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COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

SITTING AS THE DISTRICT COUNCIL

Legislative Session _____ 1990

Resolution No. _____ CR-70-1990

Proposed by _____ The District Council

Introduced by _____ Council Members Bell, Wilson, Pemberton,
_____ and Casula

Co-Sponsors _____

Date of Introduction _____ July 24, 1990

RESOLUTION

A RESOLUTION concerning the

Master Plan Amendment for Largo-Lottsford

(Planning Area 73)

FOR the purpose of approving the Master Plan Amendment for Largo-Lottsford, thereby defining long-range land use and development policies for the area generally bounded by the Capital Beltway on the west, U.S. Route 50 on the north, Enterprise Road and Watkins Park Road on the east, and MD 202 and White House Road on the south.

WHEREAS, the District Council and the Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission held a duly advertised joint public hearing on a Preliminary Master Plan Amendment for Largo-Lottsford on January 23, 1990, said hearing held in conjunction with the Planning Board's hearing on the proposed Sectional Map Amendment for Planning Area

73; and

WHEREAS, the Prince George's County Planning Board adopted the plan on March 29, 1990; and

WHEREAS, the District Council and the Planning Board held a duly advertised joint public hearing on the Adopted Master Plan Amendment for Largo-Lottsford on June 11, 1990, said hearing held in conjunction with the District Council's hearings on the transmitted Sectional Map Amendment and proposed amendments to the Sectional Map Amendment as described in CR-40-1990, also held on June 11, 1990; and

WHEREAS, the District Council held a worksession on July 3, 1990, to consider the hearing testimony and the recommendations of the Planning Board and staff; and

WHEREAS, upon approval by the District Council, the Plan will define long-range land use policies and serve as a guide for future development of the area; and

WHEREAS, it is the intention of the District Council that a comprehensive review of the zoning within Planning Area 73 occur concurrently with the Master Plan Amendment so as to assure that the zoning is consistent with the land use recommendations of the Plan; and

WHEREAS, the adopted Master Plan Amendment contains a comprehensive rezoning proposal, i.e., Sectional Map Amendment, including appropriate maps, a list of proposed changes, and supporting details, as provided in Section 27-225 of the Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED by the Prince George's County Council, sitting as the District Council for that portion of the Maryland-Washington Regional District within Prince George's County, Maryland, that the Master Plan Amendment for Largo-Lottsford, as adopted by the Maryland-National Capital Park and Planning Commission on March 29, 1990, is hereby approved with the following amendments:

1. Revise the Plan Map so that the transit alignment between the Capital Beltway and MD Route 202 is shown on the northwest side of Lottsford Road. The following sentence should be added to the Plan text (under "Metrorail Proposal"):

"A building restriction line of 25 feet on both sides of the transit center line should be placed along the Metro alignment between the Beltway and MD 202."

2. Show the access road to the Collington Life Care Community as a collector road from Lottsford Road to a point 250 feet north where two subdivision streets and the driveway to Collington will meet. Revise Table 7, "Proposed Highway Network," accordingly.
3. Add, to the description of Employment Area 3, the following paragraph:

"The Sectional Map Amendment should recognize the existing employment zoning for most of the properties within the Employment Area. However, the 49.1± acre property at the southern end should remain in the R-R

Zone. Comprehensive design zoning (E-I-A) could be considered for this property if it can be demonstrated that transportation facilities will be adequate to accommodate an expanded employment area."

4. Add to the Plan text the following paragraph describing the 11.3⁺ acre property in the northeast quadrant of Harry S Truman Drive and Mt. Lubentia Way, known as Hampton Crossroads:

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

construction is encouraged."

5. Show the Scruggs property in the northwest quadrant of the intersection of Martin Luther King, Jr. Highway and Whitfield Chapel Road as Suburban density residential. Delete the two sentences describing this property under "Other Employment Areas" in the Employment Areas Chapter.
6. Show a proposed fire station in the vicinity of the Ritchie-Marlboro Road and White House Road intersection at Ritchie Road on the Plan map. Add the following paragraph to the Fire and Rescue Facilities recommendations in the Plan text:

"Construct a new fire station in the vicinity of the Ritchie-Marlboro Road and White House Road intersection at Ritchie Road. This station will replace the existing Station #37 (Ritchie), whose accessibility will be reduced after realignment of Walker Mill Road east of Ritchie Road as recommended in the Suitland-District Heights Master Plan. Construction of the new station (and closing of the existing station) should coincide with construction of the programmed Interstate 95 interchange with Ritchie-Marlboro Road. This full service station will satisfy existing response time gaps in Planning Area 78, as well as provide service to Planning Area 73. The preferred location of the station is within Employment Area 4."

7. Revise and expand the Illustrative Sketch to illustrate area and property specific policies and proposals.

BE IT FURTHER RESOLVED that the staff is authorized to make appropriate text and map revisions to correct identified errors, reflect updated information, and incorporate the use/density/intensity changes resulting from Council actions as specifically described in this resolution.

Adopted this 24th day of July, 1990.

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: _____
Jo Ann T. Bell
Chairman

ATTEST:

Jean M. Schmuhl, CMC
Clerk of the Council