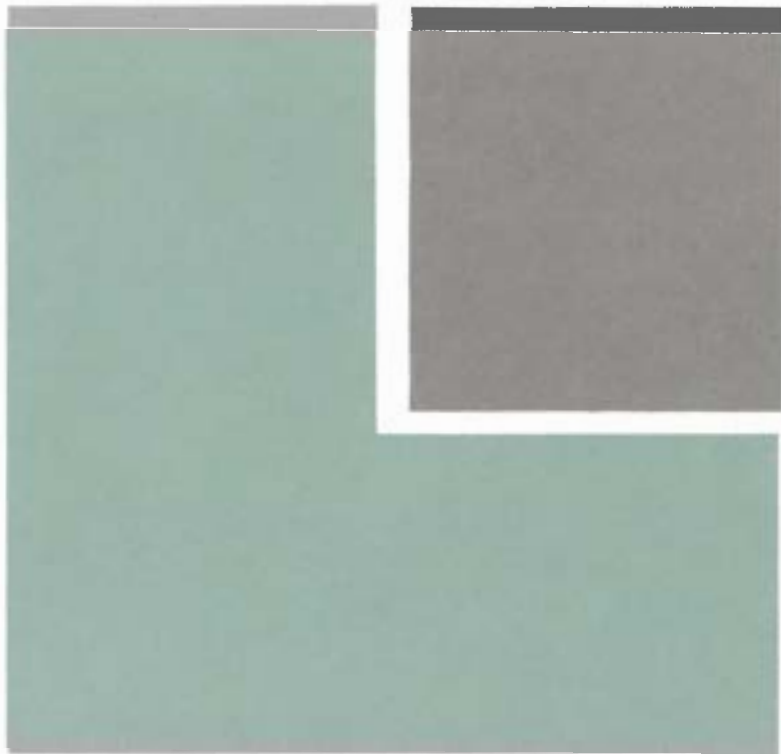


INTRODUCTION





FOREWORD

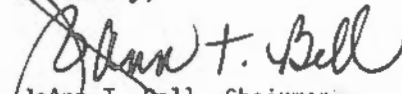
We are pleased to make available the Approved Master Plan and Adopted Sectional Map Amendment for the Largo-Lottsford Area (Planning Area 73).

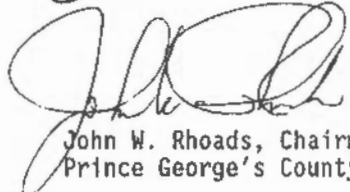
The Plan sets policies for the physical development of Planning Area 73. The Plan was developed by the Maryland-National Capital Park and Planning Commission with the assistance of the Largo-Lottsford Citizens' Advisory Committee. The purpose of the Citizens' Advisory Committee was to reflect a wide spectrum of community viewpoints in developing a plan that is responsive to local needs and values. The Committee was invaluable in developing the Plan and we are most appreciative of their efforts.

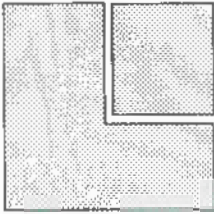
The purpose of the Sectional Map Amendment is to bring the zoning of Planning Area 73 into conformance with the land use recommendations of the Master Plan. The Sectional Map Amendment (SMA) and the Plan were prepared concurrently. This preserves the close ties between policy formulation and implementation while significantly reducing the time and expense of preparing the Plan and SMA. We anticipate that this process will be used in the future.

The Public Hearings were advertised through mailings to every property owner in the Planning Area as well as through press releases, legal advertisements, and newsletters. All comments and recommendations presented at the public hearings became matters of public record and were reviewed by the Planning Board and the District Council prior to their separate actions on the Master Plan and Sectional Map Amendment.

Sincerely,


JoAnn T. Bell, Chairman
Prince George's County District Council


John W. Rhoads, Chairman
Prince George's County Planning Board



PLAN HIGHLIGHTS

This Master Plan Amendment...

- ... amends the 1977 Largo-Lottsford Master Plan; the 1973 Model Neighborhood Area Master Plan for the portion of the Town of Glenarden lying east of the Beltway that was included in that Plan; the 1982 General Plan and Master Plan of Transportation; the 1983 Master Plan for Public Schools Sites; the 1981 Historic Sites and Districts Plan; and the 1975 Countywide Trails Plan including the 1985 Equestrian Addendum.
- ... includes, in addition to the Plan Map, an "Illustrative Sketch" for an undeveloped portion of the Planning Area on the east side of MD 202. This sketch describes area and property specific policies and proposals.
- ... takes advantage of the Planning Area's strategic location by proposing a Town Center surrounded by an extensive employment area. This core area will provide a focal point for the central portion of the County and become one of the major employment areas within the County.
- ... identifies three communities containing a wide variety of housing types. Each community is proposed to have access to open space, commercial areas, and public service facilities.
- ... emphasizes the importance of the preservation, enhancement, and protection of established residential areas from encroachment by incompatible uses.
- ... proposes a Town Center, a Community Activity Center, a Village Activity Center, a Neighborhood Activity Center, two Convenience Centers, and an additional commercial area. These centers are intended to have a broader purpose other than serving as conventional shopping centers in a residential setting. Additional commercial activities and services, as well as public service facilities, will be encouraged to locate within each activity center as they are needed. By designating them as centers within the Plan, it is hoped they will serve as social and economic focal points, and will form key elements in the overall development pattern.
- ... proposes extensive future employment areas, principally within and adjoining the triangle formed by I-95, MD 202, and MD 214, as well as within the northeast quadrant of the intersection of the Capital Beltway and White House Road, to increase the variety of job opportunities in the Planning Area and to produce a more favorable tax revenue situation in Prince George's County.
- ... recommends new and improved public facilities and services to meet future local and countywide needs, including retention of three unimproved sites for future schools; construction of a new library; provision of a permanent post office; creation of three new community parks and expansion of existing regional parks; provision of a community recreation center; creation of a trails system; provision of two fire stations; provision of stormwater detention facilities; and construction of various highway and transit related projects.

- ... supports an integrated transportation system composed of commuter rail, bus, and automobile, with opportunities for pedestrian, equestrian and bicycle movement on trails and other public rights-of-way. Proposals are made to make efficient use of transportation facilities through transportation systems management techniques.
- ... defines an environmental envelope, based on natural and man-made features, which will serve to guide the location and character of future development, facilitate conservation of environmentally sensitive areas, and reduce the adverse effects of noise and air pollution within the Planning Area.
- ... encourages the preservation of recognized historic assets.
- ... contains numerous goals and objectives to be achieved, planning principles to guide growth, and design guidelines to be followed in implementing specific land use recommendations.
- ... proposes changes in the zoning pattern in order to achieve consistency with the proposed land use plan, to be contained within a comprehensive sectional map amendment.



ABOUT THIS PLAN AMENDMENT

The Largo-Lottsford area encompasses 15.6 square miles and comprises Planning Area 73. The Planning Area is bounded on the north by U.S. Route 50; on the east by Enterprise Road and Watkins Park Drive; on the south by MD 202 and White House Road; and on the west by Interstate 95.

This Master Plan Amendment map and text replace the 1977 Largo-Lottsford Area Master Plan and part of the 1973 Model Neighborhood Area Master Plan (for the portion of the Town of Glenarden lying east of the Beltway that was included in that Plan). The Adopted Sectional Map Amendment (SMA) contained herein supersedes the 1978 Largo-Lottsford SMA. Also, this Master Plan amends the 1982 General Plan and several functional master plans (see Amendment to Existing Plans chapter).

There are several major reasons for producing this Master Plan Amendment. Initially, there have been changes in public policy since the approval of the Largo-Lottsford Plan in 1977. These changes are reflected in the 1978 Sectional Map Amendment and in other plans and governmental actions. Also, changing standards and trends have led to changes in public facilities and environmental proposals. Finally, requests for rezonings and subsequent Council action on those requests have caused a questioning and reexamination of the 1977 Master Plan's recommendations.

At the Plan Amendment initiation, 21 issues were identified as the focus of the planning process. These issues were identified and discussed in the October 1987 Public Forum Information Brochure. Of these issues, the following were of major concern:

- Undeveloped land along the east side of MD 202. The availability of undeveloped land close to several Beltway interchanges offers an opportunity to expand the Planning Area's developing high quality employment areas. The extent of this expansion and insuring compatibility with nearby development were problems addressed by this Plan Amendment. The Plan proposals for this issue are found in the Employment Areas and Living Areas chapters. The Plan's policies are graphically described on the "Illustrative Sketch" on the Plan Map.
- Balance of land use and transportation. Recent analyses have shown that the transportation network proposed by the 1982 Master Plan of Transportation is not adequate to support future development in the Largo-Lottsford Planning Area. This Plan proposes an integrated transportation system to serve the proposed land uses. The transportation proposal consists of highways, transit, trails, and management systems and is described in the Circulation and Transportation chapter. In addition, transportation capacities have been used as one of the bases for specific land use recommendations (found in the Living Areas, Commercial Areas and Activity Centers, and Employment Areas chapters).
- Commercial Areas. This Plan reexamines the number and size of retail commercial areas within the Planning Area. The analysis included evaluation of market support, trends in commercial center development, and compatibility between proposed commercial areas and nearby development. The resulting proposals are found in the Commercial Areas and Activity Centers chapter.

Based on evaluation of all the issues, this Master Plan Amendment sets forth five general areas of recommendations designed to:

- (1) Determine the appropriate residential land use mix and intensity to satisfy community and regional needs in conjunction with the County's ability to provide the necessary public infrastructure and services (Living Areas, Transportation, and Public Facilities chapters);
- (2) Delineate appropriate commercial/employment locations that will serve projected demand for goods and services and provide opportunities for an increasing employment base (Commercial Areas and Activity Centers and Employment chapters);
- (3) Protect existing environmental elements and historical assets (Environmental Envelope and Historic Preservation Planning chapters);
- (4) Provide for an integrated open space and recreation element sufficient to serve current and future demands (Parks, Recreation and Trails chapter); and,
- (5) Provide an implementation strategy that integrates these diverse elements into a logical comprehensive land use and zoning policy designed to enhance the quality of life and encourage a given character for each community within the Planning Area (Living Areas chapter, Ongoing Planning Process, and Comprehensive Rezoning Proposals).

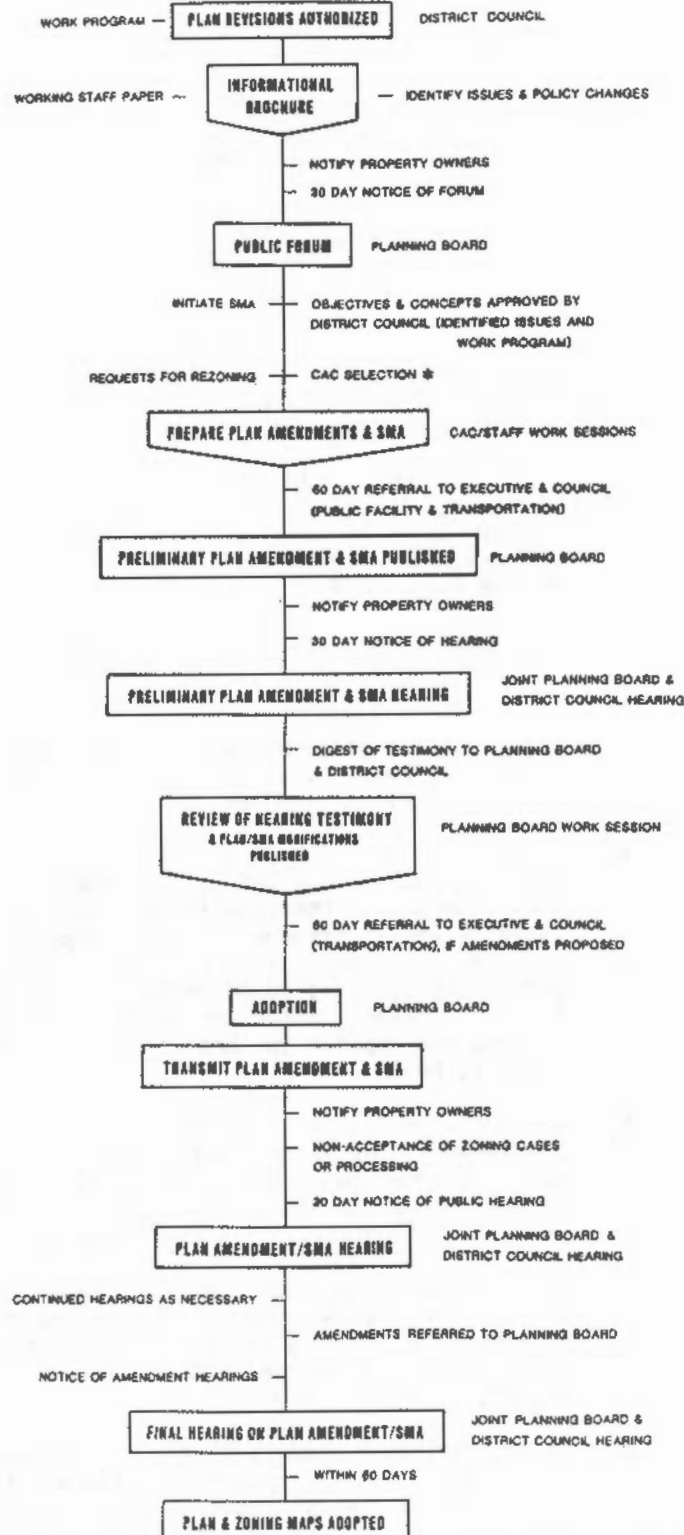
These recommendations attempt to address the many concerns expressed by local residents, the business community, and other groups and individuals with an interest in the future managed development of the Planning Area. Primary support and direct community input was contributed by the Largo-Lottsford Citizens' Advisory Committee (CAC), which has played a valuable and continuing advisory role in the development and review of this Plan Amendment. The individuals serving on the committee are residents of the area or business representatives who were appointed by the Prince George's County Planning Board and confirmed by the County Council. Developed by the Planning Department staff with the CAC operating in an advisory capacity, the recommendations in this Master Plan Amendment are the responsibility of the Planning Board and the County Council.

Because of the concern expressed by the County Council and the public over the lengthy plan and SMA process, the plan-making procedures (called for in Part 13, Division 2, of the Zoning Ordinance) and the Sectional Map Amendment (SMA) process (described in Section 27-225 of the Zoning Ordinance) have run concurrently. This avoids the processing delays associated with initiating and preparing an SMA after Plan approval.

The following is a synopsis of the procedural steps for developing this master plan amendment and SMA (see Figure 1):

- | | |
|---------------|--|
| AUTHORIZATION | ● The County Council (which sits as the District Council for planning and zoning matters) authorizes the preparation of a plan. |
| PUBLIC FORUM | ● A public forum is advertised and held by the Planning Board. At the forum, individuals and organizations are encouraged to submit comments and specific considerations regarding land use, zoning or any other issues pertinent to planning and development of the study area. |

Figure 1
Largo-Lottsford Plan Amendment and SMA Procedure**



**THE PLAN MAKING AND SMA PROCESSES ARE RUN CONCURRENTLY IN THIS PROCEDURE.

*CAC IS VIEWED AS TASK FORCE WITH SPECIFIC ISSUES AND TIMEFRAME IN WHICH TO CONCENTRATE EFFORT.

- The Planning Board provides notification to all property owners in the affected planning area of the intended plan process and upcoming public forum. The notice shall advise all property owners of the intent to also adopt an SMA.
 - A public forum document is made available to the general public for review prior to the public forum. This document provides planning background information and identifies issues.
- GOALS, CONCEPTS, GUIDELINES ● The Planning Board submits a document containing preliminary goals, concepts, and guidelines to the District Council for approval. This document will define the issues to be addressed and the work program for the plan amendment process.
- SMA INITIATION ● By resolution, the District Council will initiate an SMA by directing the Planning Board to prepare a sectional map amendment (Zoning Maps) in order to implement the plan's proposals.
- CONSIDERATIONS ● Within 30 days after the District Council initiates the SMA, any person may request that specific zones (except Comprehensive Design Zones) be considered for specific properties during the SMA process. The requests are to be submitted on forms provided by the Planning Board.
- CITIZENS' ADVISORY COMMITTEE ● A citizens' advisory committee is nominated by the Planning Board and approved by the District Council.
- PLAN AMENDMENT ● A preliminary plan amendment is developed with continuous input by the citizens' advisory committee. Simultaneously, an SMA (Zoning Maps) is prepared for the master plan amendment.
- Prior to publication of a preliminary plan, it is submitted to the District Council and to the County Executive for review of the highway and other public facility proposals. If there are inconsistencies between the plan proposals and existing or proposed State or County public facilities, the Council shall direct the Planning Board on how to eliminate or accommodate the inconsistencies. After consultation with the Executive, the Council may approve any transportation lines proposed by the Planning Board.
- PRELIMINARY PLAN ● The preliminary plan amendment and SMA is printed and made available to the general public and municipalities within the planning area, governmental agencies and elected officials. A notice is sent to all property owners in the planning area. Thirty days' notice is given for the public hearing.
- JOINT PUBLIC HEARING ● A joint public hearing (Planning Board and District Council) is held on the Plan Amendment. The record is held open for a period of time (usually 30 days) for receipt of written testimony. Concurrently, the Planning Board will consider testimony regarding the SMA proposals.
- REVIEW OF TRANSCRIPT ● Staff prepares a summary of the public comments along with staff recommendations and forwards the summary to the Planning Board. The Board then meets in public sessions with the staff to decide what, if any, changes should be made to the plan.
- PLAN ADOPTION ● The Planning Board adopts the plan.

PLAN/SMA
TRANSMITTAL

- The Planning Board transmits the adopted plan and the SMA proposal to the District Council.
- Upon transmittal of the SMA, the Planning Board and Zoning Hearing Examiner will postpone acceptance and processing of individual zoning map amendment applications.

COUNCIL PLAN
HEARING

- The District Council and Planning Board hold a hearing within ninety (90) days. Public work sessions will be scheduled following the hearing, at which time amendments can be proposed.
- Any amendment to the SMA must be scheduled for public hearing and referred to the Planning Board for comments. Again, Council work sessions follow each hearing prior to final action.

PLAN AMENDMENT
SMA ADOPTION

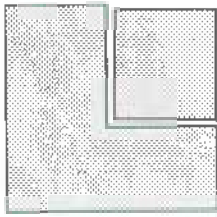
- The District Council approves or disapproves the plan amendment.
- If the District Council disapproves the adopted plan, it shall be returned to the Planning Board for further consideration. The Board shall reconsider the plan and resubmit it for consideration by the Council.
- The District Council adopts the SMA by resolution, which effectively establishes new Zoning Maps for the planning area.

PLAN
PUBLICATION

- Following adoption of the SMA, the approved comprehensive master plan will be republished by the Planning Board and include the actions taken by the Council in adoption of the sectional map amendment.

The proposals contained within this Plan Amendment are intended to be considered as a whole. The goals and objectives of the Plan provide a basis for the concepts and recommendations described in the Plan text and map. The guidelines within the Plan should be used when the public and private sectors are implementing those concepts and recommendations. None of these features (goals, objectives, concepts, recommendations, and guidelines) should be used without consideration of the others.

Note that use of the word "shall" in this text, with respect to master plan guidelines, indicates that the action proposed reflects an ordinance (i.e. clearly mandated by either State or County law) or reflects County policies regarding land development or other planning considerations. The use of the word "should", while not necessarily legally binding, reflects a very positive and/or strong feeling of the Planning Board that these guidelines will be followed in all instances where there are no extraordinary circumstances which would mitigate against it.



AMENDMENTS TO EXISTING PLANS

This Master Plan Amendment amends the 1977 Largo-Lottsford Master Plan; the 1973 Model Neighborhood Area Master Plan; the 1982 General Plan and Master Plan of Transportation; the 1983 Master Plan for Public Schools Sites; the 1981 Historic Sites and Districts Plan; and the 1975 Countywide Trails Plan including the 1985 Equestrian Addendum. These amendments are summarized and highlighted in the paragraphs below.

Amendment of the 1977 Largo-Lottsford Master Plan

This Master Plan Amendment's map and text replace the 1977 Largo-Lottsford Master Plan in its entirety. The present Plan Amendment makes significant changes in the recommendations in most of the Plan's subject areas (transportation, living areas, commercial areas, etc.). These changes are described in more detail in the Plan map and text. The changes are highlighted below:

- **Transportation.** The following transportation facility changes to the 1977 Master Plan are included in this Amendment:
 - The following interchanges are shown with different configurations from those shown on the 1977 Master Plan: US 50/I-95, US 50/MD 704, MD 202/I-95, MD 214/I-95 and MD 214/MD 202.
 - New interchanges are proposed at Campus Way North/I-95, MD 202/Lottsford Road, and MD 202/St. Joseph's Drive.
 - The proposed interchange at Arena Drive/I-95 has been deleted.
 - I-95 is to be widened to ten lanes.
 - Campus Way North from I-95 to Lake Arbor Way has been upgraded from a collector to an arterial.
 - MD 202 has been upgraded from an arterial to an expressway throughout the Planning Area.
 - The extension of Ardwick-Ardmore Road east of Lottsford-Vista Road is deleted.
 - Lottsford-Vista Road is upgraded to a collector south of Ardwick-Ardmore Road.
 - The configuration and classification of internal roads within Employment Area 1 (the triangle formed by I-95, MD 202, and MD 214) is revised.
 - Enterprise Road is limited to four lanes as a specially designated parkway facility.
 - A potential extension of Metrorail to the east side of MD 202 along Lottsford Road is shown. PT-1, a public transit alignment, extends from this station eastward along Lottsford Road.

- Environmental Envelope. This portion of the Plan has been upgraded to include proposals on the Patuxent River Primary Management Area and other recent environmental policies.
- Living Areas. For the most part, the Living Area proposals of the Plan Amendment are the same as in the 1977 Master Plan. However, there are several changes including:
 - The extensive "Estate" residential area along Lottsford-Vista Road has been changed to Low Suburban density in recognition of District Council decisions in the 1978 SMA and subsequent individual zoning cases. Similarly, certain individual properties along Enterprise Road, shown for Estate density in the 1977 Plan, have been changed to Low Suburban density.
 - The residential area on the north side of White House Road, south of the PEPCO powerline, is proposed for Suburban residential density instead of Low Suburban density.
 - The property in the northwest quadrant of MD 202 and Watkins Park Road, south of the stream, is shown as High Suburban residential density (for senior citizen housing) and Low Suburban density.
 - Two residential areas (one on the east side of MD 202 from the Capital Beltway to south of Lottsford Road; the other in the northeast quadrant of the intersection of the Capital Beltway and White House Road) have been deleted and replaced with employment areas.
 - Two properties (one in the northeast quadrant of the intersection of proposed Campus Way North and Lottsford Road; the other on the west side of Harry S Truman Drive across from Mt. Lubentia Way) are shown as limited areas for Urban density residential.
- Commercial Areas and Activity Centers. There are fewer retail commercial centers proposed in this Plan Amendment than in the 1977 Plan. Specifically, the following changes are proposed:
 - A Neighborhood Activity Center (now built) is shown in the northwest quadrant of the intersection of Lake Arbor Way and Campus Way North. A proposed Village Activity Center on the north side of Lake Arbor Way has been deleted.
 - A proposed commercial center in the northwest quadrant of the intersection of Kettering Drive and Joyceton Drive has been reduced in size from a Village Activity Center to a smaller Convenience Center.
 - A proposed commercial center in the northeast quadrant of the intersection of Harry S Truman Drive and Mt. Lubentia Way has been reduced in size from a Village Activity Center to the existing small Convenience Center.
 - The 150,000 square foot limit on retail commercial space at the Kettering Community Activity Center has been deleted.
- Employment Areas. The major change from the 1977 Master Plan is the addition of two new employment areas: Employment Area 3 (approximately 500 acres) on the north and east sides of MD 202 from the Capital Beltway to south of Lottsford Road and Employment Area 4 (approximately 70 acres) in the northeast quadrant of the intersection of the Capital Beltway and White House Road. Within Employment Area 3, specific areas are identified where a residential development alternative may be applied.

- Public Facilities. The following public facility changes are proposed in the Master Plan Amendment:
 - The Amendment proposes a total of eight schools (five elementary, one middle, and two high schools) in Planning Area 73. The 1977 Master Plan proposed 19 schools.
 - Two fire stations are proposed: one in the Enterprise Community in the vicinity of the intersection of Ardwick-Ardmore Road and St. Joseph's Drive, the other in the Largo Community in the vicinity of the Ritchie-Marlboro Road and White House Road intersection at Ritchie Road. The 1977 Plan's proposed stations in the Urban Center and along Enterprise Road in Planning Area 73 have been deleted.
- Parks, Recreation and Trails. This Plan Amendment emphasizes the provision of Community Parks (greater than 20 acres) instead of the 1977 Master Plan's emphasis on smaller parks. The Plan Amendment also proposes a major expansion of Watkins Regional Park.
- Historic Preservation. This Master Plan Amendment designates six Historic Sites and proposes policies to protect them.

Amendment of the 1973 Model Neighborhood Area Master Plan

The portion of the Town of Glenarden lying east of the Capital Beltway and previously included in the Model Neighborhood Plan is now included in Planning Area 73. Therefore, this Master Plan Amendment amends the Model Neighborhood Area Master Plan by designating that area as Medium Suburban density residential.

Amendment of the 1982 General Plan and Master Plan of Transportation

The Largo-Lottsford Master Plan Amendment is set within the policy guidance of the General Plan for Prince George's County. However, certain policy elements contained within the 1982 General Plan and Master Plan of Transportation are amended by this Master Plan Amendment, as they specifically apply to the Largo-Lottsford Planning Area.

These policy element amendments are described below and are reflected on the 1"=5000' scale "General Plan Long-Range Development Map" which is printed on the Plan Map. In effect, this long-range development map becomes the new General Plan as it applies to the Largo-Lottsford Planning Area. The map is rendered in accordance with the General Plan's Policy Area categories criteria and includes the transportation facilities, employment areas, and activity center notations proposed by this Master Plan Amendment. The map represents ultimate land use and transportation recommendations of this Master Plan in a "policy plan" format.

1. The arterial road, A-29 (Campus Way North), has been extended from Lake Arbor Way to I-95.
2. Landover Road (MD 202) has been upgraded to an expressway (E-6).
3. Three new interchanges have been added to the transportation system at the following locations:
 - Campus Way North at I-95;
 - MD 202 at St. Joseph's Drive/McCormick Drive; and
 - MD 202 at Lottsford Road.
4. The interchange at I-95 and Arena Drive has been deleted.

5. I-95 is to be widened to ten lanes.
6. Two interchanges are proposed to be improved:
 - MD 202 at I-95; and
 - MD 214 at I-95.
7. A Metrorail station is shown along Lottsford Road east of MD 202.
8. Major employment areas have been extended to the east side of MD 202 between I-95 and south of Lottsford Road and to the northeast quadrant of the intersection of the Capital Beltway and White House Road.
9. The General Plan describes the Long-Range Development Option concept in terms of three possible schematic development scenarios. Ultimate development envisioned by this Master Plan Amendment most closely approximates the schematic option described by the General Plan as "Long-Range Development Option 3." However, the amount of Category III area (staged future development, large lot, and/or agricultural) is reduced by previous District Council zoning decisions and the proposals of this Plan Amendment.

This Master Plan Amendment does recognize limited Category III areas along Enterprise Road. Because water and sewerage service is potentially available and because of the trend toward high quality residential development in the Enterprise Road corridor, these areas are proposed for estate development. This Master Plan Amendment eliminates the "Staged Future Development" option in the Category III areas. This reinforces the concept of permanently establishing a low-density corridor of development in areas shown as Category III in the 1982 General Plan.

10. The trafficshed-watershed community structure concept of the General Plan has been redefined to include the community structure proposed by this Master Plan. The projection of dwelling units for each of the communities has been revised to reflect ultimate build-out of the Planning Area.

Amendment to the 1983 Master Plan for Public School Sites

The functional plan is amended by this Plan Amendment to delete a "Proposed (Specific Location Not Yet Determined)" Elementary School site in the vicinity of Lottsford and Lottsford-Vista Roads.

Amendments to the 1981 Historic Sites and Districts Plan

The Largo-Lottsford Master Plan Amendment amends the Historic Sites and Districts Plan by publishing the classification of the six Historic Sites in Planning Area 73. The Plan Amendment also recommends certain other amendments concerning protection of these sites. These recommendations are discussed in detail in the Historic Preservation Planning chapter.

Amendment of the 1975 Countywide Trails Plan and the 1985 Equestrian Addendum

This Master Plan Amendment amends the 1975 Countywide Trails Plan by altering trail proposals in response to actions taken through the development review process and the newly recommended land uses.