

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 January 24, 2002, regarding Detailed Site Plan DSP-95033/06 for Largo Plaza, the Planning Board finds:

1. A revision to the Detailed Site Plan was submitted for the purpose of adding a new building, Building No. 5, to the existing Largo Plaza shopping center. Based on Condition No. 1 of SP-95033/01 below, the revision was being reviewed at a staff level.

The approved Linear Plaza Elevations/Plans prepared by Bignell Watkins Hasser, Architects, shall act as a guide for the appearance of the buildings and for the development of the linear plaza. These plans shall be submitted for all building permits. Substantive deviations from these plans may be approved by the Planning Board as designee with consultation with the Kettering Civic Federation and the Campus Way South Homeowners Association.

The plans submitted by the applicant are in substantial conformance with the Linear Plaza Elevations/Plans prepared by Bignell Watkins Hasser, Architects and were being reviewed at a staff level. However, the Campus Way South Homeowners Association only supports the application if several restrictions are placed on turning movements in and out of the shopping center and within the right-of-way of Campus Way South. The Kettering Civic Federation is opposed to those restrictions. Since the two are not in agreement, the site plan must be reviewed by the Planning Board. For further discussion of the traffic issues, see Finding 5 below.

2. The revision to the Detailed Site Plan is in conformance to the spirit and intent of certain findings and conditions of CR-71-1990, SP-95033, and SP-95033/01. The following finding and condition of CR-71-1990 were instrumental in determining the layout and appearance of the shopping center:

Finding 10. ■ . . the District Council believes that special attention should be given to the design of the Center, the relationship of uses therein, the integration of future development with the natural terrain and landscape features, and the relationship of the Center with the surrounding community.●

Cond. 10.b. ■The relationships of the proposed buildings and uses, and the architectural theme that is proposed in order to achieve a unified and harmonious development.●

In order to fulfill this condition, an Illustrative Site Plan was approved for the development as part of the Detailed Site Plan approval for the Target Store, SP-95033. The Illustrative Site Plan shows the general layout and location of the buildings, the vehicular circulation and parking, pedestrian circulation, and a 1.5-acre urban park required by condition 10.f. of CR-71-1990. A site plan revision, SP-95033/01, was approved by the Planning Board in order to fulfill the requirements of Condition 3 of SP-95033, which required the developer to design the Urban Park. After much opposition to the park from the community for security reasons, the Urban Park was replaced with a Linear Plaza to be constructed in front of all buildings. The design for the Linear Plaza consists of special paving, low planter beds, benches and special lighting to create a variety of spaces that are pedestrian in scale and provide a pleasing experience for the patrons of the center, as defined in Finding 2 of PGCPB No. 96-369.

SP-95033/01 further refined the appearance of the development by providing typical architectural elevations that include common elements that are repeated throughout the development, more defined building footprints, pedestrian and vehicular circulation patterns, site amenities and details. The focal point of the Linear Plaza is a special paving traffic circle and a plaza in the southwest corner of the shopping center. The traffic circle has been constructed, while the plaza is integral to the construction of Buildings 1B and 1C. The design concept for these elements of the shopping center was to provide a strong visual and physical pedestrian link between the two major buildings, Buildings 1 and 2, that form the L-shape of the center.

The resolutions for both SP-95033 and SP-95033/01 also contain conditions which control the appearance of the development. Both approvals together satisfy the intent of zoning finding #10. This revision is in conformance with the applicable conditions of SP-95033 and SP-95033/01.

3. In general, the Detailed Site Plan meets the requirements of the Zoning Ordinance for development in the C-S-C Zone, but is not in compliance with Part 11, Parking and Loading requirements. The Detailed Site Plan shows a total of 503,077 gross leasable area (GLA) for the shopping center with an 11,000-square-foot open garden center and provides a total of 2,465 parking spaces. For integrated shopping centers with a gross leasable area over 400,000 square feet, the required parking ratio is one space per 200 square feet of gross leasable area, and one space per 1,000 square feet of open garden center. Based on the requirements, the number of parking spaces required for the shopping center would be 2,527 spaces. Therefore, the shopping center is short 62 parking spaces. However, the applicant intends to use 62 parking spaces from the adjacent Kettering Shopping Center to fulfill the requirements. In order to allow these parking spaces to be counted toward the requirements for this Detailed Site Plan, the applicant should be required to provide a parking easement prior to the issuance of a building permit.
4. The Detailed Site Plan is in conformance with all applicable requirements of the *Landscape Manual*.

5. In general, the Detailed Site Plan represents a reasonable and workable resolution of the Site Design Guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code.

Under Section 27-274(a)(2), **Parking, Loading, and Circulation**, the guidelines under vehicular and pedestrian circulation state in part that the location, number and design of driveway entrances to the site should minimize conflict with off-site traffic. In order to address this issue, the Transportation Planning Section, by memorandum dated January 15, 2002 (Masog to Wagner), offered the following comments:

At the request of Development Review Division staff in response to citizen concerns, the Transportation Planning Section has reviewed the detailed site plan application referenced above. The subject property consists of approximately 62.76 acres of land in the C-S-C Zone. The property is located between MD 214, MD 202, and Campus Way. Considerable development has occurred on the site, but there are a few pads remaining for further development. The applicant proposes to use one of these pads to develop approximately 33,000 square feet of retail space.

Review Comments

Within the area proposed for development, access and on-site circulation are acceptable.

The plan was brought to the transportation staff in response to citizen concerns about access to the site along Campus Way. In particular, the issue concerns two access points to Largo Plaza opposite the existing Campus Way South community. These include the access point opposite the entrance to street addresses 10683 to 10769 Campus Way South (to be termed CWS #1) and the access point opposite the entrance to street addresses 10501 to 10681 Campus Way South (to be termed CWS #2).

The issue has arisen because Campus Way South Homeowners Association has requested that left turns to and from Largo Plaza at CWS #1 and CWS #2 be limited prior to any further development on the Largo Plaza property. The homeowners association requests that the limitation at CWS #1 be a permanent limitation, while the limitation at CWS #2 be in effect until a traffic signal is installed at that location. According to correspondence provided, it appears that a signal is warranted at that location, and due to budget limitations it will be installed in approximately nine months.

Planning staff has visited the site and has the following findings:

1. The CWS #2 intersection appears to operate with some delay. The greatest safety concern arises from vehicles leaving the Largo Plaza site not signaling their left-turn intent, and not specifically from permitting the left-turn

movement. Staff believes that installing the traffic signal will reduce delays for persons leaving the Campus Way South community. In the interim, however, staff does not believe that retaining a median break at CWS #2 but limiting left-turns to and from Largo Plaza will be enforceable. The action could improve safety but would not greatly reduce delays for persons exiting the Campus Way South community. In order to augment signage to make a left-turn prohibition self-enforcing, the exit from Largo Plaza would need to be modified to have a wide pork chop channelization island and the existing left-turn bay into Largo Plaza would need to be barricaded to prevent its use.

2. The CWS #1 intersection appears to have delay and safety concerns. The proximity of the MD 214/Campus Way signal and other driveways from the Largo Plaza/Kettering Shopping Center site results in a variety of turning movements and a great variation in vehicle speeds at this location. Staff found exiting from the Campus Way South community to be an ordeal and not only because of left-turning vehicles. The vehicles entering and exiting Largo Plaza at CWS #1 add complexity to a less-than-ideal situation. As with CWS #2, however, the limiting of left-turns at this location would be difficult if not impossible to enforce.

Staff believes that limiting left-turn movements at the CWS #2 intersection would be difficult to enforce and would not provide a great deal of benefit for local residents using that intersection. In all likelihood, a traffic signal will be in place prior to occupancy of the retail space that is requested under this application. The modifications needed to make the suggested left-turn prohibitions self-enforcing cannot be justified given the time frame involved.

At the CWS #1 entrance to Largo Plaza/Kettering Shopping Center, however, staff believes that some benefit could be obtained by closing the entrance

totally rather than prohibiting some movements. This would eliminate some of the vehicular conflicts which exist at that location. The Kettering Shopping Center is already served by two access points onto Campus Way plus another access to MD 214, plus access between that site and the adjacent Largo Plaza. Furthermore, completely closing the access point would eliminate the issues associated with enforcing prohibitions on particular movements. The problem with making this recommendation is procedural. As CWS #1 is not within the limits of SP-95033, it is an off-site modification. Therefore, staff cannot make a modification at this location a condition of approval for the site plan application. This issue might have been able to have been addressed during review of the preliminary plan, but even then it concerned the possibility of limiting access to another property, and might not have been able to be considered at that time.

Conclusion

Notwithstanding the above discussion, the Transportation Planning Section deems the submitted site plan to be acceptable. Staff recognizes that there are traffic issues near the site, but does not believe that staff or the Planning Board can compel the applicant to provide a remedy due to the limits placed on Detailed Site Plan review. If the applicant could proffer the closure of the access point to Largo Plaza/Kettering Shopping Center opposite the entrance to street addresses 10683 to 10769 Campus Way South, retaining the median break for use by residents of the Campus Way South community, this modification would greatly assist in permanently improving safety in the immediate area. In the event that the applicant is unwilling or unable to proffer the closure of the access point to Largo Plaza/Kettering Shopping Center, construction of the retail space proposed by this application should not occur until the proposed traffic signal at the other entrance to Largo Plaza (opposite the entrance to 10501-10681 Campus Way South) is installed, but this would appear to be beyond the scope of the Detailed Site Plan.

6. The site has an approved Type II Tree Conservation Plan, approved in conjunction with the original submittal of this Detailed Site Plan. TCPII/71/95 satisfied the requirements of the Prince George's County Woodland Conservation Ordinance through a combination of on-site reforestation and off-site preservation. This revision to add a new building has no impact on the approved tree conservation plan.

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 for the above-described land, subject to the following conditions:

1. Prior to the issuance of a building permit for Building No. 5, the applicant shall provide a copy of the recorded parking easement for parking allowed on the Kettering Shopping Center site.
2. Prior to the issuance by DER of a certificate of occupancy for tenants of Building No. 5, the traffic signal on Campus Way South at the main entrance to Largo Plaza shall be installed and operational.

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 Scott, seconded by Commissioner Eley, with Commissioners Scott, Eley, Brown, Lowe and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 24, 2002, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of February 2002.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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