

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on April 21, 2005 regarding Detailed Site Plan DSP-04062 for Metropolitan of Largo, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan for 250 multifamily residential condominium units.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-U-I	M-U-I
Use(s)	Vacant/wooded	Multifamily Residential
Acreage	8.48	8.48
Net tract area	6.61	6.61
Area within existing 100-year floodplain	1.87	1.87
Number of parcels	1	1

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	Max. 487 to Min. 306 (20% reduction)*	418
Handicapped spaces	9	9
Loading space	1	1

*See Finding 6 below for details on parking calculation as required by Development District Standards.

UNIT COMPOSITION

Type	Size (SF)	Number	Percentage
1 BR/1 BA	700-750	38	15
1 BR/1 BA	750-800	50	20
1 BR/1 BA with Den	925-950	25	10
2 BR/2 BA	1,000-1,150	100	40
2BR/2BA with Den	1,110-1,250	25	10
3 BR/2 BA	1,300	12	5
Total	-	250	100

3. **Location:** The subject property is located at the intersection of Lottsford Road and Harry S Truman Drive, within the Metro core area of Largo Town Center, in Planning Area 73 and Council District 6.
4. **Surroundings and Use:** The subject site is Parcel F in Subarea 5 of the Metro core area of the Largo Town Center, which includes properties that are generally within one-third of a mile from the Metro station. The subject site was originally zoned C-O. The Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004) rezoned the subject property and adjacent property in Subarea 5 to the M-U-I (Mixed-Use Infill) Zone.

The subject site is bounded on three sides by public rights-of-way. To the south of the property is the right-of-way of Largo Drive West; to the west of the property is the right-of-way of Lottsford Road; and to the north of the property is the right-of-way of Harry S Truman Drive. Further across Largo Drive West to the south and across Lottsford Road to the west are properties in the M-U-I Zone. Further across Harry S Truman Drive to the north are properties in the M-A-C (Major Activity Center) Zone and the existing Largo Lake in Subarea 6. Largo Lake is an existing stormwater management facility and has an outfall that flows south through the subject property toward Southwest Branch.

5. **Previous Approvals:** The subject site has two approved preliminary plans of subdivision—4-79179, which was recorded in Plat Book NLP 115, Plat 35, and 4-83025, which was recorded as Final Plat NLP118, Plat 8. The 19900*Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73*, retained the subject site in the C-O Zone. The Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004) rezoned the subject property to the M-U-I Zone and specifically designated it (known as Parcel F) as a residential component of the mixed-use area. The plan calls for a quality multifamily use on the subject site. The site also has an approved stormwater management concept plan 21313-2004.
6. **Design Features:** The subject property consists of approximately 8.48 acres of land in the M-U-I Zone. There are streams, wetlands, and 100-year floodplain on the property. The proposed development covers a triangular site of 2.84 acres (43 percent of the net site) at the intersection of Lottsford Road and Harry S Truman Drive. The rest of the site is preserved as 100-year floodplain and existing wooded areas.

The proposed building complex has a roughly “F”-shape footprint with the top of the “F” fronting Harry S Truman Drive and side fronting Lottsford Road. A multistory parking garage is a component of the proposed complex but it is located behind the building and is not visible from the streets. The garage is accessed from Lottsford Road via a porte-cochère. The main entrance is located in the middle of the building frontage along Harry S Truman Drive with a recessed layout to accommodate a drop-off area.

The proposed building complex is mainly a four-story wood frame structure and includes some portions with an English basement. The parking garage behind the building is a precast concrete structure with seven levels including basement and roof. The parking garage and the various parts of the residential building are connected with either a corridor or a pedestrian bridge. Two main facades fronting Harry S Truman Drive and Lottsford Drive are designed in a very consistent way and feature a strong vertical division through the application of various projected window sections, bracketed cornices, various window patterns, brick band and trim, metal awnings, brick pilasters, and different materials such as brick and paintable trim to avoid being overly repetitive. A cylindrical pavilion has been used to mark the recessed main entrance on Harry S Truman Drive and the corner section of the building at the intersection of Harry S Truman Drive and Lottsford Road. The two main facades have been composed in three clear sections with a dark brick veneer base, a combination of light-tone brick and paintable trim middle, and a paintable bracketed roof. The vertically divided façade with various projecting pavilions toward the street provides pedestrians with rich visual interest at the street level. The proposed building complex is in general compliance with the building design standards contained in the Development District Standards of the sector plan and sectional map amendment in terms of height, scale, massing, materials, details, building façade, window and door openings, projections and recesses.

A standard post top lighting fixture has been proposed for the street and on-site lighting. Since the light will not be completely shielded, the Environmental Planning Section requires a lighting study and shielded-type lighting fixture be used to minimize glare and light pollution. A condition of approval has been proposed in the recommendation section of this report.

A comprehensive signage package has been submitted pursuant to Development District Standards as stated in the site design and building design sections. The proposed signage includes two monument signs, one freestanding parking sign in the drop-off bay in front of the main entrance, one main entrance canopy sign, and two building entry signs (one for parking garage entry). Detailed dimensions have been shown on the drawing. The signs are all painted in metallic silver and are attractive. The proposed signs are in general compliance with the Development District Standards. However, no square footage for each sign face area has been calculated and shown on the plan. A condition of approval has been proposed to require the applicant to show the sign face area calculation for each sign.

Parking and Loading Requirements: Parking Requirements of the site design section of the Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004) establish both maximum and minimum numbers of off-street parking spaces for the developments in the Development District Overlay Zone.

Parking Standards A (1). The maximum number of off-street parking spaces permitted for multifamily dwellings completely within the core areas and 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 0.33 space per bedroom in excess of one per unit. The subject application proposes 100 percent structured parking. The maximum number of off-street parking spaces permitted is 487.

Parking Standards B. The minimum number of off-street parking spaces permitted for each land use shall be reduced by 20 percent for the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. The proposed development is wholly within a one-mile radius of the Largo Town Center Metro Station. The minimum number of required off-street parking spaces pursuant to Section 27-568(a) is 383 or 306 spaces with a 20 percent reduction.

The subject application proposes a multistory parking structure with a total of 418 parking spaces and, thus, complies with the parking requirements of the Development District Standards. The applicant's proposal includes the use of universal size parking spaces (8.5 by 19 feet) rather than a mix of standard size (9.5 by 19 feet) and compact car (8 by 16.5 feet). The applicant has submitted a justification letter by a traffic consultant supporting the use of universal size parking spaces is appropriate in this case. Further, Section 27-582 requires one loading space for any multifamily development with a total number of units between 100 to 300. The subject application has provided one standard loading space which complies with the loading requirements of the Zoning Ordinance.

7. **Recreational Facilities:** The subject site has two previously approved preliminary plans of subdivision, neither of which contemplated a residential use. No recreational facilities had been required in the previous approvals. Per the current formula for determining the value of recreational facilities to be provided in subdivisions, for 250 dwelling units in Planning Area 73, a recreation facility package of approximately \$210,600.00 is required. The proposed recreational facility package is composed of indoor and outdoor components. The indoor facilities include a clubhouse with various indoor activity rooms. The outdoor facilities feature a courtyard with a swimming pool, a landscape trellis, and several wooden benches. A pedestrian network encircling the building footprint consists of sidewalks along Harry S Truman Drive and Lottsford Road and a pedestrian pathway along the edge of the on-site woodland conservation areas. No details of the trellis have been shown. The proposed trash receptacles are also made of wood. Two conditions have been proposed to require the applicant to use materials more durable than wood for benches and trash receptacles to minimize maintenance costs and to provide details for the trellis.

The Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004) exempts the subject site from the Subdivision Regulations and thus exempts it from mandatory dedication of parkland as required in Section 24-134. However, the applicant recognizes an obligation to the neighboring citizens specifically and to Prince George's County and has proffered to carry out several off-site improvements in the neighboring public Largo Lake Park to the south of the subject site. The proposed off-site recreational package includes an improvement to the entrance plaza, construction of a trellis at the entrance plaza, and pavement of a curved pedestrian path (shown in Exhibit A). (The off-site improvement list as contained in Condition 5 supercedes the list in the narrative of Exhibit A). The total cost of the proposed off-site recreational package is estimated at approximately \$100,000.

COMPLIANCE WITH EVALUATION CRITERIA

8. The Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004): The sector plan and sectional map amendment amends 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, the 1986 Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity (Planning Areas 72, 73 and 75A, respectively), the 2002 Approved Prince George's County General Plan, the 1992 Historic Sites and Districts Plan, the 1990 Public Safety Master Plan, and 1975 Countywide Trail Plan. The purpose of the sector plan is to analyze the existing situation and to set forth goals, concepts, guidelines, recommendations and design standards to achieve the development character desired for future development at Morgan Boulevard and Largo Town Center Metro core areas and the Central Avenue Corridor Node in the sector plan area, in accordance with goals and policies of the 2002 Prince George's County Approved General Plan recommendations for mixed-use, pedestrian- and transit-oriented development in Centers and Corridors. The sector plan contains a comprehensive rezoning element known as the sectional map amendment intended to implement the land use recommendations of the sector plan for the foreseeable future.

On November 3, 2003, the Planning Board, in conjunction with the County Council (sitting as the District Council) pursuant to Section 27-644 of the Zoning Ordinance, held a public hearing on the Preliminary Sector Plan and the Proposed Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas. On March 18, 2004, the Planning Board approved (PGCPB No. 04-50) the Preliminary Sector Plan and the Proposed Sectional Map Amendment. On May 27, 2004, the District Council, by adopting CR-36-2004, approved the Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas.

The subject site is located in Subarea 5 of the Largo Town Center Metro core area. The Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas rezones the entire Subarea 5 into the M-U-I Zone and further superimposes a Development District Overlay Zone (DDOZ) over Subarea 5 (see below for a detailed discussion on compliance with the requirements of the M-U-I Zone and Development District Standards of the Development District Overlay Zone). The subject application has been reviewed for conformance with the approved sector plan and sectional map amendment and has been found to be in general compliance with the land use and development pattern concept and recommendations as well as the urban design concept and recommendations.

No historic sites are on the subject site or in the vicinity of the site. The application's compliance with environmental infrastructure and transportation system concepts and recommendations has been discussed in detail in the attached memoranda from the Environmental Planning and Transportation Planning Sections, respectively.

9. **The requirements of the Zoning Ordinance in the M-U-I (Mixed Use-Infill) Zone:** The M-U-I Zone was introduced in May 2001. The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans (in this case the sector plan), a mix of residential and commercial uses as infill development in areas that are already substantially developed.

- a. The proposed multifamily residential use is permitted pursuant to Section 27-546.17. The subject site has been specifically designated as a residential component of the mixed-use area (Land Use and Zoning Recommendations, Approved Sector Plan and SMA for the Morgan Boulevard and Largo Town Center Metro Areas) because the properties across Harry S Truman Drive have already developed as residential use and the site has views of Lake Largo to the north that will enhance the appeal of a midrise residential development. The sector plan also indicates that the community supported a multifamily residential use at this location because of the lake views afforded to future residents.
- b. The proposal is also in conformance with the applicable requirements of Section 27-546.18, Regulations, regarding multifamily residential density. Section 27-546.18 allows multifamily residential densities up to 48 units per acre. The proposed net density for this application is approximately 38 units per acre.
- c. The application proposes bedroom percentages in excess of the applicable bedroom percentages permitted by Section 27-419 of the Zoning Ordinance. The following table shows the allowable and the proposed bedroom percentage.

Bedroom Type	The Allowable Bedroom Percentage Per Section 27-419	The Proposed Bedroom Percentage
1 Bedroom Units	NA	45%
2 Bedroom Units	40%	50%
3 Bedroom Units (or more)	10%*	5%

Note:* Unused percentage for three or more bedroom apartment units may be added to the maximum allowed percentage for two bedroom apartment units.

The approved Sector Plan permits multifamily dwellings in excess of applicable bedroom percentages provided that the use and site plan are in harmony with the Zoning Ordinance, the proposed use will not adversely affect the health safety or welfare of residents or workers in the area, the proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood and the site plan is in conformance with an approved Tree Conservation Plan. The proposed use is consistent with the specific land use recommendations of the Sector Plan, which identifies the subject property as appropriate for residential use, and therefore will not have an adverse impact on workers or residents in the area or be detrimental to adjacent properties. The

proposed use and site plan comply with the specific requirements of the Zoning Ordinance as modified by the Sector Plan and is in conformance with the tree conservation requirements.

10. **Development District Standards of the Development District Overlay Zone (DDOZ):** The sector plan and sectional map amendment superimpose a Development District Overlay Zone over designated subareas, including Subarea 5 in Largo Town Center Metro core area, to ensure that the development of land meets the sector plan goals. The Development District Standards follow and implement the recommendations in the sector plan and sectional map amendment. The Development District Standards are organized into three parts to address site design, building design, and public areas for development within the district.

Section 27-548.25 (b) requires that in approving the detailed site plan, the Planning Board shall find that the site plan meets applicable Development District Standards. In general, the subject detailed site plan meets the applicable Development District Standards (see Exhibit B for a point-by-point response to the applicable Development District Standards). If the applicant intends to deviate from the Development District Standards, the Planning Board must find that the alternative Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the sector plan. In this application, no modifications of the approved Development District Standards have been requested.

11. ***Landscape Manual:*** Section 27-548.23 (d), Development District Standards, requires that landscaping, screening, and buffering of development shall conform to *Landscape Manual* requirements. Specific landscaping, screening, and buffering may also be required by the Development District Standards. Development District Standards may require specific landscaping, screening, and buffering, but only to meet the goals of the Development District and the purposes of the D-D-O Zone..

Landscaping, Buffering, and Screening Standards (J) under the Site Design Section of the approved Sector Plan and Sectional Map Amendment explicitly states that Sections 4.2, 4.3, 4.4, 4.6 and 4.7 of the *Landscape Manual* do not apply within the development district. Therefore, the proposed development is subject only to Section 4.1, Residential Requirements, of the *Landscape Manual*.

Section 4.1(g) requires, for multifamily dwellings in any zone, a minimum of one shade tree per 1,600 square feet or fraction of green area provided. The landscape plan provides more than enough shade trees to meet the requirement. The landscape plan also provides other planting materials such as evergreen trees, shrubs, groundcover, perennials, and vines. But the landscape plan does not have any reference to Section 4.1. A condition of approval has been proposed to require the application to provide a Section 4.1 schedule on the landscape plan.

12. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, and there are more than 10,000 square feet of existing woodland on site.

- a. A detailed forest stand delineation (FSD) showing two forest stands and six specimen trees has been reviewed by the Environmental Planning Section and has been found to satisfy the requirements of the Woodland Conservation Ordinance. No further information regarding the FSD is required with this DSP application.
- b. The Type II Tree Conservation Plan TCPII/160/04 submitted with this DSP is in conformance with the requirements of the Woodland Conservation Ordinance except for several minor revisions. The plan proposes clearing 4.14 acres of the existing 4.97 acres of upland woodland and the clearing of 0.03 acre of the existing 1.79 acres of floodplain woodland for installation of a stormwater management outfall. The woodland conservation requirement for this proposal as currently designed is 2.16 acres. The plan proposes to meet the requirement by providing 0.77 acre of on-site preservation, 0.37 acre of afforestation/reforestation, and 1.02 acres of off-site mitigation.

The Type II Tree Conservation Plan TCPII/160/04 submitted with this DSP also is in general compliance with environmental infrastructure recommendations and specific Development District Standards of the Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004).

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. The Community Planning Division, in a memorandum dated April 8, 2005, noted that the application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier and conforms to the land use recommendation of the Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas.
- b. The referral comments from the Transportation Planning Section will be presented at the public hearing.

In a separate memorandum from the Transportation Planning Section dated December 23, 2004, on detailed site plan review for master plan trail compliance, the trails planner noted that the Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas designates Harry S Truman Drive as a Class III bikeway with appropriate signage. The applicant should provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. The trails planner further states that the sector plan recommends sidewalks of a width of eight feet within Subarea 5. Since no commercial use has been proposed on the ground level, the trails planner recommends the provision of minimum eight-foot-wide sidewalks along the subject frontages of Lottsford Road and Harry S Truman Drive to meet the intent of the sector plan and safely accommodate pedestrian movement. The conditions recommended by the trails planner have been incorporated into the conditions of approval as shown in the recommendation section of this report.

- c. In a memorandum dated April 7, 2005, the Subdivision Section staff provided a detailed history about the subject site. The staff concludes that the proposed detailed site plan presents a lotting pattern and road configuration in conformance with the approved preliminary plan.
- d. The subject application was also referred to the Department of Environmental Resources. In a memorandum dated December 27, 2004, the staff noted that the site plan for Metropolitan of Largo is consistent with approved stormwater management concept plan 21313-2004.
- e. In a memorandum dated March 25, 2005, the Environmental Planning Section concluded that the application is in general conformance with the Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004) and the Woodland Conservation Ordinance, subject to minor revisions. The Environmental Planning Section recommends approval of this detailed site plan. The recommended revisions to the DSP have been included in the recommendation section of this report.
- f. The Permit Section, in a memorandum dated December 21, 2004, provided four comments on the site plan regarding compliance with the approved sector plan and the parking and loading standards of the Zoning Ordinance. The suggested revisions have either been addressed by the applicant or incorporated into the recommendation section of this report as conditions of approval.
- g. Referral comments from the Department of Parks and Recreation will be presented at the public hearing.
- h. The Department of Public Works and Transportation (DPW&T), in memorandum dated March 9, 2005, provided standard comments regarding right-of-way dedication, frontage improvement, sidewalks, street trees and lighting, storm drainage facilities and systems, traffic impact, and soil investigation. The staff of DPW&T also notes that the proposed on-street parallel parking on Lottsford Road and the entrance turning lane on Harry S Truman Drive are unacceptable and need to be removed from the detailed site plan.

Comment: The subject site plan proposes 415 parking spaces, of which 406 spaces are in a multi-story parking garage and nine are parallel parking spaces on Lottsford Road. On street parking on Lottsford Road is not inconsistent with the intents of both the development pattern and urban design concept of the Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas. However, since nine parking spaces are within the jurisdiction of DPW&T, a condition of approval has been proposed in the recommendation section to require the applicant to delete the on-street parking spaces pursuant to the comments of DPW&T.

The applicant indicated in a recent conversation with the Urban Design reviewer (Haller

to Zhang, April 5, 2005) that DPW&T objects to the proposed drop-off bay on Harry S Truman due to concerns about the negative impact on the flow of the traffic on Harry S Truman due to lack of enough sight line distance. A transportation study is currently being undertaken by the applicant in order to address DPW&T's concerns. A recessed drop-off area in front of the main entrance will provide pedestrians with protection from the traffic and, thus, is compatible with the intent of the urban design concept contained in the approved sector plan which calls for a walkable, pedestrian-friendly environment with visual interest at the street level. A safe and visually attractive main entrance will help to create a strong sense of arrival and place. A condition of approval has been proposed in the recommendation section of this report to require the applicant to obtain the approval from DPW&T prior to issuance of building permit.

- i. The Fire Department of Prince George's County, in a memorandum dated April 7, 2005, provided standard comments by listing all applicable fire prevention regulations. The site plan is in general compliance with the applicable regulations.
14. As required by Section 27-285 (b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/160/04) and further APPROVED Detailed Site Plan DSP-04062 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall
 - a. Revise the TCPII as follows:
 - (1) Provide permanent tree protection devices and signage for afforestation/ reforestation areas;
 - (2) Revise the term "environmental buffer" in the legend to be "Patuxent River Primary Management Area (PMA)";
 - (3) Identify the location of the 0.08 acre of "previously dedicated land" that has been deducted from the net tract for evaluation by Environmental Planning staff;
 - (4) If the land which is credited as "previously dedicated" in the woodland conservation worksheet is determined to not fulfill that definition, revise the worksheet and TCPII to reflect the increased net tract area for the site; and
 - (5) Have the revised plans signed and dated by the qualified professional who

prepared them.

- b. Provide a lighting study that shows the type of light fixtures to be used and their general locations. All light fixtures should use full cut-off optics to reduce glare and light pollution.
 - c. Either indicate the water surface elevation if the ponds are to be wet ponds, or show the ponds to be fully landscaped. The landscaping must be approved by the Department of Environmental Resources as part of the technical stormwater management plan approval.
 - d. Provide a minimum eight-foot-wide sidewalk (excluding the planting strip) along the subject site's frontage of Harry S Truman Drive.
 - e. Delete the nine parallel parking spaces on Lottsford Road.
 - f. Show compliance with Section 4.1 and provide the required landscape schedule accordingly.
 - g. Provide details of the proposed trellis adjacent to the swimming pool.
 - h. Choose materials more durable than wood for the landscape furniture to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
 - i. Show the sign face area calculation for each sign on the plan.
2. Prior to the issuance of any permits that impact jurisdictional wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
3. Prior to issuance of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of Class III bikeway signage along Harry S Truman Dr. A note to this effect shall be placed on the final plat.
4. Prior to issuance of any building permits for the subject property, the applicant shall:
- a. Revise the detailed site plan and Type II tree conservation plan to show the danger breach line determined by the Department of Environmental Resources or other appropriate governmental agency during technical stormwater management review. All plan designs shall be revised as appropriate.
 - b. Provide evidence that DPW&T has approved the drop-off bay layout on Harry S Truman

Drive. Otherwise the plan shall be revised appropriately per the approved layout at time of access permit.

5. Prior to issuance of the 187th use and occupancy permits, the applicant, his successors, and/or assigns, shall complete the construction of the off-site recreational facilities in Largo Town Center Park as follows:
 - a. A concrete entrance ramp from Largo Center Drive
 - b. A circular entrance plaza
 - c. A ten (10) foot wide ADA accessible bituminous concrete path
 - d. A steel and heavy timber trellis
 - e. A temporary boardwalk connection from the end of the bituminous concrete path to the existing circular wood deck.
6. Prior to application for the first building permit, the applicant shall submit detailed construction drawings to Department of Parks and Recreation for construction of off-site recreational facilities on the Largo Town Center Lake Site Park for review and approval. The proffered off-site park improvements consist of the construction of a concrete entrance ramp from Largo Center Drive, a circular entrance plaza, a ten (10) foot wide bituminous concrete path, a steel and heavy timber trellis and a temporary boardwalk connection from the end of the bituminous concrete path to the existing circular wood deck. All improvements shall be constructed as specified on the plans for the Largo Town Center Park prepared for the Maryland National Capital Park and Planning Commission by P.E.L.A Design, Inc. dated October 2002.
7. Six weeks prior to application for grading permit, the applicant shall submit three original, executed public Recreational Facilities Agreements (RFA) for construction of the off-site recreational facilities to the Department of Parks and Recreation (DPR) for review and approval. Upon approval by the DPR, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
8. At least two weeks prior to applying for the first building permit, the applicant shall submit to the Department of Parks and Recreation (DPR) a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by the DPR.
9. The multi-family dwelling units of this detailed site plan shall be developed and sold under a condominium regime pursuant to the request of the applicant.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Harley, with Commissioners Squire, Harley, Vaughns, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, April 21, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 12th day of May 2005.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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