



# Introduction





## Plan Highlights

- Defines the development character desired for the Morgan Boulevard Metro Station core area, a Regional Center, and Largo Town Center Metro Station core area, a Metropolitan Center, and the Central Avenue Corridor Node area, in accordance with the 2002 General Plan's recommendations for mixed-use, transit-oriented development in Centers and Corridors.
- Recommends mixed-use land uses throughout the Metro core areas with an emphasis on office and residential land uses to take advantage of the proximity to Metrorail, to promote a vibrant 24-hour environment in the Centers and to support local retail uses.
- Utilizes the Mixed-Use-Infill (M-U-I) Zone to permit a mix of residential and commercial uses.
- Encourages high-quality multifamily housing at the Metro station core areas (in designated locations).
- Provides an illustrative land use and design concept for development at the Morgan Boulevard Metro core area.
- Encourages an office park land use along the south side of Central Avenue in the designated Corridor Node area in accordance with the General Plan recommendations for transit-oriented development in Corridors.
- Recommends a multimodal circulation system to enhance access to the Metro core areas from adjacent neighborhoods and throughout the core areas for pedestrians, cars and buses.
- Recommends attractive and pedestrian-friendly streetscapes to enhance pedestrian circulation in the Metro core areas.
- Recommends further study for a pedestrian walkway over the Capital Beltway to connect the two Metro core areas and communities on the opposite sides of the Beltway.
- Recommends a co-located fire station and a police sub-station in the southeast quadrant of the Central Avenue and Shady Glen Drive intersection (part of Central Avenue Corridor Node area) to serve existing and future neighborhoods in the general area.
- Recommends the designation of the former Ridgley School at 8507 Central Avenue as a Historic Site to protect and recognize an important structure in the community.
- Ensures new development will be compatible with existing residential and commercial areas through land use recommendations and design standards.
- Includes a sectional map amendment that changes the existing zoning pattern to achieve consistency with the land use plan, to implement the M-U-I Zone to promote mixed-use development at Metro core areas, and to foster office development at the Central Avenue Corridor Node area.
- Establishes a Development District Overlay Zone (DDOZ) for the Morgan Boulevard and Largo Town Center Metro core areas to ensure an attractive quality mixed-use and pedestrian-friendly, transit-oriented development character for the communities.





## Planning Background

### **Relationship To Other Plans And Policies**

A number of previously approved plans and policy documents provide background information and the framework for the Morgan Boulevard and Largo Town Center Metro Areas sector plan.

### **The 2002 General Plan**

The General Plan provides broad guidance for the future growth and development of Prince George's County. The goals of the General Plan are to encourage quality economic development; make efficient use of existing and proposed county infrastructure and investment; enhance quality and character of communities and neighborhoods; preserve rural, agricultural and scenic areas; and to protect environmentally sensitive lands.

The General Plan recognizes the county's need to concentrate its efforts and make important choices so that it can best realize its goals. In order to define the policies needed to accomplish its goals and where those policies should be applied, the General Plan utilizes a system of designated Centers, Corridors and Tiers to guide future land use and development in the county. For each of these areas, the General Plan provides guidance for future development, environmental protection, transportation and public facilities that take into account these areas' needs and opportunities.

### **Growth Tiers**

The General Plan establishes the three growth policy areas in the county: Developed, Developing and Rural Tiers. The General Plan also establishes Centers and Corridors where future development is targeted. The growth objective of the General Plan is that 33 percent of the county's residential growth over the next 25 years is to be located in the Developed Tier, 66 percent in the Developing Tier, and 1 percent in the Rural Tier.

The Developed Tier is an 83-square mile area located along the border of the District of Columbia and generally within the Capital Beltway. The Morgan Boulevard Metro Station core area is located in the Developed Tier. The Developed Tier's policies emphasize medium to high density, quality infill and redevelopment; restoration, as well as preservation and enhancement of the environment; the provision of transit and pedestrian facilities; and maintenance and provision of needed public facilities. The Developed Tier has the highest priority for expenditure of public funds.

The Developing Tier encompasses the middle section of the county, approximately 231 square miles. The Largo Town Center Metro core area is located in the Developing Tier. Growth policies in the Developing Tier emphasize low to moderate density, transit- and pedestrian-oriented development; the preservation and enhancement of environmental features; the provision of as many multimodal options as possible for new development; and the planning and provision of public facilities to support the planned development pattern.

The Rural Tier comprises the eastern and southern sections of the county, outside of the sector plan area.

### **Centers and Corridors**

The General Plan targets growth to designated Centers and Corridors. Morgan Boulevard and Largo Town Center Metro Stations are designated as Centers. Central Avenue (MD 214) is designated as a Corridor. Development and redevelopment in these locations can capitalize on existing infrastructure by locating homes, jobs and shopping closer to transit services.

The General Plan describes a core area for Centers extending between one-quarter to one-third of a mile walking distance from a transit station. More intensive development occurs in close proximity of the mass transportation facility, with less intensive development

radiating out to the edges. The scope of these Centers varies both in scale and timing of development depending on market demands. The General Plan identifies three types of Centers: Metropolitan, Regional and Community.

The General Plan identifies the Largo Town Center Metro Station as a Metropolitan Center. The General Plan defines Metropolitan Centers as locations for high concentration of land uses and economic activities that attract employers, workers and customers from other parts of the Washington Metropolitan area, such as large government service or major employment centers, major educational complexes, or high-intensity commercial uses. High-density residential development may also be located in or near Metropolitan Centers.

The General Plan identifies the Morgan Boulevard Metro Station as a Regional Center. Regional Centers are locations for regionally marketed commercial and retail centers, office and employment areas, some higher educational facilities, and possibly professional sports and recreation complexes primarily serving the county. High-density residential development is an option at Regional Centers.

The General Plan also includes Community Centers that are concentrations of activities, services and land uses that serve the immediate community. There are no designated Community Centers in the sector plan area. The Addison Road Metro Station, which is immediately west of the Morgan Boulevard Metro Station on the Metrorail Blue Line is a Community Center.

The General Plan identifies Central Avenue as a Corridor inside the Capital Beltway. Corridors are areas in which intensive development and redevelopment is encouraged at appropriate locations (such as Corridor Nodes; i.e., major intersections). This concentration of development should occur within one-quarter mile of these transportation routes. A Developed Tier Corridor, such as Central Avenue, will generally contain a higher intensity of development and a greater mix of uses than a Corridor in the Developing Tier. This plan designates a Corridor Node at the Central Avenue intersection with Hill Road and Shady Glen Drive.

### **The 1992 Maryland Economic Growth, Resource Protection And Planning Act**

This legislation was enacted to encourage economic growth, limit sprawl development, and protect the state's natural resources. It establishes consistent general land

use policies to be locally implemented throughout Maryland. These policies are stated in the form of eight visions.

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption is practiced.
6. To assure achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.

The eight visions are a set of guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities are the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

The county's General Plan is in conformance with the eight visions. This sector plan is guided by the General Plan's policies and it recognizes and supports those visions that are relevant.

### **The 1997 Smart Growth And Neighborhood Conservation Act**

The act builds on the foundation of the eight visions adopted in the 1992 Act, as amended. The act is nationally recognized as an effective means of evaluating and implementing state-wide programs to guide growth and development.

In 1997, the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood Conservation and Smart Growth initiative. The Maryland Smart Growth Program has three basic goals: to save valuable remaining natural resources; to support existing

communities and neighborhoods; and to save taxpayers millions of dollars in the unnecessary cost of building infrastructure to support sprawl. A significant aspect of the initiative is the Smart Growth Areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, industrial and planned growth areas designated by counties will receive priority funding over other projects. These Smart Growth Areas are called Priority Funding Areas (PFA).

This sector plan encourages high-density, mixed-use development at the Morgan Boulevard and Largo Town Center Metro core areas in a concentrated development scenario in accordance with the policies of the General Plan and Smart Growth Initiatives. The relatively new Mixed-Use Infill (M-U-I) Zone is used in this sector plan to implement mixed-use residential and commercial development. The sector plan area is in the county's PFA. The sector plan recommendations support the Smart Growth and Neighborhood Conservation Act.

### **The Landover and Vicinity Master Plan**

The 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)* includes the portion of the study area that is north of Central Avenue, inside the Capital Beltway. The plan recommends a community-level activity center integrated with the Morgan Boulevard Metro Station to serve as a focal point of the Hill Road Community as designated in the Landover plan. The master plan proposed that an expanded development potential is possible at Morgan Boulevard Metro Station beyond the existing zoning but recommended that this be preceded by a comprehensive evaluation of the entire transit district area.

### **The Suitland-District Heights and Vicinity Master Plan**

The 1986 *Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity, Planning Areas 75A and 75B* includes the portion of the study area south of Central Avenue inside the Capital Beltway. The master plan sets forth recommendations on land use and zoning for the area. It recommends primarily employment land uses (industrial use zoning) from Shady Glen Drive to the Capital Beltway. A commercial activity center is recommended at the Hampton Plaza Shopping Center.

### **The Largo-Lottsford Master Plan**

The 1990 *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* includes the portion of the study area outside of the study area. The master plan designates the triangle formed by the Capital Beltway, MD 202 and MD 214 as Employment Area 1, also known as "urban center" for the central part of the county. This center includes the former Capital Centre property and Largo Town Center, as well as three employment parks. Within the employment area is the proposed 162-acre Largo Town Center, a mixed-use development that will consist of high-density multifamily residential, retail commercial, a hotel, and more than 1.3 million square feet of office space. The plan encourages development within the Town Center to be interrelated through site design, pedestrian connections, and architectural treatment. It also recommends that the Town Center's parking should be structured, and the office component should provide for orientation to the future Metro station.





## About This Sector Plan

### Area Description

This sector plan study area comprises approximately a five-square-mile area of central Prince George's County, Maryland (Map 1). The sector plan core areas encompass the Morgan Boulevard Metro Station (formerly known as Summerfield) and the Largo Town Center Metro Station, and properties generally within one-third mile of each station (Map 2). The county's 2002 General Plan identifies both Metro areas as having the greatest potential for transit-oriented development (TOD). Also included in this sector plan is a General Plan designated Corridor Node area at the intersection of Central Avenue (MD 214) and Hill Road/Shady Glen Drive (Map 2).

### Why A Sector Plan?

This sector plan serves four purposes. First, it updates a portion of the three master plans (Landover, Suitland-District Heights and Largo-Lottsford) that cover the two Metro station areas and the Central Avenue Corridor Node area. These master plans were approved more than ten years ago. Second, it updates land use plans for the Metro station areas in order for federal funding to be released for the Metrorail extension from the Addison Road Metro Station to Largo Town Center Metro Station. Third, the recommendations included in the plan will implement the General Plan recommendations for Centers and Corridors as applicable to this area; and fourth, it provides the community with land use and design recommendations to guide and direct future development.

The District Council initiated the sector plan process in March 2001. The District Council initiated the sectional map amendment process in June 2002. The process for preparing this plan is described in the Prince George's County Zoning Ordinance (also see Figure 1). A comprehensive zoning implementation technique, sectional map amendment (SMA), is processed concurrently with the sector plan. The complete procedural sequence chart is included in Appendix A.

### Applicability

This sector plan and text maps amend portions of the 1993 Landover, the 1985 Suitland-District Heights, and the 1990 Largo-Lottsford master plans. The sectional map amendment contained herein supersedes the sectional map amendment for portions of these planning areas. This plan also amends several functional master plans such as the 1982 *Master Plan of Transportation*, the 1992 *Historic Sites and Districts Plan*, and the 1975 *Countywide Trails Plan*.

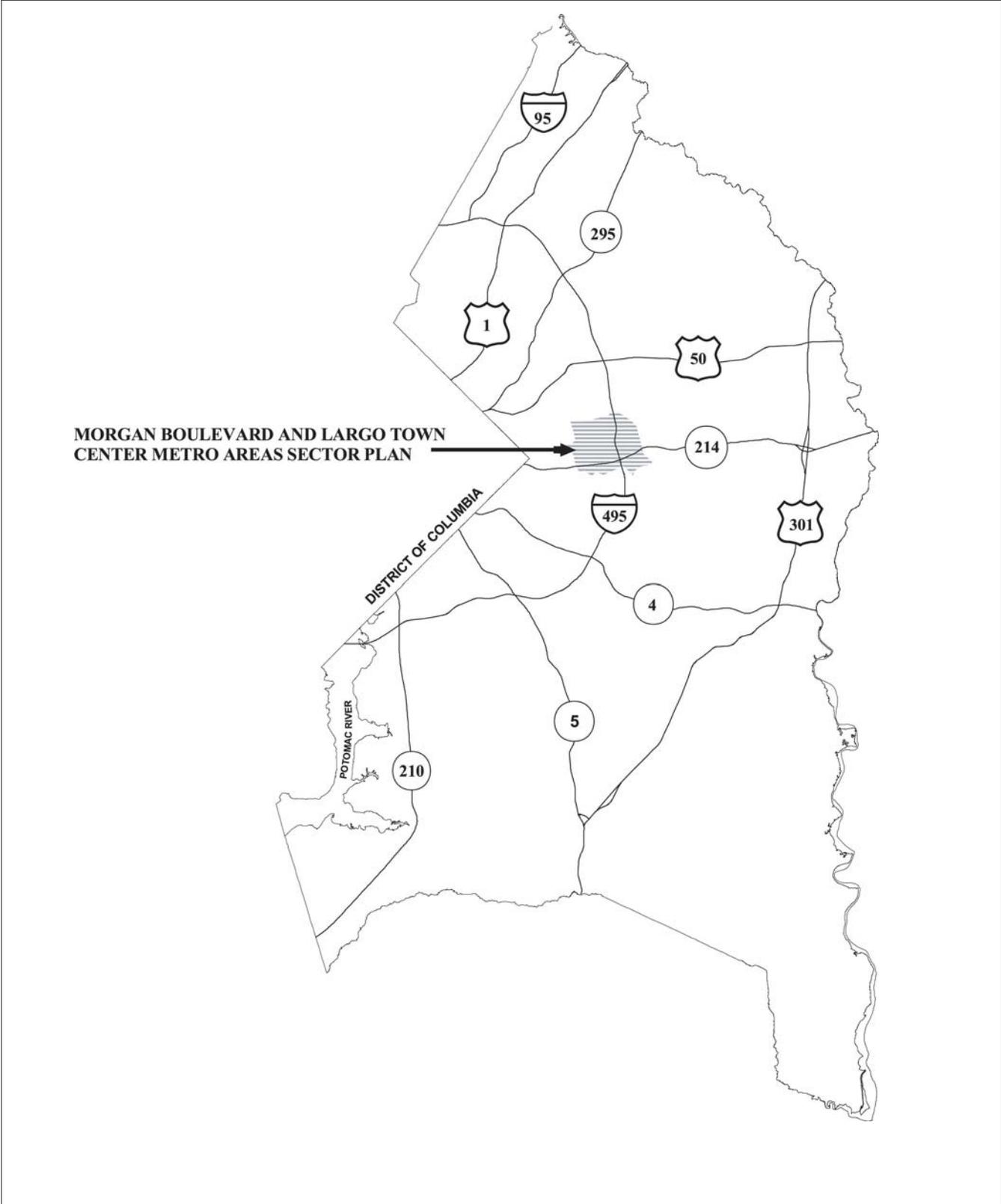
The word "shall" in the sector plan text indicates that the action proposed reflects an ordinance (i.e., clearly mandated by either state or county law) or reflects county policy regarding land development or other planning considerations. The use of the word "should," while not necessarily legally binding, indicates that the guideline or proposal is to be followed in all instances where there are no extraordinary circumstances that would mitigate against it.

### The Community's Role

The sector plan was prepared by the Prince George's County Planning Department with the assistance of a planning advisory group and the general public. The public participation program consisted of three parts: the public forum, the planning advisory group and the community workshops (see Figure 2).

The Prince George's County Planning Board held the public forum in July 2001. This was an opportunity for the community to comment on the planning issues and the public participation program identified in the public forum information brochure.

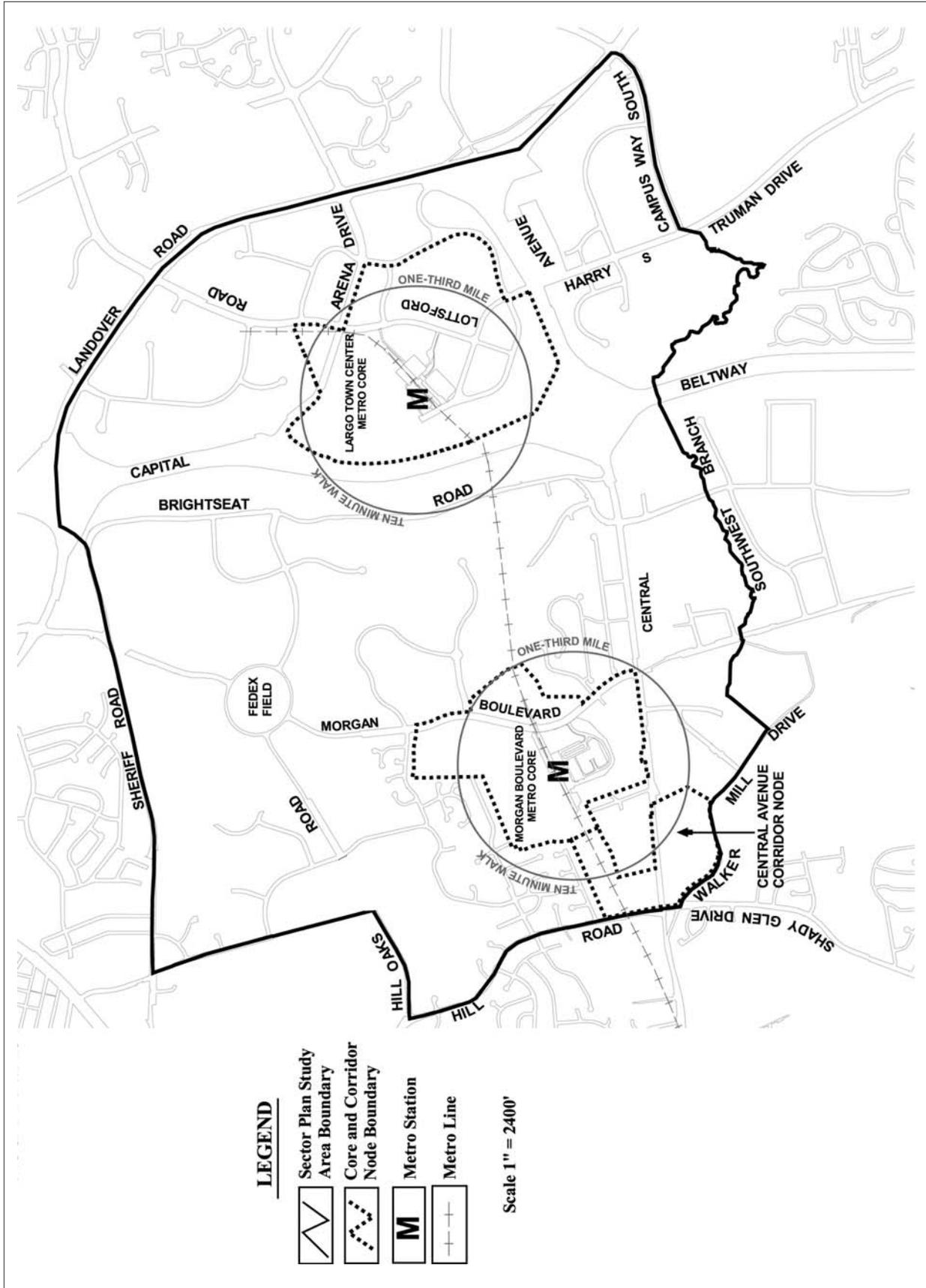
The planning advisory group consisting of 18 representatives from the local neighborhoods, institutions, and stakeholders met with staff in 13 meetings over a 12-month period. The first meeting with the group was held in October 2001, and the last meeting was in October 2002. The majority of the members attended an initial public workshop in April 2001 or the public forum in July 2001.



Map 1

Prince George's County Location Map

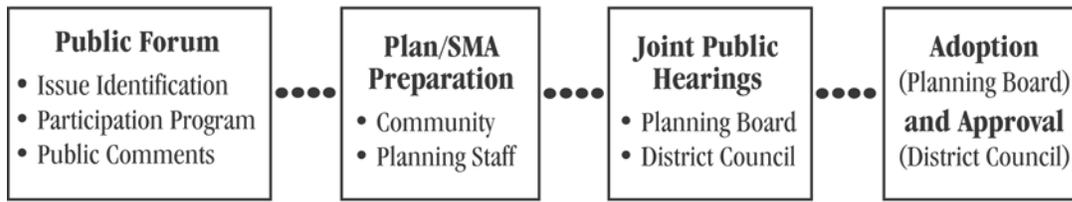




Sector Plan Boundaries

Map 2

**Figure 1: Plan Process**



**Figure 2: Public Participation Process**



and indicated their interest in becoming a member of the planning advisory group. The group’s role was to advise project staff in formulating solutions to the planning issues originally identified at the July 2001 public forum. As part of these meetings and in some cases as a direct request from group members, the boundaries of the Largo Town Center core area were expanded to include additional properties, the Central Avenue Corridor Node area was established and a site for historic designation review was added.

The community workshops were held during the development of the preliminary plan to hear about the issues and the potential recommendations to resolve the issues. These workshops provided the larger community an opportunity to share their comments on the planning issues and the draft proposals. At the workshop held in June 2002, draft land use proposals were the main planning topic. At the workshop held in December 2002, the draft proposals for land use, zoning, trails, public facilities and design standards were addressed and general consensus developed. In February 2003, draft transportation recommendations, design standards, and use listing by zone were presented and general consensus developed.

The public was also invited to attend a workshop prior to the July 2001 public forum. This workshop provided the foundation for the planning issues addressed at the public forum.



*Citizens and M-NCPPC staff discuss the scope of the sector plan.*



## The Core Areas Today

### Area Profile

The section provides a profile of the Morgan Boulevard and Largo Town Center Metro core areas and the Central Avenue Corridor Node area as well as the surrounding communities in the study area.

The sector plan study area contains approximately five square miles, or 3,178 acres. The areas of focus in the study area are the Morgan Boulevard Metro core area (184 acres), the Largo Town Center Metro core area (263 acres) and the Central Avenue Corridor Node area (47 acres) as shown on Map 2. Table 1 provides an inventory of existing zoning prior to the 2004 sector plan and SMA approval for the core areas and the Corridor node, as shown on Map 3.

The following statistics, based on the existing situation prior to the sector plan being approved, describe the portion of the sector plan area that includes the Metro core areas and adjacent neighborhoods:

- The population in the area was 5,545 people in 2000. The population is projected to increase to 10,840 people in 2025.
- In 2000, there were 2,065 dwelling units in the area, and that number is expected to increase to 4,170 by 2025.
- There were 4,610 jobs in the area in 2000, and 5,590 jobs are projected by 2025.

### Land Use and Zoning

The Morgan Boulevard Metro core area is predominantly undeveloped and wooded with the exception of the Metro station under construction, and an existing residential dwelling and farm buildings, and the county's Central Communications Facility. Large land uses adjacent to the core area include the FedEx Field stadium and the Summerfield Apartment complex (military housing) along Garrett A. Morgan Boulevard. Other land uses adjacent

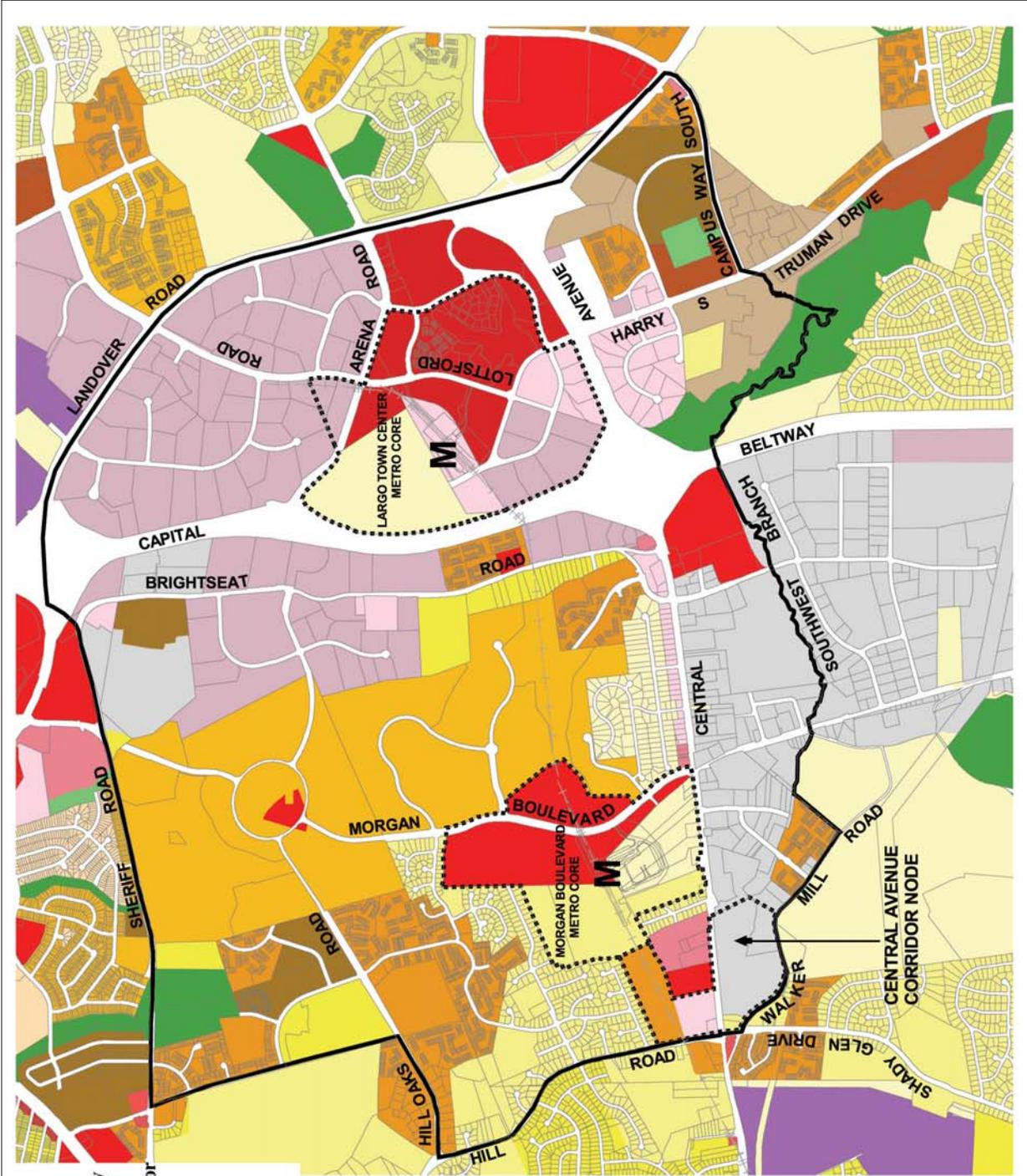


*The Morgan Boulevard Metro Station under construction in early 2003.*

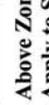
to the core area include the single-family detached neighborhoods of Randolph Village (half-acre lots) and Willow Hills and Mountain View (both on quarter-acre lots); and the townhouse neighborhoods of The Meadows of Manor Farm, Centennial Village and Hill Oaks. The predominant zoning in the core area is a mixed-use zone (L-A-C Zone: Local Activity Center). The single-family



*The Largo Town Center core includes quality residential development.*



**LEGEND**

-  Sector Plan Study Area Boundary
-  Core and Corridor Node Boundary
-  Metro Station
-  Metro Line
-  O-S
-  R-R
-  R-80
-  R-M
-  R-T
-  R-30
-  R-18
-  C-O
-  C-S-C
-  C-M
-  L-A-C
-  M-A-C
-  I-3
-  I-1
-  E-I-A

Above Zones Apply to Study Area

Scale 1" = 2400'

Study Area Existing Zoning (Prior to 2004 SMA Approval)

Map 3

detached dwelling zones of R-80 (quarter-acre lots) and R-R (half-acre lots) are also found in the core.

The Largo Town Center Metro core area is a mix of developed (townhouses, multifamily and office development) and undeveloped sites, in addition to sites under construction including the Largo Town Center Metro Station and the redevelopment of the former Capital Centre site (county property) into The Boulevard at the Capital Centre, a 400,000-square-foot retail and entertainment complex. Office development in the core area is limited to a couple of buildings in The Woodlands, a low-density office park on Largo Drive West. Two hotels (Hampton Inn and Extended Stay) are located in this area also. Residential development in the form of townhouses, apartments and condominiums is located in the core area to the east of the Metro station. These developments include The Summit, Largo Town Center Condominiums, Lake Pointe at Largo Town Center and the Largo Town Center Apartments. Residential development comprises the primary land use in the core area at this time. The predominant zone in the core area is a mixed-use zone (M-A-C Zone: Major Activity Center). Three other zones



*Agriculture was the primary use in past years in the Central Avenue Corridor Node, south of Central Avenue.*

are found in the core area including: the C-O Zone (commercial-office), the E-I-A Zone (employment-institutional area), and the R-R Zone (single-family detached dwelling zone) at the former Capital Centre and under the auspices of the Council Bills, CB-19 and 35-2000.

To the north of the Largo Town Center Metro core area and within the study area are the sprawling, campus-like Inglewood and Largo Park Office Parks. The Largo Town Center Shopping Center is located to the east of the core area at MD 202 and Arena Drive. The Lake Arbor community is located across MD 202 from the study area.

The Central Avenue Corridor Node area, which includes the northeast and southeast quadrants of Central Avenue intersection with Hill Road and Shady Glen Drive, respectively, is primarily undeveloped; however, there is a residential dwelling and farm use (on approximately 27 acres) in the southeast quadrant of the MD 214 and Shady Glen Drive intersection.

It is recognized that the Metrorail is being constructed through properties (as an underground, a cut and cover [below ground but near the surface] and as an aerial line), in both Metro areas and the Corridor Node area, north of Central Avenue.

<b>Zone</b>	<b>Morgan Boulevard Metro Core Area</b>	<b>Largo Town Center Metro Core Area</b>	<b>Central Ave. (MD 214) Corridor Node Area</b>
R-R	37.01	77.33	0
R-80	50.22	0	1.48
R-T	0	0	17.74
C-O	0	43.71	8.74
I-1	0	0	33.0
I-3	0	9.25	0
E-I-A	0	39.99	0
L-A-C	82.60	0	0
M-A-C	0	82.11	0
R-O-W	6.0	19.55	6.95
<b>TOTAL</b>	<b>175.83</b>	<b>271.94</b>	<b>67.91</b>

Source: M-NCPPC, April 2003





# Development Pattern Element





## Land Use and Development Pattern

### Goal

The land use goal for the Morgan Boulevard and Largo Town Center Metro Area core areas is quality residential, office and retail uses designed in a manner that fosters a sense of place with an active, vibrant and pedestrian-friendly setting.

This sector plan promotes transit-oriented development (TOD). The General Plan targets growth and transit-oriented development to Largo Town Center and Morgan Boulevard Metro areas and Central Avenue corridor along with other Centers and Corridors in the county. By locating homes, jobs and shopping closer to transit services (Metrorail and bus), the development fosters transit ridership and capitalizes on existing infrastructure.

There are three key elements to transit-oriented development: density, diversity and design. Development around the Metro station must be compact and dense to ensure transit-oriented development. A balanced mix of land uses in close proximity to one another must be provided to create interaction between the uses and to reduce the need for vehicle use. The design of the development and the streetscapes must be pedestrian-friendly to encourage pedestrian use from Metro to the uses and vice-versa.

Morgan Boulevard Metro area, the Largo Town Center Metro area and the Central Avenue Corridor Node area are linked together by the Metrorail Blue Line and Central Avenue. The Metro area and the Corridor Node are proposed in this sector plan to become focal points of development along these linkages. Each area will have a hierarchy of density and diversity appropriate for that location and in accordance with the recommendations of the General Plan. The design of these areas will be complementary to each other and will strengthen the relationship of these focal points.

*FedEx Field, home of the Washington Redskins, is located north of the Morgan Boulevard Metro Station.*

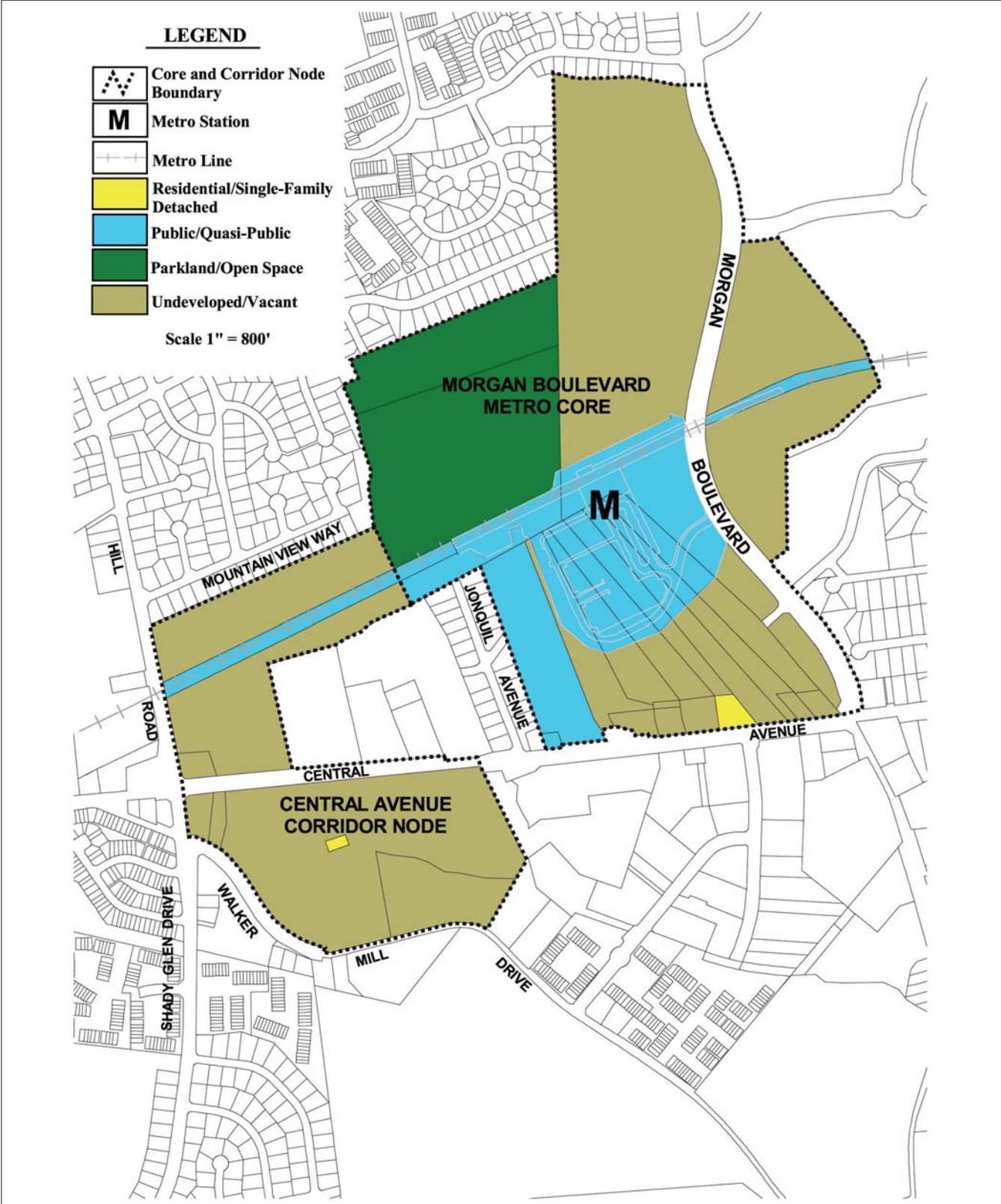
### Morgan Boulevard Metro Core

#### Background and Issues

The Morgan Boulevard core area includes properties that are in proximity to the Metro station, generally within one-third of a mile of the station (see Map 4). The core area is undeveloped except for the Metro site, which is under construction. The largest site under single ownership (former Norair property) within the core was approved for a mix of high-density residential and commercial development in 1989. The Metro station is on land acquired from the former Norair property. A comprehensive design plan (CDP-0301) application was approved in January 2004. This comprehensive design plan slightly modified land use locations and set the stage for development to occur at the site. Another site within the core is the undeveloped park site adjoining the west side of the Metro station. These sites and the Metro station site play the primary role in the future transit-oriented function and character of the Morgan Boulevard Metro core area. Existing development in the general area includes subdivisions of single-family detached, attached and multifamily housing, commercial and industrial strip development along Central Avenue, and FedEx Field.

The county's 2002 General Plan designates the Morgan Boulevard Metro Station as a Regional Center. Regional





**Map 4** Existing Land Use (Prior to 2004 Plan Approval)  
**MORGAN BOULEVARD METRO CORE AND CENTRAL AVENUE CORRIDOR NODE**

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Centers are locations for regionally marketed commercial and retail centers, and office and employment areas. Residential development at moderate to high densities is recommended for Regional Centers. The minimum residential density target is 24 dwelling units per acre. The core area extends between one-quarter to one-third of a mile walking distance from a transit station or stop.

The land use issues at the Morgan Boulevard Metro core area are as follows:

- To provide for transit-oriented land uses and development intensities in a manner that is consistent with the General Plan's recommendations for a Regional Center.
- To provide for transit-oriented development that is compatible with the adjacent neighborhoods.
- To create a sense of place through appropriate land uses, densities and design.

### Concept

The sector plan concept for Morgan Boulevard is a Regional Center concept with a horizontal and vertical mix of residential and nonresidential uses that are oriented to the Metro station. The development should be compatible with the surrounding neighborhood, there should be attractive and safe pedestrian linkages to the core area from the surrounding neighborhoods and commercial areas, and opportunities for relaxation and recreation use.

The sector plan proposes a tightly defined core area, which includes undeveloped properties that are in close proximity to the Metro station and have the greatest potential for transit-oriented development. The overall center boundaries (or edge) mirror the core area boundaries. The Morgan Boulevard core area is divided into five subareas. The existing buildings surrounding the core and the street network provide the boundaries for the subareas (see Map 5).

### Land Use and Zoning Recommendations

Specific recommendations for each subarea are described below and shown on Map 6.

- **Subarea 1**—North of the Metro station: Mixed-use (residential and retail) of low- to mid-rise type development is recommended for this subarea. A residential component (townhouses and multifamily) of the mixed-use concept is recommended with the higher density development closest to the Metro station.

Subarea 1 is approximately 44 acres and includes part of the former Norair property. (The former Norair property is also included in Subarea 3 and all of Subarea 5.) This sector plan recognizes the previous approval of the mixed-use L-A-C (Local Activity Center) Zone for the former Norair property in 1989 by the County Council as modified by the Prince George's County Council's action approving Comprehensive Design Plan No. 0301. The approved Comprehensive Design Plan allows for a mix of uses (residential, retail and office).

The subarea should develop with townhouses and low-to mid-rise multifamily apartments to maximize the potential for transit-oriented development. The multifamily residential development should be located adjacent to the Metro station. Development standards will promote high-quality construction and design. There should be pedestrian connections from this area to the Metro station.

- **Subarea 2**—Metro station site: Mixed-use (office, residential and limited retail) of mid-to high-rise development is recommended.

Development in this subarea will consist of air-rights development over the Metro site. The M-U-I Zone (mixed-use infill) is proposed for this subarea to promote dense vertical mixed-use development. Retail uses should be ancillary to the primary land uses of residential and office. Development standards will promote high-quality development. A portion of the Metro station is located in the southeastern section of Subarea 4. This area is subject to the recommendations of Subarea 2.

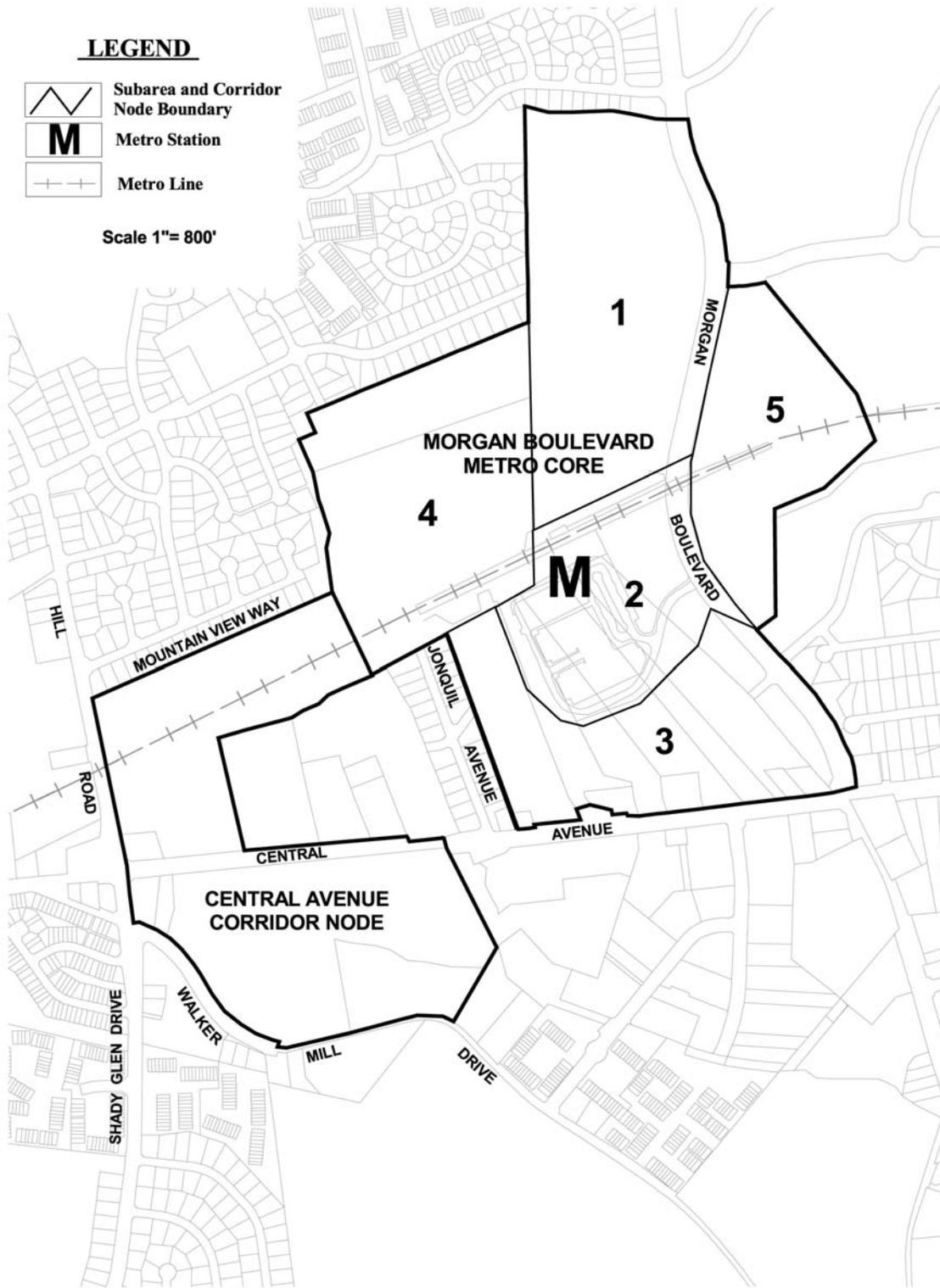
- **Subarea 3**—South of the Metro station to Central Avenue: Mixed-use consisting of retail in the eastern portion of the subarea and residential (townhouses and multifamily (mid-rise type development) in the western portion of the subarea is recommended.

Horizontal mixed-use is envisioned within the subarea. A retail component of over 100,000 square feet of space is envisioned in the eastern half of the subarea. Retail use was also supported at this location as opposed to a mix of residential and retail along Morgan Boulevard, north of the Metro station. The retail component should be "Main Street" in character, not a typical strip shopping center. The development should be oriented toward Morgan Boulevard and the Metro station rather than Central Avenue. Pedestrian linkages to the Metro station, Central Avenue and the western portion of the subarea are important. The M-U-I (Mixed-Use Infill) Zone is recommended.

**LEGEND**

-  Subarea and Corridor Node Boundary
-  Metro Station
-  Metro Line

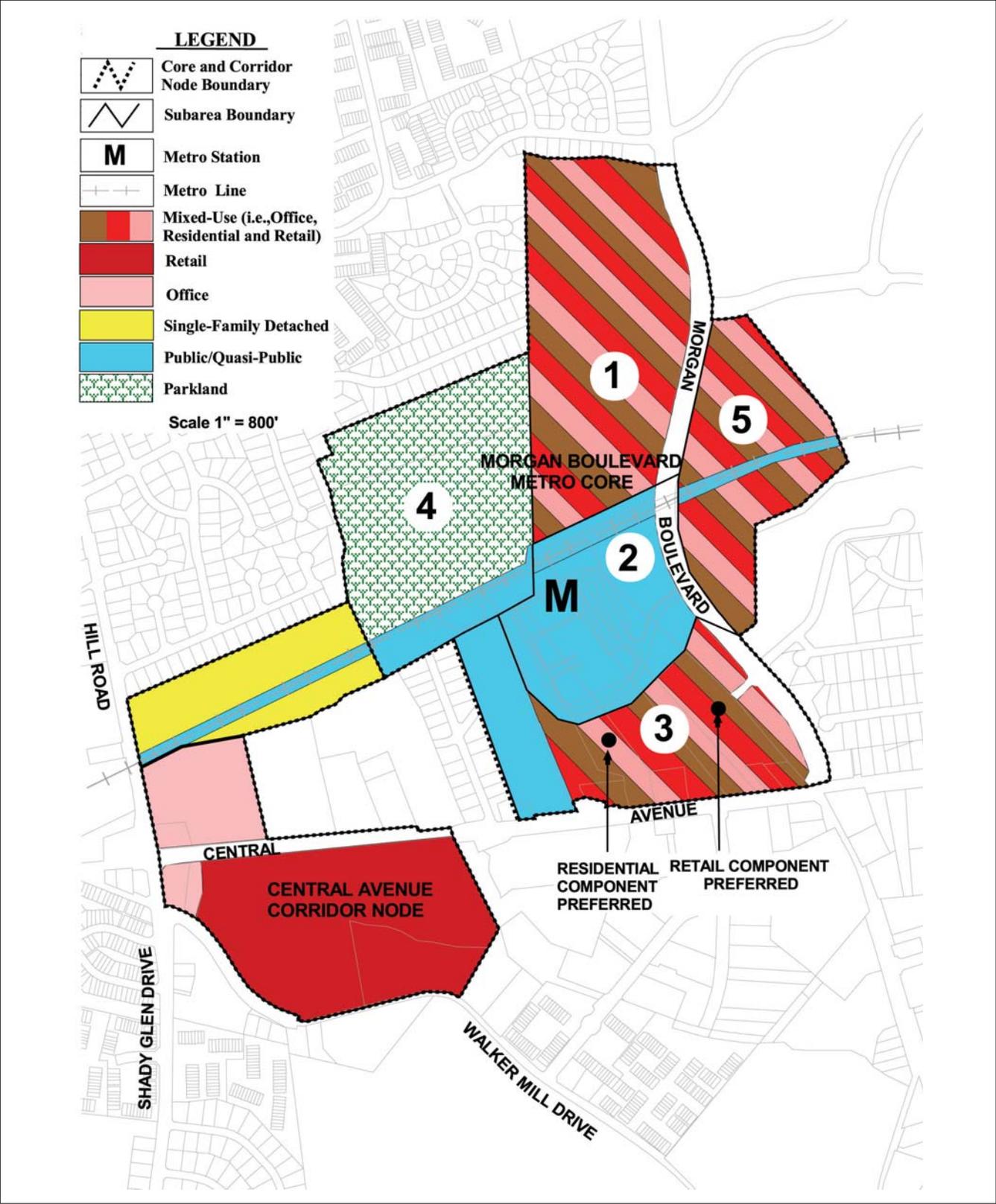
Scale 1"= 800'



Map 5

Morgan Boulevard Metro Core Subareas and Central Avenue Corridor Node Boundaries





**Map 6** **Recommended Land Use**  
**MORGAN BOULEVARD METRO CORE AND CENTRAL AVENUE CORRIDOR NODE**

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The western half of the subarea is proposed for residential land use. High-quality townhouses and multifamily residential development will be promoted through development standards. The residential development could include senior housing. At this location, seniors will have bus and Metrorail use opportunities and a proposed retail center within a short walking distance. Pedestrian linkages to the Metro station, Central Avenue and the eastern portion of the subarea are important. The M-U-I (Mixed-Use Infill) Zone is recommended.

The Gray property, a small linear parcel situated in the middle of the subarea is in a Trust and will remain in its current physical state (single-family detached unit and farm buildings) per the Trust. The sector plan's long-range plan for this site is mixed-use development. The site could develop as part of the residential or the nonresidential component of Subarea 3. In the short term, both pedestrian and vehicular linkages may be necessary through this site as development occurs in the eastern and western portion of the subarea. It is recommended for the M-U-I (Mixed-Use Infill) Zone.

- **Subarea 4**—West of the Metro station: Parkland is recommended to serve the existing and future residential community.

The subarea is currently designated as a park site in the Landover and vicinity master plan. The vacant park site comprises approximately 32 acres (acreage excludes the land utilized by Metro).

A portion of the Metro station is located in the south-eastern section of Subarea 4. This area is subject to the recommendations of Subarea 2.

- **Subarea 5**—East of the Metro station, across Morgan Boulevard: Mixed-use (residential and commercial/retail uses) in townhouse and low-rise development is recommended.

The recommended development must be of high-quality construction and design as per the design standards. Pedestrian linkages to the Metro station are important from Subarea 5.

The recommended land use scenario for the Morgan Boulevard Metro core area based on the rezonings (Subarea 2) results in the following development yields: 60 townhouses; 400 multifamily dwelling units (low-to-mid-rise); 300,000 square feet of commercial space (of which 100,000 square feet could be retail).

## Largo Town Center Metro Core

### Background and Issues

The Largo Town Center Metro core area includes properties that are generally within one-third of a mile from the Metro station (see Map 7). The core area has undeveloped land, existing residential development (townhouses and multifamily), limited office development, and two hotels. Both the residential and nonresidential development has a suburban-type character (low-rise development). The site formerly developed with the Capital Centre is located in the core area and has been redeveloped into “The Boulevard at the Capital Centre,” a “Main Street” type shopping area with over 400,000 square feet of retail and entertainment space. There will also be opportunities for residential and office development above the retail development in the future per the previous site approvals.

Currently, the core area is developed at a relatively low density and has a limited mix of land uses. The core area does not have a focus towards the Metro station and a number of undeveloped sites in the core area that are not currently zoned for mixed-use or high-density development are recommended for transit-oriented development in the General Plan.

The General Plan identifies the Largo Town Center Metro core as a Metropolitan Center. Metropolitan Centers have a high concentration of land uses and economic activities that attract employers, workers and customers from other parts of the Washington Metropolitan area. This can include large government services or major employment centers, or high intensity commercial uses. High-density residential development is recommended in or near the center. The minimum residential density target is 30 dwelling units per acre. The Largo Town Center Shopping Center and the office development of Inglewood Business Park are located outside of the core area but are within the edge of the overall designated center.

The issues at the Largo Town Center Metro core area are:

- To provide for transit-oriented land uses and development intensities in a manner that is consistent with the General Plan's recommendations for a Metropolitan Center.
- To provide for development that is compatible with the adjacent residential component of the Town Center.

- To create a sense of place through appropriate land use, densities and design

### Concept

The sector plan concept for Largo Town Center is a Metropolitan Center with a horizontal mix of uses including residential and nonresidential uses at intensities appropriate for a center that is intended to draw office workers and shoppers from the Washington Metropolitan area. Pedestrian linkages are provided in attractive and safe environments to enhance pedestrian movement. Plazas for relaxation and recreation are provided at key locations to foster a sense of place and to maximize use.

The sector plan proposes a Largo Town Center core area. The Largo Town Center core area is divided into five subareas. The street network and property boundaries provide the boundaries of the subareas (see Map 8).

### Land Use and Zoning Recommendations

Specific recommendations for each subarea are described below and shown on Map 9.

- **Subarea 1**—Former Capital Centre site: Mixed-use (retail, office and residential) low-to-mid-rise type development is recommended in recognition of previously approved development plans (Council Bill 19-2000 and Council Bill 35-2000, adopted May 23, 2000).

This property is now developed with a retail shopping center (The Boulevard at the Capital Centre). The development has a “Main Street” theme. Future development at this site beyond the retail component can include residential and other commercial uses such as office, hotel and movie theaters (per CB-19-2000 and CB-35-2000). The office, hotel or residential uses could be developed over the retail component with up to three floors of development.



*The former Capital Centre has been demolished to make way for a large retail complex, the Boulevard at the Capital Centre.*

The Boulevard at the Capital Centre development will become the main focus of the Largo Town Center. It will have the land uses and activities that will draw people to this location for shopping, dining, entertainment and socializing. This development will enhance opportunities for a more lively and vibrant environment in the core area. Linkages are important to maximize the pedestrian opportunities from the adjacent core area development and particularly to the Metro station. Residential and office development over the retail component, in the future, will make this a true mixed-use development.

- **Subarea 2**—North of Arena Drive, northeast of the Metro station: Mixed-use (office and retail) mid-rise development is recommended.

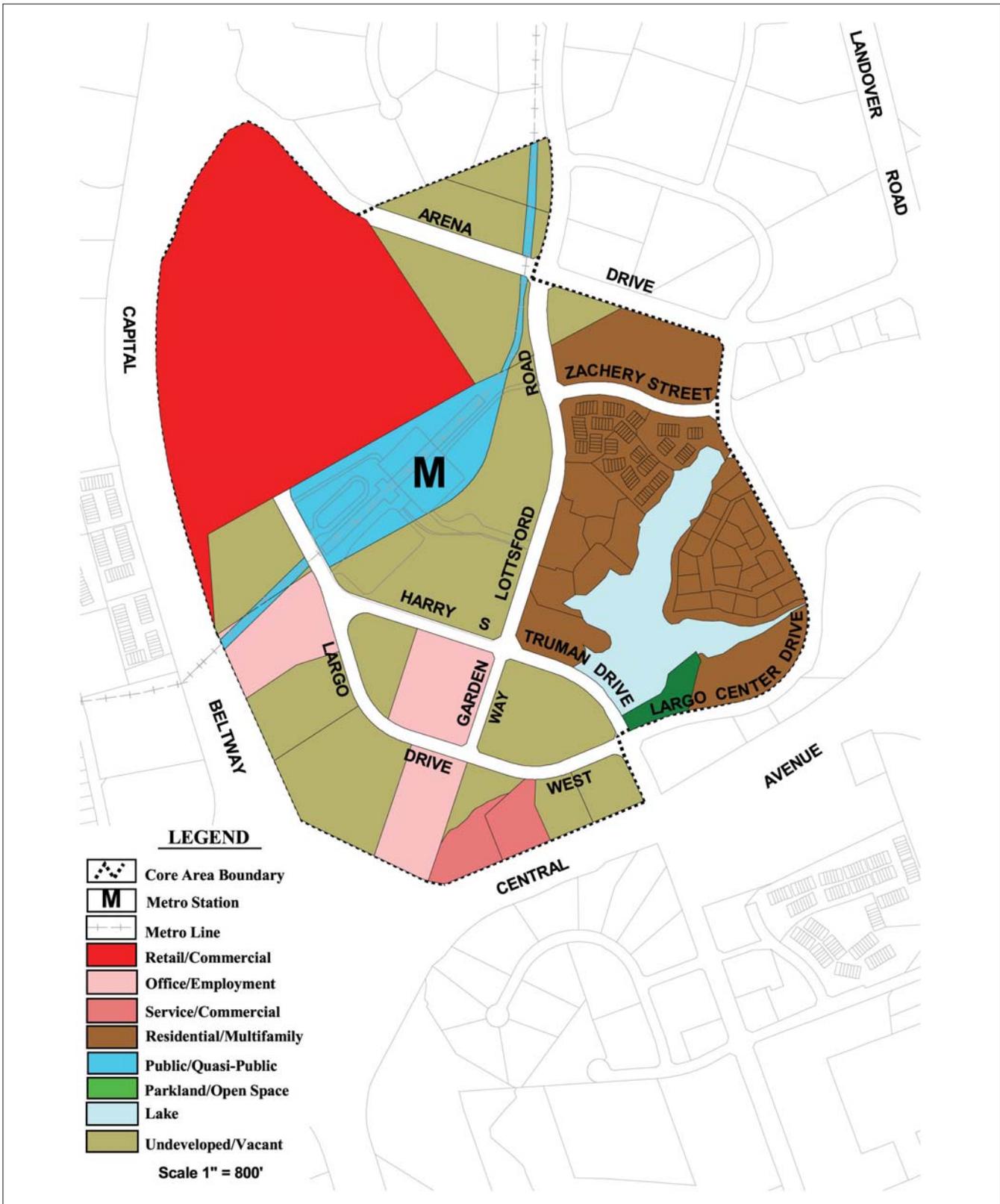
This subarea was in a low-density employment zone (I-3) as are all the properties in the employment park north of Arena Drive prior to the 2004 SMA approval. The subarea’s zoning, in conjunction with its proximity to the Metro station and visibility on Arena Drive, warranted the consideration of a more intense land use and zoning. A mixed-use option of office and retail with the emphasis on high-density office development is appropriate for the site. Retail use as an ancillary function to tenants of the building and other nearby offices should be considered in a development plan. (The community did not support a mixed use to include residential use in the subarea.) The site should be designed to provide pedestrian connections to Arena Drive and Lottsford Road.

- **Subarea 3**—Metro station site: Commercial use (office and hotel with a conference center) high-rise type development is recommended.

Development on this site in the form of high-density air-rights development over Metro, should include office and a quality hotel with a conference center. (The market will dictate if a hotel and conference center are supportable.) A hotel and conference center will provide a 24-hour



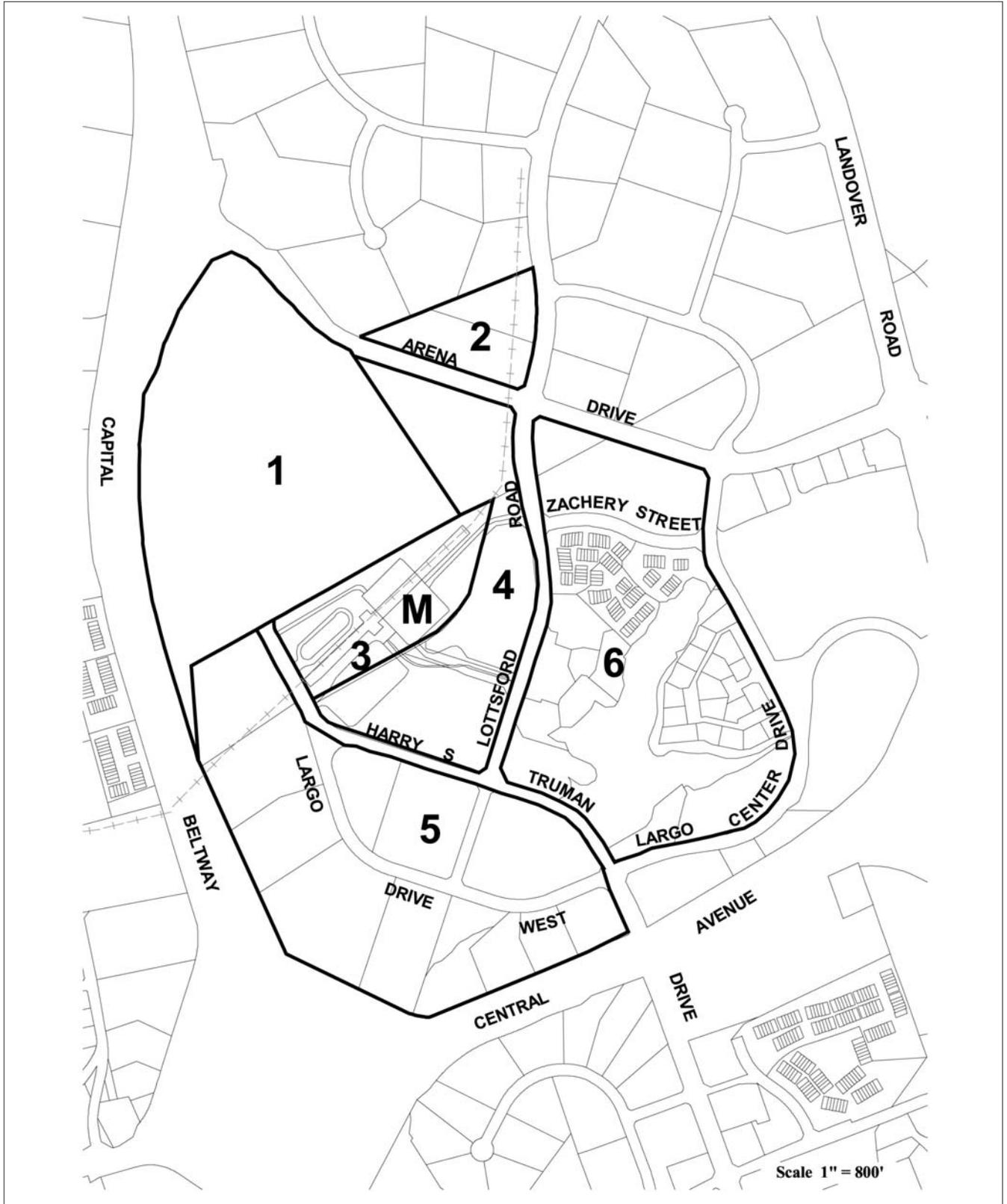
*The Boulevard at the Capital Centre has a Main Street theme.*



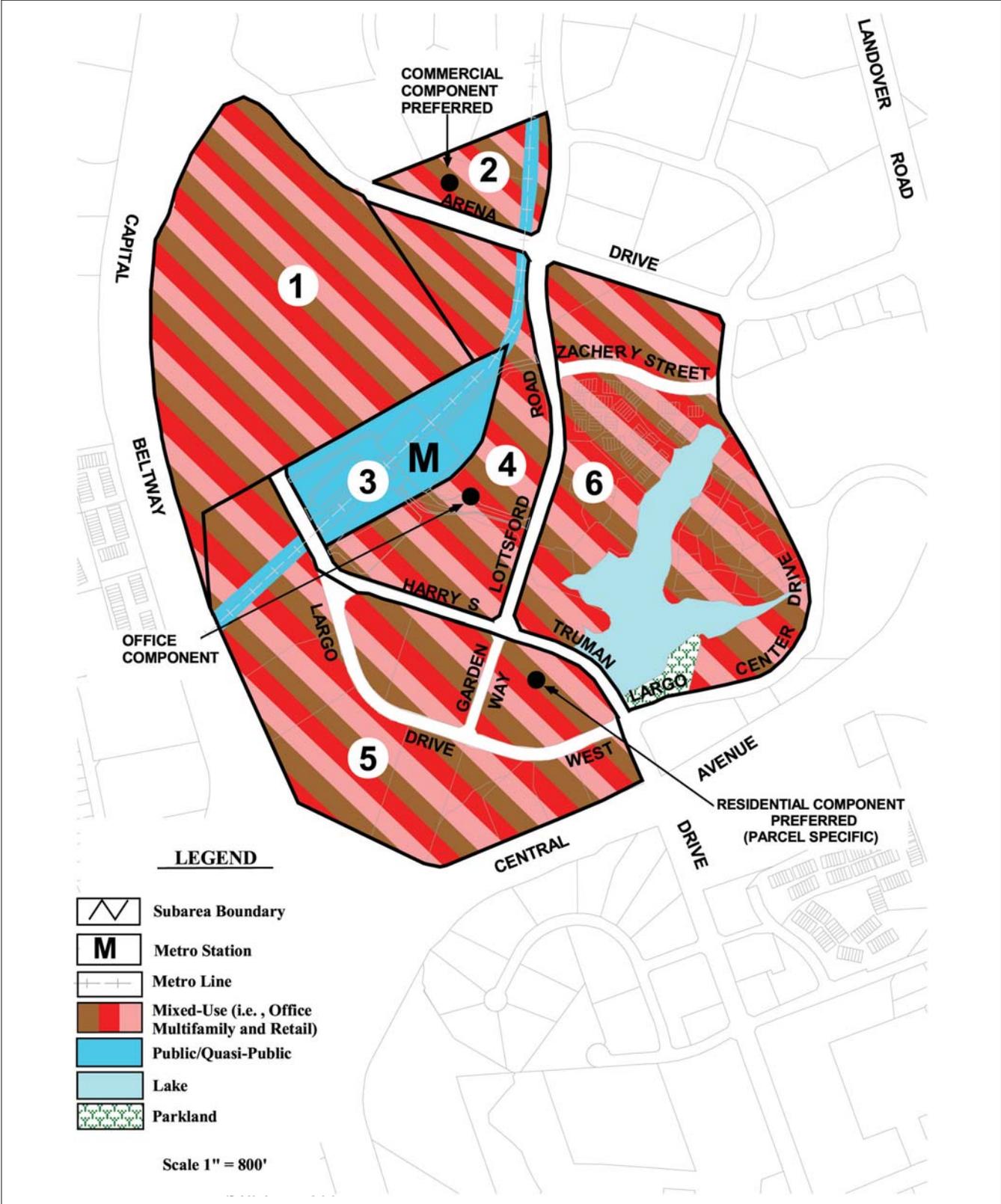
Map 7

Existing Land Use (Prior to 2004 Plan Approval)  
LARGO TOWN CENTER METRO CORE





<b>Map 8</b>	<b>Subareas</b> <b>LARGO TOWN CENTER METRO CORE</b>	
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Map 9

**Recommended Land Use**  
**LARGO TOWN CENTER METRO CORE**



environment at this Metropolitan Center. A conference center with the hotel will further enhance that environment. Office use over Metro will provide an opportunity for workers to use Metro instead of personal vehicles. These uses will provide support for the related uses in the Town Center. The existing C-O (Commercial Office) Zone permits the recommended office and hotel use.

- **Subarea 4**—North and east of the Metro station: Mixed-use (office proposal) development in recognition of a previously approved plan (Comprehensive Design Plan, CDP-9002/04) is recommended for the subarea.

High-density office development adjacent to the Metro station will provide the opportunity for large numbers of office workers to use Metro. This transit-oriented development will provide for over one million square feet of the office development at the town center. The existing M-A-C (Major Activity Center) Zone is retained.

- **Subarea 5**—South of the Metro station extending to Central Avenue: Mixed-use (office and residential mid-rise development, and limited retail) is recommended. One parcel (Parcel F) is specifically designated as a residential component of the mixed-use area.

This subarea is recommended for mixed-use development to encourage both office and residential uses in an area that would otherwise develop primarily as low-rise office, indicative of the former zoning (E-I-A Zone, Employment-Institutional-Area). Residential development will provide for an infusion of new residents that will have the opportunity to use Metro and walk to the retail areas in the Town Center. A quality residential multifamily use is the preferred land use on Parcel F in the subarea. Located on Harry S Truman Drive at Largo Drive West, it has views of Lake Largo that will enhance the appeal of a mid-rise residential development. (The community supported a multifamily residential use at this location because of the lake views afforded to future residents.) Development standards will promote high-quality residential development. Two existing buildings with warehouse characteristics in the subarea are envisioned to be redeveloped as mixed-use development as a long-range plan. The existing hotels in the subarea will be compatible with new residential development.

- **Subarea 6**—East of Lottsford Road, across from the Metro stations. Mixed-use (residential component) is

recommended in recognition of the previously approved Comprehensive Design Plan (CDP) and the existing residential development (townhouses, condominiums and apartments). The development currently comprises the residential component of the Largo Town Center. Approximately 770 dwelling units exist. The existing M-A-C (Major Activity Center) Zone is retained.

The preferred land use scenario for Largo Town Center Metro core area based on the proposed rezonings (Subareas 2, 3 and 5) results in the following development yields: 600 multifamily units; 475,000 square feet of commercial space (of which 20,000 square feet could be retail).

## Central Avenue (MD 214) Corridor Node

### Background and Issues

The Central Avenue (MD 214) Corridor Node includes undeveloped land and a former farm site in the northeast and southeast quadrants of the Central Avenue and Hill Road and Shady Glen Drive intersections, respectively (see Map 4). These properties are within two-thirds of a mile of the Morgan Boulevard Metro Station. The properties have opportunities for bus-oriented rather than rail-oriented development because of the distance to the Metro station and the sites are oriented towards Central Avenue rather than the Metro station.

The 2002 General Plan designates Central Avenue as a Corridor from the Washington, D.C., line to the Capital Beltway. The General Plan encourages intensive development and redevelopment along Corridors at appropriate locations, preferably at nodes along the Corridor. Compatibility of higher-density development with existing communities is essential, thus attention needs to be paid to design and land use relationships within and surrounding the development.

The issue at the Central Avenue Corridor Node is to provide for transit-oriented land uses and development in a manner that is compatible with the existing community and in recognition of the General Plan recommendations for Corridors.

### Concept

The sector plan concept for the Corridor Node at the Central Avenue intersection with Hill Road and Shady Glen Drive is development and redevelopment of higher-

intensity residential and nonresidential mixed uses. Linkages to Central Avenue promote pedestrian movement to bus service on Central Avenue and access to the Metro station. Development will not have the same intensity as the Metro station core areas but should have greater intensity than the surrounding suburban properties.

### Land Use and Zoning Recommendations

Specific recommendations for each subarea are described below and shown on Map 6.

- **Northeast quadrant of the Central Avenue and Hill Road intersection**—Recommended for commercial-office use and medium-density residential use.

Office and residential land uses and the accompanying zoning (C-O and R-55, respectively) are appropriate in the northeast quadrant. The office development, for the southern parcel in the node, should be a low-to-mid-rise office building. A residential use of single-family detached dwellings, on the northern parcel, will provide for a transition between the commercial site to the south and the residential Willow Hills subdivision to the north in the R-80 Zone. Further, it will provide a residential density that is appropriate considering its proximity to bus transit services and the density of the adjacent residential neighborhood. High-quality residential development shall be provided. Both the commercial and residential developments should provide for linkages to the frontage road to promote pedestrian circulation.

- **Southeast quadrant of the Central Avenue and Shady Glen Drive**—Recommended for retail, office, and public uses (police substation).

The 1986 *Approved Master Plan and Sectional Map Amendment for Suitland-District Heights and Vicinity* recommends primarily employment uses (industrial use zoning) for the area south of Central Avenue from Shady Glen Drive to the Capital Beltway. The sector plan recommends retail use and the underlying C-S-C Zone for the Santos/Zimmer properties, containing approximately 33 acres, except for two smaller properties, containing approximately 1.49 acres, at or near the intersection of Central Avenue and Shady Glen Drive that are recommended for office use. Retail use for the Santos/Zimmer properties will be more appropriate than employment use for this portion of Central Avenue, designated as a Corridor in the General Plan. The plan further recommends that the Santos/Zimmer properties be developed for a shopping

center anchored by a national grocery chain store and that no store on the Santos/Zimmer properties exceed 125,000 square feet gross floor area (see development standards section for details).<sup>1</sup> The plan recommends a police substation and a fire station in this area (see public facilities section).

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<sup>1</sup>On February 14, 2005, the District Council adopted Zoning Ordinance No. 2-2005 revising the Sectional Map Amendment approved on May 27, 2004, to change the zoning classification from C-O to C-S-C for the Santos/Zimmer properties in accordance with Section 27-228 of the Zoning Ordinance. The Santos/Zimmer properties, containing approximately 33 acres, are located on the south side of Central Avenue and north side of Walker Mill Road, approximately 1,000 feet east of their intersection with Hill Road and Shady Glen Drive.



# Infrastructure Element





# Transportation System

## Goals

The transportation system goals for the Morgan Boulevard and Largo Town Center Metro core areas are twofold.

- To improve accessibility to the stations by providing a safe, pleasant and convenient interconnected transportation network for pedestrians, bicycles, and motor vehicles.
- To balance automobile and pedestrian traffic in these areas, through parking strategies that include development incentives and parking flexibility to encourage density in the Metro core areas.

The Metrorail Blue Line and Central Avenue (and to a lesser extent Arena Drive) link the Morgan Boulevard and the Largo Town Center Metro areas. Central Avenue links the Central Avenue Corridor Node area to the Morgan Boulevard Metro area. Both Metro areas are planned to become Centers and focal points along the rail line. Pedestrian circulation within and to the Metro core areas (and Corridor Node area) from adjacent neighborhoods is important. More sidewalks and trails will provide greater circulation and recreation opportunities further linking neighborhoods and the Metro core areas. The core areas will be most successful when people can walk, bicycle, drive, or ride public transportation within and to these areas and find it safe and convenient to do so.

## Study Area-Wide

### Background and Issues

The 2002 General Plan requires that transportation facilities planning extend beyond proposing more pavement to serve more cars, and focus more broadly upon serving more travel with transit, and reducing the dependency upon single-occupant vehicles. Within Centers and Corridors, the General Plan requires that transportation planning go a step further by highlighting connections—vehicular and nonvehicular alike—between transit facilities

and adjacent communities and recommending ways to improve those connections.

### *Roads, Interchanges and Intersections*

The basic transportation (roads) infrastructure for the sector plan area is in place, and very few new roadways are planned. Development in the general area has resulted in the construction of new roads and revised plans for existing roads. In 1996, the 78,600-seat National Football League stadium was built at Brightseat and Sheriff Roads with primary access from a new interchange at the Capital Beltway and Arena Drive. This interchange was the subject of a minor public facilities amendment during 1996. The most recent master plans in the area had shown this interchange as a partial interchange. The 1996 minor public facility amendment recommended that the I-95/I-495/Arena Drive interchange be constructed as a diamond interchange, subject to a condition imposed by the Federal Highway Administration that the interchange be open during limited hours to support improved access to the stadium.

Three additional minor public facility amendments were approved in 2002; these amendments were among the recommendations of the MD 202 Corridor Study, a visioning and implementation study that was completed by the Planning Department in 1997.

1. The first amendment superseded the amendment discussed above by recommending that the I-95/I-495/Arena Drive interchange be upgraded to a fully operational interchange. This was done pursuant to a feasibility study conducted by the State Highway Administration (SHA). A full-time interchange would improve access to future development in the area and to the Largo Town Center station. A full planning study to upgrade this interchange is included in the draft FY2004-2009 state Consolidated Transportation Program. This study commenced in 2003 and is expected to be completed by 2006.

2. The second amendment deleted a proposed interchange at MD 202 and Lottsford Road. This interchange had previously been shown on the 1993 Largo-Lottsford master plan, but further analyses based upon revised development yields in the area indicated that at-grade improvements at this location would provide acceptable service levels.
3. The third amendment approved in 2002 deleted a planned partial interchange at the location where Campus Way (A-29) is proposed to cross the Capital Beltway north of MD 202. The amendment did endorse the future connection of Campus Way over the Capital Beltway to Brightseat Road. Although technically outside of the study area for this plan, this connection is a vital element in reducing congestion on facilities in the northern portion of the plan area.

The Maryland Department of Transportation is conducting an additional planning study along the Capital Beltway. The Capital Beltway Corridor Transportation Study was initiated in 1990 to study the feasibility of high-occupancy vehicle lanes along the Beltway in Maryland. In 1994, the study was reinitiated with a multimodal focus. The fourth alternative of this study includes rail transit and express bus options (the rail transit option has been termed the Purple Line, also known as the Bi-County Transitway). The overall study includes alternates within the sector plan area that generally follow the Beltway, with possible service to the Largo Town Center area. However, much of the recent focus for constructing the Purple Line as a rail transit corridor has been along alignments extending from New Carrollton to Bethesda, and such a project would have a minor, if any, impact upon the study area.

### ***Sidewalks, Trails and Bikeways***

Aside from roads and public transportation, the other important element of the transportation system encompasses sidewalks, trails and bikeways. These facilities can provide opportunities for alternative modes of transportation in addition to providing outdoor recreational opportunities. It is especially important to have these opportunities around mass transit stations where concentrated high-density residential, office, and commercial uses promote pedestrian activity. As more pedestrian and bicycle facilities are provided and interconnected with other facilities and the surrounding communities, it becomes more practical to walk and bicycle to work, to shop, and to access the Metrorail system, and this reduces the use of automobiles.

The adequacy of the transportation system of roads, sidewalks, trails and bikeways in this area is a significant issue. With two new rail stations planned for opening in December 2004, access to these stations and to the development that will result from this public investment is crucial. This issue is particularly acute given that the land use recommendations of this sector plan include strategies that would result in greater densities in the immediate vicinities of the two Metrorail stations. An effective transportation system, accommodating vehicular and nonvehicular modes, can be a central asset in bringing quality development and redevelopment into the community.

### ***Transit***

With the completion of the extension of the Blue Line of Metrorail, there will be a great need to revise the structure of the bus routes in the area. WMATA operates the Metrobus services within the sector plan area. The Central Avenue Line (Routes C21, C22, C25, and C26) serves Hampton Mall, Largo Town Center, the Prince George's Community College, Lake Arbor, and Kettering, connecting these areas to the Addison Road Metrorail Station. Metrobus' Sheriff Road Line (Route F14) connects the northwestern portion of the sector plan area to the New Carrollton and Capitol Heights Metrorail Stations. Metrobus Routes J14/J15 of the Marlboro Pike Line serve portions of Brightseat Road and the Ritchie Industrial Park. The P12 and V14 routes of Metrobus serve Hill Road and Shady Glen Drive on the western edge of the sector plan area. The Prince George's County Department of Public Works and Transportation (DPW&T) also operates local bus services, THE BUS, in the area. Routes 21 and 21X connect the Prince George's Community College and Upper Marlboro to the New Carrollton Metrorail Station; Route 21X is express service, while Route 21 operates local service through the Largo Town Center. Route 22 connects the Prince George's Sports and Learning Center, Brightseat Road, and Summerfield to the Addison Road Metrorail Station. Route 23 of THE BUS serves Sheriff Road, Nalley Road, and Willow Hill Road areas.

### ***Concept***

The concept for the transportation system is a comprehensive multimodal transportation network that accommodates automobiles, pedestrians, and bicyclists. This system of roads, bicycle facilities, sidewalks, trails, and public transportation is integrated with the plan's land use recommendations to encourage a user-friendly system. This concept places an

emphasis on accessibility to the Metro stations from the surrounding communities for all users.

The transportation concept supports an effective transportation system, accommodating vehicular and nonvehicular modes, as a central asset in bringing quality development and redevelopment into the communities covered by this sector plan. Key linkages have been identified, and the recommendations seek to serve these linkages with appropriate transportation facilities. The concept for this sector plan also emphasizes that options to the single-occupant automobile are needed to encourage less vehicle travel, particularly for trips within the sector plan area. Toward that end, the recommendations promote greater regulation of the parking supply in the area and greater consideration for developer involvement in providing transit, bicycle, and pedestrian facilities.

The concept also establishes that the transportation recommendations contained in this plan are based upon achievement of Level-of-Service (LOS) E at intersections in the area. This is consistent with the 2002 General Plan, which sets LOS E as a policy service level for Centers and Corridors within the Developed Tier as well as Centers within the Developing Tier. (Level of Service is described in Appendix B.)

## Recommendations

The recommended transportation system (roads) is shown on Map 10 and described in Table 2. Individual facility recommendations that involve significant modifications to the facility are described in greater detail below. The recommended transportation system (sidewalks, trails and bikeways) is shown on Map 11.

### Roads, Interchanges and Intersections

- 1. F-5, Capital Beltway:** This facility exists within a 300-foot right-of-way. In conjunction with the future modifications needed for full-time operation of the I-95/I-495/Arena Drive interchange, there will be a need for auxiliary lanes to handle weaving movements within the section between MD 202 and MD 214, thereby prompting the recommendation for up to 12 lanes. Depending upon the exact design, there may be a need for an additional right-of-way to be purchased for construction of these modifications.
- 2. A-32, Central Avenue:** If buildout of the area is realized and growth in traffic continues as projected, MD 214 must be widened to eight lanes between the Capital Beltway and Addison Road, with a total right-

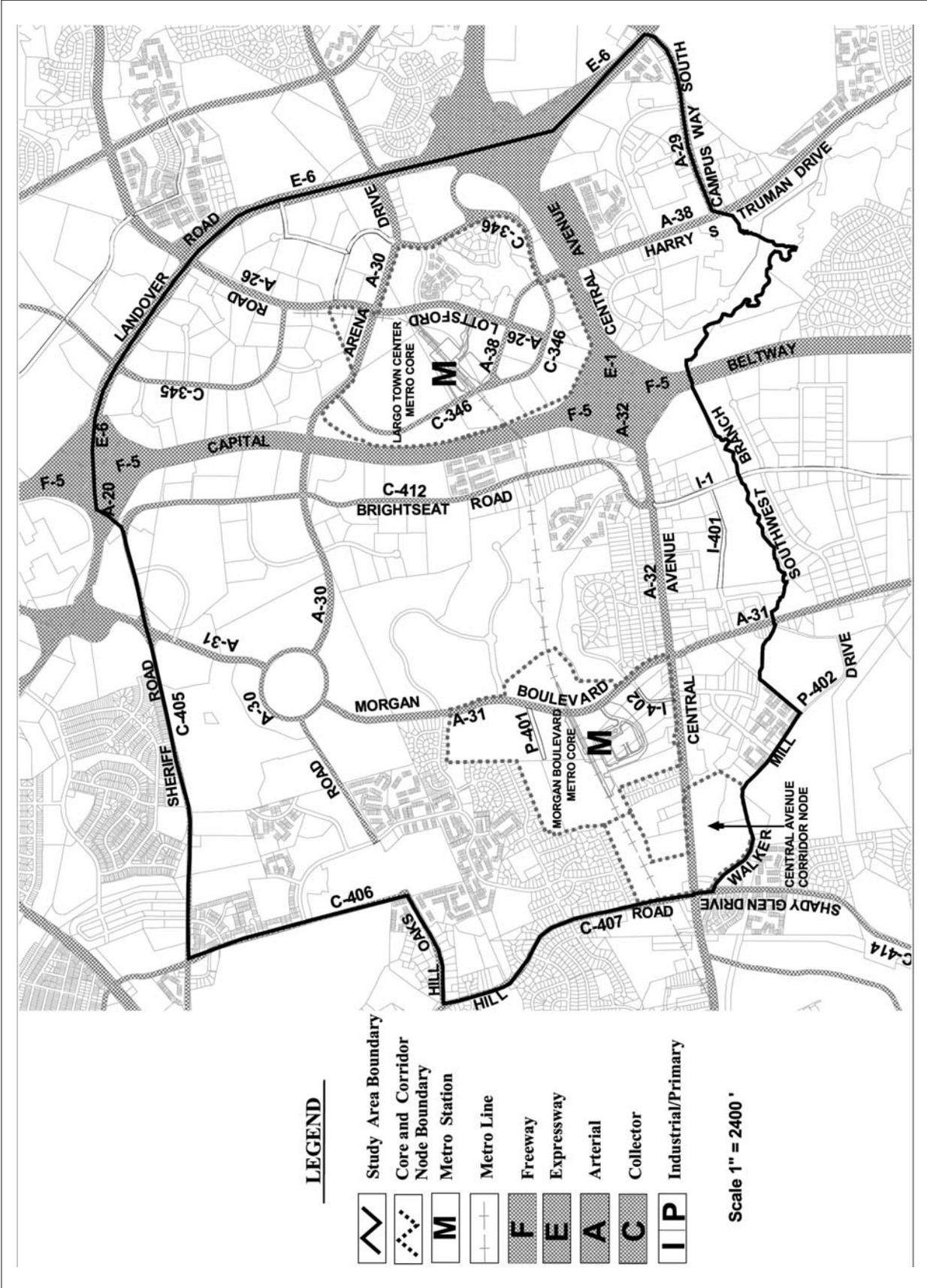
of-way of 150 feet within this section. This recommendation is made with an understanding that it may be impossible to obtain this right-of-way within developed properties until they are redeveloped or their access and parking plans are greatly reconfigured. Therefore, this plan does not recommend that existing structures be moved or razed unless feasible, or that interior or minor exterior improvements to structures be denied. But at such time that properties along MD 214 are to be redeveloped or newly developed, the needed right-of-way should be obtained or otherwise set aside. Amenities within the right-of-way should include wide sidewalks, improved lighting, and other appropriate amenities to encourage pedestrian activity. Pedestrian crosswalks should include special pavement or marking treatments, and these treatments should be continued over commercial driveway crossings as well as public street crossings.

- 3. I-95/I-495/Arena Drive:** This interchange exists as a special-use interchange at this time. SHA began a project planning study in 2003 to convert this interchange to full-time usage, and given the benefits that would be gained in access to Metrorail and to adjacent land uses, this plan endorses that effort. Staff's analyses indicate, however, that the existing overpass is not sufficient to carry four lanes of through traffic and accommodate the turning lanes needed to support buildout and greater densities in the Largo Town Center core area. Therefore, the overpass deck will need to be widened in the future or replaced altogether.



*The Arena Drive/Capital Beltway interchange is proposed for full-time use to provide better accessibility to the adjacent communities, economic development activities, and FedEx Field.*

- 4. Other intersections within the sector plan area:** Several intersections in the area are proposed to be modified in accordance with recommendations in the

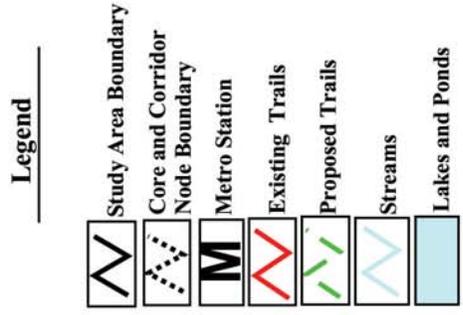
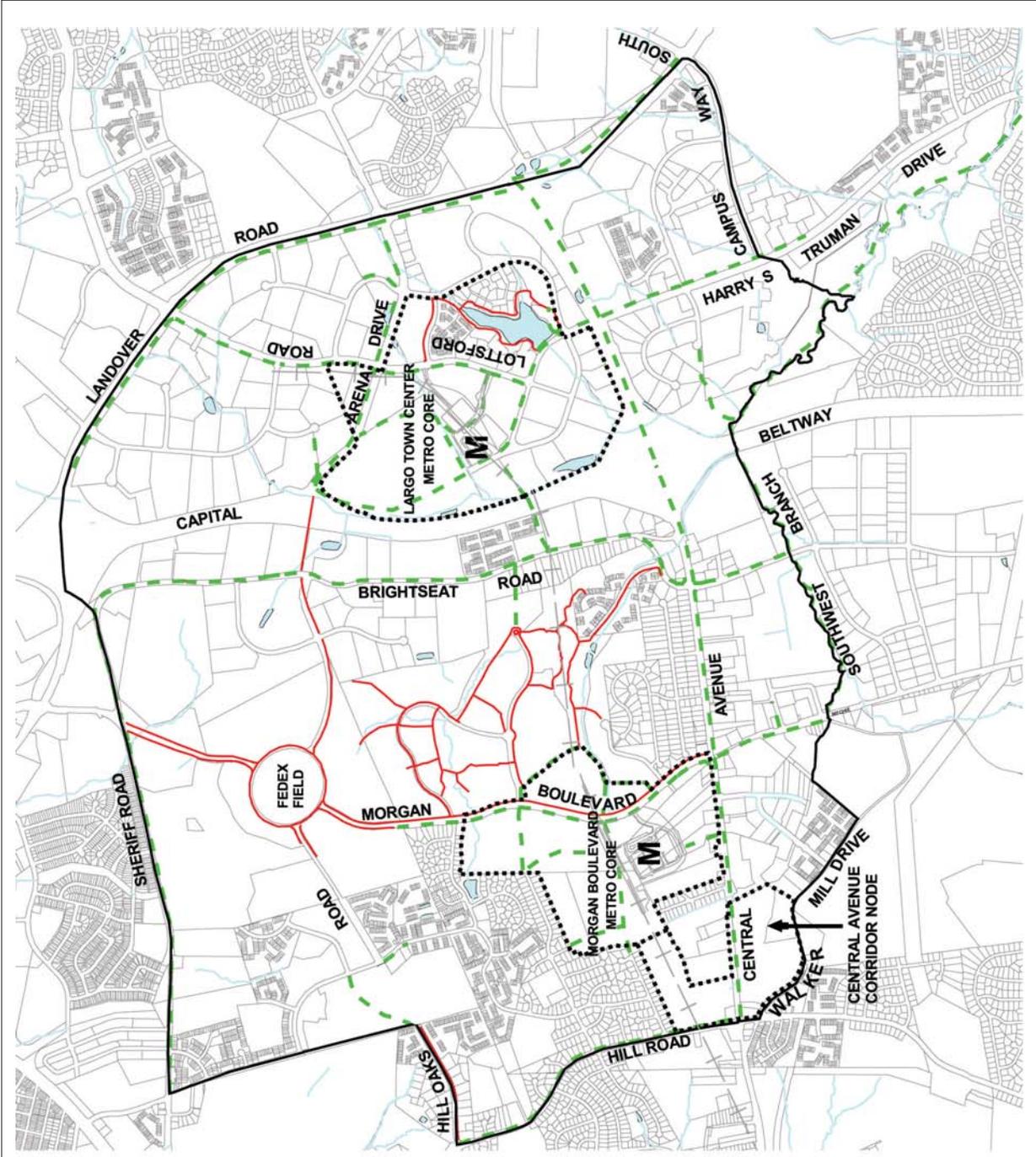


Recommended Transportation System—Roads

Map 10

**Table 2: Existing and Recommended Road Facilities**

<b>Functional Classification Identification</b>	<b>Name</b>	<b>Route Number</b>	<b>Right-of-Way</b>	<b>Lanes (Min/Max)</b>
<b>Freeway:</b>				
F5	Capital Beltway	I-95/I-495	300 feet	8-12
<b>Expressway:</b>				
E-1	Central Avenue	MD 214	200 feet	6-8
E-6	Landover Road/Largo Road	MD 202	200 feet	6-8
<b>Arterial:</b>				
A-26	Lottsford Road	County	80-120 feet	4-6
A-30	Arena Drive/Bishop Peebles Drive	County	120-150 feet	4-6
A-31	Ritchie Road/Morgan Boulevard/ Redskins Road/Brightseat Road	County	120 feet	6
A-32	Central Avenue	MD 214	150 feet	8
A-38	Harry S Truman Drive	County	80-120 feet	4-6
<b>Collector:</b>				
C-345	McCormick Drive	County	70 feet	4
C-346	Largo Center Drive/Largo Drive West/ Harry S Truman Drive	County	80-100 feet	4
C-405	Sheriff Road	County	80 feet	4
C-406	Hill Oaks Road/Nalley Road/ Belle Haven Drive	County	70-80 feet	4
C-407	Hill Road	County	80 feet	4
C-412	Brightseat Road	County	80 feet	4
C-414	Shady Glen Drive	County	80 feet	4
<b>Industrial/Primary:</b>				
I-401	Truck Way	County	70 feet	2
I-402	Morgan Boulevard/MD 214 properties' access road	County	70 feet	2
P-401	M-NCPPC parcel access roadway	County	60 feet	2
P-402	Walker Mill Drive/Old Ritchie Road	County	60 feet	2



Scale 1" = 2400'



**Recommended Transportation System—Trails**  
(Includes Sidewalks and Bikeways)

**Map 11**

*Addison Road to Largo Town Center Metrorail Extension Access Study* prepared by the Maryland State Highway Administration in 2001. The study updated previously completed analyses of critical intersections and ramps within the vicinity of the Metro stations, to confirm and define the need for improvements and to prepare conceptual layouts of the needed improvements. While staff largely endorses the recommendations of the study, there are several factors which may need to be considered in determining the scope of improvements required for a particular intersection, including the status of the I-95/I-495/Arena Drive interchange and the status of proposed facility changes within the Largo Town Center core area, and individual improvements should be reviewed before they are built.

### **Sidewalks, Trails and Bikeways**

1. Develop all new roads and retrofit existing facilities in accordance with the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (and the upcoming AASHTO guidelines for pedestrian facilities), where feasible.
2. Implement pedestrian safety measures at road crossings and trail intersections such as curb extensions, in-pavement lighting in crosswalks, raised crosswalks, road striping, additional signage and lighting, and contrasting surface materials.
3. Provide bicycle racks and lockers at shopping centers, and employment areas, and other appropriate sites. (Metro is planning to provide both bicycle racks and lockers at both the Morgan Boulevard and Largo Town Center Metro Stations.)
4. Provide standard sidewalks along at least one side of all roads within the study area except for roads with a classification of primary or greater, which should have sidewalks along both sides. In the core areas, sidewalks or wide sidewalks should be provided along both sides of all roads.
5. Provide trail or sidewalk linkages between neighborhoods in the study area, where feasible.
6. Construct a multiuse trail along the Southwest Branch Stream Valley east of Ritchie Road in the study area. This trail will provide recreational opportunities in a stream valley park, as well as provide bicycle and pedestrian connections along the southern portion of the Metro areas. It will go under the Capital Beltway.



*A pedestrian trail, such as this one in the Summerfield Community Park, provides recreational opportunities and can serve Morgan Boulevard Metro riders who reside in the area.*

7. Conduct a feasibility study for a bicycle and pedestrian bridge over the Beltway linking the Morgan Boulevard and Largo Town Center Metro areas. This study would address the feasibility of this connection, as well as identify possible locations and funding sources.

### **Transit**

With the coming of the Blue Line Extension, the area of this sector plan will be readily accessible to two new rail transit stations. Even with the opening of these stations, however, only a small portion of the area population will live within a ten-minute walk of a station. While there is good bus transit service along MD 214, much of the remainder of the study area has indirect or spotty service. WMATA and the county DPW&T will be collaborating on bus service studies which will determine changes in the bus route structure upon the opening of the Morgan Boulevard and Largo Town Center Metro Stations. Services that are needed to address specific needs in this area include:

1. Shuttle bus service along the Central Avenue corridor linking the Morgan Boulevard station with the Addison Road station. This service will be necessary to serve existing and future commercial development within this corridor and should reduce the demand for vehicle travel up and down the corridor.
2. Bus services linking existing and planned employment uses to the Largo Town Center Metro Station. Most of the development in the Inglewood Business Park and Largo Park, along with planned development on the Rouse, Addison-King, and Balk Hill properties to the north and east of MD 202, is beyond a ten-minute walking distance from the station. Frequent and direct bus services will reduce the demand for vehicle travel by these uses.
3. Shuttle bus services are needed to connect the Largo Town Center Metro Station to the Prince George's Community College. Such services should operate during the hours that the community college is in operation.

Efforts on the part of private employers that promote usage of public transportation are essential components in reducing traffic congestion and in achieving the land use goals envisioned in this plan. Metrochek is a voucher offered by WMATA that private employers could provide to their employees as a transit commuter benefit. The voucher is generally provided in the form of a Metrorail farecard, and it is also available as a paperless transaction for Metrorail commuters who use WMATA's SmarTrip card. The benefit can be used to cover the cost of commuting to work on more than 100 area bus and vanpool commuter services, on MARC and VRE, and of course Metrorail and Metrobus. The monthly commuter benefit can be any amount the employer chooses to provide, although a maximum of \$100 per month (\$1,200 per year) is allowable tax-free or pre-tax to employees. The use of this program can be very instrumental in reducing vehicle travel.

WMATA, the county DPW&T, and private developers should be urged to enhance the existing quality of bus service by providing well-lighted, all-weather bus shelters with benches that complement the design of other streetscape amenities at all stops within the sector plan area. Each bus stop should include a bus service schedule, as well as an area map showing bus services in the area. Proffers by private developers to fund the placement of bus shelters, if accepted by the county with a specific location identified, shall be considered sufficient for

reduction of a site's peak-hour traffic impact by five percent for the portion of the development within a ten-minute walk (i.e., 2,640 feet) of the bus stop.

### ***Trip Reduction and Parking***

The primary constraint to development within the sector plan area is vehicular traffic congestion. One method of relieving congestion is to reduce the number of vehicle trips to and from the area that are made by car, particular cars with one occupant. The reduction of parking supply has proven to be a significant incentive for the reduction of automobile usage when applied in an area. For development within the core areas of the Morgan Boulevard and the Largo Town Center Metro Stations, the sector plan includes development district standards that require a reduction in parking spaces for new development. (See Development District Standards Section.)

As parking supply is reduced within core areas, there will be increased tendency for persons to park in existing neighborhoods adjacent to core areas. For that reason, this sector plan endorses the use of residential parking permit programs within existing neighborhoods and in the vicinity of core areas, with implementation to occur on an as-needed basis.

## **Morgan Boulevard Metro Core Area**

### **Background and Issues**

The Morgan Boulevard Metro Station is approximately 2,000 feet north of MD 214 along Garrett A. Morgan Boulevard. The station site is amid several undeveloped properties, and there is a need to consider strategies for pedestrian access between adjacent communities and the station. A number of streets, including East Nalley Road, Willow Hill Drive, Willow Hill Court, Mountain View Way, and Jonquil Avenue currently extend up to properties in the area of the station but are not completed onto these properties. An additional neighborhood access issue concerns a planned collector facility between the FedEx Field property and Hill Road. This facility is partially built (but barricaded at its entrance to FedEx Field during stadium events); however, two schools have been constructed on the property to the west of Nalley Road, making a continuous collector facility along this route virtually unbuildable.

The Morgan Boulevard Metro Station will, upon opening, become the nearest station to FedEx Field, and there is a great need to improve pedestrian access and shuttle bus access between this station and the stadium.

## Recommendations

### **Roads, interchanges and intersections**

1. **A-31, Ritchie Road/Garrett A. Morgan Boulevard/Redskins Road/Brightseat Road:** If the FedEx Field property is ever redeveloped with a different use, this facility should be reconstructed within that property as a conventional arterial facility within a 120-foot right-of-way. This plan recommends a minimum eight-foot-wide sidewalk from the Morgan Boulevard Station along the west side of this facility to Redskins Road as a means of encouraging Metrorail and pedestrian access to events at the FedEx Field stadium.
2. **C-406, Hill Oaks Road/Nalley Road/Belle Haven Drive:** This facility is composed of three distinct streets but provides a necessary connection between local communities and MD 704. Construction of the missing section between Sheriff Road and Village Green Drive should be a priority. The Nalley Road portion should be retained as a four-lane undivided facility with parking on the east side within a 70-foot right-of-way. The roadway is currently barricaded at the FedEx Field property during stadium events, and this plan endorses any actions that are needed to eliminate the use of this facility by stadium traffic. However, if the FedEx Field property is ever redeveloped with a different use, this facility should be reconstructed within that property as a conventional collector facility within an 80-foot right-of-way.
3. **C-407, Hill Road:** Complete construction of a four-lane collector facility along its entire length is currently funded in the county Capital Improvement Program with scheduled completion in the year 2005.
4. **C-412, Brightseat Road:** Complete construction of a four-lane collector facility along its entire length is currently funded in the County Capital Improvement Program with scheduled completion during the current year.
5. **I-401, Truck Way:** This facility would be an industrial roadway extension of Truck Way across the undeveloped Bryant property from its eastern end to Hampton Park Boulevard. This roadway and the surrounding property should be planned with the needed easements to provide access to properties that currently have driveway access onto MD 214. Once alternate access is available, access from these properties onto MD 214 should be reduced or eliminated.
6. **I-402:** This commercial roadway is intended to serve the planned mixed-use development on the south side of the Morgan Boulevard Metro Station, and shall be planned with a 70-foot right-of-way with quality pedestrian facilities. This roadway should intersect MD 214 opposite Westhampton Avenue, where a potential for signalization could exist. Provision should be made for a street connection to the west to serve the Ridgley Manor subdivision in the event that intervening properties are redeveloped and the community desires the connection.
7. **P-401:** This primary residential roadway shall be constructed westward from Garrett A Morgan Boulevard to serve the M-NCPPC parcel.
8. **P-402, Walker Mill Drive/Old Ritchie Road:** This roadway should be constructed to primary residential standards with safety improvements as needed. No further industrial/commercial access to this roadway is recommended.
9. **MD 214 intersections with Brightseat Road/Hampton Park Boulevard, Garrett A Morgan Boulevard/Ritchie Road, and Hill Road/Shady Glen Drive:** Staff endorses the results and recommendations of the *Addison Road to Largo Town Center Metrorail Extension Access Study* prepared by SHA in 2001.

### **Sidewalks, Trails and Bikeways**

1. Provide a multiuse trail connection from the end of Mountain View Road to the Morgan Boulevard Metro Station. This trail will provide a bicycle and pedestrian connection from the existing residential community to the Morgan Boulevard Metro Station.
2. Provide a multiuse trail connection from the end of Willow Hill Road to the Morgan Boulevard Metro Station. This trail will provide a bicycle and pedestrian connection from the existing residential community to the Morgan Boulevard Metro Station.
3. Provide a multiuse trail connection from the end of Willow Hill Road to Morgan Boulevard. This trail will provide pedestrian access from the existing residential community to Morgan Boulevard.
4. Provide a sidewalk or trail connection from the end of East Nalley Road to Morgan Boulevard. This short connection would provide a pedestrian link between a residential community and the existing and planned pedestrian facilities along Morgan Boulevard.

5. Provide continuous sidewalks along both sides of MD 214 west of the Beltway. Wide sidewalks should be considered in areas of high pedestrian movement. In addition, in-road accommodations for bicycles should be incorporated, where feasible. These improvements could include the provision of designated bike lanes or wide curb lanes at the time of road improvement or restriping.
6. Provide at least an eight-foot wide sidewalk or trail along the west side of Morgan Boulevard. This would supplement the existing trail along the east side of Morgan Boulevard and provide for a needed pedestrian connection between Metro and FedEx Field.

## Largo Town Center Metro Core Area

### Background and Issues

The Largo Town Center Metro Station is located between two large parcels—one which is undeveloped and one which is being redeveloped as a retail center. Most streets in the area have been constructed. While there are limited opportunities for new street construction, there is concern about traffic operations on the one-way pair (Largo Drive West and portion of Harry S Truman Drive) of streets to the southwest of the station, as well as the possible connections up to Arena Drive. A larger issue concerns access into the station from the east along MD 214, as there exists no direct means for vehicles to access Arena Drive without traversing nearby communities (this same problem does not exist for patrons leaving the station, as vehicles can travel east on Arena Drive to MD 202, turn south, and use a loop ramp to head eastbound on MD 214). Finally, quality pedestrian connections are needed between the station and existing communities and employment areas.

### Recommendations

#### *Roads, Interchanges and Intersections*

1. **E-6, Landover Road/Largo Road:** In accordance with recommendations made as part of the 1997 MD 202 Corridor Study, this facility should be planned for eight lanes north of Arena Drive/Lake Arbor Way.
2. **A-26, Lottsford Road:** The section between Harry S Truman Drive and Largo Drive West should be retained as a four-lane undivided roadway within the existing 80-foot right-of-way.

3. **A-30, Arena Drive/Bishop Peebles Drive:** If the FedEx Field property is ever redeveloped with a different use, this facility shall be reconstructed within that property as a conventional arterial facility within a 120-foot right-of-way.
4. **A-38, Harry S Truman Drive:** The section between Largo Center Drive and Largo Drive West should be retained as a four-lane undivided roadway within the existing 80-foot right-of-way. This plan recommends that this section be operated with two-way traffic, with two lanes in each direction and no median. The section of Harry S Truman Drive north of Largo Drive West is addressed in Recommendation 5.
5. **C-346, Largo Center Drive/Largo Drive West/Harry S Truman Drive:** The section between Largo Center Drive and Largo Drive West should be retained as a four-lane undivided roadway within the existing 80-foot right-of-way. This plan recommends that this section be operated with two-way traffic, with two lanes in each direction and no median. The eventual connection of this facility as a public street between the end of the existing right-of-way and Arena Drive will not occur with the current development of The Boulevard at the Capital Centre, but the connection will still exist through the parking lot. Nonetheless, if this site is ever redeveloped, a public street connection built to collector standards with sidewalks and street plantings is recommended (with a potential 100-foot right-of-way). This will allow a direct connection between the Largo Town Center core area and the I-95/I-495/Arena Drive interchange. No changes to the balance of this facility are proposed.
6. **MD 202/MD 214 and MD 202/Arena Drive/Lake Arbor Way:** The ramp from westbound MD 214 to northbound MD 202 should be widened into an auxiliary ramp. This new auxiliary ramp would cross northbound MD 202 at grade to allow users to proceed into the northbound MD 202 left-turn lanes onto westbound Arena Drive. The improvements would include a traffic signal affecting users of northbound MD 202 only. The modification would allow Metrorail users from the east along MD 214 to more directly access the Largo Town Center Metro Station.

### ***Sidewalks, Trails and Bikeways***

1. Provide a multiuse trail connection from the end of Harry S Truman Drive north into the former Capital Centre site (The Boulevard at the Capital Centre). This trail will provide bicycle and pedestrian access from existing Harry S Truman Drive and the communities to the south, to the planned retail center.
2. Incorporate additional pedestrian and bicycle connections into the former Capital Centre site (The Boulevard at the Capital Centre), as appropriate.
3. Provide a multiuse trail connection from the western end of Prince Place to the planned Southwest Branch Stream Valley Trail. This trail would provide access to the planned Southwest Branch Stream Valley Trail from the Largo community.
4. Provide a multiuse trail connection from the end of Caraway Court to Arena Drive. This trail would provide a convenient pedestrian connection from the existing and future office development along McCormick Drive with Arena Drive and the former Capital Centre site to the south.
5. Provide for in-road, AASHTO bike lanes and wide sidewalks along both sides of the planned boulevard into the Largo Town Center Metro Station.
6. Provide continuous wide shoulders along both sides of Landover Road (MD 202) within the study area to safely accommodate in-road bicycle traffic.

## **Central Avenue Corridor Node Area**

### **Background and Issues**

The Central Avenue (MD 214) corridor between the Capital Beltway and the western end of the sector plan area operates as a six-lane arterial facility. The existing right-of-way is lined with businesses, making capacity expansion a very expensive option. While limiting access, median breaks, and traffic signals are needed strategies to improve capacity along the roadway.

The pressure for additional access is great, as there are several undeveloped properties along the corridor as well as properties that have redevelopment potential. In order to meet some of the goals of the General Plan, Central Avenue must become a better environment for pedestrians with improved facilities and lighting. See recommendations under the Morgan Boulevard Metro core area section of this chapter.





# Public Facilities

## Goal

The sector plan goal is to provide adequate public facilities in a timely manner to meet the educational, safety and health needs of existing and future residents and workers within the sector plan area.

## Concept

The sector plan concept is to provide public facilities to serve the anticipated growth in population and employment in accordance with the standards and guidelines for those facilities.

Even though the Capital Beltway divides the study area, some basic public services extend beyond this freeway and serve both the Morgan Boulevard and Largo Town Center Metro core areas. Library, police, fire and health facilities are public services whose coverage areas are shared by these communities. Public facilities often play a variety of roles in communities: they provide a basic public service such as public safety or educational service, and often the facilities become a community focal point, a gathering place, and a source of community and civic pride.

The Metrorail will provide a direct link of the Morgan Boulevard Metro core area and the Largo Town Center Metro core area; the connection of these two communities is further strengthened by the public facilities that serve them. Existing and recommended public facilities are shown on Map 12.

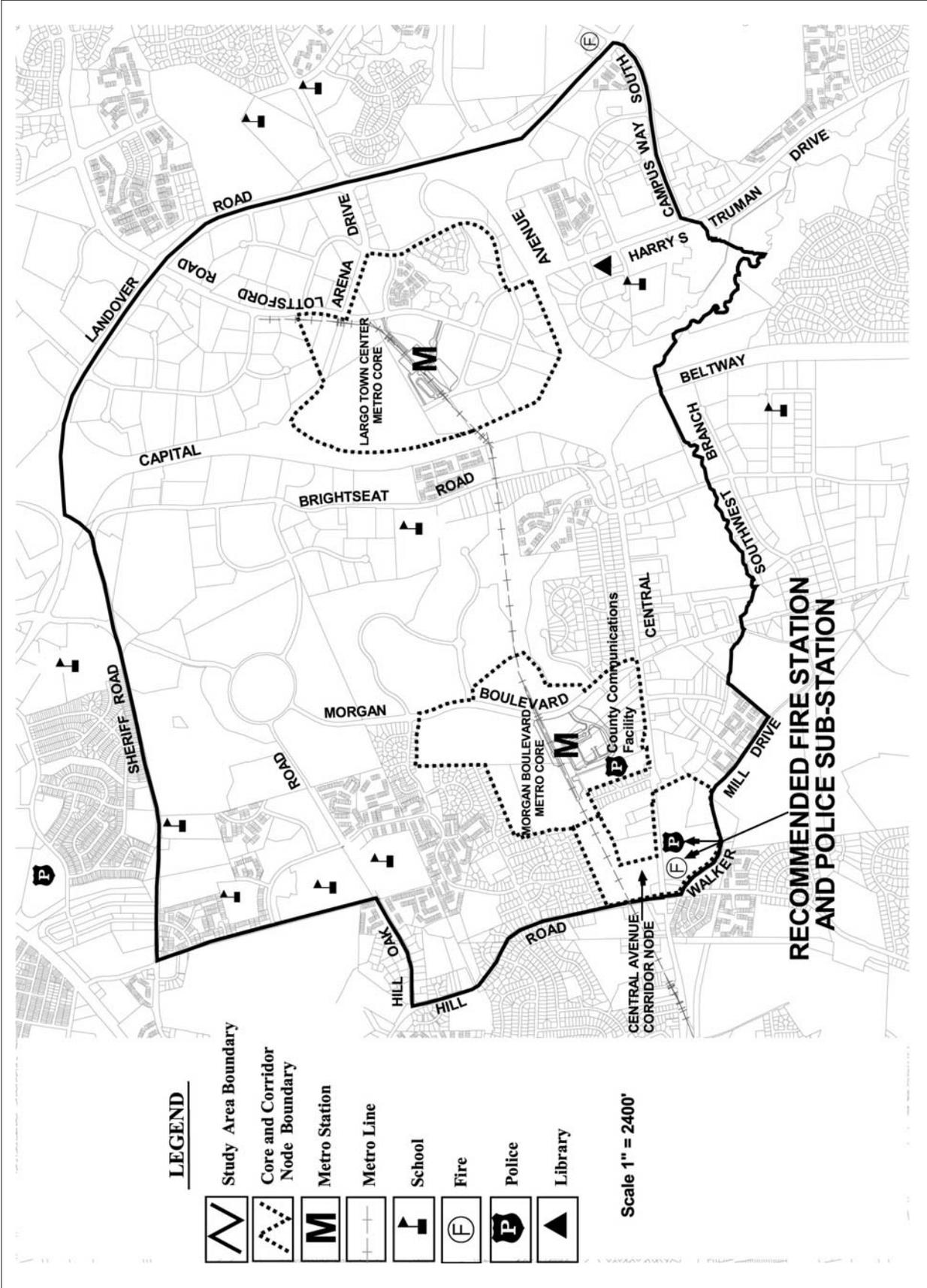
## Public Schools

### Background and Issues

The Prince George’s County public school system is undertaking a 26-school construction program with 13 schools left to begin construction. There are 7 schools within the immediate study area and 11 additional schools within approximately two miles of the study area. The primary schools assigned to serve the Largo Town Center core area are: Lake Arbor Elementary, Ernest Everett Just Middle, and Charles H. Flowers High.

Table 3 addresses the assigned schools’ capacities and their ability to support the students generated by recommended residential development at the Largo Town Center Metro core area per the sector plan.

School Name	Capacity	Dec. 2002 Enrollment	Percent of Capacity	Surplus (Deficit)	Recommended Rezoning Yield	Total Surplus (Deficit)
Lake Arbor Elementary	790	635	80	155	129	26
Ernest Everett Just Middle	990	996	100	(6)	47	(53)
Charles H. Flowers High	2,200	2,369	107.7	(169)	75	(244)



Existing and Recommended Public Facilities

Map 12

Table 3 shows that school capacity will not be exceeded for the elementary school. The middle school and high school will remain with a deficit. However, the marginal increase in the deficit does not warrant consideration of a new school via this sector plan. A deficit of this size is addressed through boundary adjustments and possibly the addition of modular classroom additions. The provision of new schools is normally warranted only when the area-wide deficit capacity is severe and generates a sufficient number of students to support an additional school.

The primary schools serving the Morgan Boulevard Metro core area are: John Carroll Elementary, William Paca Elementary, Cora Rice Elementary, Walker Mill Middle, G. James Gholson Middle School and Central High, Fairmont Heights High, and Charles H. Flowers High.

Table 4 addresses the assigned schools' capacity and their ability to support students generated by the proposed residential development at the Morgan Boulevard Metro core area.

Table 4 shows that school capacity will not be exceeded for the elementary schools. The middle schools will experience a minor deficit. The high schools have an existing deficit that is marginally affected by potential students generated by proposed residential development per this sector plan. The marginal deficit increase does not warrant the consideration of a new school location via this sector plan.

### Recommendations

No new school sites are recommended in the study area. The pupil yield anticipated from development associated with the recommended land uses in the sector plan is less than the threshold number necessary to create a demand for a new school.

<b>Table 4: Impact of Recommended Residential Development on School Capacity Morgan Boulevard Metro Core Area</b>						
<b>School Name</b>	<b>Capacity</b>	<b>Dec. 2002 Enrollment</b>	<b>Percent of Capacity</b>	<b>Surplus (Deficit)</b>	<b>Recommended Rezoning Yield</b>	<b>Total Surplus (Deficit)</b>
<b>Elementary Schools</b>						
John Carroll	469	367	78.3	102		
William Paca	738	646	87.5	92		
Oakcrest	798	629	79	169		
<b>Total</b>	<b>2,005</b>	<b>1,642</b>		<b>363</b>	<b>156</b>	<b>207</b>
<b>Middle Schools</b>						
Walker Mill	816	691	84.7	125		
G. James Gholson	990	1,059	107	(69)		
<b>Total</b>	<b>1,806</b>	<b>1,750</b>		<b>56</b>	<b>57</b>	<b>(1)</b>
<b>High Schools</b>						
Central	1,118	1,286	115	(168)		
Fairmont Heights	1,139	1,147	100.7	(8)		
Charles H. Flowers	2,200	2,369	107.7	(169)		
<b>Total</b>	<b>4,457</b>	<b>4,802</b>		<b>(345)</b>	<b>76</b>	<b>(421)</b>

## Fire and Rescue Facilities

### Background and Issues

The stations shown in Table 5 below provide first due fire and rescue services to the study area.

The approved FY 2003-2008 Capital Improvement Program (CIP) contains a project for a new fire station at St. Joseph's Drive, outside of the study area, to be completed in year 2006. This will provide improved emergency medical service to the study area. Areas southeast of the Morgan Boulevard Metro Station are currently underserved (not within response time) for ambulance service.

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 upon potential demand (see Table 6).

### Recommendation

The sector plan reaffirms the Approved Capital Improvement Program (FY 2003-2008) (Item LK510083) relocation of the Seat Pleasant Fire and Rescue Facility (Company 8) to the intersection of Central Avenue and Shady Glen Drive. The sector plan designates this use (via a floating symbol) at the southeast corner of the Central Avenue and Shady Glen Drive intersection as shown on Map 12. The use should be colocated with a recommended police substation (see Police Services Recommendation). With the addition of this facility, the entire study area will be within response time standards for emergency services.

**Table 5: Fire and Rescue Services in the Study Area**

Station	Location	Address	Equipment
Co. 33	Kentland	7701 Landover Road	Engine, Ladder truck
Co. 8	Seat Pleasant	6305 Addison Road	Engine, Squad
Co. 46	Kentland II	10400 Campus Way South	Engine, Ambulance and Medic
Co. 37	Ritchie	1415 Ritchie Marlboro Road	Engine, Mini-Pumper
Co. 5	Capitol Heights	6061 Central Avenue	Engine, Truck, Ambulance

**Table 6: Fire and Emergency Medical Services Travel Time Standards (In Minutes)**

	Engine	Ladder	Ambulance	Medic
Single-Family Residential and Townhouses	5.25	N/A	6.25	7.25
Apartments, Multifamily and Commercial	3.25	4.25	4.25	7.25

## Police

### Background and Issues

The study area is located in Police District II (Bowie) and III (Landover). The Morgan Boulevard Metro core area is within District III and is covered by Beats G-4 and H-2. The Largo Town Center Metro core area is located within District II and is covered by Beat D-5. Each beat is served by community-oriented police officers (COPS). COPS officers are located in satellite offices within each beat to provide easier access for the community and to assist with making the Police Department a more integral part of the community.

The District II (Bowie) station, serving Largo Town Center, currently does not meet facility size requirements (assigned staff exceeds building capacity). The 12,500-square-foot facility has the capacity for 109 sworn officers while carrying a current staffing level of 156 officers. However, this situation will be resolved by the recommended Woodmore-Glenn Dale station (Glenn Dale-Seabrook-Lanham and Vicinity Master Plan) to be located on the MD 193 corridor, north of MD 450. The station will provide service to the Largo area. With the addition of this station, the Largo area will have adequate police services.

The District III (Landover) station, serving Morgan Boulevard, currently does not meet facility size requirements. The facility has the capacity for 146 staff and is currently housing 213 staff. Therefore, a location for a substation is necessary to provide for adequate facility capacity.

### Recommendation

The sector plan recommends a police substation (via a floating symbol) in the southeast corner of the intersection of Central Avenue and Shady Glen Drive (as shown on Map 12). This facility should be colocated with the recommended fire and rescue facility (See Fire and Rescue Services recommendation).

## Libraries

### Background and Issues

Library service within the study area is provided at the Largo-Kettering Branch, 9601 Capitol Lane. It provides the primary library service to the study area in a 25,000-square-foot facility with a collection capacity of 125,000 volumes. There are three additional branches, Glenarden, Fairmount Heights and Spaulding within the county's standard three-mile radius and ten-minute drive of portions of the study area.



*The Largo-Kettering Library on Harry S Truman Drive serves the study area.*

The adequacy of library facilities is based on several factors. These factors include access (within a three-mile radius or a ten-minute drive), facilities circulation rate, number of staff, and collection size. The library systems standard for determining library usage and capacity is a circulation-to-volume ratio (2.43 volumes of circulation per volume of holdings) and a circulation-to-staffing ratio (11,615 volumes of circulation per full time equivalent).

### Recommendation

No new library facility is recommended as the study area is adequately served.

## Health Services and Facilities

### Background and Issues

The main clinic for the health department is located in Cheverly approximately four miles southwest of the study area. With regard to access, bus transit is available between the health facility and the sector area via Landover Road. The closest Metrorail station is less than a mile from the clinic. The Cheverly clinic is a full-service facility, which provides services from baby care and prenatal care to senior citizens services.

The adequacy of health facilities is based on standards for the provision of health-related care that rate how privately and publicly funded health facilities meet the needs of local residents. These standards are based on number and type of facilities and staff needed to serve the residents. The County Health Department assesses conditions and plans the public sector's role to complement private health services in the area.

### Recommendation

No new health care facility is recommended, as the study area is adequately served.





## Environmental Infrastructure

### Goals

The environmental goal of the Morgan Boulevard and Largo Town Center Metro Area core areas and the Central Avenue Corridor Node area is to preserve, enhance and restore environmentally sensitive resources in harmony with the proposed land use and intensity of development.

The two Metro core areas and the Central Avenue Corridor Node area are located within the Southwest Branch sub-watershed for the Patuxent River. These areas drain toward the Southwest Branch and ultimately to the Patuxent River. This sector plan designates two green corridors extending from the Southwest Branch (via tributaries) to the two Metro core areas.

### Study Area-Wide

#### Background and Issues

##### *Existing Environmental Features*

The Morgan Boulevard and Largo Town Center core areas and the Central Avenue Corridor Node area contain few remaining environmentally sensitive features. At Morgan Boulevard, there are isolated areas of severe and steep slopes in Subareas 1 and 5, mixed hardwood forests in Subareas 1, 4 and 5 and the headwaters of an unnamed stream start in Subarea 1 and flow to the east through Subarea 5 and then south to eventually join the Southwest Branch (see Map 13). In the Largo Town Center Metro core area, very little woodland remains and significant areas of impervious surfaces have been in place for some time. A small stream exists between the proposed Largo Town Center Metro Station in Subarea 1 and the former Capital Centre site in Subarea 3. The stream flows west and then south through Subarea 5 and eventually drains to Southwest Branch. There are woodlands and wetlands in Subarea 5 along the Capital Beltway which are protected through the existing subdivision of that area (The Woodlands Office Park). Largo Lake, an existing stormwater management facility in Subarea 6, has an outfall that flows

south toward Southwest Branch. The Central Avenue Corridor Node area is partially wooded with a mixed-hardwood forest.

##### *Green Infrastructure Elements*

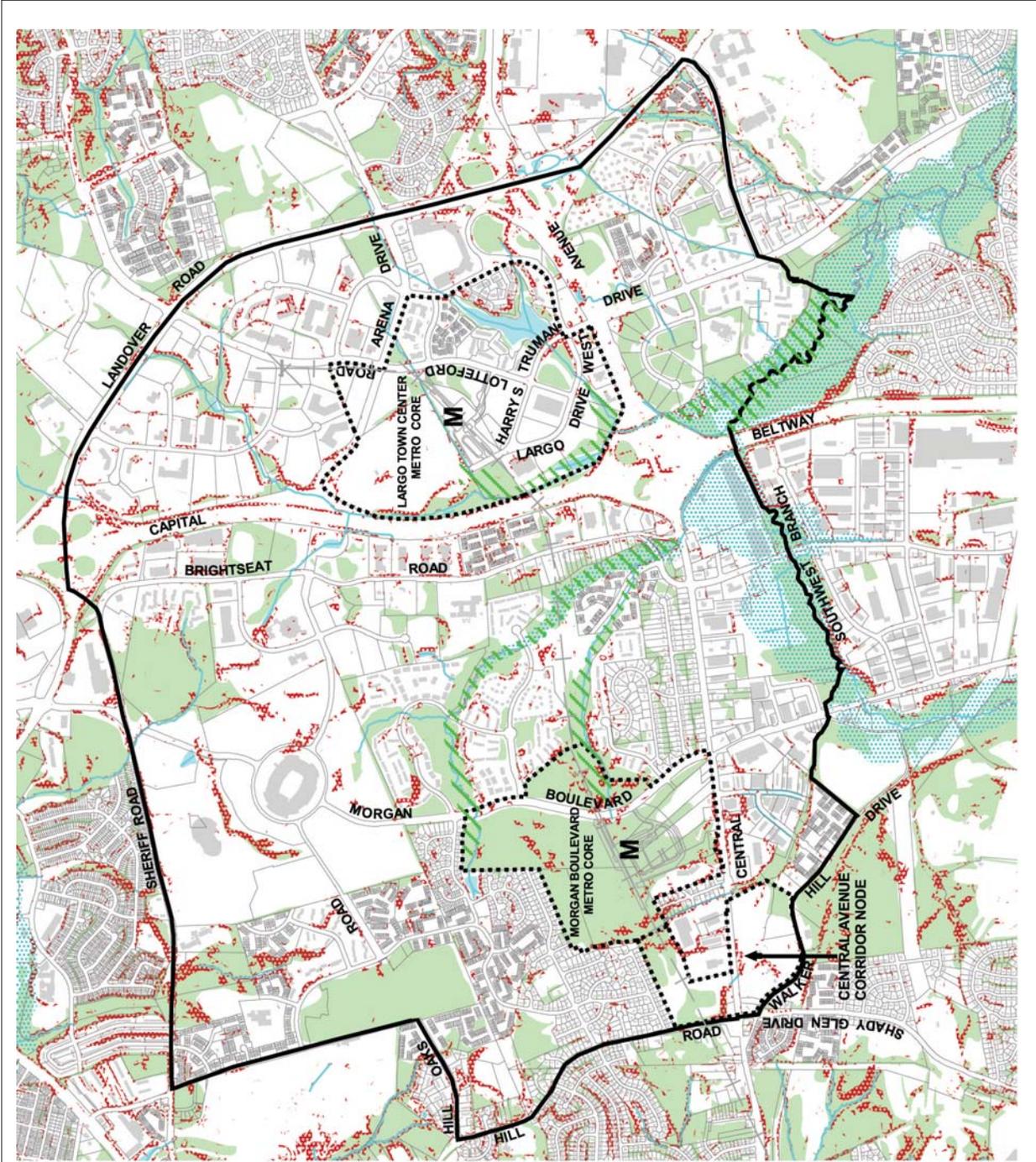
Green infrastructure is the term used to describe the natural elements in the landscape: streams, forests, wetlands, and their associated elements. Concentrations of open space or hubs connect the various elements of the green infrastructure and provide resting and breeding habitat. The proposed land use pattern and density of development in the core areas and the Corridor Node area will limit the opportunity to expand the green infrastructure; however, existing streams and related elements will be preserved during future development using existing land use regulations.

##### *Tree and Forest Cover*

Woodlands provide benefits in a built environment, including reductions in air and surface temperatures, reductions in ground-level ozone, and improvements to air quality. Woodlands exist in portions of the Morgan Boulevard Metro core area and a small part of the Central Avenue Corridor Node area. The remaining woodlands in the core areas are mainly confined along the streams, particularly at Largo Town Center Metro core area. The General Plan encourages the retention of woodlands but recommends flexibility with woodland conservation in the Morgan Boulevard Metro core area and Central Avenue Corridor Node area because they are in the Developed Tier and there is a requirement for high-density mixed-use development. The Largo Town Center Metro core area is in the Developing Tier where the General Plan recommends the implementation of all applicable regulations.

##### *Stormwater Management for Water Quantity and Quality*

The most important environmental issue to be addressed in the sector plan is management and treatment of stormwater runoff. The core areas and the study area are



**LEGEND**

-  Core and Corridor Node Boundary
-  Metro Station
-  Metro Line
-  Streams
-  Floodplain
-  Lakes and Ponds
-  Slope Greater Than 25%
-  Woodland
-  Green Corridors
-  Buildings

Scale 1" = 2400'



Environmental Features and Green Corridors

Map 13

located in the Southwest Branch sub-watershed in the Patuxent River basin. This watershed was rated in the General Plan's Technical Summary as being in fair condition based on existing land uses and amount of associated impervious surfaces. At the present time, the amount of impervious surfaces in the watershed is not high. However, as the amount of impervious surfaces increases with future development, the treatment of stormwater that runs off these surfaces must be improved to reduce the impact.

Much of the existing land in the watershed was developed prior to the requirement for the management of stormwater or it was developed using outmoded methods of stormwater management. One of the newest methods to treat stormwater is stormwater micromanagement. This approach seeks to manage stormwater through reduced land consumption. It is generally less expensive to install, has reduced maintenance costs over traditional stormwater dry ponds, and is one of many techniques for reducing the impacts of development called Low Impact Development (LID). Bioretention area and infiltration trenches are examples of stormwater micromanagement. The General Plan supports the use of innovative technologies to meet the intent of environmental regulations while encouraging the desired development pattern.

### ***Bioengineering and Stream Restoration***

Bioengineering focuses on the use of natural materials for the construction and reconstruction of natural features. Instead of using concrete and other "hard" construction materials, bioengineering uses logs, carefully placed natural stone, soil and vegetation to construct features that attempt to replace natural functions. Bioengineering is particularly useful in stream reconstruction and streambank stabilization projects that will most likely be needed in the streams that are tributaries to Southwest Branch. Restoration of existing degraded tributary streams should be included in the review of development proposals and will be proposed through this sector plan.

### ***Green Building***

Green building is a term for the practices that consider the impacts of buildings on the local, regional, and global environment, energy and water efficiency, reduction of operation and maintenance costs, minimization of construction waste, and elimination of the use of harmful building materials.

Green building techniques range from the use of renewable resources (such as fiberboard and other natural materials) and recycled materials (such as recycled glass, rubber or

concrete) in building construction to the use of renewable energy sources (power from wind or water sources). Green building can also refer to the rehabilitation of existing structures whether or not they have had previous environmental problems. Another green building technique is the use of building designs that are energy efficient. In redevelopment areas, energy efficient building designs could be used as an economic draw for both business and residential developments.

### ***Noise Mitigation***

Noise is generally defined as unwanted sound. Noise is an issue in the study area due to several significant transportation facilities such as the Capital Beltway (I-495/I-95), Central Avenue and the proposed Metro stations. Almost all of the Morgan Boulevard and Largo Town Centers Metro core areas have some impacts from existing and future noise sources. Noise is measured and expressed in average decibels (dBA). The most commonly used sound measurement is the day-night average (Ldn). A noise study is generally required for residential development in close proximity to noise generators (e.g. railroad tracks) or roads (e.g. the Capital Beltway and Central Avenue). In conformance with state standards, noise must be mitigated to 45 dBA Ldn or less in the interior of residential-type uses and 65 dBA Ldn or less for outdoor activity areas for residential-type uses. Future development in the core areas will need to conform to these standards.

### ***Light Pollution***

Light pollution, sometimes described as light spillover, consists of the presence of more light than is needed for a development or an area, or when light is poorly directed for the intended purpose. In urban areas it is common to see lighting of every structure with little or no sharing of the common light that already exists. Single-family detached homes are adjacent to the Morgan Boulevard Metro core area. Residential development in the Largo Town Center Metro core area is adjacent to future office development. These areas need to be protected from light spillover. The future mixed-use development in the core areas also needs to utilize outdoor lighting in an appropriate manner.

### ***Air Quality***

In the near future, the State of Maryland is expected to adopt and implement an air quality plan to bring Maryland into conformance with the 1990 Amendment to the Clean Air Act. The sector plan's emphasis on Smart Growth

and compact, mixed-use, transit-oriented development will help to reduce air pollution as the overall reliance on vehicles is reduced.

## Concept

The environmental concept is to preserve, enhance and restore (where possible) the environmental framework of this area which connects the two Metro core areas and the Central Avenue Corridor Node area to Southwest Branch while accommodating the sector plan's land use mix and intensity of development. The use of street trees and landscaping is encouraged to enhance the appearance of the area and provide other benefits such as shade, reduced air pollution and provide locations for stormwater to penetrate the soil instead of runoff. Two large green corridors areas are designated at existing streams to provide green space and stormwater protection to the receiving waterway, Southwest Branch.

To achieve the environmental goal in the core areas and the Corridor Node area, the sector plan relies mainly upon existing land development regulations. The preservation of the stream corridors including the two green corridors will be achieved through the Subdivision Regulations and subsequent reviews for future development proposals. Floodplains and wetlands will be protected using existing federal, state and local regulations. Design standards specific to the core areas and the Corridor Node area are proposed to ensure that the environmental issues specific to this area are addressed in harmony with the recommended pattern and density of development.

## Recommendations

The following recommendations are to be considered on sites throughout the Morgan Boulevard and Largo Town Center Metro core areas and the Central Avenue Corridor Node area. They are to be used as a guide for the design, development and redevelopment of existing sites. The environmental features are shown on Map 13. For specific environmentally related requirements for development, refer to the Development District Standards section of this sector plan.

1. The preservation and enhancement of designated green infrastructure elements that include environmentally sensitive areas such as stream valleys, floodplains, wetlands, and steep and severe slopes.

Some of these features are located in Subareas 1, 4 and 5 of Morgan Boulevard Metro core area; along

the boundary line of Subareas 1 and 3 and Subarea 5 of Largo Town Center Metro core area; and a small portion of the Central Avenue Corridor Node area. Environmentally sensitive areas shall be preserved during the land development process using existing regulations. The existing environmental features shall be enhanced, and lost features shall be replaced to the fullest extent possible.

2. Two green corridors that include most of the subareas mentioned above (see Map 13). The corridors include: the unnamed tributaries to Southwest Branch that flow west to east through the Morgan Boulevard Metro core area, and the two unnamed streams that flow south and converge at the Capital Beltway/Central Avenue interchange through the Largo Town Center Metro core area.

These corridors will be important to environmental preservation in this sector plan (though it is recognized that portions of the green corridor traverse developed sites). There are no appropriate sites for green hubs in either of the core areas or the Corridor Node area because of the existing built environment and the desired land use and density of development. These green corridors will be part of a network of corridors throughout the county for the movement of people.

3. The preservation of priority woodlands through existing regulations during the land development process.

These areas include woodlands associated with 100-year floodplain, nontidal wetlands, stream corridors, severe slopes, steep slopes with highly erodible soils, critical woodland habitat, and specimen and historic trees. These areas are primarily located in Subareas 1, 4 and 5 of the Morgan Boulevard Metro core area and Subarea 5 of Largo Town Center Metro core area.

4. Street trees established in planting strips designed to promote long-term growth of the planted trees along all streets.

Trees should be planted throughout parking lots. Where open space is provided, trees should be planted wherever feasible, with attention to planting the appropriate tree for that location. Wherever possible, tree planting pits for individual trees and planting strips for multiple trees should be designed so that stormwater runs into the root zones and provides an initial treatment of the stormwater.

5. The installation of site and stormwater management-related low-impact development design features.

Stormwater micromanagement techniques such as bioretention areas, infiltration trenches, and storage and reuse of stormwater should be considered on every development proposal in order to reduce the need for large stormwater management ponds. Tree planting and stormwater quantity and quality treatments should be combined to increase the benefits provided by both features. All new development should place a high priority on controlling the timing, volume and quality of stormwater runoff to control downstream flooding.

6. The restoration of physically degraded streams through bioengineering techniques.

During the evaluation of land development proposals, streams that will receive stormwater from the site should be evaluated and stream restoration should be required.

7. The implementation of green-building techniques on new construction and renovations of existing buildings.

New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.

8. The use of building materials for residential construction that are effective at reducing noise levels to the state standards for interior noise.

As an alternative or as a supplemental measure, developments should be sited to reduce noise impacts from the Capital Beltway, Central Avenue and the above-ground portions of the Metro stations. Outdoor activity areas for residential uses should be placed to take advantage of noise mitigation available from existing and proposed buildings. Almost all of the Morgan Boulevard and Largo Town Centers Metro core areas have some impacts from existing and future noise sources.

9. The reduction of the spillover of lighting and the total lighting output of individual sites.

This is particularly important for areas that are adjacent to residential uses such as Subareas 1, 3 and 4 of Morgan Boulevard Metro core area; Subareas 4 and 5 of Largo Town Center Metro core area; and the Central Avenue Corridor Node area.





# Community Character Element





## Urban Design

### Goal

The urban design goal is a sense of place with high-quality, transit-oriented development in a visual setting that is attractive and inviting.

### Morgan Boulevard Metro Core Area

#### Background and Issues

The Morgan Boulevard Metro core area was included in the 1993 Landover master plan. The bulk of the Metro core area was identified as a proposed community activity center and a mix of uses was strongly encouraged in that plan. The area proposed for the community activity center has not developed at this time. The surrounding area consists of established residential neighborhoods and FedEx Field is located to the north of the Metro station.

The Morgan Boulevard Metro core area differs from Largo Town Center in that it is undeveloped, except for the Metro station. Due to this undeveloped status, there is an opportunity to plan the core area with urban design principles that help achieve the high-quality, mixed-use, transit-oriented development recommended by this sector plan and the General Plan. In addition, this will be the closest station to FedEx Field. The station will serve a significant number of people going to FedEx Field for football games or other functions. The pedestrian route between the station and the stadium needs special attention.

This sector plan is focusing its attention to the defined core area of Morgan Boulevard; the area generally within one-third of a mile from the Metro station. This area has the greatest potential for transit-oriented development. The urban design issues are as follows:

- Creating a sense of place through new development.
- Encouraging new development that is generally compact and urban (vertical) and less spread out and suburban (horizontal).

- Promoting attractive development that sets a high standard of design and architecture and is compatible with adjoining neighborhoods through the use of building setbacks and buffer areas.
- Providing a pedestrian-friendly street environment that encourages use by residents, commuters, office workers, and shoppers and with special attention given to accessibility to the Metro station.

#### Concept

The concept is a walkable Regional Center with a mix of land uses, generally, in a compact design. The new development will be transit-oriented which means, in part, that buildings will be situated close to the road to create a comfortable sense of enclosure. The new development will be attractive and high quality in design and architecture. Compatibility with existing low-density neighborhoods will be accomplished through appropriate, harmonious design and the provision of appropriate buffer areas. Building intensity will be concentrated at the Metro site and decrease as properties are farther from the center. A mix of uses including residential, office, retail, and park are located close to each other and in some cases within the same structure. A small retail center designed in a unique style, such as a “Main Street” type design serves the local residents and functions as a focal point. The Metro station will become a focal point but not necessarily the main focus of this center.

Attractive tree-lined streetscapes with enhanced lighting and street furniture will connect to plazas or public open space where people gather and relax. This pedestrian-friendly street environment will encourage pedestrian movement to the Metro station and throughout the core area. An attractive and unique pedestrian promenade is located on the west side of Morgan Boulevard between the Metro station and FedEx Field. If parking garages are provided in the core area, the structures should blend in with the built environment.

The concept will be achievable through the adherence to recommendations of this chapter and the design standards that are included in the Development District Standards section of this sector plan. Development proposals that are submitted for properties in the core area will be subject to the recommendations and the design standards (subject to applicable subarea).

## Recommendations

In conjunction with other elements of this sector plan, the following recommendations provide the foundation for the design standards in the Development District Standards section of this plan.

1. Create a consistent building setback from the road to provide for pedestrian-friendly access. Provide buildings that are appropriately sized for the site, conform to the proposed land use density, and recognize the adjacent land use and development.
2. Provide high-quality materials and architectural detailing in the design of buildings to “raise the bar” for development and contribute to the identity of the center.
3. Provide mobility in the core areas and to the Metro site from adjacent neighborhoods through the use of sidewalks, trails, and crosswalks that are safe and attractive.
4. Provide a pedestrian promenade along Morgan Boulevard between the Metro station and FedEx Field that is both functional (to accommodate large crowds while ensuring safety) and visually appealing as follows:
  - a. The Promenade should include a theme, such as a celebration of the achievements of Garrett A. Morgan<sup>1</sup> or the Washington Redskins, through the use of plaques and other appropriate features.
  - b. The Promenade should be paved with high-quality materials such as brick, stone, and decorative concrete pavers.

---

<sup>1</sup> Garrett A. Morgan was a self-taught innovator who invented the first automatic traffic signal in 1923. He also invented the gas mask. At the request of the community, the former Summerfield Boulevard was renamed to Morgan Boulevard by the county in honor of Mr. Morgan, and WMATA renamed the station.

- c. Pedestrian-scaled, decorative lighting fixtures between 10-14 feet in height, constructed of durable, high-quality materials such as cast iron are recommended and should be placed on both sides of the Promenade.
  - d. Decorative banners, pennants, flags, and signs should be mounted upon the lighting fixtures. These are appropriate amenities to highlight the path to and from FedEx Field and would contribute to pedestrian interest along the Promenade.
  - e. Street trees consistent with the Development District Standards shall be provided between the Promenade and the street. Landscape buffering between the Promenade and street shall also be consistent with the Development District Standards.
  - f. Street furniture such as benches and trash receptacles should be provided throughout the length of the Promenade. They should be constructed of high-quality, durable materials and should be in colors complementary to the design of the Promenade.
  - g. Themed directional and informative signage should be provided along the Promenade route and should be consistent with the design appearance of the Promenade.
  - h. Paths and trails should be provided between the Promenade and current and future development to the west of Morgan Boulevard
5. Provide attractive and upscale street and site furniture to contribute to a pedestrian-friendly environment.
  6. Reduce parking requirements and encourage shared parking within the core area to place less emphasis on vehicles and to increase the use of mass transit.
  7. Provide for an interesting visual environment along the streets by providing attractive human-scale, articulated building facades.
  8. Provide attractive landscaping (trees, shrubs, flowers) to enhance the development and the streetscape.
  9. Design parking garages so the structures do not dominate the visual environment.
  10. Reduce visual clutter by controlling the size and type of signs used. Provide a monumental gateway entry sign to the community and Metro at the intersection



*Well-designed and high-quality residential development can promote a sense of place.*

of Central Avenue and Morgan Boulevard. Use high-quality materials and visually appealing design and construction.

11. Screen unsightly service areas from the public realm.
12. Provide for amenities in residential buildings that enhance the quality of the development.
13. Provide attractive lighting that enhances the site while minimizing light pollution spillover.

## **Largo Town Center Metro Core Area**

### **Background and Issues**

The 1990 Largo-Lottsford master plan placed the Largo Town Center Metro core area in a larger urban center with mixed-use development. The master plan described the urban center as possibly the most visible aspect of the central portion of the county because of its proximity to major roads. The plan recommended quality urban design and architecture and a strong interrelationship of uses through good site design, pedestrian connections, and architectural treatment. However, the master plan did not promote the urban center's relationship to the future Metro station because the master plan preceded the Metro station by more than a decade.

Today, the urban center is a horizontal mix of uses without a focal point or an orientation to the Metro station. Existing development lacks the unique design envisioned

by the 1990 Largo-Lottsford master plan, the center's streets and roadways create super blocks with only indirect pedestrian routes to the Metro station site, and the streetscape does not evoke or create a sense of place or town center. Urban design in the center has not achieved the vision of the 1990 master plan or the county's 2002 General Plan which emphasizes the importance of good design to achieve quality development for the designated centers such as Largo Town Center.

The extension of the Blue Line to its terminus at Largo Town Center presents a renewed opportunity for high-quality, mixed-use, transit-oriented development within one-third mile of the Metro station. This area includes the retail development at the former Capital Centre site, which will become the needed focal point of the Town Center. The urban design issues are as follows:

- Creating a town center and promoting a sense of place through new development (and possibly redevelopment of some parcels in the future) while recognizing the suburban character of much of the existing development.
- Encouraging new infill development that is compact and urban (vertical) in nature, rather than spread out and suburban (horizontal).
- Promoting new, attractive buildings that are compatible with appropriate elements of the existing development in terms of building materials, color and architecture and set a high standard of design, architecture and materiality.
- Providing for a pedestrian-friendly street environment that encourages use by residents, commuters, office workers, and shoppers, with special attention given to accessibility to the Metro station.

### **Concept**

The urban design concept for the Largo Town Center Metro core area is a walkable town center with compact, mixed-use, transit-oriented development. New development will be attractive, feature high-quality design and architecture and will maintain or enhance the character of existing development. A mix of uses, including residential, office, retail and open space are located close to each other and in many instances in the same structure, creating a 24-hour environment. Attractive tree-lined streetscapes with enhanced lighting and street furniture will connect to plazas or public open space. This pedestrian-friendly street environment will encourage pedestrian

movement to the Metro station and throughout the core area. Parking garages will be unobtrusive and blend into the built environment. The Metro station will become a focal point for the greater community and an important connection to the region. The retail development under construction at the former Capital Centre site becomes the focal point of the town center.

The concept will be achievable through the adherence to recommendations of this chapter and the design standards that are included in the Development District Standards section of this sector plan, though it is recognized that Largo Town Center has developed with suburban characteristics. New development and redevelopment proposals that are submitted for properties in the core area will be subject to the recommendations and the design standards (subject to subarea applicability).

## Recommendations

In conjunction with other elements of this sector plan, the following recommendations provide the foundation for the design standards in the Development District Standards section of the plan.

1. Create a consistent building setback from the road for new development to provide for pedestrian-friendly access and to create comfortable spaces along the street.
2. Provide buildings that are appropriately sized for the site, conform to the proposed land use density, and recognize the adjacent land use and development.
3. Provide high-quality materials and architectural detailing in the design of buildings to “raise the bar” for development and contribute to the identity of the town center.
4. Increase mobility in the core areas and to the Metro site from adjacent neighborhoods through the use of sidewalks, trails, and crosswalks that are safe and attractive. Provide strong pedestrian links to the future retail development on the former Capital Centre site.
5. Provide attractive and upscale street and site furniture to contribute to a pedestrian-friendly environment.
6. Reduce parking requirements and encourage shared parking within the core area to place less emphasis on vehicles and increase the use of mass transit.

7. Provide for an interesting visual environment along the streets by providing attractive human-scale, articulated building facades.
8. Provide attractive landscaping (trees, shrubs, flowers) to enhance the development and the streetscape.



*New mixed-use development at Largo Town Center should be compact and pedestrian-oriented.*

9. Design parking garages so the structures do not dominate the visual environment.
10. Reduce visual clutter by controlling the size and type of signs used. Provide a monumental entry sign to the community and Metro at the intersections of Harry S Truman Drive with Central Avenue and Arena Drive. Utilize high-quality materials and visually appealing design in sign construction.
11. Screen unsightly service areas from the public realm.

12. Provide for amenities in residential buildings that enhance the quality of the development.
13. Provide attractive lighting that enhances the site while minimizing light pollution spillover.

## Central Avenue (MD 214) Corridor Node

### Background and Issues

The General Plan designates seven Corridors in the county for more intensive development and redevelopment. Central Avenue is a designated Corridor. The General Plan promotes development and redevelopment of higher-intensity residential and nonresidential mixed uses at Centers and other appropriate locations such as nodes along the Corridor. This sector plan recommends a node at the Central Avenue intersection with Hill Road and Shady Glen Road within the study area. The design of the nodal development is important to ensure quality transit-oriented development at these visible locations and compatibility with existing communities. The urban design issues are:

- Providing attractive, compact, and quality transit-oriented development at these very visible locations on Central Avenue.
- Providing for a pedestrian-friendly environment to encourage use by shoppers, workers, and residents with special attention given to accessibility to Central Avenue.

### Concept

The concept for the Central Avenue Corridor Node is a compact, transit-oriented development. New development will be attractive, feature quality design and architecture, and will enhance the character of existing development. The node area will be primarily a shopping center. Two public facilities could potentially be located in the southern node (south of Central Avenue) creating a focal point.

The northern node (north of Central Avenue) will include a residential component. The shopping center, offices, and residential development will be architecturally compatible, and connectivity between the two sites will enhance pedestrian movement to Central Avenue.

### Recommendations

In conjunction with other planning elements of this sector plan, the following recommendations provide the foundation for the design standards in the Development District Standards section of the plan.

1. Create a consistent building setback from the road to provide for pedestrian-friendly access.
2. Provide buildings that are appropriately sized for the site, conform to the proposed land use density, and recognize the adjacent land use and development.
3. Provide high-quality materials and architectural detailing in the design of buildings.
4. Provide mobility in the node area to Central Avenue through the use of sidewalks, trails, and crosswalks that are safe and attractive.
5. Provide attractive and upscale street and site furniture on Central Avenue to contribute to a pedestrian-friendly environment.
6. Provide attractive landscaping (trees, shrubs, flowers) to enhance the development and the streetscape.
7. Design parking garages so the structures do not dominate the visual environment
8. Reduce visual clutter by controlling the size and type of signs used. Use high-quality materials and visually appealing design and construction.
9. Screen unsightly service areas from the public realm.
10. Provide attractive lighting that enhances the site while minimizing light spillover.





## Historic Preservation

### Goal

The goal is to protect and preserve historic properties and recognize their historical and architectural significance to the community and the county.

### Background and Issues

In 1981, in recognition that preservation of the county's many significant properties could not be accomplished only by acquisition by the public sector, the Prince George's County Council approved a master plan for historic preservation and enacted a historic preservation ordinance. The 1981 *Historic Sites and Districts Plan* (amended in 1992) outlined a program for historic preservation implemented through the historic preservation ordinance and through the planning and zoning processes. A County Historic Preservation Commission (HPC) was established with the authority to define Environmental Settings surrounding Historic Sites, approve Historic Area Work Permits, grant property tax credits for the restoration of Historic Sites, and to make recommendations on zoning and subdivision processes.

Historic Sites can be designated in one of three ways: through updates to the *Historic Sites and Districts Plan*, through area master plans, and through sector plans. There are three designated County Historic Sites within the sector plan boundary: Ridgley Church (72-5), the Webb-Brown/Berry-McKeel House (72-16), and Waring's Grove (72-4) as shown on Map 14.

1. Ridgley Church is a one-story front-gabled building with pointed-arch windows filled with commemorative stained glass. It is bordered by its graveyard with fine primitively carved stones. Ridgley Church was founded by Lewis Ridgley in 1871 to serve the local African-American Methodist population.
2. The Webb-Brown/Berry-McKeel House was built circa 1870 by lawyer John Webb. It is a two-part, side-gabled frame house embellished with cornice

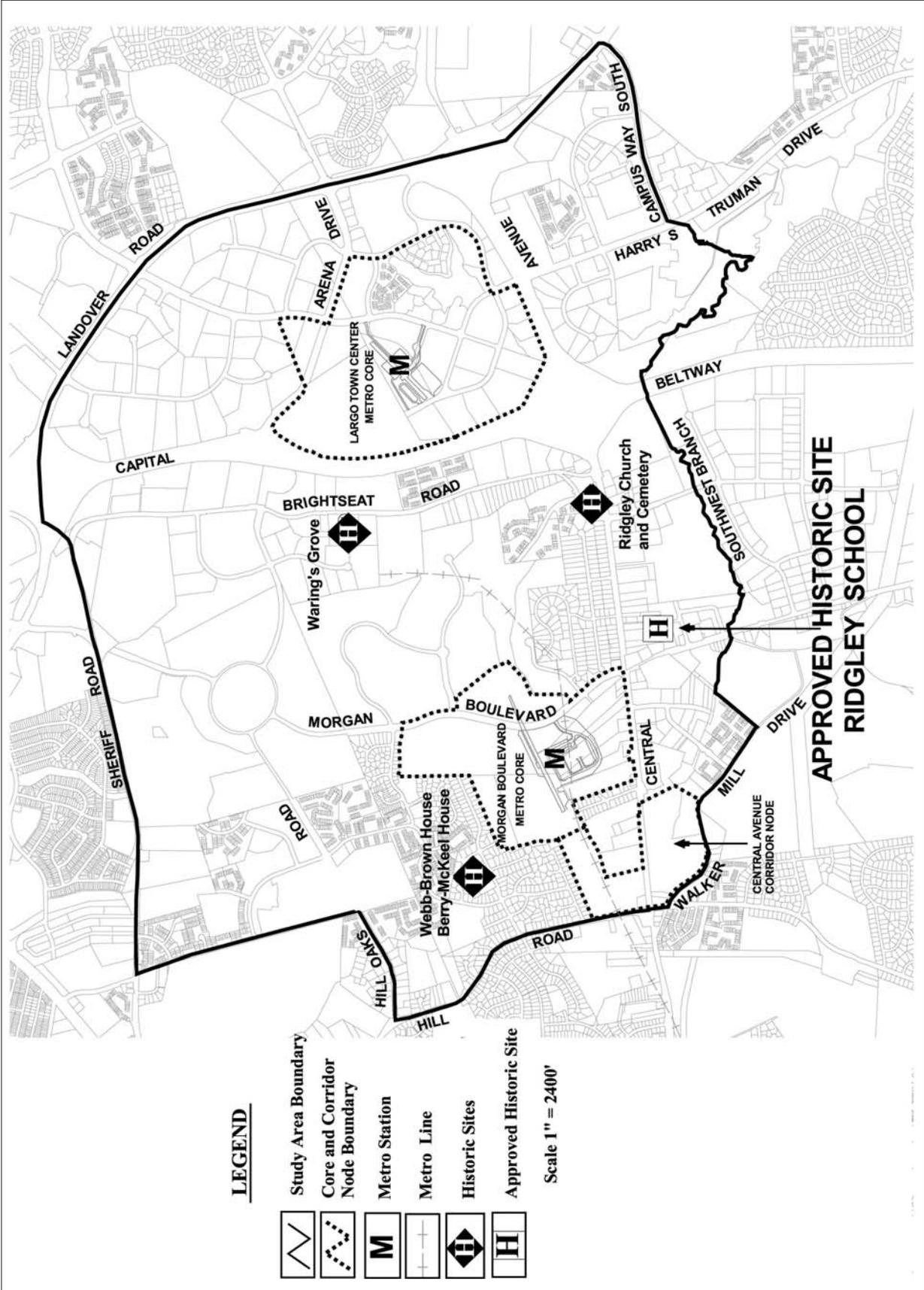
modillions as well as ornate jigsaw brackets along the facade-wide front porch. The house, which stands on a terraced knoll is a good example of vernacular Victorian architecture.

3. Waring's Grove was built in the late eighteenth century and renovated circa 1860. The earliest section, a 1½-story frame structure, was constructed by Zachariah Berry and was later renovated by his grandson. This renovation resulted in the Gothic Revival details on the porch and in the dormers. A later L-wing addition increased the size of Waring's Grove for modern living.



*The former Ridgley School on Central Avenue is a recommended Historic Site.*

In the sector plan study area, there is an important historic property (Ridgley School) that is not recognized in the 1992 *Historic Sites and Districts Plan*. Ridgley School, located at 8507 Central Avenue, was built in 1927, partially funded by the Rosenwald School program. This program, initiated in 1917 by Julius Rosenwald, president of Sears, Roebuck and Company, supported the construction of schools for African-American students in 15 states of the American south. Ridgley School is one of nearly 5,000 schools built under the Rosenwald program; it is a one-story, hip-roof frame building, typical of the two-room Rosenwald



Existing and Approved Historic Sites

Map 14

schoolhouses of the 1920s. It is an important landmark in the African-American education movement in Prince George's County.

Ridgley School was documented, together with other Rosenwald schools, in 1995 by Historic Preservation staff. In October 2002, the Historic Preservation Commission evaluated the Ridgley School property and found that it met two criteria for designation as a Historic Site:

1. The Ridgley School exemplifies the cultural, social, educational and historical heritage of the county and its suburban communities, and has particular importance as one of the county's few surviving schools built under the Rosenwald program; and
2. It embodies distinctive characteristics of early twentieth-century educational architecture.

Accordingly, the Historic Preservation Commission recommended that the Ridgley School and its 2.173-acre Environmental Setting be classified as a Historic Site at the time of approval of the sector plan. The site is shown on Map 14.

## Recommendations

- Update the *1992 Historic Sites and Districts Plan* by the classification of Ridgley School as Historic Site 75A-28.
- Preserve and enhance the setting of the Waring's Grove (Historic Site 72-4) historic house, and ensure its stewardship and continued use.
- Erect historical markers at Historic Sites for the purpose of interpreting the historic significance, as well as the history of the area.





# Implementation





## Sectional Map Amendment

### Introduction

The comprehensive rezoning process, also known as the sectional map amendment process in Prince George's County, allows for the rezoning of a section of the overall County Zoning Map in order to bring zoning into conformance with approved county plans and policies. This chapter contains the sectional map amendment (SMA) for the Morgan Boulevard and Largo Town Center Metro areas. This SMA is intended to implement the land use recommendations of the approved sector plan for the foreseeable future.

The SMA was initiated by the District Council in 2002 via CR-33-2002, with the expressed intent to process the SMA concurrent with the sector plan. The procedure followed was in accordance with CB-33-1992, which establishes the framework for the process whereby the District (County) Council approves the sector plan and SMA simultaneously. The procedural sequence for this concurrent process is illustrated in Appendix A.

Comprehensive rezoning, through the SMA, is a necessary implementation step in the land use planning process. It attempts to ensure that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate development in the foreseeable future. Existing zoning, which hinders such development, will be corrected, and piecemeal rezonings will be reduced through the Development District Overlay Zone (DDOZ). The approval of the zoning pattern recommended by the sector plan and implemented by this SMA brings zoning into greater conformity with county land use goals and policies as they apply to the Morgan Boulevard and Largo Town Center Metro Areas, thereby enhancing the health, safety and general welfare of all Prince George's County residents and citizens.

The county's Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use and

zoning, and pending zoning applications were examined and evaluated in the preparation of both the preliminary land use plan and this proposed comprehensive rezoning. Consideration has also been given to the environmental and economic impact of the land use and zoning proposals. The approval of the SMA results in the revision of the official 1"=200' Zoning Map(s) for this sector area. Future comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for sectional map amendments.

The last comprehensive rezoning for the Morgan Boulevard Metro area and the Central Avenue Corridor Node (north of Central Avenue) took place in July 1993 with the approval of the sectional map amendment for Landover and vicinity (CR-57-1993). The last comprehensive rezoning for the Largo Town Center Metro area took place in July 1990 with the adoption of the sectional map amendment for Largo-Lottsford and vicinity (CR-71-1990). The last comprehensive rezoning for the Central Avenue Corridor Node area (south of Central Avenue) took place in March 1986 with the adoption of the sectional map amendment for Suitland-District Heights and vicinity (CR-25-1986).

### Comprehensive Rezoning Implementation Policies

A number of established comprehensive rezoning implementation policies are utilized as necessary guidelines for developing the zoning proposal.

#### Public Land Policy

The established public land policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone; whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land, should be compatible with surrounding zones. This policy

should eliminate any “islands” of inharmonious zoning, while still providing for the public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership.

A distinction is made where a large parcel of land has been set aside specifically for public open space. In this case the R-O-S Zone is applied.

Federal and state government property, which is scattered throughout the county, is not subject to the requirements of the Zoning Ordinance. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal and state property, without regard to its unique zoning status. The R-O-S Zone is generally applied to federal and state properties, unless specific uses of the property or intended character of the property and/or area should warrant another zoning category.

### **Zoning In Public Rights-Of-Way**

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George’s County Zoning Ordinance. This SMA has been prepared in accordance with this section.

### **Limitations On The Use Of Zones**

Zoning classifications proposed in the SMA are limited only by the range of zones within the Ordinance available at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance).

Reclassification of an existing zone to a less intense zone is prohibited where:

(g)(1) “The property has been rezoned by Zoning Map Amendment within five (5) years prior to the initiation of the Sectional Map Amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;” or

(g)(2) “Based on existing physical development at the time of adoption of the Sectional Map Amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the

rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any Council action in the approval of the Sectional Map Amendment.”

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

“The area of the ‘property,’ as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the Sectional Map Amendment is approved.”

### **Guidelines For Commercial Zoning**

The comprehensive rezoning proposal will recommend the most appropriate of the “use-oriented” commercial zones listed in the Prince George’s County Zoning Ordinance. The choice of zone is determined by the commercial needs of the area, the sector plan recommendations, and the type of use and status of the development on the property and surrounding area.

### **Conditional Zoning**

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance which can be attached to individual zoning map amendments via “Conditional Zoning” cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from potential adverse effects which might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the Regional District. When approved by the District Council, and accepted by the zoning applicant, “conditions” become part of the County Zoning Map requirements applicable to a specific property and are as binding as any provision of the County Zoning Ordinance [see Conditional Zoning Procedures, Section 27-157(b)].

In theory, zoning actions taken as part of the comprehensive rezoning (SMA) process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the

additional requirements determined via “conditional” zoning cases that have been approved prior to the initiation of a sectional map amendment. As such, it is appropriate that, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing Zoning Map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with “conditions” and showing the zoning application number on the newly adopted Zoning Map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when Ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

### **Comprehensive Design Zones**

Comprehensive Design Zones (CDZ) may be included in a sectional map amendment. However, the flexible nature of these zones requires a Basic Plan of development to be submitted through the zoning application process (Zoning Map Amendment) in order to evaluate the comprehensive design proposal. It is only through approval of a Basic Plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Therefore, an application must be filed, including a Basic Plan; and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate “base density” for development. In theory, the “base density” zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the sector plan. [See Section 27-223(b); Section 27-225(b)(1); Section 27-226(a)(2); and Section 27-226(f)(4).]

### **Comprehensive Rezoning Changes**

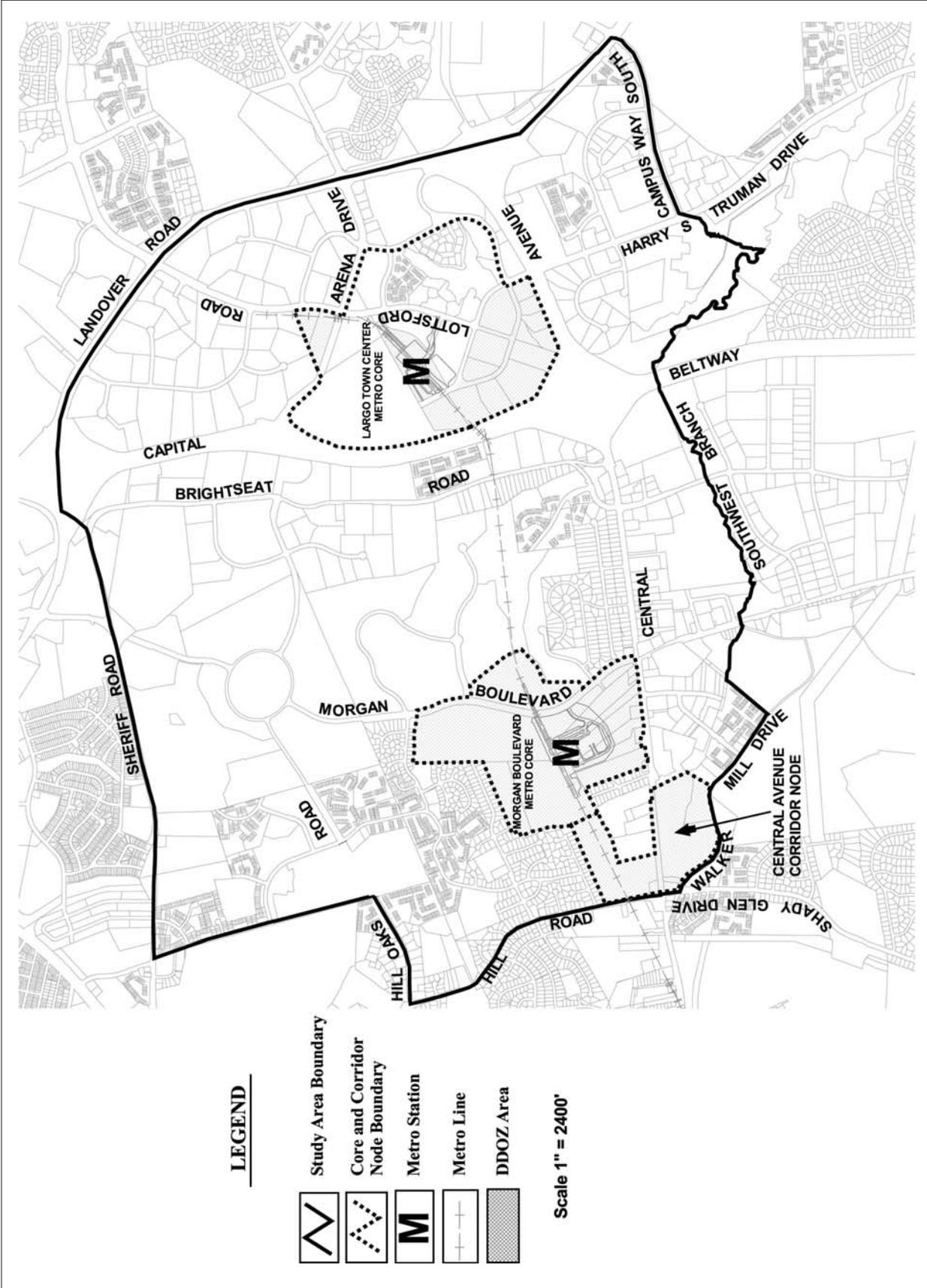
To implement the sector plan’s policies and land use recommendations contained in the preceding chapters, many parcels of land must be rezoned to bring the zoning into conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official Zoning Map(s) concurrently with sector plan approval.

The approved SMA includes nine potential zoning changes that include a Development District Overlay Zone (DDOZ). The DDOZ is superimposed over the Morgan Boulevard and portions of the Largo Town Center Metro areas and the Central Avenue Corridor Node to ensure that the development of land meets the goals established in the sector plan. (See Map 15.) The DDOZ development standards are more particularly described in the Development District Standards section of the plan document.

The comprehensive rezoning proposal is organized using the sector plan’s subareas identified on Map 16. The nine zoning changes result in a new zoning inventory for the area (Table 7). The approved zoning for the two core areas and the Corridor Node are shown on Maps 17a and 17b. Specific changes are shown on individual subarea page-size maps (Maps 17c–17d) and are described in Tables 8a–8f. These maps are included for illustrative purposes only. The 1"=200' scale zoning maps will represent the official zoning boundaries.

### **Application Of The Mixed-Use Infill (M-U-I) Zone**

The Mixed-Use Infill (M-U-I) Zone is a new zone as of 2002. Its primary purpose is to encourage residential, commercial and mixed-residential and commercial development in established communities. Property in a DDOZ area may be reclassified from its underlying zone to the M-U-I Zone as part of the SMA or through the property owner application process (Section 27-548.26(b)) of the Zoning Ordinance. The uses permitted in the M-U-I Zone are the same as those permitted by right or by special exception in the Commercial Shopping Center (C-S-C) Zone. However, for use category (3) Miscellaneous, and use category (6) Residential/Lodging, the uses allowed are those permitted in the medium-residential density R-18 Zone, except that hotel/motel uses are permitted in the C-S-C Zone. Also, the sector plan’s Development District Overlay Zone (DDOZ) further amends the range of uses permitted in the M-U-I Zone to those uses listed as permitted and prohibited in Table 12 of the Development District Standards section.



**LEGEND**

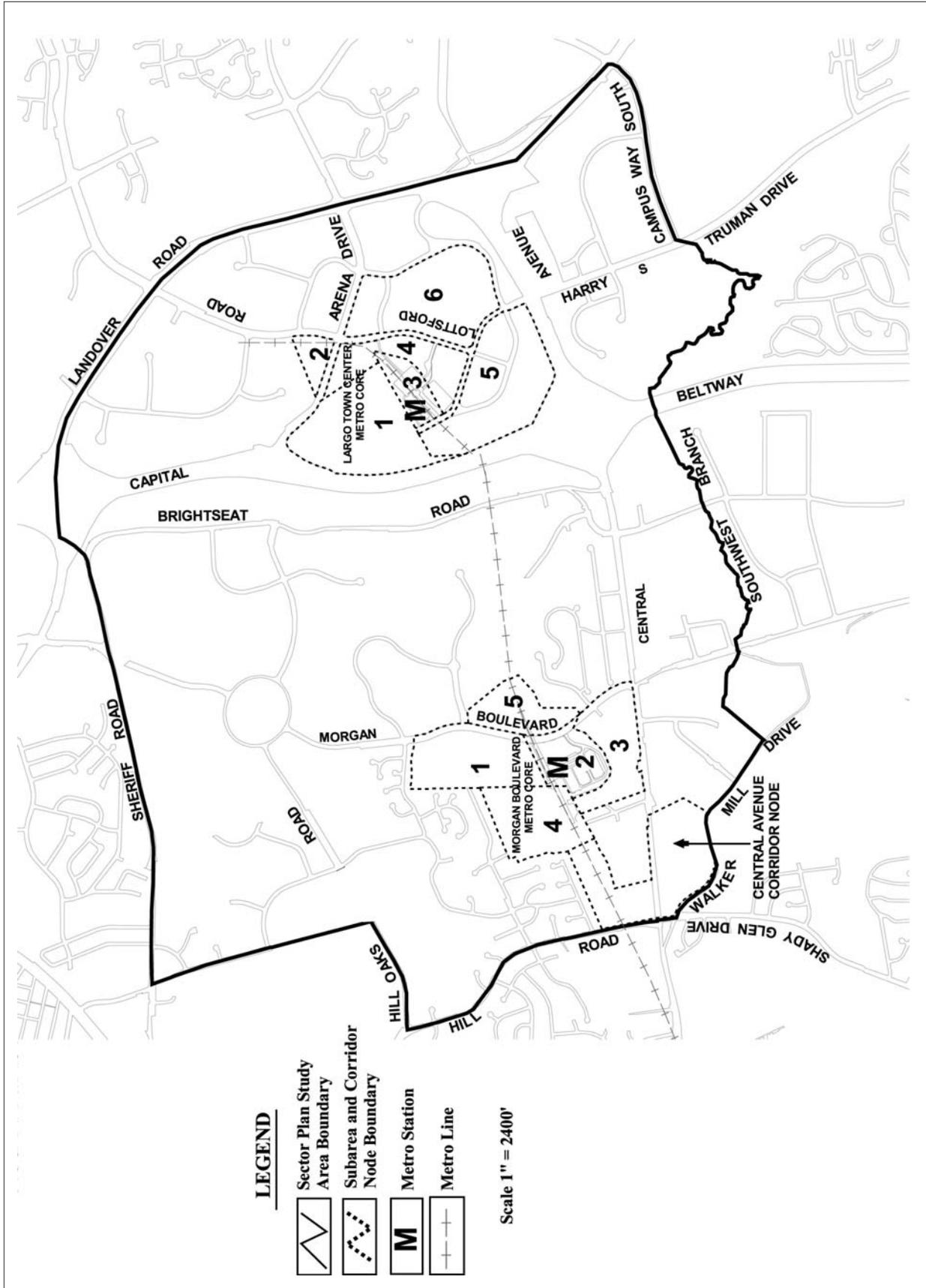
-  Study Area Boundary
-  Core and Corridor Node Boundary
-  Metro Station
-  Metro Line
-  DDOZ Area

Scale 1" = 2400'



Development District Overlay Zone (DDOZ) Boundary

Map 15



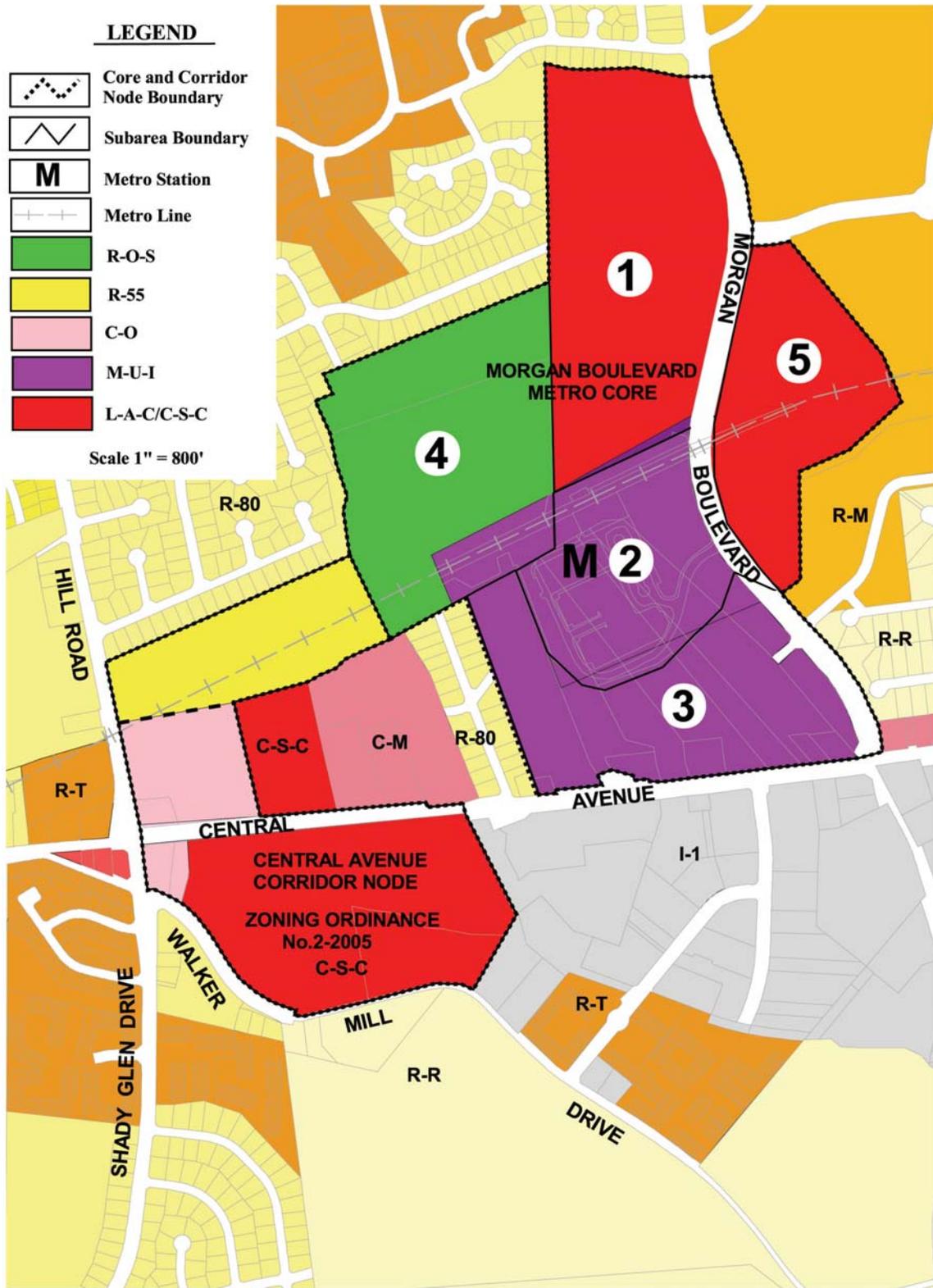
Metro Core Subareas  
MORGAN BOULEVARD AND LARGO TOWN CENTER

Map 16

**LEGEND**

-  Core and Corridor Node Boundary
-  Subarea Boundary
-  Metro Station
-  Metro Line
-  R-O-S
-  R-55
-  C-O
-  M-U-I
-  L-A-C/C-S-C

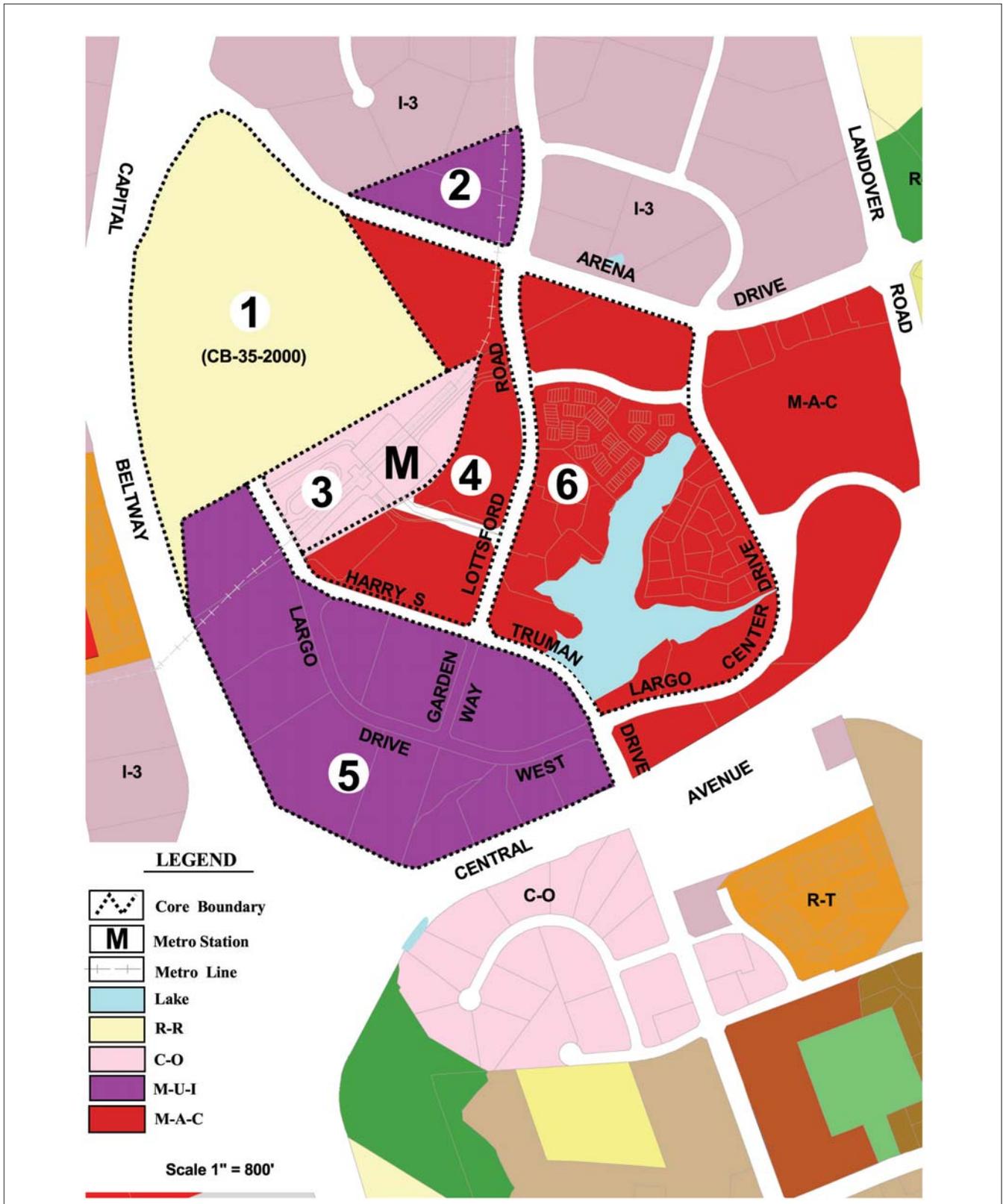
Scale 1" = 800'



Map 17a

**Approved Zoning**  
**MORGAN BOULEVARD CORE AND CENTRAL AVENUE CORRIDOR NODE**





Map 17b

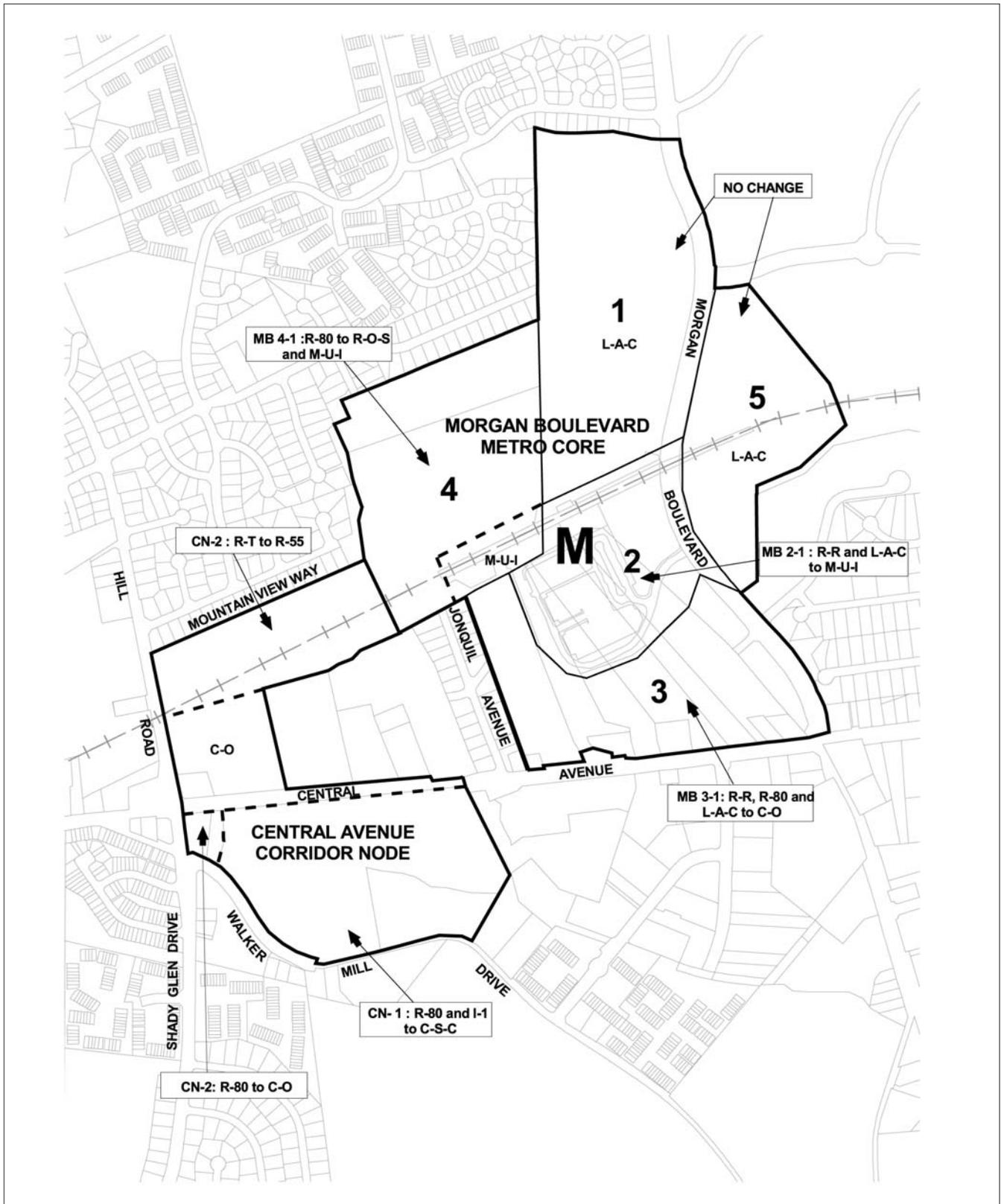
**Approved Zoning**  
**LARGO TOWN CENTER**



**Table 7: Approved Zoning Inventory (in Acres)**

<b>Zone</b>	<b>Existing Zoning</b>	<b>Net Change</b>	<b>Proposed Zoning</b>
M-U-I	0.00	+136.41	136.41
M-A-C	82.11	0.00	82.11
L-A-C	82.60	-9.65	72.95
C-O	52.45	+7.06	59.51
I-1	33.01	-33.01	0.00
I-3	9.25	-9.25	0.00
E-I-A	39.99	-39.99	0.00
R-O-S	0.00	+37.14	37.14
R-R	114.34	-37.01	77.33
R-80	51.70	-51.70	0.00
R-55	0.00	+17.74	17.74
R-T	17.74	-17.74	0.00
Subtotal	483.19	0.00	483.19
R-O-W	32.50	--	32.50
Total	515.69	0.00	515.69

Source: M-NCPPC, May 2004



<b>Map 17c</b>	<b>Approved Zoning Changes</b> <b>MORGAN BOULEVARD SUBAREAS AND CENTRAL AVENUE CORRIDOR NODE</b>	
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## Approved Zoning Changes Morgan Boulevard Subarea 1—NO CHANGE

**Table 8a: Approved Zoning Changes  
Morgan Boulevard Subarea 2**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
MB-2-1	R-80, R-R, and L-A-C to M-U-I	27.50 acres	SMA	1993	201NE07
<p><b>Use and Location:</b> Morgan Boulevard Metro Station (TM 67, Grid B3, Part of Parcels 16, 36, 39, 40, 42, and 43)</p>					
<p><b>Discussion:</b> The Metro station has been determined appropriate for mixed-use development to allow for land use options that include office and residential as discussed in the Land Use and Development Pattern chapter and consistent with the goals of the sector plan and the county's General Plan recommendations for Centers. Rezoning to the M-U-I Zone will create flexible development opportunities.</p>					

**Table 8b: Approved Zoning Changes  
Morgan Boulevard Subarea 3**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
MB-3-1	R-80, R-R and L-A-C to M-U-I	28.19 acres	SMA	1993	201NE07

**Use and Location:** Single-family dwelling unit, vacant structures, county Central Communications Facility and undeveloped land located on the north side of MD 214, west of Morgan Boulevard and east of the residential lots on Jonquil Avenue. (TM 67, Grid A4, part of Parcels 16, 36, 39, 40, 42 and 43, and Parcels 37, 41, 44 and 94; Randolph Village subdivision, Plat 56-69, Parcel A; Summerfield, Plat 161-078, Outlot 2.)

**Discussion:** These properties are within an area determined to be appropriate for mixed-use development. They are proposed for a mixed-use zone to encourage land use options that include office, residential, and retail uses as discussed in the Land Use and Development Pattern chapter and consistent with the goals of the sector plan and the county's General Plan recommendations for Centers. Rezoning to the M-U-I Zone will create flexible development opportunities.

**Table 8c: Approved Zoning Changes  
Morgan Boulevard Subarea 4**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
MB-4-1	R-80 to R-O-S (and M-U-I Zone for Metro station only)	37.14 acres	SMA	1993	201NE7 201NE7
		4.00 acres			

**Use and Location:** Undeveloped land (park site) and a portion of the Morgan Boulevard Metro Station located approximately 800 feet west of Morgan Boulevard, southeast of the Willow Hills subdivision and northwest of the Morgan Boulevard Metro Station. (TM 67, Grids A3, A4, Parcels 13 and 14)

**Discussion:** The park portion of this property is retained as parkland to serve the existing and future residential community. It is placed in the R-O-S Zone in accordance with public land policy.

The Metro station in the southeast corner of the property is placed in the M-U-I Zone. The M-U-I Zone was proposed for the entire subarea in the preliminary sector plan. The subarea was described as parkland though a small portion of the area included part of the Metro station. The placement of the station in the M-U-I Zone is consistent with the Council action for Subarea 2, which includes the majority of the Metro station. (See Amendment 3, CR-36-2004.)

**Approved Zoning Changes  
Morgan Boulevard Subarea 5—NO CHANGE**

**Table 8d: Approved Zoning Changes  
Central Avenue Corridor Node**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
CN-1	I-1 to C-S-C	33.01 acres	SMA	1986	201SE07

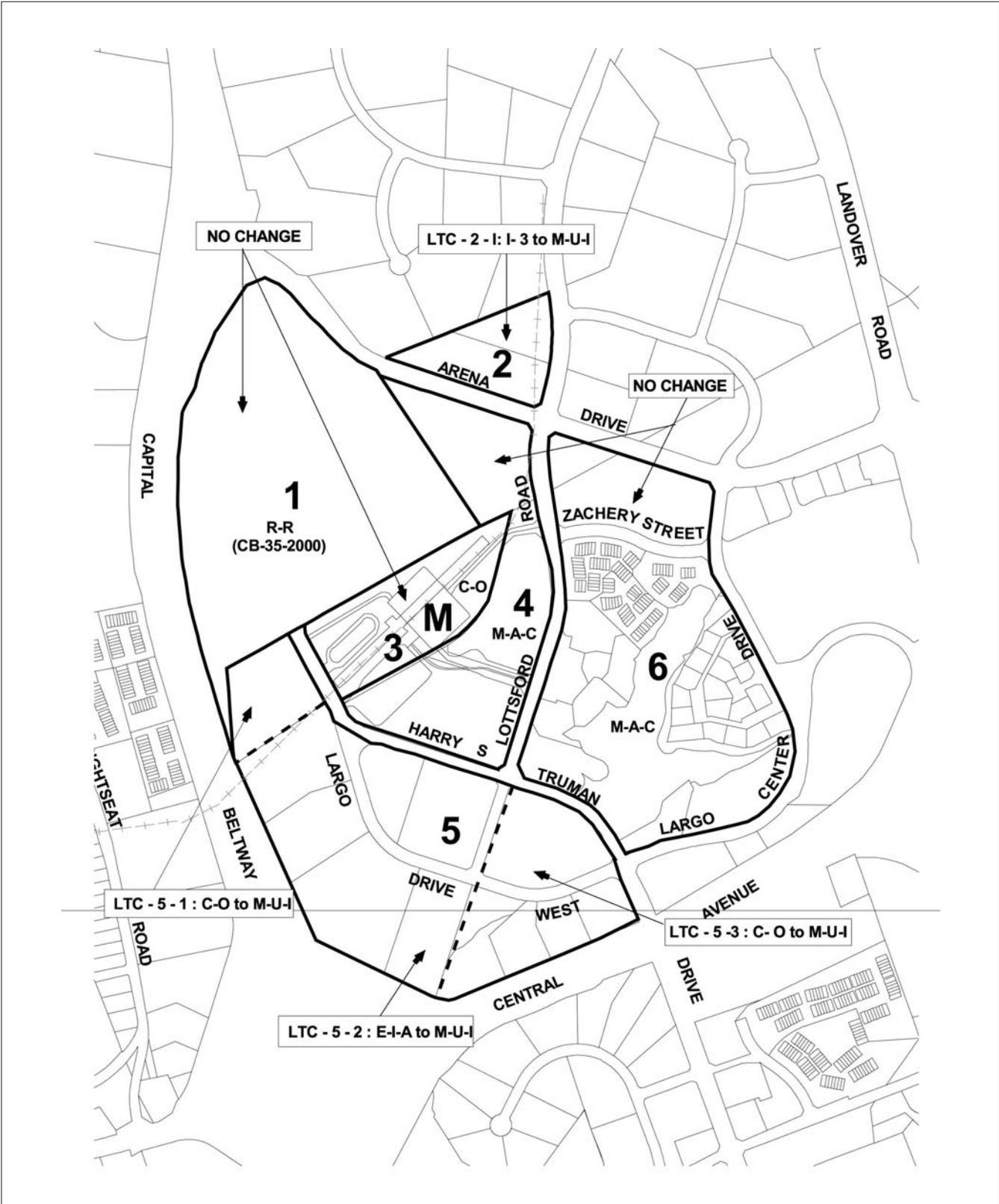
**Use and Location:** Single-family dwelling unit, farm buildings and undeveloped land located in the southeast quadrant of the MD 214 and Shady Glen Drive intersection and including property with frontage on Walker Mill Drive. (TM 66, Grid F4, Parcel 144 and p/o 195.)

**Discussion:** Per District Council's Zoning Ordinance No. 2-2005 adopted on February 14, 2005, the Santos/Zimmer properties are recommended for the C-S-C Zone for development of a shopping center on the properties with two specific amendments to the Development District Standards: (1) The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage, which includes a bakery, pharmacy, deli, and seafood counters. And (2) No store on either property may exceed 125,000 square feet gross floor area. If any development standard amendments are held invalid for any reason, as they apply to either or both of the subject properties, then the underlying zoning classification of both properties shall revert to the C-O Zone.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
CN-2	R-80 to C-O	1.49 acres	SMA	1986	201SE07

**Use and Location:** Undeveloped land and farm buildings located in the southeast quadrant of the MD 214 and Shady Glen Drive intersection (TM 66, Grid F4, Parcel 194 and p/o 195.)

**Discussion:** These properties are recommended for office uses to promote a more appropriate land use within the Corridor Node area than could be accomplished in the land intensive I-1 Zone.



Map 17d

Approved Zoning Changes  
LARGO TOWN CENTER SUBAREAS



## Approved Zoning Changes Largo Town Center Subareas 1, 3, and 4—NO CHANGES

Table 8e: Approved Zoning Changes Largo Town Center Subarea 2					
Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
LTC-2-1	I-3 to M-U-I	9.25 acres	SMA	1990	201NE7
<p><b>Use and Location:</b> Undeveloped parcel located in the northeast quadrant of the Lottsford Road and Arena Drive intersection. (TM 67, Grid 1, Largo Park, 152-027, Block D, Lot 1, and 180-036, Block D, Lot 2)</p>					
<p><b>Discussion:</b> These properties are recommended for a mixed-use zone to encourage land use options and to promote a more dense development than that which is typically found in the I-3 Zone. The M-U-I Zone is consistent with the goals of the sector plan and the county's General Plan recommendations for Centers. Rezoning to the M-U-I Zone will create flexible development opportunities.</p>					

**Table 8f: Approved Zoning Changes  
Largo Town Center Subarea 5**

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
LTC-5-1	C-O to M-U-I	6.86 acres	SMA	1990	201NE8

**Use and Location:** Undeveloped parcel located on the west side of Harry S Truman Drive, approximately 200 feet north of its intersection with Largo Drive West. (TM 67, Grids D2, D3, Largo Centre West, 115-035, Parcel A)

**Discussion:** This property is within an area determined to be appropriate for mixed-use development. It is proposed for a mixed-use zone to encourage land use options with a mix of office and residential uses consistent with the goals of the sector plan and the county's General Plan recommendations for Centers. Rezoning to the M-U-I Zone will create flexible development opportunities.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
LTC-5-2	E-I-A to M-U-I	40.03 acres	SMA	1990	201NE8, 9

**Use and Location:** Developed (office and warehouse uses) and undeveloped properties located on the southwest side of Largo Drive West or Harry S Truman Drive, west of Lottsford Road. (TM 67, Grids D3 and E3, Largo Centre West, 135-069, Parcels B, C, D and M, and 180-035, Parcels N and O)

**Discussion:** These properties are in an area determined to be appropriate for mixed-use development. They are proposed for a mixed-use zone to encourage land use options with a mix of office and residential uses and limited retail uses consistent with the goals of the sector plan and the county's General Plan recommendations for Centers. Rezoning to the M-U-I Zone will create flexible development opportunities.

Change Number	Zone Change	Area of Change	Approved SMA/ZAPS/SE		200' Scale Index Map
			Number	Date	
LTC-5-3	C-O to M-U-I	20.66 acres	SMA	1990	201NE9

**Use and Location:** Two hotels and undeveloped land located in the area defined as follows: west of Harry S Truman Drive, north of Central Avenue, south and east of Lottsford Road. (TM 67, Grids E3, Largo Centre West, 115-035, Parcels L and K, 118-008, Parcel F, 132-034, Parcel E1 and Outlot E-1, 182-009, Parcel E-3)

**Discussion:** These properties are in an area determined to be appropriate for mixed-use development. They are proposed for a mixed-use zone to encourage land use options with a mix of office and residential uses and limited retail use consistent with the goals of the sector plan and the county's General Plan recommendations for Centers. Rezoning to the M-U-I Zone will create flexible development opportunities. Parcel F is preferred as a residential component of this mixed-use area.