



Approved Sector Plan and Sectional Map Amendment

for the
**Morgan Boulevard
and Largo Town Center
Metro Areas**



May 2004



The Maryland-National Capital Park and Planning Commission

mncppc.org/pgco

Abstract

TITLE: Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas

AUTHOR: The Maryland-National Capital Park and Planning Commission

SUBJECT: Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas (Portions of Planning Areas 72, 73 and 75A).

DATE: May 2004
February 2005—Post adoption revision (see Appendix H)

SOURCE
OF COPIES: The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

SERIES
NUMBER: 31504152306

NUMBER
OF PAGES: 196

ABSTRACT: This document contains text and maps of the Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas. The plan will amend portions of the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity*, the 1990 *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford*, and the 1986 *Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity*. Developed by the Commission, with the assistance of the community, this document describes existing plans and policies for the area; analyzes land use, zoning, environment, population, urban design and public facilities; and proposes flexible land use and zoning regulations to promote transit-oriented development in proximity to the Morgan Boulevard and Largo Town Center Metro Stations. The document includes a sectional map amendment (SMA), a Development District Overlay Zone (DDOZ) containing design standards and a table of uses. These zoning tools will implement the plan's land use and community character recommendations.



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The Maryland-National Capital Park and Planning Commission
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Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

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The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- The acquisition, development, operation, and maintenance of a public park system; and
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Our mission is to help preserve, protect and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department comprised of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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A special thanks to the planning advisory group for its assistance in developing this plan. A thank you is also extended to the numerous citizens and stakeholders who participated in the community workshops, including representatives from Lake Arbor and Willow Hills and other neighborhoods in the area.

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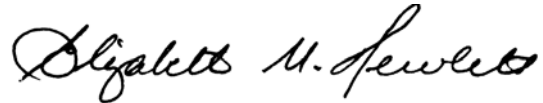
Foreword

The Prince George's County Planning Board is pleased to make available the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (part of Planning Areas 72, 73 and 75A). The approved plan contains recommendations concerning the future land use and development at and adjacent to the Morgan Boulevard and the Largo Town Center Metro Stations and a section of Central Avenue near Hill Road and Shady Glen Drive. The sector plan promotes mixed-use, and pedestrian- and transit-oriented development. The plan was developed by the Commission's Prince George's County Planning Department with invaluable assistance from the Advisory Planning Group who met with staff in 13 meetings over a 12-month period. In addition, there were three community workshops to provide the larger community an opportunity to share their comments and provide feedback on the planning issues.

A joint Prince George's County Planning Board/Prince George's County District Council (County Council) public hearing on the preliminary sector plan was held in November 2003. The Planning Board adopted the plan with some minor modifications (per PGCPB Resolution No. 04-50) in March 2004. The District Council approved the plan with additional modifications (per CR-36-2004) in May 2004.

The Planning Board and the District Council appreciate the participation, insight and input provided by the community throughout the plan development phase and at the public hearing. We look forward to this plan providing the foundation for mixed-use, and pedestrian- and transit-oriented development opportunities at both Metro stations and along designated sections of Central Avenue.

Sincerely,



Elizabeth M. Hewlett
Chairman
Prince George's County Planning Board



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*.

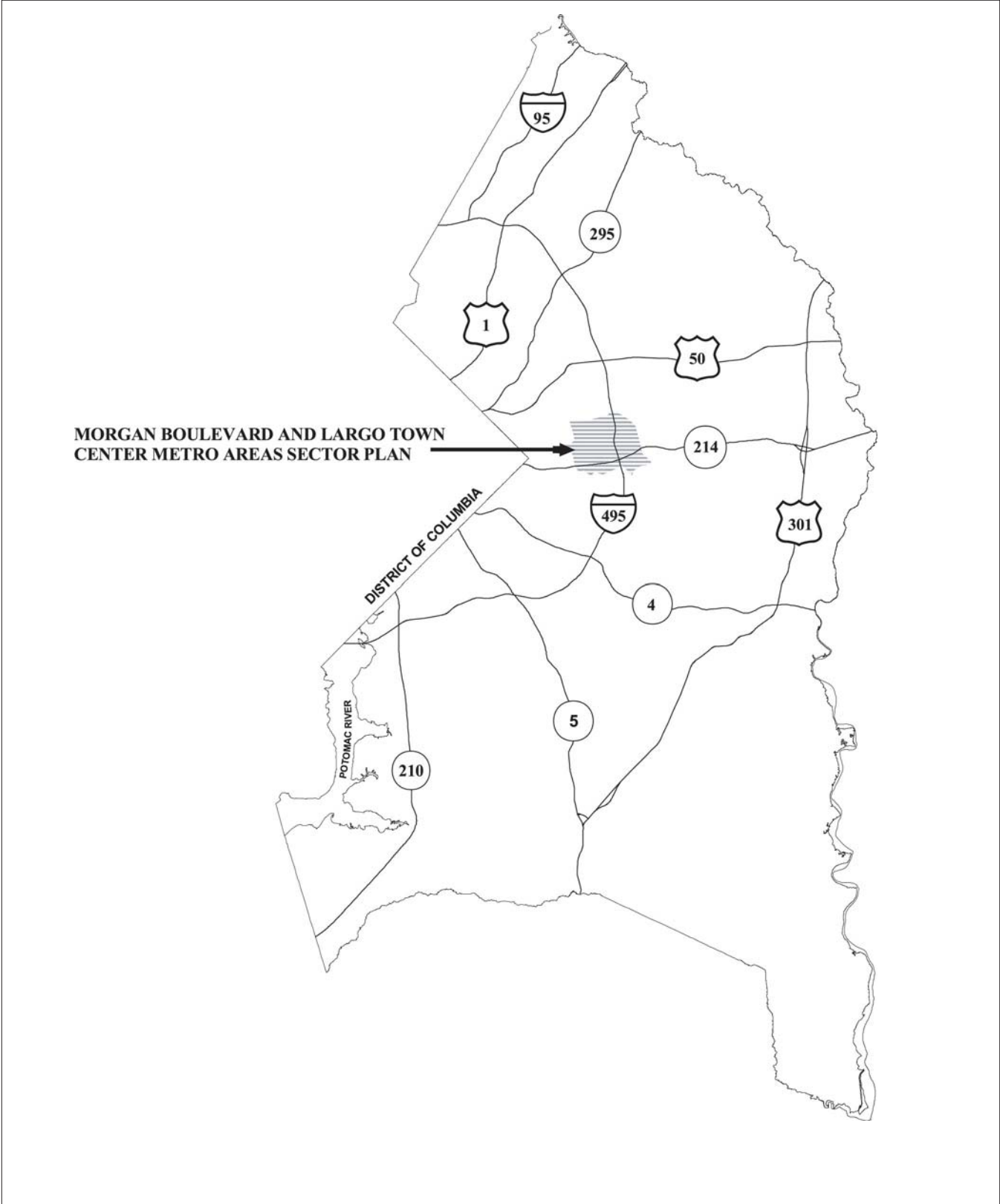
The word "shall" in the sector plan text indicates that the action proposed reflects an ordinance (i.e., clearly mandated by either state or county law) or reflects county policy regarding land development or other planning considerations. The use of the word "should," while not necessarily legally binding, 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.

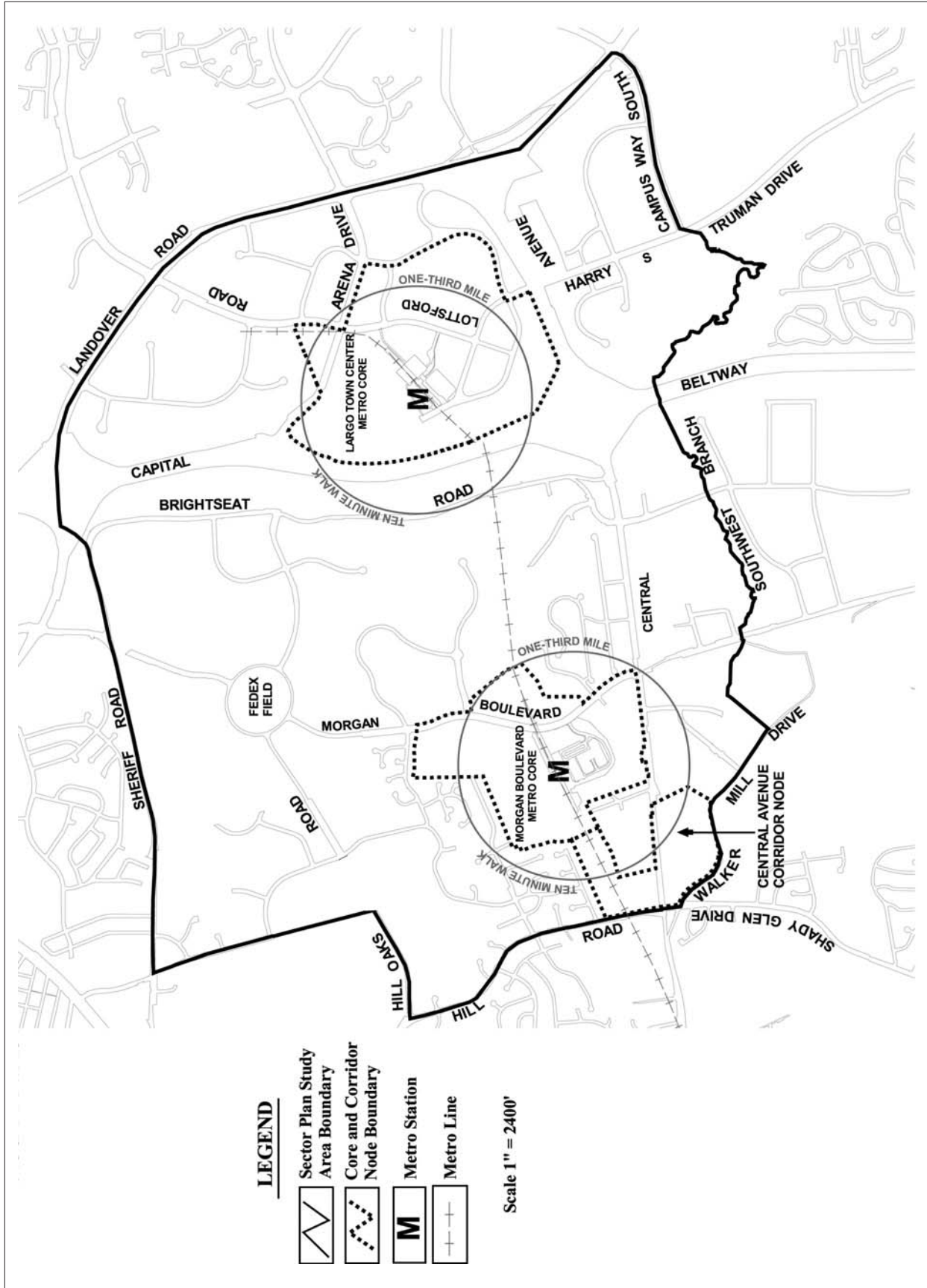
The planning advisory group consisting of 18 representatives from the local neighborhoods, institutions, and stakeholders met with staff in 13 meetings over a 12-month period. The first meeting with the group was held in October 2001, and the last meeting was in October 2002. The majority of the members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






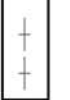
Map 1

Prince George's County Location Map





LEGEND

-  Sector Plan Study Area Boundary
-  Core and Corridor Node Boundary
-  Metro Station
-  Metro Line

Scale 1" = 2400'



Sector Plan Boundaries

Map 2

Figure 1: Plan Process

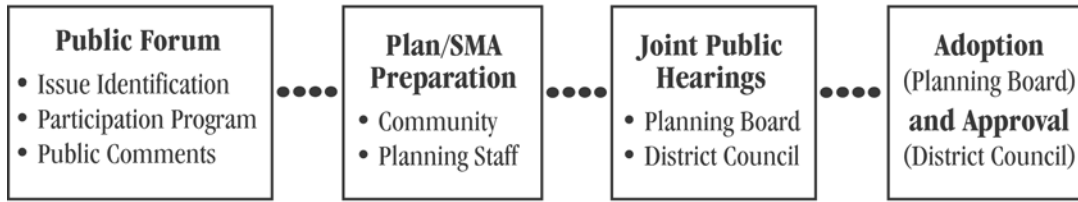


Figure 2: Public Participation Process



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

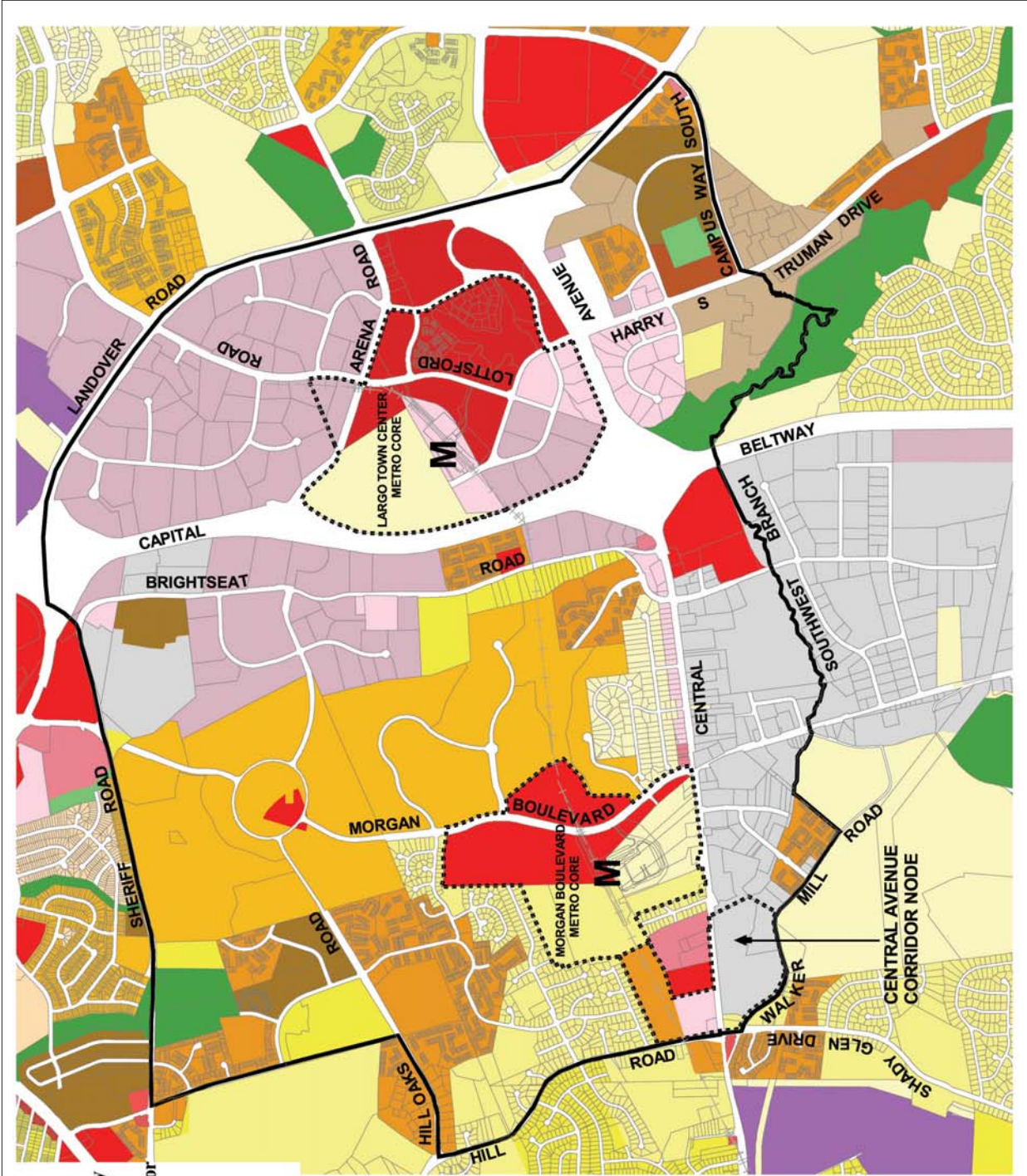


The Morgan Boulevard Metro Station under construction in early 2003.

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.



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.

Zone	Morgan Boulevard Metro Core Area	Largo Town Center Metro Core Area	Central Ave. (MD 214) Corridor Node Area
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
TOTAL	175.83	271.94	67.91

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.

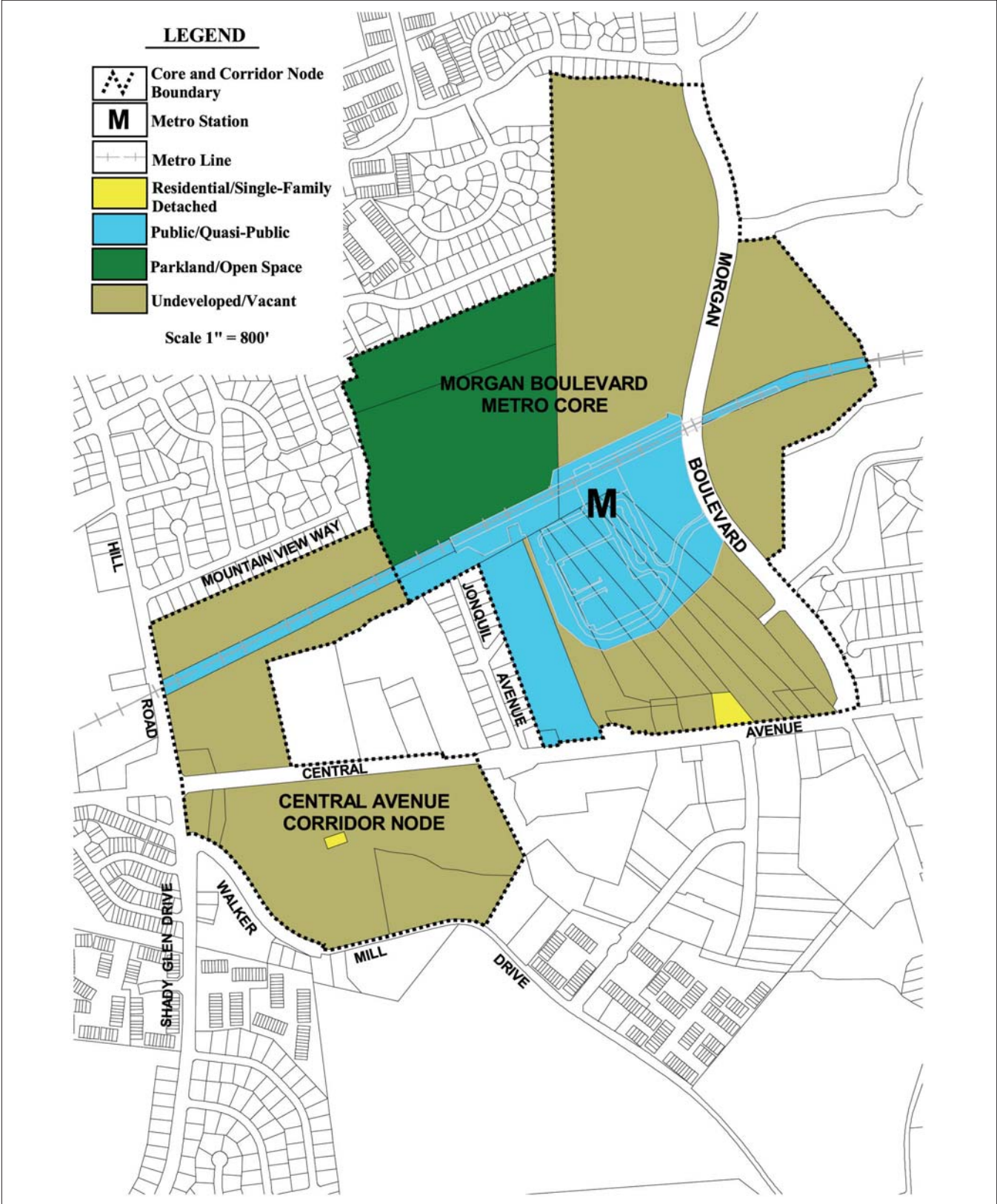
Morgan Boulevard Metro Core

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



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.

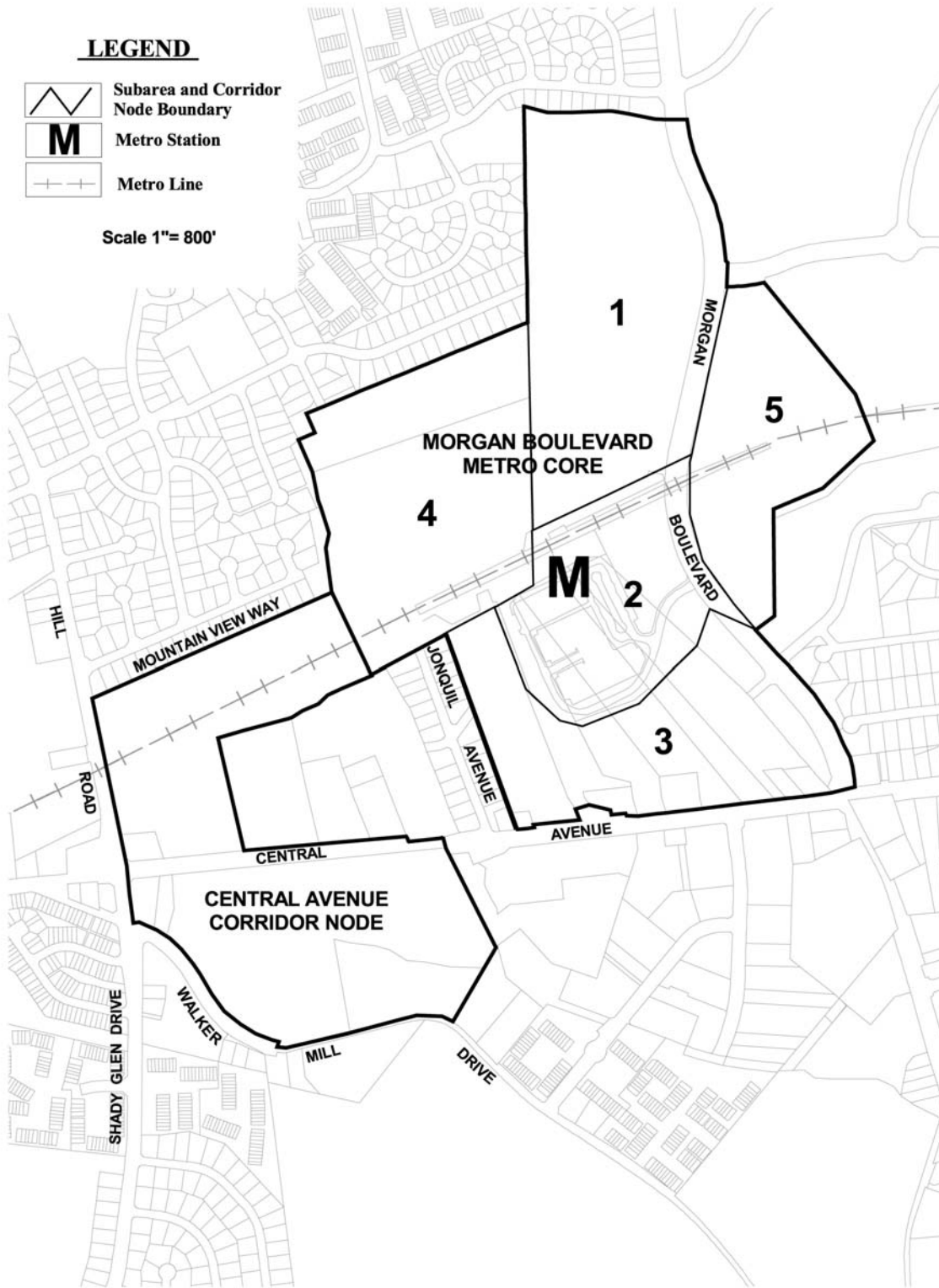
- **Subarea 3**—South of the Metro station to Central Avenue: Mixed-use consisting of retail in the eastern portion of the subarea and residential (townhouses and multifamily (mid-rise type development) in the western portion of the subarea is recommended.

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

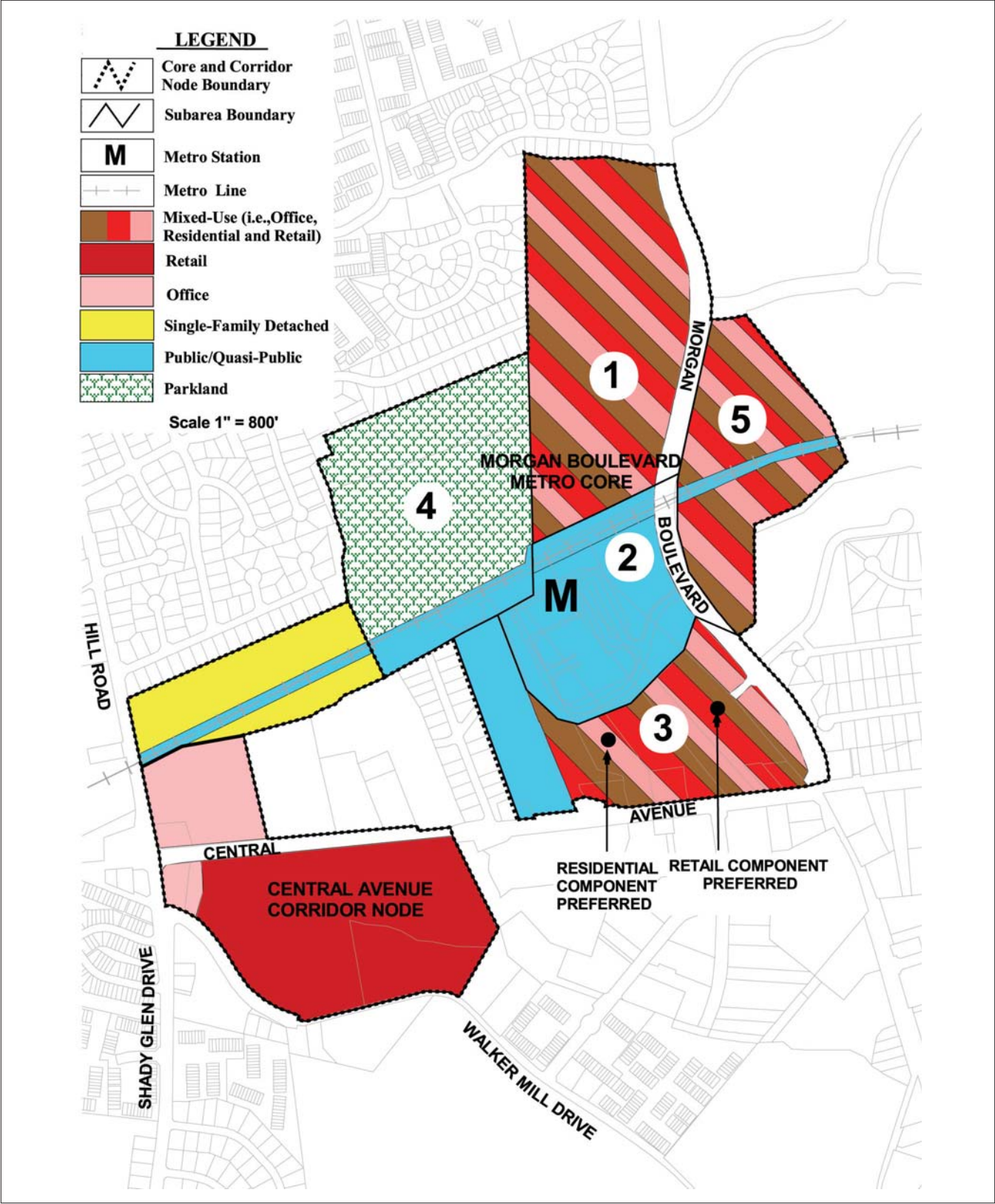
Scale 1"= 800'



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.

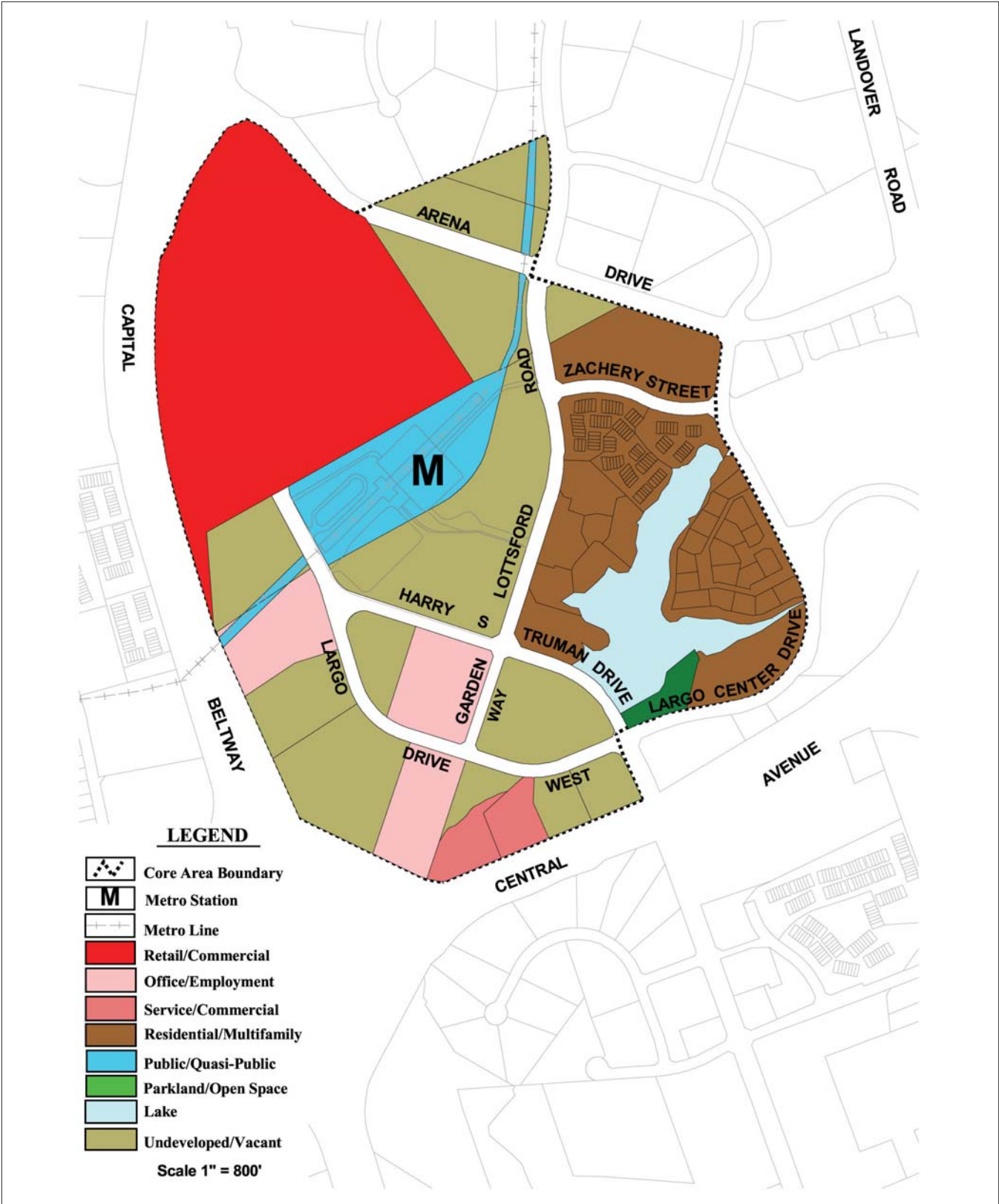
This subarea was in a low-density employment zone (I-3) as are all the properties in the employment park north of Arena Drive prior to the 2004 SMA approval. The subarea’s zoning, in conjunction with its proximity to the Metro station and visibility on Arena Drive, warranted the consideration of a more 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

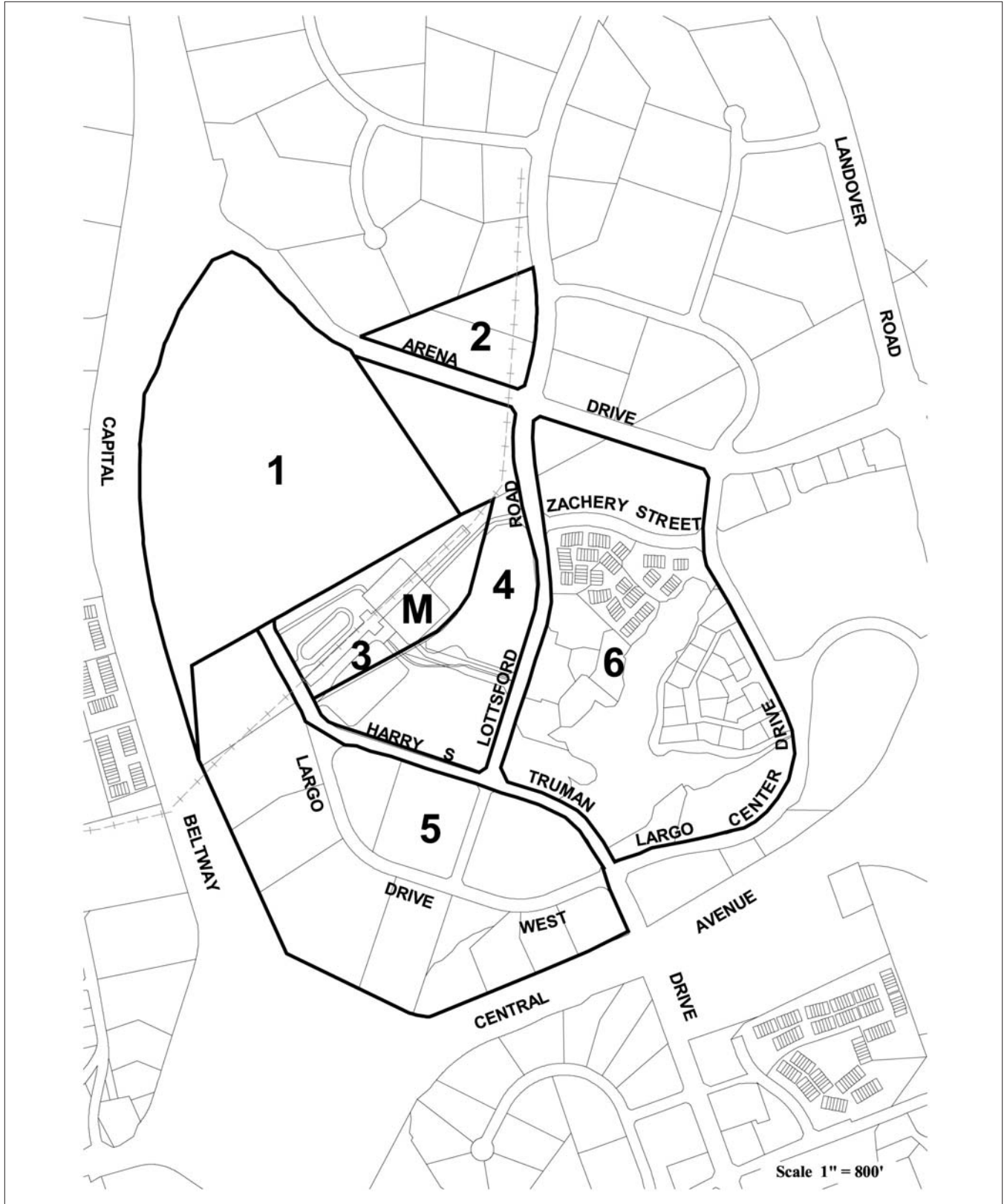



The Boulevard at the Capital Centre has a Main Street theme.

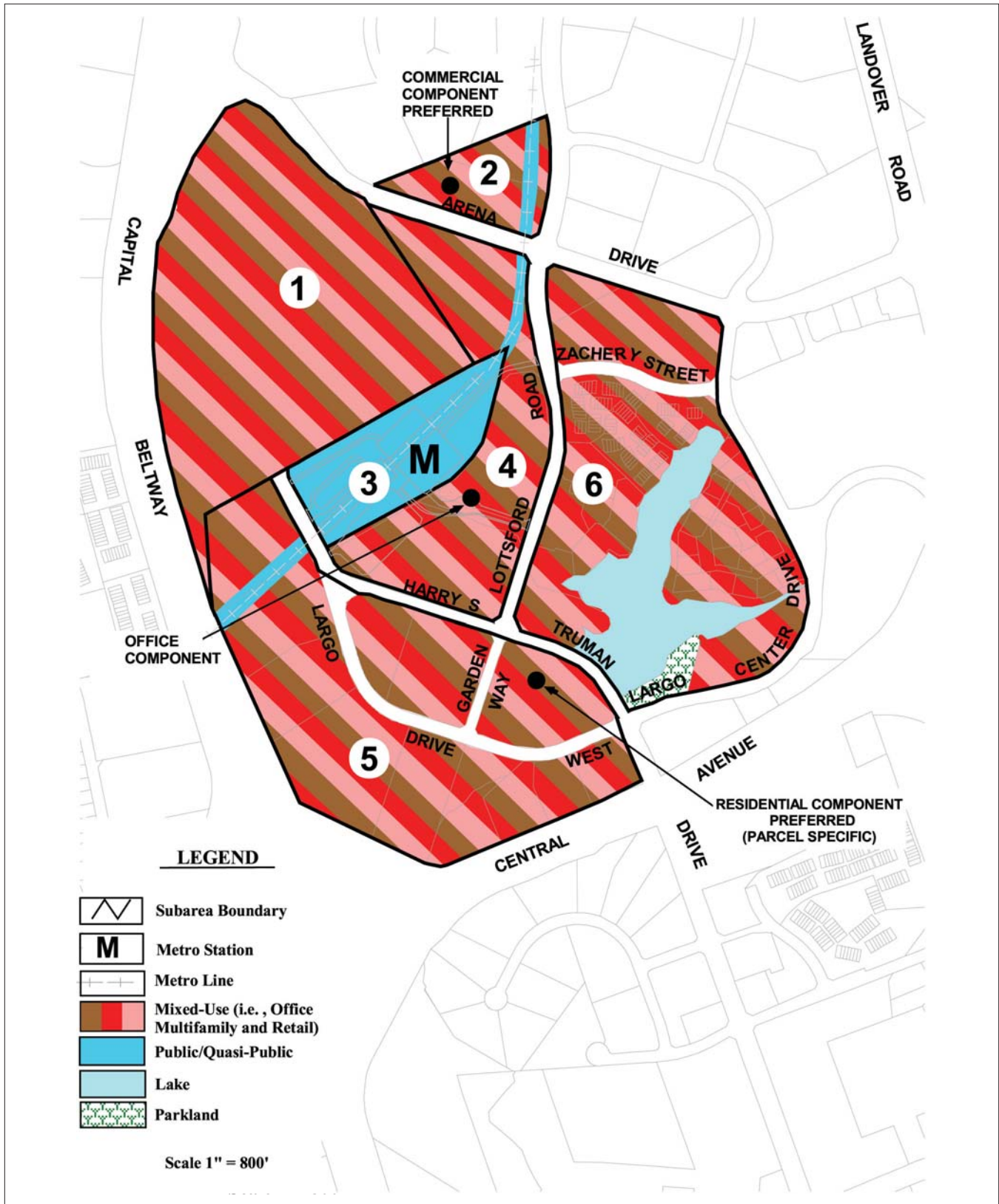


Map 7 Existing Land Use (Prior to 2004 Plan Approval)
LARGO TOWN CENTER METRO CORE

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<p>Map 8</p>	<p align="center">Subareas LARGO TOWN CENTER METRO CORE</p>	
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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).¹ The plan recommends a police substation and a fire station in this area (see public facilities section).

¹On 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-

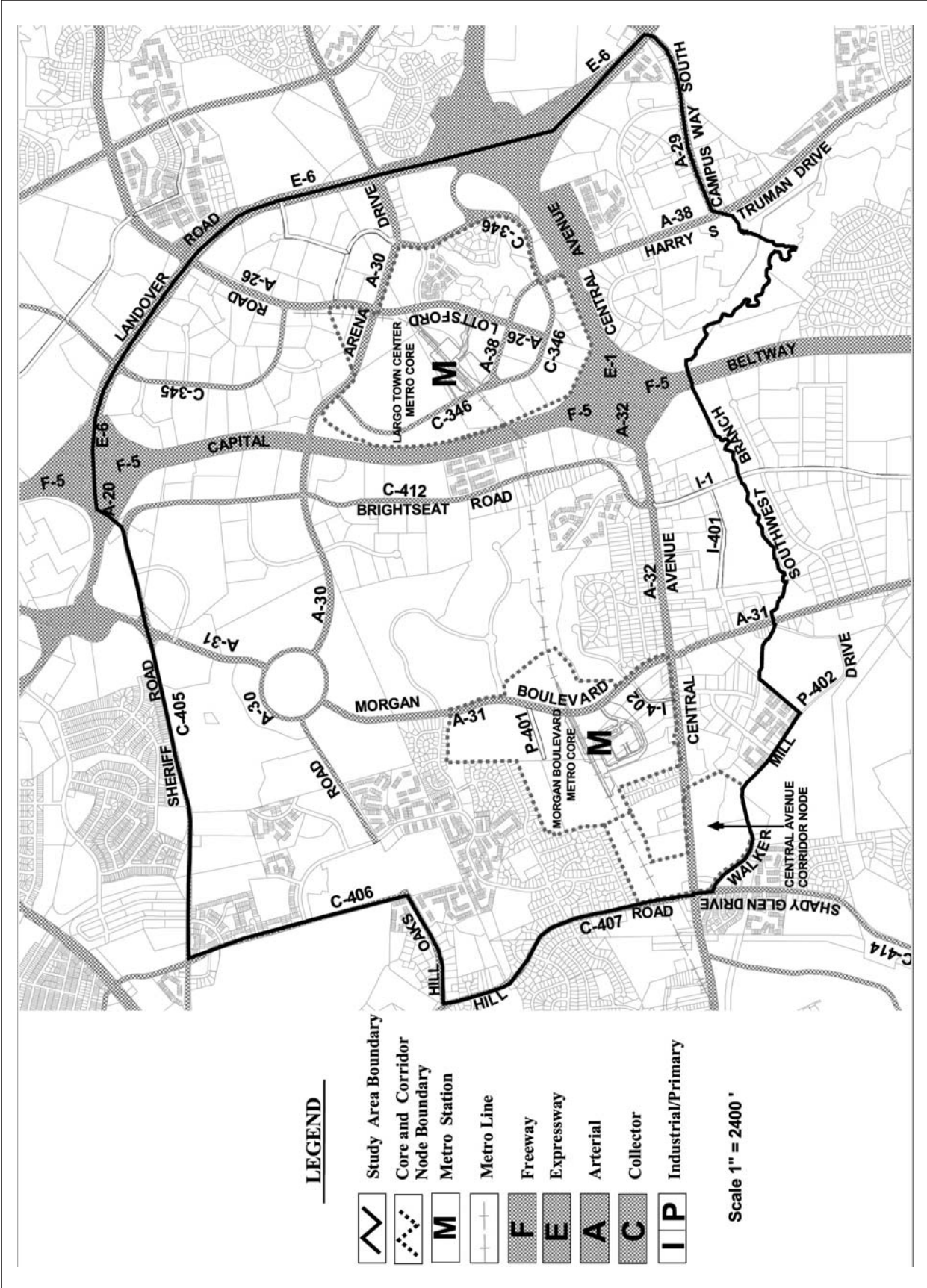
of-way of 150 feet within this section. This recommendation is made with an understanding that it may be impossible to obtain this right-of-way within developed properties until they are redeveloped or their access and parking plans are greatly reconfigured. Therefore, this plan does not recommend that 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

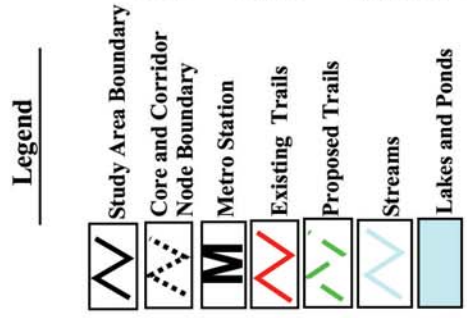
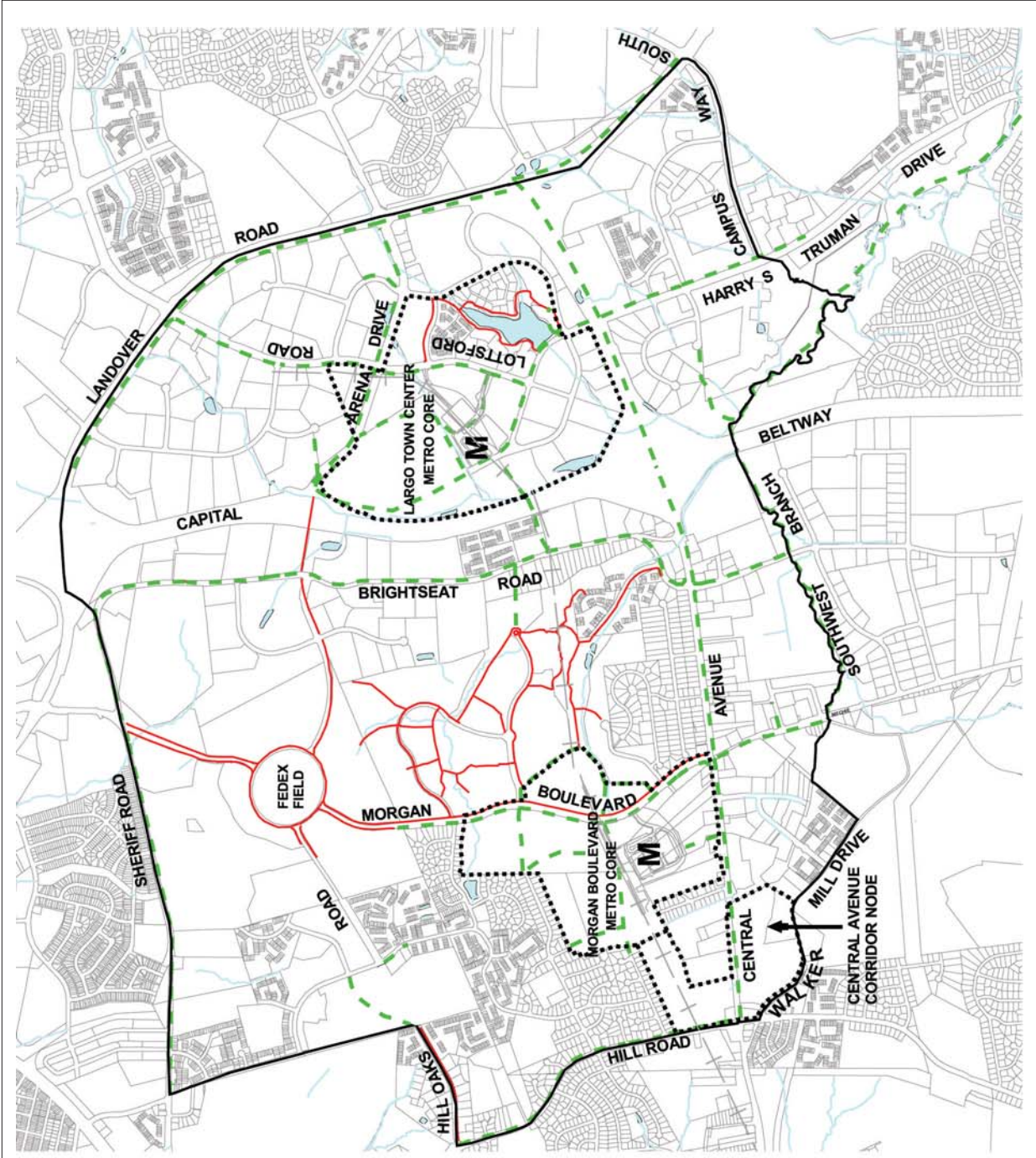


Recommended Transportation System—Roads

Map 10

Table 2: Existing and Recommended Road Facilities

Functional Classification Identification	Name	Route Number	Right-of-Way	Lanes (Min/Max)
Freeway:				
F5	Capital Beltway	I-95/I-495	300 feet	8-12
Expressway:				
E-1	Central Avenue	MD 214	200 feet	6-8
E-6	Landover Road/Largo Road	MD 202	200 feet	6-8
Arterial:				
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
Collector:				
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
Industrial/Primary:				
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.

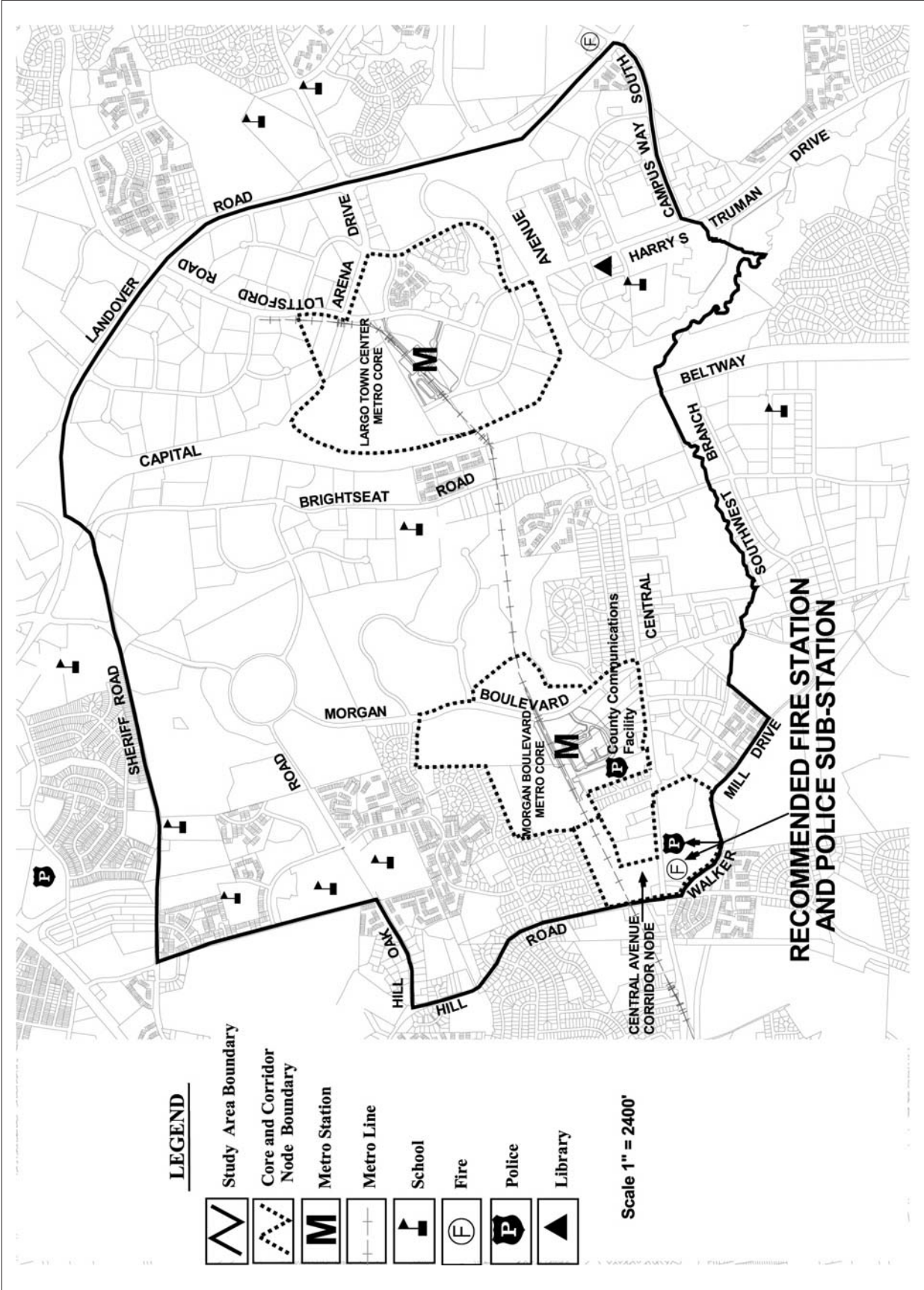
Public Schools

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.

Table 4: Impact of Recommended Residential Development on School Capacity Morgan Boulevard Metro Core Area						
School Name	Capacity	Dec. 2002 Enrollment	Percent of Capacity	Surplus (Deficit)	Recommended Rezoning Yield	Total Surplus (Deficit)
Elementary Schools						
John Carroll	469	367	78.3	102		
William Paca	738	646	87.5	92		
Oakcrest	798	629	79	169		
Total	2,005	1,642		363	156	207
Middle Schools						
Walker Mill	816	691	84.7	125		
G. James Gholson	990	1,059	107	(69)		
Total	1,806	1,750		56	57	(1)
High Schools						
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)		
Total	4,457	4,802		(345)	76	(421)

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

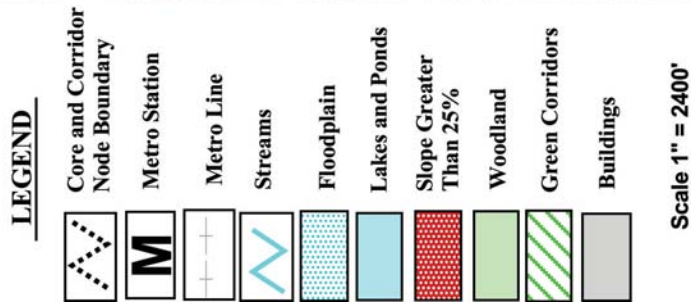
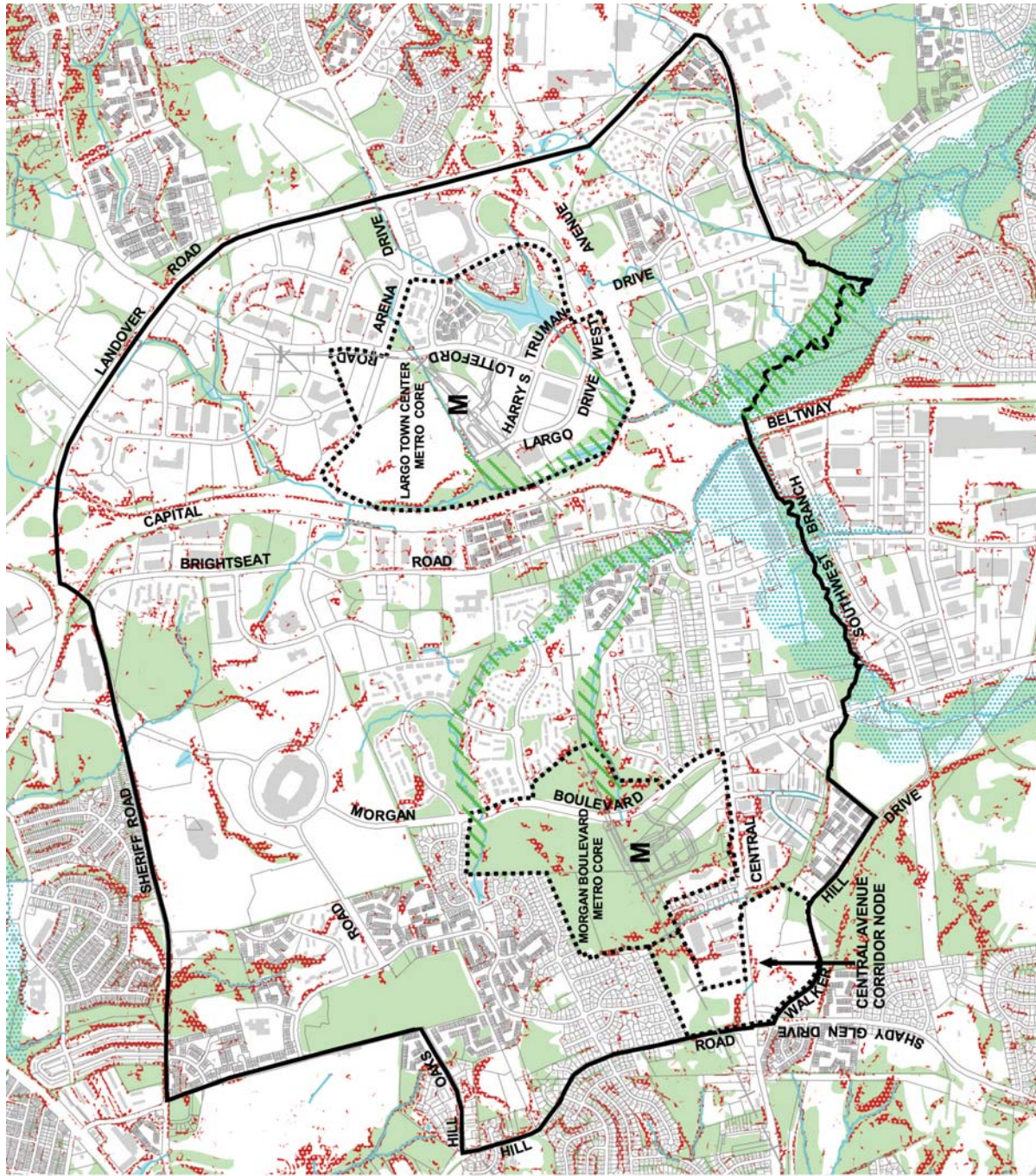
Green infrastructure is the term used to describe the natural elements in the landscape: streams, forests, wetlands, and their associated elements. Concentrations of open space or hubs connect the various elements of the green infrastructure and provide resting and breeding habitat. The proposed land 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



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. Morgan¹ 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.

¹ 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

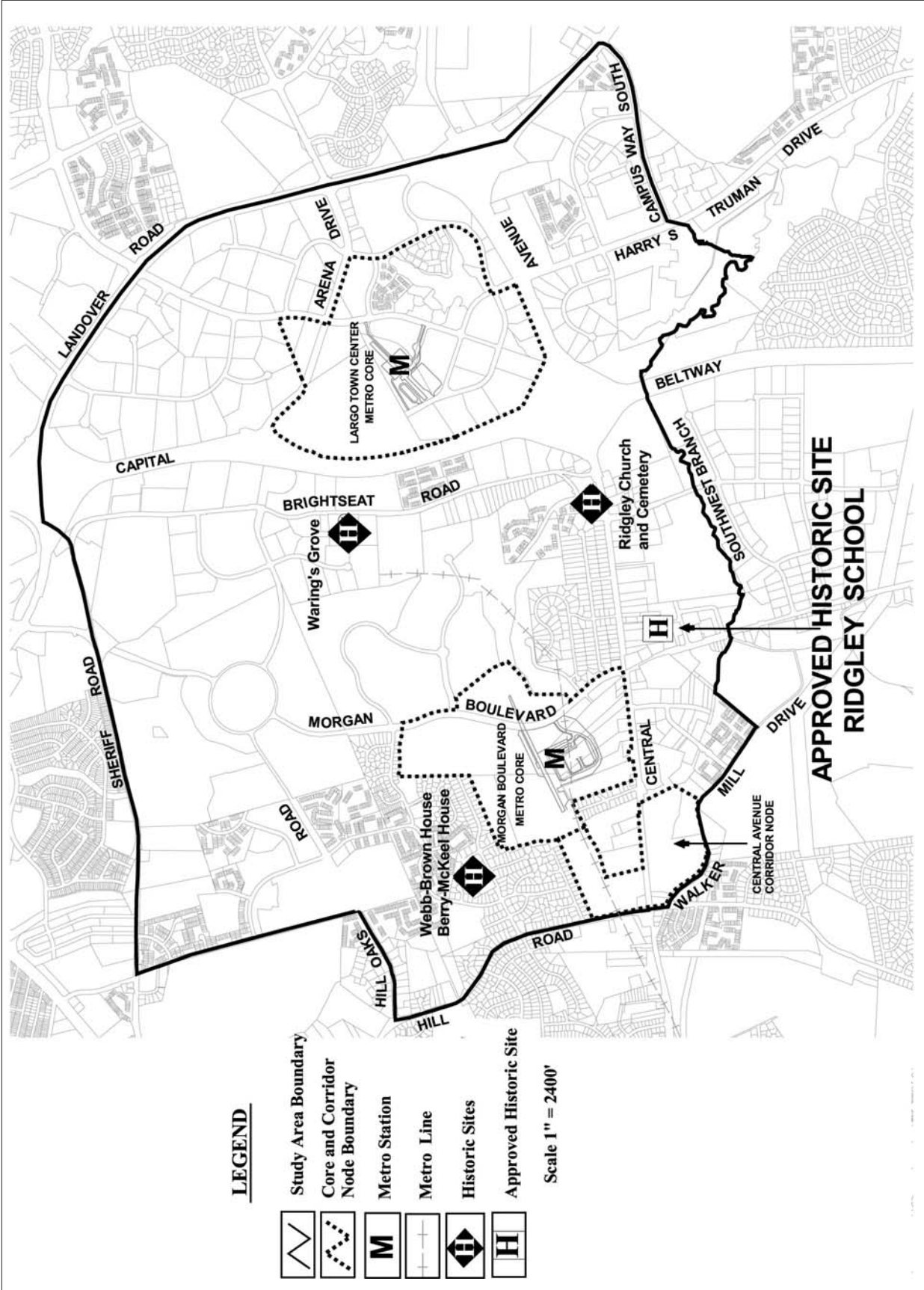
modillions as well as ornate jigsaw brackets along the facade-wide front porch. The house, which stands on a terraced knoll is a good example of vernacular Victorian architecture.

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



LEGEND

-  Study Area Boundary
-  Core and Corridor Node Boundary
-  Metro Station
-  Metro Line
-  Historic Sites
-  Approved Historic Site

Scale 1" = 2400'

Map 14

Existing and Approved Historic Sites



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 rail-road 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

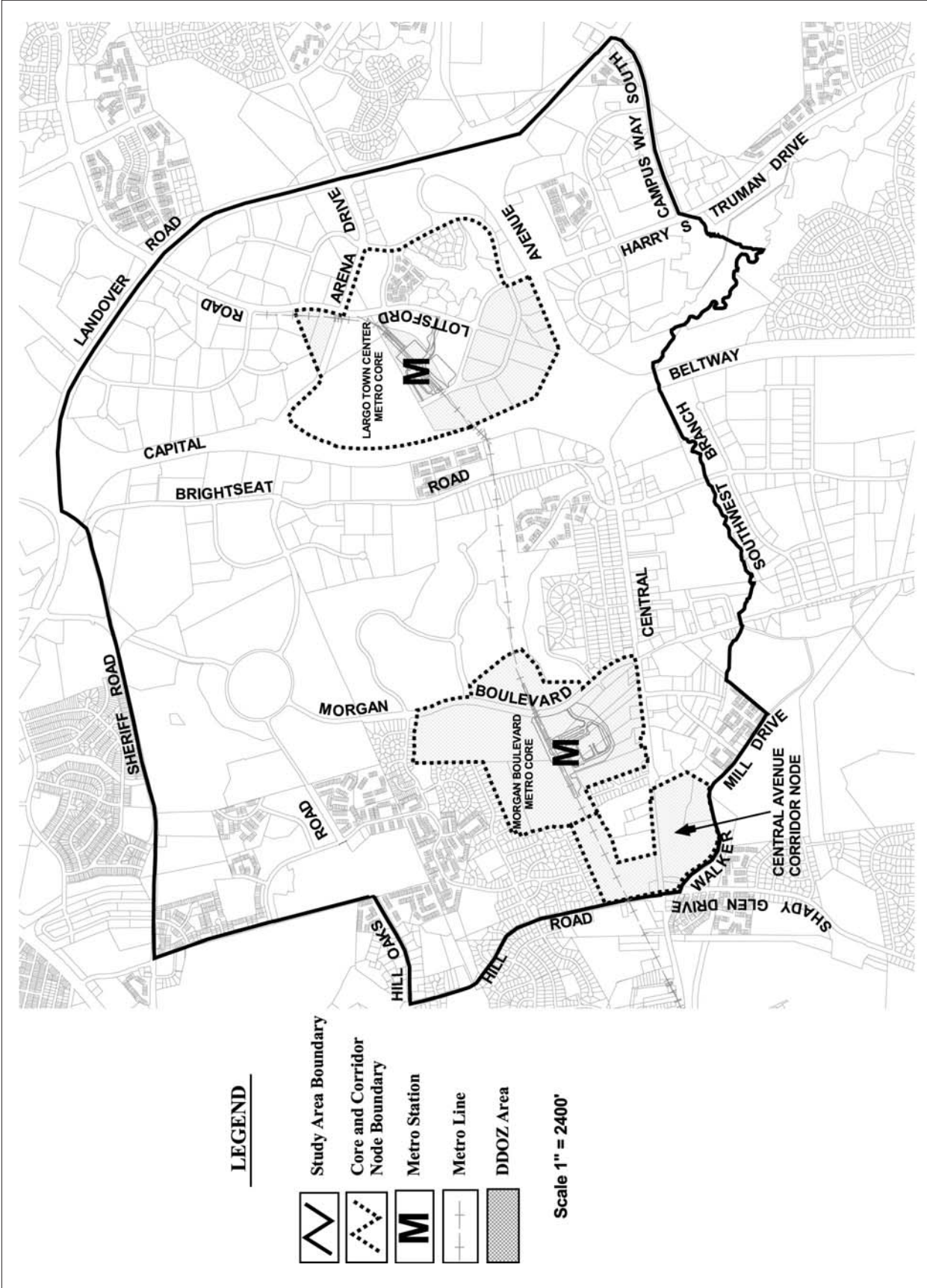
To implement the sector plan’s policies and land use recommendations contained in the preceding chapters, many parcels of land must be rezoned to bring the zoning into conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public 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.

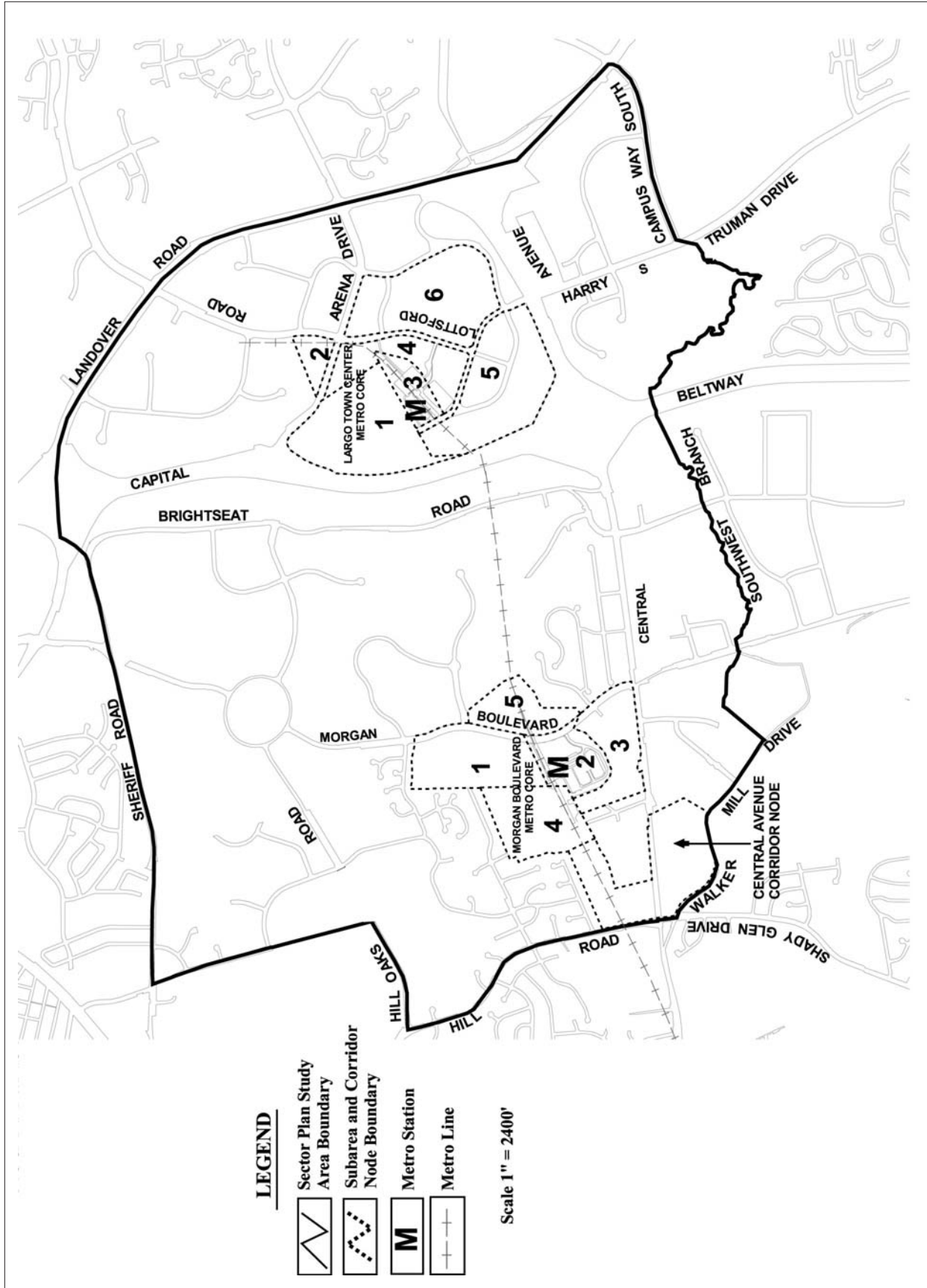
Application Of The Mixed-Use Infill (M-U-I) Zone

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.



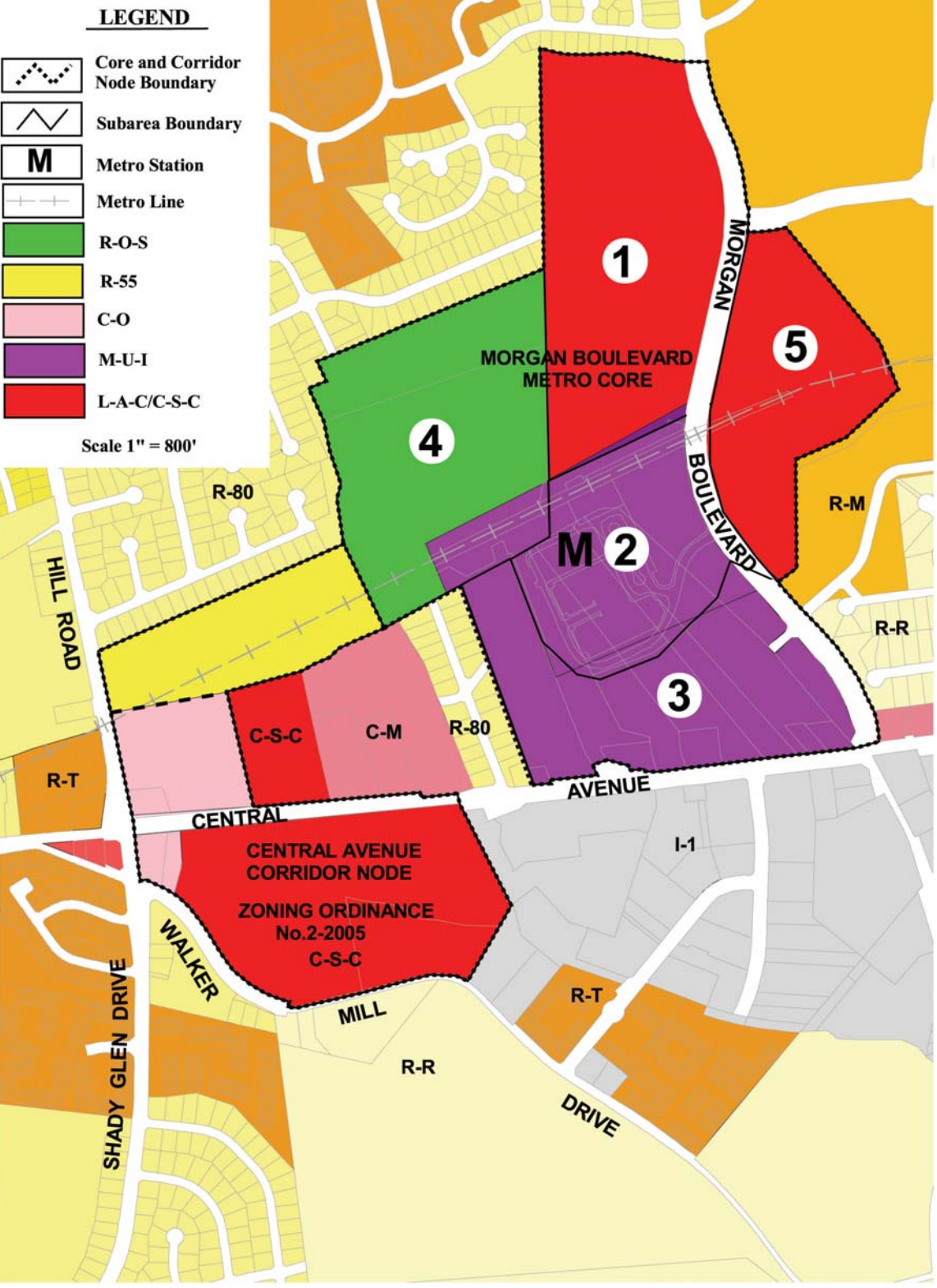
Development District Overlay Zone (DDOZ) Boundary

Map 15

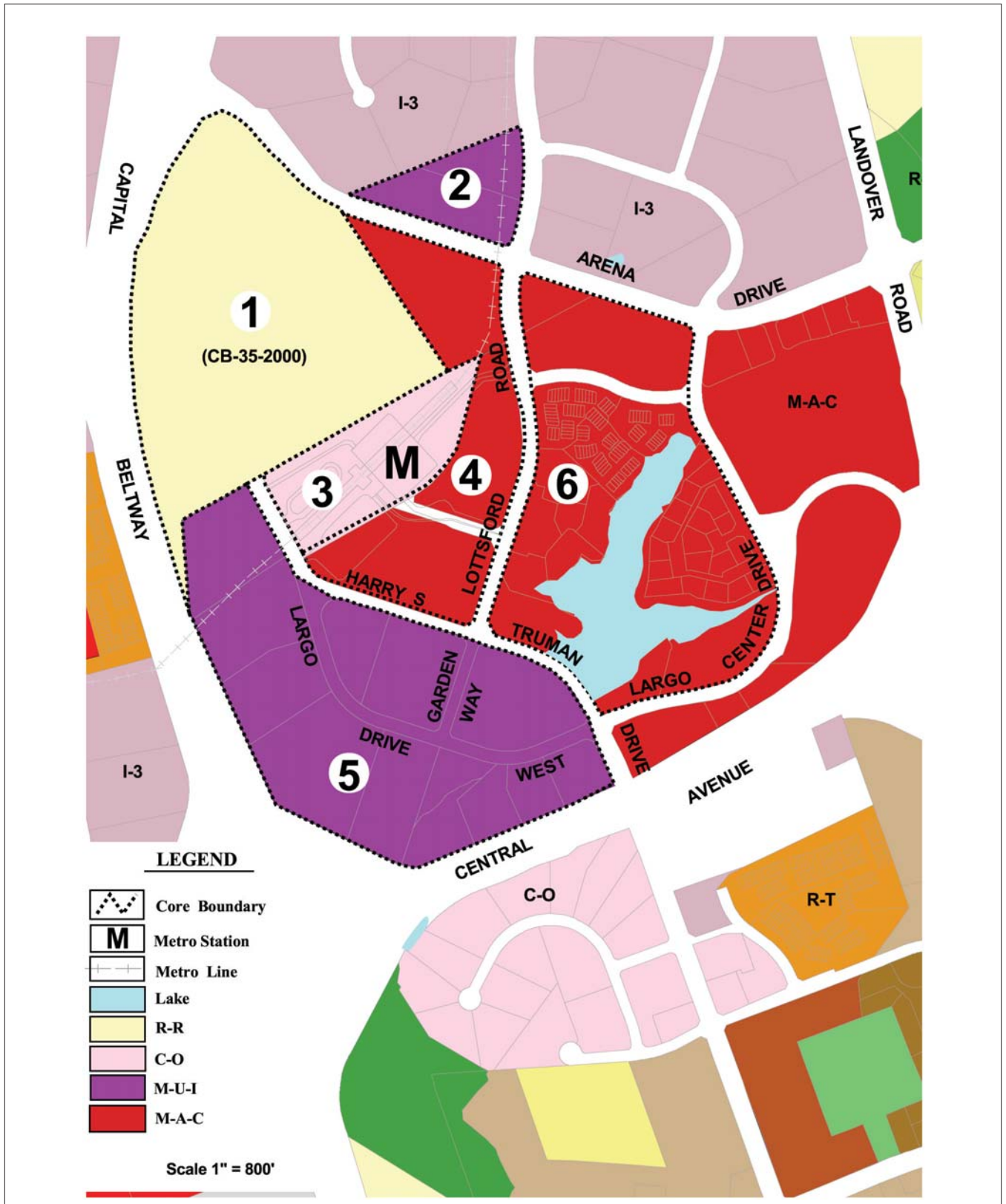


Metro Core Subareas
MORGAN BOULEVARD AND LARGO TOWN CENTER

Map 16



Map 17a	Approved Zoning MORGAN BOULEVARD CORE AND CENTRAL AVENUE CORRIDOR NODE	 N
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Map 17b

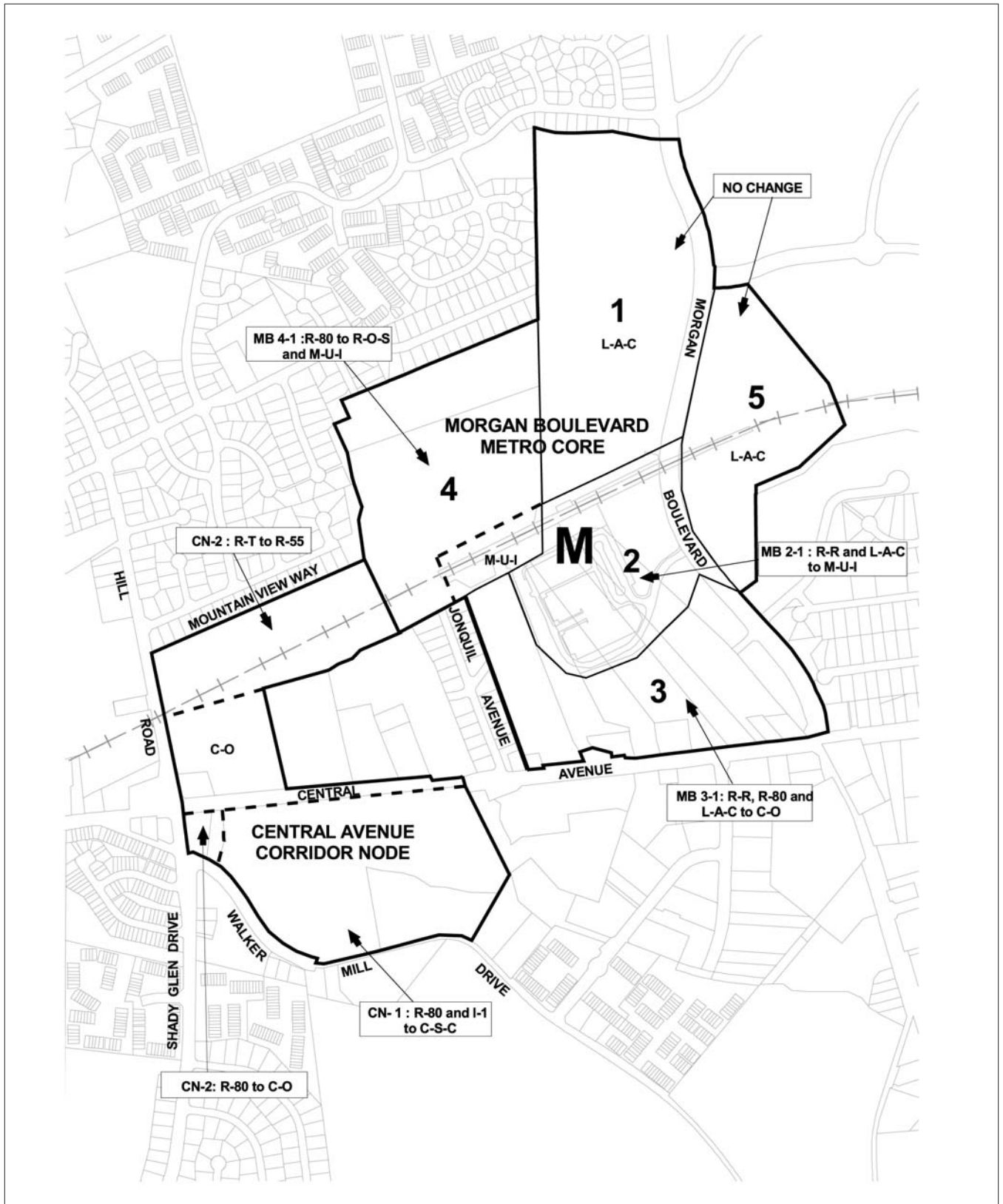
Approved Zoning
LARGO TOWN CENTER



Table 7: Approved Zoning Inventory (in Acres)

Zone	Existing Zoning	Net Change	Proposed Zoning
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



Map 17c	Approved Zoning Changes MORGAN BOULEVARD SUBAREAS AND CENTRAL AVENUE CORRIDOR NODE	
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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>Use and Location: Morgan Boulevard Metro Station (TM 67, Grid B3, Part of Parcels 16, 36, 39, 40, 42, and 43)</p>					
<p>Discussion: 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)

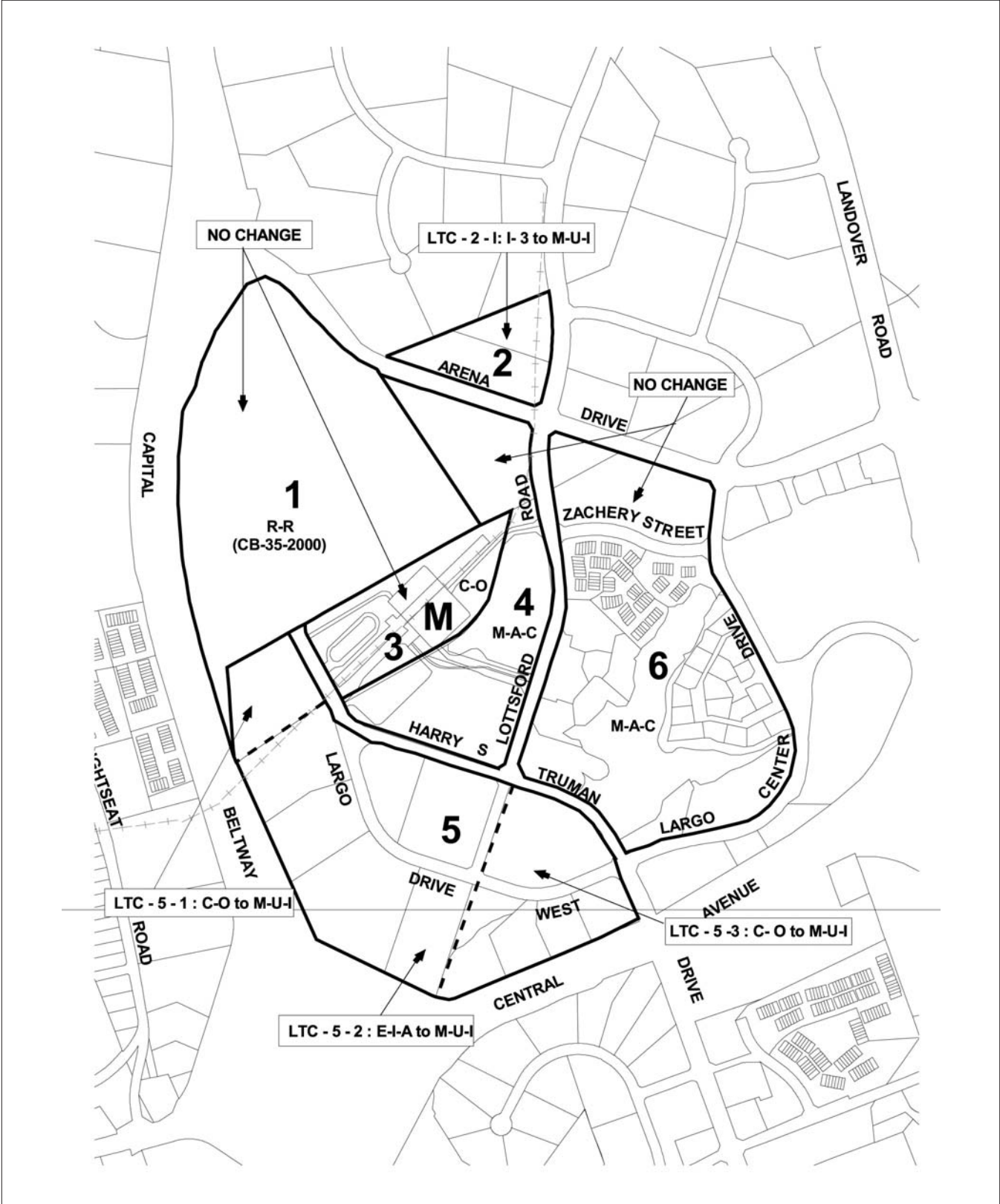
Discussion: The park portion of this property is retained as parkland to serve the existing and future residential community. It is placed in the R-O-S Zone in accordance with public land policy.

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
<p>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.)</p>					
<p>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.</p>					
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
<p>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.)</p>					
<p>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.</p>					



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>Use and Location: 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>Discussion: 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.



Development District Overlay Zone

Introduction

The Development District Overlay Zone (DDOZ) is superimposed over the Morgan Boulevard and Largo Town Center Metro core areas (designated subareas and portion of the Central Avenue Corridor Node area), the designated development district, to ensure that the development of land meets the sector plan goals. The Development District Standards are specifically intended to address new development and redevelopment proposals in the development district. The standards establish a consistent design framework to ensure quality in future development.

The Development District Standards follow and implement the recommendations in the sector plan and sectional map amendment (SMA) for the Morgan Boulevard and Largo Town Center Metro core areas. The standards are organized into three parts, to address site design, building design and public areas for development within the district. Property owners and citizens consulting the standards must also review the sector plan, the Zoning Ordinance and the *Landscape Manual* to have a full understanding of the regulations for property within the district. Tables 9 and 10 summarize the regulatory framework applicable to the subareas within the development district.

Sector Plan Summary

The sector plan sets goals and offers a vision for the future development of the Metro station core areas. Each area has its own specific recommendations to frame land use, circulation, natural features, and urban design issues into a plan for future implementation, revitalization and redevelopment.

The sector plan identifies four primary goals to be implemented through the Development District Standards:

First, to create attractive, vibrant, mixed-use centers at the Morgan Boulevard and Largo Town Center Metro core areas.

Second, to promote development at the Metro station core areas and the Central Avenue Corridor Node area with a pedestrian- and bicycle-friendly environment, to reduce the use of the automobile, and to promote the use of Metrorail or bus transit.

Third, to provide a diverse mix of land uses in compact and vertical (and horizontal) mixed-use development forms in a regional and town center design at the Morgan Boulevard and Largo Town Center Metro Stations, respectively, in accordance with the General Plan.

Fourth, to encourage quality residential development at the Metro station core areas to expand the opportunity for living and working in these areas.

The subareas in the development district include Subareas 1, 2, 3, and 5 of Morgan Boulevard; Subareas 2, 3 and 5 of Largo Town Center; and the Central Avenue Corridor Node area (see Map 15, page 74). Building heights are defined as low-rise (1-3 stories), mid-rise (4-6 stories), and high-rise (7 stories or greater).

Applicability of Site Plan Requirements

New development in the Development District is subject to detailed site plan review. New development must show compliance with the Development District Standards in the site plan review process.

Under the Zoning Ordinance, and for the purposes of this Development District Overlay Zone, development is any activity that materially affects the condition or use of land or a structure. Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. A change from a lower intensity impact use to a higher intensity impact use, as indicated in Table II in Section 4.7 of the *Landscape Manual*, is also a form of development.

Table 9: Summary of Site Regulations	Largo Town Center Subareas			Morgan Boulevard Subareas					Central Avenue Corridor Node
	2	3	5	1	2	3	4	5	
Landscape Strip per Landscape Manual	No			No					No
Bufferyards per Landscape Manual: Minimum Building Setback:	Waived			Waived					Waived
Minimum Landscape Yard: Number of Plant Units Required:	May be reduced by 50% with 4' high wall			May be reduced by 50% with 4' high wall					May be reduced by 50% with 4' high wall
Maximum Lot Coverage Single-Family Attached: Multifamily (four stories or fewer) Multifamily (more than four stories)	70%	N/A	70%	70%					70%
	70%	N/A	70%	70%					70%
	80%	N/A	80%	80%					80%
Parking	As Modified(1)			As Modified(1)					As Modified(1)
Sidewalk Widths	5' min. w/ bike lane**; 8' min. w/o bike lane	8'-18'		5' min. w/ bike lane(2); 8' min. w/o bike lane(3)			5' min.		5' min.
Freestanding Signs Max. Area: Max. Height: Pole-Mounted:	100 square feet 8' Not Permitted			100 square feet 8' Not Permitted					100 square feet 8' Not Permitted

(1) Maximum permitted is equal to the minimum stated in the Zoning Ordinance, as modified by this sector plan. Minimum required is reduced by 20% from Zoning Ordinance.

(2) In-road bike lane provided along the street associated with the sidewalk.

(3) This standard applies in Subarea 1 for property fronting on Morgan Boulevard. Sidewalks for the balance of Subarea 1 shall be a minimum of five feet wide.

Table 10 Summary of Building Regulations	Largo Town Center Subareas			Morgan Boulevard Subareas					Central Avenue Corridor Node
	2	3	5	1	2	3	4	5	
Front Build-to Line	10-16' from curb edge	15-25' from curb edge		15-25' (1) from curb edge					10-16' from curb edge
Building Frontage	70% min.	80% min.		80% min.			70% min.		50% min.
Building Height	4-8 stories	At least 8 stories	4-8 stories	2-6 stories	At least 5 stories	2-7 stories (2)	2-6 stories	2-4 stories	2-4 stories
Minimum Sizes for Dwellings: Single-Family Attached:	1,600 sq. ft.	N/A	1,600 sq. ft.	1,600 sq. ft.					1,600 sq. ft.
Multifamily:	Min. avg size(3)	N/A	Min. avg size(3)	Min. avg size(3)					Min. avg size(3)
Display Windows for Retail Storefronts	40-80% of store frontage (in linear feet)	N/A	40-80% of store frontage (in linear feet)	40-80% of store frontage (in linear feet)					40-80% of store frontage (in linear feet)
Window Signs	25% max. of area			25% max. of area					25% max. of area

(1) Residential development in Subarea 1 with frontage on Morgan Boulevard shall be located 20-35 feet from the edge of the curb.

(2) A food or beverage use (grocery store) of 40,000 square feet or greater is exempt from this standard.

(3) For minimum average sizes, refer to Building Design Category, Height, Scale, and Massing section.

The following are exemptions from the Development District Standards and the requirement of site plan review.

1. **Legally existing development.** Until a site plan is submitted, all buildings, structures and uses which were lawful or could be certified as a legal nonconforming use on the date of SMA approval are exempt from the Development District Standards and from site plan review, and are not nonconforming. However, if a permit application is submitted and it is determined that a legal use has been discontinued for more than 180 days in accordance with Section 27-241(c), the uses and structures on the lot shall comply with all applicable Development District Standards and with the requirement for site plan review.
2. **Legally existing parking and loading.** Until a site plan is submitted, all legally existing parking and loading spaces in the development district which were lawful and not nonconforming on the date of SMA approval are exempt from the Development District Standards and site plan review, need not be reduced, and are not nonconforming.
3. **Single-family residential dwellings.** All additions to single-family residential dwellings are exempt from the Development District Standards and site plan review, if the residential use continues.
4. **Multifamily development.** An addition to a multifamily residential structure which was lawful and not nonconforming on the date of SMA approval is exempt from the Development District Standards and site plan review if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 10 percent or 1,000 square feet, whichever is less.
5. **Nonresidential development.** An addition to a nonresidential structure which was lawful and not nonconforming on the date of SMA approval is exempt from the Development District Standards and site plan review, if the addition (and the accumulated sum of all additions since approval of the SMA) does not increase the gross floor area (GFA) by more than 20 percent.
6. **Parking facilities.** Resurfacing, restriping, or adding landscaping to parking facilities not required by the standards are exempt from the Development District Standards and site plan review, if the facilities were

lawful and not nonconforming on the date of SMA approval, and remain in conformance with all previously applicable regulations.

7. **Nonconforming buildings, structures and uses.**
 - a. Restoration or reconstruction of a nonconforming building or structure, or a certified nonconforming use, is exempt from the Development District Standards and from site plan review if it meets the requirements of Section 27-243(a)(1) of the Zoning Ordinance.
 - b. Except for improvements listed in number 8, a property owner may not expand a certified nonconforming use, or a use or structure that was lawful on the date of SMA approval but does not conform to the Development District Standards, unless a detailed site plan is approved with findings that the expansion is compatible with adjacent uses and meets the goals of the sector plan.
8. **General.** The following are exempt from the Development District Standards and site plan review if the existing or proposed use is permitted:
 - a. Permits for alteration or rehabilitation, with no increase of the existing gross floor area
 - b. Canopies
 - c. Fences
 - d. Decks
 - e. Ordinary maintenance
 - f. Changes in occupancy
 - g. Changes in ownership
9. **Signs.**
 - a. Signs in a development requiring a detailed site plan will be reviewed in the site plan process. Signs for development that does not otherwise require a detailed site plan will be reviewed in the permit review process for compliance with Development District Standards.
 - b. New and replacement signs are subject to the Development District Standards.
 - c. Refacing of an existing sign is exempt from the Development District Standards.

Site Plan Submittal Requirements

The detailed site plan submittal requirements for the Morgan Boulevard and Largo Town Center (and the Central Avenue Corridor Node) Development District are the same as those required by Part 3, Division 9, of the Zoning Ordinance. All site plan applications must include architectural elevations which demonstrate compliance with building design standards. In addition, all site plan applications shall be designed in accordance with the subarea land use and urban design recommendations of this plan. Applicants shall provide a list of all applicable standards from this document that have been used in the design, as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled.

Uses

The uses allowed on property in the Morgan Boulevard and Largo Town Center (and portions of the Central Avenue Corridor Node) Development District are the same as those allowed in the underlying zone in which the property is classified (C-S-C, C-O and M-U-I zones), except as modified by the use tables contained in the Development District Standards. The use tables in the Development District Standards section (Table 12) replaces the Zoning Ordinance use tables by restricting uses, normally by prohibiting a use the Zoning Ordinance permits and by eliminating the need for special exceptions. The Table of Uses (Table 12-Part 2) does not pertain to the R-55 and R-O-S zoned property in the Morgan Boulevard Metro core area and the Central Avenue Corridor Node area, respectively.

Development District Standards

The proposed standards are organized into three main categories (Site Design, Building Design, and Public and Private Open Space) and related topics, which are described with text. Each category has a defined objective followed by the proposed standards. Corresponding illustrations are provided to demonstrate the intent of the standards. There are two types of standards—regulatory standards and performance standards. The regulatory standards are quantitative and modify existing regulations generally contained in the Zoning Ordinance and *Landscape Manual*. These standards define the character of new development and redevelopment for subareas two, three, and five of the Largo Town Center core area, the entire Morgan Boulevard core area and the

Central Avenue Corridor Node area within the development district. Existing approved design standards and guidelines for the areas zoned M-A-C in the Largo Town Center core area are reaffirmed by this sector plan. The performance standards support the regulatory standards and establish a consistent design framework for quality site and building construction.

Modification of the Development District Standards is permitted through the process described in Section 27-548.25(c) of the Zoning Ordinance. “If the applicant so requests, the Planning Board may apply development standards which differ from the approved Development District Standards, unless the Sectional Map Amendment provides otherwise. The Planning Board shall find that the alternative Development District Standards will benefit the development and the development district and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or sector plan.” There are three types of amendments which are required to be heard by the District Council: changes to the boundary of the D-D-O Zone; changes to the underlying zones and to the list of permitted uses; and changes to any other specifically designated standard. These amendments may be in the form of a detailed site plan.

As set forth in Section 27-108.01 of the Zoning Ordinance, “The words ‘shall,’ ‘must,’ ‘may only’ or ‘may not’ are always mandatory and not discretionary. The word ‘may’ is permissive.” “The words ‘including’ and ‘such as’ do not limit a term to the specified examples, but are intended to extend its meaning to all other instances or circumstances of like kind or character.” Standards apply to the entire development district unless otherwise noted in **bold text**.

Unless stated otherwise, these design standards replace the standards and regulations required by the *Landscape Manual* and the Zoning Ordinance of Prince George’s County.

Site Design

- Building Siting and Setbacks
- Vehicular Access and Circulation
- Parking Requirements
- Parking and Loading Area Design
- Landscaping, Buffering, and Screening
- Monument/Freestanding Signs
- Stormwater Management
- Green Infrastructure

Building Design

- Height, Scale, and Massing
- Materials and Architectural Details
- Building Facades and Storefronts
- Window and Door Openings
- Projections and Recesses
- Lighting
- Building and Canopy Signs

Public and Private Open Space

- Street and Road Configuration
- Parks and Plazas
- Sidewalks, Crosswalks and Trails
- Street Trees and Planting
- Street and Site Furniture
- Lighting
- Utilities

Site Design

Building Siting and Setbacks

Intent

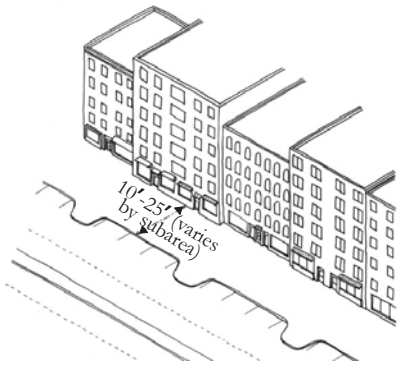
Consistent setbacks of buildings close to the street edge right-of-way line create a comforting sense of enclosure that contributes to a pedestrian-friendly environment. Setbacks should maintain a continuous building edge to help create and define public space and should be minimized to encourage a more active street environment.

Standards

A. Buildings shall front the street edge and shall be located within an appropriate distance from the edge of the curb. Appropriate ranges for front build-to lines from the street edge are as follows:

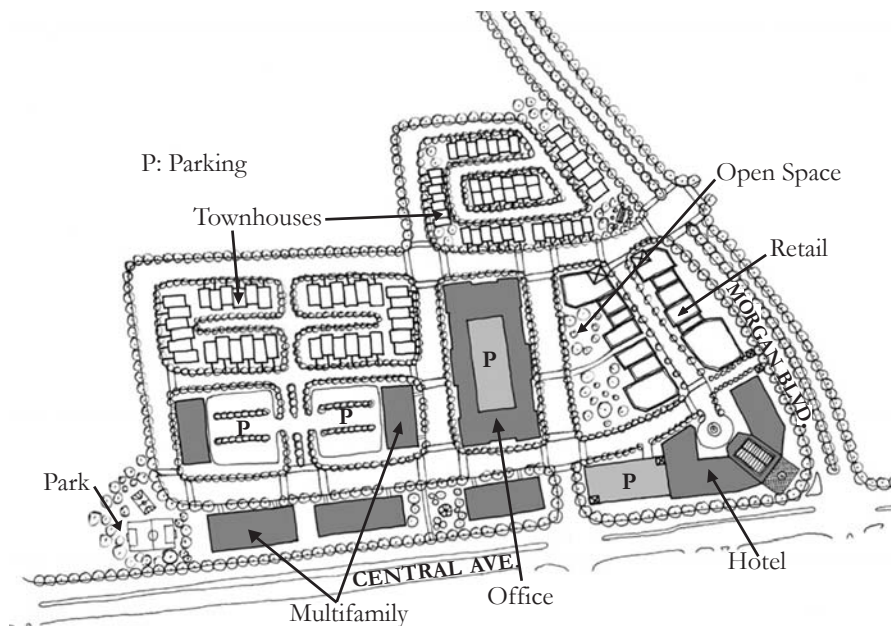
1. In Subareas 3 and 5 of the **Largo Town Center core area**, and Subareas 1, 2, and 3 of the **Morgan Boulevard core area**, all new buildings shall be located within 15 to 25 feet of the edge of the curb, with the exception of residential development with frontage on Morgan Boulevard (in Subarea 1), which shall be located within 20 to 35 feet of the edge of the curb.
2. In Subarea 5 of the **Morgan Boulevard core area**, all new buildings shall be located within 15 to 25 feet of the edge of the curb.
3. In Subarea 2 of the **Largo Town Center core area** and in the **Central Avenue Corridor Node area**, all new buildings shall be located within 10 to 16 feet of the edge of the curb.

B. The primary entrance to a building shall be clearly visible from the street and shall front the primary street, unless the street is classified as an arterial road or greater in the sector plan.



Buildings front the street and are located along a consistent build-to line to create a streetwall that contributes to well-defined urban spaces. The space between the building and the curb allows for amenities, such as café seating, and a variety of street-side activities.

New buildings in the Morgan Boulevard core should front secondary streets and internal circulation roads. Multimodal connections, integrated open space, shared parking, and public art are key elements in transit-oriented development and are strongly encouraged.



1. At the **Morgan Boulevard core area**, new nonresidential buildings shall not directly front Central Avenue or Morgan Boulevard. These buildings should front secondary streets and internal circulation roads.
- C. To facilitate the intent to increase development intensity near Metro stations, the side and rear yard requirements specified in sections 27-442, 27-462, and 27-546.18 of the Zoning Ordinance, and the minimum building setbacks specified in section 4.7 of the *Landscape Manual* are waived. Side yards should be minimized to the greatest extent possible to achieve a continuous building edge.
- D. Building facades shall occupy a minimum of:
1. 80 percent of the property's street-facing frontage in Subareas 3 and 5 of the **Largo Town Center core area**, and Subareas 1, 2, and 3 of the **Morgan Boulevard core area**.
 2. 70 percent of the property's street-facing frontage in Subarea 2 of the **Largo Town Center core area**, and Subareas 4 and 5 of the **Morgan Boulevard core area**.
 3. 50 percent of the property's street-facing frontage in the **Central Avenue Corridor Node area**.
- E. The maximum lot coverage for single-family attached dwelling units shall be 70 percent of the overall net tract area.
- F. The maximum lot coverage for multifamily dwellings having less than four stories shall be 70 percent of the overall net lot area.
- G. The maximum lot coverage for multifamily dwellings having four or more stories shall be 80 percent of the overall net lot area.

Vehicular Access and Circulation

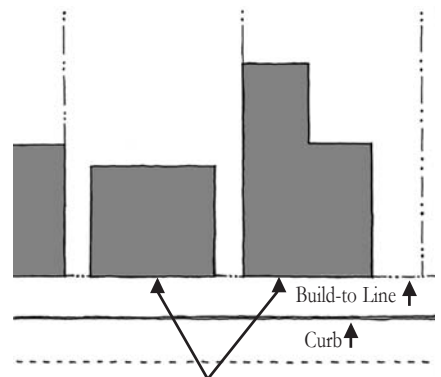
Intent

Consolidated access points to and from parking areas reduce visual clutter and the number of potential accidents. Parking lots with well-designed circulation routes provide clear vehicular movement and safe pedestrian access from parked cars to building entrances and vibrant streets.

Standards

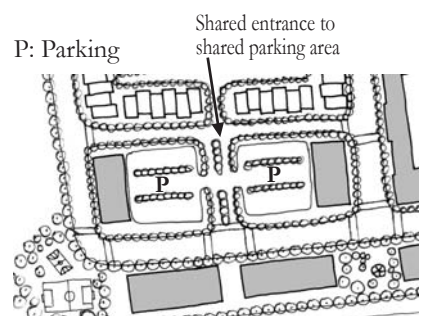
- A. Drive-through windows of any kind shall not be permitted in the **Morgan Boulevard core area** and in Subareas 3 and 5 of the **Largo Town Center core area**.
- B. Common, shared entrances should be utilized to access development to reduce the amount of curb cuts, whenever possible.
- C. When possible, rear alleys of a minimum of 18 feet in width should be provided to facilitate service access and enhance vehicular circulation.
- D. Where possible, connections between adjacent properties are encouraged to provide alternative means to move between properties and to reduce traffic on main roads.

Street Facing Frontage in Largo Town Center and Morgan Boulevard



Building facades shall occupy a minimum of 70 percent of the property's street facing frontage.

To promote a consistent build-to line and create a comfortable streetwall, buildings should occupy as much of the street-facing frontage as possible.



Shared entrances and parking areas reduce the amount of curb cuts, which in turn enhances pedestrian and motorist safety by reducing potential conflict points. The separation of travel lanes, where possible, also helps to increase safety.

Parking Requirements

Intent

Shared parking for complementary uses and a reduction in regulatory parking requirements are preferred, when conditions and site restrictions allow, to encourage walking, biking, and the use of transit. Shared parking areas and a reduced number of required parking spaces also reduce paved areas and provide increased opportunities for landscaping, buildings, and open space, contributing to the quality of the visual environment.

Standards

- A. The maximum number of off-street parking spaces permitted for each land use type shall be equal to the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance, except modified as follows:
 1. The maximum number of off-street parking spaces permitted for multifamily dwellings wholly within the core areas and which is substantially (at least 90 percent) provided in the form of structured parking may be increased from the current base of 1.33 spaces per dwelling unit to a base of 1.75 spaces per dwelling unit, plus an additional .33 spaces per bedroom in excess of one per unit.
 2. The maximum number of off-street parking spaces permitted for Shopping Centers between 25,000 and 399,999 square feet of gross leasable area (GLA) shall be modified from Section 27-568(a) as:
 - a. All uses except theaters shall provide no more than one space per 200 square feet of GLA.
- B. The minimum number of off-street parking spaces permitted for each land use shall be reduced 20 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. The minimum number of off-street parking spaces permitted for Shopping Centers (between 25,000 to 399,999 square feet of GLA) shall be equivalent to a 20 percent reduction of the maximum number of permitted off-street parking spaces (as calculated per Standard A.2).
- C. To facilitate shared parking within the development district, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived.
 1. Single ownership: For any property under one ownership and used for two or more uses, the number of parking spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (B) above, by the appropriate percentage as shown in the shared parking requirements by time period (See Table 11). The number of parking spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.
 2. Multiple ownership: The off-street parking requirements for two or more uses with different ownership may be satisfied by providing a joint parking facility, and the minimum parking requirements may be

reduced in accordance with the procedure outlined above for shared parking for single ownership. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:

- a. The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served.
- b. The applicant provides a recorded shared-use parking agreement signed by all owners involved which ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.

Table 11: Shared Parking Percentage Requirements by Time Period

Type of Use	Weekday		Weekend		Nighttime
	Daytime 6:00 a.m.- 6:00 p.m.	Evening 6:00 p.m. - Midnight	Daytime 6:00 a.m.- 6:00 p.m.	Evening 6:00 p.m. - Midnight	Midnight - 6:00 a.m.
Office/Industrial/ Manufacturing/Storage	100	10	10	5	5
Commercial Trade	60	90	100	70	5
Restaurant	50	100	100	100	10
Lodging	70	100	70	100	70
Recreational/Entertainment Social/Cultural	40	100	80	100	10
Residential	60	90	80	90	100
Other Uses	100	100	100	100	100

Source: Table based on "Shared Parking," a publication from the Urban Land Institute, Washington, D. C., 1983.

- D. Parking Credits for Use of Alternative Modes of Transportation: Applicants may request from the Planning Board during the site plan review process, a reduction in the minimum off-street parking requirements if they provide incentives to encourage use of alternative modes of transportation other than single-occupant vehicles. These alternatives include, but are not limited to, contributing to the county and/or city ride-sharing program, providing private incentives for car-and van-pooling, participating in usage of public transportation programs such as WMATA's Metrocheck and MTA's TransitPlus 2000, or providing private shuttle bus service. Verifiable data must be produced that supports the desired reductions in the minimum off-street parking. The reduction shall be no more than 20 percent.
- E. To encourage the construction of off-street structured parking facilities and to promote economic development, the Planning Board during the site

plan review process may waive the minimum off-street parking requirements provided that:

1. A Parking District is established for the area in accordance with the requirements of Subtitle 2, Division 27, Sections 2-399 to 2-413 of the Prince George's County Code.
2. The applicant agrees to pay a fee-in-lieu for the required number of off-street parking spaces that are to be waived and/or a special assessment as defined by the Parking District.

Parking and Loading Area Design

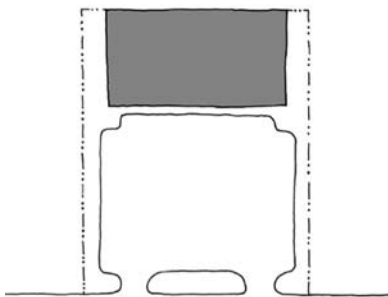
Intent

Parking lots are not a primary use but are an accessory use. As such, they should not dominate the streetscape, obscure building frontages, endanger pedestrians, or overwhelm the visual environment. The visual impact of automobiles in parking lots and of parking structures should be reduced by relocating parking to the sides and rear of buildings and by utilizing appropriate visual screening methods. Large single parking lots should be discouraged in favor of lots broken into smaller sections by trees and medians, structured parking, and on-street parking.

Standards

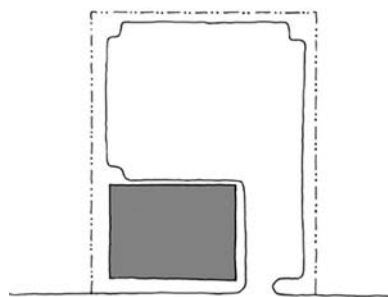
- A. Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings. When this is not possible or feasible, parking should be located to the side or rear to the extent possible. In no case may surface parking areas occupy more than 30 percent of the frontage of the lot.
- B. Shared parking lots are strongly encouraged.

Unacceptable



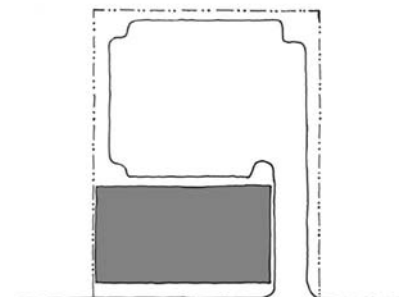
Parking shall not be located between the main building on the lot and the street.

Acceptable



Parking located along the side of the lot is acceptable as long as most of the parking is located to the rear of the lot. Side-lot parking may not occupy more than 30 percent of the lot frontage.

Preferred



Parking placed behind the building minimizes its visual impact on the urban environment and enhances the streetscape by bringing buildings closer to the curb to reinforce the comforting sense of enclosure needed to make a place special.

- C. Parking lots shall be well lighted to ensure safety and shall be located and designed so as to avoid creating isolated and remote areas. Internal pedestrian paths shall be well illuminated and clearly delineated within parking lots.
- D. For the **Largo Town Center core area**, on-street parking shall not occur along Harry S Truman Drive, Arena Drive, and Lottsford Road north of Harry S Truman Drive, subject to the concurrence of the Prince George’s County Department of Public Works and Transportation (DPW&T) and other appropriate agencies.
- E. Curb bump-outs should be incorporated with on-street parking to provide physical separations and visual relief from long lines of parked cars. Within public rights-of-way, this shall be subject to the concurrence of DPW&T and other appropriate agencies.

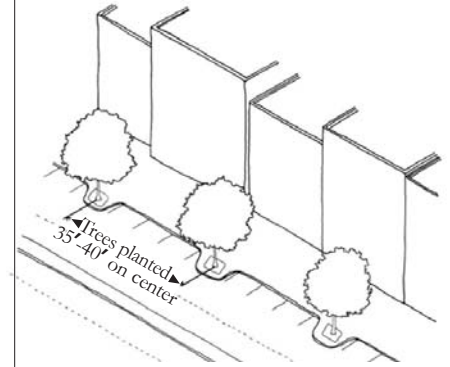


Curb bump-outs provide visual and physical separations from long lines of parked cars.

- F. Parking garages shall be sited to reduce the visual impact from public streets and shall incorporate architectural design or landscape features to screen parked vehicles from passing pedestrians and motorists.



Garages designed to resemble traditional buildings are more pleasing than those designed with long, horizontal slot openings.



Trees planted within curb bump-outs should be consistent with planting standards.



Parking garages located within blocks are conveniently located and visually unobtrusive.



Retail and office uses should surround the ground level of parking structures to enhance the streetscape and create pedestrian-friendly environments.

- G. Garages for single-family attached dwellings should be located to the rear of the site and accessed by alleys or lanes.
- H. For the **Largo Town Center core area**, structured parking is encouraged for all development.
- I. When a commercial parking garage is located along a street, ground-level retail or office uses should be provided on the street side of the garage to maintain an interesting, pedestrian-friendly environment.

J. Parking garages shall utilize architectural design elements that incorporate a similar quality of building materials and colors present in adjacent buildings.

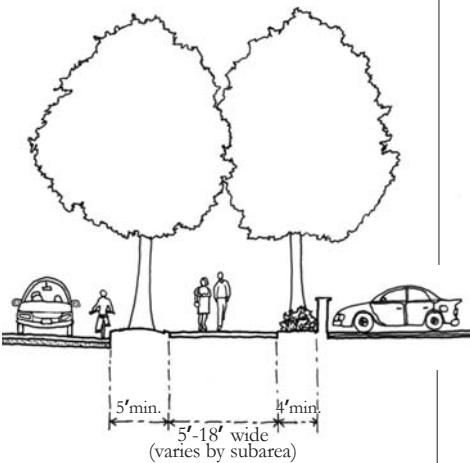


Parking garages that utilize architectural design elements, materials, and colors incorporated in the adjacent buildings blend in more with the built environment and convey a more friendly and inviting image than traditional concrete slab structures.

K. All parking lots, garages, and on-street parking areas shall be in compliance with the Americans with Disabilities Act (ADA).

L. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall, or other appropriate screening techniques. Landscaping shall be provided in surface parking lots, as follows:

1. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between 36 and 48 inches in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen groundcover and low shrubs planted between the shade trees.
2. Perimeter landscaping from incompatible uses as defined in Section 4.7 of the *Landscape Manual* shall consist of a landscaped strip to be a minimum of four feet wide, with a minimum three-foot-high brick, stone, or finished concrete wall, and/or plantings to consist of one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to a property line.



A combination of low masonry walls and appropriate landscaping screens parking areas and contributes to a sense of place.

If walls are constructed, they shall be located adjacent to but entirely outside the four-foot-wide landscaped strip and shall provide at least one passage with a minimum of three feet in width per every 60 linear feet when the wall is adjacent to open space, a pedestrian path, public plaza, or other pedestrian-oriented space to facilitate pedestrian movement and foster connections between parking areas and nearby uses.

3. Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.
4. At least one shade tree shall be provided for each 300 square feet (or fraction) of interior landscaped area provided. These trees shall have a clear trunk at least six feet above finished grade level.
5. If a parking lot less than 6,000 square feet is built without interior landscaping and later, additional spaces are added so that the total size of the lot is greater than 6,000 square feet, then the interior landscaping shall be provided for the entire parking lot.
6. Planting spaces must be large enough to allow for healthy tree growth and must be protected from car overhangs and opening car doors.
 - a. A minimum of 60 square feet of continuous pervious land area shall be provided for each tree. No tree planting area shall be less than five feet wide in any dimension.
 - b. A curb or wheelstop shall be provided for all parking spaces adjacent to planting or pedestrian areas to protect those areas from overhanging by parked vehicles.
 - c. Planting islands located parallel to parking spaces shall be a minimum of nine feet wide to allow car doors to swing open.
 - d. In cases where a planting island is perpendicular to parking spaces and the spaces head into the planting island on both sides, the island shall be a minimum of eight feet wide to allow for bumper overhang. If parking spaces are located on only one side of such a planting island, the island shall be a minimum of six feet wide.



When on-street parking is used, planting areas should be separated from the curb to allow for vehicle overhanging and help preserve plantings from accidental damage.

M. Convenient and easily visible pedestrian connections shall be provided between parking areas and adjacent buildings and destinations.

Landscaping, Buffering, and Screening

Intent

Attractive landscaping provides a wealth of benefits for a community, from a psychological sense of well being to tangible benefits such as increased property values. Streets and lots utilizing trees, flowering plants, shrubs, and high-quality walls and fencing contribute to a positive identity, screen unattractive uses and mechanical equipment, provide shade, and create a pleasant and comfortable environment.

Standards

- A. Public spaces shall be planted with shade and flowering trees, evergreen shrubs, and other appropriate landscaping to provide shade, increase air quality, and treat stormwater, as well as to add interest, visual appeal, and year-round greenery and color. Other devices, such as trellises, covered walkways, pavilions, and gazebos are also encouraged in public spaces to mark special locations and contribute to sense of place.



Water features, winding paths, and areas for passive recreation help make this park a pleasant, unique urban place.



Landmark features such as this gazebo reinforce the sense of place that contributes to the identity of a neighborhood.

- B. Afforestation shall be accomplished through the provision of shade and ornamental trees for all sites. Tree cover shall be provided for a minimum of ten percent of the gross site area and shall be measured by the amount of cover provided by a tree species in ten years. Exceptions to this standard shall be granted on redevelopment sites where the provision of ten-year tree cover is not feasible due to existing buildings and site features.
- C. In the **Morgan Boulevard core area** and the **Central Avenue Corridor Node area**, the planting of trees on sites for new development and/or redevelopment shall be counted toward meeting the Woodland Conservation Ordinance requirements. Street trees planted on abutting road rights-of-way may also be counted toward meeting the requirement.
- D. All design standards for planting street trees shall also apply to the planting of landscape trees and plants on sites proposed for new development and/or redevelopment (See Public and Private Open Spaces category, Street Trees and Plantings section.)
- E. For the **Morgan Boulevard core area**, an appropriate buffer yard of at least 20 feet in width should be established at the time of detailed site plan review between existing single-family dwellings and proposed nonresidential development and multifamily dwellings.
- F. The bufferyard requirements within the development district may be reduced to facilitate a compact form of development compatible with the recommendations of the Urban Design chapter. The minimum bufferyard requirements (landscape yard) for incompatible uses in the *Landscape Manual* (Section 4.7) may be reduced by 50 percent. The plant units required per

100 linear feet of property line or right-of-way may also be reduced by 50 percent. A four-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between office/retail/commercial uses and residential uses.

- G. Bufferyards between any uses contained within a property of a mixed-use development shall not be required.
- H. HVAC equipment, telecommunications buildings and equipment rooms related to monopoles and telecommunications towers, and satellite dish antennas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses, either by locating such equipment upon a roof behind a parapet wall or other device, or by utilizing landscaping, buffer walls, or other methods to screen the equipment.
- I. Dumpsters and storage, service, loading, and delivery areas shall be hidden from public streets, walks, and from all adjacent property containing residential, commercial, and mixed-uses by utilizing landscaping, buffer walls, or other methods to screen the equipment.
- J. Except as may be modified above (and in the Site Design category, Parking and Loading Area Design section), the provisions of the *Landscape Manual* in Section 1.3 (Alternative Compliance), and Sections 4.2, 4.3, 4.4, 4.6, and 4.7 (Landscape Standards), do not apply within the development district.
- K. Appropriate screening includes, but is not limited to, continuous solid, opaque fences, masonry walls, and evergreen plantings.
- L. Walls and fences shall be made of high-quality materials, such as brick, stone, wrought iron, and wood, that are compatible with the associated building or, if none, the adjacent buildings. Walls and fences screening above-ground utility structures such as transformer boxes and HVAC equipment should utilize architecturally compatible materials and design features present in the associated building.



Dumpsters and other unattractive features and areas should be screened from public view by attractive methods such as this masonry and lattice fence.



Walls and fences should incorporate materials and design features found in the associated buildings.

M. Artificial materials that simulate the appearance of natural materials, chain-link fencing, corrugated metal, corrugated fiberglass, sheet metal, and wire mesh shall not be used for screening.

Monument/Freestanding Signs

Intent

Careful selection of signs enhances the built environment. Signage that is compatible with the surroundings in terms of size, materials, and design creates an attractive identity for businesses and communities. Consolidating signage and creating low, monument-style signs with coordinating colors and materials throughout the community reduce visual clutter.



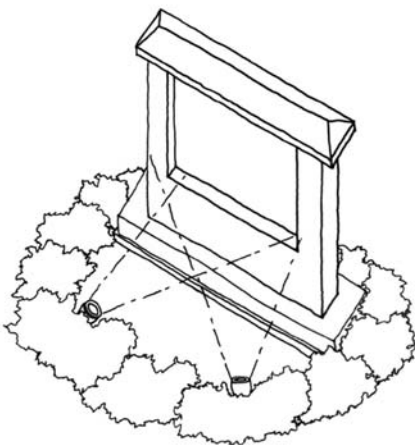
Monument signs incorporate high-quality materials and can be horizontal and low to the ground . . .



. . . or vertical and prominently located to make a statement or highlight an important place.

Standards

- A. Freestanding signs located anywhere within the development district shall consist of monument signs between two and eight feet in height mounted directly on a base and shall be constructed from or faced with high-quality materials such as brick or stone. Signs shall not be constructed of tin, aluminum, sign board, and other similar, low-quality materials. New pole-mounted signs shall not be permitted.
- B. The area of the freestanding sign shall not exceed 1 square foot for each 2 linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the center or complex associated with the sign.
- C. The area of the freestanding sign shall not exceed 1 square foot for each 4 linear feet of street frontage, to a maximum of 100 square feet per sign for building(s) not located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the use associated with the sign.
- D. Monument signs shall not be located closer than ten feet behind the ultimate right-of-way as modified by Section 27-614(a), Freestanding Signs, in Part 12 of the Zoning Ordinance.
- E. Signs should primarily serve to identify the name and/or type of business establishment.
- F. Signs incorporating neon lights in their design shall not be permitted.
- G. Placement of signs shall not hinder vision or obscure sight lines for motorists.



Signs should be externally lit on the sign face only, and lighting fixtures can be concealed by plantings used to soften the appearance of the sign.

- H. Plantings and low masonry walls should be incorporated around the base of signs to soften their appearance and help integrate them into the surrounding urban pattern.
- I. A comprehensive sign package shall be approved for any institutional, commercial, office, multifamily, or mixed-use development at the time of detailed site plan review. Each detailed site plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign support, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, design, and are complementary to the development district, given the proposed location and the use to be served.
- J. Only one monument on-site sign shall generally be permitted for each office building complex, single office building, commercial/retail building, shopping center, mixed-use development, or multifamily residential complex. If the property or development project has frontage on two parallel (or approximately parallel) streets, one monument sign shall be permitted on each street, as modified from Section 27-614(d) of the Zoning Ordinance.
- K. Signs shall be compatible in design, color, and materials with other urban design elements and associated buildings.
- L. Signs should be externally lit, and light should be directed to illuminate the sign face only. Light spillover should be discouraged. Lighting sources should be concealed or screened by landscape plantings, low walls, or other methods.
- M. Signs that are portable, movable, or have flashing components shall not be permitted.

Stormwater Management

Intent

Integration of stormwater management techniques that minimize the consumption of land, improve the quality of stormwater run-off and maximize the wise use of stormwater are essential elements in a compact, mixed-use design. The condition of the receiving streams in the Centers and Corridor Node area are in need of restoration through the use of available bioretention techniques.

Standards

- A. During the design of new development and redesign of renovated properties, all available stormwater micromanagement techniques will be considered, and used whenever possible. Bioretention areas, infiltration trenches, and storage and reuse of stormwater shall be considered on all developments.
- B. Streams that are to receive stormwater discharge from a subject property shall be evaluated for water quality and stream stability. If the receiving stream is considered degraded or in need of restoration, the stream will be restored as part of the proposed development and may be considered part of the stormwater management requirements for the site. The use of

bioengineering techniques shall be considered first; the use of hardscape techniques will only be used when bioengineering techniques are not appropriate.

- C. If stormwater management ponds are constructed, they shall be amenities to the overall development and shall be placed so as to become part of the overall green infrastructure of the area. Trail connectivity should be included in the design. The ponds shall either be wet ponds as part of the hardscape features of the site, or they shall be fully landscaped and shaped to consider the natural topography that exists. If woodland is removed for the construction of stormwater management ponds, that woodland removed shall be mitigated on the site.

Green Infrastructure

Intent

Preservation of the identified green infrastructure elements (see Environmental Features Map 13) will be regulated through the use of existing land use regulations; however, the connectivity of other potential elements should be considered and enhanced during the design of individual sites.

Standards

- A. In the **Morgan Boulevard core area** (Subarea 5) Green Corridor A, consisting of an unnamed tributary to Southwest Branch, shall be preserved using existing land use regulations. Existing and proposed development throughout the area shall be connected to the corridor through the use of landscaped buffers, trails, or other appropriate means. The surrounding development should take advantage of the natural area through designs that respect the natural topography and provide prominent views of the area.
- B. In the **Largo Town Center core area** (Subarea 5), Green Corridor B, the area where the two streams converge north of the I-95/Central Avenue interchange, should be preserved as open space to enhance the corridor and provide for water quality enhancement in this built environment.
- C. Green infrastructure elements within new development, such as landscaped open spaces, plazas, and trails, should be constructed to provide internal connectivity and connect with existing elements outside the sector plan area.

Building Design

Height, Scale, and Massing

Intent

The height, scale, and massing of buildings in a community are integral elements to the character of the area. Buildings should be at least two stories tall to provide the pleasing sense of enclosure and impression of “room” that constitutes successful public places. Massing changes such as projections, recesses, and architectural detailing should be incorporated to enhance the visual experience and contribute to comfortable, attractive, and successful pedestrian environments.

Standards

- A. Building heights for the **Largo Town Center core area** are as follows:
 - 1. In Subarea 3, buildings shall be at least eight stories in height.
 - 2. In Subareas 2 and 5, buildings shall be between four and eight stories in height.
- B. Building heights for the **Morgan Boulevard core area** are as follows:
 - 1. In Subarea 2, buildings shall be at least five stories in height.
 - 2. In Subarea 3, buildings shall be between two and seven stories in height. A food or beverage use (grocery store) of 40,000 square feet or greater in size is exempt from this standard.
 - 3. In Subarea 1, buildings shall be between two and six stories in height.
 - 4. In Subarea 5, buildings shall be between two and four stories in height.
- C. For the **Central Avenue Corridor Node area**, buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or



Buildings that are not similar in height to adjacent buildings look out of place and disrupt the streetwall.

beverage store, which includes a bakery, pharmacy, deli, and seafood counters. No store on the Santos/Zimmer properties may exceed 125,000 square feet gross floor area.²

- D. Buildings within an attached row or block shall be similar in height and shall not vary significantly from the average height in the row or block.
- E. The average size of all multifamily dwelling units in a development project shall be a minimum of:
 - 1. 750 square feet for a 1-bedroom unit.
 - 2. 1,050 square feet for a 2-bedroom unit.
 - 3. 1,275 square feet for a 3-bedroom unit.

Pedestrians relate to buildings that incorporate human-scaled architectural elements. Such buildings provide interesting visual details that enhance the character of the structure.

If the unit includes a den, the average minimum size increases by 100 square feet.

² On February 14, 2005, the District Council adopted Zoning Ordinance No. 2-2005 amending the DDOZ development standards approved on May 27, 2004, only applicable to 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 MD 214 and north side of Walker Mill Road, approximately 1,000 feet east of their intersection with Hill Road and Shady Glen Drive.





Buildings placed to create outdoor plazas and other spaces contribute to a sense of place.



Monolithic, box-like structures such as this one should be avoided.

H. The massing of a building should be appropriate to its surroundings and the size of its site. Monolithic box-like structures should be avoided.

I. The height, scale, and massing of buildings within a large parcel should be clustered so that the relationships create a sense of outdoor space.



By addressing the corner with an interesting, inviting entrance tower highlighted by architectural detail, this building contributes to the identity of the community.

F. The minimum size of single-family attached dwelling units shall be 1,600 square feet, excluding residential garages and unfinished basements.

G. Individual buildings are encouraged to utilize human-scaled architectural elements designed as integral elements of the building that should not appear to be attached or applied onto the building facade.

J. Buildings located at prominent intersections should address the corner by providing proper articulation, appropriate building forms, and an entrance on the corner.

K. Ensure that the design of development does not negatively impact existing surrounding neighborhoods.

Materials and Architectural Details

Intent

The materials and detailing used in the design of a building constitute the image of the structure. Building facades that are appropriate to the building type, use, location, and context enhance the community by contributing to a strong sense of place and community identity.

Standards

A. High-quality materials that are durable and attractive shall be used on the facades of all proposed buildings. These materials include, but are not limited to, brick, stone, precast concrete, wood, and tile.

B. New multifamily residential development shall have at least 75 percent of the front facade in brick, stone, or an approved equal (excluding windows, trim and doors). Side and rear facades visible from streets, public spaces (playground, plaza, etc.) and at-grade or above-ground Metro rail tracks should be at least 50 percent brick, stone, or an approved equal.

- C. Single-family attached residential development shall have at least 60 percent of the front and side (if applicable) façades in brick, stone, or an approved equal (excluding windows, trim and doors). Rear facades visible from streets and public spaces (playground, plaza, etc.) should be at least 40 percent brick, stone, or an approved equal.
- D. Low-quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials, which simulate the appearance of natural materials, should be avoided.
- E. Environmentally friendly, energy-saving “green” building materials and techniques are strongly encouraged.

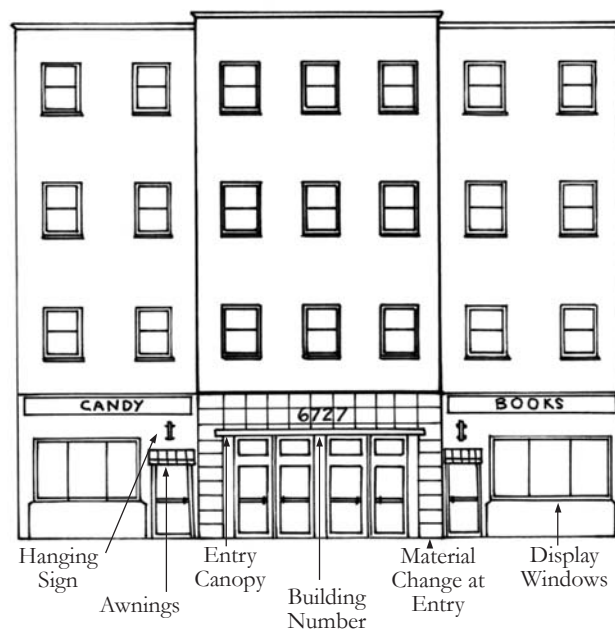


Typical franchise architecture often creates trademark buildings that are not compatible with design standards.



Franchise buildings that are consistent with design standards can result in upscale structures that still provide a corporate identity.

- F. Infill development should use architectural details and materials that are compatible with the surrounding development.
- G. Trademark buildings with typical franchise architecture shall not be permitted.
- H. The first story and primary entrances of nonresidential and mixed-use buildings shall be articulated with pedestrian-scaled architectural elements and detailing.
- I. Rear entrances to buildings from parking areas shall be articulated with pedestrian-scaled detailing, but shall read as a secondary, rather than primary, entrance.
- J. Reflective and tinted glass shall not be permitted in residential buildings or for the ground floor of commercial and mixed-use buildings.
- K. Buildings that are composed of ribbons or bands of glass and architectural precast panels shall be avoided.
- L. Above-grade foundation walls on single-family attached residential structures shall either be clad with finish materials compatible with the primary façade design, or shall be textured or formed to simulate a clad-finished material such as brick, decorative block, or stucco. Exposed foundation walls of unclad or unfinished concrete are prohibited.



Pedestrian-scaled architectural elements and detailing help reinforce entry locations and make them more interesting to passersby.



Endwall treatments such as projections, windows, and doors create visual interest and alleviate large, unfriendly expanses of walls facing public areas.

M. Architectural detailing such as roofline variations, dormers, window and door treatments, porches, balconies, color, and materials should be used to avoid overly repetitive architectural elements and building forms.

1. Residential attached building types shall avoid the use of overly repetitive architectural elements and forms. A variety of features and variations shall be employed, including, but not limited to, roofline variations, window and door treatments, porches, balconies, colors, and materials.

N. Buildings on lots where endwalls are prominent (such as corner lots, lots visible from public spaces, streets, or because of topography or road curvature) shall have additional endwall treatments consisting of architectural features in a balanced composition, or natural features which shall include brick, stone, or stucco.



Public buildings should be unique expressions of civic pride, using high-quality architecture and landmark features to reflect their importance within communities.

O. Public buildings should be designed with high-quality architecture and landmark features. These buildings should be located at prominent points, such as adjacent to public open spaces, plazas, village greens, and parks, and along major streets, as appropriate to the use.

P. The selection of exterior colors should allow the building to blend in harmoniously with the overall fabric of adjacent buildings. The color palette should be kept simple and restrained.

Q. At the time of detailed site plan, multifamily residential proposals shall provide for:

1. Party and/or community rooms with kitchen, with a minimum size of three square feet per dwelling unit.
2. Fitness facilities with a minimum size of four square feet per dwelling unit, which includes exercise/weight equipment, sauna/steam room, dance floor or aerobic and exercise classes and/or swimming pool.
3. Controlled lobby entrances.

4. Minimum nine-foot-high interior ceilings within 75 percent of interior living space.
5. Individual heating and air-conditioning systems.
6. Full-size washer and dryer in each unit.
7. Walk-in closets in at least 75 percent of the units.
8. Wiring for pay/cable television and locations for three telephone lines.
9. Burglar/intrusion alarms.

Building Facades and Storefronts

Intent

Properly articulated facades and retail storefronts enhance the pedestrian environment by providing a sense of scale that is comforting to humans. Storefronts should engage passersby and provide visual permeability between the street and the interiors of businesses.

Standards

- A. Murals on exterior walls shall not be permitted.
- B. Storefronts should be articulated with display windows, recessed entry door(s), lighting, signs, and awnings/canopies.
- C. Rear and side building entrances should be provided if served by an adjacent parking area. These entrances should be inviting, well lit, and clearly articulated with awnings, signs, lighting, and plantings.
- D. Storefronts should not vary significantly from adjacent buildings fronting the same street and within the same block in form, materials, and massing. Incompatible materials and design features should be discouraged.
- E. Merchandise shall not be displayed in front of or leaning against the exterior façade(s) of a building.

Window and Door Openings

Intent

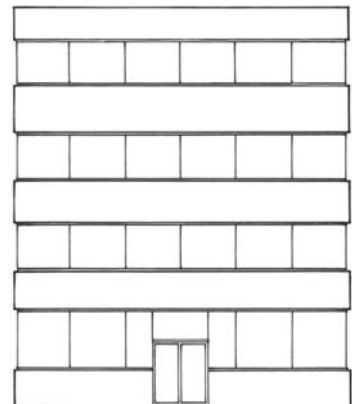
The window and door openings of a building establish scale, rhythm, and proportion. Windows and doors that are of a style and size appropriate for the building's use and mass make the building seem to have a more friendly, inviting feel and contribute to the overall aesthetic quality of the community.



Architectural detailing, articulation, and single-punched window openings give buildings a sense of human scale.



Storefronts with large display windows, prominent and recessed entry doors, integrated lighting fixtures, appropriate awnings, and pedestrian-oriented signage are more inviting and friendly to customers.



Buildings characterized by continuous, horizontal bands of windows are often imposing and do not provide the details and features needed to foster human-scale environments.

Standards

- A. Individual punched or framed windows shall be used instead of continuous, horizontal ribbons or bands of windows or continuous floor-to-ceiling windows.
- B. Storefronts with retail uses at street level shall provide large display windows. Display windows shall encompass a minimum of 40 percent and a maximum of 80 percent of a storefront's frontage (measured in linear feet).
- C. Large, blank building facades shall not face public areas such as streets, plazas, and zones of pedestrian activity.
- D. Exterior burglar bars on windows and doors shall not be permitted. Other, less visually obtrusive methods of security should be employed instead.
- E. Single-family attached and multifamily residential buildings shall incorporate two or more windows or other architectural features on the ends of each individual unit. Blank walls shall not be permitted.
- F. Overly large or small windows that convey a distorted sense of scale should be avoided.
- G. Window and door openings should not be obscured by signs, other objects, or displays.

Projections and Recesses

Intent

Simple changes in building mass brought about by projections and recesses incorporated in the design should be employed, where appropriate, to improve the look and feel of the building and create a greater sense of comfort and proper proportion. Projections and recesses can also highlight building entrances and lend greater interest to the building by providing intriguing visual and physical niches, and increased space for café seating and landscaping.

Standards

- A. Buildings shall be articulated with wall plane projections, recesses, or offsets on facades greater than 80 feet in length along any one side of the building.



Long buildings need to be articulated to create visual interest and physical separations so as not to dominate the streetscape.

Awnings and canopies should be in proportion to the windows and doors they complement and are appropriate locations for signage, logos, and other forms of expression.



- B. Awnings, canopies, and trellises should be incorporated into the architectural design of building façades, where appropriate, and should reinforce the appearance of a storefront by reflecting storefront window proportions.
- C. Awnings, canopies, and trellises should be of a size appropriate for their use.

Lighting

Intent

Buildings and communities should incorporate distinctive lighting as a cohesive element of their architectural design to strengthen the appearance and functionality of the structure and its surroundings while providing adequate safety and visibility.

Standards

- A. Lighting shall be an integral component in the overall architectural design and character of all buildings.
- B. Building lighting shall be coordinated in design with site lighting.
- C. All exterior light fixtures shall direct light to specific locations and away from adjoining properties.
- D. Proposals for new development shall submit a comprehensive lighting package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, methods of lighting fixture attachment, and other information the Planning Board requires.
- E. One consistent style of ornamental pole and luminaire should be used to be coordinated with the appropriate public agencies.
- F. Lighting poles shall be the shortest necessary to provide the adequate lighting for safety. Light fixtures shall incorporate internal cut-off shields to direct light to intended areas. Up-lighting shall be limited to ground-mounted signage.

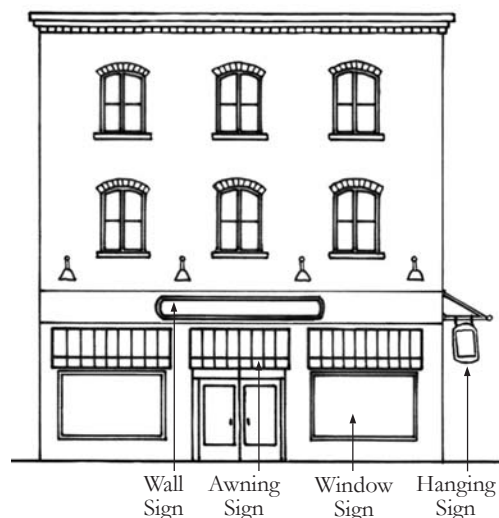
Building and Canopy Signs

Intent

Building signs should contribute to a positive image for the development by complimenting the architecture and design of both the building itself and of the surrounding environment. Attractive, well-maintained signs built of durable materials attract potential customers, provide directional orientation, and contribute to the look and feel of the community.

Sign locations should be incorporated into the overall design of the building and be proportional to their location.

Appropriate Building Sign Locations



Multi-tenant Building



Sign locations for multi-tenant buildings should be consistent in placement, design, size, materials, and colors.

Standards

- A. Signs shall primarily serve to identify the name and/or type of business establishment.
- B. Building signs shall be constructed of durable, high-quality materials.
- C. The sign locations should be incorporated into the overall architectural design of the building. The placement, materials, colors, type, style, and size of signs should be compatible with other architectural features of a building.
- D. Retail and/or commercial signage should be placed in the zone of the façade that is directly above the storefront. The size of the sign should be in proportion to the height and width of the building face to which it is attached.
- E. Signs located above or projecting from the roofline or parapet wall shall not be permitted, as modified from Sections 27-613(a) and 27-613(b) of Part 12, Signs, of the Zoning Ordinance.
- F. Building attached signs facing the Capital Beltway and/or Central Avenue shall include only the business name and logo.
- G. Signs for individual tenants and businesses of multi-tenant buildings should be consistent and coordinated in terms of design, placement, size, materials, and color.
- H. Signs shall project no more than 48 inches from the vertical plane of the wall to which they are attached, as modified from Section 27-613(d) of the Zoning Ordinance. Projecting signs shall not be attached to canopies; rather, canopy and awning signs, which may contain the name of a business and logo, may be located on the front face of an awning.
- I. Sign area shall not exceed the regulations of Section 27-613(c) of the Zoning Ordinance.
- J. Common sign plans shall be provided for all new institutional, office, mixed-use, and retail/commercial buildings developed on a single parcel or combination of parcels under common ownership at the time of detailed site plan. Requests for major exterior renovation (50 percent or more based on front façade in linear feet) or major rehabilitation (50 percent or more increase in gross floor area) shall also submit a common sign plan.

These common sign plans shall be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size, methods of sign attachment, lighting, quantity, location on the building, and other information the Planning Board requires.
- K. Temporary signs attached to the building façade shall not be permitted.
- L. Window signs shall not obscure the interior view of a business or retail establishment and shall not occupy more than 25 percent of the total area of the window in which the sign is located.

Public and Private Open Spaces

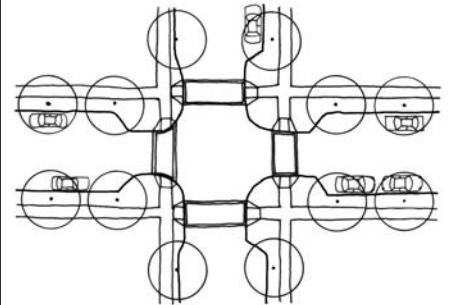
Street and Road Configuration

Intent

Logical street networks facilitate the flow of traffic, provide alternative routes, and contribute to increased pedestrian safety. Multimodal streets provide a circulation system for motorists, pedestrians, and cyclists to peacefully coexist in user-friendly environments; they are more accessible, less imposing, and safer than routes designed solely to move cars quickly through an area.

Standards

- A. All streets shall be constructed with curbs and gutters.
- B. Roads shall be designed according to the Americans with Disabilities Act (ADA) and American Association of State Highway and Transportation Officials (AASHTO) guidelines, to the extent possible.
- C. Culs-de-sac and dead-end streets should generally be avoided. Culs-de-sac may be used when environmentally sensitive features surround developable land.
- D. Morgan Boulevard should have a traditional boulevard character subject to DPW&T approval. A median (to separate travel directions) planted with low, decorative plants and shade trees should be provided, and shade trees should line both sides of the road.
- E. Intersections should employ safe crossings, which enhance pedestrian safety by expanding the sidewalk area in the unused portion of the on-street parking lane adjacent to the intersection. These safe crossings should be developed in consultation with DPW&T and would be subject to its approval.



Safe crossings reduce the width of the street, slow traffic through the intersection, and shorten crossing distances, which leads to increased pedestrian safety.

Parks and Plazas

Intent

Public space such as parks and plazas are integral to the success of neighborhoods. They provide opportunities for active and passive recreation, soften the visual impact of the built environment, create gathering places and destinations, and enhance the overall impression of a place. Careful consideration to the integration of open space in the community leads to well-crafted spaces that increase safety, comfort, and civic pride.



Public art can take many forms, such as this sculpture overlooking a public plaza. . .



. . . and this statue commemorating Prince George's County

Standards

- A. Public art, such as statues, decorative fountains, and sculpture shall be incorporated into public and private open spaces, and coordinated with appropriate agencies.
- B. Street furniture and amenities such as benches, gazebos, trash receptacles, and drinking fountains should be provided and coordinated to present a common style or theme.

- C. Parks, plazas, and other public space should be well lighted and should not be designed with isolated or dark areas..
- D. Recreational equipment such as tot lots, playgrounds, gyms, courts, and exercise stations should be provided, whether or not such facilities are required in lieu of mandatory dedication of parkland. The applicant should submit a recreational facilities agreement for all proposed recreation facilities prior to approval of final plats of subdivision.

Sidewalks, Crosswalks, and Trails

Intent

Wide, safe sidewalks that are well shaded with trees, lined with plantings, and feature comfortable and attractive street furniture encourage walking, increase activity on the street and in the town center, and contribute to vibrant, active businesses. Sidewalks, crosswalks, and trails should be safe, well lighted, allow for multimodal access and provide strong connections throughout the community.

Standards

- A. Sidewalks shall be provided on both sides of all public streets subject to the approval of DPW&T.
- B. Walkways shall connect all uses, sidewalks, and public spaces in the most direct way possible, carrying across and through public spaces and street intersections.
- C. Sidewalks shall be wide enough to accommodate pedestrians, street amenities, and bicyclists (where in-road facilities do not exist), as follows:

- 1. Sidewalks in Subareas 3 and 5 of the **Largo Town Center core area**, and in Subareas 1 (sidewalks along Morgan Boulevard) and 2 of the **Morgan Boulevard core area** shall be between 8 and 18 feet wide.
- 2. Sidewalks in Subarea 2 of the **Largo Town Center core area**, and Subareas 1 (sidewalks not along Morgan Boulevard), 3, 4, and 5 of the **Morgan Boulevard core area** shall be a minimum of five feet wide.
- 3. Sidewalks in the **Central Avenue Corridor Node area** shall be a minimum of five feet wide.

- D. Sidewalks shall be set back from the curb edge. A green, landscaped strip at least five feet in width shall separate street from sidewalk to allow for the planting of shade trees to further protect pedestrians and enliven the streetscape.
- E. Sidewalks shall be constructed of concrete, brick paving, or other appropriate, high-quality materials. Asphalt shall not be used as a paving material for sidewalks.



Wide sidewalks allow for amenities, café seating, comfortable pedestrian paths, and street furniture and are key for the success of mixed-use, transit-oriented communities.



Crosswalks that continue sidewalk materials across streets make them more visible to motorists and further enhance pedestrian safety.



Landscaped strips separating the sidewalk from the street increase pedestrian safety and provide opportunities for street tree plantings.

- F. Sidewalk materials should be carried across streets along crosswalks to identify pedestrian crossings and maintain consistent pedestrian paths.
- G. Crosswalks should be provided at all intersections. At locations with high pedestrian traffic, these crosswalks should be safe crosses, with bump-outs, special paving, reflector treatments, countdown pedestrian crossing signs, or street narrowing at corners to provide a greater degree of pedestrian safety (subject to the approval of DPW&T and other appropriate agencies).
- H. All sidewalks, crosswalks, and trails shall comply with the Americans with Disabilities Act (ADA).
- I. Sidewalks, crosswalks, and trails shall be well lighted with pedestrian-scale lighting fixtures.
- J. Bicycle parking facilities and racks shall be located in highly visible and well-lit areas convenient to building entrances.
- K. Pedestrian circulation should provide convenient and well-marked access to the Metro stations.

Street Trees and Plantings

Intent

Street trees increase sense of place and pedestrian comfort by providing shade in the summer and allowing sun to penetrate to the sidewalk in winter. Trees provide multiple benefits in a built environment, including reductions in ambient air temperatures and ground level ozone, and improvements to air quality. Trees and plantings enhance the visual environment and screen undesirable views such as mechanical equipment and parked cars. Other important functions provided by street trees include defining outdoor spaces and strengthening view corridors.

Standards

- A. Street trees shall be used along the sides of all roadways (subject to regulations and approval of DPW&T or the State Highway Administration [SHA] along public roads) in the core areas to define the street edge, provide a shaded overhead canopy, establish a rhythmic, unifying element to the street environment, and provide a safety buffer for pedestrians.
- B. Medium to large deciduous shade trees shall be utilized for street trees and shall be planted between 35 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and with a minimum caliper of 2½ inches, subject to approval by DPW&T or SHA along public roads.
- C. Fruit-bearing trees shall not be permitted for use as street trees.
- D. Street trees shall be shown on all site plans such as building permits and detailed site plans.
- E. Screening and parking lot planting shall be coordinated with street tree plantings.

- F. A limited tree palette consisting of shade trees should be selected for gateways and other roads. Plant selection for street trees shall consider shape of canopy, sun and shade tolerance, overhead utility lines, drought tolerance, maintenance requirements, and tolerance of adverse urban conditions, and shall be coordinated with the appropriate agencies. Native tree species are strongly recommended. Different selections from the palette should be made for each major street to avoid planting a monoculture and potentially losing all the trees within a development to disease.
- G. The minimum planting area for street trees shall be five feet in width, eight feet in length and four feet deep. Wherever possible, the tree planting areas below the sidewalk paving should be connected so that root zone space for trees can be shared.

Street and Site Furniture

Intent

Durable, attractive, and compatible street furniture provides a positive community identity, comfortable seating, pleasing, convenient amenities, and a more pedestrian-friendly environment.

Standards

- A. Bus shelters shall be provided on bus service routes as determined by appropriate agencies. These shall be constructed with high-quality materials and shall be compatible with the overall character and materials of the mixed-use center in the core area.
- B. Street furniture should be constructed of durable materials and require minimal maintenance.
- C. Street furniture shall include, but not be limited to, bicycle racks, bus shelters, benches, trash receptacles, and fountains.
- D. Street furniture should be placed at strategic locations, such as bus stops, public plazas, high pedestrian traffic areas, along trails, and within retail/commercial activity zones.
- E. Street furniture design and numerical requirements shall be coordinated throughout the core areas with appropriate public agencies to be consistent in style, quality, and character.



Street furniture should be built of high-quality, durable materials and placed at locations of high pedestrian activity.



Pedestrian-scaled ornamental light poles built from high-quality materials and with a common design contribute to a sense of place by adding a unique element that enhances community identity.

Lighting

Intent

Pedestrian-oriented lighting is essential for successful communities. Lighting adds to safety at night and encourages positive activities. A consistent level of low- to medium-intensity lighting will illuminate the entire area and eliminate the shadows and dark areas that make people uncomfortable at night. Lighting fixtures of a consistent design, carefully coordinated with street furnishings, help to create a unique identity for the neighborhood and to increase sense of place. Careful lighting designs are needed to ensure that the proper amount of light is provided without resulting in excessive lighting levels and glare.

Standards

- A. Exterior areas, public spaces, roads, sidewalks, and trails shall be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.
- B. High-quality, pedestrian-scale ornamental poles and luminaires should be used on all sidewalks and trails and are strongly encouraged in other areas of pedestrian activity.
- C. Lighting poles shall be the shortest necessary to provide the adequate lighting for safety. Light fixtures shall incorporate internal cut-off shields to direct light to intended areas. Up-lighting shall be limited to ground-mounted signage.
- D. Light fixtures should be placed to provide maximum effective illumination to avoid conflicts with trees or other obstructions and shall direct light to specific locations and away from adjoining properties.
- E. Light fixture design should be coordinated throughout the core areas with the appropriate public agencies to ensure compatibility with street furnishings and the overall design themes of the area.
- F. At the time of the first detailed site plan, a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T to be used along public streets adjacent to all subsequent development proposals in the core areas.
- G. Proposals for new development shall submit a comprehensive lighting design package at the time of detailed site plan review, to include illustrations, plans, or photographs indicating the design, size, lighting fixture placement, and other information the Planning Board requires.

Utilities

Intent

The visual clutter created by overhead utility lines leads to negative impressions of a place and obscures views to buildings, landscaping, and landmarks. Communities often relocate utilities to increase the quality of their surroundings and add to the aesthetics of the neighborhood by cutting back on negative visual images. Utilities include, but are not limited to, electric, natural gas, fiber optic, cable television, telephone, water, and sewer service.

Standards

- A. All future development shall locate utilities underground, whenever possible.
- B. Redevelopment of parcels should relocate utilities underground, whenever possible.
- C. Meter boxes, utility poles, and other at-grade structures should not block pedestrian and bicyclist movement and should be shielded from view with appropriate landscaping.

USES PERMITTED.

Uses permitted.

No use shall be allowed, except as provided for in the Table of Uses. In the table, the following applies:

- (1) The letter “P” indicates that the use is permitted in the zone indicated.
- (2) The letter “P*” indicates that the use is permitted, but subject to the general special exception standards in Section 27-317(a)(1), (4), (5) and (6) and conforms to the recommendations of the sector plan.
- (3) The letters “PA” indicate that the use is permitted, subject to the following:
 - (A) There shall be no entrances to the use directly from outside of the building;
 - (B) No signs or other evidence indicating the existence of the use shall be visible from the outside building, other than a business identification sign lettered on a window. The sign shall not exceed six (6) square feet in area; and
 - (C) The use shall be secondary to the primary use of the building.
- (4) The letters “PB” indicate that the use is permitted, subject to the following:
 - (A) The use shall be related to, dependent on, and secondary to a principal use on the premises;
 - (B) The use shall be located on the same record lot as the principal use;
 - (C) The use shall not be located within a building not occupied by the principal use; and
 - (D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the principal use is located.
- (5) The letter “X” indicates that the use is prohibited.
- (6) All uses not listed are prohibited.
- (7) Whenever the tables refer to an allowed use, that use is either permitted (P), permitted by special exception standards (P*), or permitted as a (PA) or (PB) use, as listed in the zone in the tables.
- (8) 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. (CB-58-1990; CB-12-2001).
- (9) The Table of Uses (Table 12-Part 2) does not pertain to the R-55 and R-O-S zoned property in the Morgan Boulevard Metro core area and the Central Avenue Corridor Node area, respectively.

**Table 12-Part I
COMMERCIAL USES**

USE	C-O in DDOZ	M-U-I in DDOZ
(1) COMMERCIAL:		
(A) Eating or Drinking Establishments:		
Drive-in restaurant	X	X
Fast-food restaurant:		
(i) Within a wholly enclosed shopping mall, or department, variety, or drug store	X	P
(ii) Within an office building	PA	PA
(iii) Within a hotel	X	PA
(iv) Accessory to, and as an integral part of, an allowed recreational facility	P	P
(v) Within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area ¹⁰ (CB-29-1986)	X	P
(vi) Provided that the fast-food restaurant is part of an integrated shopping center, is not attached to a gas station, is limited to a maximum 2,000 square foot gross floor area, no more than 20 seats, and no drive-in or delivery service ¹⁶ (CB-126-1989)	X	P
(vii) All others	X	P*
Other than a drive-in or fast-food restaurant (which may include incidental carry-out service, except where specifically prohibited):		
(i) Permitting no entertainment (of any sort) other than music, and no patron dancing	P	X
(ii) Within an office building	P	P
(iii) Accessory to an allowed use	X	P
(iv) Freestanding, within an office building complex of at least 20 acres	P	P
(v) Permitting live entertainment or patron dancing, with hours of operation that extend beyond 11:00 P.M., and with parking abutting land used for residential purposes, except hotel lounges	X	X
(vi) All others (CB-33-1985; CB-104-1985; CB-65-1989; CB-89-1993; CB-90-1993)	P*	P
(B) Vehicle, Mobile Home, Camping Trailer, and Boat Sales and Service:		
Bus maintenance accessory to:		
(i) A private school or educational institution	X	X
(ii) A church or other place of worship	X	X
Boat fuel sales at the waterfront	X	X
Boat sales, service, and repair, including outdoor storage of boats and boat trailers:		

USE	C-O in DDOZ	M-U-I in DDOZ
(i) Accessory to a marina	X	X
(ii) All others	X	X
Boat storage yard	X	X
Car wash:		
(i) On a parcel of at least 10 acres with any structures located at least 200 feet from any land in any Residential Zone or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan	X	X
(ii) Self-service, coin operated, automatic car wash as an accessory use to the permitted use of a commercial parking lot, with shuttle service to Metro and located within two (2) miles of a Metro station	X	X
(iii) All others (CB-76-1998)	X	X
Gas Station (in the C-M Zone, subject to Detailed Site Plan review in accordance with Section 27-358(a)(1),(2),(4),(5),(6), (7),(8),(9), and (10)) (CB-1-1989; CB-72-1999)	X	X
Incidental automobile service in a parking garage ³	X	X
Vehicle lubrication or tune-up facility, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage (CB-43-1987)	X	X
Vehicle, mobile home, or camping trailer repair and service station (CB-50-1993)	X	X
Vehicle, mobile home, or camping trailer sales lot, which may include dealer servicing and outdoor storage of vehicles awaiting sale; but shall exclude the storage or sale of wrecked or inoperable vehicles, except as accessory to the dealership for vehicles which the dealership will repair ³⁷ (CB-95-1987; CB-87-2000; CB-29-2002)	X	X
Vehicle or camping trailer rental (in the C-M Zone, subject to Section 27-417(a),(b)(2), and (c))	X	X
Vehicle or camping trailer storage yard (CB-80-1996)	X	X
Vehicle parts or tire store including installation facilities, provided all sales and installation operations are conducted in a wholly enclosed building with no outdoor storage:		
(i) On a parcel of at least 10 acres, with any structures located at least 200 feet from any land in any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan)	X	X
(ii) Accessory to a department store (CB-58-1990)	X	X
(iii) All others (CB-21-1992)	X	X
Vehicle parts or tire store without installation facilities	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Vehicle towing station, provided it is enclosed by a sight-tight wall or fence at least 6 feet high, or an evergreen screen (CB-30-1992)	X	X
(C) Offices:		
Bank, savings and loan association, or other savings or lending institution:		
(i) Automatic teller machine, only	P	P
(ii) Check cashing establishment ³⁶	X	X
(iii) All others	P	P
Contractor's office (see paragraph (3), Miscellaneous)		
Office accessory to an allowed use	P	P
Office (except as otherwise provided):		
(i) Within an integrated shopping center, and not exceeding 10% of the gross floor area of the center	X	X
(ii) All others	P	P
Office of a certified massage therapist (CB-44-2000)	P	P
Office of a medical practitioner or medical clinic (which may include an accessory private spa)	P	P
Real estate subdivision sales office as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Where not otherwise specifically permitted, any use allowed in the C-R-C Zone (excluding those permitted by Special Exception) may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the use; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop (CB-58-1990)	X	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception), may be located within an office building, provided that the uses shall not be located above the ground floor; not more than 15% of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet of gross floor area shall be allotted to any one shop	PA	X
Where not otherwise specifically permitted, any use allowed in the C-S-C Zone (excluding those permitted by Special Exception) may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the Master Plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Where not otherwise specifically permitted, any use allowed by Special Exception in the C-S-C Zone may be located within an existing building no more than three (3) stories in height, including a maximum of 65,000 square feet of gross leasable area, provided such building and its associated parking are located on one or more contiguous parcels of property abutting two (2) streets shown on the Master Plan as arterial or higher classification, and located at an intersection where the three (3) other corners of said intersection are zoned C-S-C, and where the parcel or parcels of property upon which the building and its associated parking are located abut land zoned C-S-C at a minimum of two (2) locations (CB-69-1999)	X	X
(D) Services:		
Ambulance service, private	X	X
Animal hospital, animal training, kennel	X	X
Artist's studio	P	P
Barber or beauty shop (CB-148-1987)	P	P
Bicycle repair shop:		
(i) Non-motorized only	X	P
(ii) All others	X	X
Blacksmith shop	X	X
Blueprinting, photostating, or other photocopying establishment	X	P
Carpet or rug shampooing establishment	X	X
Catering establishment:		
(i) Accessory to an allowed use	P	PA
(ii) As a primary use but including banquet facilities and a restaurant	P	P
(iii) For food preparation and administrative office only (no banquet facilities)	X	P ³³
(iv) All others (CB-94-1996, CB-34-1999)	X	X
Data processing	P	P
Dry cleaning or laundry pickup station (CB-127-1986)	X	P
Dry cleaning store or plant: ⁴³		
(i) Retail, gross floor area under 3,000 square feet	X	P
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X
Electric or gas appliance, radio, or television repair shop	X	P
Employment agency	P	X
Farm implement repair	X	X
Fortune telling	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Funeral parlor, undertaking establishment (CB-2-1989)	X	X
Household appliance or furniture repair shop	X	X
Key or locksmith shop (CB-128-1986)	X	P
Laboratory:		
(i) Accessory to an allowed use	PA	P
(ii) Dental laboratory	P	P
(iii) All other laboratories (CB-4-1986)	P*	P
Laundromat:		
(i) Accessory to an allowed use	X	X
(ii) All others	X	X
Laundry store or plant: ⁴³		
(i) Retail, gross floor area under 3,000 square feet	X	P
(ii) Retail, unrestricted	X	X
(iii) Wholesale (may include retail service) (CB-55-2002)	X	X
Lawn mower repair shop:		
(i) Non-motorized, only	X	X
(ii) All others, provided all repairs are performed within a wholly enclosed building	X	X
Limousine service:		
(i) Storage of up to 10 limousines (not to include buses and vans), may include routine vehicle repair or servicing within a wholly enclosed building, with no outdoor storage	X	X
(ii) All others (CB-120-1994)	X	X
Machine shop accessory to an allowed use	X	X
Massage establishment	X	X
Methadone Treatment Center (CB-103-1993)	X	X
Model studio	X	X
Newspaper publishing establishment	X	P*
Pet grooming shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor	X	P
Photographic processing plant	X	X
Photography studio or darkroom	P	P
Pizza delivery service, limited to off-premises delivery with no eat-in or drive-in service:		

USE	C-O in DDOZ	M-U-I in DDOZ
(i) With carry-out service in a building with less than 2,500 sq. ft. of gross floor area	X	P
(ii) Unrestricted in size with no carryout service (CB-83-1986; CB-102-2001)	X	X
Printing shop:		
(i) Not exceeding 2,000 square feet of gross floor area	X	P
(ii) All others	X	P*
Sauna or steam bath	X	X
Septic tank service	X	X
Sewage dump station for camping trailers or boats	X	X
Shoe repair shop	X	P
Tailor or dressmaking shop (may include incidental dyeing and pressing allowed as a "PB" use)	X	P
Taxidermy (CB-30-1986)	X	X
Travel bureau	P	P
Upholstery shop (CB-65-1989)	X	X
Veterinarian's office:		
(i) Outpatient	X	P
(ii) Inpatient (CB-96-1988)	X	X
Watch or jewelry repair shop	X	P
Welding shop:		
(i) Accessory to an allowed use	X	X
(ii) All others	X	X
(E) Trade (Generally Retail):		
Adult book store (CB-65-1989; CB-53-1996)	X	X
Arts, crafts, and hobby supply store	X	P
Bait shop	X	X
Bakery products, wholesale (may include retail sales)	X	X
Bicycle (sales) shop:		
(i) Nonmotorized, only	X	P
(ii) All others	X	X
Book (except adult bookstore) or camera store (CB-71-1993)	X	P
Bottled gas sales:		
(i) Accessory to an allowed use	X	X
(ii) All others	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Building supply store:		
(i) Wholly enclosed, except for nursery stock	X	X
(ii) With outdoor storage on not more than 50% of the lot, provided it is enclosed by a slightly opaque wall or fence at least 8 feet high (CB-76-1992)	X	X
Bulk retailing:		
(i) Products allowed to be sold in a C-S-C Zone (CB-65-1989; CB-25-1999)	X	X
(ii) Products allowed to be sold in a C-M Zone	X	X
Buying of items within guest rooms and vehicles, pursuant to Section 27-115(a)(2)	X	X
Carpet or floor covering store	X	X
Clothing, dry goods, millinery, or shoe store (CB-58-1985; CB-71-1993)	X	P
Confectioner (not exceeding 40,000 square feet of gross floor area):		
(i) Retail (CB-65-1989)	X	P
(ii) Wholesale (may include accessory retail sales)	X	X
Department or variety store, excluding pawnshops		
(i) Not exceeding 125,000 square feet of gross floor area	X	X
(ii) Exceeding 125,000 square feet of gross floor area within the developed tier or a designated Revitalization Tax Credit Area	X	X
(iii) All others, ⁴⁰ in accordance with Section 27-348.02 (CB-71-1993; CB-28-1997, CB-4-1999; CB-2-2002)	X	X
Drug paraphernalia display or sales, pursuant to Section 27-115(a)(1)	X	X
Drug store:		
(i) Not exceeding 3,000 square feet of gross floor area	X	P
(ii) Within an office building or complex, and not exceeding 25% of the gross floor area, or 2,000 square feet, whichever is less (CB-65-1989)	P	P
(iii) All others	X	P
Farm implement sales	X	X
Feed sales	X	X
Firewood sales as a temporary use in accordance with Sections 27-260 and 27-261	X	X
Farmer's market or flea market as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-63-1998)	X	X
Florist shop	X	P
Food or beverage goods preparation on the premises of a food or beverage store, provided the goods are only sold on the premises and at retail	X	PB

USE	C-O in DDOZ	M-U-I in DDOZ
Food or beverage goods preparation for wholesale sales:		
(i) Not exceeding 1,500 square feet of gross floor area	X	X
(ii) Containing 1,501 to 3,000 square feet of gross floor area	X	X
(iii) All others (CB-37-1992)	X	X
Food or beverage store:		
(i) Not exceeding 3,000 square feet of gross floor area	X	P
(ii) Not exceeding 125,000 square feet of gross floor area	X	P
(iii) In combination with a department or variety store on the same or adjacent site, in accordance with Section 27-348.02	X	X
(iv) All others (CB-112-1986; CB-65-1989; CB-2-2002)	X	X
Garden supplies store, floricultural or horticultural nursery, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees (CB-65-1989)	X	X
Gift, jewelry, music, souvenir, or other specialty store not specifically listed (CB-71-1993)	X	P
Hardware store (CB-65-1989)	X	X
Household appliance or furniture store:		
(i) Not exceeding 50,000 square feet of gross floor area	X	X
(ii) Exceeding 50,000 square feet of gross floor area (CB-32-1986; CB-77-1998)	X	X
Ice vending machine (not exceeding 8 ton capacity)	X	X
Lawn mower (sales) store	X	X
Newspaper, magazine, or tobacco shop	X	P
Nursery and garden center, which may include the outdoor display of nursery stock, such as plants, shrubbery, and trees	X	X
Outdoor display of merchandise for sale (except as otherwise specified) and excluding merchandise displayed on gasoline pump islands associated with gas stations which is allowed):		
(i) Not more than 6 feet from main building (subject to Section 27-388)	X	P
(ii) More than 6 feet from main buildings(subject to Section 27-388)	X	P*
Paint or wall covering store	X	P
Pawnshop:		
(i) In accordance with Section 27-250.01	X	X
(ii) In accordance with Section 27-394.01 (CB-28-1997)	X	X
Pet (sales) shop, provided all animals are confined to the interior of the building and adequate measures are taken to control noise and odor; may include the sale of pet feed and supplies (CB-2-1991)	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Retail shop or store (not listed) similar to one permitted (P) in the:		
(i) C-S-C Zone	X	P
(ii) C-M Zone	X	X
(iii) C-R-C Zone (CB-65-1989; CB-58-1990)	X	X
Sales from guest rooms and vehicles, in accordance with Section 27-115(a)(2)	X	X
Seafood market:		
(i) Containing less than 3,000 square feet of gross retail space	X	P
(ii) Containing less than 7,000 square feet of gross retail space	X	X
(iii) Unrestricted in size (CB-49-1987)	X	X
Seasonal decorations display and sales as a temporary use, in accordance with Sections 27-260 and 27-261	P	P
Septic tank sales (CB-65-1989)	X	X
Sporting goods shop, which may include marine equipment and supplies	X	P
Stationery or office supply store which may include the sale of furniture or business machines	X	P
Swimming pool or spa sales and service:	X	
(i) Excluding outdoor display	X	X
(ii) Including outdoor display, provided it is enclosed by a 6-foot high fence (subject to Section 27-388)	X	X
Toy store (CB-71-1993)	X	P
Video game or tape store	X	P
Wayside stand:		
(i) As a temporary use, subject to Sections 27-260 and 27-261	X	X
(ii) All others (CB-122-1986)	X	X
(2) Institutional/Educational:		
Adult day care center	P*	P*
Assisted living facility, subject to the requirements of Section 27-464.04 (CB-72-1996)	X	X
Church or similar place of worship, convent, or monastery (CB-23-1988)	X	X
Day care center for children:		
(A) In accordance with Section 27-464.02 ¹²	P	P
(B) All others (CB-23-1988)	P*	P*

USE	C-O in DDOZ	M-U-I in DDOZ
Eleemosynary or philanthropic institution:		
(A) A building containing no more than 7,000 square feet of gross floor area on a lot or parcel with not more than 1.5 acres for use by an organization providing benevolent services; any change in occupant or use shall require Detailed Site Plan approval by the District Council	X	P
(B) All others (CB-8-1998)	X	X
Hospital (may include a private spa)	P*	P*
Modular classroom as a temporary use, in accordance with Sections 27-260 and 27-261 (CB-106-1989)	P	X
Nursing or care home (may include a private spa)	P*	P*
School, Private:		
(A) Driving school, automobile only	P	P
(B) For artistic instruction (including a studio)	P	P
(C) Of business or trade, where the business or trade is permitted (P) in the respective zone	P	P
(D) Of business or trade, where the business or trade is permitted by Special Exception (SE) in the respective zone	P*	P*
(E) Tutoring establishment	P	P
(F) Private college or university	P	P
(G) Private schools, subject to Section 27-463	X	X
(H) All others (CB-40-1988; CB-50-1988; CB-113-1994; CB-93-1996; CB-94-2000)	X	X
(3) Miscellaneous:		The Commercial Use Listing Category (3) Miscellaneous is not applicable to the M-U-I Zone. Refer to Residential Use Listing Category (3) Miscellaneous Part 2 of the Use Table.
Accessory structures and uses, except as otherwise provided	P	
Adaptive reuse of a surplus public school, when not otherwise allowed	P*	
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	P*	
Auction house	X	
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use ¹³ (CB-55-1988)	P	
Carpentry, cabinet making, or other woodworking shop:		
(A) Accessory to an allowed use	X	
(B) All others	X	
Cemetery or crematory:		
(A) Cemetery, accessory to a church, convent, or monastery ¹⁸	X	
(B) All others (CB-11-1991)	X	

USE	C-O in DDOZ	M-U-I in DDOZ
Collection of recyclable materials as a temporary use, in accordance with Sections 27-260 and 27-261	X	
Commercial recreational development (CB-35-2000)	P ³⁵	
Consolidated Storage (CB-147-1986; CB-65-1989; CB-45-1999; CB-29-2000)	X	
Contractor's office (general) as a permanent use, including the businesses of siding, flooring, roofing, plumbing, air conditioning, heating, painting, carpentry, electrical work, landscaping and the like, with buildings, and uses accessory to the business (as well as the office) use:		
(A) With no outdoor storage of materials or equipment	P	
(B) With outdoor storage of materials, located only in a side or rear yard; enclosed by a slightly, opaque wall or fence at least 6 feet high; with no storing of material higher than the fence; but excluding the use or outdoor storage of earthmoving or other heavy equipment, or outdoor storage of machinery	X	
(C) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry and lighting (and the like) parts for installation off the site (CB-110-1994; CB-46-1995)	X	The Commercial Use Listing Category (3) Miscellaneous is not applicable to the M-U-I Zone. Refer to Residential Use Listing Category (3) Miscellaneous Part 2 of the Use Table.
Contractor's office (must include sanitary facilities), Construction yard or shed, or storage building (in Connection with a construction project) as a Temporary use:		
(A) In accordance with Sections 27-260 and 27-261	P	
(B) All others	P*	
Hardware fabrication and manufacturing of products from material produced elsewhere ²⁶ (CB-39-1996)	X	
Mobile home, with use for which amusement taxes collected ²	X	
Recycling collection center as a temporary use, in accordance with Sections 27-260 and 27-261	X	
Recycling collection center, paper only (limited to collection, storage, and shipping):		
(A) On a lot contiguous to a railroad siding and not abutting land in any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan), subject to Section 27-391(a)(2) and (3)	X	
(B) All others	X	The Commercial Use Listing Category (3) Miscellaneous is not applicable to the M-U-I Zone. Refer to Residential Use Listing Category (3) Miscellaneous Part 2 of the Use Table.
Rental business:		
(A) Rental of motor vehicles or camping trailers(in the C-M Zone subject to the requirements of Section 27-417)	X	
(B) Rental of boats	X	
(C) Rental of any other merchandise allowed to be sold in the respective zone	X	
Sanitary landfill, rubble fill	X	

USE	C-O in DDOZ	M-U-I in DDOZ
Sign, in accordance with Part 12:		
(A) Outdoor advertising (billboard)	X	
(B) All others (CB-65-1989; CB-24-1991)	P	
Sign shop	X	
Stationery or office supply corporate headquarters including office, showroom, and distribution (no retail sales) also including office furniture as an accessory use, within an office building complex of at least twenty acres (CB-116-1986)	X	
Storage, wholly enclosed, accessory to an allowed use	P	
Temporary shelter for commercial display, sale, or service use permitted (P) in the respective zones, as a temporary use, in accordance with Sections 27-260 and 27-261	X	
Trash removal services (CB-17-2002)	X	
Wholesaling, distribution, and related storage:		
(A) Incidental to any use allowed and in an office building, but limited to a floor area ratio of 0.1	X	
(B) Of materials (products) not used or produced on the premises (CB-61-1995)	X	
Wholesaling of products incidental to the retail sales of the products on the premises	X	
(4) Public/Quasi Public:		
Ambulance service, private	X	X
Community building, except as otherwise provided	P*	P
Library, private	P	P
Post Office	P	P
Public building and use, except as otherwise prohibited	P	P
Sanitary landfill or rubble fill ¹⁷ (CB-15-1990)	X	X
Voluntary fire, ambulance, or rescue ¹ station	P	P
(5) Recreational/Entertainment/Social/Cultural:		
Amusement arcade:		
(A) Not exceeding 2,500 square feet of gross floor area, with adult supervision on the premises during all hours of operation; provided the use is located either within a wholly enclosed shopping mall, or within the main group of stores of an integrated shopping center having a minimum gross floor area of 150,000 square feet	X	X
(B) All others	X	X
Amusement Center (CB-35-1994)	X	X
Amusement park:		
(A) Within a wholly enclosed shopping mall	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
(B) All others	X	X
Archery or baseball batting range	X	X
Arena or stadium (which may include a private spa)	X	X
Athletic field:		
(A) With no seating or nonpermanent bleacher-type seating for not more than 100 spectators	X	X
(B) With permanent bleacher-type seating for more than 100 spectators	X	X
Auditorium	X	P
Beach	X	X
Billiard or pool parlor	X	X
Boat ramp	X	X
Bowling alley:		
(A) On a parcel of at least 10 acres, provided all structures are located at least 200 feet from any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan)	X	X
(B) All others	X	P*
Carnival, circus, fair or similar use, not exceeding seventeen (17) days duration and located at least 250 feet from any dwelling, as a temporary use in accordance with Sections 27-260 and 27-261	X	X
Club or lodge (private) except as otherwise provided	P*	P
Employees' recreational facilities (private, nonprofit) accessory to an allowed use	P	P
Fishing pier	X	X
Go-cart track	X	X
Golf course or country club:		
(A) Accessory to a commercial use	X	X
(B) All others	X	X
Golf driving range	X	X
Marina (CB-72-1987)	X	X
Miniature golf course	X	X
Museum, aquarium, art gallery, cultural center, or similar facility	P	P
Park or playground	P	P
Performance arts center, in accordance with Section 27-464.05 (CB-12-2001)		
Race track	X	X
Recreational campground (in the C-M Zone subject to paragraphs (1) thru (7) of Section 27-400(a))	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Recreational or entertainment establishment of a commercial nature, if not otherwise specified:		
(A) Abutting residential property or land residentially zoned	X	X
(B) All others (CB-72-1998)	X	X
Reducing/exercise salon or health club	X	P
Riding stable	X	X
Rifle, pistol, or skeet shooting range:		
(A) Indoor	X	X
(B) Outdoor	X	X
Skating rink	X	X
Spa (community)	P	P
Spa (private), accessory to an allowed dwelling unit	P	P
Spa (public):		
(A) Accessory to a hotel or motel	X	P
(B) Accessory to a reducing/exercise salon or health club	X	P
(C) Accessory to a commercial swimming pool	X	P
(D) Accessory to a recreational campground	X	X
(E) Accessory to a summer camp	X	X
(F) Unrestricted	X	X
Summer camp	X	X
Swimming pool:		
(A) Accessory to a hotel or motel	X	P
(B) Accessory to a recreational campground	X	X
(C) Community	X	P
(D) Indoor	X	P
(E) Private, accessory to an allowed one-family detached dwelling	X	X
(F) All others	X	X
Tennis, basketball, handball, or similar court:		
(A) Indoor (within a permanent wholly enclosed building)	P	P
(B) Outdoor	P	P
(C) With a temporary removable cover (bubble)	X	X
Theatre:		
(A) Indoor	P*	P
(B) Outdoor (including drive-in)	X	X
Zoo, not publicly owned	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
(6) Residential/Lodging:		The Commercial Use Listing Category (6) Residential/Lodging is not applicable to the M-U-I Zone. Refer to Residential Use Listing Category (6) Residential/Lodging, Part 2 of the Use Table.
Apartment housing for the elderly or physically handicapped	X	
Artists' residential studios, in accordance with Section 27-464.05 (CB-12-2001)	X	
Country Inn	X	
Dwelling, provided that it was legally erected prior to the date upon which the property was classified in a Commercial Zone, or was legally erected in a Commercial Zone under prior regulations	X	
Dwelling unit within a building containing commercial uses:		
(A) Not exceeding 3 units per building, to be located above the ground floor, except where otherwise allowed	P	
(B) Not exceeding 3 units per building, with 1 unit at ground level for a resident manager, caretaker, or night watchman (and family)	X	
(C) In a building containing 4 or more stories, provided the units are located above the third story	P*	
Hotel or motel:		
(A) Hotel or motel in general	P	
(B) Including any use allowed in the C-S-C Zone (but not generally allowed in the C-M Zone, excluding those permitted by Special Exception), when located within a hotel, provided the uses shall not be located above the ground floor; not more than fifteen (15) percent of the gross floor area of the building shall be devoted to the uses; and not more than 3,000 square feet shall be allotted to any one use (CB-105-1985; CB-58-1990)	X	
Planned retirement community (CB-22-2002)	X	
Tourist cabin camp	X	
Tourist Home	X	
Transitional Shelter for the Homeless:		
(A) Operated in conjunction with an adjacent eleemosynary institution; and containing 8 or fewer residential units	X	
(B) All others (CB-62-1991)	X	
(7) Resource Production/Recovery:		
Agricultural use		
(A) Other than animal or poultry raising	X	X
(B) Animal or poultry raising (other than customary household pets)		
(i) on lots 20,000 square feet or more	X	X
(ii) on lots under 20,000 square feet	X	X
(iii) on lots under 20,000 square feet adjoining occupied residentially-zoned property ³⁸ (CB-71-2001)	X	X
Sand and gravel wet-processing	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Surface mining	X	X
(8) Transportation/Parking/Communications/Utilities:		
Airport, airpark, airfield, airstrip, heliport, helistop	P*	P*
Antennas and related equipment buildings and enclosures, other than satellite dish antennas, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Broadcasting studio (without tower)	P	P
Bus station or terminal	X	X
Monopoles and related equipment buildings and enclosures, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Parking garage, commercial	P	P
Parking garage or lot or loading area, used in accordance with Part 11	P	P
Parking lot, commercial:		
(A) With shuttle service to Metro and within two (2) miles of a Metro station	X	X
(B) All others	X	X
Parking of mobile home, except as otherwise specified	X	X
Parking of a mobile home in a public right-of-way ⁴	X	X
Parking of vehicles accessory to an allowed use	P	P
Public utility uses or structures:		
(A) Underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards	P	P
(B) Other public utility uses or structures (including major transmission and distribution lines and structures, but excluding towers and poles not otherwise permitted, railroad yards, roundhouses, car barns, and freight stations) (CB-25-1987; CB-61-1988; CB-8-1990; CB-123-1994; CB-102-1997; CB-65-2000)	P*	P
Satellite dish antenna, in accordance with Section 27-451.01:		
(A) Up to 10 feet in diameter, to serve only 1 dwelling unit	P	P
(B) More than 10 feet in diameter to serve only 1 dwelling	X	X
(C) All others (CB-19-1985)	P	P
Storage of any motor vehicle which is wrecked, dismantled or not currently licensed, except where specifically allowed ⁶ (CB-4-1987)	X	X
Taxicab dispatching station:		
(A) Without cab storage, repair, or servicing	P	P
(B) With cab storage	X	X
(C) With cab repair or servicing within a wholly enclosed building (CB-50-1987)	X	X

USE	C-O in DDOZ	M-U-I in DDOZ
Taxicab stand	P	P
Telegraph or messenger service	P	P
Towers or poles (electronic, public utility when not otherwise permitted, radio, or television, transmitting or receiving):		
(A) Nonprofit, noncommercial purposes, with no height restrictions	P	P
(B) Freestanding for commercial purposes, not exceeding 100 feet above ground level	P	P
(C) Attached to a roof for commercial purposes, not exceeding 40 feet above the height of the building	P	P
(D) All others (CB-8-1990; CB-41-1994; CB-123-1994; CB-65-2000)	P*	P*

- 1 Provided the site is either:
 - (A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
 - (B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
 - (C) Occupied by a station that was in use immediately prior to July 1, 1982.
- 2 Provided:
 - (A) The mobile home is located on a lot having a net area of at least five (5) acres;
 - (B) The use of the mobile home is in connection with another use on the property for which the County levies or collects an amusement tax;
 - (C) The occupants of the mobile home are employed by or reasonably connected with the other use; and
 - (D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks when the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.
- 3 Provided:
 - (A) The service shall be limited to supplying gasoline, oil, water, tire pressure, and washing;
 - (B) Only automobiles parking in the parking garage may be served;
 - (C) No signs visible from outside the structure shall indicate the presence of the service facilities; and
 - (D) The garage shall be wholly enclosed.
- 4 Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.
- 5 Reserved.
- 6 This shall not apply to:
 - (A) Storage accessory (and related) to an allowed use; or
 - (B) One (1) such vehicle stored in a wholly enclosed garage.
- 7 Approval as an accessory use with approval of the Special Exception for the hotel or motel. (CB-28-1985)
- 8 Approval as an accessory use with approval of the Special Exception for the recreational campground.(CB-28-1985)
- 9 Provided:
 - (A) The minimum seating capacity is one hundred fifty (150);
 - (B) More than fifty percent (50%) of its revenue is derived from the sale of food;
 - (C) The operation is limited to the sale of food and beverages for consumption on the premises;
 - (D) Customer service is at table side. No counter service and no cafeteria-style service is provided; and
 - (E) The restaurant is not open to the public before 11:00 A.M.(CB-104-1985)
- 10 The requirement for at least 6 businesses and a 50,000 square feet minimum gross floor area does not apply to a fast-food restaurant which is legally existing or which is subsequently constructed pursuant to a building permit filed prior to May 6, 1986.(CB-29-1986)
- 11 This does not provide for accessory antennas or overhead distribution lines.(CB-25-1987)
- 12 In a publicly owned recreational facility, a school, a church, or a public building, a day care center shall only be permitted as an accessory use. A church must provide its tax-exempt identification number when applying for a Detailed Site Plan or a building or use and occupancy permit for an accessory day care center for children. (CB-23-1988; CB-98-1988; CB-44-1989)
- 13 Provided the health center is located on a minimum of twenty-five (25) acres.(CB-55-1988)

- 14 Provided it is an adaptive reuse of existing space, such space having been previously utilized for bulk retailing, and only where the property on which the use is located abuts land in the I-3 Zone.(CB-61-1988; CB-81-1993; CB-123-1994; CB-61-1995)
- 15 May include an accessory crematory. (CB-2-1989)
- 16 Delivery service is permitted provided an additional parking space, over and above the required number of parking spaces, is provided for each vehicle used for delivery. No more than six (6) vehicles shall be permitted for the delivery service. (CB-126-1989)
- 17 A sanitary landfill or rubble fill may include a rock crusher only if it is approved as part of the Special Exception. (CB-15-1990)
- 18 Provided both uses were existing as of January 1, 1991.(CB-11-1991)
- 19 For:
- (A) The relocation of such uses, provided the last site on which the use was located was in the I-1 Zone, not more than three (3) miles from the subject property, is currently used by a public entity for a mass transit facility, and was acquired prior to June 1, 1993; or
- (B) A property of 15,000 to 20,000 square feet, formerly the site of a full-service gas station, abutting on at least one side property in the C-S-C Zone, limited to repair of vehicles with a maximum gross vehicle weight of 17,000 pounds.
(CB-50-1993; CB-68-1999; CB-90-2000)
- 20 Provided the use is on a parcel or contiguous parcels of land in the C-M Zone, the gross tract area of which is a minimum of fifty (50) acres, which is contiguous to an existing street right-of-way at least one hundred twenty (120) feet wide, and of which no more than thirty-five percent (35%) is occupied by the uses subject to this requirement. The entire tract of land in the C-M Zone shall require Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle. Each use subject to these requirements shall consist of at least twenty-five thousand (25,000) square feet of gross floor area, and uses consisting of less than fifty thousand (50,000) square feet of gross floor area are permitted only if there is one existing retail use consisting of more than one hundred thousand (100,000) square feet of gross floor area for every two (2) retail uses consisting of less than fifty thousand (50,000) square feet of gross floor area. Clothing, dry goods, millinery, and shoe stores shall be permitted by Special Exception in all other cases. For the purposes of this footnote, the word "contiguous" shall include parcels that are separated only by a right-of-way. However, a department or variety store consisting of no more than fifteen thousand (15,000) square feet of gross floor area shall be permitted upon a parcel or contiguous parcels of land in the C-M Zone, the gross tract area of which is no more than three (3) acres, and which is contiguous to an existing street right-of-way at least one hundred twenty (120) feet wide, subject to Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle.(CB-71-1993; CB-70-1998)
- 21 If the use has a valid use and occupancy permit as of September 30, 1993, and a sight-tight fence or wall at least six (6) feet in height is erected along the perimeter of all abutting residential property as of December 31, 1993, the use shall be permitted by right. Change in ownership of the use shall not affect the conforming use status.(CB-89-1993)
- 22 Subject to Detailed Site Plan approval, in accordance with Part 3, Division 9, of this Subtitle, if the use is abutting land in a residential zone, or land proposed to be used for residential purposes on an approved Basic Plan, approved Official Plan, or any approved Conceptual or Detailed Site Plan.(CB-90-1993)
- 23 Provided the building to which it is attached is at least fifty (50) feet in height. Otherwise, a Special Exception is required.(CB-41-1994)
- 24 Subject to Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. (CB-120-1994)
- 25 Provided the property abuts property in a commercial zone, a residential zone in common ownership with the subject property, or a transportation facility right-of-way.(CB-46-1995)

- 26** Provided the property on which the use is located is under single ownership which includes the I-1 and C-M zones, where the uses on the C-M zoned portion are an expansion of the currently existing uses on the I-1 zoned portion of the property.(CB-39-1996)
- 27** Provided the property on which the use is located is abutting an existing vehicle storage yard with a valid use and occupancy permit.(CB-80-1996)
- 28** If not conducted in an existing office building, a Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle.(CB-93-1996)
- 29** Provided that a certified nonconforming pawnshop that does not meet the location requirements of Section 27-394.01 may relocate without the necessity of obtaining a Special Exception if locational requirements of the proposed location are satisfied and the nonconforming use at the former location is discontinued.(CB-28-1997)
- 30** Except when located on a tract of land which is less than 1.5 acres in size and surrounded on all sides by land in any residential zone in order to ensure safety on contiguous parcels and to minimize negative aesthetic impact on neighboring areas. A maximum of one (1) monopole and two (2) antennas are permitted. For any use for which the original permit was applied for prior to November 25, 1997, and legally issued, telecommunications-related equipment may be moved inside an existing structure without obtaining a special exception for the alteration of a nonconforming use. (CB-102-1997; CB-38-1998)
- 31** Provided:
- (A) The store shall be no less than 10,000 square feet nor more than 15,000 square feet;
 - (B) The use involves the demolition and redevelopment of a commercial use that has been vacant for a minimum of five years; and
 - (C) The site contains a minimum of three (3) acres and is adjacent to, or across from, an enclosed mall of at least 500,000 square feet.(CB-4-1999)
- 32** If located outside a Revitalization Tax Credit Area in a commercial center with less than thirty (30) acres, a bulk retailing store may not have gross floor area greater than 50,000 square feet. But if the store was in use and had necessary permits issued on or before September 1, 1998, then the restriction in this note does not apply and the store is not subject to nonconforming use requirements in Part 3, Division 6, unless the store discontinues bulk retailing operations for 180 or more consecutive calendar days. In this note, a commercial center is one or more contiguous, commercially-zoned lots separated from other commercially-zoned lots by public streets or rights-of-way.(CB-25-1999)
- 33** Provided the use does not exceed 5,000 square feet.(CB-34-1999)
- 34** Limited to the adaptive re-use of vacant or partially vacant property in former or existing shopping centers which are limited in their ability to modify or expand. The C-S-C parcels in the shopping center shall:
- (A) Lie adjacent to federal government property;
 - (B) Include not less than 10 or more than 15 acres;
 - (C) Be confined by road networks which limit access changes to the parcels; and
 - (D) Lie contiguous to and below the grade of a multilane limited-access highway.
- All such consolidated storage units shall meet the requirements of Sections 27-375(a)(5), (6) and (7), and 27-281 through 27-290.(CB-45-1999)

- 35** The use is permitted on C-O zoned property abutting R-R zoned property leased from a public agency before January 1, 1974, where both properties are developed in an integrated fashion pursuant to the same agreement. Parking and loading facilities shall be provided in accordance with Part 11 (parking and loading requirements). Landscaping, buffering, and screening shall be provided in accordance with the Landscape Manual. Development regulations for building setbacks shall be provided in accordance with Part 6 (Commercial Zone regulations). There shall be no building setbacks required between the internal R-R and C-O zoned portions of the site.
The following uses are not permitted: car wash, animal hospital, training, kennel, grooming, blacksmith, carpet or rug shampooing, electric or gas appliance repair, farm implement sales and repair, upholstery or furniture repair, locksmith, laboratories, lawn mower repair, machine shop, massage establishment, methadone treatment center, model studio, photo processing plant, studio or darkroom, pizza delivery, print shop, newspaper publishing, sauna or steam bath, septic tank sales, service, sewage dump (pump out) services, shoe repair, taxidermy, welding shop, bait shop, bottled gas, feed sales, wayside stand, and any use prohibited in the lease with the public agency, as modified or amended.(CB-35-2000)
- 36** Special Exception applications filed prior to January 1, 2000, may continue through the review and hearing procedures in Part 4. Uses which are approved may continue in effect, may be revised or amended under procedures in Part 4, and shall not be considered nonconforming. The maximum height of structures not approved by January 1, 2000, shall be thirty-six (36) feet.(CB-29-2000)
- 37** Except for new vehicle sales lots, the use shall be located on a tract of land containing a minimum of 25,000 square feet. All such uses on property less than 25,000 square feet in existence on September 1, 2000, may not be certified as nonconforming uses and must cease operations on or before August 31, 2003.(CB-87-2000)
- 38** All such uses in existence on September 1, 2001, may not be certified as nonconforming uses and must cease operations, with removal of all animal or poultry facilities, by February 1, 2002. (CB-71-2001)
- 39** (A) The subject C-M Zone property shall have at least seventy-five (75) feet of frontage on a street shown on the Master Plan as a collector or higher classification, be at least twenty-five thousand (25,000) square feet in area, and be the subject of a use and occupancy permit for commercial vehicle storage issued prior to January 1, 1990.
(B) In addition, the use may be placed on a C-M Zone property contiguous to property meeting the requirements in paragraph (A), but only if both properties are in the same ownership and the paragraph (A) property has a valid use and occupancy permit for trash removal services.(CB-17-2002)
- 40** Permits for a store approved before January 15, 2002, without a special exception may continue in effect and be revised or amended, and such a store shall not be considered a nonconforming use. No permits for new food or beverage operations in such a store may be approved without a Special Exception.(CB-2-2002)
- 41** Provided:
(A) The property in the C-O Zone is within a Special Taxing District and adjoins or lies across a public right-of-way from land in the R-H Zone with an existing planned retirement community.
(B) The Planning Board approves a Detailed Site Plan, in accordance with Part 3, Division 9, and makes the following findings:
(1) The site plan meets all Special Exception requirements in Section 27-395; and
The proposed project will serve, in a high quality, well-designed retirement community, the needs of a retirement-aged population while not adversely affecting the character of the surrounding neighborhood.(CB-22-2002)

- 42** Provided the use is an expansion of an existing vehicle sales lot onto surplus land owned by a State agency, but is not in use as a street or right-of-way. The subsequent conveyance of the State land shall not result in the use becoming nonconforming.(CB-29-2002)
- 43** All such uses with permits validly issued or applied for as of July 1, 2002, including those on properties rezoned from C-S-C to M-U-I, are deemed permitted uses, are not nonconforming, and may be altered, enlarged, or extended.(CB-55-2002)

**TABLE 12-Part 2
RESIDENTIAL USES**

USE	R-18 in Zoning Ordinance	M-U-I in DDOZ
(3) Miscellaneous:		
Accessory structures and uses (when not other wise provided for)	P	P
Adaptive reuse of a surplus public school, when not otherwise allowed	SE	P*
Adaptive use of a Historic Site, when not otherwise allowed (CB-58-1987)	SE	P*
Animals, not customarily household pets (CB-117-1986; CB-55-1988)	SE	X
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use ⁴¹ (CB-55-1988)	P	P
Cemetery, crematory:		
(A) Cemetery, in accordance with Section 27-445.06	X	X
(B) Cemetery, accessory to a church, convent, or monastery ⁴⁹	P	X
(C) All others (CB-86-1989; CB-11-1991)	X	X
Home occupations for residents, when not otherwise allowed ²⁰ (CB-86-1989)	X	X
Increase in height of accessory building, used for:		
(A) Servant, household help living quarters ³⁰	SE	X
(B) Agricultural purposes on a lot having a net area of less than 5 acres	X	X
(C) Agricultural purposes on a lot having a net area of at least 5 acres	X	X
(D) Office	SE	X
Signs, in accordance with Part 12, associated with uses allowed in the applicable Residential Zone (CB-85-1988)	P	P
Signs, outdoor advertising (Billboards) (CB-85-1988)	X	X
Temporary structures and uses not otherwise allowed	SE	P*
(6) Residential/Lodging:		
Agricultural Preservation Development, Section 27-445.01	X	X
Apartment hotel	X	X

USE	R-18 in Zoning Ordinance	M-U-I in DDOZ
Apartment housing for elderly or handicapped families in a building other than a surplus public school building (with provisions for increased density and reduced lot size in Multifamily Zones) (CB-85-1988; CB-91-1991; CB-44-1992, CB-46-1999)	SE	P*
Apartment housing for elderly or handicapped families in a surplus public school building	SE	P*
Artists' residential studios, in accordance with Section 27-445.09 (CB-12-2001)	SP	X
Boardinghouse	P	X
Congregate living facility for more than 8 elderly or physically handicapped residents (CB-90-1985)	P	P
Congregate living facility for NOT more than 8 elderly or physically handicapped residents (CB-90-1985)	SE	X
Convent or monastery (CB-23-1993)	P	P
Conversion of one-family detached dwelling to a building containing up to 3 dwelling units (not considered as a two-family, three-family, or multifamily dwelling): ⁵⁷		
(A) Prior to November 29, 1949, if the owner of the building resides in the building, and a valid Use and Occupancy permit was in effect on July 1, 1986	X	X
(B) Prior to November 29, 1949, if the owner of the building does not reside in the building, or a valid Use and Occupancy permit was NOT in effect on July 1, 1986	X	X
(C) Prior to November 18, 1980, but on or after November 29, 1949	X	X
(D) On or after November 18, 1980 (CB-58-1986; CB-73-1996)	X	X
Country Inn	X	X
Dwelling, farm tenant	X	X
Dwelling, multifamily:		
(A) In general	X	X
(B) Subject to applicable bedroom percentages	P	P
(C) In excess of applicable bedroom percentages	SE	P*
(D) Restricted to one-bedroom and efficiency apartments	X	X
(E) Higher than 110 feet (CB-85-1988)	X	X
Dwelling, one-family attached, for the elderly ⁵⁸ (CB-71-1996)	P ²	X
Dwelling, one-family detached, cluster development	X	X
Dwelling, one-family detached (in general)	P	X

USE	R-18 in Zoning Ordinance	M-U-I in DDOZ
Dwelling, one-family semidetached ¹ (CB-85-1988)	P ²	X
Dwelling, quadruple-attached (CB-83-1997)	P ^{2,5}	X
Dwelling, three-family	P ²	X
Dwelling, two-family detached (CB-85-1988)	P ²	X
Dwelling, two-family (in general)	P ²	X
Dwellings, one-family attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986	X	X
Dwellings, one-family triple-attached (in general)	X	X
Flag lot development:		
(A) In accordance with preliminary plats approved prior to February 1, 1990, pursuant to Subtitle 24 and recorded within the prescribed time period	X	X
(B) In accordance with Section 24-138.01 of Subtitle 24 (CB-72-1989)	X	X
Fraternity or sorority house:		
(A) If legally existing prior to May 20, 1983, and not extended beyond the boundary lines of the lot as it legally existed (prior to May 20, 1983)	P	X
(B) All others	SE	X
Group residential facility for more than 8 mentally handicapped dependent persons, or for 5 or more other dependent persons	SE	P*
Group residential facility for not more than 8 mentally handicapped dependent persons	P	X
Guest house, as an accessory use	X	X
Mobile home used as a dwelling for emergency purposes as a temporary use, in accordance with Sections 27-260 and 27-261	X	X
Mobile home used as a one-family detached dwelling	X	X
Mobile home, with use for which amusement taxes collected ²⁸	P	X
Motel	X	X
Opportunity Housing dwelling units ⁵⁹ (CB-66-1991; CB-55-1996)	P	X
Planned retirement community ⁵⁹ (CB-55-1996, CB-21-1999)	SE	P*
Recreational Community Development, in accordance with Section 27-444 ⁵⁹ (CB-16-1989; CB-55-1996)	X	X

USE	R-18 in Zoning Ordinance	M-U-I in DDOZ
Rental of guest rooms (by the residents):		
(A) To 1 or 2 persons (unrelated to all principal residents)	X	X
(B) To 3 persons (unrelated to all principal residents)	X	X
(C) To not more than 3 persons (unrelated to all principal residents) by a family of related individuals, 1 individual, or 2 unrelated individuals (CB-122-1986)	X	X
Residential Revitalization: Comprising any form of proposed multifamily, attached one-family or detached one-family dwellings, in a Residential Revitalization project, as shown on a Detailed Site Plan approved in accordance with Section 27-445.09 (CB-58-2001)	P	X
Rooming houses	P	X
Tourist cabin camp	X	X
Tourist homes	SE	X
Townhouse, cluster development, shown on a preliminary plat of subdivision approved prior to September 1, 1986 (CB-54-1986)	X	X
Townhouse, shown on a Detailed Site Plan approved prior to December 30, 1996, and in compliance with Section 3 of CB-55-1996 (CB-84-1990; CB-55-1996)	P ^{2.5}	X
Townhouse, shown on a preliminary plat of subdivision approved pursuant to Part 4A. (CB-47-1996)	P ^{2.5}	X
Townhouse, all others (CB-55-1996)	SE	P*

- 1 Provided both of an adjoining pair are erected at the same time.
- 2 Subject to all requirements applicable to the R-T Zone (except as specifically modified for the R-20 Zone).
- 3 Limited to dwelling units arranged one above the other.
- 4 On lots having a net area exceeding twenty thousand (20,000) square feet. (CB-45-1987)
- 5 The townhouses may be developed without conforming to the regulations applicable to townhouses governing roadways and drives, tract widths and sizes, density, and net lot area, provided:
 - (A) A Special Exception for multifamily dwelling bedroom percentages increase (Section 27-382) has been granted for the subject property with a condition that the property be developed with townhouses;
 - (B) A preliminary plat of subdivision has been approved for the property as of June 1, 1975, in accordance with the net lot area and lot frontage requirements applicable to multifamily dwellings in the R-18 Zone, with a maximum density of 22 dwelling units per acre; and
 - (C) A final plat was recorded prior to June 1, 1976.
- 6 Provided a condominium plat is recorded, in accordance with the provisions of the Maryland Condominium Act, setting out each dwelling unit as a separate unit.
- 7 Provided the use is limited to a person residing in the dwelling.
- 8 Except as allowed without a Special Exception.
- 9 Provided the use is located in a community building (constructed as part of a multifamily project), owned by a homes association, that does not contain any dwelling units. Not more than one-third (1/3) of the gross floor area of the community building may be used for professional office space.
- 10 Provided the multifamily dwelling or project contains at least twenty-four (24) dwelling units.(CB-36-1987)
- 11 For lots having frontage on more than one (1) street (i.e., a corner lot), a commercial vehicle may only be parked in a yard that does not have street frontage. (CB-53-1987)
- 12 This shall not apply to:
 - (A) Such storage accessory to an allowed use; or
 - (B) One (1) such vehicle which is stored in a wholly enclosed garage.
- 13 For zero lot line development, in accordance with Optional Residential Design Approach provisions of Subtitle 24.
- 14 Only for the expansion of the existing business on abutting land in the C-M, I-1, I-2, or I-4 Zones.
- 15 Restricted to one-family detached and semidetached dwellings.
- 16 Restricted to one-family detached dwellings.
- 17 Only one (1) of each.
- 18 Provided:
 - (A) The parking area shall be in addition to any required parking lot on the premises. The parking area shall be connected to a public street by means of a driveway (constructed in compliance with the minimum standards of the Department of Public Works and Transportation) with a minimum width of eleven (11) feet for each lane;
 - (B) The parking area shall be screened from any adjoining land in any Residential Zone (on land proposed to be used or residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan; and
 - (C) No repairs, service, maintenance, or gasoline dispensing or storage facility shall be permitted without a Special Exception.

- 19** Provided:
- (A) The use is limited to one (1) bona fide resident of the dwelling;
 - (B) Not more than two (2) nonresident, nonprofessional assistants may be employed;
 - (C) Professional consultation at a professional's dwelling with a visiting consultant, or the employment of an alternate professional in the event of the death, disability, illness, temporary absence, or vacation of the resident professional, is also allowed;
 - (D) The use shall not alter the residential character or appearance of the premises; and
 - (E) The use shall not occupy more than fifty percent (50%) of the gross floor area of the dwelling.
- 20** Home occupations consisting of general clerical work or professional offices require a use and occupancy permit. (CB-31-1985)
- 21** Not applicable to multifamily dwellings.
- 22** Slaughterhouses, fertilizer works, bone yards, plants for the reduction of animal matter, and any uses which are noxious or offensive because of odor, dust, smoke, gas, or noise, are prohibited; may include a stable in conjunction with the agricultural use.
- 23** On lots having a net area of twenty thousand (20,000) square feet or less, keeping cattle, horses, poultry, or other animals or birds (other than customary household pets) shall only be permitted upon approval of a Special Exception.
- 24** As a temporary use subject to annual renewal and located at least five hundred (500) feet from the boundary line of any other land in a Residential Zone, or land proposed to be used for residential purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone.
- 25** Limited to four hundred (400) square feet.
- 26** Provided the site is either:
- (A) In the proximity of an area designated as a fire or rescue station on an approved Functional Master Plan of Fire and Rescue Stations;
 - (B) In a location which the Fire Chief has indicated (in writing) is appropriate; or
 - (C) Occupied by a station that was in use as a station on June 30, 1982.
- 27** The field shall be located on a lot having a net area of at least ten (10) acres, which is owned and operated by an eleemosynary or philanthropic institution. Any accessory building shall not exceed one thousand (1,000) square feet of gross floor area, and shall only be used for maintenance and storage. Otherwise, a Special Exception is required.
- 28** Provided:
- (A) The mobile home is located on a lot having a net area of at least five (5) acres;
 - (B) The use of the mobile home is in connection with another use on the property for which the County levies an amusement tax;
 - (C) The occupants of the mobile home are employed by, or reasonably connected with, the other use; and
 - (D) The mobile home shall not be located on the property for more than one hundred twenty (120) cumulative days per calendar year, except mobile homes used in connection with pari-mutuel racetracks where the use shall not exceed two hundred eighteen (218) cumulative days per calendar year.
- 29** Limited to two (2) vehicles (total, all types) for a lot used for one-family semidetached dwelling, and four (4) vehicles (total, all types) for a two-family detached dwelling.
- 30** Only in connection with one-family detached dwellings.
- 31** Except in an emergency. In this case, the parking shall be subject to the traffic and parking regulations applicable to the right-of-way.
- 32** In a cluster development for which the preliminary plat of subdivision was approved prior to September 1, 1986, showing such one-family attached dwellings. Up to twenty percent (20%) in the R-80 Zone, and twenty-five percent (25%) in the R-55 Zone, of the total number of dwelling units in the cluster development may be one-family attached dwellings. The remainder shall be one-family detached dwellings. (CB-54-1986)
- 33** Only for expansion of an existing sanitary landfill or rubble fill on abutting land for which an approved Special Exception has not expired.

- 34** Minimum lot size of two (2) acres required. A church must provide its tax-exempt identification number when applying for a Detailed Site Plan or a building or use and occupancy permit for an accessory day care center for children. (CB-23-1988; CB-44-1989)
- 35** In conjunction with an agricultural use.
- 36** Not allowed in an Agricultural Preservation Development, unless it existed prior to the approval of the site plan.
- 37** Permitted only on lots having a gross lot area of one (1) acre or more, otherwise a special exception is required. (CB-29-1985)
- 38** Provided the use either:
- (A) Is located at or below the ground floor level of a multifamily dwelling and does not exceed two thousand (2,000) square feet; or
 - (B) Is located in a community building (constructed as part of a multifamily project) owned by a homeowners' association and not containing dwelling units, and does not occupy more than one-half of the gross floor area of the community building. (CB-81-1985)
- 39** The use shall be related to, dependent on, secondary to, and located on the same record lot as, the multifamily dwelling or project.(CB-36-1987)
- 40** This does not provide for accessory antennas or overhead distribution lines.(CB-25-1987)
- 41** Provided the health center is located on a minimum of twenty-five (25) acres. (CB-55-1988)
- 42** Either:
- (A) In conjunction with an existing golf course or equestrian center; or
 - (B) The golf course or equestrian center shall be constructed within five (5) years of approval of the Detailed Site Plan. (CB-16-1989)
- 43** Minimum lot size of thirty thousand (30,000) square feet required, except for bona fide nonprofit groups or organizations. (CB-23-1989)
- 44** Parking shall be provided as follows:
- (A) The vehicle shall be located at least eight (8) feet from a street line; and
 - (B) If parked in a yard abutting a street, it shall be parked on a dust-free surfaced area. (CB-43-1989)
- 45** The sale of gazebos and sheds is permitted for a Special Exception approved in 1984 as incidental to its operation if such sale and display is in accordance with Section 27-385 and provided no more than two (2) gazebos and two (2) sheds are visible from any public street. (CB-143-1989)
- 46** If the property is located within the Chesapeake Bay Critical Area, was zoned R-80 prior to December 18, 1989, and is not the subject of a record plat. (CB-72- 1989)
- 47** A sanitary landfill or rubble fill may include a rock crusher only if it is approved as part of the Special Exception.(CB-15-1990)
- 48** Townhouses which were permitted when developed pursuant to former Part 4A of this Subtitle prior to January 21, 1997, are permitted. No more than twenty percent (20%) of the total number of dwelling units in the development may be townhouses. (CB-84-1990; CB-47-1996)
- 49** Provided both uses were existing as of January 1, 1991. (CB-11-1991)
- 50** On lots having a total area exceeding twelve thousand (12,000) square feet. (CB-36-1991)
- 51** Includes semitrailers for an agricultural use located on a minimum of ten (10) acres. (CB-105-1993)
- 52** A church or similar place of worship that is located on a lot between one (1) and two (2) acres in size shall require a Detailed Site Plan in accordance with Part 3, Division 9, of this Subtitle. In addition to the requirements of Section 27-285(b), the following requirements shall be met:
- (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;
 - (B) When possible, there should be no parking or loading spaces located in the front yard; and
 - (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased. (CB-76-1993)
- 53** Provided the net lot area is at least five (5) acres. (CB-76-1993)

- 54** Any property rezoned to the R-E Zone by a Sectional Map Amendment prior to January 1, 1994, on which a previous special exception was approved for a nursery and garden center may continue to operate as a permitted special exception use, notwithstanding the provisions of Section 27-320 of this Subtitle.(CB-135-1993)
- 55** Provided the field is located on a lot having a net area of at least 40 acres, and any field constructed after August 1, 1996, is set back 100 feet from all property lines. Otherwise, a Special Exception is required.(CB-43-1994; CB-33-1996)
- 56** Subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle, unless the use is located in a Regional Park owned by the M-NCPPC. (CB-47-1995)
- 57** Conversion shall not occur until:
- (A) The building is structurally modified to include the additional dwelling units; and
 - (B) The additional dwelling units are occupied. (CB-73-1996)
- 58** For the purposes of this Section, a dwelling for the elderly shall be housing which is operated in accordance with State and Federal Fair Housing laws. (CB-71-1996)
- 59** Townhouses shall comply with the design guidelines set forth in Section 27-274(a)(11) and the regulations for development set forth in Section 27-433(d). (CB-55-1996)
- 60** Section 3 of CB-55-1996 reads as follows: "BE IT FURTHER ENACTED that the provisions of this Ordinance shall not apply to projects for which a Detailed Site Plan has been filed and accepted prior to November 1, 1996, provided the design guidelines and regulations not resulting in a requirement of resubdivision are applicable, and provided building permits for ten percent of the dwelling units included in the Detailed Site Plan are issued within one year of the effective date of this legislation (December 30, 1996), and extensions of time for the permits do not exceed six months, and that the dwelling units are constructed pursuant to the permits.
- 61** Provided the use is located on a lot or parcel with not more than one-half acre, which is adjoining and contiguous to an existing cemetery. (CB-60-1998)
- 62** Permitted use without requirement for special exception provided the use is on a parcel of land in the R-H Zone, the gross tract area of which is a maximum of twenty (20) acres, which is adjoining R-R zoned land developed with an existing Medical Residential Campus. The entire tract of land in the R-H Zone shall require Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. Regulations restricting the height of structures,lot size and coverage, frontage, setbacks, density, and other requirements of the zone shall be consistent with existing development in the adjacent Medical Residential Campus. The dimensions and percentages shown on the approved site plan shall constitute the regulations for development. (CB-21-1999)
- 63** Provided:
- (A) The use is located on a lot or parcel not less than 15 or more than 20 acres in size and has frontage on a public street having a proposed right-of-way width of at least 120 feet;
 - (B) The lot or parcel abuts property in the C-O Zone; and
 - (C) The property is located in a Revitalization Tax Credit Area.(CB-46-1999)
- 64** Use of permitted mobile homes is restricted to employees at a riding stable on the Special Exception property.No more than two mobile homes may be located on such a property, and each must be on its own R-E lot as required by Section 27-118.01(c). A building permit shall be issued by the Department of Environmental Resources for each mobile home. Any mobile home unoccupied for more than 60 days must be removed from the property. (CB-79-1999)
- 65** Permitted use without requirement for Special Exception provided the land on which the lot exists is in the R-55 Zone, immediately adjoins land in the C-S-C Zone, is a part of the same parcel as the land in the C-S-C Zone, and is located within the municipal limits of the City of New Carrollton. (CB-88-1999)

- 66** The use is permitted on R-R zoned property leased from a public agency before January 1, 1974. Parking and loading facilities shall be provided in accordance with Part 11 (parking and loading requirements). Landscaping, buffering, and screening shall be provided in accordance with the Landscape Manual. Development regulations for building setbacks shall be provided in accordance with Part 6 (Commercial Zone regulations).
The following uses are not permitted: car wash, animal hospital, training, kennel, grooming, blacksmith, carpet or rug shampooing, electric or gas appliance repair, farm implement sales and repair, upholstery or furniture repair, locksmith, laboratories, lawn mower repair, machine shop, massage establishment, methadone treatment center, model studio, photo processing plant, studio or darkroom, pizza delivery, print shop, newspaper publishing, sauna or steam bath, septic tank sales, service, sewage dump (pump out) services, shoe repair, taxidermy, welding shop, bait shop, bottled gas, feed sales, wayside stand, and any use prohibited in the lease with the public agency, as modified or amended. (CB-35-2000)
- 67** Permitted use without requirement for Special Exception provided the use was existing as of July 1, 2001, is located on a lot or parcel that is not less than 10 acres in size, and abuts a multi-use trail designated on an Approved Master Plan. (CB-53-2001)
- 68** Provided the use will be located on land that is located within the median of a road classified as a freeway on the applicable Master Plan; the property is at least one-half (1/2) acre in size; and access to the property will not be directly from the main travel lanes of the freeway. (CB-75-2001)
- 69** Provided:
- (A) The use abuts an existing marina in the C-W-Zone approved prior to 1972 pursuant to a special exception; and
 - (B) Notwithstanding the provisions to the contrary, a revised site plan shall be approved by the Planning Board \that incorporates the entire property showing existing and proposed improvements in both the R-R and C-W Zones. (CB-76-2001)

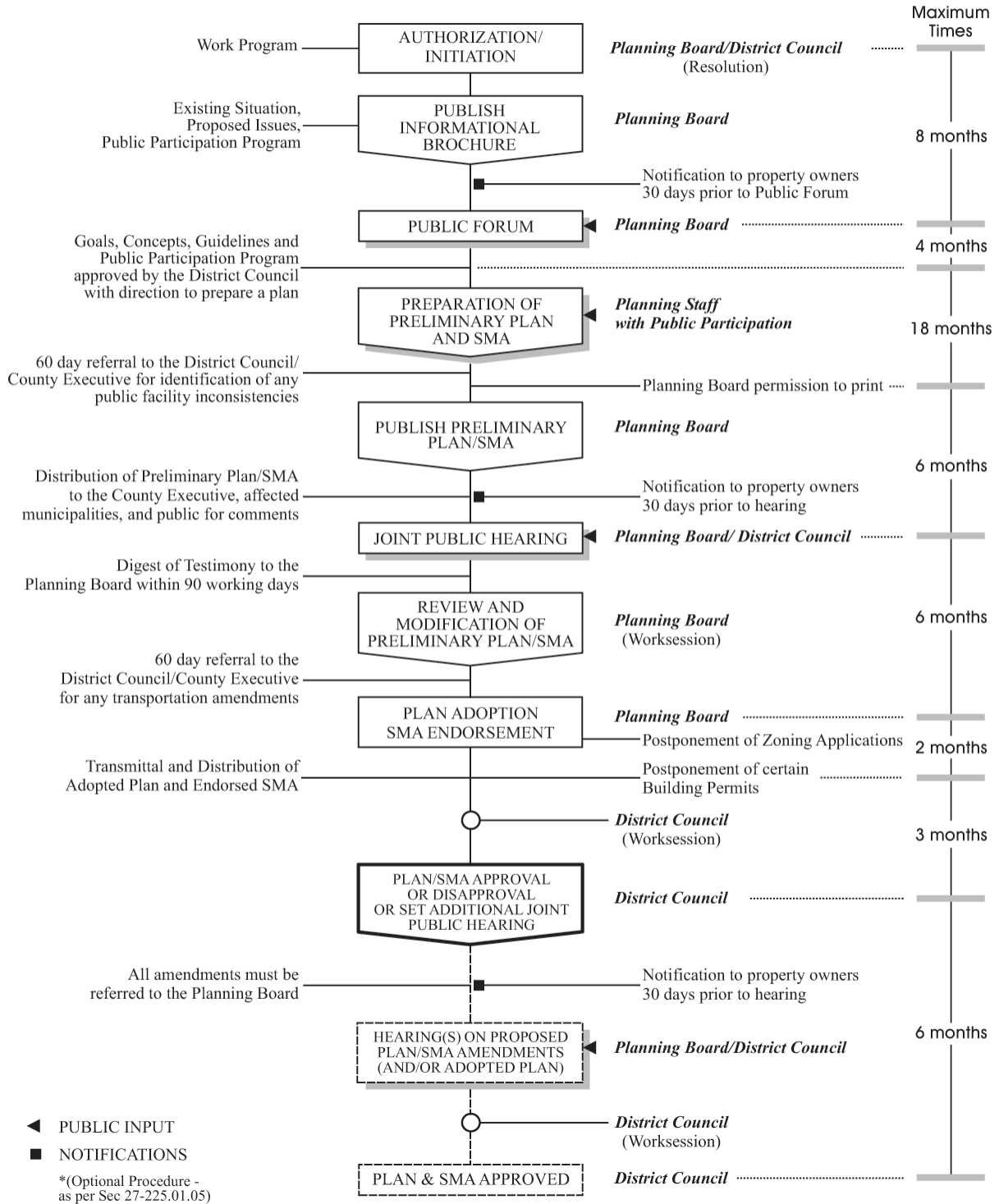


Appendices

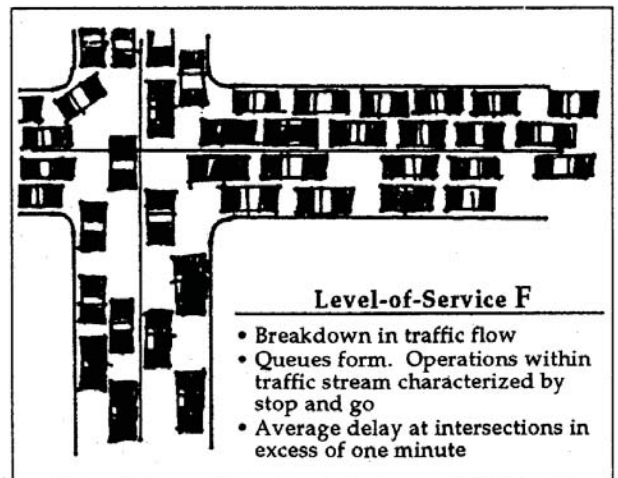
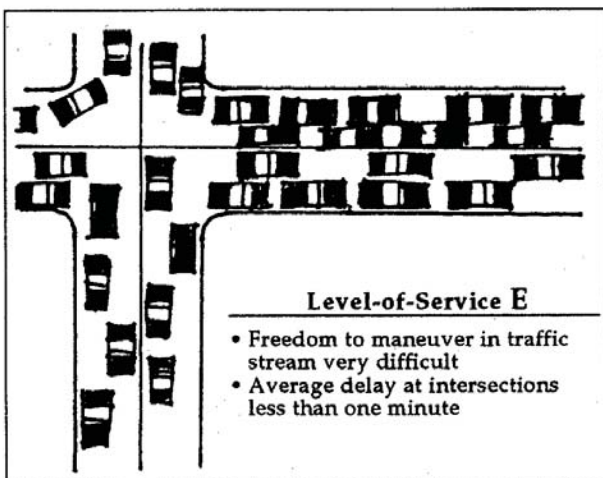
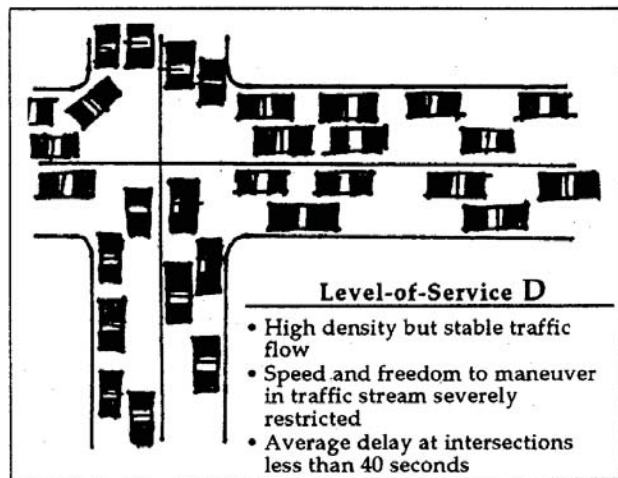
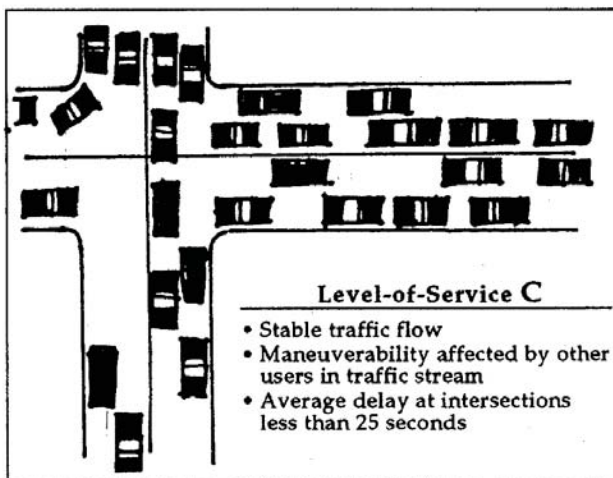
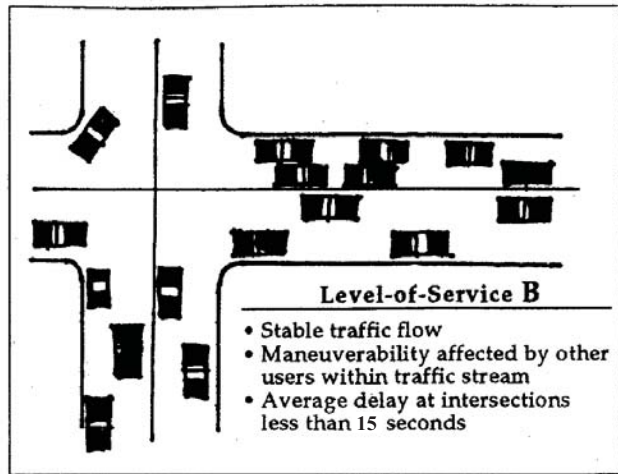
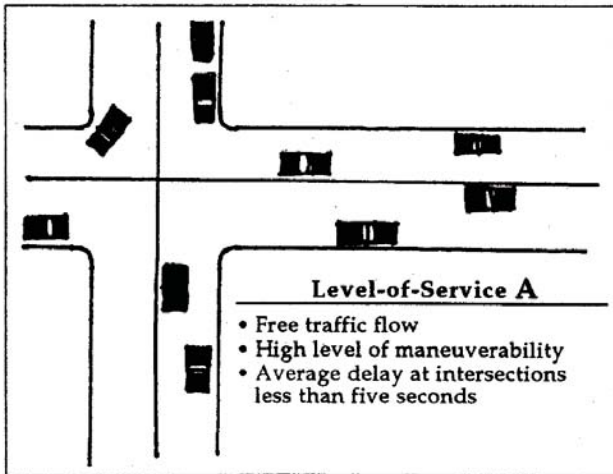
Appendix A

PROCEDURAL SEQUENCE CHART

For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans and Sectional Map Amendments*



Appendix B1: Transportation—Levels of Service



Appendix B2: Transportation—Road Classifications

Freeway:

A divided highway for through traffic, with full access control with grade separations at intersections, intended solely to carry large volumes of traffic over medium to long distances. Rights-of-way range from 300 to 600 feet in width.

Expressway:

A divided highway for through traffic intended solely to carry large volumes of traffic over medium to long distances. This facility has most accesses controlled and incorporates grade separations at major intersections, but may include at-grade intersections at 1,500- to 2,000-foot intervals. Rights-of-way range from 200 to 300 feet in width.

Arterial:

A divided highway with intersections at grade and geometric designs and traffic controls intended to expedite the movement of through traffic. Direct driveway access to abutting properties may be permitted, but is closely controlled through local regulations. Rights-of-way are generally a minimum of 120 feet in width.

Collector:

A multi-lane or two-lane roadway designed to carry medium-speed traffic between arterial and local internal streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted. Rights-of-way are usually 80 feet in width.

Industrial, Commercial, Primary Residential and Secondary Residential Roadways:

These two-lane roadways provide access to, from, and through developed areas. A master plan is not a comprehensive listing of these roadways; rather, they are depicted for specific reasons that might include establishing a preferred means of access for specific properties, establishing connectivity between neighborhoods and nearby facilities or land uses, and establishing future local access along access-controlled facilities. Rights-of-way for these roadways should be consistent with the county road standards, and any reduction in section must be approved by the county's Department of Public Works and Transportation.

Appendix B3: Transportation Study Background Information

The transportation study conducted as part of this sector plan was undertaken with a series of steps:

1. Staff had the Addison Road to Largo Town Center Metrorail Extension Access Study, prepared by the State Highway Administration in 2001, as a source for traffic count information within the study area.
2. To the traffic count information, staff added the impact of all approved or proposed development in the area. Staff also included a rate of through traffic growth consistent with the above study.
3. Staff adjusted traffic and turning movements along MD 214 to account for the construction and opening of the I-95/I-495/Ritchie Marlboro Road interchange, which was under construction at the time of the analysis (the interchange opened to traffic in July 2003). This was consistent with the traffic-related information developed for the 1991 environmental document used to gain federal approval for this interchange. Turning movements were also adjusted within the study area to account for the opening of the actual Blue Line extension of Metrorail, and this was consistent with traffic-related information developed for the 1999 Environmental Impact Study for this project.
4. Additionally, the master plans in this area, as noted previously, have been amended to include full-time operations at the I-95/I-495/Arena Drive interchange. The impact of full-time operations at this interchange, which has been open for stadium events only since its construction in 1997, was studied extensively during the 1997 MD 202 Corridor Study. Traffic has been assigned to the study area network with the assumption that this interchange would be in place in the future in a manner consistent with the methods used in the 1997 study.
5. This plan includes land use recommendations that would allow for greater density around the two new Metrorail stations. Also, MD 214 (Central Avenue) is defined as a corridor in the 2002 Prince George's County General Plan. The General Plan encourages intensive development and redevelopment within corridors, particularly at specific nodes, and the MD 214/Hill Road/Shady Glen area has been identified as a node for more intensive development. The land use recommendations within the two Metrorail station core areas and within the Central Avenue Corridor Node have been quantified and added into the analysis.
6. This analysis of adequacy concluded with an assessment of future LOS at each intersection under study. Staff determined the range of improvements needed to achieve adequacy at each location, and these improvements will be included as recommendations in this sector plan.

Appendix C: Public Facility Cost Estimates

All approved sector plans must contain an estimate of the cost of all public facilities which must be acquired or constructed in order to carry out the objectives and requirements of the sector plan per Council Bill 17-1998. The estimates can be used to gauge potential fiscal impact of public facilities recommended by the plan. The estimates are based on 2003 dollars.

Recommendation	Location	Cost ¹	Capital Program Status (2003)
Non-road Facilities			
Police Substation	SE quadrant of Central Ave./Shady Glen Dr. intersection	\$1,055,000	None
Fire Station	SE quadrant of Central Ave./Shady Glen Dr. intersection	\$4,200,000	In county Capital Improvement Program for planning only.
Roads			
E-6, Landover Rd. (MD 202)	Capital Beltway to Lake Arbor Way (widen to eight lanes)	\$4,125,000	None
A-32, Central Ave. (MD 214)	Capital Beltway to Addison Road (widen to eight lanes with intersection improvements)	\$25,532,000	None
A-38 and C-346, Harry S Truman Dr. and Largo Dr. West	Convert one-way pair to two-way traffic operations	\$125,000 ²	None
C-346, Harry S Truman Drive Extended	South end of the Boulevard at the Capital Centre site to Arena Dr. (construct new collector roadway)	\$570,000	None
C-407, Hill Road	Central Ave. to M.L.King Hwy (widen to four lanes)	\$4,219,000	In county Capital Improvement Program with partial construction funding.
I-95/I-495 (Capital Beltway) at Arena Dr.	Modify existing interchange for full-time usage	\$20,500,000 ³	In state Consolidated Transportation Program for planning only.
MD 202 (Landover Road) at McCormick Dr.	Construct partial interchange	\$10,150,000	No
MD 202/MD 214 and MD 202/ Arena Dr./Lake Arbor Way	Modify interchange with auxiliary ramp	\$430,000 ⁴	No
Other Roadways	No significant changes to other roadways are recommended. New industrial, commercial, and primary roadways will be constructed with private funding as adjacent properties develop.		

¹ Unless otherwise indicated, includes construction and right-of-way costs.

² Estimated signage and pavement marking costs.

³ Estimated cost for SHA-preferred option in 1997 feasibility study. More detailed costs will be developed as part of the current Development and Evaluation Study.

⁴ Estimated cost of construction. Little or no new right-of-way needed.

Appendix D: Guide to Zoning Categories

RESIDENTIAL ZONES¹

R-O-S: Reserved Open Space - Provides for permanent maintenance of certain areas of land in an undeveloped state, with the consent of the property owners; encourages preservation of large areas of trees and open space; designed to protect scenic and environmentally sensitive areas and ensure retention of land for nonintensive active or passive recreational uses; provides for very low density residential development and a limited range of public, recreational, and agricultural uses.

Minimum lot size - 20 acres*

Maximum dwelling units per net acre - 0.05

* Except for public recreational uses, for which no minimum area is required.

O-S: Open Space - Provides for areas of low-intensity residential (5 acre) development; promotes the economic use and conservation of land for agriculture, natural resource use, large-lot residential estates, nonintensive recreational use.

Standard lot size - 5 acres

Maximum dwelling units per net acre - 0.20

R-A: Residential-Agricultural - Provides for large-lot (2 acre) residential uses while encouraging the retention of agriculture as a primary land use.

Standard lot size - 2 acres

Maximum dwelling units per net acre - 0.50

¹ Definitions:

Minimum or Standard lot size: The current minimum net contiguous land area required for a lot.

Average dwelling units per acre: The number of dwelling units which may be built on a tract--including the typical mix of streets, public facility sites and areas within the 100-year floodplain--expressed as a per-acre average.

Maximum dwelling units per net acre: The number of dwelling units which may be built on the total tract--excluding streets and public facility sites, and generally excluding land within the 100-year floodplain--expressed as a per-acre average.

- R-E:** Residential-Estate - Permits large-lot estate subdivisions containing lots approximately one acre or larger.
- Standard lot size - 40,000 sq. ft.
 - Maximum dwelling units per net acre - 1.08
 - Estimated average dwelling units per acre - 0.85
- R-R:** Rural Residential - Permits approximately one-half-acre residential lots; subdivision lot sizes depend on date of recordation; allows a number of nonresidential special exception uses.
- Standard lot size - 20,000 sq. ft.
 - 15,000 sq. ft. if recorded prior to February 1, 1970
 - 10,000 sq. ft. if recorded prior to July 1, 1967
 - Maximum dwelling units per net acre - 2.17
 - Estimated average dwelling units per acre - 1.85
- R-80:** One-Family Detached Residential - Provides for variation in the size, shape, and width of subdivision lots to better utilize the natural terrain and to facilitate planning of single-family developments with lots and dwellings of various sizes and styles.
- Standard lot size - 9,500 sq. ft.
 - Maximum dwelling units per net acre - 4.5
 - Estimated average dwelling units per acre - 3.4
- R-55:** One-Family Detached Residential - Permits small-lot residential subdivisions; promotes high density, single-family detached dwellings.
- Standard lot sizes - 6,500 sq. ft.
 - Maximum dwelling units per net acre - 6.70
 - Estimated average dwelling units per acre - 4.2

R-35: One-Family Semidetached, and Two-Family Detached, Residential - Provides generally for single-family attached development; allows two-family detached; Detailed Site Plan approval required for lots served by private rights-of-way.

- Standard lot sizes
 - 3,500 sq. ft. for one-family, semi-detached
 - 7,000 sq. ft. for two-family, detached
- Maximum dwelling units per net acre - 12.44
- Estimated average dwelling units per acre - 8.5

R-T: Townhouse - Permits one-family detached and attached, two-family, and three-family dwellings; promotes the maximum amount of freedom in the design of attached dwellings and their grouping and layout; Detailed Site Plan approval required for attached dwellings.

- Standard lot size per attached dwelling - 1,800 sq. ft.
- Maximum dwelling units per net acre
 - Three-family dwellings - 9
 - Two-family dwellings - 8
 - Other attached dwellings - 6
- Minimum area for development - 2 acres

R-20: One-Family Triple-Attached Residential - Permits single-family detached, semidetached and triple-attached and townhouse development. Detailed Site Plan approval required for townhouses.

- Standard lot sizes
 - 3,200 sq. ft. for end lots
 - 2,000 sq. ft. for interior townhouse lots
- Maximum triple-attached dwellings per net acre - 16.33
- Maximum townhouses per net acre - 6.0 (same as R-T)
- Estimated average triple-attached dwelling units per net acre - 11

R-30: Multifamily Low Density Residential - Provides for low density garden apartments; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.

- Standard lot size
 - Garden apartments - 14,000 sq. ft.
 - Two-family dwellings - 1,500 sq. ft.
 - Other attached dwellings - 1,800 sq. ft.
- Maximum dwelling units per net acre
 - Garden apartments - 10
 - Three-family dwellings - 9
 - Two-family dwellings - 8
 - Other attached dwellings - 6

R-30C: Multifamily Low Density Residential-Condominium - Same as R-30 above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size - Garden apartments - 14,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre - Garden apartments - 12
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

R-18: Multifamily Medium Density Residential - Provides for multiple family (apartment) development of moderate density; single-family detached; single-family attached, two-family and three-family dwellings in accordance with R-T Zone provisions; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size - Apartments - 16,000 sq. ft.
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre - Garden apartments and three-family dwellings - 12
- Mid-rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

R-18C: Multifamily Medium Density Residential-Condominium - Same as above except ownership must be condominium, or development in accordance with the R-T Zone; Detailed Site Plan approval required for multifamily and attached dwellings.

Standard lot size - Apartments - 1 acre
- Two-family dwellings - 1,500 sq. ft.
- Other attached dwellings - 1,800 sq. ft.

Maximum dwelling units per net acre - Garden apartments - 14
- Mid rise apartments (4 or more stories with elevator) - 20
- Three-family dwellings - 9
- Two-family dwellings - 8
- Other attached dwellings - 6

R-H: Multifamily High-Rise Residential - Provides for suitable sites for high density, vertical residential development; also permits single-family detached dwellings; Detailed Site Plan approval required for multifamily dwellings.

Minimum lot size - 5 acres

Maximum dwelling units per net acre - 48.4

R-10: Multifamily High Density Residential - Provides for suitable sites for high density residential in proximity to commercial and cultural centers; also permits single-family detached dwellings. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size - 20,000 sq. ft.

Maximum dwelling units per net acre - 48

R-10A: Multifamily, High Density Residential-Efficiency - Provides for a multifamily zone designed for the elderly, singles, and small family groups. Detailed Site Plan approval required for buildings 110 feet in height or less; special exception required for buildings over 110 feet in height.

Minimum lot size - 2 acres

Maximum dwelling units per net acre - 48 plus one for each 1,000 sq. ft. of indoor common area for social, recreational, or educational purposes.

MIXED USE/PLANNED COMMUNITY ZONES

M-X-T: Mixed Use - Transportation Oriented - Provides for a variety of residential, commercial, and employment uses; mandates at least two out of the following three use categories: (1) Retail businesses; (2) Office/ Research/Industrial; (3) Dwellings, hotel/motel; encourages a 24-hour functional environment; must be located near a major intersection or a major transit stop or station and will provide adequate transportation facilities for the anticipated traffic or at a location for which the applicable Master Plan recommends mixed uses similar to those permitted in the M-X-T Zone.

Lot size and dwelling types - No Restrictions

Maximum floor area ratio - 0.4 without optional method;
- 8.0 with optional method (provision of amenities)

M-X-C: Mixed Use Community - Provides for a comprehensively planned community with a balanced mix of residential, commercial, light manufacturing, recreational and public uses; includes a multistep review process to assure compatibility of proposed land uses with existing and proposed surrounding land uses, public facilities and public services; mandates that each development include residential uses, community use areas, neighborhood centers and an integrated public street system with a variety of street standards.

Minimum tract size - 750 gross acres

Lot size and dwelling types - No Restrictions

Maximum dwelling units per gross acre - 2

Maximum floor area ratio for commercial uses - 0.4

M-U-TC: Mixed-Use Town Center - Provides for a mix of commercial and limited residential uses which establish a safe, vibrant, 24-hour environment; designed to promote appropriate redevelopment of, and the preservation and adaptive reuse of selected buildings in, older commercial areas; establishes a flexible regulatory framework, based on community input, to encourage compatible development and redevelopment; mandates approval of a Development Plan at the time of zoning approval, that includes minimum and maximum Development Standards and Guidelines, in both written and graphic form, to guide and promote local revitalization efforts; provides for legally existing buildings to be expanded or altered, and existing uses for which valid permits have been issued to be considered permitted uses, and eliminating nonconforming building and use regulations for same.

M-U-I: Mixed-Use Infill - Promotes Smart Growth principles by encouraging the efficient use of land, public facilities and services in areas that are substantially developed. These regulations are intended to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment and institutional uses in accordance with approved plans. The infill zone may only be approved for property located in a Transit District Overlay Zone or a Development District Overlay Zone.

R-P-C: Planned Community - Provides for a combination of uses permitted in all zones, to promote a large-scale community development with a full range of dwellings providing living space for a minimum of 500 families; encourages recreational, commercial, institutional, and employment facilities within the planned community; requires conformance with an Official Plan identifying zoning subcategories, that has been adopted by the Planning Board following approval of a Final Plan by the District Council at the time of rezoning, and for certain R-P-C Zones, approval of a Detailed Site Plan prior to development.

Lot size and dwelling types - Varied

Maximum dwelling units
per gross acre - 8

R-M-H: Planned Mobile Home Community - Provides for suitable sites for planned mobile home communities, including residences and related recreational, commercial, and service facilities, subject to Detailed Site Plan approval.

Minimum lot size - 4,000 sq. ft.

Maximum mobile homes per acre - 7

COMPREHENSIVE DESIGN ZONES

(These zones require three-phase development plan review, the first of which is Basic Plan approval at the time of rezoning that establishes general land use types, land use relationships, and minimum land use quantities. In zones providing for density and intensity ranges, increases in base density and intensity within the limits prescribed are allowed in return for public benefit features provided by the developer.)

R-L: Residential Low Development - Provides for low-density residential development in areas recommended by a Master Plan for alternative low-density development techniques. The zone allows a mixture of residential types and lot sizes generally corresponding to single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

- | | |
|--------------------|---|
| Minimum tract size | - Generally 100 adjoining gross acres |
| Low .5 | - Base density (dwelling units per gross acre) - .5
- Maximum density - .9
- Maximum mixed retirement development density - 8 du/gross acre |
| Low 1.0 | - Base Density (dwelling units per gross acre) - 1.0
- Maximum density - 1.5
- Maximum mixed retirement development density - 8 du/gross acre |

R-S: Residential Suburban Development - A mixture of residential types within the suburban density range generally corresponding to low-density single-family development; provides for limited commercial uses necessary to serve the dominant residential uses.

- | | |
|--------------------|---|
| Minimum tract size | - Generally 25 adjoining gross acres |
| Suburban 1.6 | - Base density (dwelling units per gross acre) - 1.6
- Maximum density - 2.6
- Maximum mixed retirement development density - 8 du/gross acre |
| Suburban 2.7 | - Base density (dwelling units per gross acre) - 2.7
- Maximum density - 3.5
- Maximum mixed retirement development density - 8 du/gross acre |

R-M: Residential Medium Development - A mixture of residential types with a medium-density range; provides for limited commercial uses necessary to serve the dominant residential uses.

- Minimum tract size - Generally 10 adjoining gross acres
- Medium 3.6
 - Base density (dwelling units per gross acre) - 3.6
 - Maximum density - 5.7
 - Maximum mixed retirement development density - 8 du/gross acre
- Medium 5.8
 - Base density (dwelling units per gross acre) - 5.8
 - Maximum density - 7.9
 - Maximum mixed retirement development density - 8 du/gross acre

R-U: Residential Urban Development - A mixture of residential types generally associated with an urban environment; provides for limited commercial uses necessary to serve the dominant residential uses.

- Minimum tract size - Generally 5 adjoining gross acres
- Urban 8.0
 - Base density (dwelling units per gross acre) - 8.0
 - Maximum density - 11.9
 - Maximum mixed retirement development density - 8 du/gross acre
- Urban 12.0
 - Base density (dwelling units per gross acre) - 12.0
 - Maximum density - 16.9
 - Maximum mixed retirement development density - 8 du/gross acre

L-A-C: Local Activity Center - A mixture of commercial retail and service uses along with complementary residential densities within a hierarchy of centers servicing three distinct service areas: neighborhood, village, and community.

	<u>Neighborhood</u>	<u>Village</u>	<u>Community</u>
Minimum tract size	4 adjoining gross ac.	10 adjoining gross ac.	20 adjoining gross ac.
Base resid. density	8 du/gross resid. ac.	10 du/gross resid. ac.	10 du/gross resid. ac.
Max. resid. density	12.1 du/gross resid. ac.	15 du/gross resid. ac.	20 du/gross resid. ac.
Base comm. intensity	0.16 FAR	0.2 FAR	0.2 FAR
Max. comm. intensity	0.31 FAR	0.64 FAR	0.68 FAR
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.	8 du/gross ac.

M-A-C: Major Activity Center - A mixture of uses which serve a regional residential market or provide concentrated employment, arranged to allow easy pedestrian access between uses; two types of functional centers are described: Major Metro and New Town or Corridor City.

Minimum tract size - Generally 40 adjoining gross acres

	<u>Metro Center</u>	<u>New Town or City Corridor Center</u>
Base residential density	48 du/gross resid. ac.	10 du/gross resid. ac.
Max. residential density	125 du/gross resid. ac.	47.9 du/gross resid. ac.
Base commercial intensity	1.0 FAR/gross commercial ac.	0.2 FAR/gross commercial ac.
Max. commercial intensity	2.7 FAR/gross commercial ac.	0.88 FAR/gross commercial ac.
Min. residential floor area	20% of total at time of full development	20% of total at time of full development
Max. mixed retirement development density	8 du/gross ac.	8 du/gross ac.

E-I-A: Employment and Institutional Area - A concentration of nonretail employment and institutional uses and services such as medical, manufacturing, office, religious, educational, recreational, and governmental.

Minimum tract size - Generally 5 adjoining gross acres

Minimum open space improved by landscaping - 20% of net lot area

V-L: Village-Low - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 150 contiguous gross acres

Maximum density - 1.3 dwelling units per gross acre

V-M: Village-Medium - Provides for a variety of residential, commercial, recreational, and employment uses within a traditional village setting surrounded by open space; mandates the following land use area categories: (1) Village Proper; (2) Village Fringe; (3) Residential Areas; (4) Village Buffer; and (5) Recreational Areas. Land use areas are arranged to allow a sense of community with linkage via a pedestrian network to a core which contains commercial, civic, community, and residential uses; also mandates a mixture of residential types and lot sizes, including affordable housing units; includes detailed design standards and building materials requirements. This Zone may be utilized in areas recommended for permanent low density by a Master Plan.

Minimum tract size - 300 contiguous gross acres

Maximum density - 2.0 dwelling units per gross acre

COMMERCIAL ZONES

- C-O:** Commercial Office - Uses of a predominantly nonretail commercial nature, such as business, professional and medical offices, or related administrative services.
- C-A:** Ancillary Commercial - Certain small retail commercial uses, physician and dental offices, and similar professional offices that are strictly related to and supply necessities in frequent demand and daily needs of an area with a minimum of consumer travel; maximum size of zone: 3 net acres.
- C-1:** Local Commercial, Existing - All of the uses permitted in the C-S-C Zone.
- C-2:** General Commercial, Existing - All of the uses permitted in the C-S-C Zone, with additions and modifications.
- C-C:** Community Commercial, Existing - All of the uses permitted in the C-S-C Zone.
- C-G:** General Commercial, Existing - All of the uses permitted in the C-S-C Zone.
- C-S-C:** Commercial Shopping Center - Retail and service commercial activities generally located within shopping center facilities; size will vary according to trade area.
- C-H:** Highway Commercial, Existing - All of the uses permitted in the C-M Zone.
- C-M:** Commercial Miscellaneous - Varied commercial uses, including office and highway-oriented uses, which may be disruptive to the compactness and homogeneity of retail shopping centers.
- C-W:** Commercial Waterfront - Marine activities related to tourism, vacationing, boating and sports, water-oriented recreation, together with limited employment areas which cater to marine activities along a waterfront.
- C-R-C:** Commercial Regional Center - Provides locations for major regional shopping malls and related uses that are consistent with the concept of an upscale mall. Minimum area for development - one hundred (100) gross continuous acres; maximum FAR - .75; maximum building height - 75 ft.; maximum building coverage, excluding parking - 50%; Detailed Site Plan approval required.

INDUSTRIAL ZONES

- I-1:** Light Industrial - Light intensity manufacturing, warehousing, and distribution uses; 10% green area required.
- I-2:** Heavy Industrial - Highly intensive industrial and manufacturing uses; 10% green area required.
- I-3:** Planned Industrial/Employment Park - Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and Detailed Site Plan approval required; 25% green area required; outdoor uses restricted; warehousing and wholesaling uses limited.
- I-4:** Limited Intensity Industrial - Limited intensity (0.3 FAR) commercial, manufacturing, warehousing, and distribution uses; development standards extended to assure limited intensity industrial and commercial development, and compatibility with surrounding zoning and uses; 25% green area required.
- U-L-I:** Urban Light Industrial - Designed to attract and retain a variety of small-scale light industrial uses in older, mostly developed industrial areas located close to established residential communities; establishes a flexible regulatory process with appropriate standards to promote reinvestment in, and redevelopment of, older urban industrial areas as employment centers, in a manner compatible with adjacent residential areas.

OVERLAY ZONES²

- T-D-O:** Transit District Overlay - Intended to ensure that development in a designated district meets the goals established in a Transit District Development Plan. Transit Districts may be designated in the vicinity of Metro stations to maximize transit ridership, serve the economic and social goals of the area, and take advantage of the unique development opportunities which mass transit provides.
- D-D-O:** Development District Overlay - Intended to ensure that development in a designated district meets the goals established in a Master Plan, Master Plan Amendment or Sector Plan. Development Districts may be designated for town centers, Metro areas, commercial corridors, employment centers, revitalization areas, historic areas and other special areas as identified in approved plans.

²These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Detailed Site Plan by the Planning Board.

CHESAPEAKE BAY CRITICAL AREA OVERLAY ZONES³

- I-D-O:** Intense Development Overlay - To conserve and enhance fish, wildlife, and plant habitats and improve the quality of runoff that enters the Chesapeake Bay, while accommodating existing residential, commercial, or industrial land uses. To promote new residential, commercial and industrial land uses with development intensity limits. Maximum residential density is the same as the underlying zone.
- L-D-O:** Limited Development Overlay - To maintain and/or improve the quality of runoff entering the tributaries of the Chesapeake Bay and to maintain existing areas of natural habitat, while accommodating additional low-or moderate-intensity development. Maximum residential density is the same as the underlying zone, up to 4.0 du/net acre maximum.
- R-C-O:** Resource Conservation Overlay - To provide adequate breeding, feeding and wintering habitats for wildlife, to protect the land and water resources base necessary to support resource-oriented land uses, and to conserve existing woodland and forests for water quality benefits along the tributaries of the Chesapeake Bay. Maximum residential density - .05 du/gross acre.

REVITALIZATION OVERLAY DISTRICTS⁴

- R-O-D:** Revitalization Overlay District - Intended to ensure the orderly development or redevelopment of land within a designated district. Revitalization Districts provide a mechanism for the county to delegate full authority to local municipalities to approve departures from parking, landscaping and sign standards. In addition, limited authority is also delegated for the approval of variances from building setbacks, lot coverage, yards and other dimensional requirements of existing zoning.

ARCHITECTURAL OVERLAY DISTRICTS⁵

- A-C-O:** Architectural Conservation Overlay - Intended to ensure that development and redevelopment efforts preserve and protect the architectural or design character of neighborhoods in accordance with an approved Architectural Conservation Plan. Conservation Districts may be designated in areas where the majority of properties have been developed and they exhibit distinct, unifying elements, characteristics, design or other physical features.

³These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning uses allowed and standards for development. In addition, new development is generally subject to approval of a Conservation Plan and Conservation Agreement by the Planning Board.

⁴These overlay districts are superimposed over other zones. However, they do not modify provisions of the underlying zones concerning uses allowed and standards for development.

⁵These overlay zones are superimposed over other zones, and they may modify provisions of the underlying zones concerning design regulations. However, they do not modify provisions of the underlying zones concerning allowed uses. In addition, a Detailed Site Plan for Architectural Conservation shall be approved by the Planning Board prior to the issuance of a building or grading permit.

Appendix E: Metro Map

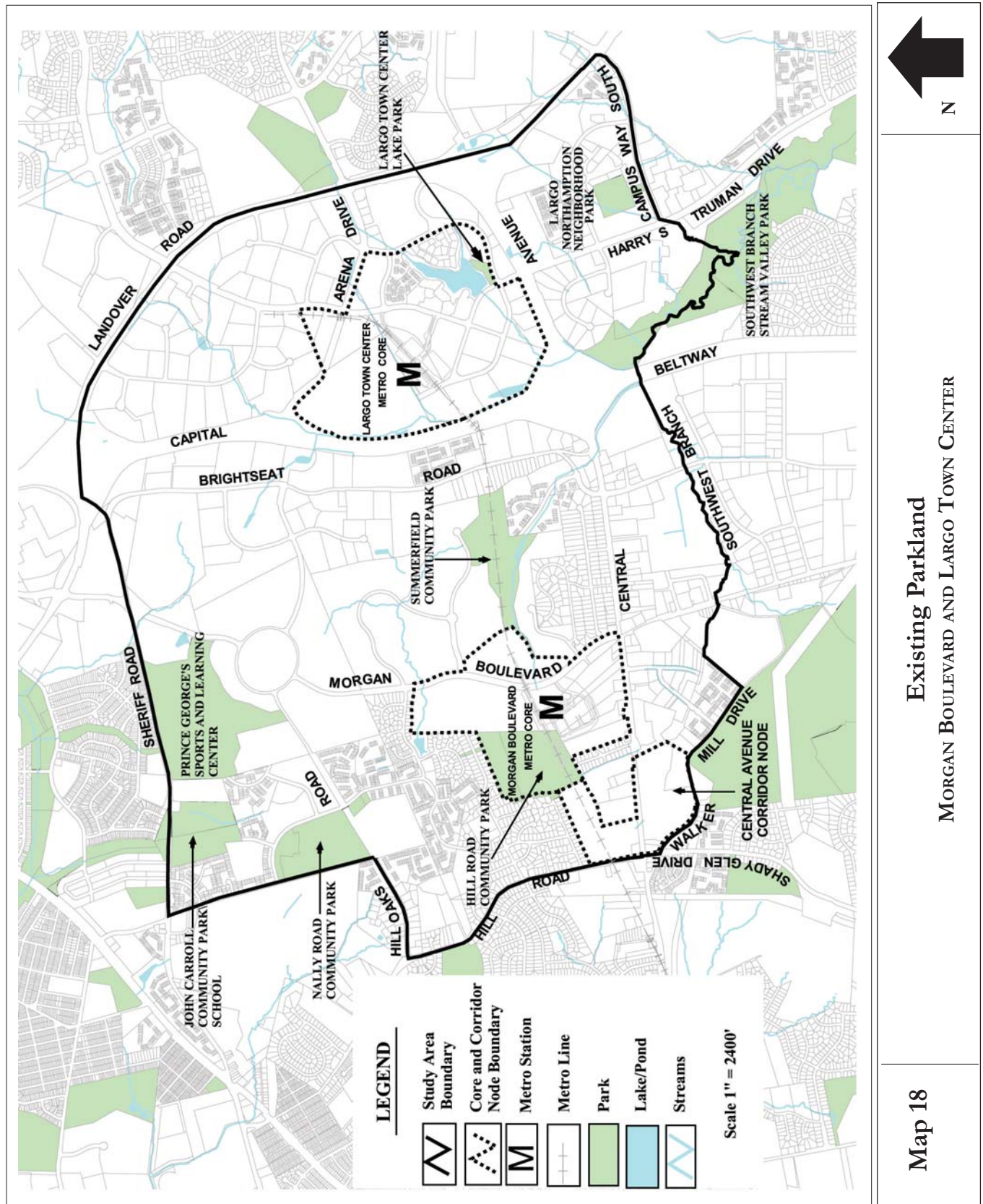


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- No Smoking
- No Eating or Drinking
- No Animals (except service animals)
- No Audio or Video Devices (without earphones)
- No Litter or Spitting
- No Dangerous or Flammable Items

Appendix F: Parks

The study area is served by 238 acres of parkland (see Map 18). Based on the proposed population per the rezonings in the Morgan Boulevard and Largo Town Center core areas, 46 acres of parkland is needed to meet parkland standards.



Appendix G: CR-36-2004

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

2004 Legislative Session

Resolution No. CR-36-2004

Proposed by The Chairman (by request – Planning Board)

Introduced by Council Members Shapiro, Harrington, Dernoga, Dean and Peters

Co-Sponsors _____

Date of Introduction May 27, 2004

RESOLUTION

1 A RESOLUTION concerning

2 The Sector Plan and Sectional Map Amendment for the Morgan Boulevard and

3 Largo Town Center Metro Areas

4 For the purpose of approving, the Sector Plan and Sectional Map Amendment (SMA) for the
5 Morgan Boulevard and Largo Town Center Metro Areas, thereby defining long-range land use
6 and development policies, detailed zoning proposals, design standards, and a Development
7 District Overlay Zone for that portion of Prince George's County generally defined by Sheriff
8 Road and Landover Road (north), Landover Road (east), Campus Way South, Southwest Branch,
9 and Walker Mill Drive (south), and Hill Road, Hill Oaks Road, and Belle Haven Drive (west),
10 with the focus of the plan being the Morgan Boulevard Metro core, the Largo Town Center
11 Metro core, and the Central Avenue Corridor Node, as shown on the attached map. The sector
12 plan area includes portions of Planning Areas 72, 73, and 75A.

13 WHEREAS, on March 27, 2001, in Council Resolution 9-2001, the County Council, sitting
14 as the District Council, directed the Maryland-National Capital Park and Planning Commission
15 to prepare a sector plan for the Morgan Boulevard and Largo Town Center Metro station areas,
16 in accordance with the requirements of Section 27-641 of the Zoning Ordinance; and

17 WHEREAS, the Prince George's County Planning Board published an informational
18 brochure for a Sector Plan and Sectional Map Amendment and held a public forum on July 12,
19 2001, to inform the public of the purposes and procedures for the Morgan Boulevard and Largo
20 Town Center Sector Plan and SMA; established goals, concepts, guidelines, and a public
21 participation program; convened a Sector Plan Advisory Planning Group to assist in formulating

1 solutions to issues; and hosted community-wide workshops; and

2 WHEREAS, on July 2, 2002, in Council Resolution 33-2002, the County Council, sitting as
3 the District Council, directed the Maryland-National Capital Park and Planning Commission to
4 prepare a Sectional Map Amendment in accordance with the requirements of Section 27-
5 225.01.05 of the Zoning Ordinance, and approved the boundaries of the study area, the Morgan
6 Boulevard Metro core, the Largo Town Center Metro core, and the Central Avenue Corridor
7 Node; and

8 WHEREAS, on May 18, 2003, the District Council granted a one-month extension to the
9 plan development phase to allow for additional community input; and

10 WHEREAS, the District Council and the Planning Board held a duly advertised joint public
11 hearing on the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the Morgan*
12 *Boulevard and Largo Town Center Metro Areas* on November 3, 2003 (rescheduled from
13 September 22, 2003, due to inclement weather); and

14 WHEREAS, on March 18, 2004, the Planning Board adopted the Sector Plan and endorsed
15 the Sectional Map Amendment, with modifications, as described in Prince George's County
16 Planning Board Resolution PGCPB No. 04-50; and

17 WHEREAS, the Adopted Sector Plan and Endorsed Sectional Map Amendment were
18 transmitted to the District Council on March 28, 2004, and the District Council held a work
19 session on April 20, 2004, to review the joint public hearing testimony and recommended
20 amendments; and

21 WHEREAS, upon approval by the District Council, the Sector Plan will define land use
22 policies and development regulations; will serve as the primary guide for future development of
23 this Sector Plan area within portions of Planning Areas 72, 73, and 75A; will supercede portions
24 of the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity*,
25 the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford*,
26 and the 1986 *Approved Master Plan and Adopted Sectional Map Amendment for Suitland-*
27 *District Heights and Vicinity*; and will amend the 2002 *Prince George's County General Plan*,
28 the 1992 *Historic Sites and Districts Plan*, the 1990 *Public Safety Master Plan*, and the 1975
29 *Countywide Trails Plan*; and

30 WHEREAS, the Sector Plan and SMA are intended to protect the health, safety, and
31 general welfare of citizens of Prince George's County; and

1 WHEREAS, the Sector Plan and SMA process provides for periodic comprehensive review
2 of long-range land use policies and zoning; and

3 WHEREAS, in the SMA the District Council intends to ensure that future development will
4 be in accordance with the principles of orderly, comprehensive land use planning as expressed in
5 the Sector Plan, and the Council has found it necessary to change the zoning of properties which
6 in its judgment are in conflict with the Sector Plan's land use recommendation; and

7 WHEREAS, the District Council, having reviewed supporting materials submitted as part
8 of the comprehensive rezoning proposal, and having examined the testimony presented, finds
9 that the record supplemented by applicable County plans and policies, justifies the zoning
10 changes within this SMA.

11 SECTION 1. NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince
12 George's County, sitting as the District Council for that part of the Maryland-Washington
13 Regional District in Prince George's County, Maryland, that the Sector Plan and Sectional Map
14 Amendment for Morgan Boulevard and Largo Town Center Metro Areas, as adopted and
15 endorsed by the Planning Board on March 18, 2004, are hereby approved, with the amendments
16 described below: (Bracketed text is deleted and underlined text is new.)

17
18 **AMENDMENT 1**

19 Location: Morgan Boulevard Metro Core, Subarea 1, north of the Metro station

20 Adopted Sector Plan Recommendation: "Mixed-use (residential and retail) of low- to-mid-rise
21 type development is proposed for this subarea. A residential component (townhouses and
22 multifamily) of the mixed-use concept is proposed with the higher density development closest
23 to the Metro station. A non-residential component is proposed adjacent to the north side of the
24 Metro station.

25 Approved Sector Plan Recommendation: Delete last sentence above, "[A non-residential
26 component is proposed adjacent to the north side of the Metro Station]", to follow District
27 Council's action approving CDP 0301, on January 27, 2004.

28
29 **AMENDMENT 2**

30 Location: Morgan Boulevard Metro Core, Subarea 3, south of the Metro station

31 Adopted Sector Plan Recommendation: "Mixed-use consisting of retail and a hotel in the eastern

1 portion of the subarea...”

2 Approved Sector Plan Recommendation: “Mixed-use consisting of retail [and a hotel] in the
3 eastern portion of the subarea...”

4
5 **AMENDMENT 3**

6 Location: Morgan Boulevard Metro Core, Subarea 4, west of the Metro station

7 Previous Zoning: R-80 Zone

8 Adopted Sector Plan Recommendation: Parkland (Preliminary plan: Mixed-use)

9 Endorsed SMA Recommendation: R-80 Zone (Proposed SMA: M-U-I Zone)

10 Approved Sector Plan Recommendation: Parkland

11 Approved SMA Recommendation: R-O-S Zone

12
13 **AMENDMENT 4**

14 Location: Central Avenue Corridor Node, northeast quadrant

15 Previous Zoning: R-T Zone

16 Adopted Sector Plan Recommendation: Townhouse (Preliminary plan: Townhouse)

17 Endorse SMA Recommendation: R-T Zone (Proposed SMA: R-T Zone)

18 Approved Sector Plan Recommendation: Suburban Residential

19 Approved SMA: R-55 Zone, to permit medium-suburban residential densities and allow
20 transition between the R-80 zoned neighborhood to the north and the commercial sections of the
21 Central Avenue Corridor.

22
23 **AMENDMENT 5**

24 Implementation Element (Development District Overlay Zone, Design Standards)

25 Site Design – Parking Requirements

26 Revise Standard A.2 (page 112): “ The maximum number of off-street parking spaces permitted
27 for Shopping Centers between 25,000 and 399,999 square feet of gross leasable area (GLA) shall
28 be modified from Section 27-568 (a) as:

29 a. All uses except theaters shall provide no more than one space per [350]200 square feet
30 of GLA.”

1 **AMENDMENT 6**

2 Add language after first sentence at beginning of Land Use and Zoning Recommendations for
3 Morgan Boulevard: “(The District Council affirms its action approving CDP-0301 on
4 January 27, 2004.)”

5
6 **AMENDMENT 7**

7 Location: Morgan Boulevard Metro Core, Subarea 5, east of Metro Station.

8 Add language at end of first paragraph in the recommendations section: “Retail may occur prior
9 to any residential in this subarea.”

10
11 SECTION 2. BE IT FURTHER RESOLVED that the staff is authorized to make
12 appropriate text and map revisions to correct identified errors, reflect updated information, and
13 incorporate the Zoning Map changes reflected in this Resolution.

14 SECTION 3. BE IT FURTHER RESOLVED that this Sectional Map Amendment is an
15 amendment to the Zoning Ordinance and to the official Zoning Map for the Maryland-
16 Washington Regional District in Prince George’s County. The zoning changes approved by this
17 Resolution shall be depicted on the official Zoning Maps of the County.

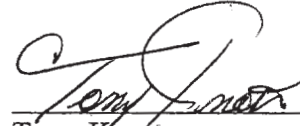
18 SECTION 4. BE IT FURTHER RESOLVED that the provisions of this Resolution are
19 severable, and if any provision, sentence, clause, section, zone, zoning map, or part thereof is
20 held illegal, invalid, unconstitutional, or unenforceable, such illegality, invalidity,
21 unconstitutionality or unenforceability shall not affect or impair any of the remaining provisions,
22 sentences, clauses, sections, zones, zoning maps, or parts thereof or their application to other
23 zones, persons, or circumstances. It is hereby declared to be the legislative intent that this
24 Resolution would have been adopted as if such illegal, invalid, unconstitutional, or
25 unenforceable provision, sentence, clause, section, zone, zoning map, or part had not been
26 included therein.

1 SECTION 5. BE IT FURTHER RESOLVED that this Resolution shall take effect on the
2 date of its adoption.

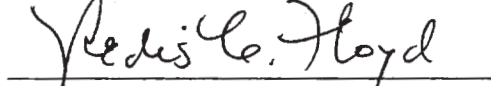
Adopted this 27th day of May, 2004.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: _____


Tony Knotts
Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council

Map available in hard copy only

Appendix H: Revisory Petition



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

March 3, 2005

RE: SMA Revisory Petition for Sector Plan and Sectional Map Amendment
for the Morgan Boulevard and Largo Town Center Metro Areas
Santos/Zimmer Properties

***NOTICE OF FINAL DECISION
OF THE DISTRICT COUNCIL***

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of Zoning Ordinance No. 2-2005 setting forth the action taken by the District Council in this case on February 14, 2005.

CERTIFICATE OF SERVICE

This is to certify that on March 3, 2005, this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Redis C. Floyd".

Redis C. Floyd
Clerk of the Council

(10/97)

County Administration Building - Upper Marlboro, Maryland 20772

Case No.: Morgan Boulevard SMA
Revisory Petition

Applicants: Santos/Zimmer Properties

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 2- 2005

AN ORDINANCE TO APPROVE A PETITION TO REVISE THE
MORGAN BOULEVARD SECTOR PLAN AND SECTIONAL MAP AMENDMENT

WHEREAS, in Council Resolution 36-2004, adopted May 27, 2004, the District Council approved the Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center; and

WHEREAS, among the properties affected by the SMA were the Santos property, approximately 6 acres of land in the I-1 Zone on Walker Mill Drive, rezoned to C-O, and the Zimmer property, approximately 29 acres of land in I-1, adjoining Santos, between Central Avenue and Walker Mill Drive, also rezoned to C-O; and

WHEREAS, by petition filed June 25, 2004, the owners of the Santos property filed a revisory petition with the District Council, to request restoration of the I-1 Zone, on the basis of mistake in the SMA; and

WHEREAS, on October 20, 2004, the Santos petition was amended, by: (1) adding the Zimmer property, adjacent to Santos, and (2) requesting the C-S-C Zone instead of the I-1 Zone, again on the basis of mistake in the SMA; and

WHEREAS, by order approved October 25, 2004, the District Council referred the Santos-Zimmer petition to the Zoning Hearing Examiner for public hearing, under the criteria in Section 27-228 of the Zoning Ordinance; and

WHEREAS, the Examiner on January 12, 2005, held a public hearing on the petition, after public notice as required by law, a hearing deemed to have been held and completed by the Council as of the referral date, October 25, 2004; and

WHEREAS, the Examiner has filed a decision with the District Council recommending approval of the petition, on the basis of mistake in the SMA; and

WHEREAS, the District Council, having reviewed the record of the SMA and the record made at the hearing on the petition, has determined that the petition should be approved, and that the Santos and Zimmer properties should be placed in the C-S-C Zone; and

WHEREAS, as the basis for this action, the Council adopts the decision of the Examiner as its legislative findings, the Council having determined that factual error was made in the SMA. The zoning of the subject properties should have been changed from I-1 to C-S-C, not C-O.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map of the Maryland-Washington Regional District in Prince George's County, Maryland, is hereby amended to change the zoning classification of the properties which are the subject of the Santos-Zimmer petition from DDOZ/C-O to DDOZ/C-S-C. The subject properties remain in the Development District Overlay Zone for Morgan Boulevard, and their underlying zoning classifications, C-S-C, may not be changed without further action by the District Council.

SECTION 2. Future use and development of the subject properties shall be limited by the following amendments to the applicable Development District Standards:

A. The shopping center on the properties shall be anchored by a national grocery chain store, a food or beverage store which includes a bakery, pharmacy, deli, and seafood counters.

B. No store on either property may exceed 125,000 square feet gross floor area.

If any development standards 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.

SECTION 3. This Ordinance shall take effect on the date of its adoption.

Adopted this 14th day of February, 2005, by the following vote:

In Favor: Council Members Dean, Campos, Exum, Harrington and Knotts

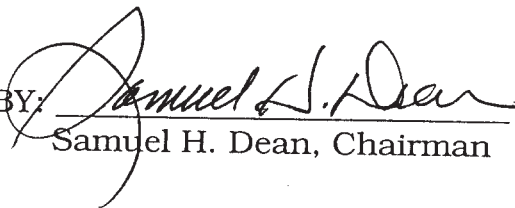
Opposed:

Abstained:

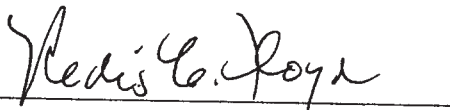
Absent: Council Members Bland, Dernoga, Hendershot and Peters

Vote: 5-0

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL
FOR THAT PART OF THE MARYLAND-
WASHINGTON REGIONAL DISTRICT
IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: 
Samuel H. Dean, Chairman


ATTEST:


Redis C. Floyd
Clerk of the Council

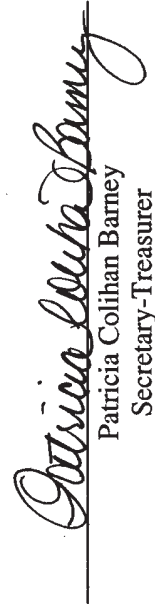
CERTIFICATE OF ADOPTION AND APPROVAL

This Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas amends the 2002 Prince George's County Approved General Plan, portions of the 1993 Approved Master Plan and Sectional Map Amendment for Landover and Vicinity, the 1990 Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottisford, the 1986 Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity, the 1982 Master Plan of Transportation, the 1990 Public Safety Master Plan, the 1992 Prince George's County Historic Sites and Districts Plan, and the 1975 Countywide Trails Plan with the 1985 Equestrian Addendum. The sector plan and sectional map amendment were adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by Resolution No. 04-50 on March 18, 2004, and were approved by the Prince George's County Council by Resolution No. CR-36-2004 on May 27, 2004, after a duly advertised joint public hearing held on November 3, 2003.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION


Elizabeth M. Hewlett
Chairman


Derek P. Berlage
Vice Chairman


Patricia Colihan Barney
Secretary-Treasurer

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