.
- Low Urban density residential development is recommended on the residential portion of the property at the northwest corner of Kettering Drive and Joyceton Drive. Flexibility in design and unit type is recommended. In order to increase compatibility with the surrounding neighborhood, rental units are discouraged. The stream and slopes that form a buffer to the townhouses to the north should be preserved. Buffering should be provided along Joyceton Drive. Parking on the interior of the site is encouraged to lessen the visual impact along the adjacent roads. A day care facility could be provided on a portion of the site. It has a location with good access to a large number of families. Any such facility should be designed to be compatible with the residential area and the adjacent park.
- Access to the undeveloped ten-acre property north of Campus Way between MD 202 and Prince Place (Low Urban density, subdivided for townhouses) should be provided from Campus Way South.
- The property on the west side of Harry S Truman Drive in the southern end of Neighborhood A provides an opportunity for innovative design. It is recommended for High Suburban density residential development. Approximately two-thirds of the site is within the floodplain, with the developable portion along Harry S Truman Drive. In order to minimize ground coverage, structured parking is encouraged. Views of any surface parking should be buffered from Harry S Truman Drive through landscaping and use of berms. At the time of the site plan review, the developer should demonstrate that the impact of the building's shadows on surrounding development is minimized.
- Because of its proximity to two townhouse developments and the Mt. Lubentia Convenience Center, the property on the east side of Harry S Truman Drive at

the southern end of Neighborhood A should receive special design consideration. Development should provide for sufficient separation between the units constructed on the property and the adjacent townhouses. This is particularly important if the units are greater than two stories high. Special attention should also be given to buffering the units from the adjacent convenience center. Although the Plan map shows the property as Low Urban density residential, a limited density increase (above the Low Urban density range) could be granted via a Comprehensive Design Zone in order to encourage extra amenities that would create a high quality living environment. Furthermore, minimizing building envelopes through innovative design and mid-rise construction is encouraged.

- Development of the area south of the PEPCO powerline in Neighborhoods B and C should be compatible with the existing single-family detached development to the north. Lot sizes should not be significantly smaller. Therefore, cluster development should not be used and individual lot sizes should be no smaller than the standard size (9,500 square feet) in the R-80 Zone. If a Comprehensive Design Zone alternative is utilized, the majority of housing units should be single-family detached; attached units should occupy no more than one-third of the land area of any development. These attached units should be buffered from the single-family detached area.
- Because of the Estate area's environmental constraints, lot size averaging within the property may be desirable. However, in order to protect and promote the desired Estate character, clustering and Comprehensive Design Zones should not be used. If lot size averaging is used, the larger lots should be placed, as much as possible, along Enterprise Road in order to reinforce the Estate character of the corridor.

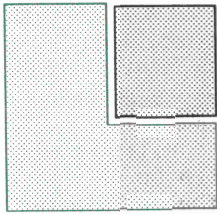
GUIDELINES

The following guidelines are intended to enhance the specific land use and development recommendations in this chapter. These guidelines are not intended to justify development proposals that are otherwise contrary to specific recommendations discussed in the text and shown on the Plan Map.

1. Living areas should be developed in a system of identifiable communities, oriented to adequate, appropriate community facilities. Recreation areas, school facilities, and convenience centers should be designed to serve as social focal points in residential areas.
2. Living areas should be developed in conjunction with scheduled public facility improvements. Activity centers and necessary public facilities should be developed concurrently with residential area growth.
3. Housing should be prohibited from areas designated exclusively for employment and industrial uses.
4. Living areas should contain no uses or activities which are incompatible with the residential activities.
5. A broad range of housing types and designs should be provided (within the recommendations of the Plan) to meet the needs of different household ages, sizes, and income levels.
6. High-density housing should be located only in such a manner as to relate to, and maximize convenience to, public and private service facilities for the greatest number of people in the area, and only where designated in the Plan. Sufficient space should be available for the provision of new or expanded supporting facilities in proportion to the expected population increase.

7. The site planning of apartment projects should provide adequate open space at the perimeter to serve as a buffer between the project and adjacent lower-density residential development.
8. Multifamily development should have direct access to arterial or collector roads and should not have primary access through single-family residential streets.
9. All significant aspects of housing and neighborhood quality should be monitored to identify and counteract neighborhood decline within the Planning Area.
10. State and local legislation which grant tax incentives for upgrading substandard housing should be encouraged and utilized.
11. Wherever possible, living areas should be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.
12. A living area design proposal should include an analysis of internal traffic circulation, as well as an examination of the development's potential impact on the local transportation system.
13. New residential areas should be designed and existing neighborhoods improved to minimize vehicular through traffic.
14. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect residential areas from commercial, industrial, and other incompatible uses.
15. Where feasible, building setbacks and/or berms or acoustical fencing should be utilized to deflect noise and to screen visual impacts, especially at major road intersections and interchanges, or where conflicts between land uses may develop.
16. Residential structures should be designed in harmonious relationships to one another and to the terrain and should be situated to create interesting spaces.
17. Recreation areas, school facilities, and activity centers should be designed, or redesigned upon future expansion or renovation, to serve as social focal points in residential areas.
18. Housing shall be prohibited in unsafe areas such as wetlands, floodplains, and unstable soils, and should be designed and constructed to minimize stormwater runoff, erosion and sedimentation.
19. Developers shall be encouraged to preserve natural amenities (streams, floodplains, wooded areas) and to incorporate these natural features into the environmental pattern of residential areas to serve as open space and to define and/or link together the living areas.
20. In appropriate areas, high-quality development shall be encouraged through the use of the innovative techniques in the Comprehensive Design Zones and the cluster provisions of the Subdivision Regulations. Site plan review on residential development is encouraged.
21. Visual attractiveness and recreational amenities for residential areas should be increased through the provision of open space, public and private maintenance programs, and other private actions to ensure an interesting, varied, and harmonious appearance.

22. Development proposals which provide privately sponsored active recreation facilities (tennis courts, swimming pools, etc.) in addition to public open space should be encouraged.
23. Living areas should provide appropriate sites for the development of senior citizen housing and related facilities in locations convenient to social and welfare facilities and convenient to shops, public transportation, and other needs of senior citizens.
24. Senior citizen housing developments should provide ample outdoor livable space to retain a sense of personal identity, intimacy, and human scale within the development. They should provide ample-sized meeting rooms and recreational facilities for the comfort and convenience of the occupants.
25. Whenever households are displaced as a result of governmental action, residents should receive encouragement and assistance to remain in or near the same neighborhood, if they wish to do so.



COMMERCIAL AREAS AND ACTIVITY CENTERS

GOAL

- To provide for reasonable amounts and distribution of various types of commercial space in attractive and well-located settings.

OBJECTIVES

- To provide for commercial activities in planned centers or other appropriate locations and eliminate potentials for scattered spot commercial and highway strip development.
- To develop a structure of planned activity centers where commercial retail uses, offices and public and private services are integrated and developed concurrently with residential development.
- To maintain, renew, intensify and/or expand existing commercial areas where appropriate, while encouraging the eventual cessation or removal of commercial uses from, and preventing intrusion into, areas not appropriate for commercial use.
- To create more job opportunities and enhance the economic base of the Planning Area and the County.
- To prevent incompatible impacts associated with commercial development from intruding into residential areas and encourage the use of site plan review.
- To locate commercial activities where vehicular access is adequate and where pedestrian walkways and bikeways can be integrated into the design.
- To locate commercial activities conveniently to dwelling units in order to minimize the need for frequent automobile trips for everyday household needs.
- To encourage the inclusion of public open space such as parks, malls, and plazas in the design of new, renewed, and expanded commercial areas.

This Master Plan incorporates and reaffirms the Land Use and Economic Development Goals and Objectives of the General Plan.

CONCEPT

This Master Plan proposes that future commercial uses be concentrated in activity centers, rather than in isolated, scattered sites throughout the Planning Area. An activity center is a community focal point which, ideally, combines general retail, service commercial, professional office, higher density housing, and appropriate public and quasi-public uses.

Development of the activity centers proposed in the Plan will involve a change from development of conventional shopping centers. The proposed pattern of activity centers stipulates that, wherever possible, social and community activities should be provided in, and related to, the commercial activities. Professional services, such as medical,

dental, legal, accounting, engineering, architectural, and other professional and technical offices, should be included as an integral part of the activity center. In addition, space should be provided for appropriate public and quasi-public uses which will create a center of community activity rather than just a typical commercial shopping center. Certain kinds of public, quasi-public, and commercial facilities will be appropriate for each level of activity center. Day care facilities can be appropriate in all types of activity centers. Public space, scaled to the anticipated area needs, should be provided as part of the overall design of the activity center. This space may take the form of open and green areas, to break the monotony of concrete and asphalt, or a well-designed and well-sited landscaped plaza.

Another important aspect of the activity center concept is the relationship of the development with the growth of the area it is to serve. The practice of approving isolated commercial development, unrelated to the living area it is designed to service, must be avoided. Development of activity centers should be conditioned on the relationship of the activity center to residential development. To implement the activity center concept, the comprehensive design zones should be used.

It is recognized that not every commercial center can have all the characteristics of an activity center. Already existing or approved commercial areas may not provide for public or quasi-public uses. Existing development patterns or site constraints may preclude higher density residential units within the activity center. Still, new centers should strive to conform to the activity center concept. Redevelopment of existing centers should, where appropriate, seek to provide the sought after components and amenities.

The following ideal hierarchy of activity centers is used as a basis for commercial area recommendations for Largo-Lottsford (Note: the primary anchor store for each type of center is underlined):

Convenience Center: less than 3 acres overall size

- Contains less than 20,000 square feet of gross leasable area, with an average .18 Floor Area Ratio (FAR).
- Serves a population of at least 3,000 people.
- Has a service area of less than one mile in radius.
- Typical stores may include a dairy store, dry cleaners, video store, and a small fast-food establishment.

Neighborhood Activity Center: 4 to 10 acres overall size

- Contains 2 to 6 acres of commercial development (20,000 to 50,000 square feet of gross leasable area with an average .18 FAR).
- Could contain between 8 to 12.1 dwelling units per gross residential acre.
- Serves a population of about 8,000 people.
- Has a service area of about one mile in radius.
- May be anchored by a grocery store or drug store and may also include a bank and liquor store, in addition to those uses listed under Convenience Center.
- May have limited professional office and financial services.
- May include a day care center and neighborhood oriented recreational and public uses.

Village Activity Center: 10 to 20 acres overall size

- Contains 4 to 15 acres of commercial development (40,000 to 150,000 square feet of gross leasable area, with an average .23 FAR).
- Could contain between 10 to 15 dwelling units per gross residential acre.
- Serves a population of about 15,000 people.
- Has a service area of about 1.5 miles in radius.
- Anchored by a supermarket and may also include a restaurant/fast-food/carry-out, clothing store, card store, drug store and florist, in addition to those uses listed under Neighborhood Activity Center.
- May include medical, professional, financial, technical office and other office activities.
- May include a day care center, recreational uses, and public facilities such as educational facilities, a post office, or a health clinic.

Community Activity Center: 20 to 30 acres overall size

- Contains 10 to 25 acres of commercial development (120,000 to 300,000 square feet of gross leasable area, with an average .27 FAR).
- Could contain between 10 to 20 dwelling units per gross residential acre.
- Serves a population of at least 50,000 people.
- Has a service area of about 4 miles in radius.
- Anchored by a general merchandise store and may also include a supermarket, restaurant/fast-food/carry-out, clothing store, shoe store, appliance store, card store, book store, jewelry store, drug store and personal service establishments.
- May include medical, professional, financial, technical office and other office activities.
- May include a day care center, recreational uses, public uses such as educational facilities, a post office, a library, health clinic, public safety facilities, or a government service center.

New Town Center: More than 250 acres overall size

- Contains over 35 acres of commercial development (more than 600,000 square feet of gross leasable area, with an average .42 FAR).
- Could contain between 10 to 47.9 dwelling units per acre.
- Serves a population of at least 300,000 people.
- Has a service area of about 12 miles in radius.
- Anchored by three or more full-line department stores.
- Typical convenience goods outlets (such as dairy stores) are not encouraged.
- May include regional office development comprising a mixture of private and government employment.

- Commercial recreational facilities and lodging facilities are also provided. Town Centers generally include a prominent urban park, promenades, malls, and plazas and have facilities for municipal, administrative, civic, and cultural activities. Town Centers are located so as to provide regional as well as local accessibility and include space for transit facilities.

The commercial area recommendations of the Largo-Lottsford Master Plan are based on an affirmation of the activity center concept. In addition, the recommended locations of these centers are based on the following criteria:

- The impact of existing and proposed commercial areas within and close to the Planning Area is to be considered.
- Activity centers should be provided, so far as possible, in convenient locations with good access to their market.
- Activity centers should be located and designed so as to not adversely impact nearby residential areas.

RECOMMENDATION

The intent of the Master Plan is to provide for adequate commercial space to meet the needs of the residents of the Largo-Lottsford area. The number, type, and locations of the centers are based on an analysis of market demand and the criteria described in the Concept section.

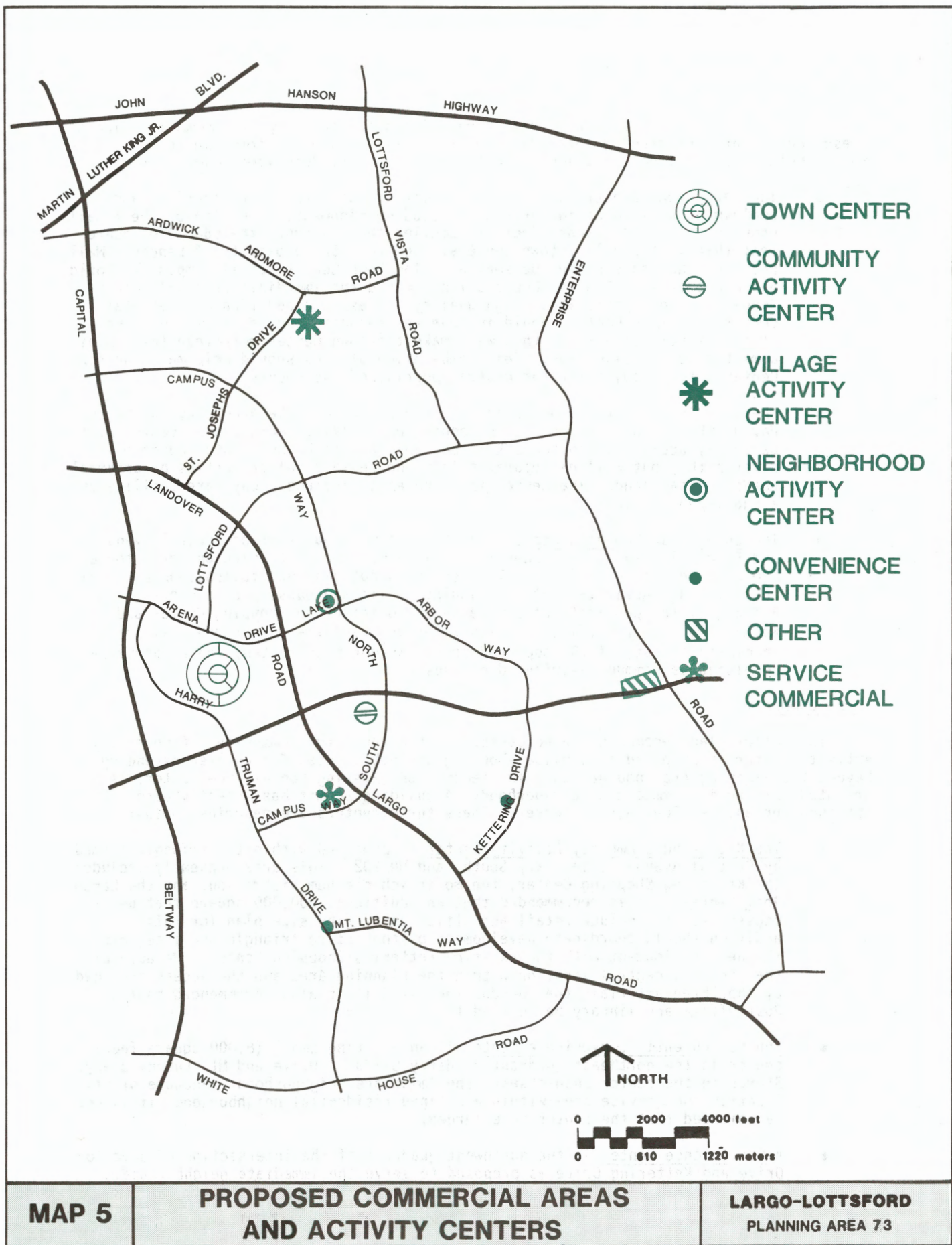
The proposed commercial areas and activity centers are shown on the Plan Map and on Map 5. The Plan recommends one Town Center, one Community Activity Center, one Village Activity Center, a Neighborhood Activity Center, a Convenience Center, and a Service Commercial Area. In addition, the Plan Map shows an undeveloped property that is zoned C-S-C (Commercial Shopping Center) but which will not accommodate a full scale activity center. It should also be noted that not every community has a Community Activity Center; and every neighborhood does not have an activity center. Commercial demand, ideal market area, and land use compatibility have been considered in devising the commercial area recommendations. The southern two-thirds of the Planning Area can be served by existing and Plan-proposed centers located along Central Avenue (both within and near Planning Area 73). The northern portion of the Planning Area can be served by those centers, other nearby commercial areas outside of the Planning Area, and the one proposed Village Activity Center.

The proposed centers, described below by Community, are the only retail centers oriented to Planning Area residents that should be located within Largo-Lottsford. There may be retail components of the larger employment areas (described in the Employment Areas chapter). However, these areas should be limited and oriented to the workers within those employment areas through the types of stores, their locations, and their siting. They should not act as Community, Village, or Neighborhood Centers.

Enterprise Community

A retail center is needed to serve the northern portion of the Planning Area. Because of the availability of undeveloped land, the Activity Center concept can be implemented in this area. The following center is recommended:

- A Village Activity Center is proposed in the southeast quadrant of Ardwick-Ardmore Road and St. Joseph's Drive extended. The size and staging of the activity center should be based on a market study. The study should consider the impact of existing and planned competing centers. Special attention should also be given to buffering the commercial portion of the activity center from the adjacent residential area and proposed high school site. This center may also contain a fire station. An appropriate quasi-public use would be a day care center.



Northampton Community

There are three proposed commercial areas within the Northampton Community. Two of these centers are oriented to local residents. A third center is intended to include a more specialized, regional function. The three centers are described below:

- The Largo Town Center is to contain a mixture of retail, residential, and employment uses in an integrated, unified development. The size of the retail component (300,000 square feet) is smaller than the more than 600,000 square feet that is typical of town centers. However, the proximity of Landover Mall requires that this center be smaller. The Town Center retail component should be such that it attracts shoppers from beyond the immediate area. The shops should include specialized, high quality stores. In addition to the retail center, the Town Center should include restaurants, sports facilities, and other visitor attractions that will make the Town Center more than the sum of a mixture of varying uses. This combination of uses should help make the Town Center a focal point for the central portion of the County.
- The Lake Arbor Center, in the northwest quadrant of Lake Arbor Way and Campus Way North, is to function as a Neighborhood Activity Center. The center will be easily accessible to the Lake Arbor development by both auto and hiker-biker paths, but will be separated from the residential properties by arterial roads and parkland. The center is proposed to include a day care facility as a quasi-public use.
- The Enterprise Shopping Center, in the northwest quadrant of Central Avenue and Enterprise Road, has recently received detailed site plan approval for a 120,000+ square foot center. The center is not designed to function as a full scale Village Activity Center including public and quasi-public areas. Because of the proximity of similarly-sized Kettering Shopping Center and Watkins Park Plaza, office and miscellaneous uses are encouraged. It is recommended that, if the approved center is not constructed, the property be developed as community-oriented offices.

Largo Community

The Master Plan recommends three centers within the Largo Community. A Community Activity Center is proposed to provide shopping and public uses for an area extending beyond the Planning Area boundaries. The second, an existing Convenience Center, is oriented only to its immediate neighborhood. A building permit has recently been obtained for another Convenience Center. These three centers are described below:

- The Kettering Community Activity Center is proposed within the triangle formed by Central Avenue, Campus Way South, and MD 202. This area presently includes the Kettering Shopping Center, the Motor Vehicle Administration, and the Largo Road Center. It is recommended that an additional 200,000 square feet be constructed to include retail and office uses. The site plan for this addition should coordinate development of the entire triangle and integrate the new development with the existing Kettering Shopping Center. Because of the center's central location within the Planning Area and the access provided by the three arterials that border the site, it is also recommended that a Post Office and library be located there.
- The Mt. Lubentia Convenience Center is an existing small (8,000 square feet) center in the northeast quadrant of Harry S Truman Drive and Mt. Lubentia Way. Stores in the center should serve the immediate neighborhood. Because of its location and service area within a defined residential neighborhood, it is not recommended that the center be enlarged.
- A Convenience Center in the northwest quadrant of the intersection of Joyceton Drive and Kettering Drive is proposed to serve the immediate neighborhood.

The center should be buffered from the existing and proposed nearby residential area. It should not extend beyond the area shown on the recently issued building permit.

- The Campus Way South Service Commercial Area is recommended in the northwest quadrant of the intersection Campus Way South and MD 202. This recommendation (a limited special exception to the Plan's policy to locate gas stations within larger commercial areas) provides a location for a much needed additional gas station within the Planning Area. The property's location along two major roads makes the property suitable for this type of use; however, its location requires special site design to avoid impacts on these roads and the larger community. Berms and buffers should be provided along MD 202 and Campus Way South. Signs should be limited and at ground level. There should be no convenience store-related uses in conjunction with a gas station. There is to be no direct access to the property from MD 202.

GUIDELINES

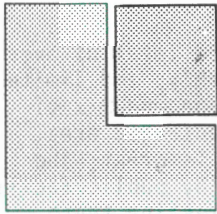
The following guidelines are intended to enhance the specific land use and development recommendations in this chapter. These guidelines are not intended to justify development proposals that are otherwise contrary to specific recommendations discussed in the text and shown on the Plan Map.

1. Retail commercial centers should undergo site plan review. Public and quasi-public uses should be encouraged to be included in each center's overall design.
2. Commercial activity shall be provided for in planned centers, rather than on scattered sites.
3. Where appropriate, the sharing of parking facilities and the provision of commuter parking lots shall be encouraged.
4. The multi-use of structures shall be encouraged; for example, the inclusion of a community meeting hall or theatre within an office building will be considered a public benefit feature.
5. Innovative site design and ample landscaping shall be used around and within commercial areas to break up the monotony of similar structures and the otherwise barren, dull appearance of parking lots.
6. Proposals for activity centers shall include analyses of the projected traffic impacts of such centers.
7. Activity centers should be developed concurrently with residential development.
8. Activity centers shall be subjected to high standards of site design.
9. Pedestrian trails shall be provided between employment areas, activity centers, and residential areas.
10. Commercial uses shall be buffered from surrounding streets and uses, where appropriate, by means of landscaping, berms, fencing, and the siting of structures.
11. The locations and service areas of community, village, and neighborhood activity centers shall conform to established service area standards, in terms of market area and population served.
12. The amount and types of retail commercial uses permitted in an activity center shall be based on an analysis of the retail market that will be generated by

the population which will live within the service or market area. The analysis should also take into consideration all other nearby existing or approved commercial uses and the possibility of overlapping service areas.

13. Activity Centers may include day care centers, and/or housing for the elderly, when the design plans demonstrate adequately that these uses and structures will be compatible with both the activity center and the surrounding neighborhoods.
14. Gas station service bays and parking areas should be screened from roads and adjacent residential areas.
15. Service stations should not be located on scattered sites outside of activity centers, but should be planned as an integral part of the activity center.
16. Pedestrian connections should be provided from activity centers to adjoining residential areas, including defined pedestrian ways which provide safe passage (from auto traffic) across open parking areas.
17. Where existing commercial areas are proposed for expansion or for development as a different type of commercial use, compliance with a development plan for the entire parcel shall be encouraged in order to provide unified development.
18. Off-street parking facilities should be designed to allow on-site vehicular circulation in order to eliminate the need to back onto highways and to prevent the blocking of public rights-of-way.
19. The construction of multi-tenant office structures shall be encouraged, where appropriate, rather than the conversion of residences to offices or the building of small single-tenant office structures.
20. A gas station or other freestanding structure, locating in a renovated or expanding commercial area, should be coordinated with an overall site plan and should be of similar architectural design to other buildings in the center.
21. Outdoor trash storage areas should be screened.
22. All commercial activities should be so located as to benefit from access afforded by major streets without impairing the efficiency and operation of these streets. The use of frontage roads and of as few curb cuts as possible are explicitly recognized as a primary means of achieving this guideline.
23. Signs at activity centers should be designed and sited so as to minimize the visual impact on the surrounding area and access road.
24. Particular attention should be paid to the siting of any freestanding uses constructed in shopping center parking lots. Any such uses should be placed at a distance from the access points sufficient to insure that no traffic conflicts or visibility problems will not occur.
25. Service areas for freestanding uses within parking lots should be screened from the remainder of the development and physically separated from the circulation aisles and parking areas.
26. Rooftop mechanical equipment should be screened on all sides by parapet walls or other appropriate screening devices.
27. Facades and roof lines facing streets or main parking areas should be consistent throughout the development in design, color, and materials. High quality, low maintenance building materials are recommended.
28. Facades not facing streets or main parking areas should be of finished quality and should be of color and materials that blend with the remainder of the building(s).

29. Main entrances should connect to a "straightaway" aisle devoid of parking spaces and that does not dead-end or require an immediate turn to approach the main building.
30. Architectural screening (walls, fences, parapets, etc.) should be consistent with the architectural design and color of the center.
31. The topography of an area should be considered in a commercial center design to minimize impacts on views from surrounding residential areas.



EMPLOYMENT AREAS

GOAL

- To create more diversity in job opportunities for local residents and to enhance the economic base of the County and Largo-Lottsford.

OBJECTIVES

- To increase employment opportunities for local and County residents by encouraging new and high quality retail, office, and industrial development.
- To encourage a local employment base which represents the highest level and range of activities which can reasonably be achieved.
- To maintain and expand existing employment areas where appropriate, while preventing their intrusion into areas not appropriate for employment uses.
- To identify and enhance specific employment assets which promote a positive image and identity of the Planning Area.
- To capitalize on those available sites which are highly accessible and which provide exposure to regional traffic.
- To develop employment areas in accordance with principles of good architectural and site design, with emphasis on the employment park approach.
- To locate industrial activities that will generate substantial vehicular traffic on sites which will have minimal adverse impacts on traffic circulation and adjacent land uses.
- To capitalize on the location of the Largo-Lottsford area on two major interchanges of the Capital Beltway, being central to the County and within major east-west and north-south corridors.
- To provide development guidelines that will establish a physical separation between employment uses and residential areas.
- To integrate passive and active open space within well-designed employment areas.

This Master Plan incorporates and reaffirms the Land Use and Economic Development Goals and Objectives of the General Plan.

CONCEPT

The Largo-Lottsford area provides an opportunity to increase the County's share of high-quality employment development. The large amount of undeveloped land in close proximity to major Beltway interchanges provides an unparalleled opportunity within Prince George's County. In addition, the high quality of the existing and emerging industrial development in the Inglewood and Largo Park projects set the character of further development. Finally, the living areas within Largo-Lottsford provide an ample choice of housing types for future employees.

The planned employment areas are extensive. It is estimated that a total of over 12 million square feet of office, research and development, light assembly, and limited warehousing can be constructed under the proposal. Depending on the type and mix of uses, there may be more than 20,000 employees within a relatively concentrated area. The opportunity to expand the County's tax base and provide employment is great; the challenge of creating well designed employment areas adequately served by public facilities is also great. In order to fully realize this opportunity while meeting these challenges, the following key elements are stressed:

- Use of the I-3 and E-I-A Zones in employment areas. The site plan review requirements in these zones encourage and require a higher quality of development than ordinarily provided in other industrial zones. Also, the list of permitted uses is generally oriented towards higher quality uses than that of I-1 and I-2 Zones. The I-3 and E-I-A Zones, in conjunction with adherence to the development guidelines listed in this chapter, will promote high-quality employment areas.
- Designation of employment areas at locations in close proximity to present and planned transportation facilities. Such sites afford easy access and visibility.
- Completion of the planned transportation system as expeditiously as possible and participation by the private sector in Transportation Systems Management (TSM) measures (see Transportation and Circulation Element). Until the full transportation system is in place and is being efficiently utilized, development levels may have to be staged and/or restricted.
- Prohibition of incompatible uses from employment areas. A true business campus environment cannot be achieved if incompatible uses are present.
- Creation of well-designed and coordinated business campuses. Each development should create its own distinct identity while coordinating its design to complement its neighbors.

RECOMMENDATION

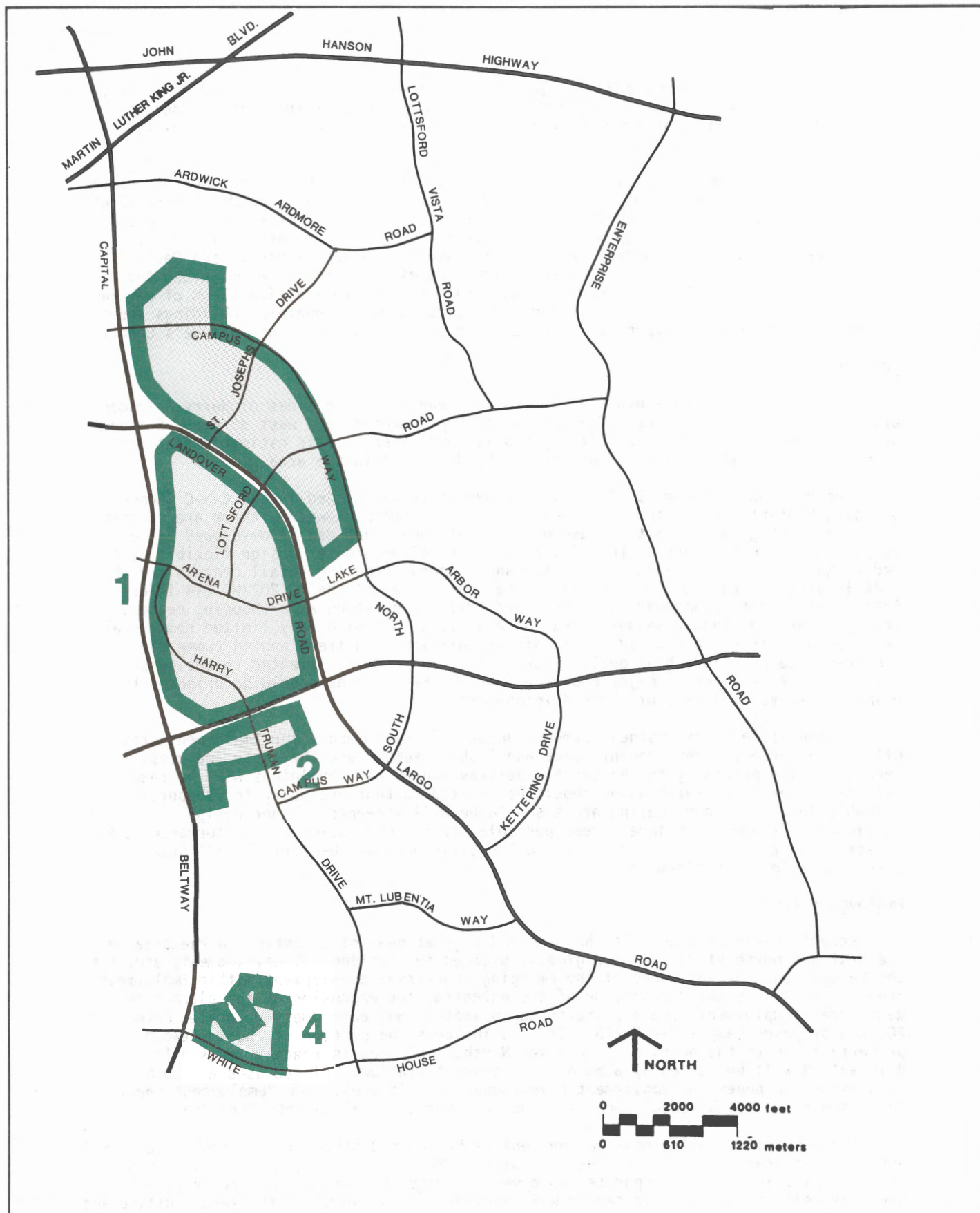
Map 6 shows the four major employment areas recommended by the Master Plan. For the most part, these centers are oriented to the Beltway, Central Avenue, and MD 202. These areas are described below.

Employment Area 1

The triangle formed by the Capital Beltway, Central Avenue, and Landover Road is known as the Urban Center for Planning Area 73. It includes the Capital Centre and the Largo Town Center as well as three employment parks.

The Town Center is a 162-acre mixed use development that will consist of multi-family residential (described in the Living Areas chapter), retail commercial (described in the Commercial Areas and Activity Centers chapter), a hotel, and more than 1.3 million square feet of office space. It is the mixture of uses developed under a unified site plan that can make the Town Center unique. The varying uses within the Town Center should be strongly inter-related through site design, pedestrian connections, and architectural treatment. Most of the Town Center's parking should be structured, either in separate garages or in the lower levels of multi-story buildings. The office component should provide for orientation to the planned Metro station.

Concept plans, subdivisions, and/or Comprehensive Design Plans have already been approved for the Urban Center's employment areas outside of the Town Center. These areas would add an estimated 4.3 million square feet of office, research and development, and limited warehouse space to that provided in the Town Center. In review of



MAP 6

MAJOR EMPLOYMENT AREAS

**LARGO-LOTTSFORD
PLANNING AREA 73**

Specific Design Plans and detailed site plans for these areas, care should be taken to ensure a coordinated, high quality level of design. Again, orientation and design of the buildings should be inter-related through architectural and site design as well as pedestrian and open space connections.

The Urban Center is possibly the most visible aspect of the central portion of the County. It will be prominently visible from the Capital Beltway, the Metro line extension, Central Avenue, and Landover Road. It will be seen by visitors to the Capital Center. Therefore, its design will be an integral part of the County's image. In design review, particular attention should be paid to the approaches to the Capital Centre, Harry S Truman Drive, and Arena Drive. Careful use of buffering along the Beltway, Central Avenue, and Landover Road should be used to minimize views of parking and loading areas. Finally, distinctive architecture and "signature" buildings should be used to identify the Urban Center as an important focus for Prince George's County.

Employment Area 2

This area is on the south side of Central Avenue on both sides of Harry S Truman Drive, north of Prince Place. The portion of Employment Area 2 west of Harry S Truman Drive is zoned C-0 (Commercial Office) and is subdivided. It is estimated that more than 1.2 million square feet of office can be developed in the area.

The portion to the east of Harry S Truman Drive was placed in the C-S-C (Commercial Shopping Center) Zone in the 1978 Sectional Map Amendment; however, there are covenants in place which greatly limit the amount of retail uses that can be developed. The purpose of the C-S-C Zone in this instance was to allow greater design flexibility than under the C-0 Zone. Because of existing and planned competing retail centers and the traffic patterns that will be in place after completion of the MD 202/MD 214 interchange, it is not recommended that this property be developed as a shopping center. Instead, the area should be developed for employment use with very limited commercial development, largely contained within office buildings. A freestanding commercial component could include high quality restaurants and a hotel oriented to business travelers. As with other major employment areas, retail uses should be oriented to primarily serve employees of those developments.

An industrial park/business campus approach is recommended for Employment Area 2. Office, research and development space and light assembly are the preferred uses. Because of its proximity to the Capital Beltway and MD 214, buildings will be readily visible. Therefore, warehousing should be limited to that necessary for supporting assembly functions; and loading areas should be well screened. Other design considerations should include, where possible, tree preservation and conformance to the Preservation Zone criteria (described in the Environmental Chapter) for all perennial streams within the Employment Area.

Employment Area 3

Recent development activity has focused a great deal of attention on the area to the east and north of MD 202. Originally planned for residential development, access to the Beltway and the influence of the emerging industrial development within Employment Area 1 have led to the realization of the potential for expansion of the planned employment area. Employment Area 3 contains approximately 500 acres mostly located between MD 202 and proposed Campus Way North. It also includes the portion of the Inglewood II property lying to the north of Campus Way North. The area is readily accessible to the Beltway and will be served by a major mass transit station. Office uses are to be a significant component of employment development in this area. Two "employment corridors" are to be established: one along MD 202, the other along Lottsford Road.

These corridors will focus on the Central Business District in the Inglewood II MXT and the mass transit station on the east side of MD 202. The Inglewood II's Central Business District will incorporate employment, limited commercial, and recreational uses, as well as hotel. This center will provide a focal point to the larger office and

business park type development within Employment Area 3. The transit station will accommodate a possible terminal Metro station and a transfer point between mass transit, shuttle buses, automobiles, and PT-1. Adjacent to this station, the prominent location of the northwest quadrant of the Lottsford Road/Campus Way North intersection should receive special design attention. Lottsford Road will bring traffic from the residential areas to the east into the area's employment core. Well-designed "signature" office buildings as joint development with the transit station should be built in this quadrant in order to establish a high quality entrance into the employment areas.

The type of development within Employment Area 3 is an important consideration. As with the other major employment areas within Planning Area 73, an industrial park/business campus approach is recommended. Office, research and development space and light assembly are the preferred uses. Because of its configuration, this employment area will be readily visible from well-traveled roads such as the Capital Beltway, MD 202, Campus Way North, and Lottsford Road. These roads can be seen as "gateways" with MD 202 entering from the Beltway into the central portion of the County and Campus Way South and Lottsford Road entering from extensive residential areas. There is, then, only a limited "backlot", hidden from view, in which less desirable industrial uses can be placed. Therefore, warehousing should be limited to that necessary for supporting assembly functions; and loading areas should be well screened. Other design considerations should include, where possible, tree preservation and conformance to the Preservation Zone criteria (described in the Environmental chapter) for all perennial streams within the Employment Area.

The primary difficulties in developing this area for employment lie with the transportation system and compatibility with adjacent residential areas. A combination of major transportation improvements and Transportation Systems Management (TSM) trip reduction measures will be necessary to provide adequate service to the area. These measures and improvements are discussed in the Transportation chapter. Because of transportation concerns, this area will require additional attention to maintain an adequately functioning transportation system. This Plan recommends that the following concerns be addressed during the development of Employment Area 3.

- Development Potential Limits. Typical, "full" development of Employment Area 3 may not be possible due to transportation constraints. It is estimated that, even with full construction of the planned transportation network (as described in the Transportation chapter) and extensive successful use of TSM measures, approximately 5.5 million square feet of employment could be supported within Employment Area 3. (This is less than the 6.5 million square feet that could be expected under typical I-3 Zone development.) This 5.5 million square feet figure is based on an assumption that over half of the development within the area will be office use. The remainder would be "research and development" or light industrial. If this proportion changes so that there is a greater relative amount of low traffic generating uses, the allowable square footage could be increased. However, office uses should be a major component of Employment Area 3.

Therefore, this Plan proposes that development of Employment Area 3 receive special review during the development process. Development among the various properties within this area must be coordinated as to the amount, type, and timing of that development. This will require extraordinary coordination among individual property owners and careful review by the Planning Board and District Council; however, the area offers extraordinary benefits to both the property owners and the County. In particular, development of each property within Employment Area 3 should conform to the following transportation conditions:

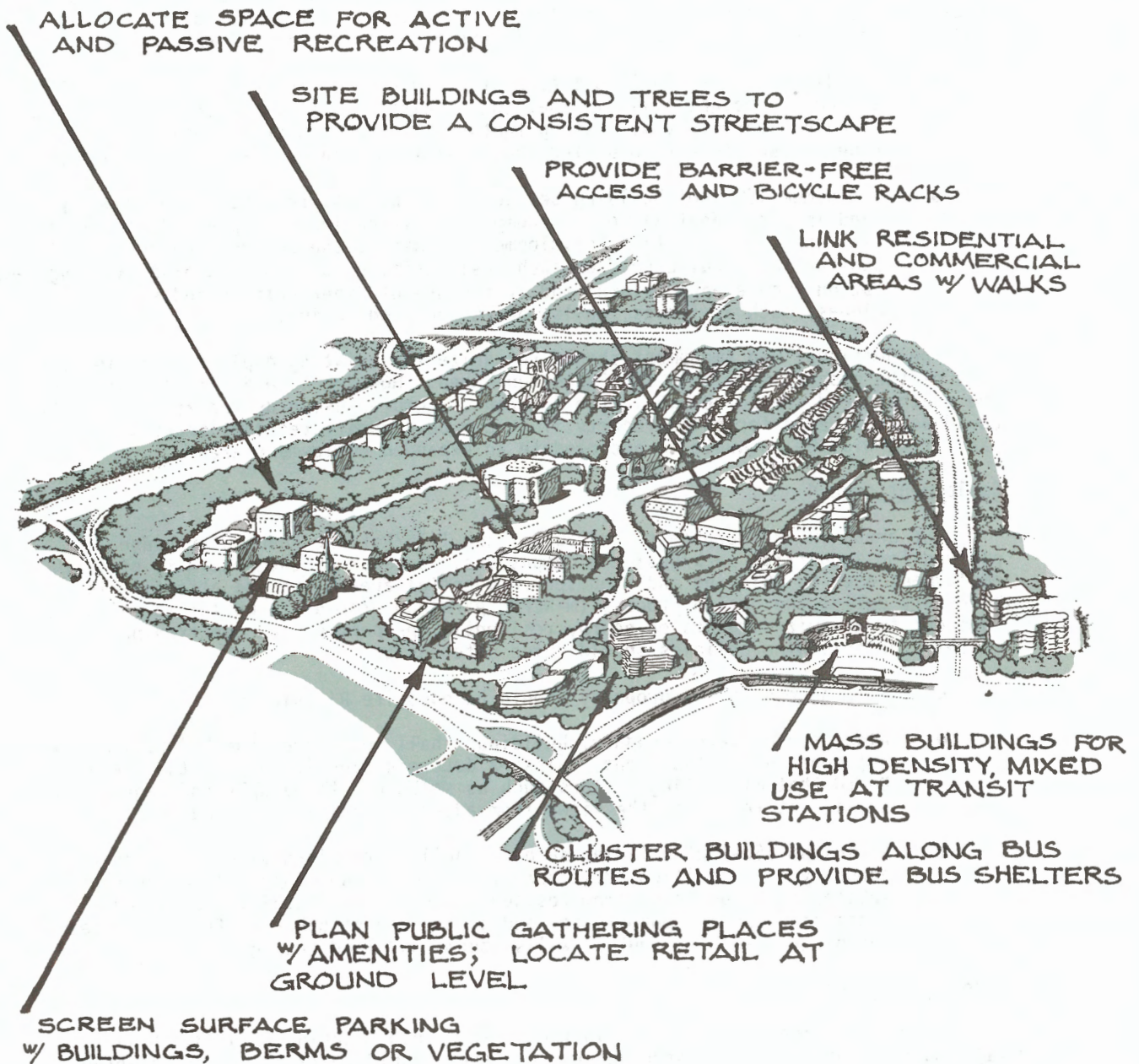
- a. A comprehensive traffic study shall be submitted for Planning Board review and approval with both the Conceptual Site Plan and Preliminary Plat of Subdivision applications.

- b. The traffic study shall include a staging plan that will identify what specific highway improvements are necessary for each stage of development. The traffic study and staging plan shall also address how the various development proposals and highway improvements in the MD 202 corridor (Beltway to Central Avenue) will be coordinated.
 - c. The traffic study shall identify how the Transportation Systems Management (TSM) trip reductions will be enforced, how it will be monitored, and the consequences if it is unsuccessful.
 - d. As part of its Conceptual Site Plan and Preliminary Plat of Subdivision approval, the Planning Board shall specifically find that existing public facilities and/or planned public facilities (to be constructed by the State, County or developer) are then adequate or will be adequate prior to any development being completed.
 - e. Each Detailed Site Plan shall include a status report identifying the amount of approved development and status of corresponding required highway improvements. To approve a Detailed Site Plan, the Planning Board shall find the Plan is in conformance with the approved staging requirements.
- Development Alternatives. Although Employment Area 3 offers great opportunities for employment development, limited modifications of the development pattern may also be desirable. Careful incorporation of a residential component into this area could promote a more efficient use of the area's transportation system. The Plan Map shows, through the use of a striped pattern, portions of Employment Area 3 where residential development could be feasible. Any such residential development would need to be carefully incorporated into the overall development pattern. Land use compatibility, internal circulation, and protection from noise impacts from nearby highways should be major concerns during design. The staging conditions for a mixed use development would be the same as if the entire area were developed solely for employment.

The transportation advantages of incorporating a residential component is to take advantage of "reverse flow" road capacity and provide a closer proximity of workers to workplace. Possibly, mid-rise buildings could be built within walking distance of the proposed transit station and office buildings. Also, a more efficient utilization of land may result, precluding low intensity industrial buildings spread out over too large an area. Incorporation of a residential component could lead to a quality living and working environment as well as a more efficient use of land and the planned transportation system. It is recommended that any residential alternative be implemented through comprehensive design zones or the MXT Zone. However, like employment proposals, any residential alternative shall be guided by the recommended densities shown on the Plan Map and the previously described transportation limitations. It is also recommended that areas identified for the residential alternative not be committed to employment use in the short term. Those areas should be the last developed for employment if the residential alternative is not used.

- Site Planning for Transportation. The design of the employment area (and possible related residential area) can have an impact on the transportation system. For instance, in order to minimize disruptions to traffic flow, direct access shall be prohibited from Landover Road. Furthermore, individual building sites shall minimize access to Campus Way, St. Joseph's Drive, and Lottsford Road, unless a determination is made that no safe, reasonable alternative is possible. In addition, individual buildings should be sited to promote both shuttle bus service between the employment area and nearby mass transit stops as well as pedestrian connections between buildings (see Figure 4).

Figure 4
Employment Area Site Planning for Transportation



Land use compatibility is addressed through both the boundaries of Employment Area 3 and the site design of each component. For the most part, Employment Area 3 is bounded by a proposed arterial, Campus Way North. This ultimate six-lane road will separate the proposed employment parks from the planned lower density residential area to the east. Where the employment area extends beyond Campus Way North (because of noise intrusion from the Beltway) or where the residential alternative is implemented, setbacks, vegetative buffers, berms, and building height limits should be used to insure compatibility. To protect the integrity of the adjacent planned residential areas, the following design criteria should be used in the development of Employment Area 3:

- Buildings located on lots that abut residentially zoned properties shall not exceed the height limit in that zone, unless a determination is made by the Planning Board that mitigating factors such as setbacks, topography and vegetation are sufficient to buffer the views from adjacent residential lands.
- A minimum 150-foot building setback shall be required where the property abuts land in a residential zone or comprehensive design zone planned for residential uses. In addition, development or use of the subject property shall be substantially buffered from such residential uses by maintaining existing vegetation, where appropriate, and by the use of other buffers and screening techniques, such as fences, walls, berms and landscaping.

The Sectional Map Amendment should recognize the existing employment zoning for most of the properties within the Employment Area. However, the 49.1+ acre property at the southern end should remain in the R-R Zone. Comprehensive design zoning (E-I-A) could be considered for this property if it can be demonstrated that transportation facilities will be adequate to accommodate an expanded employment area.

Employment Area 4

The area, in the northeast quadrant of the I-95/Ritchie Road interchange, is planned for industrial park/business campus use. Because of the proximity of this employment area to existing and proposed residential areas, special attention is necessary during the design process (M-NCPPC parkland provides a buffer to the north.) In order to minimize impacts on nearby residential properties and the transportation system, the following policies should guide site design:

- Sole access to the property should be opposite Ritchie Road.
- Along the eastern boundary, buildings shall not exceed the height limit of the adjacent residential zone, unless a determination is made by the Planning Board that mitigating factors such as setbacks, topography and vegetation are sufficient to buffer the views from adjacent residential lands.
- A minimum 150-foot building setback shall be required along the eastern boundary. In addition, development or use of the subject property shall be substantially buffered from residential uses by maintaining existing vegetation, where appropriate, and by the use of other buffers and screening techniques, such as fences, walls, berms and landscaping.

Other Employment Area

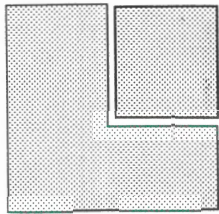
There is another potential employment area within Planning Area 73. Unlike the major employment areas discussed above, this area should contain locally oriented businesses such as insurance agents, medical offices, and real estate offices. This area is in the northwest quadrant of Enterprise Road and Central Avenue. This property is zoned C-S-C (Commercial Shopping Center) and has a recently approved site plan for a strip shopping center. If the retail center is not developed as planned, the property should be developed for community oriented offices. A 50-foot landscaped buffer should be provided on the north and west boundaries to protect adjacent residential areas.

GUIDELINES

The following guidelines are intended to enhance the specific land use and development recommendations in this chapter. These guidelines are not intended to justify development proposals that are otherwise contrary to specific recommendations discussed in the text and shown on the Plan Map.

1. Existing and proposed employment areas should be protected, by all practical means, from encroachment by other permanent land uses. Incompatible land uses should be phased out of employment areas.
2. Employment area sites should be developed and maintained in accordance with an overall design plan, based on the principles of proper site design.
3. New, expanded or redeveloped employment areas should be park-like in nature, with landscaping and well-sited structures, and served by well-designed internal circulation systems.
4. Employment areas should be separated from living areas by the use of appropriate buffering, designed and placed to minimize sight (including lighting and signing), sound, and dust.
5. Screening should be provided for outdoor storage areas on existing and future industrial properties adjacent to residential properties and for employment areas bordering roads, with the condition that such screening be of sufficient height and type to block the stored material and equipment from view at ground level.
6. Industrial land developers should be encouraged to preserve natural amenities and to incorporate natural features into their development proposals.
7. In industrial areas, the land dedicated to meet the open space requirement should not consist solely of floodplains, steep slopes, wetlands, and/or unstable soils where development is prohibited as unsafe.
8. During the plan review of properties located in the I-3 and E-I-A Zones, extraordinary attention should be paid to the aesthetics of proposals adjoining major roads.
9. Employment activities that will generate substantial vehicular traffic should be so located and designed as to minimize disruptive effects on traffic circulation and adjacent land uses.
10. Employment area proposals should include an analysis of anticipated internal circulation, as well as any potential impact of the development on the local and regional transportation system, with attention to public transit, auto trips, and the movement of goods and materials.
11. The on-site separation of employment area traffic (automobile parking and truck loading and standing areas) shall be encouraged.
12. Employment areas should be accessible by public transit wherever possible.
13. Where possible, access roads to employment areas should border or pass around, not through, residential neighborhoods; and appropriate techniques should be used to separate these access roads from residential areas.
14. Curb cuts from individual parcels onto surrounding streets are to be avoided. Instead, parcels are to be served by internal access roads.

15. Structures which are devoted entirely to warehousing should be confined to internal parcels within employment areas and not be visible from surrounding highways. Structures which are a combination of offices and warehousing may be permitted on parcels adjacent to highways as long as the office portion fronts the highway.
16. Day care centers should be provided within large employment areas.



PUBLIC FACILITIES

GOAL

- To provide the needed public infrastructure and services--including schools, libraries, police, fire and rescue, and health facilities and services within the Largo-Lottsford Planning Area in a timely manner and with attention given to the needs of specific user groups.

OBJECTIVES

- To determine current and future needs in response to economic development and population change.
- To plan appropriately sized facilities and services to meet current and future requirements.
- To assure orderly and efficient utilization of land in accordance with approved plans by guiding development so that the capabilities of existing and programmed public facilities are not exceeded.
- To coordinate public and private sector plans and set priorities for the acquisition of land and the development of public facilities, so as to minimize public costs.
- To support development which is economically advantageous to Prince George's County by maintaining and/or improving the provision--if necessary on a priority basis--of public facilities and services.

This Master Plan incorporates and reaffirms the goals and objectives of the General Plan as related to public facilities, services, and utilities.

CONCEPT

This Plan describes appropriate standards and guidelines for the provision of future facilities. Recommendations are based on an assessment of facility capacities compared to the demand or need for these resources by the area's citizens. The evaluation is determined from projected facility and service needs. Demographic forecasts, the land use policies of this Plan, and appropriate standards and guidelines all help determine public facility needs. Map 7 shows the location of existing and proposed public facilities including: police, fire, library, and public schools.

This Master Plan Amendment is one part of the Public Facilities Planning and Implementation Process (Figure 5). A number of plans, studies, and programs are part of the process. Staff from numerous agencies as well as citizens are involved in the capital facilities planning process.

The General Plan is the County's basic guide for growth management and the provision of public services. It emphasizes the provision and maintenance of public facilities in the developed portions of the County, and advocates that future development should be encouraged in areas where adequate facilities exist, thereby reducing the need for costly capital expenditures. This Largo-Lottsford Master Plan is more specific and officially amends the General Plan. This Master Plan forecasts the needs for schools, libraries, fire stations, and other public facilities based on estimated growth.

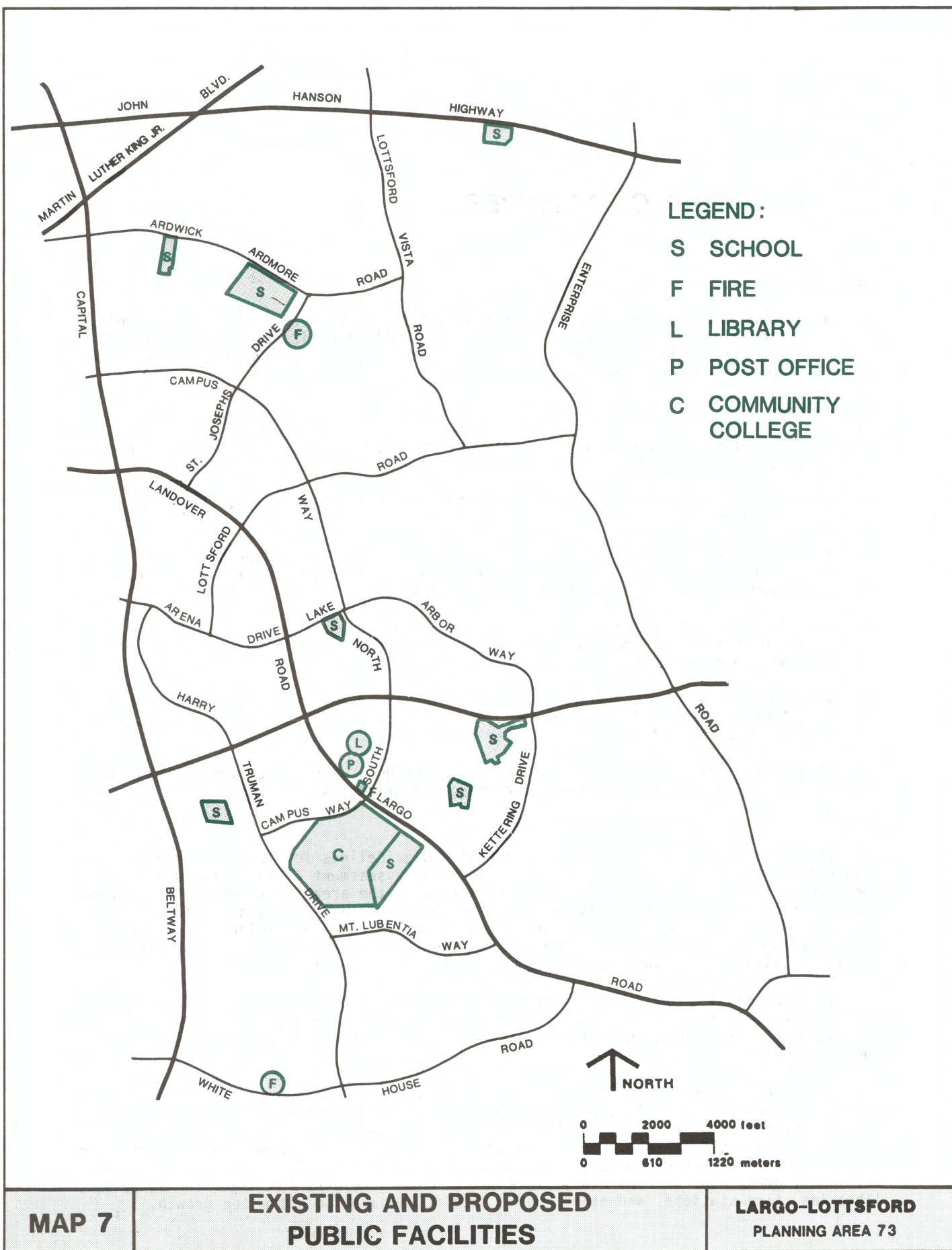
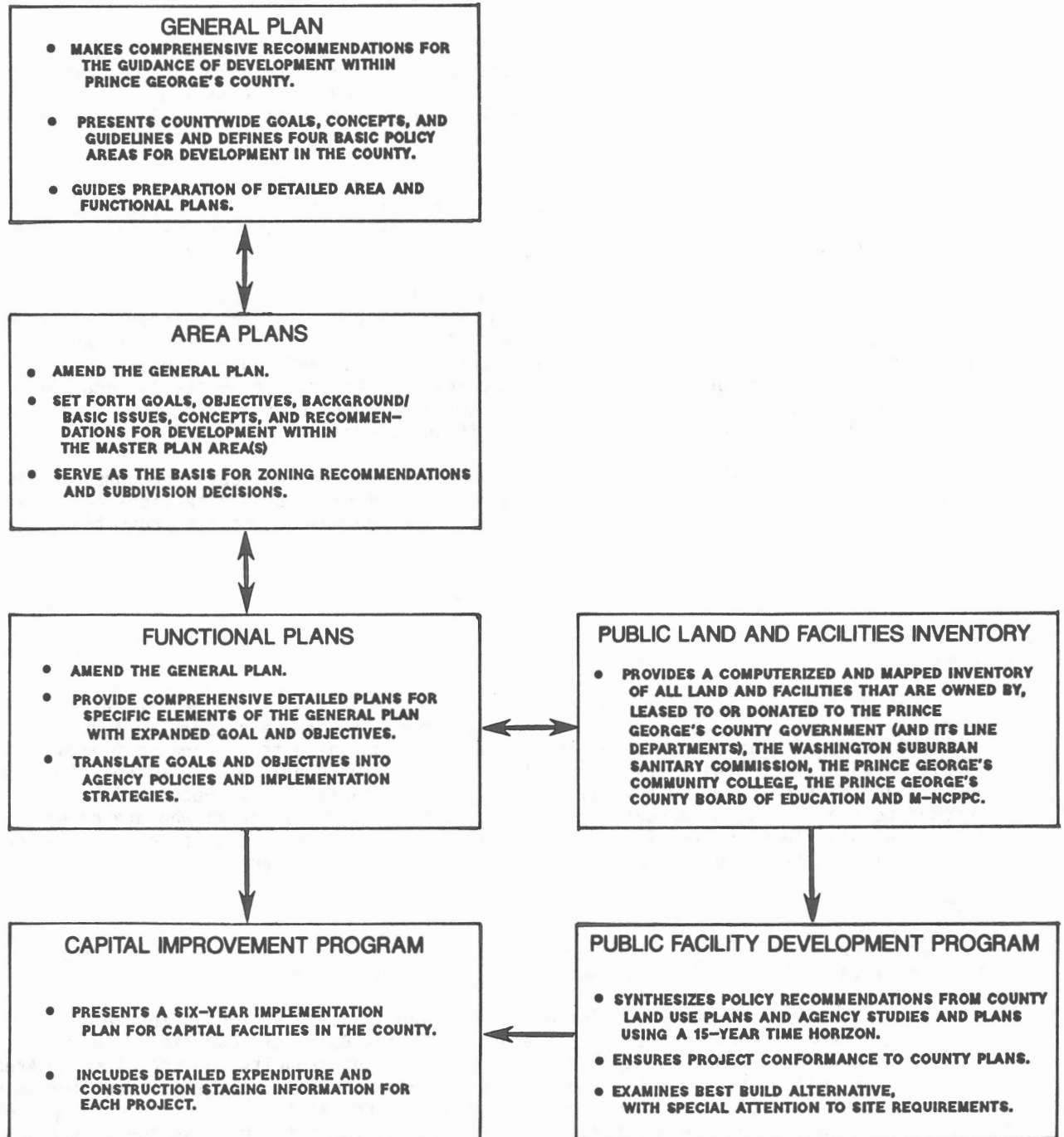


Figure 5
Public Facilities Planning and Implementation



Functional plans undertake the study and analysis of specific types of facilities in more detail. Furthermore, functional plans typically include an analysis of the adequacy of existing public facilities and projections of the need for future facilities. Programming and budgeting for individual projects is accomplished through the Capital Improvement Program.

In support of these County efforts, M-NCPPC has developed a Public Facilities Development Program (PFDP), a 15-year needs statement for public facilities in the County. It examines the need for specific facilities (for instance, a fire station) including optimum location and timing. The Planning Department also prepares a Public Land Facilities Inventory as basic data for plans and programs.

The provision of public facilities is related to the County's overall growth policies and fiscal capabilities and should be provided in time to meet actual demand. The anticipated population and employment growth in the Largo-Lottsford Planning Area will generate an increasing demand for additional public facilities and services.

Other factors may impact the provision of public facilities and services. For instance, there is a potential to reuse surplus public buildings which become available when particular user groups decline. In the future, public facility programs may be able to shift away from new construction to the renovation and reuse of existing structures. Also, surplus public buildings may be sold to the private sector for adaptive reuse. Finally, public facilities should be combined where appropriate (for example, parks and schools) to improve efficiency and to lower costs.

The remainder of this Public Facilities chapter presents concepts, recommendations, and guidelines for each of the following major public facilities and services provided to local taxpayers: public schools, libraries, fire and rescue, police protection, and health services.

PUBLIC SCHOOLS

Concept

This Master Plan reaffirms and adopts the Goals, Objectives, Guidelines and Site Selection Criteria for public schools contained in the Adopted and Approved Functional Master Plan for Public School Sites (October 1983), including the following minimum usable acreage for school sites: elementary schools (10 acres), middle schools (20 acres), and high schools (40 acres). School area boundaries do not necessarily correspond to planning area boundaries. However, public school students who are expected to live within Planning Area 73 may be accommodated by existing schools and schools that can be built on three undeveloped sites within Largo-Lottsford and sites nearby.

Recommendations

In order to implement the concepts and achieve the goals and objectives for providing school facilities, the following recommendations are made.

- The Plan recommends retaining the existing schools and the unimproved sites currently owned or soon to be acquired by the Board of Education. Table 10 shows the projected pupil school enrollment and capacity for the Planning Area at build-out. This is based on the projected pupil school enrollment for each community (Table 11) and the capacities of the existing schools and unimproved sites serving the Planning Area (Table 12). The data on these tables show that the total capacity of both existing schools and unimproved school sites can adequately serve the projected enrollment at build-out.
- Special provision should be made for students walking to Phyllis E. Williams Elementary School. The developing office parks to the north and construction of the Harry S Truman Drive/Central Avenue interchange will increase traffic in the area. This will particularly impact students walking from east of

Table 10

PROJECTED PUBLIC SCHOOL ENROLLMENT AND CAPACITY
1988 AND BUILD-OUT

<u>School</u>	<u>Projected Build-Out Enrollment</u>	<u>Actual 1988 Capacity</u>	<u>Excess/Deficit 1988 Capacity</u>	<u>Projected Build-Out Capacity</u>	<u>Excess/Deficit Build-Out Capacity</u>
Elementary	3,865	1,830	-2,035	4,230	+365
Middle	1,231	660	-571	1,460	+229
High	1,939	2,028	+89	3,828	+1,889

Source: Prince George's County Public Schools, March 1989.

Table 11

PROJECTED PUBLIC SCHOOL ENROLLMENT
AT BUILD-OUT BY COMMUNITY

<u>Community</u>	<u>Elementary</u>	<u>Middle</u>	<u>High</u>
Enterprise	1,205	399	602
Northampton	1,017	313	497
Largo	<u>1,643</u>	<u>519</u>	<u>840</u>
TOTAL	3,865	1,231	1,939

Source: Prince George's County Public Schools, March 1989.

Harry S Truman Drive and north of Prince Place. Crosswalk crossings of both Prince Place and Harry S Truman Drive should be located to minimize pedestrian/vehicular conflicts. Trails and sidewalks should be provided so that pedestrians will be separated from vehicular traffic.

Guidelines

This Master Plan recommends the following guidelines in addition to those contained in the Adopted and Approved Functional Master Plan for Public School Sites (October 1983).

1. School space should be utilized to the greatest extent possible for local recreational, cultural, and civic activities.
2. The reuse of surplus school buildings and sites should be compatible with the surrounding area. Any joint use of sites with other public agencies should be maintained whenever possible. Final disposition should be made on the basis of conditions advantageous to the County, including an ability to occupy and use the buildings quickly, acceptance of favorable lease or sale terms, financial capability of users, degree of acceptance to community residents, and simplicity of ownership transfer. Surplus school properties should be zoned in categories which are compatible with the surrounding existing and/or planned land use.

Table 12

INVENTORY OF EXISTING SCHOOLS AND
UNIMPROVED SCHOOL SITES
SERVING THE LARGO-LOTTSFORD PLANNING AREA

ELEMENTARY

<u>Existing Schools</u>	<u>P.A.</u>	<u>Enrollment Capacity</u>
Phyllis E. Williams	73	666
Kettering	73	612
Ardmore	73	<u>552</u>
Subtotal		1,830
<u>Unimproved Sites</u>		
Newbridge	73	600
Enterprise Estates	73	600
Kingsford	74A	600
East Kettering	74A	<u>600</u>
Subtotal		<u>2,400</u>
Total Elementary Schools		<u>4,230</u>

MIDDLE

<u>Existing School</u>		
Kettering	73	660
<u>Unimproved Site</u>		
Lusby	78	<u>800</u>
Total Middle Schools		<u>1,460</u>

HIGH

<u>Existing School</u>		
Largo	73	2,028
<u>Unimproved Site</u>		
Lyndon B. Johnson	73	<u>1,800</u>
Total High Schools		<u>3,828</u>

Source: Prince George's County Public Schools and Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, March 1989.

LIBRARIES

Concept

Library facilities and services will be provided in the Largo-Lottsford area through the Branch Library concept. Branch Library standards include the following:

Size:	Approximately 25,000 square feet
Site:	3 to 3-1/2 acres
Collection:	100,000 volumes
Services:	Diversified information services, program and meeting space
Service Area:	Three miles or no more than 10 minutes' driving time
Service Population:	40,000 to 80,000
Circulation Per Square Foot:	30 to 35 materials
Generation Characteristics:	Located in areas of daily public activity where heavy pedestrian traffic, high visibility, convenient parking access, and proximity to public transportation exist.

Construction of and addition to libraries should be staged to address existing deficiencies and meet the needs generated by population growth.

A number of other factors must also be considered in determining the adequacy of existing facilities and services and the need for new or expanded facilities. These factors include a facility's circulation rate, the number of staff, collection size, adequacy of program and meeting rooms, potential for collection enlargement, community size, fill rate for material requests, waiting times for reserve items, and user satisfaction studies. Consideration of these factors indicate that a branch library is needed in the central portion of the County.

Recommendations

In order to provide adequate and full service library service to Largo-Lottsford and the central portion of the County, the following recommendation is made:

- A Branch Library should be constructed in the Largo-Kettering area as soon as possible. The closest library to the Planning Area is a temporary branch facility at Watkins Park Plaza Shopping Center. Opened only a short time, it already has a circulation of 35 materials per square foot. Its collection size (16,735) is less than 20 percent of the ideal for a Branch Library. It also lacks space for the wide range of activities that are expected to be located in such a facility. It is currently programmed in the County's Adopted Capital Improvement Program for FY 89-94. The preferred location of the branch library should be in the Kettering Community Activity Center. A library at this location would be readily accessible to all parts of the Planning Area and would strengthen the activity center concept.

Guidelines

This Master Plan reaffirms the Guidelines for Library Facilities contained in the Public Facilities and Utilities Element of the 1982 General Plan.

FIRE AND RESCUE FACILITIES

Concept

The provision of fire and emergency medical facilities and services focuses on two major criteria: (1) a service must be provided when demanded, and (2) firefighting resources must be available for potential demand. Response times and workload capacity represent primary performance measures in assessing these facilities and services.

The response time standards specified by the Prince George's County Fire Department are closely correlated to the response distance standards recommended by the Insurance Service Organization (ISO) Grading Schedule, a nationally recognized organization which sets fire insurance rates.

Table 13 presents the current County policy on response time standards and maximum distance criteria for fire stations and apparatus. Response times of four minutes in urban areas and six minutes in rural areas are the desired response time parameters for locating fire stations. For purposes of analysis, urban areas are defined as regions which have a population density greater than 750 persons per square mile and more than 1,200 fire responses per year. These areas are usually characterized by multifamily residential development, commercial and industrial uses, and places of assembly such as churches, theaters, and schools. Rural regions are those generally with less than 750 persons per square mile and less than 1,200 fire responses per year. Rural areas are those regions dominated by single-family residential units, including townhouses. Both categories exist in the Planning Area in various locations. For planning purposes, the most stringent response time standard (urban) has been applied in the analysis of the Planning Area.

Table 13				
FIRE RESPONSE TIME STANDARDS AND MAXIMUM DISTANCE CRITERIA				
Fire and Rescue Vehicles	URBAN		RURAL	
	Maximum Response Time (Minutes)	Maximum Distance (Miles)	Maximum Response Time (Minutes)	Maximum Distance (Miles)
ENGINE	4.00	2.4	6.00	4.6
LADDER	5.00	3.4	7.00	5.8
AMBULANCE	5.00	3.4	7.00	5.8
MOBILE INTENSIVE CARE UNIT	8.00	7.2	8.00	7.2
RESCUE SQUAD	10.00	9.8	10.00	9.8

Source: Based on travel time criteria, found in the report A Systems Analysis of the Prince George's County Fire Department: Standards Evaluation and Fiscal Impact, August 1977, M-NCPPC.

An Adopted and Approved Public Safety Functional Master Plan was developed by M-NCPPC in concert with a citizens' advisory committee to translate the broad goals and objectives of police, fire, and correctional services into strategies, policies and implementation actions. The Largo Master Plan Amendment is in conformance with this Functional Plan.

Recommendations

A substantial portion of the land area is beyond the 4-minute engine response time standard and the 5-minute response time standard for ambulance and ladder truck (Map 8). Specifically, the areas in the northeastern section of the Northampton Community and nearly all of the Enterprise Community are beyond the response time standards. The entire southern portion of the Planning Area is beyond the 5-minute response time for ladder trucks. In addition, most of the area south of US 50, west of Lottsford-Vista Road and north of Lottsford Road is beyond the 8-minute response time standard for medic service.

Therefore, the following recommendations are made:

- Construct a new fire and rescue station in the vicinity of the intersection of Ardwick-Ardmore Road and St. Joseph's Drive. There is an early need for this station based on response time deficiencies and expected workload increases due to the projected growth in the area. The timing of this facility should coincide with development of the area, the realignment of Ardwick-Ardmore Road, and the extension of St. Joseph's Drive to Ardwick-Ardmore Road. The facility should be located in the vicinity of the proposed Village Activity Center. The construction of this facility should follow the fire and rescue station prototype guidelines found in the Public Safety Master Plan.
- Relocate the Glenn Dale Fire Station (Station No. 18). This facility should be located along MD 193 in the Glenn Dale area (Planning Area 70) between MD 450 and Daisy Lane. The station is scheduled for completion by June 1991 in the adopted FY 1989-1994 Capital Improvement Program.
- Construct a new fire station in the vicinity of the Ritchie-Marlboro Road and White House Road intersection at Ritchie Road. This station will replace the existing Station #37 (Ritchie), whose accessibility will be reduced after realignment of Walker Mill Road east of Ritchie Road as recommended in the Suitland-District Heights Master Plan. Construction of the new station (and closing of the existing station) should coincide with construction for the programmed Interstate 95 interchange with Ritchie-Marlboro Road. This full service station will satisfy existing response time gaps in Planning Area 78, as well as provide service to Planning Area 73. The preferred location of the station is within Employment Area 4.
- This Master Plan endorses the New Orchard Subdivision Access Road project in the adopted FY 1989-1994 Capital Improvement Program. This project would provide an additional access road to this subdivision and both reduce traffic volume and provide alternate emergency access.

Guidelines

This Master Plan Amendment reaffirms the Guidelines contained in the Public Facilities and Utilities Element of the 1982 General Plan until amended by the Public Safety Functional Master Plan upon its adoption and approval.

POLICE FACILITIES

Concept

The impact of the projected growth on the demand for police service will be substantial, especially since portions of Police District II (the District within which Planning Area 73 is located) are currently experiencing high levels of calls for service. The need for new police facilities can be determined based on workload, staff levels, physical space requirements, and demographic factors. Ideally, a police station should be 25,000 square feet on a three-acre site.

Recommendations

Police District II is expected to continue to be the fastest growing area in the County. Recent planning studies show that between 1990 and 2010, calls for service are projected to increase from about 33,800 to nearly 53,500. The number of arrests are also expected to climb from 1,650 to 2,300. District II is the second largest district in the County totalling 136 square miles. The three main areas of growth are in the Glenn Dale, Bowie and Largo vicinities. Given the projected levels and patterns of growth, as well as the increased traffic volumes on MD 202, US 50, MD 214 and other major roads which will limit accessibility throughout the District, the present facility will not be able to effectively serve the entire area. Therefore, the following recommendation is made:

- A new police station is necessary in Police District II. The expansion of the District II Station is not a feasible solution in this case because of limited expansion possibilities and the geographic location of the existing station within the service area. The Prince George's County Adopted Capital Improvement Program for FY 1989-1994 recommends that a new police station be constructed in the Glenn Dale area (outside of Planning Area 73) along MD 193 between Lanham-Severn Road and MD 450. This location is recommended because of its proximity and accessibility to high growth areas of District II and to other areas of the County. In addition, it is far enough from the existing District II Station (which will be retained at Collington Center on US 301) to allow the Police Department flexibility in the future if the need to realign service area boundaries occurs. The construction of this facility should follow the police station prototype guidelines found in the Public Safety Master Plan.

Guidelines

1. Police facilities may be located on one site with other compatible government facilities. Co-location of Police Department District Stations with other agencies in one building is not encouraged. However, when Police Department District Stations must be co-located with other agencies in one building, they should be designed to distinctively and securely separate police operations from non-police activities.
2. Police stations should be located near the geographical center of the service area; on a major street with good access to all parts of the service area; and near concentrations of areas with the highest calls for service.
3. Police facilities should be designed to be adequate for the operations of the Department for a minimum of 15 to 20 years after completion of the building.

HEALTH SERVICES

Concept

The Prince George's County Health Department provides a wide range of health care services to the citizens of the County. These include: primary health care services (child health, adult health, maternity and family planning, and dental health), mental health programs, rehabilitation programs, communicable disease control, alcoholism and drug addiction programs, and environmental health services. While the majority of these services are also available from private sector health care providers, public health programs ensure equal access to health care for all citizens, regardless of birth, background, and financial resources.

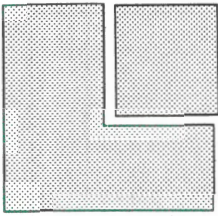
Health services standards are used for monitoring the degree to which private and publicly funded health facilities meet the needs of local residents. These standards are based on both facilities and staff. Using those standards, the County's Health Department and the Southern Maryland Health Systems Agency assess conditions and plan the public sector's role to complement private health services in the Planning Area and the County. At this time, there are no public health facilities within Planning Area 73.

Recommendations

- No specific additions or improvements to the existing system are proposed at this time. However, as the local population increases, the social and income structure of residents, together with their health needs, will predictably change. All means to improve the system's capability to achieve approved standards and more effectively provide for the health needs of Largo-Lottsford area residents should be considered. Therefore, the Master Plan urges continued support for a systematic health planning function, such as that conducted by the Southern Maryland Health Systems Agency, to provide policy options for public consideration. If a public health facility becomes needed within the Largo-Lottsford area, consideration should be given to coordinating it with the medical education programs of the Prince George's Community College.

Guidelines

This Master Plan Amendment reaffirms the Guidelines contained in the Public Facilities and Utilities Element of the 1982 General Plan.



PARKS, RECREATION AND TRAILS

GOALS

- To provide parks, recreation facilities, and trails to Largo-Lottsford area residents based on needs and interests, in a manner that is functional, safe, and sensitive to the surrounding environment and which protects and conserves public open space and natural resources.

OBJECTIVES

- To establish priorities for acquisition and development of parkland and trails within the Planning Area based on need, interests and the availability of resources.
- To utilize alternative methods of park and trail acquisition and facility development such as donation and mandatory dedication within subdivisions.
- To encourage joint efforts between the various County public agencies and private groups which can result in the provision of additional parks, recreation and trail facilities.
- To achieve standards of 15 acres of local parkland per 1,000 persons and 20 acres of regional, countywide, and special parks per 1,000 persons.

This Plan incorporates and reaffirms the Goals and Objectives of the Parks, Recreation and Open Space Plan.

CONCEPT

Parks

The Largo-Lottsford Master Plan proposes acquisition and development of parks oriented to both the community and the County. The Maryland-National Capital Park and Planning Commission (M-NCPPC) is the principal agency responsible for the planning, acquisition, development, maintenance and operation of the park and recreation system within Prince George's County. It is the intention of the Commission to meet these needs of Prince George's County residents through a park system described in Figure 6. The National Recreation and Park Association and Maryland State standards for park and recreation acreage are (optimally) 15 acres of local parkland for every 1,000 people and 20 acres of countywide/regional/special acreage for every 1,000 people.

The Commission will emphasize the acquisition of property to be used for community parks, regional parks, stream valley parks, countywide parks or special facilities, rather than for the smaller, dispersed neighborhood parks. It is recognized, however, that it may be necessary to acquire small neighborhood parks if assembly of larger tracts proves impossible. Fiscal considerations such as the costs of operating and maintaining parks must be taken into account before acquisition and/or development. When the opportunities to acquire additional park acreage are limited by a lack of available suitable property and/or prohibitive land costs, the Commission will study the opportunities for facility development as an alternative. Where feasible, the Commission will attempt to acquire properties declared surplus by other governmental agencies.

Figure 6
Park Classification System

Local Parks

1. Neighborhood Park and Recreation Areas - include mini-parks, playgrounds, parks, recreation centers and park/schools. Acreage is less than 20 acres. Parks serve residents in the immediate vicinity.
2. Community Park and Recreation Areas - include community center buildings, parks, recreation centers and cultural centers. Acreage of sites is between 20 and 200 acres.

Regional and Countywide Parks

3. Regional Park and Recreation Areas - include stream valley parks, regional parks (200+ acres), cultural arts centers and service facilities. These facilities serve residents of an entire region - the Northern, Central or Southern Area.
4. Countywide Park and Recreation Areas - include river parks, historic sites and landmarks, hiker-biker/equestrian trails, unique natural features, conservation areas and service facilities. Parks in this category serve all County residents.
5. Urban Park and Recreation Areas - include urban parks and urban nature centers which serve County residents where accessibility to outdoor natural areas is severely limited.
6. Special Park and Recreation Areas - include aquatic facilities, ice rinks, golf courses, shooting centers, athletic complexes, equestrian centers, airports, marinas, and reclamation areas. These facilities serve the special interests of all County residents.

Trails

The Largo-Lottsford Master Plan proposes a continuous system of trails to serve the recreational, shopping, and commuter needs of County residents. The proposed trails network is to be used for hiking, biking, and horseback riding. The trail classification system is described in Figure 7 and illustrated in Figures 8 and 9. It provides not only for recreation but also for pleasant circulation options for movement between residential, recreational, commercial, and employment areas. It also provides connections with the public Metrobus and Metrorail system. The proposed network takes advantage of road alignments, stream valleys, and powerline rights-of-way in order to provide nonvehicular transportation alternatives.

There are opportunities for new recreation and transportation trails within the Largo-Lottsford area because of the availability of undeveloped land, the abundance of stream valley corridors, and plans for future road upgradings. However, natural and man-made barriers may prevent the development of some new trails in already developed areas. Also, the availability of public funds may constrain the development of proposed trails. The appropriate public agencies (the State Highway Administration, M-NCPPC, and the Prince George's County Department of Public Works and Transportation) should incorporate trails programming, planning, and construction in the appropriate areas, as indicated by the proposed trails network. Public agency responsibility for the implementation of the trails network will be mainly through the subdivision process, park planning and development activities, and road construction/improvement programs.

This Plan amends the Adopted and Approved Countywide Trails Plan (with Equestrian Addendum) through the inclusion of new trails and the modification and deletion of trails included in the 1977 Master Plan. The purpose is to update trails proposals as they relate to the Largo-Lottsford area.

Figure 7
Trail Classifications

- Class I: Trails located in rights-of-way or easements which are not shared with motorized vehicles;
- Class II: Trails located in shared or common rights-of-way with other vehicles but with barriers to separate the bicycle path from vehicular traffic;
- Class III: Trails located within rights-of-way without physical barriers to separate them from vehicular traffic. These trails are identified by signs and possibly by a stripe painted on the road surface; and
- Class IV: Multi-use trails located within the stream valley park system and utility rights-of-way.

RECOMMENDATIONS

Parks and Recreation

The Commission recognizes the need to acquire additional parkland in the Largo-Lottsford area. The acquisition program as proposed in this Master Plan is an ambitious one and is, of course, subject to the Capital Improvement Program. At the local level, emphasis will be placed on acquiring land for community parks that are 20 acres or more in size, as well as adding to local parks to increase their size and usability. Provided below is a list of recommended local park acquisition by community.

Enterprise Community. The Enterprise Community is estimated to need an additional 126+ acres of neighborhood and community parkland in order to meet optimal standards as a result of the projected population at complete build-out. The Mandatory Dedication requirement will result in an estimated 54 acres, leaving approximately 72 acres to be acquired. The following sites are recommended for community park use.

- North Largo-Lottsford Community Park - 40-acre park located between St. Joseph's Drive extended and the Beltway. Ideally, approximately half of this park should be located within the extensive employment area.
- Balk Hill Community Park - 30-acre park located near St. Joseph's Drive Extended.

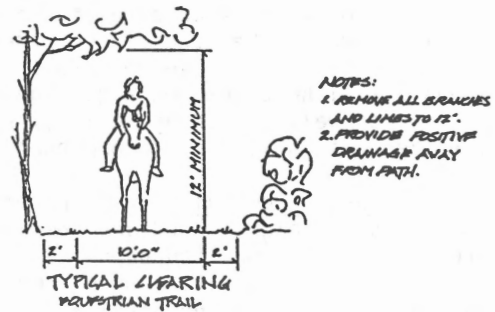
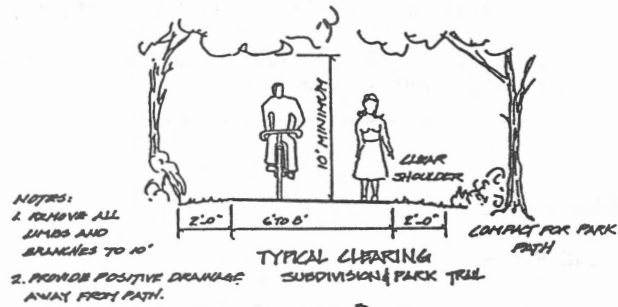
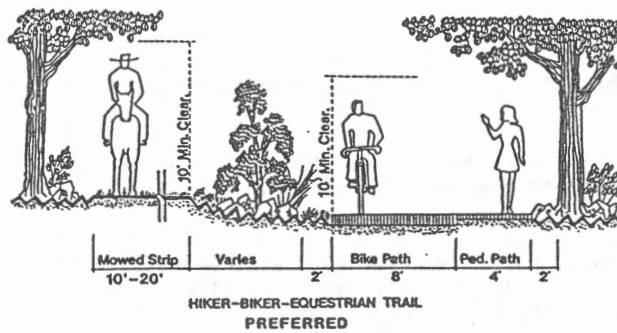
Northampton Community - The Northampton Community is estimated to need an additional 82+ acres of parkland at complete build-out. It is estimated that an additional 68 acres of parkland will be acquired through the Mandatory Dedication process. The remaining 14 acres are recommended for acquisition in the following park.

- Largo-Lottsford Community Park - 14 acres located in the vicinity of existing M-NCPPC property in the northeast quadrant of MD 202 and Lake Arbor Way.

Largo Community - The Largo Community has an estimated surplus of more than 47 acres of parkland at complete build-out due primarily to the location of Watkins Regional Park (part of which serves local recreation needs) within the community as well as four other neighborhood parks. No additional community park sites are recommended in this community. However, additional neighborhood parks may be acquired through the Mandatory Dedication process.

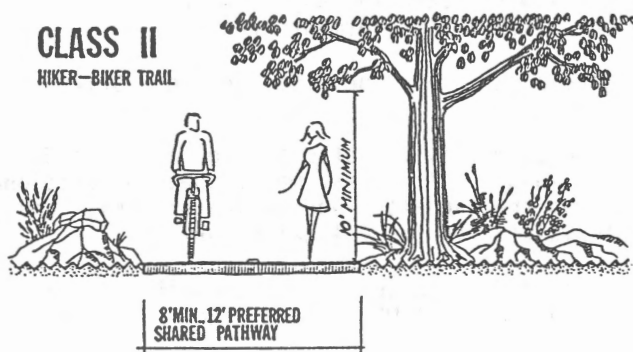
At the regional level, emphasis is placed on completing the stream valley park system and expanding Watkins Regional Park. For the Western Branch Stream Valley Park,

HIKER-BIKER-EQUESTRIAN TRAIL



NO SCALE

CLEARING CROSS SECTION



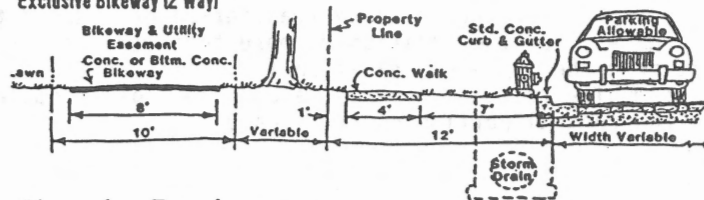
LARGO-LOTTSFORD
PLANNING AREA 73

TRAIL CLASSIFICATION SYSTEM,
PRINCE GEORGE'S COUNTY, MARYLAND

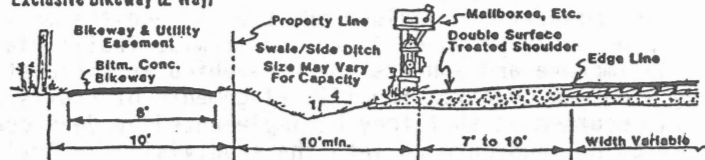
FIGURE 8

Source: Parks and Recreation Facilities Guidelines, M-NCPPC, 1983

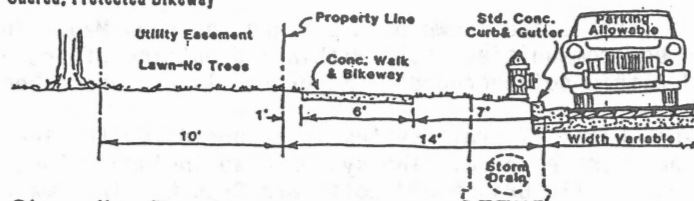
**Class I – Urban
Exclusive Bikeway (2 Way)**



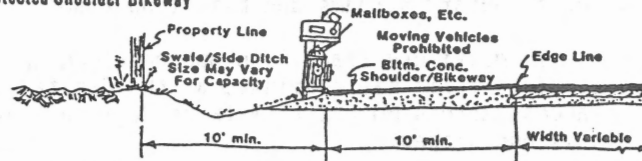
**Class I – Rural Scattered Or Large, Deep Lots
Exclusive Bikeway (2 Way)**



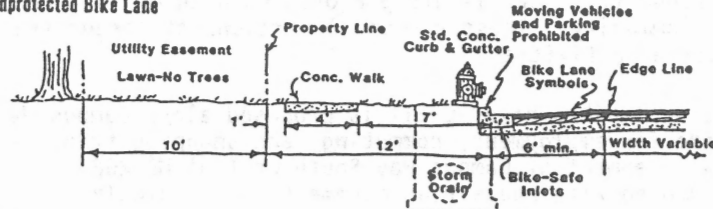
**Class II – Urban
Shared, Protected Bikeway**



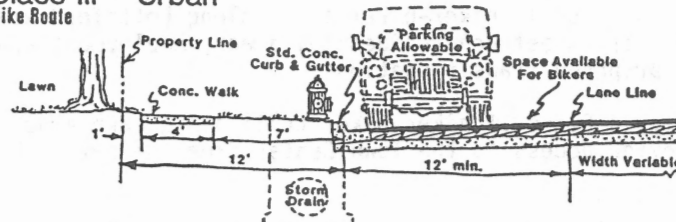
**Class II – Rural Undeveloped Or Scattered Or Large, Deep Lots
Unprotected Shoulder Bikeway**



**Class III – Urban
Unprotected Bike Lane**



**Class III – Urban
Bike Route**



**LARGO-LOTTSFORD
PLANNING AREA 73**

**BIKEWAY CLASSIFICATION SYSTEM,
PRINCE GEORGE'S COUNTY, MARYLAND**

FIGURE 9

Source: Prince George's County Department of Public Works and Transportation

the remaining parcels along Western Branch should be acquired through both the subdivision process and the Capital Budget. The few remaining parcels along the Southwest Branch Stream Valley Park are expected to be transferred or donated to the Commission. Current plans are underway for the addition of more than 350 acres to Watkins Regional Park in order to relieve the over-used existing facilities at the County's most popular park. Finally, a community recreation center and outdoor pool complex should be developed to serve the central portion of the County.

Trails

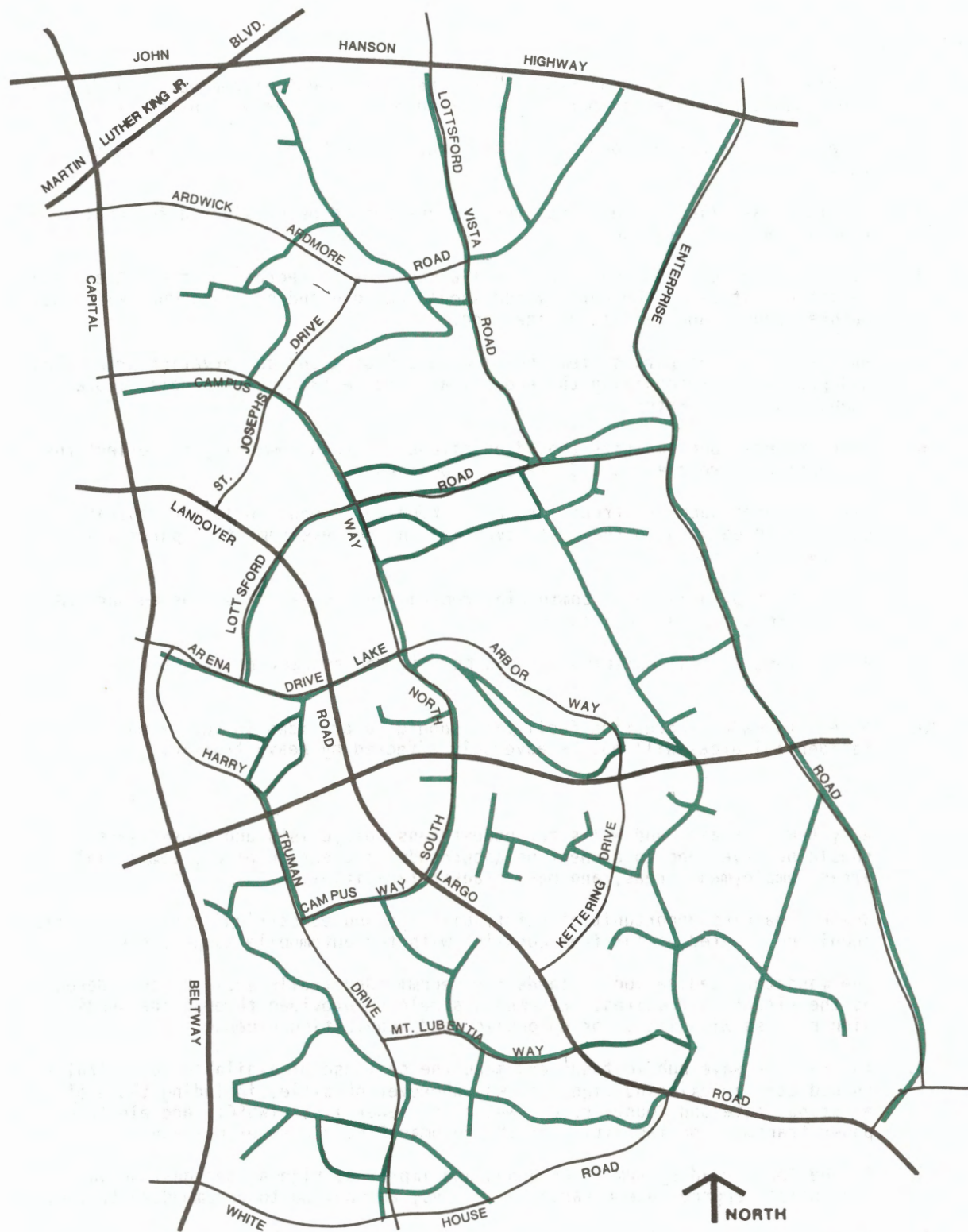
The trails recommendations contained in this Master Plan amend the Countywide Trails Plan. These recommendations include new trails, and the modification and deletion of some trails previously proposed in the Countywide Trails Plan. These recommendations are intended to improve and enhance the non-vehicular circulation opportunities within the Planning Area and County. Specific alignments of trails in residential areas may vary since it is recommended that they be implemented by developers as part of the open space amenities to be incorporated into the subdivisions. Trails developed in subdivisions could be maintained by homeowners' associations or the M-NCPPC.

The recommended trails are shown on Map 9 and the Plan Map. These trails include those that run between communities (both within and outside of the Planning Area) as well as those used within neighborhoods. Major trails are described below:

- A multi-use Class IV trail system is proposed for the length of Western Branch within the Planning Area. The system also includes Class IV trails along Bald Hill Branch, Folly Branch and Lottsford Branch. This major trail system will be connected to developing subdivisions in the area through connectors running along smaller tributary streams and bisecting roads.
- Another Class IV multi-use trail is proposed along the Southwest Branch Stream Valley Park. This trail may terminate at the Capital Beltway. Safe pedestrian access across MD 202 to Watkins Regional Park should be provided. An overpass is encouraged.
- Hiker/equestrian trails are proposed on both of the PEPCO rights-of-way in the Largo Community. These are small portions of larger trails oriented toward equestrian activities.
- A Class II hiker-biker trail is proposed along Campus Way. This trail will provide for employment, commuting, and shopping trips as well as recreation. For the segment of Campus Way South west of MD 202, a Class III bicycle trail is proposed with pedestrian movement on a sidewalk.
- A proposed Class II hiker-biker trail along Lottsford Road will allow non-vehicular trips between residential areas, employment areas, the Town Center, and the proposed transit stations.
- Similarly, a Class II hiker-biker trail along Lake Arbor Way and Arena Drive will provide access to the Town Center from the Lake Arbor and Kettering areas.
- A Class II bikeway is proposed along Enterprise Road.

GUIDELINES

The following guidelines are intended to enhance the specific land use and development recommendations in this chapter. These guidelines are not intended to justify development proposals that are otherwise contrary to specific recommendations discussed in the text and shown on the Plan Map.



MAP 9

PROPOSED TRAIL SYSTEM

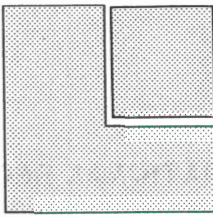
**LARGO-LOTTSFORD
PLANNING AREA 73**

Parks and Recreation

1. Within the County's fiscal capability, the development of recreational facilities should be staged proportionately with population growth in the area.
2. Sites for neighborhood and community parks should be easily accessible to their users.
3. Scenic areas, floodplains, and steep slopes should be considered for dedication as passive parkland.
4. Planning, design, and construction of access roads, recreation facilities, and public utilities in the park system should enhance and be in harmony with the natural beauty and terrain of the land.
5. Management of the park system should be based on sound conservation principles and practices, recognizing the ecological interdependence of people, flora and fauna, soils and water.
6. Recreational opportunities should be offered in each community to reflect the recreational preferences and needs of local users.
7. Site features such as streams, rock outcroppings, woods, wildlife habitats, etc. should be used to the best advantage in the development of parks and recreational areas.
8. Development of private or commercial recreational areas should be encouraged to help meet recreational needs.
9. Recreational/school buildings should be utilized as centers of activity.
10. Access to major recreation facilities should be provided in such a manner that residential areas will not be adversely affected by heavy traffic.

Trails

1. A system of trails and walks for pedestrians, bicyclists and equestrians should be developed to connect neighborhoods, recreation areas, commercial areas, employment areas, and mass transit facilities.
2. Where remaining opportunities exist, bikeways and equestrian/pedestrian trails should be located as far from conflict with the automobile as possible.
3. The mandatory dedication of lands for recommended trails shall be considered as the situation requires. Easements should be provided through the subdivision process with little or no public land acquisition expense.
4. In order to save public funds and make the best use of available land, trails should utilize existing rights-of-way wherever possible, including those of existing State and County roads, water and sewer lines (WSSC), and electric power transmission facilities of the Potomac Electric Power Company.
5. As the local road system is expanded and improved, highway designs should incorporate appropriate clearances, grades, and paving to accommodate trails.
6. Applications for preliminary subdivision plans should show interior trails and proposed connections with the planned trails system.
7. Trails provided privately within subdivisions shall be encouraged to connect with the planned trails system.



HISTORIC PRESERVATION PLANNING

GOAL

- To enhance the quality of life in the Largo-Lottsford Planning Area through the preservation of designated historic resources which are significant for their historical, architectural, archeological, and cultural value.

OBJECTIVES

- To recognize Historic Sites identified in the adopted and approved 1981 Historic Sites and Districts Plan as valuable physical components of our heritage.
- To amend the 1981 Historic Sites and Districts Plan, as it applies to Planning Area 73, to correspond to actions taken by the Historic Preservation Commission.
- To encourage the establishment of Environmental Settings to protect the integrity of the historic property's original setting. Settings may include significant features of the property's landscape such as trees, gardens, lawns, pastures, woods, parks, driveways, family cemeteries, etc.
- To formulate general and site-specific guidelines that protect designated historic sites from the adverse effects of adjacent incompatible land uses.
- To determine appropriate zoning and land development guidelines around historic properties to ensure compatible development.
- To encourage private and public preservation activities for the education and enjoyment of present and future generations.
- To encourage restoration and interpretation of historic properties with public and private funding.
- To recommend changes to the County Historic Preservation Ordinance that are deemed applicable on a countywide basis.

This Plan incorporates and reaffirms the Goals and Objectives of the Historic Sites and Districts Plan.

CONCEPT

Designated Historic Sites

Within the Largo-Lottsford Planning Area, the Prince George's County Historic Preservation Commission has designated six Historic Sites, including one listed in the National Register of Historic Places. These six sites have been evaluated and classified as Historic Sites (determined to possess historical, cultural, archeological, architectural, or design significance). These sites are identified and described on Map 10 and Figure 10.

An important part of the significance of each property is its setting. Therefore, an Environmental Setting can be defined by the Prince George's County Historic

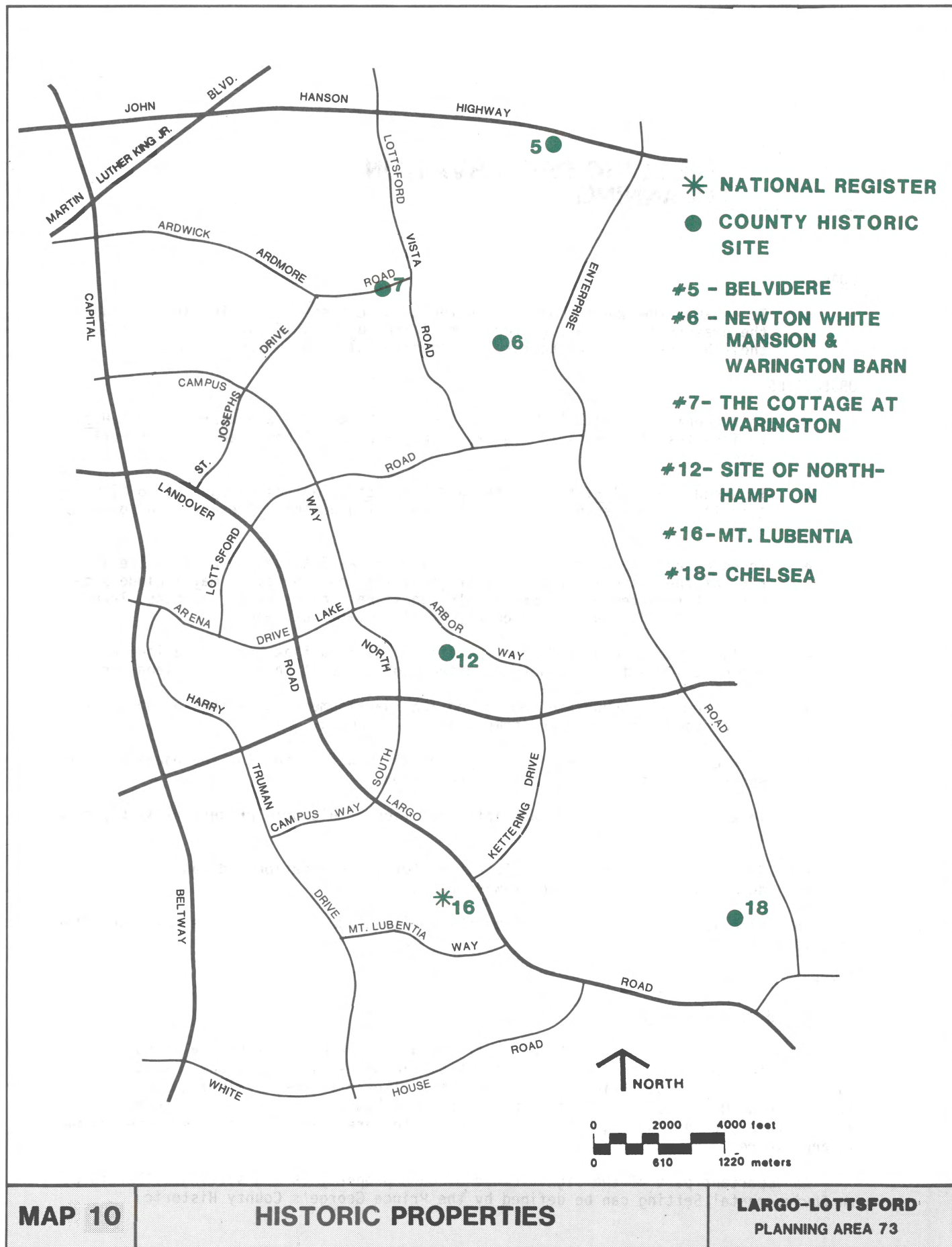


Figure 10

Historic Sites in the Largo-Lottsford Planning Area

Belvidere, 11401 Belvidere Road, Mitchellville (73-5)

Belvidere is a two-part frame plantation house; the hip-roof main block was built in the 1850's by local planter George W. Duvall, incorporating an older small dwelling. The resulting house is a good example of a mid-nineteenth century dwelling, with interior trim of the rural Greek Revival Style.

Newton White Mansion* and Warington Barn, 3006 Enterprise Road, Mitchellville (73-6)

The Newton White Farm, now an M-NCPPC public park and golf course, is part of the Waring Farm, home in the early nineteenth century of the Marsham Waring family. The property includes a mid-nineteenth century tobacco barn which is in poor condition but remains the finest surviving example of its type in Prince George's County. The brick mansion, now available for receptions, was designed in 1939 by architect William S. Bottomly for Commander Newton White of the U.S.S. Enterprise.

The Cottage at Warington, 3102 Lottsford Vista Road, Mitchellville (73-7)

The Cottage at Warington is a three-part frame dwelling of the early nineteenth century. It is distinguished by its catslide-roof profile and its end chimneys of sandstone. Before the Civil War, this small farm became part of the larger Warington property, and, in this century, part of Newton White's model dairy farm. It is now part of the M-NCPPC Enterprise Golf Course.

Site of Northampton, 10900 block of Lake Arbor Way, Mitchellville (73-12)

This property is one of the most important archeological sites in Prince George's County. It includes the foundation of Northampton, the early plantation house of the Sprig and Fairfax families, as well as the remains of two slave cabins. After intensive archeological investigation, the site will be developed as an M-NCPPC interpretive park within the Northlake residential subdivision.

Mount Lubentia, 603 Largo Road, Largo (73-16)

This hip-roof brick plantation house is one of the finest examples in Prince George's County of Federal style architecture. It is listed in the National Register of Historic Places. It was built in 1798 for Dennis Magruder of Harmony Hall and incorporates particularly fine interior detail. An eighteenth century octagonal dairy building, unique in Maryland, but in need of stabilization and restoration, is also on the property. A revised 6.9+ acre Environmental Setting, including historic trees, outbuildings, and country lane approach, is shown on the Plan map.

Chelsea, 601 Watkins Park Drive, Upper Marlboro (73-18)

Chelsea is a large hip-roof frame dwelling distinguished by its bracketed cornice and fine interior trim. Rebuilt and enlarged circa 1870 by the Berry family of nearby Bowieville, Chelsea is an important landmark in rural central Prince George's County, and incorporates Federal, Greek Revival, and Italianate style decorative detail.

* Not under purview of Prince George's County Historic Preservation Commission (see Section 2, CB-142-1981).

Preservation Commission (HPC) for each historic site. The Environmental Setting is an area of land to which the site relates visually or historically and which is essential to the integrity of its historic associations. It may be appropriate to establish larger settings than the minimum acreage per dwelling unit recommended by this Master Plan, or recommended by the current zoning of the property. The settings should be defined to incorporate significant outbuildings and significant natural features that convey the essential historic characteristics of the property.

Implementation Strategy

Protection and enhancement of historic sites is currently accomplished through the following combination of regulations and incentives:

- The Prince George's County Historic Preservation Commission (HPC) -- established in 1982, the HPC has authority to carry out the recommendations of the Historic Sites and Districts Plan. The HPC defines Environmental Settings, designates Historic Sites, reviews legislation for its impact on historic preservation, and acts as a clearinghouse for preservation information.
- Historic Area Work Permits -- any exterior alterations, demolitions, or additions to designated Historic Sites must be approved by the Historic Preservation Commission. Alteration proposals must be consistent with the significant historic and cultural features of the buildings and their settings and must contribute to their protection.
- Demolition by Neglect Review - if the exterior architectural features of the main building of a Historic Site become unsafe, the HPC may cause repairs to be ordered. If corrective action is not taken, the County may have the work completed and hold the expenses as a lien on the property.
- Preservation Referrals -- the HPC is required to comment on potential impacts on Historic Sites of all subdivision and zoning applications.
- Special exception provisions for the adaptive use of Historic Sites -- the restoration and adaptive use of historic buildings is encouraged by broadening the range of allowed uses. The ordinance allows the adaptive use of Historic Sites in residential, commercial, and industrial zones for certain residential or low-intensity commercial purposes not normally allowed in a particular zone. Such a use, however, must not adversely affect the historic structure's distinguishing architectural features and the important natural features (such as mature plantings) within its Environmental Setting. In addition, the adaptive use must be compatible with the character of the neighborhood.
- Financial incentives -- the Historic Preservation Commission can grant a ten percent tax credit on County property taxes for compatible restoration work. The property tax credit can currently be carried over a five-year period. The County's Scenic Easement Tax Credit is available to owners of historic and other properties. The credit is granted in return for the owner's agreement to maintain scenic views, open space or natural habitat. A State income tax credit is available to owners of Historic Sites for the cost of restoration work.
- Preservation or conservation easements -- restrictions on future development or alterations can be placed to insure the preservation of the historic property. A number of such easements are held by the Maryland Historical Trust.
- National Register of Historic Places -- the Federal Government provides some protection from the impact of federally funded projects for properties listed in the National Register. In addition, owners of income-producing National Register properties are eligible for a 20 percent rehabilitation tax credit for compatible rehabilitation to certified historic structures.

RECOMMENDATIONS

- The Largo-Lottsford Master Plan amends the Historic Sites and Districts Plan (as it applies to the Planning Area) by publishing the classification of the Historic Sites in Planning Area 73.
- The future use of the Historic Sites should be carefully planned and incorporated into the wider community character. The three sites owned by the Parks Department are slated for preservation, interpretation, and adaptive reuse. Development near the remaining three, privately owned, sites should be sensitively planned to preserve and enhance these valuable resources. As part of the development process, Environmental Settings should be defined for both Chelsea and Belvidere. There is already an Environmental Setting established for the National Register Site, Mt. Lubentia; there is guidance for development of the area around Mt. Lubentia in the Living Areas chapter.
- There are also two roadbeds within the Planning Area which are important to the area's heritage. Where feasible, the original roadbed of Lottsford Road should be preserved and incorporated into the County trail system. This historically significant road was identified as a scenic road in a Planning Department staff study of Scenic Roads in 1984. In addition, Old Enterprise Road through Watkins Park is a historic and scenic road. Where feasible, the original roadbed as well as the environmental and historic features along the road should be identified and preserved. Any future upgrading of this road should be carried out utilizing standards for rural roads.
- Preservation and maintenance of Historic Sites can require more than normal effort and expense. These efforts can be aided through provision of additional incentives. The following areas should be examined for possible future actions:
 - provision of public benefit density credits for preservation of Historic Sites through the Comprehensive Design Zone regulations;
 - provision of property tax relief for protection of an Environmental Setting and revisions to tax credits for historic site restoration; and
 - financial assistance for preservation of historic sites.

GUIDELINES

1. Developers should use the cluster or the Comprehensive Design Zone provisions, where possible, in order to preserve Environmental Settings of historic sites.
2. Preservation projects should be designed to enhance an historic property's distinguishing architectural features and Environmental Setting through the retention and restoration of original architectural characteristics, outbuildings, fencelines, driveways, farm lanes, and historic vegetation.
3. Alterations or changes to the Environmental Settings of both publicly and privately owned Historic Sites shall be reviewed by the Historic Preservation Commission.
4. Proposals for development of properties abutting historic resources should be reviewed by the Planning Board (or its designee) to ensure that the land use or new construction does not detract from the architectural characteristics and Environmental Setting of the historic resource. Sensitive and innovative site design techniques, such as careful siting, variation in orientation, roof shape, building materials, screening, landscaping, berming, and open space should be incorporated into the proposal to minimize any adverse impacts to the resource. Developers should retain historic landscape features wherever feasible.

5. As properties are developed, scenic easements should be used to protect the settings of historic resources.
6. To maintain the character of the historic property, variances from the strict provisions of the County building and road codes should be considered, including the use of rural road or private road standards, if warranted.
7. Where appropriate, Historic Sites should be linked with the countywide trails system. Interpretative markers and signage may be appropriate in some locations.
8. Public facilities should be designed to minimize adverse impacts on historic resources.
9. Archeological sites should remain undisturbed; if development is to occur, the National Park Service Standards for Archeological Survey and Mitigation should be used.
10. Historic cemeteries shall remain undisturbed; any development surrounding a cemetery should ensure that it be protected and maintained.
11. To promote awareness of local historic heritage, consideration should be given to the use of historic names in the naming of future streets and subdivisions.
12. Preservation efforts should be encouraged in conjunction with residential, commercial and industrial development projects.
13. Preservation projects shall be designed to enhance an historic property's distinguishing architectural features and Environmental Setting through the retention and restoration of original architectural characteristics and existing natural features.
14. The relocation of historic resources should be considered as a last resort to avoid negative impacts.