

RESOLUTION

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 December 14, 2006, regarding Detailed Site Plan DSP-06025 for Largo Park, Lots 1 and 2, Block D, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan for 318 multifamily residential dwelling units, 79,749-square-foot office and 18,872-square-foot commercial/retail and restaurant uses.
2. **Development Data Summary:**

Zone(s) Use(s)	EXISTING M-U-I/DDO Vacant/wooded	PROPOSED M-U-I/DDO Office/Commercial/ Retail/Restaurant/Multi- family Residential
Acreage	9.24	9.24
Area within existing 100-year floodplain	0	0
Number of Lots	2	2

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	Max. 941 to Min. 552 (20% reduction and multiple uses under single ownership)	963
Handicapped spaces	18-11	-*
Loading spaces	9	-*

- *Note: 1. See Finding 6 below for details on parking calculation as required by the Development District Standards.
2. No information regarding parking for the handicapped has been provided. A condition has been proposed to require the applicant to provide the required parking for the handicapped prior to certificate approval of this DSP.

Bedroom Unit Mix

Unit Type	Number of Units	Average Square Footage
1 Bedroom	68	785
1 Bedroom with Den*	96	950
2 Bedrooms	80	1,125
2 Bedrooms with Den	74	1,300
Total	318	

Note: Building Design Standard E establishes a minimum average size of all multifamily dwelling units in a development project as follows:

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.

If the unit includes a den, the average minimum size increases by 100 square feet. The proposed dwelling unit sizes meet the requirements of Standard E.

Bedroom Percentage

Unit Type	Proposed Percentage	Percentage Per Section 27-419
1 Bedroom	51.6	No maximum limit
2 Bedrooms	48.4	40
3 Bedrooms	-	10
	100	-

Note: Section 27-419 prescribes maximum percentages for both two-bedroom and three-bedroom units and further allows that the unused percentages for three (or more)-bedroom apartment units may be added to the maximum allowed percentages for two-bedroom apartment units.

3. **Location:** The subject property is located in the northwest quadrant of the intersection of Lottsford Road and Arena Drive, within Subarea 2 of the Metro core area of Largo Town Center, in Planning Area 73 and Council District 6.
4. **Surroundings and Use:** The subject site encompasses the entire Subarea 2 of the Largo Town Center Metro core area, which includes properties that are generally within one-third of a mile from the Metro station. The subject site was originally zoned I-3 (Planned Industrial/Employment Park). The 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas rezoned the subject property into the M-U-I (Mixed-Use Infill) Zone and designated it as Subarea 2.

The subject site is in a triangular shape and is bounded on two sides by public rights-of-way. To the south of the property is the right-of-way of Arena Drive; to the east of the property is the right-of-way of Lottsford Road; and to the northwest of the property is property in the I-3 Zone. Further across Arena Drive to the south are Subareas 1 and 4 of Largo Town Center.

5. **Previous Approvals:** The subject site has an approved preliminary plan of subdivision 4-86107, which was recorded as Record Plat NLP REP 151@27. Subsequently, a corrected plat was recorded as Record Plat NLP REP 152@27. The site was also covered by a conceptual site development plan SP-79029. The subject site is the subject of a master plan and a sector plan. The 1990 Approved Mater Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73 retained the subject site in the I-3 Zone. The 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas rezoned the subject property to the M-U-I Zone and specifically designated it as Subarea 2 of the Largo Town Center area. The site also has an approved stormwater management concept plan #8000040-1991-01.
6. **Design Features:** The subject property is a 9.24-acre triangular site, which has its southern side fronting Arena Drive and eastern side fronting Lottsford Road, with the apex pointing toward the west. The site is roughly divided into two sections. The section close to the intersection of Arena Drive and Lottsford Road consists of three U-shaped buildings with 318 multifamily dwelling units, 19,849 square feet of office space and 3,772 square feet of retail/commercial space. The section away from the intersection consists of one mixed-use building with 59,900 square-foot of office space, 5,100 square feet of retail/commercial space and 10,000 square feet of restaurant space. One vehicular access with a median at the entrance area has been provided between the two sections from Arena Drive. The other vehicular access with similar design to that of Lottsford Road has been provided at the northeasterly corner of the site. Two additional pedestrian accesses from both Arena Drive and Lottsford Road have been provided between the U-shaped buildings to access the residential mixed-use section. The entire street level of the proposed development is occupied by retail/commercial, restaurant and office spaces that create a strong urban environment.

The parking for the project consists of both surface parking and structured parking spaces. A total of 963 spaces consisting of 116 surface parking spaces provided at the rear of the site and 847 spaces provided underground. One-level underground parking is provided beneath the office mixed-use building and a two-level structured parking is provided under the three U-shaped residential mixed-use buildings.

The office mixed-use building away from the intersection of Arena Drive and Lottsford Road is a five-story building with a strong and projected base. The street level storefront is finished with precast panels and is accented with metal canopy and cast stone band. The middle section of the office building is finished with a combination of face brick and metal panels. The top section features roof deck covered with metal panels.

The residential mixed-use section is composed of three five-story U-shaped buildings. The main elevations along both Arena Drive and Lottsford Road feature a three-part design composition similar to the office building and have taller towers at the corner. The entire street level storefront is

dedicated to retail/commercial and office spaces. The interior part of this level behind the storefront is the second level of the structured parking. On top of this level of parking garage is an interior landscaped courtyard that serves the residential use. The residential use starts from the second level composing the middle and upper sections of the elevations. The street front elevations in general are finished with the same combination of materials such as precast stone band, face brick and metal panel as that of the office building. Metal and glass canopies are also used on the storefronts. Additional materials and design features such as brick soldier course lintel, bay window, and residential aluminum window are also employed on the elevations. The interior elevations facing the internal courtyard are finished with a combination of brick, metal panel, cementitious siding, and precast or cast stone cornice.

A comprehensive signage package has been submitted pursuant to Development District Standards as stated in Site Design and Building Design Sections. The proposed signage includes one monument sign, two building-mounted signs, and four canopy signs. Detailed dimensions have been shown on the signage sheet. 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 has been proposed to require the applicant to show sign face area calculation for each sign prior to certificate approval of this DSP.

Parking and Loading Requirements: Parking Requirements of the Site Design Section of the 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro areas establish both maximum and minimum numbers of off-street parking spaces for the developments in the Development District Overlay Zone.

Parking 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. The maximum required parking for office use is 206 spaces, for retail use is 60 spaces and for restaurant use is 67 spaces.

Parking Standards A (1). The maximum number of off-street parking spaces permitted to multifamily dwellings completely within the core areas and which are 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 90 percent-structured parking. The parking ratio is increased to 1.75 spaces per dwelling units. The maximum number of off-street parking spaces permitted for residential is 608.

Parking Standards 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 proposed development is wholly within a one-mile-radius of Largo Town Center Metro station. The minimum number of required off-street parking spaces pursuant to Section 27-568 (a) is 941 and a 20 percent reduction is 753 spaces.

Parking Standards C (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.

Shared Parking by Time Period (Pursuant to Table 11, Page 97 on Sector Plan)

Uses	Weekday		Weekend		Night-time
	Daytime	Evening	Daytime	Evening	
Residential (487 spaces)	60%=292	90%=438	80%=390	90%=438	100%=487
Retail (48 spaces)	60%=29	90%=43	100%=48	70%=34	5%=2
Office (165 spaces)	100%=165	10%=16	10%=16	5%=8	5%=8
Restaurant (54 spaces)	50%=27	100%=54	100%=54	100%=54	10%=5
Total	513	551	508	534	503

The subject application proposes a combination of surface parking and structured parking for both the office mixed-use building and three residential mixed-use buildings. Total parking provided exceeds the maximum parking allowed according to the Development District Standards by 22 spaces. The applicant requested an amendment to the parking standards to allow them to retain the 22 parking spaces during the public hearing for this case on December 14, 2006. The Planning Board disapproved this parking standard amendment. A condition has been proposed in the recommendation section to require the applicant to remove the extra parking for this site, especially the excessive surface parking spaces to comply with the parking requirements of the Development District Standards

A total of nine loading spaces is required for the proposed uses on this site. Five loading spaces are required for the residential mixed-use section and four spaces are required for the office mixed-use section. The applicant requested an amendment to the loading standards during the public hearing for this case on December 14, 2006. The Planning Board approved the loading standard amendment to allow the applicant to provide seven loading spaces.

No information regarding parking for the handicapped has been provided on the site plan. A condition has been proposed to require the applicant to provide the required information in the parking calculation table and identify the required loading spaces on the site plan prior to certificate approval of this DSP.

- 7. Recreational Facilities:** The subject site has a previously approved Preliminary Plan of Subdivision. No recreational facilities had been required in the previous approval. The proposed recreational facility package is composed of indoor and outdoor components. The indoor facilities include a 1,400-square-foot fitness center with 6-8 pieces of cardio equipment, 5-6 pieces of nautilus

equipment and a weight station, primarily dumbbells, and a sport court including half a basketball court, volleyball set up, etc. The outdoor facilities feature a courtyard with a swimming pool (65 feet by 30 feet), a landscaped pergola and several wood benches. A pedestrian network circled around the internal courtyard among three buildings and connecting to sidewalks along both Arena Drive and Lottsford Road has been proposed. Other site amenities such as pedestrian lighting and trash receptacles also have been provided. Total estimated value of the on-site recreation facility package is approximately \$340,000.00 dollars.

The 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas 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 applicants have realized their obligation to the neighboring citizens and have proffered several off-site improvements in the neighboring Largo Lake Park to the south of the subject site. The proposed additional off-site recreational contribution is estimated at approximately \$111,000.00 dollars. The subject application meets and exceeds the recreation facility requirements for this site.

COMPLIANCE WITH EVALUATION CRITERIA

8. **The 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas:** 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, and 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 2 of the Largo Town Center Metro core area. The 2004

Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas rezones the Subarea 2 from the I-3 Zone to the M-U-I Zone and further superimposes a Development District Overlay Zone (DDOZ) over Subarea 2 (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 Development Pattern concept and recommendations as well as Urban Design concept and recommendations, but not exactly as envisioned by the Sector Plan in terms of the specific land use mixture.

The land use and zoning recommendations for Subarea 2 call for a mixed-use option of office and retail with the emphasis on high-density office development. Retail use as an ancillary function for tenants of the building and other nearby offices should be considered in a development plan. The Sector Plan document also indicates that the community did not support a mixed-use to include residential use in the subarea but without giving any reasons.

The goal of land use and development pattern for Largo Town Center is to achieve quality residential, office and retail uses designed in a manner that fosters a sense of place with an active, vibrant and pedestrian friendly setting. The DSP proposes 79,749 square feet of office space, 8,872 square feet of retail/commercial space, 10,000 square feet of restaurant space and 318 multifamily residential dwelling units. The proposal features two building complexes with the commercial, retails, restaurant, professional office uses occupying the entire street front of the site. The residential use in the proposed building complex will start from the second level. The quality and vertical mixed-use pattern presented in this application is what the Sector Plan was designed to achieve. The proposed mixture of uses is deliberately designed to create a strong sense of place and a very urban, pedestrian-friendly environment.

Subarea 2 was specifically rezoned from the I-3 Zone to the M-U-I zone to promote denser, mixed-use development and create flexible development opportunities. The DSP's emphasis on creating a unique, high quality commercial streetscape along the entire frontage of the site is consistent with the four primary goals identified in the Sector Plan (P. 87), and adequately addresses the community's stated preference for a commercial component in Subarea 2. The community has expressed a strong concern that the approval of a residential component in Subarea 2 will not establish a precedent for approval of residential uses in adjacent subareas that were previously approved for commercial uses. Unlike Subarea 2, the zoning of the adjacent Subareas was not changed during the sector plan process. Rather than rezoning the adjacent Subareas to create more flexible development opportunities, the 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas reaffirmed the existing zoning and approvals for the adjacent Subareas. Any request to modify the previous development approvals for adjacent Subareas will be evaluated independently based on the merits of each proposal.

No historic sites are on the subject site or in close vicinity of the site. The application's compliance with Environmental Infrastructure and Transportation System concepts and recommendations has

been discussed in detail in the 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 the applicable plan, which in this case is the Sector Plan, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone also allows residential and commercial uses to be placed with a horizontal or vertical mix, subject to approval of a detailed site plan.

a. The proposed multifamily residential dwellings, office, retail/commercial and restaurant uses are a permitted use pursuant to Section 27-546.17.

b. The proposal is also in conformance with the applicable requirements of Section 27-546.18, Regulations. Since the application proposes a mix of residential, commercial/retail, office and restaurant, in accordance with Section 27-546.18 (b), the site plan as approved shall constitute the regulations to be followed.

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 2, in the Largo Town Center Metro core areas, 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, except for parking and loading. 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, the applicant requested modifications of both the parking and loading standards to allow the site plan to provide additional 22 parking spaces above the maximum off-street parking and to provide two loading spaces less than the required loading spaces for this site, during the public hearing for this case on December 14, 2006. The Planning Board made the above findings and approved loading space amendment to allow the applicant to provide seven loading spaces on the site. But the Planning Board failed to make the findings for parking space amendment and disapproved the request not to allow the applicant to retain additional 22 parking spaces on the site. A condition of approval as staff recommended has been included in the recommendation section to require the applicant to remove the extra parking for this site, especially the excessive surface parking spaces to comply with the parking requirements of the Development District Standards

11. **The requirements of Preliminary Plan of Subdivision 4-86107 and Record Plats NLP REP 151@27 and NLP REP 152@27:** The Planning Board approved Preliminary Plan of Subdivision 4-86107 on July 24, 1986, with two conditions. Condition 2 denies access on Arena Drive. However, a corrected final plat was subsequently recorded in Plat Book NLP-152 as Plat 27 with four plat notes, one of which specifically permits an access point from Arena Drive as shown on the plan. Plat Note 4 indicates that a single vehicular access point is allowed off Arena Drive as follows:

- 4) **This plat is in accordance with Section 24-108 (a) (3) of the Subdivision Regulations to remove the “Vehicular Access Denied” along Arena Drive, as shown on the original plat recorded in Plat Book NLP 151 as Plat No. 27.**

A single vehicular access point will be allowed along Arena Drive frontage at a location to be determined by the Department of Public Works and Transportation of Prince George’s County, Maryland, in its review of the construction plans, and issuance of the construction permit, for the re-construction of Arena Drive (currently an undivided roadway) to a divided roadway.

As a result of this correction, the subject DSP is in compliance with the approved preliminary plan of subdivision for this site.

12. **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 also may 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 DSP has a total of 103,451 square feet of green area. The landscape plan also provides other planting materials, such as evergreen trees, shrubs, groundcover, perennials, and vines, along with landscape structures and amenities such as a pergola, benches, lighting fixtures, and trash receptacles in the internal courtyard.

Parking and Loading Area Design Standard L (3) under the Site Design Section of the approved sector plan and sectional map amendment requires a minimum of nine percent of the parking lot, (6,000 square feet or larger) must be interior planting area. The DSP has a parking lot of 40,894 square feet. Approximately 3,687 square feet of interior planting area is required. The landscape plan

provides a 7,800-square-foot interior planting area with 30 shade trees, which is consistent with the Standard L (3).

13. **Woodland Conservation Ordinance:** This property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site contains less than 10,000 square feet of existing woodlands and there is no previously approved Tree Conservation Plan for the site. A letter of exemption from the Woodland Conservation Ordinance was issued for this site on January 30, 2006. The letter of exemption is valid through January 30, 2008.

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

a. In a memorandum dated October 19, 2006, the Community Planning Division noted that the revised application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier. The Community Planning Division concludes that

“The revised proposal would result in a mixed-use development that is closer in concept to the 2004 Approved Morgan Boulevard-Largo Town Center Sector Plan recommendation for a preponderance of commercial office/retail development in Subarea 2. Nevertheless, residential development remains the predominant land use proposed for this site.”

Comment: As discussed previously, the mixed-use pattern and development quality presented in this proposal are consistent with the land use and development pattern goals of the Sector Plan. The proposed development does not conflict in any major way with the current community vision for this subarea. The proposed uses are permitted in the M-U-I Zone. Given that the subject site is located near the edge of the Largo Town Center, a mixture of residential, office, commercial, restaurant and retail uses is appropriate for this location. The subject DSP provides a very urban and pedestrian-friendly setting through a sophisticated site and architectural design. The residential use proposed in the application starts at the second level of a vertical mixed-use complex. The entire street front of the site along both Arena Drive and Lottsford Road is occupied with professional office, commercial, retail and restaurant uses. At the street level, the perception of pedestrians and observers from vehicles will be that office, commercial, retail and restaurant uses dominate the streetscape even though residential use outweighs commercial use in terms of gross floor area for the project as a whole.

b. The Transportation Planning Section, in a memorandum dated November 21, 2006, concluded that the application is acceptable in general compliance with the approved subdivision plan. The Transportation Planning Section staff recommends that the proposed access to Arena Drive be constructed as right-in/right-out according to the Department of Public Works and Transportation (DPW&T) standards.

In a separate memorandum from the Transportation Planning Section dated October 23, 2006, on detailed site plan review for master plan trail compliance, the trails planner noted

that the 2004 Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas designates Arena Drive and Lottsford Road as master plan trail/pedestrian corridors. The trails planner also provides a brief review of applicable trails-related standards contained in the approved sector plan. The planner concludes that the subject application accommodates the master plan pedestrian/trail facilities along Arena Drive and Lottsford Road within the proposed streetscapes. The internal pathways, handicap ramps, lighting, and other pedestrian amenities also meet the intent of the development standards included in the sidewalk, crosswalks, and trails portion of the DDOZ (Sector Plan, pages 116 and 117). The trails planner further recommends one condition concerning bicycle parking (Design Standard J of the sidewalk, crosswalks, and trails section of the DDOZ).

- c. In a memorandum dated October 16, 2006, Subdivision Section staff provided a detailed history of 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 (DER). In a memorandum dated August 30, 2006, staff noted that detailed site plan DSP-06025 for Largo Park, Lots 1 to 2, Block D, is consistent with approved stormwater management concept 91800040.
- e. In a memorandum dated November 27, 2006, 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), subject to minor revisions. The Environmental Planning Section recommends approval of this detailed site plan subject to three conditions. The recommended conditions regarding noise and exterior lighting have been included in the recommendation section of this report.
- f. The Permits Section, in a memorandum dated August 25, 2006, provided 11 comments on the site plan regarding compliance with the approved sector plan and the parking and loading standards of the Zoning Ordinance.
- g. The Department of Parks and Recreation (DPR), in a memorandum dated October 27, 2006, provided a brief history of the Largo Park development and agreed to accept the approximately \$111,000.00 proffered by the applicant as a contribution toward the construction of Largo Lake Park. DPR staff recommends approval of this DSP subject to seven standard conditions that have been incorporated in the recommendation section of this report.
- h. The Department of Public Works and Transportation (DPW&T), in memorandum dated August 18, 2006, 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 requires that the applicant

conduct an access point study to be reviewed by DPW&T to determine the adequacy of access points to the site and the need for acceleration/deceleration and turning lane.

Comment: The requirements of DPW&T are usually enforced at time of roadway access permit. As a result, no conditions of approval have been proposed.

- i. The Fire Department of Prince George's County, in a memorandum dated August 10, 2006, provided a standard memorandum and listed applicable regulations regarding access for fire apparatus, fire lane, and location and performance of fire hydrants. Nothing specific to this DSP was mentioned.
 - j. The Washington Metropolitan Area Transit Authority (WMATA) had not responded to the referral request at the time the staff report was written.
15. 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 Detailed Site Plan DSP-06025, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall
 - a. Provide a minimum of four bicycle racks accommodating at least 10 bicycle parking spaces each. At least one rack shall be placed at the office building and at each of the three residential buildings and located in conformance with Design Standard J.
 - b. Show the sign face area calculation for each sign on the plan.
 - c. Revise the parking calculation table in accordance with parking requirements of the Development District Standards for site design and provide a breakdown between the structured parking and surface parking spaces. Reduce the surface parking spaces to be within the maximum allowable number of parking spaces for this site. A minimum of 90 percent of the parking provided shall be in the form of structured parking.
 - d. Identify the required parking spaces for the handicapped on the site plan.
 - e. Identify the required loading spaces on the site plan.
 - f. Provide all building setback requirements.

- g. Identify the site as being located within the Subarea 2 of the Largo Town Center
 - h. Show depressed curbing and ramping on the site plan.
 - i. Revise the proposed site access to Arena Drive right in/right out per DPW&T standards. In the event that DPW&T approves a traffic signal at the site access and Arena Drive and a reconfiguration of the site access, a revised detailed site plan may be approved by the Planning Board or its Designee to reflect the approved reconfiguration.
 - j. Provide a Phase II noise study to be reviewed and approved by the Environmental Planning Section as the designee of the Planning Board.
2. Pursuant to the applicant's proffer, prior to issuance of the 164th use and occupancy permit for multifamily residential units, the applicant shall complete the construction of an ornamental metal fence, stone piers and a park sign, located in the Largo Town Center Lake Side Park, as specified on the plans for the Largo Town Center Park prepared for the M-NCPPC by P.E.L.A Design, Inc. dated October 2002, and technical specifications dated July 18, 2002, prepared by M-NCPPC staff. The applicant shall also be responsible for obtaining construction permits from the county.
3. The applicant shall fulfill the following off-site recreational facility requirements:
- a. Submit three original, executed public Recreational Facilities Agreements (RFA) for construction of off-site recreational facilities to the Department of Parks and Recreation (DPR) for their approval, six weeks prior to application for grading permit. Upon approval by the DPR, the RFA shall be recorded among the Land Records of Prince George's County, Upper Marlboro, Maryland.
 - b. Submit a performance bond, letter of credit or other suitable financial guarantee for construction of off-site recreational facilities in an amount to be determined by the DPR, at least two weeks prior to applying first building permit.
4. The applicant shall fulfill the following on-site recreational facility requirements:
- a. Construct on-site private recreational facilities in accordance with the Parks and Recreation Facilities Guidelines.
 - b. Submit a performance bond, letter of credit or other suitable financial guarantee for construction of on-site private recreational facilities, in an amount to be determined by the Development Review Division, within at least two weeks prior to applying for building permits.

- c. The on-site recreational facilities shall be constructed and complete with the first residential building.
 - d. Provide a specific provision in the condominium document to ensure the proposed on-site private recreational facilities to be properly maintained by the condominium association.
5. Prior to issuance of any building permits for the proposed residential structure, the applicant shall submit a certificate by a professional engineer with competency in acoustical analysis to the Urban Design Section demonstrating that the design and construction of the building within the noise corridors of Arena Drive and Lottsford Road will reduce interior noise level to 45dBA Ldn or less.
6. All lighting fixtures shall use full cut-off optics to reduce glare and light pollution.
7. The building permit for the construction of the mixed-use building containing only commercial uses shall be issued prior to or concurrent with the first building permit for the proposed residential structure.

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 Vaughns, seconded by Commissioner Squire, with Commissioners Vaughns, Squire and Parker voting in favor of the motion, and with Commissioners Eley and Clark opposing the motion at its regular meeting held on Thursday, December 14, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of January 2007.

R. Bruce Crawford
Executive Director

By Frances J. Guertin
Planning Board Administrator

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