The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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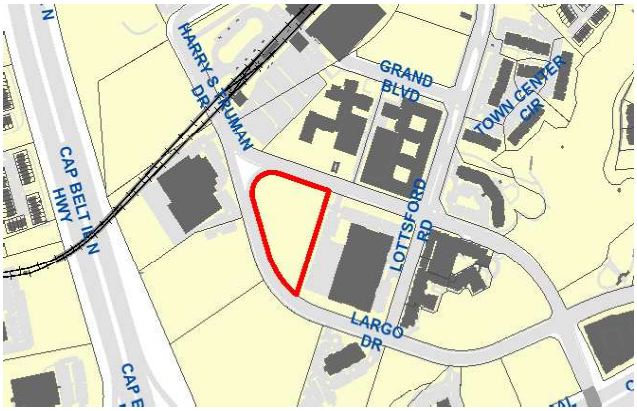
AGENDA ITEM: 5
AGENDA DATE: 6/11/2026

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

ETOD Detailed Site Plan DSP-2026-0009
Largo Station

REQUEST	STAFF RECOMMENDATION
Construction of a mixed-use building containing 269 multifamily dwelling units and 1,990 square feet of ground-floor commercial/retail space	With the Conditions Recommended herein: • Approval of Detailed Site Plan DSP-2026-0009 • Approval of Type 2 Tree Conservation Plan TCP2-2026-0030

Location: Southeast of the confluence of Largo Drive West and Harry S Truman Drive	
Gross Acreage:	3.67
Zone:	RTO-H-C
Prior Zone:	M-U-I/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	269
Gross Floor Area:	1,990 sq. ft.
Planning Area:	73
Council District:	06
Municipality:	N/A
Applicant/Address: Largo QODZ JV LLC 230 Park Avenue, Third Floor West Suite 302 New York, NY 10169	
Staff Reviewer: Dexter E. Cofield **Phone Number:** 301-952-4325 **Email:** Dexter.Cofield@ppd.mncppc.org	



Planning Board Date:	06/11/2026
Planning Board Action Limit:	06/18/2026
Staff Report Date:	05/28/2026
Date Accepted:	04/06/2026
Informational Mailing:	02/19/2025
Acceptance Mailing:	03/19/2026
Sign Posting Deadline:	05/12/2026

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-2026-0009
Type 2 Tree Conservation Plan TCP2-2026-0030
Expedited Transit-Oriented Development (ETOD) Project
Largo Station

The Urban Design Section has reviewed the detailed site plan for the subject property and recommends APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is located within the Core area of the Regional Transit-Oriented, High-Intensity (RTO-H-C) Zone. Pursuant to Section 27-1704(b) of the Prince George's County Zoning Ordinance, projects which received development approvals under the Zoning Ordinance or the Prince George's County Subdivision Regulations effective prior to April 1, 2022 (prior Zoning Ordinance and prior Subdivision Regulations) may have subsequent applications reviewed under the prior Zoning Ordinance. The subject property received prior development approval for Preliminary Plan of Subdivision 4-21060 under the prior Subdivision Regulations and prior Zoning Ordinance, which was subsequently platted under Final Plat of Subdivision 5-22104 and remains valid. Accordingly, this application is being reviewed, pursuant to the prior Zoning Ordinance, under which the property is subject to the standards of the Mixed Use-Infill (M-U-I) Zone and the Development District Overlay (D-D-O) Zone, which applied to this property prior to April 1, 2022. In addition, the detailed site plan is an eligible expedited transit-oriented development (ETOD) project, and the applicant has chosen to pursue that expedited review. Staff considered the following in reviewing this detailed site plan:

a. The requirements of the Development District Overlay (D-D-O) Zone standards of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment*;

b. The requirements of the prior Prince George's County Zoning Ordinance in the Mixed Use-Infill (M-U-I) Zone and the Development District Overlay Zone (D-D-O) Zone, and for Expedited Transit-Oriented Development (ETOD) projects;

c. The requirements of Preliminary Plan of Subdivision 4-21060;

d. The requirements of the 2010 *Prince George's County Landscape Manual;*

e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

g. Referral comments; and

h. Community feedback.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommend the following findings:

1. Request: This detailed site plan (DSP) is for construction of a mixed-use building consisting of 269 multifamily dwelling units and 1,990 square feet of ground-floor commercial/retail space.

2. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	RTO-H-C (M-U-I/D-D-O)	RTO-H-C (M-U-I/D-D-O)
Use(s)	Vacant	Multifamily and Commercial/Retail
Gross tract acreage	3.67	3.67
Outlot(s)	-	0
Parcel(s)	1	1
Total Gross Floor Area (GFA)	-	393,155 sq. ft.
Of which Commercial	-	1,990 sq. ft.
Residential		280,835 sq. ft.
Parking Garage	-	110,330 sq. ft.
Total number of multifamily units	0	269

Other Development Data

	REQUIRED	PROPOSED
Total parking spaces	Min. - Max. 0 - 357	320
Of which Commercial/retail parking spaces	Min. - Max. 0 - 20	0
Residential parking spaces	Min. - Max. 0 - 337	320
Handicapped spaces	7	9*
Total loading spaces	1	1

Note: *Of which two spaces are van accessible.

Multifamily Unit Types

Unit Type	Min. Gross Floor Area	Number of Unit	Percentage
Studio	598 sq. ft	15	5.58%
1-Bedroom	625 sq. ft.	157	58.36%
2-Bedroom	828 sq. ft.	97	36.06%

3. **Location:** The subject property is located southeast of the confluence of Largo Drive West and Harry S Truman Drive, within the transit-oriented development (TOD) core area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA), in Planning Area 73 and Council District 6. The property is within the Regional Transit-Oriented, High-Intensity Core (RTO-H-C) Zone and was previously in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones. The subject site is Parcel 1 in the Largo Town Center TOD core area, which includes properties that are generally within 0.25 mile from the Largo Metro Station. The subject site is triangular in shape and is bound on two sides by public rights-of-way (ROWs), which have been fully improved.

4. **Surrounding Uses:** To the west of the property is the ROW of Largo Drive West and commercial warehouse property, with mixed-used multifamily residential and commercial retail beyond, at the time of this DSP. To the north is the ROW of Harry S Truman Drive and a multifamily residential development and the Largo Metro station beyond. To the east of the property is Parcel N of the Largo Centre West subdivision, which is developed with a warehouse. All surrounding properties are within the RTO-H-C Zone. The Largo Metro Station is within approximately 1,000 feet of the subject site, across Harry S Truman Drive to the north.

5. **Previous Approvals:** The 1990 *Largo-Lottsford Approved Master Plan and Sectional Map Amendment for Planning Area 73* retained the subject site in the Employment and Institutional Area (E-I-A) Zone. The 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* rezoned the subject property, and its adjacent property in Subarea 5, to the M-U-I Zone. The Largo Town Center Sector Plan and SMA retained the subject property in the M-U-I Zone and superimposed a D-D-O Zone on the subject property and surrounding area.

   The subject site has a prior approved Preliminary Plan of Subdivision (PPS), 4-79179, which was recorded in Plat Book NLP 115, Plat 14 amongst the Prince George's County Land Records after October 27, 1970.The larger Largo Centre West land assembly consists of the subject site and Parcel N that was approved under a single Type I tree conservation plan (TCP1).

   On November 18, 2008, the Prince George's County District Council approved DSP-07009, as recommended by the Prince George's County Planning Board (via PGCPB Resolution No. 08-136), for a mixed-use project consisting of two office buildings and a 748-space parking garage, referred to as Largo Centre West, Parcel O, subject to two conditions. The DSP approval expired on December 31, 2021.

On June 16, 2022, the Prince George's County Planning Board approved PPS 4-21060 (PGCPB Resolution No. 2022-69) for one parcel, for development of 269 multifamily dwelling units and 1,990 square feet of commercial space, subject to 17 conditions.

In addition, on June 16, 2022, the Prince George's County Planning Board approved DSP-21049 (PGCPB Resolution No. 2022-72) for construction of 269 multifamily dwelling units and 1,990 square feet of commercial space in one building, subject to two conditions. The development was not constructed and the DSP approval expired on June 16, 2025.

The subject property, Parcel 1, received approval of Final Plat of Subdivision 5-22104 by the Prince George's County Planning Board on November 11, 2022, pursuant to PPS 4-21060. The final plat was recorded in the Prince George's County Land Records on December 7, 2022.

The site also has a Stormwater Management (SWM) Concept Plan, 173-2022-0, which was submitted with this application and shows the use of eight microbioretention facilities and the existing on-site SWM pond that is to be retrofitted. The approved SWM concept plan is required to be submitted with this expedited transit-oriented development (ETOD) DSP application.

6. **Design Features:** The triangular site is surrounded on two sides by improved public streets Harry S Truman Drive and Largo Drive West. The site is vacant, with the exception of a SWM pond constructed prior to 2000. One building is proposed to occupy the corner of the site facing the confluence of Harry S Truman Drive and Largo Drive West and covers most of the site area, with the retrofitted SWM pond filling the remainder. The main pedestrian access, connecting to the existing sidewalks at the intersection of Harry S Truman Drive and Largo Drive West, provides direct access to the courtyard where all outdoor recreational facilities and amenities, including a swimming pool, are located. The commercial retail, residential lobby, and the rest of the amenity spaces within the building are located along the northern frontage on Harry S Truman Drive. The residential units are located along the rest of the street frontages and encircle the multi-level parking garage, which is an integral part of the building complex.

There are two vehicular accesses to the site: one from Harry S Truman Drive, which provides access to the parking garage in the middle of the building complex; and the second from Largo Drive West, which provides access to a service/loading/trash collection area in the southwest corner of the building.

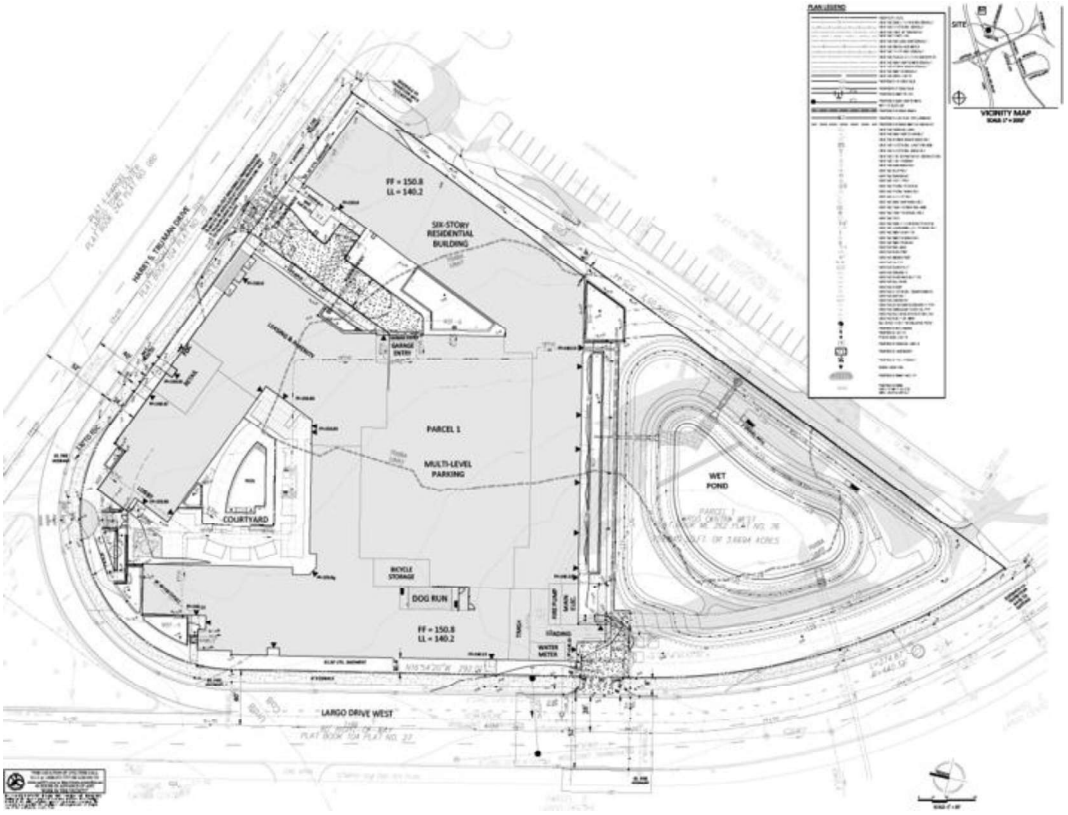


Figure 1: Site Plan

Architecture

The building complex includes various building heights, with a flat roof and multiple tower elements on each of the main elevations along Harry S Truman Drive and Largo Drive West. Most of the building complex is 6 stories in height, which meets the 4- to 6-story height requirement of the Largo Town Center Sector Plan and SMA. As seen from the intersection of Harry S Truman Drive and Largo Drive West, the site design includes a prominent raised entrance plaza with towers flanking both sides, creating an arrival space. The building complex is designed with the manipulation of various massing and exterior finishing materials, including terra cotta colored brick, dark grey fiber cement siding, light grey/silver tone fiber cement panel, light tan brick, and metal canopies. The variation of building massing subdues when moving further into the site.

The elevation fronting Harry S Truman Drive features six 6-story towers that visually divide the expansive horizontal elevation into smaller sections. Three of the towers are finished predominantly with terra cotta color brick and the other three towers are finished with light tan brick and light grey/silver fiber cement panels. Dark grey railings and balconies are designed between two towers. The elevation is designed with a brick base, storefronts at street level for the leasing and commercial/retail spaces, and large windows at the residential areas to express a consistent rhythm and scale of glazing. A strong horizontal band atop the first-floor base provides a transition to the lighter cementitious and brick upper floors. The upper portion of the building is designed to have a contemporary mix of cementitious siding, cementitious panel, and brick.

The elevation fronting Largo Drive West features one tower element around the main pedestrian entrance area, and the rest of the elevation consists of five stories with a flat roof and a prominent first-floor base finished with brick. Three sections above the first floor are finished with predominantly grey fiber cement panels interweaving with dark grey panels. Similar street-level treatment with brick, as along Harry S Truman Drive, creates a prominent base for the building. A horizontal band is atop the first floor to provide transition to a lighter upper portion of the elevation. The variations in building materials, heights, recesses, balconies, and the unique shape of the site contribute to a unique building with a high level of visual interest.

The rest of the elevations are finished with two types of grey fiber cement panels, with the light color on the first two floors and the dark color on the rest of the upper floors. The entire building design, and the application of finishing materials of predominantly terra cotta and grey colors are in keeping with other buildings in the neighborhood.

Given the adjacent arterial roadway, Phase I and II noise studies were submitted. The study identifies noise impacts to the proposed building that will be above 65 dBA Ldn, with noise levels up to 72 dBA Ldn, exceeding the 45 dBA Ldn interior noise requirement. As a result, noise mitigation is required for the residential units on all elevations. The study recommends installing noise-rated windows and doors to achieve compliance. The location and details for noise mitigating windows and doors are to be provided on the elevations, as well as certification by an acoustical engineer confirming that the building façade within the unmitigated 65 dBA Ldn noise limit has been designed to reduce interior noise levels to 45 dBA Ldn or less. A condition has been included in this staff report to ensure these requirements are met.



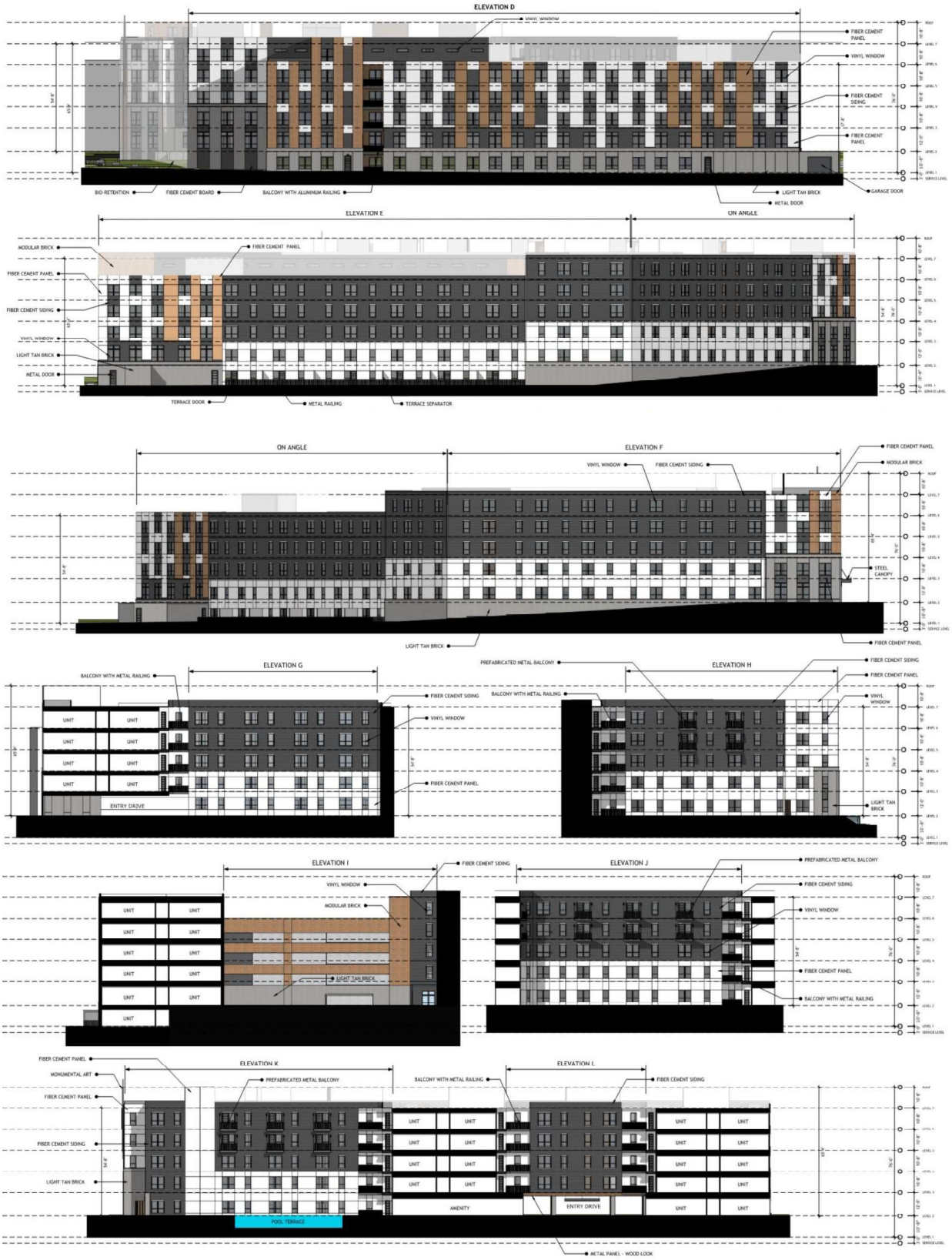


Figure 2: Building Elevations

Signage
A uniform signage plan (shown on Sheets A5.01and A5.02) has been submitted with this DSP that includes building-mounted signs for residential and commercial retail uses and wayfinding signage for both vehicle and bicycle parking. Specific signs have been shown on each elevation of the building complex, and specific sign face areas (ranging from 6.2 to 95 square feet) have also been provided. A summary sign face area calculation table has been provided and is deemed sufficient.

The proposed signs comply with the applicable D-D-O Zone signage standards of the sector plan (Signage Design Criteria, pages 170–174), which are computed on the basis of two square feet of sign area for each one linear foot of building frontage. Where a building has multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. The proposed signs comply with the D-D-O Zone signage design criteria.

Lighting
A photometric plan has been included in this application that shows the foot-candle readings at the entrance areas and the courtyard landscape/hardscape areas, as well as the immediate surrounding outdoor areas of the building, with various lighting fixtures including three types of pole lighting, building wall sconce lights, and lighting in planters. All of the proposed lighting fixtures are light-emitting diode (LED), with full cut-off optics. Sufficient lighting has been provided.

Recreational Facilities and Amenities
This application is required to provide on-site private recreational facilities, in order to fulfill the requirements for mandatory dedication of parkland, as approved in PPS 4-21060.

On-site private recreational facilities and amenities have been provided in the courtyard and within the building complex in this DSP, to serve future residents, including an outdoor pool area with seating, a shade structure with heaters, an outdoor grilling station, an outdoor drinking fountain, a kid zone, and indoor fitness spaces. The courtyard also features landscaping and a walking path with seating and other outdoor amenities. The proposed recreational facilities (with cost estimates) provided by the applicant are, as follows:

PRIVATE ON-SITE RECREATIONAL FACILITIES	QTY	VALUE	TOTAL VALUE
SWIMMING POOL	1	$175,000	$175,000
POOL DECK	1	$64,000	$64,000
FENCING	1	$20,000	$20,000
OUTDOOR SHOWER	2	$2,500	$5,000
DRINKING FOUNTAIN	1	$2,500	$2,500
OUTDOOR GRILLING STATION	1	$20,000	$20,000
SOCIAL SEATING AREA PAVING	1	$5,000	$5,000
SHADE STRUCTURE W/ HEATERS	2	$40,500	$81,000
KID ZONE	1	$5,000	$5,000
INDOOR FITNESS ZONE	1	$40,000	$40,000
DOG PARK	1	$20,000	$20,000
TOTAL VALUE PROVIDED			**$437,500**

Staff have evaluated the proffered recreational facilities, in accordance with the *Park and Recreation Facilities Guidelines* and in accordance with the PPS 4-21060 approval. The package includes a range of types of facilities to serve a variety of users and interests, and staff find the applicant's proposal to be acceptable. The facilities are integral to the building and will be required to be built as part of the development and be open for use, prior to the first certificate of occupancy for the residential units.

Green Building Techniques

The subject project will employ a comprehensive and integrative approach to sustainability by incorporating the green building strategies of site design, resource efficiency, energy efficiency, water efficiency, indoor environmental quality and operation, maintenance, and building owner education. Specifically, this project will utilize low-e glazing, sustainable exterior finish materials, white roof, LED lighting, and on-site bioretention facilities, as well as provide bicycle parking (per Leadership in Energy and Environmental Design silver requirements) and electric car parking spaces. At the time of the writing of this technical staff report, the locations of the proposed electric vehicle parking spaces have not been identified. A condition has been included herein requiring the applicant to provide the locations and associated details of the electric vehicle parking spaces.

COMPLIANCE WITH EVALUATION CRITERIA

7. 2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone: The purpose of the Largo Town Center Sector Plan and SMA is to analyze the existing situation and to set forth goals, concepts, guidelines, recommendations, and design standards to achieve the character desired for future development in the Largo Town Center TOD core areas, in accordance with the goals and policies of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) recommendations for mixed-use, pedestrian- and transit-oriented development in the Regional Transit District Growth area. The vision for the Regional Transit District is a destination for regional workers and residents that contains a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses. It is walkable, bikeable, and well-connected to a regional transportation network via a range of transit options.

The Largo Town Center Sector Plan and SMA also contains a comprehensive rezoning element intended to implement the land use recommendations of the sector plan for the foreseeable future. On November 12, 2013, the District Council approved the Largo Town Center Sectional Map Amendment (Prince George's County Council Resolution CR-138-2013) that classified the property in the M-U-I Zone with a D-D-O Zone that sets development standards for the property. The subject application has been reviewed for conformance with the D-D-O Zone standards and has been found to be in general conformance with the land use and development pattern concepts and recommendations.

The Largo Town Center Sector Plan and SMA divided the entire planning area into development quadrants, which is shown in the Subarea Quadrant Map (page 49). The subject site is located within the TOD core area (southwest quadrant), which includes the Metro station, as well as the new regional medical center. The development district standards are organized into six parts, to address urban design, street, open space,

architecture, parking, and signage design criteria for development within the development district.

Section 27-548.25(b) of the prior Zoning Ordinance requires that, in approving the DSP, the Planning Board shall find that the site plan meets the applicable development district standards.

The subject DSP submission includes documentation showing conformance to the applicable development district standards, except for two standards for which the applicant has requested amendments, in accordance with Section 27-548.25(c) of the prior Zoning Ordinance, as discussed above.

Specifically, Section 27-548.25(c) provides the following:

> **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

The requested modifications of two development district standards, in accordance with this provision, are discussed below:

Amendment 1

Street Design Criteria | Complete Streets (page 143)

> **Complete streets, or shared-use streets, are designed to provide for transit, pedestrian, cyclist, and private motor vehicle use and may also incorporate innovative stormwater management methods, such as rainwater planters, to address run-off from paved surfaces. (See Table 15 and Figure 11. Complete Streets Diagram below.)**

The street design criteria specify the complete street section that includes tree zones, pedestrian zones, and semi-private zones with specifications for lane width, bike lanes, and parallel parking. The applicant is requesting an amendment from this standard, which requires a complete street design, and states that the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has provided written confirmation that bicycle lanes along the property frontage are neither recommended nor required, at this time, as these improvements are planned to be addressed through future Prince George's County Capital Improvement Program (CIP) project projects. As the applicant states in the statement of justification (SOJ), the two roadways adjacent to the subject site have been fully improved and any additional improvements will be subject to review and approval by DPIE. The applicant is proposing to implement the recommendations, as set forth in the Largo Town Center Sector Plan and SMA, unless the proposed improvements in the ROW are altered by DPIE. While the application does not provide the required bike lanes or parallel parking spaces on Harry S. Truman Drive and Largo Drive West, the roadways are planned to be converted from one-way to two-way streets, as envisioned by the Sector Plan

and the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The applicant has coordinated with the operating agencies and, based on these agencies' guidance, staff support the requested amendment because its approval will not substantially impair the Sector Plan, as future CIP projects support the Sector Plan's vision and will implement the ROW improvements, to include dedicated bike lanes, parallel parking, and planting areas.

Amendment 2

Architectural Design Criteria |Building Materials and Elements (page 162)

Exterior Walls

1. **Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass, and/ or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth floor level and above where residential is the primary use. For buildings of three to five stories, masonry or stone shall be the predominant building material. For buildings of one to two stories, cementitious siding or panels in a smooth or stucco finish may be the predominant building material where residential is the primary use; for other uses, metal panels may be the predominant building material. Where cementitious siding or panels meet foundation walls, a minimum 10-inch nominal trim board is required on all elevations.**

As discussed previously, the two main elevations along the frontages of both Harry S Truman Drive and Largo Drive West are designed with a prominent first floor, which is finished with 100 percent brick. A strong horizontal band above the first-floor base section provides a transition to the upper levels that are finished with a combination of fiber cementitious panels and siding of two grey color tones, interweaving with terra cotta color brick tower elements to visually divide the horizontal expanses of the elevations. The design and articulation of the elevations in question, plus the application of various exterior finish materials, contribute to a unique building at the intersection of two major roadways in the vicinity of the Largo Metro Station. The applicant states that, as the building addresses the main corner of the site where Harry S Truman Drive and Largo Drive converge, the base of the building complex is elevated higher to provide visual interest and hierarchy at this gateway corner. At the convergence, the building opens to a grand stair that will allow residents a direct pedestrian connection to the Largo Metro Station across Harry S Truman Drive, and allow sun into the courtyard where the proposed recreational facilities and amenities are located.

The upper portion of the building is designed to have a contemporary mix of cementitious siding, panels, and brick, and the window and material rhythms are complementary. Cementitious panels are used as low as the second floor, whereas the standards require any finish materials, other than brick, to be used from the fourth-floor level and up. Allowing for the introduction of cementitious siding and panel at the second level, rather than the fourth level, is an amendment which does not impair the goals of the Sector Plan and will benefit the development, as it will add visual interest to the façade of the building. Staff support this amendment.

8. Prior Prince George's Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the M-U-I and D-D-O Zones, ETOD projects, and the site design guidelines of the prior Zoning Ordinance, as follows:

a. The proposed residential multifamily and commercial uses are permitted, pursuant to the Largo Town Center Sector Plan and SMA (M-U-I in D-D-O Zone, Use Table).

b. Section 27-546.19(c), Site Plans for Mixed Uses in the M-U-I Zone, of the prior Zoning Ordinance requires that:

(c) A Detailed Site Plan may not be approved unless the owner shows:

1. The site plan meets all approval requirements in Part 3, Division 9;

The site plan meets the required findings for site plan approval contained in Part 3, Division 9, as discussed in Findings 16–19 of this report.

2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;

The proposed mixed-use development meets the applicable D-D-O Zone standards, except for two standards for which the applicant has requested amendments, as discussed above. Staff recommend approval of the amendments because the alternative standards will not substantially impair implementation of the Sector Plan.

3. Proposed uses on the property will be compatible with one another;

The application proposes 269 multifamily units and commercial retail space of 1,990 square feet within one building complex, with structured parking spaces in the middle. The proposed uses are compatible with each other, as the commercial/retail space is adjacent to the lobby and amenity spaces and closest to the Metro station. The multifamily uses on-site will provide a residential base to support existing and future commercial uses on adjacent properties.

4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and

The proposed vertical mixed-use development represents a continuation of the development pattern in the area, in that there are other mixed-use developments to the north. The uses are comparable to surrounding conditions, which include multifamily

residential directly across Harry S Truman Drive, the adjacent Metro station, and nearby mixed-use developments with supporting retail and restaurant uses. Accordingly, the proposal is compatible with existing and planned development within the surrounding area and development district.

5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

The proposed building is located within the core of the development district and meets the applicable height requirements. Although the height varies, due to changes in site grade, its overall scale is consistent with the adjacent five-story multifamily buildings to the north. The lower-scale, two-story warehouse structures to the east and west do not reflect the Sector Plan's vision for this area, which encourages higher-intensity, transit-oriented development near the Metro station.

The proposed building addresses this gap by introducing greater height and density in close proximity to transit, while incorporating variations in massing to provide an appropriate transition to adjacent properties. In doing so, the development advances the planned urban form and aligns with the intended pattern of taller buildings clustered near the Metro station, while maintaining compatibility in size, height, and massing with the surrounding context.

(B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

The building is designed to respond to its gateway location within the development district by putting the main activity-generating uses along the Harry S Truman frontage. In terms of physical expression, the primary façades incorporate contemporary and traditional design forms and engage with each other at the prominent grand corner entrance. The plaza is located at the prominent corner of Harry S Truman Drive and Largo Drive West, with sidewalks along both street frontages of the parcel, connecting into the broader pedestrian network within the development district.

(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;

The site is surrounded on two sides by the ROWs of the existing roadways, and the entire complex is designed in a self-contained way that has no visual intrusion into the adjacent properties. Outdoor lighting is limited to the entrance and sidewalk areas by using pole lights and wall sconces on the building, for safety purposes, that create no excessive lighting.

(D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;

The proposed building employs a combination of cementitious panel, metal, glass, and masonry that are similar to those buildings on the adjacent properties. The colors include terra cotta and tan bricks, with silver-grey paneling. These materials and colors are consistent with, and complementary to other buildings throughout the development district.

(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;

All storage and mechanical equipment are within the building complex or on the top of the building. There are no views of those elements from adjacent properties or public streets.

(F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and

A comprehensive sign plan has been submitted with this application that conforms to the applicable D-D-O Zone signage standards.

(G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:

(i) Hours of operation or deliveries;

The proposed uses are expected to operate with hours and delivery patterns comparable to surrounding developments of the same uses

including multifamily, commercial, and mixed-use development; thereby, minimizing potential impacts on adjacent properties and maintaining consistency with the established neighborhood context.

(ii) Location of activities with potential adverse impacts;

Most of the activities generated by this development will be inside of the building complex. Given the nature of the uses, no activities with potential adverse impacts will be created by this development.

(iii) Location and use of trash receptacles;

Trash facilities are internalized within the development and are not visible from the street, having no adverse impacts on adjacent properties.

(iv) Location of loading and delivery spaces;

Vehicle loading and delivery spaces are internalized within the development and are not visible from the street, having no adverse impacts on adjacent properties.

(v) Light intensity and hours of illumination; and

The photometric plan provided demonstrates appropriate light levels across building entrances, courtyard areas, and surrounding outdoor spaces. The proposed LED fixtures, including pole-mounted and wall-mounted lighting, utilize full cut-off optics to minimize light spillover and glare. The design provides sufficient illumination, while reducing potential impacts on adjacent properties.

(vi) Location and use of outdoor vending machines.

There are no outdoor vending machines proposed within this development.

c. The DSP is in conformance with the applicable site design guidelines, as required in Section 27-283 of the prior Zoning Ordinance, and contained in Section 27-274 of the prior Zoning Ordinance, as follows:

Section 27-274(a)

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The structured parking garage is centrally located within the building complex and fully screened by surrounding residential units and interior amenity spaces, preventing views of parked vehicles from the public street. Access to the garage is provided directly from Harry S Truman Drive.

All primary parking is internalized within the multi-level garage, rather than placed at the front of the building. The garage contains 320 parking spaces, including nine handicap-accessible spaces—two of them van-accessible—and one additional accessible space located outside the garage near a building entrance. These spaces are positioned to provide convenient access to the commercial, residential, and amenity areas they serve.

The garage's internal layout is organized to support efficient circulation and reduce pedestrian–vehicle conflicts. Parking aisles and pedestrian pathways are arranged along the perimeter and interior of the drive aisle, and pedestrian access points are located at all four corners of the structure, limiting the number of parking lanes pedestrians must cross.

Because the project does not include large surface parking lots or townhouse-serving parking areas, there are no expansive paved areas on the site. The structured design avoids such conditions entirely.

The garage layout incorporates designated accessible spaces, direct pedestrian connections to the building, and nine spaces reserved for rideshare, visitors, and retail use. Staff find that on-site parking and pedestrian circulation are sufficient.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

As noted in Finding 6, the site includes a single loading space accessed from Largo Drive West. This secondary access point leads directly to a dedicated service, loading, and trash collection area in the southwest corner of the building, separating service activity from resident and visitor circulation.

All loading and delivery functions are internalized and screened by the building massing, preventing visibility from surrounding streets and pedestrian corridors and preserving the overall appearance of the site. The placement within a defined service zone ensures that loading operations remain distinct from resident parking areas and do not interfere with pedestrian access. Staff find the loading space appropriately located and designed, and the requirements for the loading area are met.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) Entrance drives should provide adequate space for queuing;

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

(iv) Parking areas should be designed to discourage their use as through-access drives;

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

The DSP provides 8-foot-wide sidewalks along Harry S Truman Drive and Largo Drive West, as well as 7-foot-wide sidewalks within the site. Site access connects directly to Harry S Truman Drive through a single driveway that leads to the multi-level parking garage.

The driveway entrance is long and designed to minimize conflicts with off-site traffic, and provides a safe direct transition into the parking structure. Its length allows vehicles to queue without backing up into the public ROW, and the inclusion of rideshare, visitor, and retail spaces within the garage helps manage peak-period demand.

Within the garage, the circulation pattern is designed to keep vehicles moving smoothly, while naturally limiting speeds. A single entrance controls access, and the area beyond the rideshare, visitor,

and retail spaces is gated for residents, preventing the garage from being used as a cut-through route for non-site traffic.

Lane markings, directional signage, and other roadway instructions are incorporated to support intuitive navigation for drivers. No drive-through uses are proposed. While a dedicated parcel pickup area is not included, delivery activity is accommodated through the designated loading area accessed from Largo Drive West.

Pedestrian circulation is supported through direct connections from public sidewalks into the development, and through internal walkways leading to building entrances. Pedestrian and vehicular routes are clearly separated. Americans with Disabilities Act (ADA)-compliant crosswalks, pavement markings, and signage ensure visibility where pedestrian paths intersect vehicular lanes.

Barrier-free pathways are provided throughout the site. One ADA-accessible parking space is located outside the garage near a building entrance, with additional accessible spaces provided within the garage. Staff find the proposed transportation network and circulation to be acceptable.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

Lighting for this DSP is addressed in Finding 6, which confirms that the site provides adequate illumination for evening use. A comprehensive photometric plan shows foot-candle levels at building entrances, courtyard areas, and surrounding outdoor spaces. The plan uses a coordinated system of fixtures—including three types of pole lights, wall-mounted sconces, and planter-integrated lighting—all equipped with LED technology and full cut-off optics to limit glare and light spillover.

The placement, brightness, and orientation of exterior fixtures are designed to enhance safety and support clear visibility for both pedestrians and drivers. Lighting is focused at entrances, along sidewalks, and in key pedestrian areas to support wayfinding, without creating excessive illumination.

Full cut-off LED fixtures direct light downward and keep illumination contained within the site. Fixtures serving similar functions provide consistent light quality and color, contributing to a cohesive nighttime environment. All fixtures are durable, appropriately scaled, and compatible with the building's architecture and residential character.

Although multiple fixture types are used to meet different lighting needs, they belong to a coordinated family of LED fixtures that maintain visual continuity throughout the development. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating parking lots, drive aisles, building entries, and walking paths throughout the site.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The corner plaza serves as a focal gathering space and is seamlessly integrated into the surrounding pedestrian network. Its placement enhances visibility for passersby and contributes to an active and attractive streetscape.

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:

(i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

(ii) Green area should link major site destinations such as buildings and parking areas;

(iii) Green area should be well-defined and appropriately scaled to meet its intended use;

(iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;

(v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;

(vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and

(vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

A large green area with a SWM pond is located on the south side of the property and serves as both an environmental feature and an accessible on-site amenity. A walking path surrounds the pond and is accompanied by bench seating and landscaping.

The green area is accessed from a pedestrian connection located next to the driveway off Largo Drive West, providing a direct link between the building and the outdoor open space. The pond and surrounding landscape are clearly defined and appropriately sized to support passive recreational use.

The walking path and seating areas are visible, accessible, and designed for regular pedestrian activity, with plantings that help moderate sun, shade, and wind conditions. The green space also helps organize the outdoor environment, provides natural screening, and establishes a central landscape feature within the site. Other proposed landscaping areas are located along the property boundaries and along the periphery of the building, creating scenic buffering from adjacent properties. Staff find that the green areas incorporate significant on-site natural features that enhance the physical and visual character of the site.

(B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The application satisfies the requirements of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations. The subject property contains no regulated environmental features (REF), specimen trees, or floodplain areas that require preservation or restoration. Environmental considerations are addressed through compliance with the approved TCP, which confirms that applicable conservation practices and regulatory standards are met. Staff find that REF on the property have been preserved or restored, to the extent possible, based on the limits of disturbance shown on the Type 2 Tree Conservation Plan (TCP2).

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

As discussed in Finding 7, the DSP includes documentation demonstrating conformance with the applicable development district standards, except for two standards for which the applicant has requested amendments, under Section 27-548.25(c).

Streetscapes along Harry S Truman Drive and Largo Drive West will be improved to meet the recommended standards, incorporating amenities such as benches and bicycle parking. Bike racks are provided both inside the parking structure and outside near building entrances. Four racks accommodating eight bicycles are located at the residential entry and retail tenant space.

Along both frontages, the plan includes 5-foot-wide tree zones and 8-foot-wide sidewalks, creating a consistent and functional pedestrian environment. Staff find the requested amendment and provided site and streetscape amenities sufficient.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

The site is generally flat, with no hilltops or steep slopes requiring significant alteration, aside from the contours surrounding the SWM pond. Grading is limited to what is necessary for site development

and is designed to minimize environmental impacts, to the extent practicable. Where minor slopes occur, particularly around the pond, landscaping is used to soften the appearance of the grade and integrate it into the surrounding open space. Grading also supports functional transitions between different site areas, without creating abrupt changes or visual conflicts. Drainage features are positioned and designed to remain unobtrusive from public areas, while operating effectively within the overall stormwater system. Staff find that the proposed grading approach appropriately responds to the site's existing conditions and minimizes environmental impacts, to the extent practicable.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

Service areas, including loading areas and access to building utilities, are internalized within the development to remain accessible, yet unobtrusive. These areas are positioned visually away from primary roads and are located close to the portions of the building they serve, ensuring efficient operations without drawing attention from public view. Screening is achieved through their placement within the building massing, using materials and enclosures consistent with the overall architectural design. Because the project consists of a single building, service needs are consolidated into one internalized area, rather than multiple dispersed locations, effectively creating a contained service zone that is not visible from surrounding streets.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The development incorporates a coordinated public space system that organizes the building and site layout around defined outdoor areas, including plazas, courtyards, and pedestrian-oriented spaces. These areas are designed with appropriate scale, shape, and circulation patterns to accommodate a range of activities and support daily use. Seating, landscaping, and thoughtfully arranged open-space elements provide access to sunlight, while offering protection from wind, creating comfortable places for people to gather. Public spaces are positioned to be easily reached from surrounding sidewalks and building entrances, ensuring they are accessible to all users. A network of pedestrian pathways connects major site features and links these public spaces together, with widths and alignments designed to support anticipated levels of foot traffic.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

A detailed discussion regarding architecture has been addressed in Finding 6. Staff find the architectural design guidelines to be met.

(11) Townhouses and three-family dwellings.

This requirement is not applicable to the subject DSP, as it does not include townhouses or three-story dwellings.

d. In accordance with Section 27-107.01(a)(242.2)(B) of the prior Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

(B) for a constructed Washington Metropolitan Area Transit Authority ("WMATA") Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform,

The subject site is located entirely within 0.5 mile of the Largo Metro Station platform, for which there is no approved Transit District Overlay Zone (TDOZ).

Section 27-290.01 of the prior Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) of the prior Zoning Ordinance provides the requirements for the uses and design of ETOD projects, as follows:

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) Use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

The proposed mixed-use building is located directly across Harry S Truman Drive from the Largo Metro Station and, therefore, is within walking distance. The proposed development will provide high-density development within

walking distance of the transit station, to increase transit ridership.

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

(iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

The proposed development is within walking distance of the Largo Metro Station and the new regional medical center. Its proximity to the Metro station will also ensure that multiple trip purposes can be accomplished without utilizing an automobile; thereby, reducing auto dependency and roadway congestion. The streetscapes along Harry S Truman Drive and Largo Drive West will be improved to implement the streetscape standards recommended in the development district standards. The DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban, pedestrian-oriented space. The Largo Town Center Sector Plan and SMA establishes a parking maximum, and the proposed development conforms. Bike racks are provided both in the parking structure and outside, close to the building entrances, in order to encourage alternative transportation options to single-occupancy vehicles.

(C) Minimizing building setbacks from the street;

The building is proposed as close to the street as possible, behind the sidewalk and public utility easements, and is in conformance with the build-to line standards set forth in the Largo Town Center Sector Plan and SMA.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP conforms to the block sizes and street grids set forth in the development district standards of the Largo Town Center Sector Plan and SMA. The building design and location close to the street will create a pedestrian-scale block, consistent with the vision for the area.

(E) Creating pedestrian-friendly public spaces; and

The building has been designed with a landscaped grand stair entrance into the courtyard. This area, located at the corner of Harry S Truman Drive and Largo Drive West, creates a pedestrian-friendly space and enhances the existing streetscape. The existing SWM facility will also be enhanced, to the extent allowed by DPIE, with landscaping and seating to allow it to serve as a pedestrian amenity.

(F) Considering the design standards of Section 27A-209.

The design standards set forth in Section 27A were deleted from the Zoning Ordinance, in accordance with the provisions of Prince George's County Council Bill CB-77-2021, effective on April 1, 2022. However, the standards are evaluated herein, nonetheless. The section of Subtitle 27A, Urban Centers and Corridor Nodes Development and Zoning Code, includes design standards which are discussed below.

Section 27A-209

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

The proposed siting positions the building façade in close proximity to the street and aligns it with the street curvature, contributing to defining the street edge and reinforcing the spatial enclosure of the streetscape.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

The proposed building massing, proportion, and architectural articulation appear to respond to the existing development pattern along adjacent streets, contributing to a consistent street wall and reinforcing a cohesive street-space identity. The elevations along both frontages incorporate complementary design elements that relate to

nearby structures, while maintaining a distinct architectural identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

The proposed development does not include all complete street elements, such as the bicycle lanes and parallel parking along the subject frontages, an omission supported by DPIE guidance indicating such improvements will be implemented through future CIP projects. The applicant has coordinated with relevant agencies and commits to incorporating Sector Plan recommendations, unless modified by DPIE. The planned future capital improvements will advance the multimodal vision.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

The subject site does not contain REF, specimen trees, or floodplain. The proposal addresses environmental considerations through compliance with the approved TCP. This approach demonstrates adherence to applicable environmental regulations and established conservation practices.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

There is no REF located on the proposed site.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

The design of the public spaces in this DSP integrates human scale with safety considerations by providing "eyes on the street" with windows and clear territorial demarcation. The pedestrian entrance from the intersection of Harry S Truman Drive and Largo Drive West leads to a courtyard of amenities and is designed to be inviting.

(g) In an urban environment, property lines are generally physically defined by buildings, walls, or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

The proposed building is oriented in close proximity to the street, establishing a clearly defined edge that frames the public streetscape and allows for visibility by both pedestrians and motorists. Private amenity areas are delineated through the use of fencing and are located within an enclosed courtyard, where they are visually overseen by residents. This arrangement reinforces a clear distinction between public and private spaces, while supporting both surveillance of public areas and privacy for residents.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

The building design responds to its urban context by organizing active street-oriented uses along the Harry S Truman Drive frontage and emphasizing a prominent corner condition at the intersection with Largo Drive

West. The façades frame views toward the street and activate the streetscape, while the plaza at the corner creates a focal gathering space that is integrated into the surrounding pedestrian network. This arrangement supports visual engagement, promotes overlooking of key public spaces, and reinforces a sense of shared use and community presence.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

Vehicle parking, service functions, and building utilities are internalized within the development and are not visible from the street. The structured parking garage is centrally located within the building and fully screened by surrounding residential units and interior amenity spaces. Mechanical equipment is similarly screened in a manner that is functional and consistent with applicable standards, ensuring these elements do not detract from the street frontage.

(2) Provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

The proposed building includes both residential and commercial uses. Given the location of this site, the proposed commercial component is considerably smaller than the existing commercial development in the adjacent areas. However, the growing population of the southwest quadrant, as well as the proximity to the Metro station, will support a small commercial space and enhance the streetscape.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

None of the above uses are included in this DSP.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

> **(c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and the creation of a harmonious design around these necessary elements. The plans do not reflect new public utility structures or uses on the subject property and only show the proposed private utilities that will serve this project.

According to the applicant, public utilities serving the property will be underground. Junction boxes are to be located in necessary areas, as shown on the DSP. They are typical of urban areas and are harmonious with the character of the urban center. There are no public utilities being proposed on this site. All of the public utilities already exist in the public ROWs and private connections, such as water and sewer house connections, electric, and cable, will be brought to the site from the abutting streets.

(5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

The building complex has been designed to meet the development district standards found in the Largo Town Center Sector Plan and SMA. This DSP is generally compatible with the governing D-D-O Zone standards and, where it deviates, the applicant has filed amendment requests. The alternative standards, as discussed in Finding 7 above, benefit the development and the development

district and will not substantially impair implementation of the sector plan.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

This requirement is not applicable to this DSP because none of the uses listed in subsection (b)(3) are proposed.

e. Section 27-548.25(b) requires that the Planning Board shall find that the site plan meets applicable development district standards, in order to approve a DSP. As discussed in Finding 7, this DSP complies with most of the applicable D-D-O Zone standards, except for two, as amended. Staff recommend approval of the alternative development standards, as they will not substantially impair implementation of the sector plan.

9. Preliminary Plan of Subdivision 4-21060: PPS 4-21060 was approved by the Planning Board on June 2, 2022 (PGCPB Resolution No. 2022-69). The PPS conditions of approval, relevant to the review of this DSP, are listed below in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one, in plain text.

2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (173-2022), and any subsequent revisions.

An approved SWM Concept Plan (173-2022) shows the use of microbioretention facilities. The existing SWM pond will be retrofitted to meet the current regulations. This SWM concept was approved on June 2, 2025 and expires on Jun2, 2028.

3. Prior to approval, the final plat shall include dedication of a 10-foot-wide public utility easement along the public rights-of-way, as delineated on the approved preliminary plan of subdivision.

The 10-foot-wide public utility easements are shown along Largo Drive West and Harry S Truman Drive, in conformance with the PPS and final plat.

4. Total development within proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new Preliminary Plan of Subdivision.

The proposed development is consistent with the trip generation established under 4-21060, as it proposes the same number of residential units and commercial space.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-010-2022). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-010-2022) or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

The applicant submitted a TCP2 with the subject application, TCP2-2026-0030. This requirement is noted on the approved and recorded final plat of subdivision.

7. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the Prince George's County Subdivision as part of the Detailed Site Plan submission.

The DSP depicts 8-foot-wide sidewalks along the frontage of Harry S Truman Drive and Largo Drive West, and 7-foot-wide sidewalks within the site for pedestrian circulation. The applicant also provides short- and long-term bicycle parking on-site. Staff recommend that the applicant provide technical details for the bicycle parking, consistent with the latest edition of the American Association of State Highway and Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities, including short- and long-term bicycle parking, in the architectural plans, prior to certification of the DSP.

8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with this preliminary plan of subdivision, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations as part of the Detailed Site Plan submission.

The applicant provided exhibits of the pedestrian and bicycle amenities and improvements, providing locations and some details of the ADA-compliant crosswalks, shared-lane use markings and signs, and bus stop siting wall improvements located off-site to connect pedestrians and bicyclists to the development and with nearby destinations, such as the downtown Largo Metro stop and nearby shopping centers. In addition to the exhibit, staff recommend the applicant submit a pedestrian and bikeway facilities plan that provides the missing details of the improvements, such as the continental crosswalk at Lottsford Road and Largo Drive West and the adjacent curb ramps; the R4-11, D11-1, and D1-2 signage; and the shared lane pavement markings, prior to certification of the DSP.

9. The applicant and the applicant's heirs, successors, and/or assigns shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the detailed site plan prior to its acceptance:

a. A minimum five-foot-wide bicycle lane along the property frontage of Harry S. Truman Drive, unless modified by the operating agency with written correspondence.

b. A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the operating agency with written correspondence.

c. Long and short-term bicycle parking consistent with *Guide for the Development of Bicycle Facilities (AASHTO)* to accommodate residents and visitors.

d. Continental style crosswalks crossing vehicular access points.

The DSP and the pedestrian and bicycle amenities package provide the prescribed sidewalk, bicycle parking, and crosswalk improvements. The applicant provided written correspondence from DPIE, in which the agency does not recommend bicycle lane installation because of the existing one-way configuration of both Harry S Truman Drive and Largo Drive West and due to a CIP project in the Largo area that will provide the necessary bicycle network connectivity. Staff concur with DPIE's recommendation and do not recommend implementing the bicycle lane within the scope of this DSP.

10. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Install ADA-compliant pedestrian ramps, crosswalks, and Accessible Pedestrian Signal/Countdown Pedestrian Signal equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.

b. Install ADA-compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West intersection.

c. Install eight ground-mounted "Bike May Use Full Lane" signs, eight ground-mounted D 11/D 2 signs, and eight shared road pavement markings along Harry S Truman Drive and Largo Drive West, between Largo Town Center Metro Station and the southern terminus of Harry S Truman Drive South.

d. Install four ground-mounted R4-11 "Bike May Use Full Lane" signs for both directions along Medical Center Drive, between Lottsford Road and Landover Road.

The applicant includes the conditioned improvements, 10b, 10c, and 10d within the pedestrian and bicycle improvements package. The applicant is seeking to amend Condition 10a, due to construction of an adjacent CIP project. However, at the time of the writing of this staff report, Condition 10a remains applicable. Prior to issuance of the first building permit, staff will analyze proposed improvements for consistency with Conditions 10a through 10d, within the pedestrian and bicycle improvements package. All details shall also be included in the pedestrian and bikeway facilities plan submitted with the DSP, in accordance with Condition 8 above.

11. The applicant shall evaluate the need for additional points of access to the garage structure at the time of detailed site plan.

The applicant has coordinated with DPIE and the appropriate operating agencies regarding potential additional access points to the garage. Based on this coordination, no additional access from Harry S Truman Drive has been determined to be necessary.

12. At the time of detailed site plan, the applicant shall provide a stochastic queuing analysis to evaluate the queues with variation of frequency, time, and volume of vehicles entering the site to those vehicles accessing the parking spaces along the main drive aisle, to determine if the proposed parking spaces shown on the Site Development Concept Plan will result in vehicle queues and impediments to the operations along Harry S. Truman Drive. If the analysis results in queueing or stacking unto Harry S. Truman Drive, the applicant shall modify the site, remove the parking spaces along the drive aisle or provide alternative improvements to mitigate the stacking of vehicles.

Condition 11 was the result of a previous design proposed by the applicant with parking stalls for ride-share and delivery vehicles off the driveway access, connecting Harry S Truman Drive to the structured parking garage. The applicant submitted a site layout which relocated the temporary spaces into the garage structure, eliminating concerns staff expressed regarding queueing and stacking onto Harry S Truman Drive.

13. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate on-site recreational facilities.

A private recreational facility and amenity package has been submitted with this DSP, and has been reviewed and deemed adequate.

14. The applicant, and the applicant's heirs, successors, and/or assignees, shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of on-site recreational facilities, for approval prior to a

submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat.

The recreational facilities agreement (RFA) for on-site recreational facilities was submitted with the final plat and was recorded among the Land Records of Prince George's County at Book 48254, Page 1, which is reflected on the recorded final plat. However, the provided RFA references the previously approved, yet expired DSP. The RFA shall be amended to reference the subject DSP.

15. **The applicant, and the applicant's heirs, successors, and/or assignees, shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.**

    This condition is applicable, prior to building permit, and the bond amount shall correspond to the cost of facilities provided.

16. **At the time of detailed site plan (DSP) review, the on-site recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines. Triggers for construction shall also be determined at the time of DSP.**

    As discussed previously, this development will provide on-site private recreational facilities to fulfill the mandatory dedication requirements. A private recreational facility and amenity package has been submitted with this DSP and has been reviewed for conformance with the *Park and Recreation Facilities Guidelines.* On-site private recreational facilities and amenities, shown in the courtyard to serve future residents, include an outdoor pool area with seating, a shade structure with heaters, an outdoor grilling station, an outdoor drinking fountain, a kid zone, an indoor fitness area, and a dog run. The proposed facilities and amenities are integrated into the building complex and, therefore, will be required to be built and open to the residents, prior to the final certificate of occupancy.

    The list of recreation facilities valuation is provided on the landscape plan, Sheet 3. A note should be added to the coversheet of the DSP listing information on where the details of proposed recreational facilities are provided.

17. **At the time of detailed site plan, the applicant shall include a dog run as part of the on-site recreational facilities, and seriously consider providing a dog park.**

    The DSP proposes a dog run; however, within the provided landscape plans, the facility is titled dog park. The applicant shall revise the nomenclature within the landscape plans to match the amenity being provided.

10. **Detailed Site Plan DSP-21049:** DSP-21049 was approved by the Planning Board on June 16, 2022 (PGCPB Resolution No. 2022-72) and has since expired.

11. 2010 Prince George's County Landscape Manual: Section 27-548.23(d), Development District Standards, of the prior Zoning Ordinance, requires that landscaping, screening, and buffering of development shall conform to the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements. Specific landscaping, screening, and buffering also may be required by the development district standards, but only to meet the goals of the development district and the purposes of the D-D-O Zone.

Page 132 of the Largo Town Center Sector Plan and SMA states that the provisions of the Landscape Manual, regarding alternative compliance and buffering of incompatible uses, do not apply within the development district. All other standards and regulations of the Landscape Manual apply. In this case, Section 4.1 (Residential Requirements) and Section 4.9 (Sustainable Landscaping Requirements) of the Landscape Manual are applicable to this site. The DSP has been reviewed for conformance with these requirements and provides all the necessary schedules and plantings.

12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This site is subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previous TCP approvals, TCP1-010-2022 and TCP2-51-97, which have been implemented. Specifically, this parcel had previously been graded under TCP2-51-97. A Type 2 Tree Conservation Plan, TCP2-2026-0030, was submitted with this DSP application. The worksheet on the TCP2 is based on the original area of woodlands provided on-site with TCP2-51-97. According to the worksheet, the overall site is 11.53 acres within the M-U-I Zone. A total of 9.29 acres of existing woodlands is on the net tract. The site has a woodland conservation threshold of 1.69 acres, or 15 percent of the net tract, as tabulated. The woodland conservation worksheet proposes the removal of 9.06 acres of woodland in the net tract area, for a woodland conservation requirement of 5.05 acres. The TCP2 shows that this requirement will be met with 0.19 acre of woodland preservation, 0.50 acre of reforestation, and 4.36 acres of off-site woodland conservation credits, and is in conformance with TCP1-010-2022.

Specimen Trees

Specimen trees are required to be protected under Section 25-122(b)(1)(G) of the WCO which requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." There are no specimen, champion, or historic trees located on this site.

13. Prince George's County Tree Canopy Coverage Ordinance: The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 2,500 square feet of disturbance. Per Section 25-127(a)(4) of the Tree Canopy Coverage Ordinance, the current DSP-2026-0009 is subject to the regulations in place, at the time of approval of 4-21060 and not the current regulations, as updated by Council Bill CB-21-2024. The subject site is in the RTO-H-C Zone, but being evaluated under the prior M-U-I zoning of the site, in which 10 percent of the site is to be covered in tree canopy. The overall site measures 3.67 acres, and a total of 15,943 square feet of tree canopy is required. The subject application includes a schedule demonstrating that the required amount of tree canopy coverage (TCC) for the site is provided, excluding the SWM pond. The TCC schedule should be revised to include

the entire property in the calculation and provide the required canopy coverage, prior to certification of this DSP.

14. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and incorporated herein by reference:

a. **Historic Preservation and Archeological Review—**In a memorandum dated May 4, 2026 (Stabler, Smith, and Chisholm to Cofield), the Historic Preservation Section offered the following comments.

The Largo Town Center Sector Plan contains minimal goals and policies related to historic preservation (page 46). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. No Prince George's County historic sites or resources are on or adjacent to the subject property.

b. **Community Planning—**In a memorandum dated May 8, 2026 (Sanders to Cofield), the Community Planning Division provided an evaluation and offered the following comments.

Community Planning Division staff find that, pursuant to Section 27-548.26(b)(2)(A)(B) of the prior Zoning Ordinance, this application generally complies with the standards of the D-D-O Zone, with the exception of Architectural Design Criteria, Building Materials (Exterior Walls page 162), and Street Design Criteria, Complete Streets (pages 143–148), relating to the use of cementitious siding below the third floor and the desired street cross section on Harry S Truman and Largo Drive West. Staff find that the proposed amendments are acceptable and do not sustainably impair implementation of the Sector Plan.

c. **Transportation Planning—**In a memorandum dated May 8, 2026 (Milliken to Cofield), the Transportation Section provided a review of the subject site's conformance with the prior conditions of approval, the requirements of the Largo Town Center Sector Plan, and applicable zoning requirements. Some of the findings have been incorporated into this report and additional findings are summarized, as follows:

Master Plan Compliance
This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 Largo Town Center Sector Plan and SMA.

Right-of-Way

- Harry S Truman Drive (A-38): 80- to 120-foot ROW

  The MPOT and Sector Plan identify an ultimate ROW width of 80 feet for Harry S Truman Drive, as shown on the submitted plan sheets.

- Largo Drive West (C-346): 80- to 100-foot ROW

  The MPOT and Sector Plan identify an ultimate ROW width of 80 feet for Largo Drive West, as shown on the submitted plan sheets.

Pedestrian and Bicycle Facilities

- Harry S Truman Drive: Bicycle lane

  The Sector plan states that Harry S Truman Drive should include a dedicated bicycle lane because of the high volume of bus and private commuter traffic (page 73). The applicant's SOJ refers to a funded CIP project to redesign Harry S Truman with bicycle facilities as a reason to not propose the improvement within the scope of this DSP, and the applicant provided correspondence from DPIE confirming the existing project.

- Largo Drive West: Shared Roadway

  The applicant's pedestrian and bicycle improvement package includes lane markings and signs to designate Largo Drive West as a shared roadway. The Sector Plan encourages roadways, other than arterials or Harry S Truman Drive, to utilize shared roadway designs.

Policies, Goals and Recommendations

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> The applicant proposes continuous pedestrian and vehicular networks throughout the development site, which connect back to network improvements within the Harry S Truman Drive and Largo Drive West rights-of-way. The applicant also proposes shared roadway markings and signs for the bicycle network, along with short- and long-term bicycle parking on-site.
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.***
>
> The applicant provides shared roadway markings and signs and short- and long-term bicycle parking to support bicycle connections between the site and the network.

The Sector Plan makes the following recommendations for pedestrian and bicycle facilities, beginning on page 63:

- **Implement complete streets (shared-use streets) principles on all interior streets in the Largo Town Center Development District Overlay Zone (DDOZ) to provide safe and convenient accommodation for all potential users, including pedestrian, cyclist, motorist, and transit riders alike.**

- **Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclist.**

- **Eliminate one-way street pair between MD 214 (Central Ave) and the metro station by converting Harry S Truman Drive and Largo Drive West into two-way streets.**

The applicant proposes installing shared roadway markings and signs in the areas within the D-D-O Zone, in the vicinity of the project site. The DSP includes connections to the pedestrian network, and shared roadway markings and signs provide connection to trails with existing connections to the network within the Largo Town Center.

According to the Prince George's County Department of Public Works and Transportation (DPW&T), a funded CIP project exists to convert Harry S Truman Drive and Largo Drive West into two-way streets, with bicycle lanes along Harry S Truman Drive. The applicant's plans do not include designs for the conversion of these ROWs, and staff do not recommend the applicant include these conversions.

Parking, loading, and circulation
The submitted plans include separated networks for vehicles and pedestrians, including sidewalks, crosswalks, crosswalk ramps, and directional arrows at garage entrances. Staff recommend including these improvements on all site plan sheets submitted for construction permits.

Site and streetscape amenities
Sidewalks and crosswalks support convenient and efficient pedestrian circulation and include streetscape amenities such as benches, bicycle parking, and lighting throughout the site. Staff recommend including these improvements on the applicable site plan sheets submitted for construction permits.

To encourage pedestrian activity
The development supports pedestrian activity through provision of a network of sidewalks with connections to the Harry S Truman Drive and Largo Drive West ROWs. Staff recommend including these improvements on all site plan sheets submitted for construction permits, unless otherwise modified by correspondence with the operating agency.

In addition, the applicant has requested modifications related to pedestrian and bicycle standards in the D-D-O Zone and the Sector Plan. Modifications are permitted, pursuant to Section 27-548.25. The applicants' request modifies the following standards in the Sector Plan:

- Harry S Truman and Largo Drive West transformed from four-lane, one-way street into a four-lane, two-way street with bicycle lanes and parking.

- Six-to-ten-foot-wide pedestrian zone, eight-foot-wide tree zone.

DPW&T has a future CIP project for reconfiguration of Harry S Truman Drive and Largo Drive West that will conform to the recommendations of the D-D-O Zone. The applicant includes 8-foot-wide tree zones and 8-foot-wide sidewalks along the frontages with Harry S Truman and Largo Drive West.

The site plan also includes a network of 7-foot-wide sidewalks throughout the site. In addition, four bicycle racks, accommodating eight bicycles, are provided at the residential entry and retail tenant space. Crosswalks, lighting, and benches are provided throughout the site to accommodate bicycle and pedestrian activity. Staff find that the proposed and detailed pedestrian and bicycle facilities and amenities support the MPOT, the area sector plan, and D-D-O Zone recommendations and policies, and are acceptable, pursuant to Sections 27-274, 27-546, and 27-548.

d. **Subdivision Review—**In a memorandum dated May 8, 2026 (Vatandoost to Cofield), the Subdivision Section analyzed the applicable conditions of approval from PPS 4-21060 and offered one condition consisting of three sub-conditions that have been included in this technical staff report.

e. **Environmental Planning—**In a memorandum dated May 8, 2026 (Rea to Cofield), the Environmental Planning Section stated that they have reviewed the DSP, the Type 2 Tree Conservation Plan (TCP2-2026-0030), and associated information, and provided the following summarized comments.

Soils
In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions. The predominant soil found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Collington-Wist-Urban land complex and Urban land-Collington-Wist complex. Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

Natural Resources Inventory
Section 27-282(e)(5) of the prior Zoning Regulations requires an approved natural resources inventory (NRI) plan with DSP applications. The site has a Natural Resources Inventory (NRI-132-12-04) which was issued on February 8, 2022, and remains valid until February 8, 2027. There are no REF or specimen trees located on-site. No further information is needed at this time.

Regulated Environmental Features
REF is required to be preserved and/or restored, to the fullest extent possible, under Section 27-276(b)(4) of the prior Zoning Ordinance; however, the site does not contain REF.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires an approved SWM concept, which was submitted with this application. Approved Concept Plan (173-2022) shows the use of microbioretention facilities. The existing SWM pond will be retrofitted to meet the current regulations. This SWM concept was approved on June 2, 2025 and expires on June 2, 2028.

100-year Floodplain
According to the NRI, the site does not contain 100-year floodplain. Thus, the DSP is in accordance with Section 27-124.01 of the prior Zoning Ordinance and Subtitle 32, Division 4, Floodplain Ordinance, of Prince George's County Code.

f. **Permit Review—** In a memorandum dated April 24, 2026 (Zou to Cofield), the Permit Section provided comments based on the plans provided April 4, 2026. The comments provided were addressed by the applicant within the revised plans submitted May 1, 2026, except one which requested the applicant to provide a revised parking schedule that identifies the size, type, and count of all proposed parking spaces, including ADA and compact-type parking spaces. Revision of the parking schedule is provided as a condition within this technical staff report.

g. **Prince George's County Department of Parks and Recreation (DPR)—**In an email provided on May 8, 2026 (Thompson to Cofield), DPR noted that the landscape exhibits illustrate active and passive recreation areas within the development. Staff find that the proffered recreation facilities, such as swimming pool and deck, outdoor grilling, dining and seating areas, and indoor fitness facilities, fulfill the requirements of the prior Subdivision Regulations for mandatory parkland dedication.

h. **Price George's County Soil Conservation District (PGSCD)—**At the time of the writing of this technical staff report, PGSCD had no comments on this application.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**At the time of the writing of this technical staff report, DPIE had coordinated with the applicant regarding implementation of the bike lanes along the property frontage and the evaluation of additional access points to the garage. Based on DPIE's correspondence, the agency does not support bike lanes along the frontage and supports the applicant's design of a single garage access point.

j. **Price George's County Police Department—**At the time of the writing of this technical staff report, the Police Department had no comments on this application.

k. **Prince George's County Fire/EMS Department—**At the time of the writing of this technical staff report, the Fire/EMS Department had no comments on this application.

l. **Prince George's County Health Department—**In a memorandum dated April 24, 2026 (Adepoju to Cofield), the Health Department provided comments, based on the plans submitted on April 4, 2026. These comments included a request for the applicant to provide details regarding any necessary modifications, adaptations, or mitigation measures to minimize potential adverse health impacts related to noise; a condition is recommended to provide details regarding noise mitigation within this technical staff report. The memorandum also recommended the inclusion of two notes confirming intent to comply with construction activity noise and dust control requirements, both of which have been incorporated into the proposed plans.

m. **Washington Suburban Sanitary Commission (WSSC)—**At the time of the writing of this technical staff report, WSSC had not offered comments on the subject application.

n. **Public Utilities—**In an email provided on May 5, 2026 (Charles to Cofield), AT&T indicated that AT&T LNS has no existing utilities present within the subject site.

15. **Community Feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.

16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

17. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.

18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.

19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP, if it finds that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5). There is no REF on the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this staff report and:

A. APPROVE the alternative Development District Overlay Zone standards for:

1. **Street Design Criteria | Complete Streets** (page 143): To allow the applicant to provide improvements within the boundary of the site, as shown on the detailed site plan. Any improvements within the public rights-of-way of Harry S Truman Drive

and Largo West Drive shall be approved by the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation.

2. **Architectural Design Criteria | Building Materials and Elements** (page 162)**:** To allow the application of various exterior finish materials, including a combination of cementitious panel, siding, and brick, from as low as the second floor, with the first floor to be finished with complete brick, as shown on the elevations submitted with this detailed site plan.

B. APPROVAL of Detailed Site Plan DSP-2026-0009 and Type 2 Tree Conservation Plan TCP2-2026-0030 for Largo Station, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the following revisions shall be made or information provided:

a. Revise the title of the project to Largo Station on all plan sheets.

b. Revise the labeling of the dog park within landscape plans to be consistent with the site plans, to indicate dog run.

c. Revise the Tree Canopy Coverage schedule to include the entire property in the tree canopy calculation.

d. Provide notation within the plans that correspond to the details for site improvements, including furniture and kid zone amenities.

e. Provide the materials and details of the finished surface within the kid zone.

f. Provide the location of electric vehicle charging stations and the general details of the equipment to be installed.

g. Provide an updated recreational facilities agreement that references the subject DSP number (DSP-2026-0009).

h. Provide details for the short- and long-term bicycle parking facilities, such as bicycle racks, repair stand, and air pump.

i. Provide a pedestrian and bikeway facilities plan that provides all of the details of the required improvements, consistent with the Largo Town Center Parcel O BPIS package provided.

j. Provide details for the bus stop sitting wall included in the Largo Town Center Parcel O BPIS package provided.

k. Add a general note to the coversheet of the DSP referring to the plan sheet where the calculation and details of proposed recreational facilities are provided.

l. Make the parcel line bearings and distances legible, by removing overlapping text.

m. On Sheet 3, provide the missing information for Curve C1.

n. Revise the Type 2 tree conservation plan to complete the tree conservation plan (TCP) approval history table to identify the prior TCP approvals.

o. Provide a parking schedule that identifies the size, type, and count of all proposed parking spaces, including Americans with Disabilities Act (ADA) and compact-type parking spaces.

p. Provide the location and details of noise mitigation measures on the architectural elevations, and a certification from an acoustical engineer stating that building façades located within the unmitigated 65 dBA Ldn noise limit have been designed to reduce interior noise levels to 45 dBA Ldn or less.

2. Prior to issuance of the final certificate of occupancy for any residential units, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.

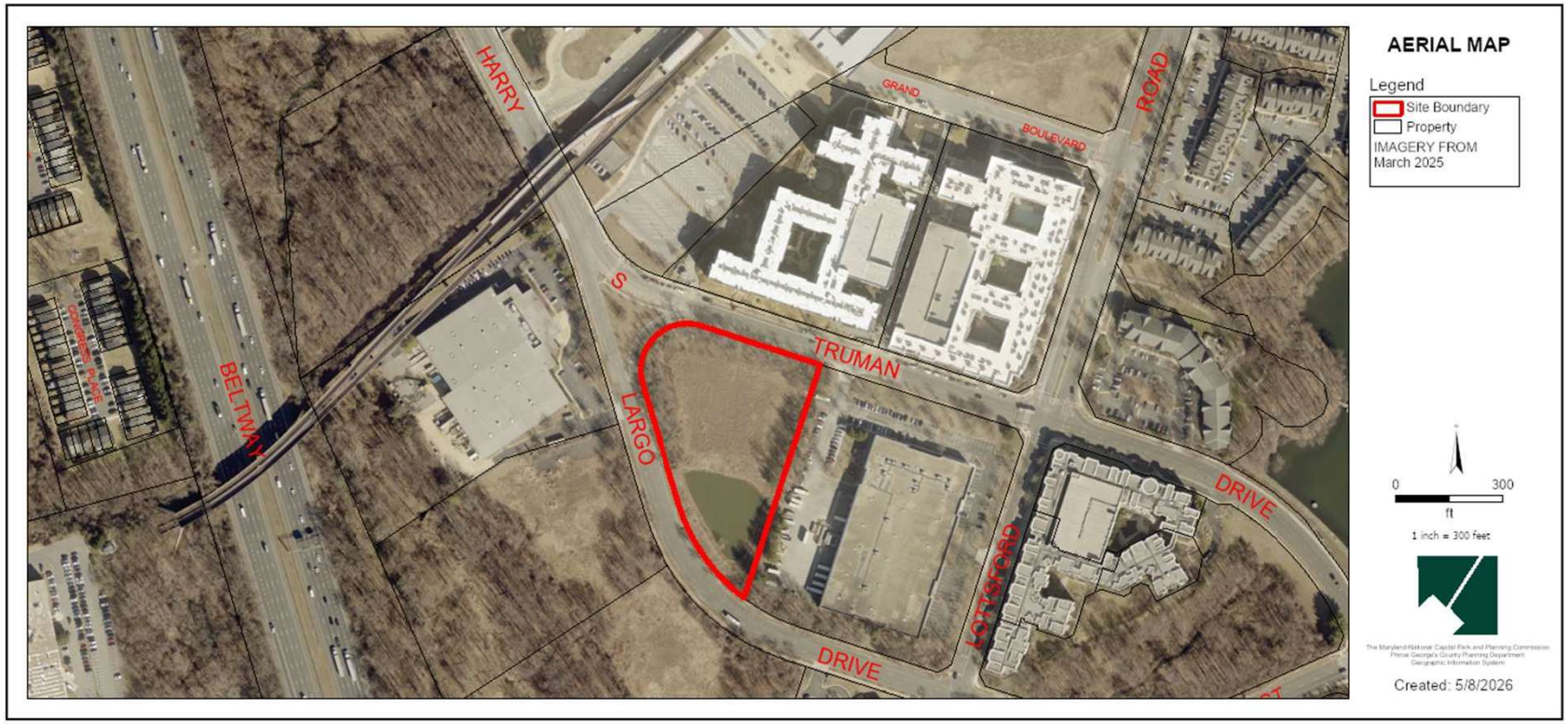
LARGO STATION

Expedited Transit Oriented Development

Detailed Site Plan DSP-2026-0009

Type 2 Tree Conservation Plan TCP2-2026-0030

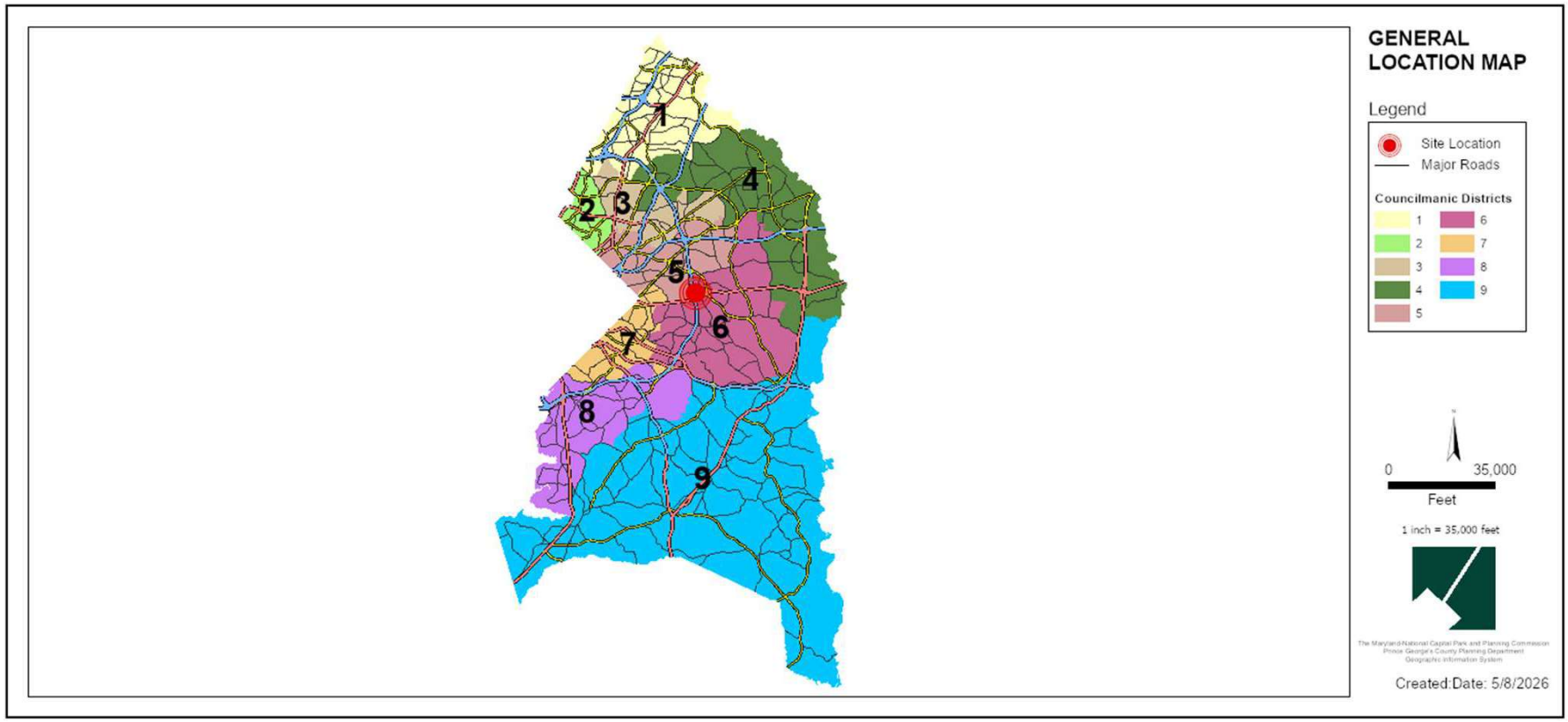
Staff Recommendation: APPROVAL with conditions



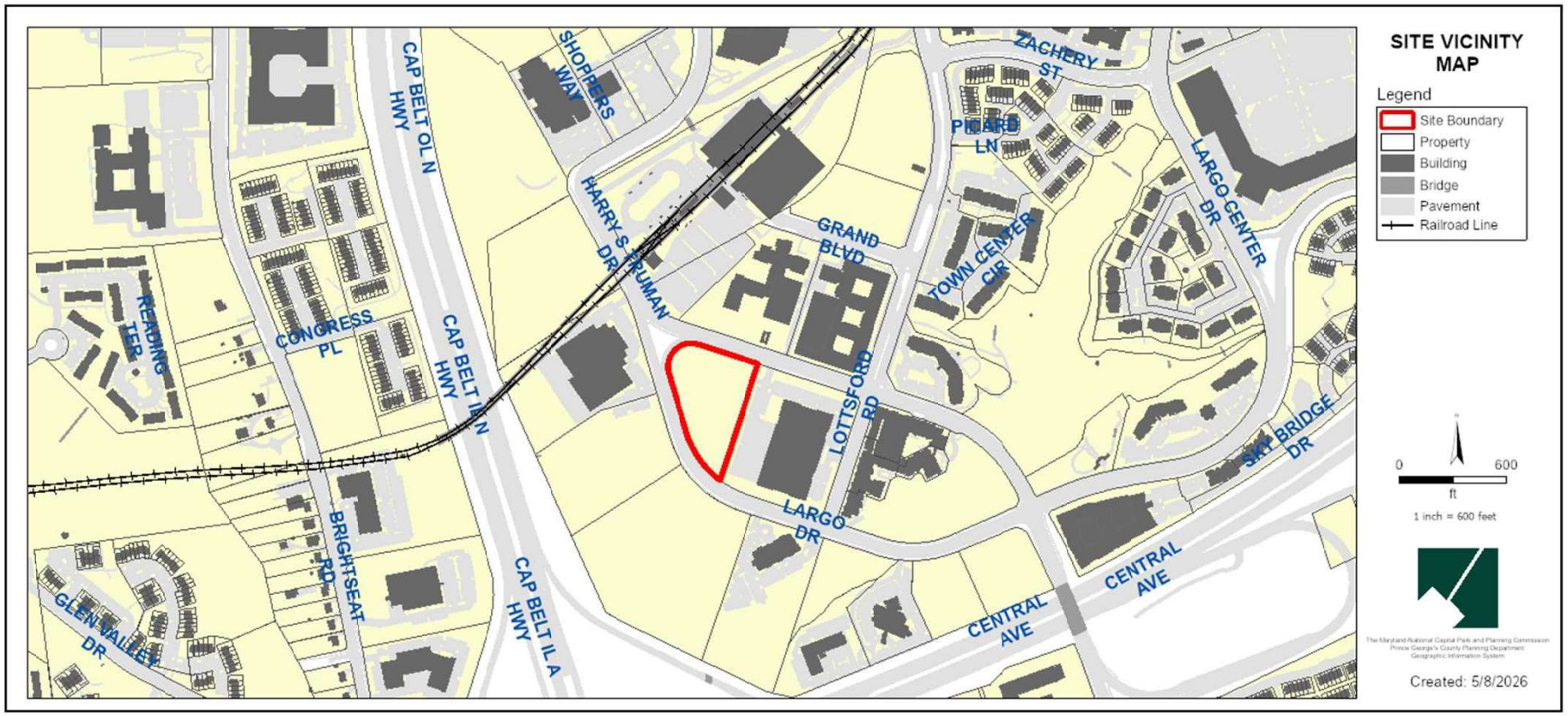
GENERAL LOCATION MAP

Council District: 06

Planning Area: 73

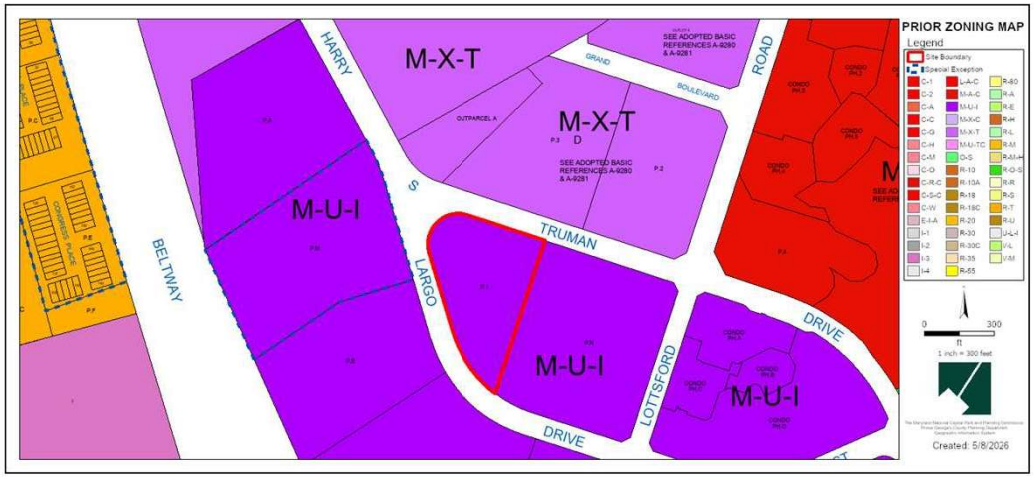


SITE VICINITY MAP

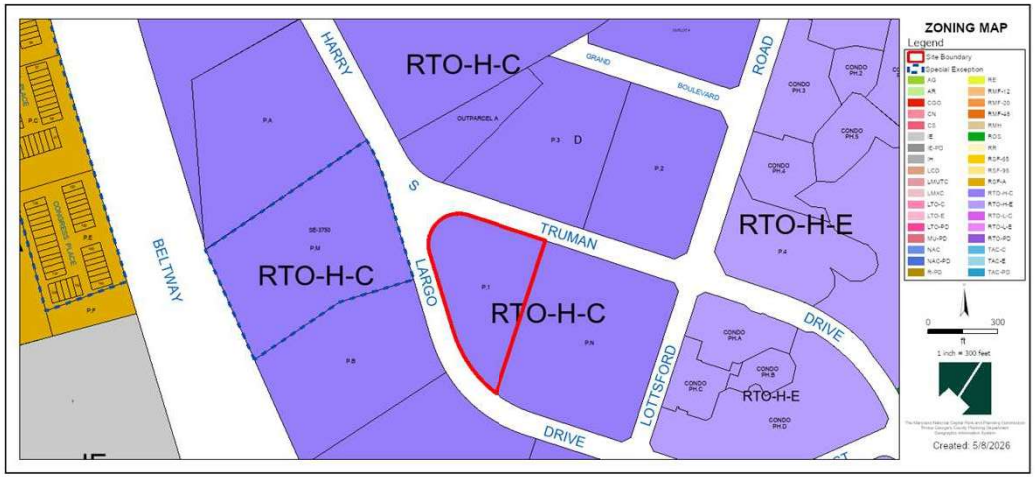


ZONING MAP (PRIOR AND CURRENT)

Prior Zoning Map: M-U-I/D-D-O

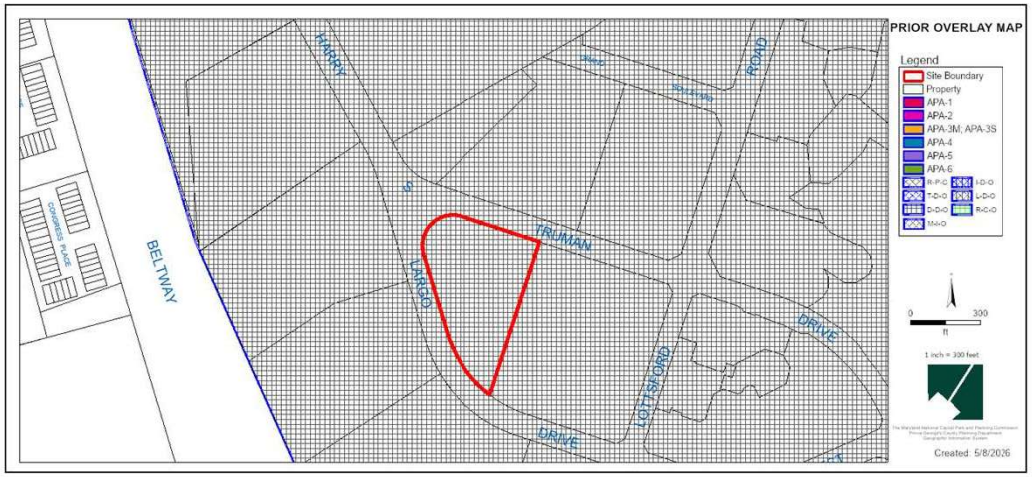


Current Zoning Map: RTO-H-C

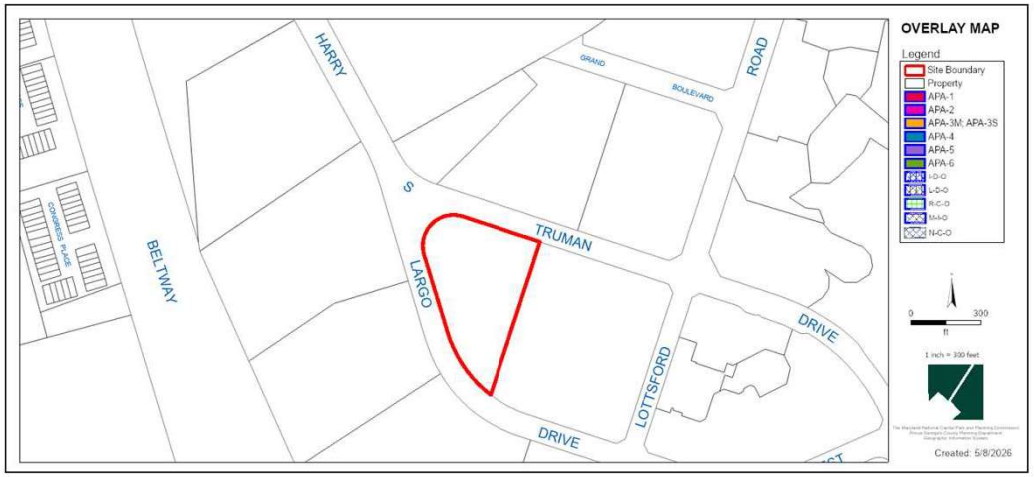


OVERLAY MAP (PRIOR AND CURRENT)

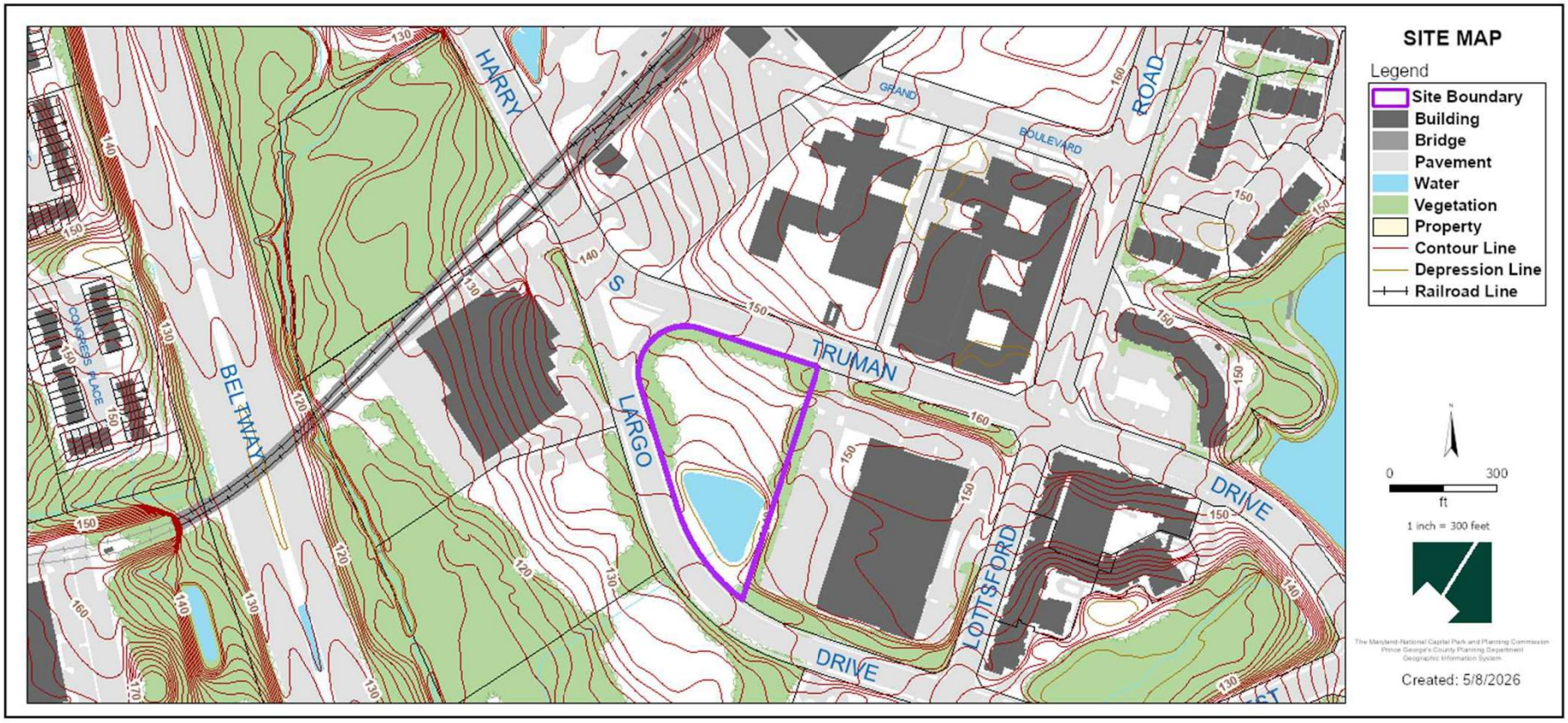
Prior Overlay Map



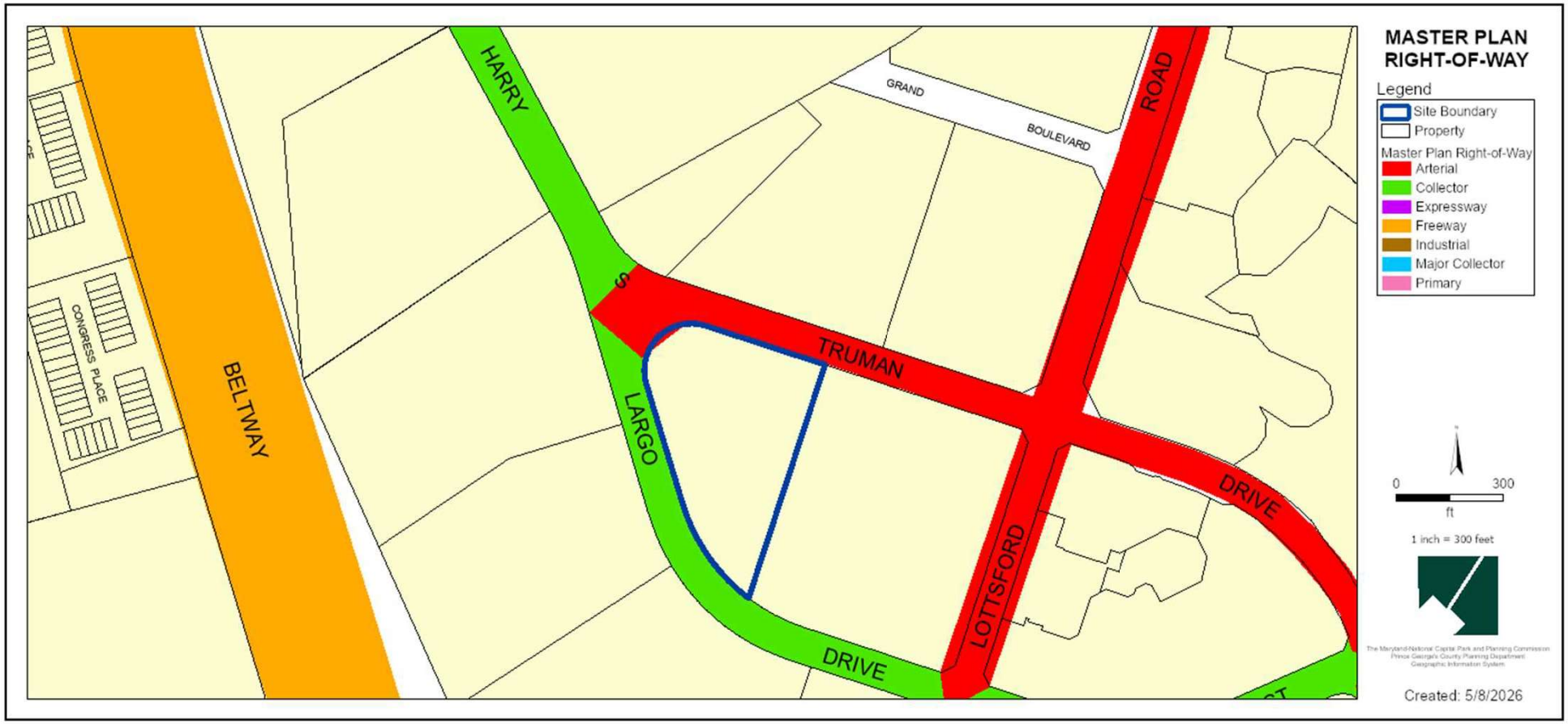
Current Overlay Map



SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
300
ft
1 inch = 300 feet
Created: 5/8/2026
HARRY
S
LARGO
TRUMAN
DRIVE
LOTTSFORD
DRIVE
ROAD
GRAND
BOULEVARD
BELTWAY
COUSHES PLACE

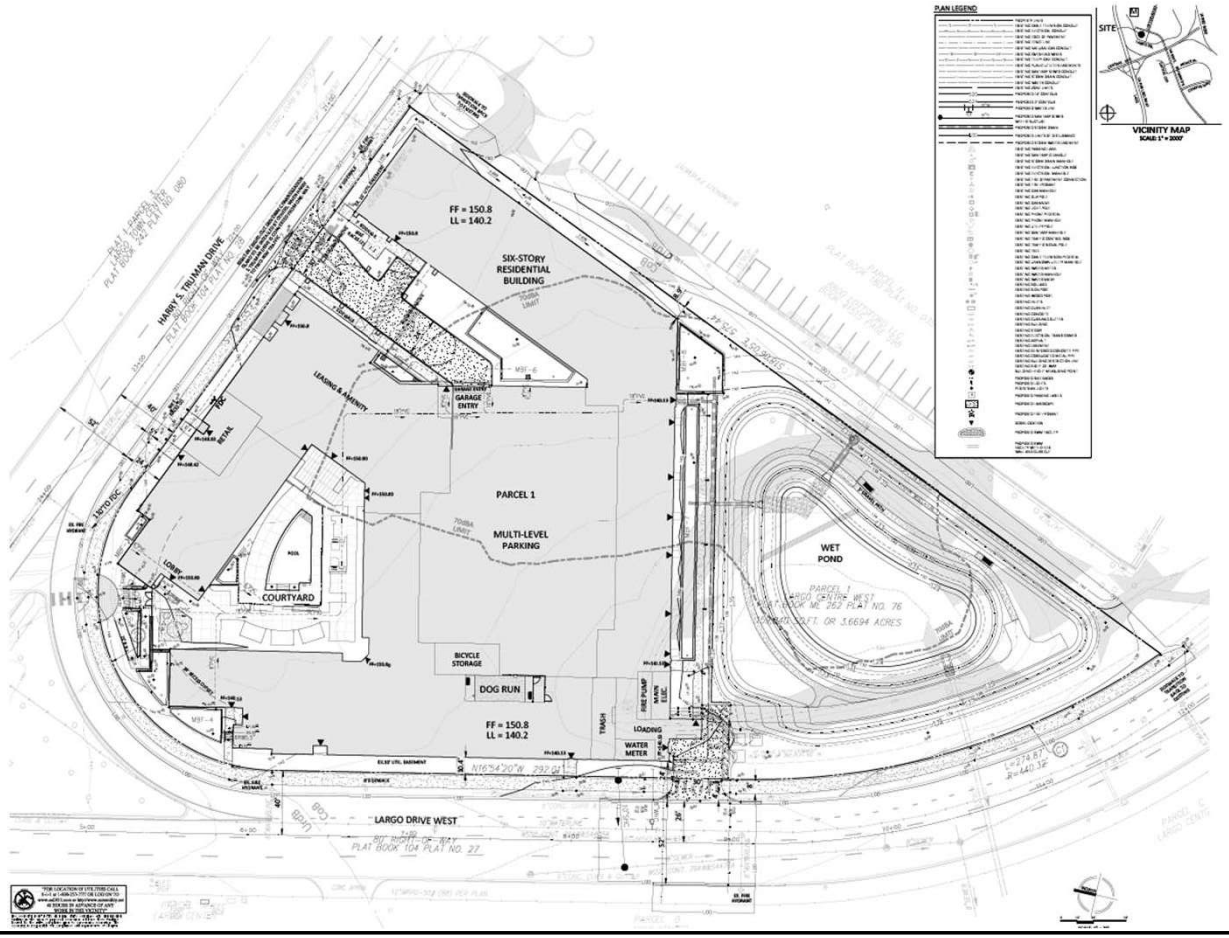
MASTER PLAN RIGHT-OF-WAY MAP



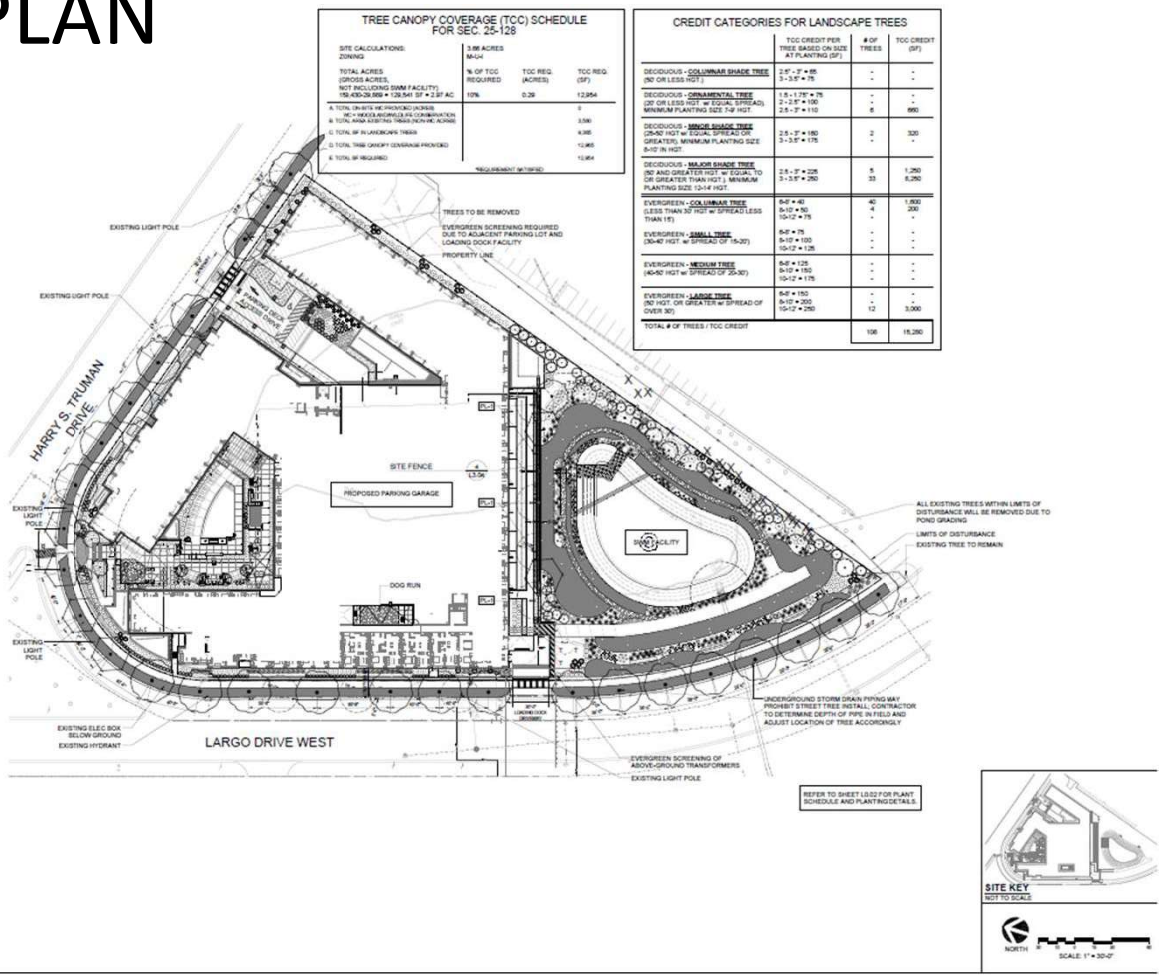
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



DETAILED SITE PLAN



LANDSCAPE PLAN



ELEVATIONS

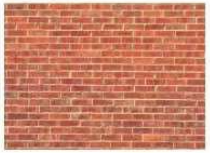



BALCONY AND RAILING

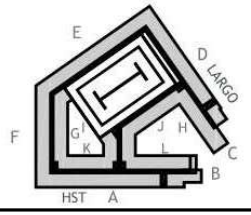

METAL CANOPY


FIBER CEMENT PANEL


FIBER CEMENT SIDING


MODULAR BRICK


LIGHT TAN BRICK



ELEVATIONS


ELEVATION D
VINYL WINDOW
FIBER CEMENT PANEL
VINYL WINDOW
FIBER CEMENT SIDING
FIBER CEMENT PANEL
BIO-RETENTION
FIBER CEMENT BOARD
BALCONY WITH ALUMINUM RAILING
LIGHT TAN BRICK
METAL DOOR
GARAGE DOOR
ELEVATION E
ON ANGLE
MODULAR BRICK
FIBER CEMENT PANEL
FIBER CEMENT PANEL
FIBER CEMENT SIDING
VINYL WINDOW
LIGHT TAN BRICK
METAL DOOR
TERRACE DOOR
METAL RAILING
TERRACE SEPARATOR
BALCONY AND RAILING
METAL CANOPY
FIBER CEMENT PANEL
FIBER CEMENT SIDING
MODULAR BRICK
LIGHT TAN BRICK
E
D
LARGO
F
G
J
H
C
K
L
B
HST
A

ELEVATIONS

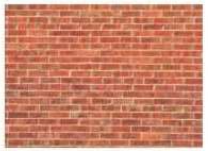



BALCONY AND RAILING

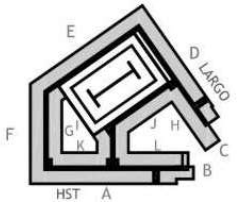

METAL CANOPY


FIBER CEMENT PANEL


FIBER CEMENT SIDING


MODULAR BRICK


LIGHT TAN BRICK



ELEVATIONS

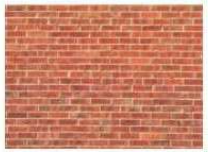



BALCONY AND RAILING

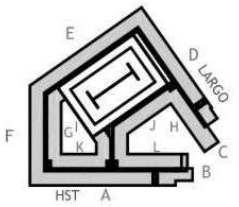

METAL CANOPY


FIBER CEMENT PANEL


FIBER CEMENT SIDING


MODULAR BRICK


LIGHT TAN BRICK



RENDERING



RENDERING



RENDERING



TYPE 2 TREE CONSERVATION PLAN



STAFF RECOMMENDATION

APPROVAL with conditions

- Detailed Site Plan DSP-2026-0009
- Type 2 Tree Conservation Plan TCP2-2026-0030

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 02/19/2026
- Acceptance Mailing: 03/19/2026

STATEMENT OF JUSTIFICATION
DETAILED SITE PLAN DSP-2026-0009
LARGO STATION
EXPEDITED TRANSIT ORIENTED DEVELOPMENT
REVISED MAY 9, 2022
UPDATED APRIL 6, 2026



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APPLICANT

The applicant for this Detailed Site Plan is Largo QODZ JV LLC ("Applicant"), which is also the owner of the property. Gateway is a New York based development company. The Applicant obtained approval of DSP-21049 on June 16, 2022 pursuant to the adoption of Prince George's County Planning Board Resolution PGCPB No. 2022-72. Due to the inability to obtain financing, the Applicant was unable to vest the project prior to the expiration of the DSP. The Applicant is refiling this Detailed Site Plan as an Expedited Transit Oriented Development in accordance with the provisions of Section 27-290.01 of the prior Zoning Ordinance. This Detailed Site Plan is eligible for filing pursuant to the provisions of the prior Zoning Ordinance because Preliminary Plan of Subdivision 4-21060 filed prior to the effective date of the current Subdivision Ordinance and Zoning Ordinance and was processed and approved pursuant to the provisions of the prior Subdivision Ordinance. The property was subsequently platted in accordance with the preliminary plan and remains valid.

SUBJECT PROPERTY

The property forming the subject matter of this application is a 3.6694 acre parcel of land designated as Parcel 1, Largo Center West subdivision, as per plat thereof recorded among the Land Records of Prince George's County, Maryland in Plat Book ME 262 at Folio 76 (the "Subject Property").

The subject site was originally approved under Preliminary Plan of Subdivision, 4-79179, which was recorded in Plat Book NLP 115, Plat 14. However, at the time the subdivision was approved, the Subject Property was zoned E-I-A and no residential development was proposed at that time. As a result, a new preliminary plan of subdivision was approved (4-21060).

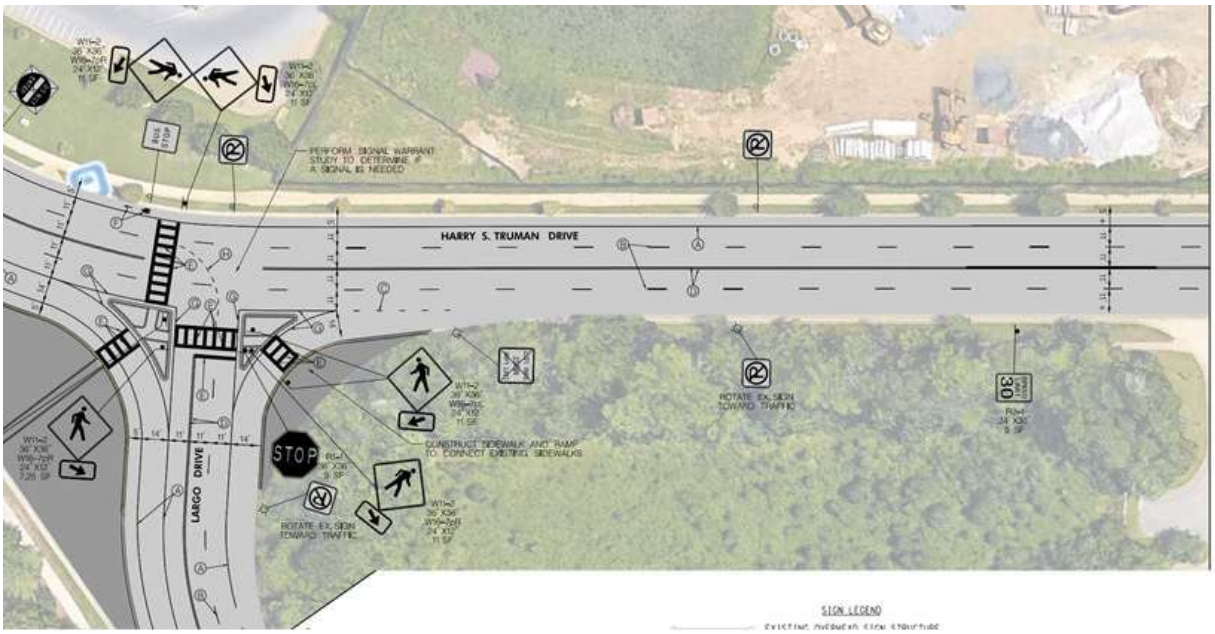
DEVELOPMENT AND ZONING HISTORY OF PROPERTY

The Subject Property is in an area bounded by Harry Truman Drive, Central Avenue, the Capital Beltway and the WMATA subway overpass, consisting of approximately 70 acres. This land was zoned R-R until 1978, when the property was placed in the C-O zone by the adoption of the Largo-Lottsford Sectional Map Amendment. Development of an office park known as The Woodlands began. In 1988, 40 acres, including the Subject Property, were rezoned to the E-I-A zone pursuant to Zoning Map Amendment A-9682. The goal of the rezoning was to attract flex-tech and R&D businesses to the area. On the 70 acre assemblage, four buildings were constructed in either the C-O zone or the E-I-A zone, a hotel (Parcel E-1, "Largo Centre West", PB 132 Plat 34), an office building Parcel D, "Largo Centre West", PB 135 Plat 69), a paper company (Parcel M, "Largo Centre West", PB 135 Plat 69) and the USBI warehouse (Parcel N, "Largo Centre West" Subdivision PB 180 Plat 35).

The USBI warehouse on Parcel N abuts the Subject Property. This warehouse was constructed in or about 1998. As part of the development of the warehouse, the majority of the Subject Property was also graded and a stormwater management pond was constructed on the Subject Property. The stormwater management pond remains on the Subject Property and will be incorporated in the development proposal with a minor reconfiguration. A driveway stub was also constructed on Parcel "M" in the event Parcel "O" was developed with another industrial use. However, Parcel "O" was rezoned to a transit-oriented zone which does not permit industrial uses, and no easement was ever established to allow the use of the driveway on Parcel "M".

In 2004, the entire 70-acre area was rezoned to the M-U-I zone with the adoption of the Largo Town Center Sector Plan. Parcel F (Largo Centre West, PB 180 Plat 35) was designated in the Sector Plan as a preferred residential parcel. The Sector Plan did not recommend or require a specific use or mix of uses for any of the other properties. Since the adoption of the DDOZ, only the parcel recommended for residential development within the larger 70 acres area, Parcel F, has been developed. Parcel F is now improved with a multifamily residential building with 242 dwelling units. Obviously, the development of the Subject Property is influenced by this facility.

Development of the Subject Property is also impacted by the abutting roadways. Harry S. Truman forms the northern boundary of the Subject Property. It was dedicated as an 80 foot right of way through a plat of street dedication recorded at Plat Book NLP 104 Plat No. 28. The road was constructed prior to the plat of street dedication to serve as access to the former Capital Center. At that time, it functioned as a two-way road, with the lane usage determined by whether traffic was entering or exiting the Capital Center. Largo Drive West serves as the western and southern boundaries of the Subject Property. It was dedicated to public use by a plat of subdivision recorded at Plat Book NLP 104 Plat No. 27. This road was constructed in or about 1980. Upon its construction and the removal of the Capital Center, Harry S. Truman Drive has functioned as a one-way road westbound, while Largo Center Drive West has functioned as a one-way road eastbound. Both the former and current Sector Plan have recommended that the roadways be converted to two-way traffic. The Applicant has been made aware during the processing of this Application that a County Improvement Program has established a project to convert both roads to allow for two-way traffic and that the project will commence shortly. A copy of the modification along the property frontage is shown below:



Of particular note is that bike lanes are being constructed on both Harry S. Truman Drive and Largo Drive West. However, due to the width of the existing pavement, and the redundancy of the two roadways, only one bike line will be constructed on each road. The bike lane on Harry S. Truman Drive will be on the north side of the roadway and operate westbound, while the bike lane on Largo Drive West well be on the south side and operate eastbound. The applicant has been told that "interim" bicycle lanes will not be permitted.

In 2008, Detailed Site Plan DSP-07009 was filed and approved for the Subject Property for the development of two office buildings, each containing 100,000 square feet. At that time, no preliminary plan of subdivision was required since the property was previously subdivided post 1970. The detailed site plan remained valid until December 31, 2021, but the recession and

later market developments impacted the ability to proceed with office development.

As noted above, the Applicant proceeded with the approval of preliminary plan of subdivision (4-21060) and a detailed site plan (DSP-21049) to allow for the development of the Subject Property as proposed in this application. While the subdivision was vested by the recordation of the final plat, the detailed site plan has expired and must be reapproved to allow the Applicant to proceed with the construction of the proposed improvements. The Applicant acquired the property in reliance on these approvals pursuant to a deed dated August 19, 2022 and recorded in the Land Records of Prince George's County at Book 48080 Page 247.

Finally, although the Subject Property is being developed in accordance with the provisions of the prior Zoning Ordinance, the Countywide Map Amendment placed the property in the RTO-H-C zone as of April 1, 2022. The RTO-H-C zone is assigned to regional transit stations and permits the highest density permitted in the transit-oriented zones included with the current Ordinance. If the Subject Property were developed in accordance with the provisions of the RTO-H-C Zone, a density of 917 dwelling units would be permitted.

SURROUNDING AREA AND NEIGHBORHOOD

The Subject Property is located in the within the boundaries of the Largo Town Center Sector Plan. As noted above, it is located at the corner of Harry S. Truman Drive and Largo Center West Drive. With road frontage on the north, west and southern property lines, the Subject Property is a through lot. Directly across Harry Truman Drive to the north is a vacant lot in the M-X-T zone and the Largo Metro Station. Just to the east is the Ascend Apollo multifamily apartments, constructed in 2017. Across Largo Drive Wests to the west is former Stott Paper Company warehouse, which was used as the WMATA staging area during construction of the Metro Station, and which is now privately owned and occupied. To the south across Largo Drive West is vacant land in the M-U-I zone which is the subject of a Detailed Site Plan for the construction of a mixed use (predominantly residential) development. Abutting the eastern property line is the former USBI warehouse in the MUI zone, now occupied by Choice Companies.

DEVELOPMENT PROPOSAL

As noted earlier, the Subject Property is presently unimproved, except for the stormwater management pond constructed years ago. The Detailed Site Plan for which approval is being sought seeks authorization to construct a mixed use, predominantly residential development with 269 dwelling units and

1990 square feet of retail commercial. The main lobby entrance, building amenity space and the retail component will be located on and face Harry S. Truman Drive. Parking will be provided in a parking garage which is integrated into the site and which is lined by buildings such that it is not visible from the public realm. The only entrance to the garage will be from Harry S. Truman Drive. Preliminary project drawings submitted for review depicted a second entrance to the garage from Largo Drive West, but the topography of the site proved to be too difficult and only a single access is now proposed. There is a curb cut on Largo Drive West for to access a loading/service area in the southwest corner of the building. There will be one courtyard that will include the exterior building amenities, including a pool.

The single access to the garage is justified in this instance by several factors. First, Harry S. Truman Drive currently operates one-way westbound, with four travel lanes. Vehicles will only be able to enter the garage by left-in/left-out movements. Upon the construction of the CIP project, DPIE has indicated that a porkchop will be installed at the garage entrance to restrict its use to right-in/right-out turning movements. Thus, under both interim and final conditions, the entrance will not have conflicting turning movements which would cause vehicles to back up waiting to exit or enter the garage.

With this stipulation, DPIE supports the single point of access, and the future construction of this entrance is shown on the Detailed Site Plan. Limiting traffic movement is not burdensome to residents. The Subject Property is in a small block formed by Lottsford Road, Largo Drive West and Harry S. Truman Drive. Lottsford Road is only 500 feet to the east, providing easy access to Largo Drive West for residents seeking access to the hospital or the new RPAI development. The Metro Station is directly across Harry S. Truman Drive, reducing total traffic movements. Second the volume of traffic expected to use Harry S. Truman Drive under total development is only about 10,000 vehicles per day. The road is designed to carry a much larger volume. Thus, access to abutting roadways do not require multiple entrances. Finally, the Building is deigned to accommodate residents who work from home. This design, combined with easy access to Metro, will reduce vehicle trips. The combination of all these factors support limiting the number of access points into the garage.

The Subject Property is challenging in that the bend of the roadways that surround the property do not create a true corner. The building has been designed in such a manner to accentuate the corner. Extensive landscaping will be provided to create the aesthetics of an urban park and a walkway will lead into the interior courtyard, which will be gated to ensure security for

the residents. Within the courtyard will be a swimming pool, yoga lawn, outdoor grilling stations, social seating areas and ping pong. These facilities are in addition to interior amenity space, including a fitness center, for the use of the residents.

The proposed building includes multiple building heights, but most of the building is six stories, complying with the minimum six story height requirement in the Sector Plan. The varying building heights provide substantial visual interest. One particularly unique design feature is a seventh story mezzanine along Harry S. Truman Drive that allows the units to have rooftop outdoor space and a view of the entire Largo Town Center area. The building will be constructed with a mixture of materials and textures, including brick, fiber cement siding, fiber cement panels and metal canopies. Balconies will add visual interest as well. The proposed architecture will be compatible with other newer buildings in the area near the Metro station and contribute to the growing community. The Applicant intends to seek LEED Certification, with the level of certification as yet undetermined. Sustainability features will be designed into the project to achieve the LEED Certification.

CONFORMANCE WITH THE CONDITIONS OF PPS 4-21060

As noted above, Preliminary Plan of Subdivision 4-21060 was accepted prior to the implementation of the current Subdivision Ordinance and was approved by the Planning Board on June 16,

2022, subject to 16 conditions. Each condition of the preliminary plan is set forth below with a comment addressing conformance.

1. **Prior to signature approval, the preliminary plan of subdivision shall be revised to provide dimension lines from the center line of the public rights-of-way to the property frontage.**

COMMENT: This comment was addressed at the time of signature approval.

2. **Development of the site shall be in conformance with the Stormwater Management Concept Plan (173-2022), and any subsequent revisions.**

COMMENT: The Subject Property will be developed in accordance with the approved Site Development Concept Plan. That plan, which was originally approved on June 2, 2022 and the approval has been extended until June 2, 2028.

3. **Prior to approval, the final plat shall include dedication of a 10-foot-wide public utility easement along the public rights-of-way, as delineated on the approved preliminary plan of subdivision.**

COMMENT: The 10-foot-wide PUE is shown on the final plat.

4. **Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.**

COMMENT: This condition was premised upon the proposed development of 269 multifamily dwelling units and 1,990 square feet of ground floor commercial. The Detailed Site Plan conforms with this approval and is within the trip cap.

5. **Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:**

   a. **The worksheet shall be revised to accurately show the required woodland requirements.**

   b. **The following note shall be placed under the worksheet:**

      "Of the required 5.70 acres of required woodland conservation, 0.69 acre was completed on Parcel N under TCPII-51-97-01, and 3.0 acres of off-site mitigation was provided on Parcel B & C – Largo Centre West under TCP-II-67-97. The remaining 2.01 acres of required woodland conservation will be provided off-site."

   c. **Add TCP1-010-2022 to the worksheet.**

   d. **Have the revised plan signed and dated by the qualified professional preparing the plan.**

COMMENT: The TCP1 was revised per Condition 5 prior to signature approval of the PPS.

6. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-010-2022). The following note shall be placed on the final plat of subdivision:**

   "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-010-2022) or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved

Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

COMMENT: The note is included on the recorded final plat.

7. **The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.**

COMMENT: The details of the pedestrian and bicycle amenities and improvements were provided with the prior approved DSP and are included with this submittal.

8. **The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with this preliminary plan of subdivision, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.**

COMMENT: The previously approved bicycle and pedestrian plan is included with this submittal.

9. **The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:**

   a. **A minimum five-foot-wide bicycle lane along the property frontage of Harry S Truman Drive, unless modified by the operating agency, with written correspondence.**

   b. **A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk, along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the**

operating agency with written correspondence.

c. **Long- and short-term bicycle parking consistent with *Guide for the Development of Bicycle Facilities (AASHTO)* to accommodate residents and visitors.**

d. **Continental style crosswalks crossing vehicular access points.**

COMMENT: These facilities are included on the pedestrian and bikeway facilities plan.

10. **Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**

a. **Install ADA-compliant pedestrian ramps, crosswalks, and Accessible Pedestrian Signal/Countdown Pedestrian Signal equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.**

b. **Install ADA-compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West intersection.**

c. **Install 8 ground-mounted "Bike May Use Full Lane" signs, 8 ground-mounted**

D-11/D-2 signs, and eight shared road pavement markings along Harry S Truman Drive and Largo Drive West, between Largo Town Center Metro Station and the southern terminus of Harry S Truman Drive South.

d. **Install four ground-mounted R4-11 "Bike May Use**

Full Lane" signs for both directions along Medical Center Drive between Lottsford Road and Landover Road.

COMMENT: This condition will be addressed prior to the issuance of the first building permit.

11. **The applicant shall evaluate the need for additional points of access to the garage structure, at the time of detailed site plan.**

COMMENT: This issue was evaluated at the time of DSP-21049. The Planning Board made the following finding with regard to the need for a second point of access:

> **The applicant has worked with the operating agencies regarding additional points of access to the garage and no additional access point has been found necessary. However, in accordance with the review by DPIE, the access point to the parking garage is now changed to a right-in and right-out access with a median. (PGCPB No. 2022-72, Finding 9, P. 20)**

No change in the access previously approved is proposed by the Applicant in this submittal.

12. **At the time of detailed site plan, the applicant shall provide a stochastic queuing analysis to evaluate the queues with variation of frequency, time, and volume of vehicles entering the site to those vehicles accessing the parking spaces along the main drive aisle, to determine if the proposed parking spaces shown on the Site Development Concept Plan will result in vehicle queues and impediments to the operations along Harry S Truman Drive. If the analysis results in queueing or stacking unto Harry S Truman Drive, the applicant shall modify the site, remove the parking spaces along the drive aisle, or provide alternative improvements to mitigate the stacking of vehicles.**

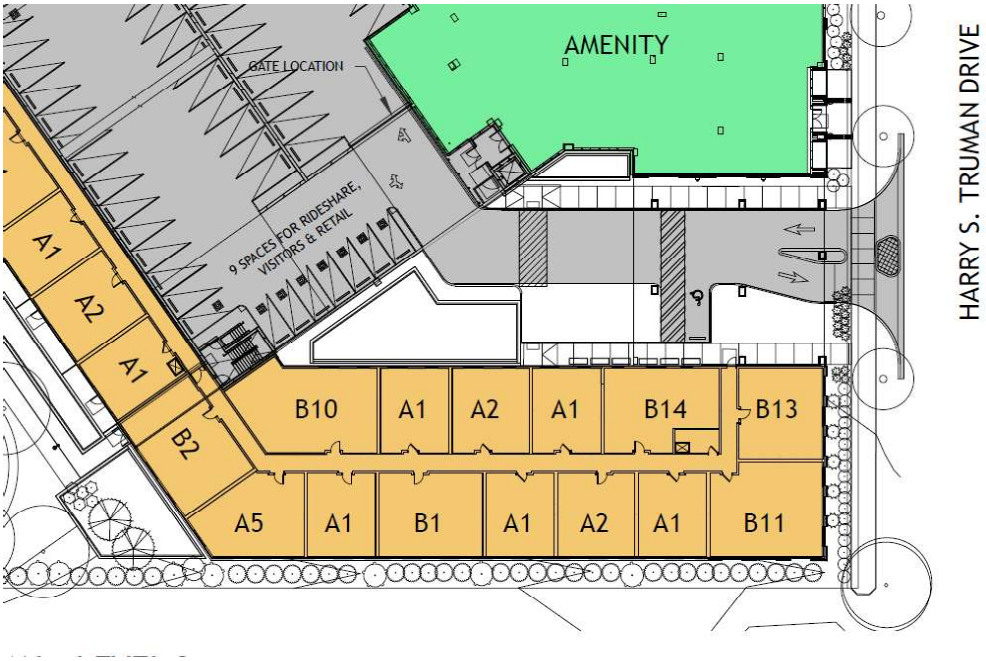
COMMENT: The initial design of the entrance to the parking garage had short term parking spaces (Uber, Lyft and delivery) on the

driveway aisle that could have backed up traffic trying to get into the garage waiting for such vehicles to back up and exit. After analyzing the concern raised by the Transportation Division during the review of the preliminary plan that led to this condition, the Applicant revised the entrance to the garage to relocate the short term parking area and eliminate the conflict. This led to the following finding by the Planning Board in its approval of DSP-21049:

> **As part of the initial DSP submission, Transportation staff continued to express concerns about the potential queuing of vehicles along Harry S Truman Drive, given the single access connection to the site and parking spaces provided along the driveway. The parking spaces along the drive aisle will be used to provide temporary parking for ride share and delivery vehicles. As expressed in the findings of the PPS application, staff was concerned that the frequency and rate of vehicles DSP-21049 accessing the temporary parking spaces will impede the operations of the single point of access to the garage facility which will result in queues along Harry S Truman Drive.**
>
> **The applicant did not submit the queueing analysis requested in the PPS condition, but on May 17, 2022, the applicant submitted an alternative site layout which showed the relocation of the temporary spaces along the drive aisle into the garage structure. The conceptual site layout alternative is provided in Attachment I. This modification to the site will eliminate potential vehicle stacking onto Harry S Truman and will reconfigure the entrance to the garage to provide designated spaces for temporary pickup/drop-off inside the garage while relocating the gate access to separate the temporary parking spaces from the general residential parking area. The alternative site layout also includes one handicap accessible parking space that will be provided outside of the garage, to allow convenient parking for paratransit vehicles to access the ground floor retail portion of the development. Staff finds that the modification, as shown on the alternative site layout sheet (Attachment I), eliminates the concern for queuing and therefore, satisfies the recommended**

condition of the pending PPS application. As a condition of approval, staff recommends that the applicant further refine the alternative site layout plan to include an additional accessible parking space along the drive aisle and include the modifications shown on the alternative site layout plan as part of the DSP at time of certification.

This condition was addressed at the time of certification and is reflected on the certified DSP-20149 image below:



No modification to the entrance driveway is proposed in this submittal.

13. **In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate on-site recreational facilities.**

COMMENT: The private recreational facilities were approved with the prior DSP and the same recreational facilities amenities are proposed with this application.

16. The applicant, and the applicant's heirs, successors,

and/or assignees, shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat.

COMMENT: The RFA was submitted with the final plat and was recorded among the Land Records of Prince George's County at Book 48254 Page 1, which is reflected on the recorded final plat.

17. **The applicant, and the applicant's heirs, successors, and/or assignees, shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.**

COMMENT: A bond will be provided prior to the issuance of building permits.

18. **At the time of detailed site plan (DSP) review, the on-site recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines. Triggers for construction shall also be determined at the time of DSP.**

COMMENT: The on-site recreational facilities were reviewed with the prior DSP and found to be adequate and properly sited. No change in the on-site recreational facilities is proposed with this application.

COMPLIANCE WITH SECTOR PLAN AND ZONING ORDINANCE PROVISIONS

In 2012, the Prince George's County Council, sitting as the District Council ("District Council") initiated a process for the concurrent study and approval of a Sector Plan and Sectional Map Amendment for the Largo Town Center area. The Sectional Map Amendment ("SMA") was initiated pursuant to Council Resolution CR-25-2012. Previously, the last comprehensive planning and rezoning for this area occurred as part of the adoption and approval of the 2004 Morgan Boulevard and Largo Town Center Sector Plan, which initially rezoned the Subject Property to the MUI Zone. Ultimately, after public hearings and work sessions, the District Council approved the Largo Town Center Sector Plan ("Sector Plan") and SMA on November 12, 2013. The Sector Plan was approved pursuant to the adoption of Council Resolution CR-137-2013 (DR-2) and the SMA was approved pursuant to Council Resolution CR-138-2013 (DR-2). The Sector Plan was anchored by the Largo Town Center Metro Station and the proposal to construct the new regional medical center within the Core Area, which has recently been completed.

Pursuant to the provisions of Section 27-548.19 of the Prince George's County Zoning Ordinance ("Zoning Ordinance"), the District Council is authorized to superimpose a Development District Overlay Zone ("DDOZ") over land within the Sector Plan area. The purpose of a DDOZ is to ensure that development within

a designated development district meets the goals and standards established by the applicable Sector Plan. The approval of the Largo Town Center SMA superimposed a DDOZ over the entire Sector Plan area.

The Sector Plan divided the entire area into development quadrants. The Subarea Quadrant Map appears on page 49 of the text document. The Subject Property is located within the TOD Core Area (Southwest Quadrant), which includes the Metro station as well as the new regional medical center. Chapter 4 of the Sector Plan contains Recommendations for Future Development of each of the development quadrants. There are four key strategies listed as being necessary to implement the vision for Largo Town Center, which are as follows:

- Focusing retail activity
- Proactively attracting one or more major institutional uses
- Encouraging dense residential development
- Improving safety

Since the adoption of the Sector Plan, the County has seen the opening of the regional hospital center, bringing the major institutional use envisioned by the Sector Plan. In addition, RPAI has obtained Detailed Site Plan approval (DSP-17038) for the redevelopment of the Boulevard at the Capital Center, which includes 353,500 square feet of new commercial development in

addition to 130,000 square feet of existing commercial. This development focuses retail activity near the Metro Station.

The third goal listed above is to be achieved through dense residential development within a half mile of the Metro Station. The Sector Plan notes that "[E]xpanding the Largo Town Center residential base will be critical in transforming the TOD core area into a vibrant, walkable community. Residents provide activity outside normal working hours and patronize retail, entertainment, and service establishments." Page 66. The Sector Plan further notes that "Parcels within a quarter mile of the Metro station and well buffered from the Capital Beltway are best suited for residential development." Page 66. The final goal, improving security, can also be achieved with new residential development which places more "eyes on the street". The proposed development helps to implement the goal of providing dense residential development within a quarter mile of the metro station.

It should be noted that the Sector Plan supports an amendment to the Zoning Ordinance to not require ground floor retail to achieve the desired residential densities which are encouraged, and discourages retail uses outside the Core. However, the Zoning Ordinance still requires a commercial component to achieve the residential density proposed in this application. The applicant submits that the modest amount of

commercial space proposed is appropriate. Map 18 on Page 65 shows areas where ground floor retail is encouraged outside the Core. While the Subject Property's frontage on Harry S. Truman Drive is not one of those areas, it is noted that the frontage of Lottsford Road at the corner of Harry S. Truman Drive is. Notwithstanding, the Ascend Largo project now constructed at the corner does not include commercial at this location. Proving a small amount of commercial space in the proposed project allows the project to generate the residential density required to achieve several other Sector Plan goals, such as satisfying the minimum height requirements addressed below.

The Sector Plan includes recommended building heights. A map depicting the building heights for all parcels within the Sector Plan area appears on page 23 of the text document as initially adopted by the District Council. However, due to certain discrepancies between the adopted maps and text of the Sector Plan, the District Council approved a minor amendment of the Sector Plan to clarify the minimum and maximum heights. The minor amendments were implemented pursuant to the adoption of CR-46, 2016. Included therewith was revised Map 31.2 showing the minimum and maximum heights in the TOD Core/Southwest Quadrant. As depicted below, the minimum height for the Subject Property was confirmed as six stories. As noted above, the proposed development conforms to the minimum six story height requirement.

Map 31.2: TOD Core Building Heights



Note: Block 1 contains most of the Boulevard at Capital Centre Shopping Center. A portion of the Boulevard property will be included in Block 2, the site for the planned Regional Medical Center.

Pursuant to the provisions of Section 27-548.19 of the Zoning Ordinance, in the DDOZ any new development is subject to the approval of a detailed site plan by the Planning Board pursuant to the provisions of Part 3, Division 9 of the Zoning Ordinance. Pursuant to Section 27-548.23(a)) of the Zoning Ordinance, Development District Standards are authorized to be imposed as part of a DDOZ. The purpose of Development District Standards in each DDOZ is to allow flexibility in the development review process. It is intended that the Development District Standards will "foster high quality development through

application of design guidelines and standards which promote the purposes" of the Sector Plan. Pursuant to this enabling legislation, the Largo Town Center Sector Plan, as adopted and approved by the District Council, included Development District Standards which govern all development in the DDOZ.

DEVELOPMENT DISTRICT STANDARDS

The Development District Standards for the Sector Plan appear on pages 133 through 174, inclusive, of the text document. A matrix addressing Development District Standards is marked as Exhibit "A" and attached hereto. For the most part, the Development District Standards are met and satisfied. However, in a couple of instances there are standards which the applicant is either unable to meet or desires to propose an alternate standard such that an amendment to the standard is required.

Modifications from the Development District Standards are permitted pursuant to Section 27-548.25 of the Zoning Ordinance. Specifically, Section 27-548.25(c) provides as follows:

> **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

In essence, the Planning Board, and if applicable the District Council, may allow modifications to the Development District

Standards upon finding that the alternate standard being proposed by the applicant will benefit the individual development being proposed and will not substantially impair the Sector Plan recommendations. The applicant submits that the amendments to the Development District Standards requested in this case meet the requirements of Section27-548.24(c) as cited above. Each modification is numbered separately and discussed individually below.

Amendments To Development District Standards

1. Street Design Criteria (P. 43)

The Sector Plan specifies street design criteria. As described above, the two roadways the Subject Property fronts on, Harry S Truman Drive and Largo Drive West, operate as one-way streets. The Sector Plan requires that on all streets meet certain specifications for lane width, bike lanes and parallel parking.

The Sector Plan recommends that both Harry S. Truman Drive and Largo Drive West be converted from one-way roads to two-way roads (see Page 72-73). In fact, the Sector Plan states as follows:

> As can be seen in the street sections below, North Harry S Truman is transformed from a four-lane, one-way street into a four-lane, two-way street with bike lanes and parking (see Figures 8-12 on pages 145-148). The sector plan also recommends that Largo Drive West should also be converted from a four-lane, one-way street to a two-way, four-lane street. Together, these changes will eliminate the

> one-way street pair that currently discourages pedestrians and bicyclists from traveling along them.

The existing cross section of both roadways does not include bike lanes or parallel parking. As noted above, a CIP project has now been designed to implement this recommendation. The project may be implemented concurrent with the development of this project or may occur afterwards. Notwithstanding, to the extent that the existing cross section varies from the Street Design Criteria, an amendment is requested. Of course, any modifications to the existing street cross section are subject to the approval of the Department of Permitting, Inspections and Enforcement ("DPIE"). The Applicant will be required to make any interim improvements to that roadway required by DPIE.

It is noted that the street cross sections include provisions for tree zones, pedestrian zones and semi-private zones. The Applicant is proposing to implement these recommendations as set forth in the Sector Plan, unless the proposed improvements in the right-of-way are altered by DPIE.

2. Architectural Design Criteria/Building Materials and Elements (Page 162)

Buildings within the Largo Town Center are required to comply with the listed architectural design criteria for building materials and elements. One such criteria relates to exterior walls. This requirement states:

Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass, and/or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth floor level and above where residential is the primary use.

While these standards do not appear to be mandatory, an amendment is requested, as described below, in the event it is determined that proposed architecture does not conform. For the proposed building, the materials utilized on this project and visible from the public realm are brick, cementitious siding, cementitious panel, and glazing. The variety of materials adds to the architectural interest of the building. All of the materials used are permitted materials. However, for a six-story building, cementitious siding is utilized below level 3, whereas the standard quoted above says that cementitious siding "may" be used at the fourth floor. A more detailed description of the design intent is appropriate to frame the request for an amendment.

Parcel O is a triangular shaped site that lies between Harry S. Truman Drive and Largo Drive West. The site presents substantial topographical challenges, providing an opportunity for a contemporary urban gateway design. Largo Station is designed to meet the pedestrian at the public realm with a scale and materiality that is inviting and urban in nature, while maintaining the massing and form requirements of the Sector Plan and the contextual integrity of the neighboring properties. The

building design expresses a sophistication and level of aesthetic quality using high-quality materials to promote a luxury multifamily community and to promote a high level of design for the Largo Town Center and the TOD Core.

The Harry S. Truman Facade is 6 stories and designed with a palette of brick, and neutral-colored cementitious panels and siding. The design is grounded by a heavy brick base with storefronts at level 1 for the leasing and commercial/retail spaces and large windows at the residential areas to express a consistent rhythm and scale of glazing. A strong horizontal band is atop the base to provide a transition to a lighter cementitious and brick upper. The upper portion of the building is designed to have a contemporary mix of cementitious siding, cementitious panel, and brick. The massing is broken up with the use of recessed balconies to scale down the massing of the façade. As the building addresses the main corner of the site where Harry S. Truman Drive and Largo Drive converge, the base is elevated higher to provide some interest and hierarchy at the gateway corner. At the convergence, the building opens to a grand stair that will allow residents a direct connection to the Transit station across Harry S. Truman and allow sun into the amenity courtyard.

The Largo Drive West Façade is 5 and 6 stories in height, and the design is grounded by a heavy brick base and large

windows at the level 1 residential to express a consistent rhythm that relates to the Harry S. Truman Façade. A strong horizontal band is atop the base to provide a transition to a lighter cementitious and brick upper. The upper portion of the building is designed to have a contemporary mix of cementitious siding, cementitious panel, and brick, and the window and material rhythms which are complementary to the Harry S. Truman façade along Largo Drive West. Cementitious panels are introduced above the base, whereas the standard allows cementitious siding or panels at the fourth-floor level. The variations in building materials, variations in building heights, building recesses and balconies and the unique shape of the Subject Property all result in a building with tremendous visual interest. Allowing for the introduction of cementitious siding at the third, rather than the fourth level, is a minor amendment which does not in any way impair the integrity of the Sector Plan.

Except for the two minor amendments outlined above, the proposed development conforms to the Development District Standards. The applicant submits that these alternate standards being proposed by the applicant will benefit the individual development being proposed and will not substantially impair the Sector Plan recommendations either due to the minor nature of the modification or the inability to implement the standard.

ZONING ORDINANCE SITE PLAN CRITERIA

Pursuant to Section 27-548.19 of the Zoning Ordinance, a detailed site plan must be approved by the Planning Board for all property in a DDOZ. The Detailed Site Plan is required to satisfy not just the Development District Standards but also the Zoning Ordinance criteria relating to the approval of detailed site plans. In addition, the Detailed Site Plan is being filed in conformance with the provisions applicable to Expedited Transit Oriented Development ("ETOD"). Each of these requirements is addressed below.

REQUIREMENTS FOR EXPEDITED TRANSIT ORIENTED DEVELOPMENT

The requirements for ETOD projects are set forth in Section 27-290.01 et. seq., as set forth below.

Sec. 27-290.01. - Requirements for Expedited Transit-Oriented Development Projects.

> **(a) Expedited Transit-Oriented Development Projects shall be eligible for expedited review as set forth in this Section, except that applications eligible under Section 27-107.01(a)(242.2)(D) shall be subject to Section 27-290.02 and shall not be subject to Section 27-290.01(a)(1) through (7) or (b), but may serve as development guidelines.**

RESPONSE: The proposal is pursuant to the definition found in Section 27-107.01(a)(242.2)(B): "(B)for a constructed Washington Metropolitan Area Transit Authority ("WMATA") Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located

within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform." The Subject Property is located entirely within one-half mile of the Largo Metro Station and therefore, the application is subject to Section 27-290.01.

> **(1) Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.**

RESPONSE: The Applicant is seeking expedited review pursuant to this section and is subject to the requirements of the Largo Town Center Sector Plan and the Development District Overlay Zone established thereby.

> **(A) An application filed pursuant to this Section shall incorporate elements of a Conceptual Site Plan, as needed, to comply with specific conditions applicable to the subject property.**

RESPONSE: All elements needed to comply with the specific conditions of the Subject Property are included with the Detailed Site Plan. The current application constitutes a new application under the Expedited Transit Oriented Development ("ETOD").

> **(B) An application filed pursuant to this Section may amend an existing Conceptual Site Plan applicable to the subject property.**

RESPONSE: The application is for a Detailed Site Plan and does not amend an existing Conceptual Site Plan.

(C) An application filed pursuant to this Section may amend an existing Detailed Site Plan for the subject property.

RESPONSE: While the property was subject to a prior Detailed Site Plan, that plan expired on December 31, 2021. This application is therefore a new proposal and does not amend an existing Detailed Site Plan.

(2) Expedited Transit-Oriented Development Projects on property located within a Comprehensive Design Zone shall be eligible for expedited review in the consideration of:

(A) A combined Comprehensive Design and Specific Design Plan application pursuant to Section 27-531; or

(B) A Specific Design Plan application, where there is an existing Comprehensive Design Plan applicable to the subject property.

(i) An application filed pursuant to this subparagraph may amend an existing Comprehensive Design Plan for the subject property.

(ii) An application filed pursuant to this subparagraph may amend an existing Specific Design Plan for the subject property.

RESPONSE: The Subject Property is not in a Comprehensive Design Zone.

(4) An application for a Detailed Site Plan, combined Comprehensive Design and Specific Design Plan, or Specific Design Plan, including an amendment to an existing plan, filed pursuant to this Section, shall be defined in this Section and prominently designated as an "Expedited Transit-Oriented Development Site Plan Application."

RESPONSE: The words "**Expedited Transit-Oriented Development Site Plan Application**" are on all application forms and the Detailed Site Plan Sheets.

(5) Expedited Transit-Oriented Development Projects for which a preliminary plan of subdivision is required may file a preliminary plan application concurrently with an Expedited Transit-Oriented Development Site Plan Application in accordance with Part 3, Division 9 of this Subtitle.

RESPONSE: Preliminary Plan 4-21060 has been filed and will be processed and approved prior to the approval of this application.

(6) Review of Expedited Transit-Oriented Development Projects by the Department of Permitting, Inspections, and Enforcement, as prescribed by Subtitle 32 of this Code, shall be expedited. Notwithstanding any other requirement in this Code, an Expedited Transit-Oriented Development Site Plan Application may be filed with the Planning Board thirty (30) days after the stormwater management concept plan for the project is filed with the Department of Permitting, Inspections, and Enforcement. The Planning Board may not approve an Expedited Transit-Oriented Development Site Plan Application without an approved stormwater management concept plan for the project in accordance with Subtitle 32 of this Code.

RESPONSE: This applies to the County. However, a stormwater management plan has been submitted is being submitted for concurrent review and will be approved prior to Planning Board action.

(7) All County agencies with responsibility for permit review for an Expedited Transit-Oriented Development Project shall make such review the highest priority in their staffs' permitting work responsibilities and shall comport with the expedited development review and permitting provisions of this Section. Permits may be staged to enable specific phases of Expedited Transit-Oriented Development Projects to proceed while concurrent review for future phases is ongoing.

RESPONSE: This applies to the County.

(8) All proposed Expedited Transit-Oriented Development Site Plan Applications shall comply with the informational mailing prescriptions set forth in Division 1, Part 3 of this Code and shall be expressly designated in the mailing as an

Expedited Transit-Oriented Development Project. In addition, at the time an Expedited Transit-Oriented Development Site Plan Application is filed, the applicant shall provide written substantiation of outreach efforts to garner public input, to include any civic association registered with the Planning Board for the area where the project is located and any municipality within a one-mile radius of the Expedited Transit-Oriented Development Project.

RESPONSE: This was expressly described in the Informational Mailing and will be in all future Applicant mailings.

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

RESPONSE: The proposed multifamily mixed-use building is located directly across Harry S. Truman Drive from the Largo Metro Station, and therefore is within easy walking distance. The proposed development will provide high density development at the transit station to increase transit ridership.

(B) Reducing auto dependency and roadway congestion by:

(i) locating multiple destinations and trip purposes within walking distance of one another;

RESPONSE: The proposed development is within walking distance of the new regional medical center and proposed retail. Its

proximity to the Metro station will also ensure that multiple trip purposes can be accomplished without utilizing an automobile, thereby reducing auto dependency and roadway congestion.

(ii) creating a high quality, active streetscape to encourage walking and transit use;

RESPONSE: The streetscape along Harry S. Truman Drive and Largo Drive West will improved to implement the streetscape standards recommended in the Development District Standards. The DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban pedestrian oriented space.

(iii) minimizing on-site and surface parking; and

RESPONSE: The Largo Sector Plan establishes a parking maximum. The proposed development conforms to the requirements of the development district.

(iv) providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

RESPONSE: Bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

RESPONSE: The building is proposed in conformance with the build-to line standards set forth in the Sector Plan.

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The Subject Property conforms to the block sizes and street grids set forth in the Development District Standards of

the Sector Plan. The building design and location close to the street will create a pedestrian scale block consistent with vision of the Sector Plan.

(E) Creating pedestrian-friendly public spaces; and

RESPONSE: The building has been designed with a landscaped grand stair entrance into the amenity courtyard. This area, located at the corner of Harry S. Truman Drive and Largo Drive West, creates a pedestrian friendly space and enhances the existing streetscape. The existing stormwater management facility will also be enhanced, to the extent allowed by DPIE, with landscaping and seating to allow it to serve as a pedestrian amenity.

(F) Considering the design standards of Section 27A-209.

RESPONSE: The design standards set forth in Section 27A are being deleted from the Zoning Ordinance in accordance with the provisions of CB-77-2021, effective on April 1, 2022. However, the standards are evaluated herein nonetheless. The section of Subtitle 27A, Urban Centers and Corridor Nodes Development and Zoning Code, includes design standards which are discussed below.

(2) provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

RESPONSE: The proposed building includes both residential and commercial uses. The proposed commercial component is small given the proximity to the new retail commercial development proposed adjacent to the regional hospital. However, the growing

population of the Southwest quadrant as well as the proximity of the Metro Station will support a small commercial space and enhance the streetscape.

(3) not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

RESPONSE: None of these uses is proposed within the building.

(4) comply with the use restrictions of Section 27A-802(c), and

RESPONSE: The section of Subtitle 27A, states:

> **Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

RESPONSE: Public utilities serving the Property will be underground. Junction boxes are to be located in necessary areas and are shown on the detailed site plan. They are typical of urban areas and are harmonious with the character of the Urban Center. Landscaping ensures they are attractive. There are no public utilities being proposed on this site. All the public utilities already exist in the public right of way and private connections such as water and sewer house connections, electric, and cable will be brought to the site from the abutting streets.

(5) be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a

Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

RESPONSE: The applicant has been careful to design the building to meet the Development District Standards found in the Largo Town Center Sector Plan. These Development District Standards have been discussed fully earlier in this Statement of Justification.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

RESPONSE: Noted, However, the proposal does not include these uses.

Sec. 27A-209. - General Design Principles of Urban Centers and Corridor Nodes.

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

RESPONSE: As noted, the building is as close to the street as possible, forming the space of the street and allowing for an active streetscape. As designed, the building conforms to the design standards in the Sector Plan.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

RESPONSE: The proposed building defines the street edge and works with the curves in the right of way to contribute, along with the sidewalks, to the street-space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

RESPONSE: The abutting streets are constructed to County standard and function as one-way roads. The current design and function of these roads do not conform to the long term vision of the Sector Plan to provide two way streets with on street parking and bike lanes. The applicant has requested an amendment to these standards to the extent that the existing cross section of the abutting rights-of-way do not conform to the development district standards. Any modification to the existing cross section will need to be initiated by the County, since the roadways which serve this area were constructed many years ago. The applicant does propose to implement the streetscape standards set forth in the Sector Plan unless modified by DPIE.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

RESPONSE: The Subject Property was previously graded and a stormwater management pond constructed under prior development proposals for abutting land. The impact on the natural environment will be evaluated under current standards with the

processing of the preliminary plan of subdivision and this DSP. The development of the Subject Property will be in accordance with a new Site Development Concept Plan and will utilize best practices for environmental site design. In addition, the Applicant intends to seek LEED Certification for the building.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

RESPONSE: While the site was previously graded and the existing stormwater management pond installed under prior development proposals, the site will be reevaluated under current regulations in conjunction with the preliminary plan of subdivision to ensure that any regulated environmental features, if any are preserved, protected and restored to a natural state to the fullest extent possible. Further, development of the Subject Property will comply with the requirements of Subtitle 32 of the Prince George's County Code.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

RESPONSE: The proposed multifamily mixed-use building is designed with an active street front through the pedestrian/streetscape improvements and landscape area proposed along the facades of the building facing the public realm, the provision of ground floor retail and the provision of a rooftop space which overlooks the entire Largo Town Center and Metro station.

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

RESPONSE: The building is proposed close to the street. The remaining parcel lines are well defined by existing abutting development. No confusion between public and private land is expected.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

RESPONSE: The proposed building fronts on Harry S. Truman Drive and Largo Drive West. Views are directed toward these streets and the and the larger Largo Town Center area. Minimal setbacks are proposed to allow for an active streetscape, creating the urban setting envisioned by the Sector Plan.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

RESPONSE: Garbage and recycling storage and mechanical equipment are proposed in the interior to the building away from the streetscape.

DETAILED SITE PLAN REQUIREMENTS

The specific criteria for a detailed site plan are set forth in Section 27-281 of the Zoning Ordinance.

Section 27-281 – General Purposes of Detailed Site Plans

Section 27-281(b)(1) of the Zoning Ordinance sets forth the General Purposes of a detailed site plan. These are:

> ***(A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan.***

The applicant's proposed use is in conformance with the Sector Plan and SMA. The Property is located in the Southwest Quadrant and is zoned M-U-I with a DDOZ. The proposed mixed use building being proposed is permitted in the M-U-I Zone if this Detailed Site Plan is approved. As has been demonstrated hereinabove, the Development District Standards applicable in the DDOZ are for the most part met and satisfied by the applicant's proposal. While certain modifications from the Development District Standards have been requested, the applicant submits those modifications are minor in nature and are necessitated by the unique nature of the site or to enhance the proposed development proposal. Further, any modification being requested will not impair the overall purpose and function of the Sector Plan or the Development District Standards.

Plan Prince George's 2036 encourages quality economic development and asks that development make efficient use of existing and proposed infrastructure and that development enhance the quality and character of communities and neighborhoods. The General Plan also directs such development to the designated Centers, with Largo Town Center being one of the designated Centers. The proposed mixed-use building is being constructed directly across from the Metro Station. It will encourage ridership and provide quality housing to support new development in the Center, in particular the new regional hospital. Its location in close proximity to major thoroughfares, including I-495, will make efficient use of Prince George's County's existing infrastructure.

(B) To help fulfill the purposes of the zone in which the land is located;

As noted above, the Property is zoned M-U-I. Once again, if this Detailed Site Plan is approved, the proposed mixed use building is a permitted use in the M-U-I Zone. The Purposes of the M-U-I Zone are set forth in Section 27-546.15 of the Zoning Ordinance. The General Purpose of the M-U-I Zone is set forth in Section 27-546.15(a). In pertinent part, that section provides as follows:

Section 27-546.15 – Purposes of M-U-I Zone

The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a

municipality or the Prince George's County Redevelopment Authority, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality or the Prince George's County Redevelopment Authority, which requests the zone.

Development of the proposed mixed use building on the Subject Property satisfies this General Purpose. As has been described hereinabove, the Subject Property is located within a block which is partially developed and is located across Harry S. Truman Drive from the Metro Station and within walking distance of the new regional hospital. Much of the land surrounding the Subject Property is either developed or approved for development consistent with that proposed in this Detailed Site Plan. Therefore, constructing the proposed mixed use building will provide infill development in an area which is already substantially developed.

The specific purposes of the M-U-I Zone are as follows:

(1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed.

As noted above, constructing a mixed-use building on the Subject Property will in fact constitute an infill development in an area where most property is already developed.

(2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;

The review procedures in the M-U-I Zone as augmented by the Development District Standards in the DDOZ establish development guidelines. The applicant's proposed use predominantly satisfies the Development District Standards for the Subject Property which is in the Established Communities.

(3) To encourage innovation in the planning and design of infill development.

As has been described above, the Subject Property is irregularly shaped and the property fronts on roadways on three sides. The property also drops topographically between Harry S. Truman Drive. These unique features require innovation in the planning and design of the building. The resulting proposal is unique and incorporates features which do not exist in Largo Town Center, such as 7th floor mezzanines and observation areas. The flexibility provided by the M-U-I Zone and the DDOZ create the opportunity to provide such a unique development.

(4) To allow flexibility in the process of reviewing infill development;

The DDOZ requires the processing of a detailed site plan to obtain approval to construct the proposed use. The Sector Plan prescribes Development District Standards for the DDOZ. While those standards are restrictive, they are also definitive. Flexibility is built into the process by allowing for

modifications of the standards where necessary and appropriate. This allows flexibility in the review process.

(5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;

The development of the Subject Property constitutes infill development since it is the only undeveloped land in a block surrounded by existing infrastructure. Being located across from the Metro Station and within easy walking distance from the new regional hospital center will ensure that the residents are close to essential services such as retail, transportation and employment. The proposed development will be a significant addition to the growth of the Largo Town Center.

(6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and

The Inglewood Business Park and Largo Park both include numerous office uses, including the new County Administration Building and the existing County permits center. The new development will expand residential opportunities close to these employment opportunities as well as proposed new retail at the site of the former Boulevard at the Capital Center site, which is now proposed to be renamed Carillion and include 353,500 square feet of new retail development in addition to retaining 130,000 square feet of existing commercial. The proposed development will create an inviting, landscaped open area leading to the

building's courtyard and enhance the existing stormwater management pond to allow it to function as a visual amenity as envisioned by the Sector Plan.

(7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.

This purpose is inapplicable as the Subject Property is not owned by a governmental entity.

(C) To provide for development in accordance with the site design guidelines established in this Division; and

This project will be developed in accord with established site guidelines for the M-U-I Zone. It will also satisfy in large measure all of the Development District Standards specified in the DDOZ. Some minor modifications have been requested from the Development District Standards. However, those modifications do not impair the integrity of the Sector Plan or the overall purpose of the Development District Standards.

(D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

The approval procedures are clearly spelled out in both the Zoning Ordinance and the Sector Plan. The Development District Standards provide guidance for how the site is to be designed. The review procedures regarding the approval of detailed site plans are clearly set forth in the Zoning Ordinance.

Detailed site plans are approved by the Prince George's County Planning Board pursuant to Section 27-285(a) of the Zoning Ordinance.

Section 27-285 – Specific Purposes of Detailed Site Plans

Section 27-285(b) of the Zoning Ordinance provides specific criteria which must be met and satisfied in order for a detailed site plan to be approved. The Zoning Ordinance, in Section 27-285(b), sets forth the specific requirements applicable to the approval of a detailed site plan. A point-by-point analysis of how this application complies with the criteria contained in Section 27-285(b) follows:

Section 27-285(b):

Required findings.

(1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.

As can be seen from a review of the site plan package filed with this application, the multifamily residential building with ground floor commercial retail and/or office satisfies the site design requirements for the M-U-I Zone and most of the Development District Standards of the DDOZ. The building architecture is attractively designed and construction materials are of the highest quality. Ample parking and landscaping are

provided within a structured parking garage which is screened from view of the public realm by liner buildings and the number of parking spaces proposed conforms to the Sector Plan requirements. Ample amenities are provided on site for the future residents.

(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

This provision is inapplicable.

(3) The Planning Board may approved a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

This provision is inapplicable.

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Any impacts to regulated environmental features will be addressed as part of the preliminary plan of subdivision which is filed concurrent with this Detailed Site Plan. A Site Development Concept Plan has also been filed. As the property was previously graded and infrastructure installed in conjunction with previous development proposals, there ere are no sensitive environmental features which are proposed to be disturbed. All

applicable environmental regulations will be addressed as part of the development of this project.

CONCLUSION

In view of all of the above, the applicant submits that the proposed Largo Station development satisfies virtually all of the Development District Standards as set forth in the DDOZ. In those few instances where conformance with the Standards cannot be satisfied, a minor modification is being requested. The modifications being requested do not impair the purpose and intent of the Development District Standards or the Largo Town Center Sector Plan and, in fact, enhance the proposed development. Finally, the development being proposed satisfies all of the approval criteria for detailed site plans as set forth in Sections 27-281 and 27-285 of the Zoning Ordinance. In view of all of the above, the applicant submits that this Detailed Site Plan should be approved as requested.

Respectfully submitted,



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EXHIBIT "A"

Urban Design Criteria Block Lengths (Page 133) and Build-to Line (Page 135)	
The Largo Town Center is envisioned as a compact, pedestrian-oriented, mixed-use place where residential units, offices, shops, restaurants, entertainment, hotels, institutions, and civic buildings are integrated. The urban design criteria describe how buildings and the street interface, including the placement of buildings and structures, building heights, and bulk standards. **Block Lengths** **Smaller blocks help create a walkable, engaging environment for pedestrians and provide better access for cyclists, drivers, and emergency vehicles through a connected street grid. Blocks should also be sized to allow for successful, functional development and building configurations that accommodate parking mid-block.** **For the Largo Town Center, block length is measured from BTL to BTL or to the edge of a defined public open space. (See Map 30: Illustrative TOD Core Concept Plan on page 134 and Urban Design Criteria–BTL on page 133.)**	
1. Alleys or service areas are included within blocks and do not divide one block from another.	Not applicable. No alleys are proposed and service areas are included within the block.
2. Common access easements (CAE) and pedestrian passages equal to or greater than 50 feet in width that divide the block and connect from one street or public open space to another are excluded from block measurements. (See Street Types on page 144 and Open Space Types on page 153 for additional criteria regarding CAEs and Pedestrian Passages.)	Noted. The stormwater management pond on the Subject Property is identified as an Open Space on Map 30 and is excluded from the block measurements.
3. No block length shall be greater than 450 feet without a CAE or pedestrian passage providing through access to another street, CAE, or public open space. In the east area, the block perimeter (the sum of a block's length) should not exceed 1,350 feet.	Complies. The maximum block length proposed is 404 feet.
4. The front BTL governs the placement of buildings along streets or open spaces and shall be measured from the existing street curb or open space edge. (See Figure 8. Plan View of Build-to Line Placements on page 136.)	Complies. Building is within 25 feet of curb with allowed recesses up to 24 feet for 91% of the frontage, excluding the Open Space identified on Map 30.

5. In the event this BTL falls within an existing or proposed right-of-way (ROW) and/or public use easement (PUE), a new BTL for the subject property shall be established within one foot of the outermost boundary of whichever public use zone (ROW or PUE) is furthest from the centerline of the street. For the purposes of this standard, parking areas and drive aisles are not considered to be part of the ROW.	Complies. BTL is set at 25 feet from curb and 1 foot behind the PUE.
6. Expansions to existing buildings should be designed to emphasize the street either by redefining the street edge along the BTL (e.g., placing the expansion along the street front of the existing building to the extent feasible) or providing landscaped open spaces such as plazas, café seating areas, and other appropriate amenities that will reinforce the street as a major element of the public realm. If any such spaces or amenities are proposed, the applicant may shift the BTL back to a distance not to exceed 24 feet to accommodate the design and placement, and such landscaped spaces shall conform with the requirements of the Landscape Manual.	Not applicable. The proposed development is new construction and not an expansion to an existing building.
7. The area between the curb and building contains a Tree Zone (an area for street trees and plantings), a Pedestrian Zone (a clear route for unobstructed pedestrian circulation), and a Semi-Private Zone.	Complies. The area between the building and curb contains an 8-foot Tree Zone to preserve some existing trees, an 8-foot Pedestrian Zone, and the balance of space as a Semi-Private Zone.
8. The Semi-Private Zone is an area between the pedestrian circulation route and the building façade where landscape plantings, café tables, storefront displays, and similar may be placed, making the transition between the public and private realms.	Noted. The Semi-Private Zone, most of which is encumbered by a PUE, has plantings, hardscape, and a café seating area.
9. BTLs shall be located within 15 feet back from the Pedestrian Zone, and the full width from face of curb to building front should not exceed 25 feet. (See the Street Design Criteria on page 152 for additional information.)	Complies. The BTL is within 15 feet of the Pedestrian Zone and is within 25 feet of the curb for 91% of the applicable frontage, with the exceptions of the allowed 24-foot recesses for up to 25%.

Urban Design Criteria Frontage (Page 137) and Other Setbacks (Page 139

Maintaining street walls is important for the creation of vibrant streetscapes with good urban form. Frontage defines the way a building engages the public realm. Frontage refers to any building elevation or element, yard area, fence, and similar that faces a street or open space. A corner building located at the intersection of two streets has two front elevations. The frontage criteria address both the percent of building frontage (what percent of the block is occupied by building at the BTL) and the frontage type (what use occupies the ground-level floor along the BTL).

The TOD Concept Plan depicts the frontage types. (See Map 7: Illustrative TOC Core Concept Plan on page 24.) Storefront frontage is shown along a portion of North Harry S Truman Drive Extended and near the Metro station. Storefront indicates where retail shops and restaurants are required on the ground floor, minimally to a depth of 30 feet back from the frontage elevation. Development within the TOD core with street frontage along Lottsford Road, Arena Drive, or Harry S Truman Drive must face the street and include nonresidential development on the ground floor of the development on the site. Development on property directly abutting the Capital Beltway right-of-way must face Harry S. Truman Drive (extended) and include non-residential development on the ground floor of the development on the site. Office, institutional, hotel, and residential lobbies may be placed within the store frontage on the ground floor but should not dominate the façade. Upper stories may contain any use permitted in the applicable zoning category.

Development within the TOD Core with frontage abutting open space contiguous to the Largo Metro Station must face the metro station site and include non-residential development on the ground floor of the development on the site. Development within the TOD core with frontage abutting open space contiguous with the Regional Medical Center must be oriented with building frontage to face the hospital facility site and include nonresidential development on the ground floor of the development on the site.

The remaining portions of the plan area are designated as general frontage. General frontage does not require a specific use on the ground floor or upper floors; any use permitted in the applicable zoning category may be included.

Civic buildings are exempt from all setback criteria. However, regardless of use, no new building shall be closer than 30 feet to any existing single-family detached or attached residential unit.

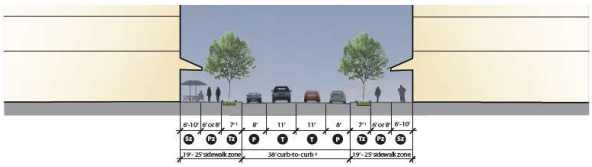
The percent of building frontage required along the BTL varies by quadrant/plan area following the criteria below.

TOD Core **Additionally, the permitted building heights on the proposed new Regional Medical Center shall be between 5 and 14 stories with ancillary uses on the site, such as utility or service structures, allowed a minimum of 2 stories. Building heights in the remaining TOD core north of Largo Drive West are allowed to range from 6 to 10 stories. Pursuant to a site plan application for development within the TOD core filed, accepted, and permitted prior to December 31, 2016, for property with street frontage along Lottsford Road, Arena Drive, or Harry S Truman Drive or property directly abutting the Capital Beltway right-of-way, an applicant may request a one-story departure (reduction) from the applicable minimum height requirements set forth in the development district standards (see Map 31: Building Heights on page 142) applicable to the development proposal.**	
1. The percent of building frontage shall be 90–100 percent of block length or individual lot length at the BTL.	Complies. The percent of building frontage is 91%. An exhibit filed with the DSP shows how building frontage was calculated.
2. Building recesses, up to 24 feet back from the BTL are permitted for no more than 25 percent of the required building frontage.	Complies. Building recesses of 24 feet are proposed and the building recess length is 23%.
3. Corner towers or bays may project up to 10 feet forward of the BTL, and other building elements may project up to 4 feet forward of the BTL within the Semi-Private Zone for no more than 25 percent of the required building frontage.	Not applicable.
4. New development shall be prohibited in the environmental regulated area adjacent to the Capital Beltway.	Not applicable. The Subject Property is not located within the environmental regulated area adjacent to the Capital Beltway.
While BTLs determine building front setbacks, other parking, side, and rear setbacks apply as follows, varying by subarea from core to edge. **TOD Core**	1. Complies. The proposed side setback is 5 feet minimum to allow the building to be constructed without off site easements and with desired fenestration per building code.

1. **Buildings will generally fill out the block and be built to the block perimeter. Side building setbacks are not required by the standards within the TOD core.** 2. **Buildings shall be set back a minimum of 10 feet from the rear property line.**	2. The Subject Property is a through lot with no rear yard.
Urban Design Criteria/Building Heights (Page 141)	
For new development, building heights are governed by the Building Heights Plan Diagram. (See Map 31: Building Heights on page 142.)Building height is measured in stories, with an ultimate limit in feet measured relative to the main entrance grade elevation. Attic stories do not count against the maximum story limit, however, mezzanines (greater than one-third of the associated story's floor area), penthouses, and lofts do count against the maximum story limit. (See Map 31: Building Heights on page 142.) Story height is measured between one floor level and the next floor level above or, if there is no floor above, the ceiling or roof above.	
TOD Core ***Buildings shall be at least 6 stories in height, but no greater than 14 stories or 215 feet in height, except pavilions (open-air or enclosed) up to 8,000 square feet or civic buildings that shall be a minimum of 2 stories or 30 feet in height.***	Complies. The proposed building is six stories in height. While there are variations in building height from 5 to 7 stories, greater than one third of the building floor area is 6 stories.
1. For commercial uses, the ground level should have an interior clear height (floor to ceiling) of at least 14 feet contiguous to the BTL frontage, for a minimum depth of 20 feet. The maximum ground-level story height for commercial uses is 22 feet.	Complies. The ground floor commercial component has an interior clear height of 14 feet for a minimum depth of 20 feet.
2. For residential uses, the ground level should have an interior clear height (floor to ceiling) of at least 9 feet. The maximum ground-level story height for residential uses is 22 feet.	Complies. The interior clear height of the ground level residential uses is 9 feet.

3. For all upper stories, the maximum story height should be 18 feet.	Complies. The story height for the upper stories is 9 feet.
Street Design Criteria (Page 43) **Streets not only provide circulation but also are the community's primary and most frequently used open space, which should be designed accordingly to serve this purpose with comfortable, shaded sidewalks and plaza areas. Connecting and extending existing streets appropriately is an important component of creating a functioning street grid as discussed in the Recommendations Section. (See Chapter 4. Recommendations for Future Development on page 63.) As existing streets are reconfigured and new streets are built, it is critical that they be designed and constructed as complete streets in order to balance the needs of all users, including pedestrians and cyclists and motorists. Complete streets, or shared-use streets, are designed to provide for transit, pedestrian, cyclist, and private motor vehicle use and may also incorporate innovative stormwater management methods, such as rainwater planters, to address run-off from paved surfaces. (See Figure 11. Complete Streets Diagram below.)**	
The rights-of-way in the Largo Town Center sector plan area contain travel lanes, dedicated bike lanes, parking, tree zones, and pedestrian zones. The Semi-Private Zone, which abuts the right-of-way, may provide space for café tables, temporary store displays, dooryards, stoops, and porches. New streets and reconstructed streets shall be built in conformance with the following street design criteria as shown in Table 15 below (see Figures 12-16): **Parallel parking is required on all streets with retail frontage. (See Urban Design Criteria—Frontage on page 137 and Map 7: Illustrative TOD Core Concept Plan Diagram on page 24.) Further, parallel parking is encouraged on all area streets, except as noted in Neighborhood Street C (see Figure 16: Neighborhood Street C on page 148) or where unfeasible due to particular site constraints. Parallel parking along the block face shall not count toward the parking maximums for the adjacent development but may be counted towards the parking minimums (if counted, spaces shall be applied to one adjacent development project only). (See Parking Design Criteria on page 165.)**	The Subject Property fronts on Harry S. Truman Drive and Largo Drive West. Harry S. Truman Drive is one way from west to east and contains three through lanes and a left turn lane in front of the Subject Property. The turn lane allows traffic to turn onto Largo Drive West, which operates as a one-way road from east to west. In front of the Subject Property are three through lanes and a merge lane (from Harry S. Truman Drive) that turns into a left turn lane at Lottsford Road. The existing roadway does not contain bike lanes or on street parking and is under the jurisdiction of the Department of Permitting, Inspections and Enforcement ("DPIE"). Any roadway improvements will be subject to the jurisdiction and approval of DPIE. To the extent that the existing and future roadway sections do not conform to the street design criteria, an amendment is requested. **AMENDMENT REQUIRED**

4. Parallel parking paving shall be either consistent in material with the travel lane paving or differentiated through a change in material (preferred). Additionally, an edge band denoting the border between the travel lane and parallel parking spaces is encouraged and may be differentiated by color and/or material. Porous pavement or permeable paver systems are encouraged within parallel parking spaces.	Parallel parking is not provided along either Harry S. Truman Drive or Largo Drive West. An amendment is requested. **AMENDMENT REQUIRED**
5. The Tree Zone shall include a 2-foot-wide paved step-off zone adjacent to parallel parking. The Tree Zone may increase to 10 feet wide to accommodate particular site constraints or larger rainwater planters. (See Street Design Criteria—Tree Zone on page 150 for more information on rainwater planters.)	Because parallel parking is not provided along either street due to the current one-way conditions, no paved stop-off zone is proposed. The tree zone is 8 feet to accommodate several existing trees to remain. An amendment is requested. **AMENDMENT REQUIRED**
6. The concept plan locates the street types, Neighborhood Streets A, B, and C within the TOD core. (See Map 7: Illustrative TOD Core Concept Plan on page 24.) Other street types may be created to address unique conditions in the remaining portions of the plan area, and the street types in the TOD core may be adjusted but shall be based on the criteria in the standards. The street types and locations shall be shown in Detailed Site Plan Documents.	Harry S. Truman Drive is classified as a Neighborhood Street A and Largo Drive West is classified as a Neighborhood Street B. The street types and locations are shown on the Preliminary Plan with proposed cross-sections accommodating the existing curb locations. The dimensions and layout are also shown on the Detailed Site Plan.
7. All street components shall comply with the Prince George's County Specifications and Standards for Roadways and Bridges and/or the latest addition of the American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities.	To the extent that DPIE will not allow the streets to be constructed to these standards, an amendment is requested. **AMENDMENT REQUIRED**

Street Design Criteria | *Complete Streets*  Figure 14: Street Type— Neighborhood Street A, 2-Way T Travel Lane B Dedicated Bike Lane P Parking (Parallel) TZ Tree Zone[1] PZ Pedestrian Zone SZ Semiprivate Zone  Figure 15: Street Type— Neighborhood Street B, 2-Way T Travel Lane P Parking (Parallel) TZ Tree Zone[1] PZ Pedestrian Zone SZ Semiprivate Zone [1]Tree Zone shall be a minimum 7' wide, may increase to 10' to accommodate site conditions. [2] Additional turn lane(s) may be added at intersections if required by traffic studies.	As noted, Harry S. Truman is designated as Neighborhood Street Type A and Largo Drive West is designated as Neighborhood Street Type B. However, the sections depicted in the Sector Plan are for 2-way streets. Both streets currently operate as 1-way streets and therefore the cross sections are not applicable. Both rights of way are 80' in width with 52' of pavement. The distance from the curb to the property line is 14', which includes a 4' sidewalk and 10' lawn panel. For Street Type A, the sidewalk zone is 21' in width consisting of the following: 7' Tree Zone required, 8' proposed. 8' Pedestrian Zone, 8' proposed. 6' Semiprivate Zone, 9' proposed. For Street Type B, the sidewalk zone is 25' wide consisting of the following: 7' Tree Zone, 8' proposed. 6'-8' Pedestrian Zone, 8' proposed 6'-10' Semiprivate Zone, 9' provided
Crosswalks ***1. All new street intersections shall have crosswalks to existing sidewalks or new sidewalks except in situations where there is no traffic control device.*** ***2. Crosswalks throughout the TOD core may be of a different material, texture, or color from the travel lanes, but the material chosen should be consistent throughout the TOD core.***	1. Not applicable. No new street intersections are proposed. 2. Not Applicable.

Curbs ***1. Bulb-outs shorten the pedestrian crossing distance curb to curb and are preferred at all intersections except where there are extenuating design considerations (such as accommodating the turning radius for transit, emergency, or large delivery vehicles).*** ***2. Neighborhood streets (see Figures 14-16) should have 15- to 20-foot curb radii.*** ***3. Curb radii at the entrance of alleys and/or parking garages should typically be 10 feet unless a need for larger radii is demonstrated in a turning movement/wheel base analysis.*** ***4. Curb radii for arterial intersections shall be determined by the Department of Public Works &Transportation. The curb radii for expressway intersections shall be determined by the State Highway Administration (SHA).***	1. Because of the existing one-way circulation patterns and inability to provide parallel parking until the Sector-Planned two-way circulation system is implemented, no bulb-outs are proposed. The site has one existing crosswalk leading to a sidewalk to the west; this crosswalk ramp will be improved to current standards. 2. No new neighborhood streets or intersections are proposed. 3. All driveway and garage access aprons will be built with curb flares rather than radii and sidewalks will be flush across. 4. No new arterial intersections are proposed.
Tree Zone ***1. Street trees are required along all new and reconfigured streets in the Largo Town Center DDOZ.*** ***2. Generally, street trees should be planted 25 to 35 feet on center and should be no more than 40 feet on center. Variation in tree spacing may be appropriate depending on the location and adjacent uses, underground utilities, and above-ground structures.*** ***The placement of street trees shall be coordinated with the placement of street lights and signs.*** ***3. Street tree planting pits or strips shall be a minimum of 4 feet in width and a minimum of 28 square feet in overall size. Planting pits are appropriate in mixed use areas and high-volume pedestrian areas. Planting***	1. Street trees will be retained and additional street trees will be planted. 2. Street tree plantings are approximately 40 feet on center to maintain existing rhythm of trees and streetlight spacing. Minor variations are necessary for driveway entrances, utilities, and drainage structures. 3. Street tree planting strips are 8 feet in width and continuous providing more than 28 square feet per tree.

strips are appropriate only in residential areas and areas with low-volume pedestrian activity.	
4. Planting pits may have grates, permeable pavers, or may be planted. (See Figure 17: Tree Pit Diagram on page 149.) Rainwater planters are encouraged throughout the plan area. (See Figure 19: Rainwater Planter Diagram on page 151.) Generally, street planter and pit materials and details throughout TOD core should be uniform to promote a consistent character and identity within the transit center neighborhood.	4. No planting pits are proposed.
5. The Tree Zone (see Figure 11 on page 143) accommodates permanent features such as street trees, rainwater planters, light poles, signage, benches, and bike racks. This zone may also incorporate nonpermanent elements, including restaurant menu signs, waste and recycling receptacles, potted plants, and additional seating.	5. The tree zone accommodates street trees, light poles, and traffic signage.
6. Refer to the Landscape Manual for approved tree species. Trees and other plantings within state controlled and maintained rights-of-way shall meet SHA standards.	6. Tree species meet Landscape Manual and DPIE standards.
Pedestrian Zone	1. The Pedestrian Zone is an 8-foot sidewalk free of street furniture, signs, or other obstructions.
1. The Pedestrian Zone (see Figure 11 on page 143) is reserved for pedestrian circulation and shall remain clear of all street furniture, signs, and similar obstructions.	
2. Street sidewalks shall be constructed of concrete or brick pavers, stone, exposed aggregate concrete, or brushed concrete. Porous pavement and permeable paver systems are encouraged where appropriate; however, porous asphalt is not allowed for sidewalks.	2. Street sidewalks are constructed of concrete with a 4'x4' scoring pattern.

Street Furnishings	
1. Street furnishings, including transit shelters, bike racks, benches, bollards, tree grates, trash/recycling receptacles, and similar shall be consistent in material, style, and color throughout the TOD core and are encouraged to be consistent throughout the four quadrants of the DDOZ west of Landover Road.	1. No street furnishings are proposed within the right-of-way.
2. East of Landover Road, the street furnishing should coordinate with those existing or planned in the surrounding area.	2. Not applicable.
3. All street furnishings shall be metal (aluminum, steel, or cast iron).	3. Not applicable.
4. Benches, tables, chairs, planters, and similar belonging to commercial tenants or placed within open spaces should vary in appearance from the standard street furnishings; however, if these furnishings are placed within or abutting a street or open space, they should be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material.	4. Benches, tables, chairs, planters, and other furnishings within the Semi-Private realm will be composed of metal, wood, stone, or other durable materials.
5. Waste and recycling receptacles shall be coupled together conveniently located along streets. Waste and recycling receptacles shall be metal or a combination of wood and metal, and for sanitation purposes, receptacles shall have a rain guard over the main opening in order to conceal the main recycling or trash container.	5. Not applicable.

Streetscape Lighting ***A combination of pedestrian-scaled street light fixtures and intersection street lights fixtures will be required to ensure a well-lit street area and to establish a unifying element along the street.***	
1. Pedestrian-scaled fixtures no higher than 14 feet should be used on all streets. Intersection and/or travel lane focused lighting may be higher.	1. Existing streetlights, which focus on the travel lanes, will be retained matching those along the adjacent and confronting developments to maintain consistency.
2. Street light locations shall be coordinated with underlying utility locations and street plantings and should be placed to ensure even distribution of lighting levels.	2. Streetlight locations and street plantings are set at consistent dimension, with minor variations for driveways, utilities, and drainage structures, to ensure even light distribution.
3. Light poles may include armatures that allow for the hanging of banners and other amenities (i.e., hanging flower baskets).	3. Not applicable.
4. LED fixtures are recommended with a targeted wattage between 70 to 100 watts on pedestrian scaled poles. Higher wattage fixtures may be used on taller pole locations where required.	4. Existing fixtures will be retained.
5. All street lights shall use full cut-off optics to direct their light downward to minimize or eliminate glare and light pollution.	5. Existing fixtures with optics directed downward will be retained.

Alleys/Loading ***Alleys (service lanes) provide vehicular access; however, unlike streets, alleys occur within blocks, are more utilitarian in character, and are not considered part of the public realm.***	
1. Views into alleys should be limited or screened from streets, public plazas, squares, greens, or pedestrian passages.	1. Not applicable. No alleys are proposed.
2. Alleys serving single-family detached or attached residential areas shall be no wider than 30 feet measured building to building at the alley-street intersection.	2. Not applicable. No alleys are proposed.
3. At alley curb entryways, the street sidewalk material(s) shall be carried across the access lane where possible.	3. Not applicable. No alleys are proposed.
4. Service for small businesses and retail establishments (under 6,000 square feet) is permitted at the front door provided such service is not during primary business hours and does not adversely disrupt traffic movement.	4. The retail component is less than 2,000 square feet. Service is anticipated at the front door and will not be during primary business hours.
5. Off-street loading areas that make it necessary for vehicles to back out directly into a street are discouraged.	5. Loading is accessed from Largo Drive West at the southwest corner of the building. Trucks will back into the loading space and pull out from the space facing the street.

Open Space Design Criteria/Open Space Types (Page 153)

Open spaces are critical in helping define a neighborhood's sense of place. Open spaces can be as small as an outdoor living room or large enough to hold a communitywide event. For a rich urban environment, a variety of open spaces are needed.

General **1. Public open spaces, including plazas, squares, and greens, should constitute no less than eight percent of the net lot area of each subarea (as shown in Map 29: Sector Plan Subareas on page 128) No open space may be counted that has a width or breadth dimension less than 25 feet.** **2. Open spaces should be evenly distributed throughout the Largo Town Center area.** **3. New open spaces should be designed with sustainable features (i.e., rainwater planters, bioswales, and porous pavement).** **4. Public/private partnerships should be formed in order to ensure appropriate funding and maintenance is provided for the public spaces envisioned within the Largo Town Center sector plan area including the Greenway trail, the Largo Town Center Lake Park, the one-acre "main square" civic facility abutting the Largo Metro Station, and the iconic focal points that herald arrival and a sense of place at the Largo Town Center TOD core: (1) Harry S Truman Drive/Lottsford Drive, and (2) 'the Green' at the north entrance of the TOD core at Arena Drive.**	1. The existing stormwater management facility is designated as an open space area within the Sector Plan. The Applicant proposes to provide additional landscaping and seating so the pond will serve as a visual amenity to the development consistent with the vision of the Sector Plan. 2. Noted. 3. The existing open space feature (stormwater management pond) will be preserved. 4. The stormwater management pond will be maintained aesthetically by the proposed development and functionally by Prince George's County.

Open Space Types **1. Plazas are public open spaces typically located at important street intersections and defined by building façades. Plazas should contain primarily pavement and may contain site furnishings, public art, fountains, and trees, all formally arranged.**	1. Not applicable. Not plazas or public open spaces are proposed.
2. Squares, like plazas, are typically located at important street intersections and are defined by building façades. Squares consist of more planted landscape areas than paved hardscape areas. Squares may contain site furnishings, public art, fountains, and trees in a formal arrangement.	2. Not applicable.
3. Greens are typically smaller and quieter with less intense activities than squares and contain more planted landscape areas than paved hardscape areas (less than 50 percent hardscape). Greens may be defined with a combination of landscaping and buildings.	3. The building is designed at the intersection of Harry S. Truman Drive to provide the appearance of a public square with lush landscaping.
4. Passages are linear open spaces that typically make a pedestrian connection along a tree-lined walk from one street to another or to an open space. Passages may be either formal or informal in their design, reflecting the character of the surrounding architecture. Passages shall be minimally 25 feet wide.	4. Not Applicable.
Hardscape ***1. Hardscape areas within open spaces are encouraged to differ from and contrast with the typical street sidewalk paving.***	1. A grand stair, and associated pedestrian ramp, is deigned at the intersection of Harry S. Truman Drive and Largo Drive West. This feature will include brick columns and site walls, matching the building, to define the main pedestrian circulation path. The paving at the bottom o the stairs will be primarily concrete with a paver inlay design.

2. Hardscape in open spaces should be concrete or brick pavers, stone, exposed aggregate concrete, brushed concrete, or other innovative paver type. Asphalt is not allowed in squares and plazas.	2. Hardscape in the area mentioned above will be comprised of brushed concrete and concrete or brick pavers.
Landscape ***1. Landscaping, screening, and buffering in Largo Town Center shall conform to the Landscape Manual requirements for landscape plan submission process, recommended tree and plant selections, quantities, and similar.*** ***2. Rainwater gardens and other forms of bioretention should be encouraged in open spaces, where appropriate, in a manner that is consistent with an urban environment.***	1. Landscaping, screening and buffering of the property conforms to the Landscape Manual requirements, where applicable. Evergreen screening has been provided along the northeast property line to visually screen the adjacent use and associated parking/loading dock area. Buffers are not required per the Sector Plan, but one is already provided on the adjacent property. Tree and plant selections were made from the recommendations mentioned in the Landscape Manual. 2. Bioretention planters are proposed within open spaces and along the foundation of the buildings to maintain an appropriate urbane feel, while providing opportunities for greenery. Bioretention plantings were selected from the County's Bioretention Manual.
Architectural Design Criteria (Page 156)	
The architecture design criteria applies only to exterior, front elevations and building elements clearly visible from the public realm. The purpose of the criteria is to create a consistent, high-quality built environment that respects the surrounding context and supports the vision for a vibrant and unique urban center. Buildings should be designed in a healthy manner, use natural resources effectively, and be adaptable over time to serve future uses. The leadership in energy and environmental design (LEED) green building rating system is a nationally accepted benchmark for the design, construction, and operation of high-quality performance green buildings and should be a rating system encouraged at the Largo Town Center. ***The criteria guides the design and character of all building types, except civic structures, which are excluded. The criteria include requirements that specify acceptable***	

building materials, configurations of materials, and techniques for construction.	
Building Form ***Multiple architectural features, such as massing, horizontal elements, recesses and projections, corner elements, and fenestration, articulate and define buildings and streetscapes. Massing is the combined height and width of a building, including changes in plane such as projections, recesses, tower, and corner elements. Horizontal elements are horizontal band lines on a building elevation used to demarcate the boundaries between the base, middle, and top; a change in plane; or a change in materials (i.e., cornice lines, belt or water table courses, and band or skirt boards). Recesses and projections are any horizontal change in plane affecting a building's elevation. Corner elements are pronounced building elements either recessed or projected and taller or shorter located at significant intersections, gateways, or open spaces. Fenestration defines the relationship between continuous wall surface (solid) and windows and doors (void).***	
Massing ***1. Buildings should predominantly define the perimeter of the block and be generally continuous along the BTL or front setback. (See the Urban Design Criteria on page 133 for location-specific frontage requirements.)*** ***2. Buildings should transition from more continuous in the TOD core near the transit station to more porous moving out to the edges, particularly the east area.*** ***3. Buildings should take into account their relationship to existing or planned adjacent buildings. Upper story setbacks, changes in***	1. Complies - The building is predominantly adjacent to the BTL to create the continuous perimeter. 2. Complies - The building reaches out and toward the transit station and directs views to the TOD core. 3. Complies - The building transitions at level 7 and provides changes in roof plane, material and color.

materials or color, or changes in the roof plane may be used to transition appropriately. ***4. Elevations over 120 feet in length at the BTL shall be visually broken into smaller sections through material and plane changes, variations in window groupings, and/or the addition of bays.***	4. Complies - The building is broken down into smaller segments with the use of materials, balcony recesses, and window patterning.
Horizontal Elements ***1. Buildings shall be composed of a base, middle, and top. Cornices and belt/water table courses shall be used to delineate different building elevation zones.*** ***2. Horizontal band lines shall be used on an elevation where there is a change in primary materials or colors.*** ***3. Transitions between primary elevation materials shall occur along horizontal lines.***	1. Complies - The building has a base and a top separated by a cornice line above the heaver materials at the base at level 2. A traditional 2/3 proportion is used (2 story base and 3 story upper). On Harry S Truman, a glass railing is used to provide a horizontal element between level 6 and 7. 2. Complies 3. Complies - The primary materials do transition along strong horizontal lines.
Recesses and Projections ***1. Recesses and projections may be used to reinforce a building's verticality. However, for large gestures, they should be used sparingly for emphasis.*** ***2. Recesses and projections should be reflected in variations in the roofline.*** ***3. Recesses and projections may be used to provide shading and cooling opportunities as well as location for balconies.*** ***4. Changes in materials should occur only at changes in plane. A horizontal band line shall be used where there is a change in primary building materials or colors on an elevation.***	1. Complies - Recesses / balconies have been utilized to break up what could be a long block feeling. 2. Complies - Recesses and terraces have been utilized to provide a varying roof line along Harry S. Truman. 3. Complies - There are recesses for balconies and a canopy at the retail and leasing. 4. Changes in material occur between the base and body of the building in a horizontal manner. In addition, there are vertical recesses utilized to transition materials in some conditions to break up the façade, such as balconies and mezzanines.

Corner Elements (General) ***1. Tower or other corner elements shall be used to terminate an important view or as a focal element.*** ***2. Corner elements may be either recessed or projected and either taller or shorter than the surrounding building elevations.*** ***3. Corner elements shall be vertical in proportion with a minimum three-to-one ratio of height to width.***	Corner Elements 1. Towers are not utilized.
Corner Elements (General) ***1. Tower or other corner elements shall be used to terminate an important view or as a focal element.*** ***2. Corner elements may be either recessed or projected and either taller or shorter than the surrounding building elevations.*** ***3. Corner elements shall be vertical in proportion with a minimum three-to-one ratio of height to width.*** ***4. Corner elements may be used as a transition between varying building heights or between nonperpendicular building face.***	There are no towers or corner elements
Fenestration ***1. The relationship between solid building wall and openings (fenestration) is critical; the ratios should vary according to use and shall be calculated per elevation and floor-to-floor:*** ***Percentage of openings (windows and doors):*** ***Ground Floor Retail: 60-95*** ***Ground Floor Other*** ***Commercial/Institutional: 40-90*** ***Ground Floor Residential: 15-40***	1. Complies - Solid vs. opening information Ground Floor Retail: 60% Ground Floor Residential: 40% Upper Floor Residential: 50% 1. Complies - The window placement provides a strong order and the sizing and types of windows provide a hierarchy between the pedestrian levels and upper levels.

Upper Floor Commercial/ Institutional: 40-90 ***Upper Floor Residential: 15-60*** ***2. The placement and groupings of windows and doors should be used to provide hierarchy and order to building elevations.*** ***3. Openings should occur in rhythm with the architectural bays.*** ***4. The shape and proportion of the openings should be in keeping with the architectural style of the building.***	2. Complies - The openings are ordered in bays and within a rhythm. 3. Complies - The building has a contemporary style with traditional proportions. The opening sizes consider these proportions as appropriate. 4. The building has a contemporary style with traditional proportions. The opening sizes consider these proportions as appropriate.
Multifamily Development in the TOD Core ***Within the TOD Core, in any multifamily development project consisting of fifty (50) or more dwelling units, the percentage of workforce housing units shall not exceed ten percent (10%) of the total number of units proposed for the entire project and said workforce units must be disbursed throughout the project and be externally indistinguishable from the market rate units within the project. For purposes of this section, "workforce housing' means residential dwelling units set aside for sale or rent to households earning an annual total income of 80 percent to 120 percent of the median annual household income for the Washington Statistical Metropolitan Area. Multifamily development within the TOD core should be designed to create a diverse residential community with a variety of unit types at different price points.***	Not applicable. The proposed units will be market rate.
Architectural Design Criteria/ Storefronts (Page 160) **Transparency in and out of storefronts is required for retail to prosper, for a vibrant street life, and to maintain eyes on the street. Storefront design shall balance the needs of the tenant's individual expression with the overall aesthetic quality and sense**	

of place.	
1. Storefronts should be metal, stone, cast stone, glass, pre-cast, durable smooth exterior grade hardwoods, and/or other high-quality commercial materials. Softwoods, exterior insulation and finishing systems (EIFS), and pressure-treated lumber are not permitted.	1. Complies - The storefronts are metal within an adjacent brick façade.
2. Doors should be compatible with, and complementary to, the overall storefront design.	2. Complies - The doors will be a part of the overall storefront system and be complimentary.
3. Doors should have a high percentage of glass to increase visibility into the store's interior and out to the street. Clear glass and maximum visibility are encouraged.	3. Complies - The doors will have full glass lites.
4. The primary entrance shall be clearly marked and sheltered a minimum of 30 inches via a recessed entryway, overhang, awning, or canopy. Secondary or side entrances may be unsheltered.	4. Complies - There is a recess at the leasing to cover the entry doors and a canopy is over the retail entries to meet the min. 30" coverage. The entries are also designated by the appropriate signage.
5. Restaurants are encouraged to have additional doors to connect with their outdoor seating areas.	5.There isn't a restaurant within the project.
6. Opaque, smoked, or reflective glass may be used for accent/spandrel elements only. Tinted glass, opaque glass, plexiglass, and adhesive window film are not permitted (certain signage elements are excluded. (See the Signage Design Criteria on page 152.)	6.The project does not have any of the elements noted.
7. Removable windows are encouraged to enhance interaction between the interior and the exterior street experience.	7.There are no removable windows, but the windows for the residential are operable.
8. Glazing shall be a minimum of 8 inches but no higher than 30 inches above the sidewalk grade.	8.Complies - Retail and storefront glazing is within the 8" – 30" range and steps to meet this requirement as the grade changes along Harry S. Truman and Largo Drive.

9. Window glazing should be flush with the window frame or slightly recessed up to eight inches.	9.Complies.
10. High light quality, low-emissivity (Low-E) rated glass is recommended to minimize discoloring of merchandise and moderate heat transfer for energy conservation.	10.Complies - Low-E glazing will be used on the project.
Architectural Design Criteria/Building Materials and Elements (Page 162) **All new construction within Largo Town Center shall comply with the following materials and elements criteria except storefronts. For storefront criteria, refer to the above section.**	
Exterior Walls ***1. Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass, and/or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth floor level and above where residential is the primary use. For buildings of three to five stories, masonry or stone shall be the predominant building material. For buildings of one to two stories, cementitious siding or panels in a smooth or stucco finish may be the predominant building material where residential is the primary use; for other uses, metal panels may be the predominant building material. Where cementitious siding or panels meet foundation walls, a minimum 10 inch nominal trim board is required on all elevations.***	1. The Materials utilized on this project and visible from the public realm are Brick, Cementitious Siding, Cementitious Panel, and Glazing. The use of Cementitious siding is utilized below level 3 along Largo. **AMENDMENT REQUIRED**
2. Exterior walls, as they turn the corner from a street or public open space frontage condition to an exterior service area or courtyard condition, should be consistent in material and detail with the frontage façade to a minimum depth equal to the width of the service accessway or courtyard opening (measured building to building).	2. Complies - This requirement is met as the building utilizes the same materials as the building frontages.

3. Vinyl and aluminum siding products are not permitted as a primary exterior wall material.	3. Complies - There is no aluminum siding.
4. The use of EIFS on an exterior wall above 22 feet (measured vertically from grade) may be allowed subject to the approval of the Planning Board. However, the use of EIFS on an exterior wall within 22 feet of grade is not permitted. When used, the color(s) of the EIFS should be complimentary, but not identical, to adjacent materials.	4. Complies - There is no EIFS.
5. Building walls between the foundation and the eave should be no more than three primary materials (e.g., pre-cast on the ground floor, brick on the second through fourth floors, and cementitious panels on the fifth floor). Consistent forms and details establish a unified design theme	5. Complies - There is brick, cementitious panel and cementitious siding.
6. Lighter appearing material (lighter in color, texture, and/or weight) should be used on top of the heavier appearing materials.	6. Complies - The base is a heavier brick, and the upper levels are predominantly a lighter cementitious material. The use of brick is used above the lower levels to express the massing, important elements, or corner elements.
7. Arcades, piers, columns, and pilasters should be stone, cast stone, pre-cast, brick, or composite material.	7. Complies - All columns and pilasters are Brick
8. Trim should be metal, cementitious fiber board, fiberglass composite, polymer composite, or solid cellular PVC. Wood for exterior trim is not encouraged. The use of aluminum trim on an exterior wall within 12 feet of grade is not permitted.	8 .Complies – All trim will be cementitious.
Doors and Entries	1. Complies
1. Primary building entries should be distinct and enhance the building façade. Residential lobby entries may be secondary but shall be identifiable from the street.	
2. On single-family residential units, exterior steps	2. N/A

to the front door should not exceed eight risers. However, additional risers up to a total of 12, may be included if separated by a landing. **3. All exterior, individual residential unit entry doors shall have glass, recessed panels, or both.** **4. Roll down doors should be painted and/or designed to blend with the building façade.**	3. N/A 4. Complies – This only occurs at the loading area and will blend with the façade.
Windows **1. Windows should be wood, aluminum-clad wood, or aluminum.** **2. Windows should be single-, double-, or triplehung, fixed, or casement.** **3. Windows on residential units shall be operable.**	1. Amendment – Residential windows will be vinyl. No amendment required as standard is not mandatory 2. Comply - Windows will be Double Hung. 3. Comply
Shutters **1. In the quadrants west of Landover Road, shutters may be wood or solid cellular PVC composite. In the east area, shutters may also be vinyl.** **2. Shutters should be, or appear to be, operable and should be of the required size both horizontally and vertically to cover the opening if closed.**	Not applicable

Roofs	
1. Roofs should preferably be flat (except on singlefamily residential units) or symmetrically pitched between a 6:12 and 14:12 slope and only in the configuration of gables and hips.	1. Complies – Roofs are Flat
2. Flat roofs should be a white or light membrane material, should have light-colored pavers or aggregate, and/or may be vegetated.	2. Complies – White Roofs
3. The rooftop installation of solar thermal or photovoltaic energy systems is encouraged wherever practical.	3. N/A
4. Roofs (with the exception of mid-block end lot townhouses) should overhang a gable end a minimum of 12 inches measured from the face of fascia board to the face of the building wall.	4. N/A – Roofs are Flat
Porches, Stoops, and Bays	
1. Porches, stoops, and bays are encouraged. These elements may occur forward of the BTL but may not extend into the right-of-way. Porches shall be a minimum depth of eight feet. Stoops shall be a minimum depth of four feet . Bays shall be a minimum depth of three feet.	1. Complies – Balconies are provided
2. Porches, stoops, and/or bays should match the architectural style and detailing of the primary building.	2. Complies
3. Bays on elevations fronting the public realm shall extend to the ground, extend to the retail cornice, or be structurally supported by brackets.	3. Complies

Service and Loading Areas ***1. Service and loading areas shall be located in the interior of blocks or enclosed within the building and shall be screened from public realm view by walls, fencing, and/ or landscaping; or minimized along a street edge and screened by an overhead door.*** ***2. Trash enclosures and other ancillary service structures shall be located away from streets and public open spaces and screened from view using walls and/or landscaping. Enclosure walls shall be brick, architectural concrete block, or steel.***	1. Complies. The service and loading areas are provided interior to the building in the southwest corner of the building along Largo Drive West and will be screened by an overhead door. 2. The trash area is located adjacent to the loading area and interior to the building and will be screened from view by an overhead door.
Utility and Mechanical Equipment ***1. All new permanent utility lines shall be installed underground where feasible.*** ***2. Above-ground utility equipment shall be located away from the public realm to the greatest extent possible. Additionally, transformers shall be located away from major pedestrian routes and outdoor seating areas. If equipment is located within 15 feet of the front façade of a building, screening measures shall be used to ensure that the equipment is visually minimized.*** ***3. Commercial antenna and communication towers may be permitted subject to applicable zoning and other regulations.*** ***4. Electrical and mechanical equipment, other equipment, enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian oriented should be located in alleys or service and loading areas; mechanical equipment may also be located on rooftops.*** ***5. Rooftop mechanical equipment shall be screened from the public realm view (from***	1. All new utility lines will be installed underground where feasible. 2. The building transformer is screened from the adjacent sidewalk by a grouping of evergreen plant material. 3. Complies 4. Complies

street and public open space view) using sloped roofs, parapets, and/or screens.	5. Complies. All rooftop mechanical equipment will be screened from the public realm view.
Site Walls ***Site walls (including screening, retaining, and accent walls) should use materials, patterns, and colors consistent with the adjacent building(s) and if visible from the public realm (from streets or public open spaces) shall be brick, pre-cast, cast stone, or vegetated screen wall.***	The retaining wall associated with the grand stair and pedestrian ramp at the intersection of Harry S. Truman Drive and Largo Drive West will be made of the same brick as the building. The cap will either be brick, pre-cast concrete or cast stone.
Railing, Fencing, and Gates ***1. Railings, fences, and gates shall be metal. Metal materials shall be prefinished in a powder-coated color coordinated with adjacent materials, or painted a low-luster, dark neutral color. Any field welding shall be ground smooth and cleaned before painting. On single-family residential lots, in side and rear yards only, fences may also be vinyl up to six feet in height.*** ***2. Terminal posts (corners, openings, and ends) shall be wider and taller than other posts or panels.*** ***3. Railing picket spacing shall be no more than four inches on center and must comply with life-safety code requirements.*** ***4. Chain link fencing (except where required by law or for temporary security), barbed wire, and paneled materials are not permitted.***	1. Pool fencing, pool gates and site handrails will meet these requirements. 2. Pool fencing, pool gates and site handrails will meet these requirements. 3. Pool fencing, pool gates and site handrails will meet these requirements. 4. None of these fence types will be utilized on this project.
Parking Design Criteria (Page 165) **The purpose of the parking design criteria is to promote a "park once" environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment; reduce uncoordinated, inefficient single-purposed parking; and maximize on-street parking. Streetscapes should be vibrant and active, not dominated by parking lots or garages.**	

Surface Parking Lots and Structured Parking Garages	
1. All surface parking lots or structured parking garages shall be accommodated mid-block or below grade and screened from the public realm. Structured parking should be located internal to blocks or below grade.	Complies. The parking garage is located internal to the block and is screened from the public realm by liner buildings.
2. Surface parking lots are not permitted in the TOD core with the exception of dedicated surface parking for a hospital or medical office building. Surface parking between the front of a building and the street or open space right-of-way is prohibited within the Largo Town Center DDOZ.	Not applicable. No surface parking proposed.
3. A parking garage setback line of 40 feet is established from the BTL to accommodate the required public utility/access easement and "liner" ground-floor retail or office uses.	Complies – The parking garage is set back 45'-6" along Largo Drive
4. In instances where surface parking lots front a street or public plaza, square, or green, the parking shall be set back a minimum of 40 feet from the BTL. Landscaping, screening, and buffering of surface parking lots shall conform to the Landscape Manual requirements.	Not applicable.
5. Building façades along streets should have structured parking wrapped with retail, office, or residential uses.	The building facades wrap the parking garage to screen it from the streets.
6. Buildings in which structured parking is the sole use are strongly discouraged throughout the plan area and are not permitted in the southwest quadrant (TOD core). If necessary, parking structures may be exposed on upper floors but shall have ground-floor usable space fronting a street or public plaza, square, or green. Parking garage entrance does not dominate the building street façade and is embellished with landscape treatment	Not applicable

7. Structured parking garage entrances shall not dominate the building street façade and should be a minimal opening in the building at the sidewalk level.	Complies. The entrance to the parking garage does not dominate the street façade and is a minimal opening in the building at the sidewalk building.
8. Reserved parking for hybrid, electric, and/or carpool vehicles; charging stations; solar panel shading structures; and similar environmentally friendly parking design features are encouraged within the Largo Town Center DDOZ.	Complies. Locations for EV spaces to be determined but will be provided.
9. Bicycle parking should be provided in structured parking garages and surface parking lots based on a site-by-site needs basis. Appropriate location, number of racks, and level of access for each facility depends on the anticipated use of the site or building. Conformance to LEED or similar federal, state, and county bicycle parking criteria is strongly encouraged.	Complies - Bicycle parking will be provided in a secured location within the service and loading area of the garage.
10. Pedestrian access to and from mid-block parking shall be continuously lit (to eliminate dark areas) and provide direct connection(s) to the primary street or open space where possible.	Complies. Adequate lighting is provided.
Parking Dimensional Requirements	
1. Drive aisles shall be designed and located so that adequate visibility is ensured for pedestrians, bicyclists, and motorists when entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility.	Complies.
2. The minimum size for standard (non-compact), nonparallel off-street parking spaces shall be 9 feet by 18 feet. The minimum size for standard (non-compact), parallel on-street parking spaces shall be 8 feet by 22 feet.	Complies. The parking spaces in the parking garage are 9 feet by 18 feet.

3. Up to one-third of the required number of parking spaces may be compact car spaces. All compact car spaces shall be marked as such. The minimum size for compact, non-parallel off-street parking spaces shall be 8 feet by 16.5 feet. The minimum size for compact, parallel on-street parking spaces shall be 8 feet by 19 feet.	Complies. No compact spaces are proposed.
Surface Parking Lot Landscape Requirements ***1. Surface parking lot landscaping shall comply with the standards found in the Landscape Manual.*** ***2. Durable, pervious surfaces should be used for surface parking lots when feasible. Gravel and similar loose materials prone to dust and erosion are prohibited.***	Not applicable.
Parking Space Requirements by Use ***1. In order to encourage alternative transportation choices and leverage the existing transit infrastructure, maximum rather than minimum parking space requirements apply to the Largo Town Center sector plan area. The maximum parking space requirements vary based on proximity to transit. For the TOD core area, which includes the Metro station, parking is reduced.*** ***2. The following maximum parking space requirements shall apply for each use unless an alternative strategy is approved by the Planning Board. For uses not specifically listed, the requirement of the most similar use shall apply.***	Complies. For multifamily residential in the TOD Core Area, 1.25 spaces/dwelling unit are required for units up to two bedrooms and 1.5 spaces/dwelling unit are required for units exceeding two bedrooms. For restaurants, 10 spaces are required per 1,000 square feet. The proposed building contains 269 dwelling units (15 studio, 157 one bedroom and 97 two bedroom units) and 1,990 square feet of commercial. The maximum permitted at 1.25 dwelling units per unit and 10 spaces per 1,000 square feet is 357 spaces. A total of 320 spaces is provided.
Signage Design Criteria (Page 169) **The signage design criteria are intended to ensure that signs are an integral part of an overall vision aimed at achieving an aesthetically pleasing and high-quality urban environment. Signage should establish a coordinated and Signage Design Criteria**	

harmonic streetscape and be expressive of the intended dynamic character of the sector plan area. Creative signage design using artistic imagery, lighting, color, texture, graphics, and materials is strongly encouraged.	
General Provisions	
1. Any sign required by county, state, or federal regulations shall be governed by those regulations as well as by the signage design criteria. Where conflicts exist, the county, state, or federal regulations shall prevail.	1. Complies
2. Except as provided for under Free-Standing and Monumental Signs, all new signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade.	2. Complies – See signage exhibit
3. Signage submitted for multitenant buildings should be coordinated and present a unified approach.	3. Complies
4. Building signs shall be constructed of durable, high quality materials such as metal, wood, and/or glass. Signs should be simply designed to contain only essential information and serve to identify the name, business type, company logo, and street address of the establishment. Tag lines, bylines, merchandise, telephone numbers, web addresses, or other Monument Sign in East Area Pedestrian Directional Sign Conforming information which is not part of the business name is prohibited.	4. Complies – See signage exhibit
5. The total sign area allowed per building shall be computed on the basis of two square feet of sign area for each one linear foot of building frontage. Where a building has multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. Buildings with less than 60 linear	5. Complies – See signage exhibit

feet of building frontage may be allowed up to 120 square feet of sign area.	
6. Repetitious signage information on the same building frontage should be avoided regardless of the sign area square footage allowed.	6. Complies
7. Signs shall be properly repaired and maintained such that they are always in clean, working condition.	7. Complies
Wayfinding Signs	
TOD Core (Largo Town Center) Identification Signs	
1. Largo Town Center TOD core identification signs should be at the primary entry points (or gateways) to the TOD core area. (See Map 30: Illustrative TOD Core Concept Plan on page 134.) These signs should not identify individual businesses but rather help brand the TOD Core area—and, by extension, the Largo Town Center DDOZ—as a special urban place. A Business Improvement District (BID) or similar district management entity should be formed to facilitate the creation and installation of the area identification signs.	Not applicable. The Subject Property is not a primary entry point or gateway to the TOD core area.
2. The identification signs should be designed in a coordinated manner.	Not applicable.
3. The identification signs should not exceed 32 square feet per side.	Not applicable.
Wayfinding Signs	
1. Wayfinding signs should be consistent and uniform in design material(s) and configuration (uniform style of text and graphics) throughout the Largo Town Center DDOZ.	1. Complies
2. Vehicular and pedestrian wayfinding signs should direct visitors to parking, civic uses,	2. Complies – See elevations and signage exhibit.

shops, hotels, restaurants, and cultural attractions. The information on each sign should provide directions and/or public service information such as transit routes and schedules, community events, and similar information.	
3. Public parking directional signs within the Largo Town Center DDOZ may be of a uniquely coordinated design to help identify and brand the area.	3. N/A
4. Vehicular wayfinding signs (other than standard traffic control signage) should not exceed 18 square feet per side.	4. Complies
5. Parking directional signs should not exceed six square feet per side.	5. Complies
6. Any vehicular/parking directional sign projecting over the public streetscape shall be mounted no less than 8 feet above the sidewalk and no less than 18 feet above any road, driveway, or alley.	6. N/A
Pedestrian Wayfinding Signs	
1. Pedestrian wayfinding signs should be pedestrian in scale and height and designed to have a consistent appearance throughout the Largo Town Center.	1. Complies
2. Pedestrian directional/directory signs shall not exceed 18 square feet per side.	2. Complies
Pole-Mounted Banners	Not applicable.
Pole-mounted banners enliven streetscapes, add color, and can help promote a sense of community.	
1. Pole-mounted banners shall not exceed 16 square feet.	

2. Pole-mounted banners shall be mounted with no less than 10 feet of clearance above the sidewalk and no less than 18 feet of clearance above any road, driveway, or alley. ***3. Pole-mounted banners may be placed on private land or in the public right-of-way subject to county approval.***	
Building-Mounted Signs ***Building-mounted signs comprise flat wall, projecting (including blade and under-canopy signs), awning, marquee, and storefront window signage. Building mounted signs count toward the total allowed sign area of the building.*** ***Flat Wall Signs*** ***1. Flat wall signs should be centered on horizontal surfaces, such as a storefront opening, and placed within a clear signage area.*** ***2. On tall signature buildings, building-mounted signs may be placed between the top of the highest floor's windows and the top of the roof parapet.*** ***3. Sign locations should respect the design of a building, including the arrangement of bays and openings, and shall not obscure windows, grillwork, piers, pilasters, or ornamental features.*** **Projecting Signs** **1. Blade signs shall be hung perpendicular to the face of a building above or at the entrance to a storefront.** **2. Under-canopy signs are generally smaller than blade signs and are oriented to pedestrians**	Complies – See Signage Exhibit Flat Wall Signs 1. Complies 2. N/A 3. Complies Projecting Signs 1-5 - N/A

passing under them. These signs should be used primarily at ground floor locations but may be considered for upper floor businesses with covered entry porches and balconies. **3. Each face of a blade or under-canopy sign shall be counted towards the total allowed sign area of the building, and, each face shall not exceed fifty (50) square feet.** **4. Blade signs shall not project more than fortyeight (48) inches from the wall of a building.** **5. Blade and under-canopy signs shall be mounted with no less than eight (8) feet of clearance above the sidewalk.**	
Awnings and Awning Signs **1. Awnings, with or without signage, must be sturdy and permanently attached to buildings. They should be design and placed to compliment the building's architecture.** **2. Awnings should be made of canvas, metal, or glass. Shiny or reflective materials are discouraged.** **3. One-quarter cylinder awning configurations are not permitted.** **4. The text and graphics area of an awning sign should not exceed 35 percent of the awning background surface area. Lettering on awnings should be no taller than 30 inches.** **5. Awnings shall be mounted with no less than 10 feet of clearance above the sidewalk. The horizontal clearance between an awning and the street curb line shall not be less than 15 feet.**	Awnings and Awning Signs 1. Complies 2. Complies – Metal 3. N/A 4. Complies 5. Complies – Canopy is + 11' above the sidewalk.
Marquees Signs **1. Marquee signs are mounted vertically along a building face. Marquee signs shall accentuate primary building entrances, major tenant entrances, or other significant building entry.**	Marquees Signs 1. Complies

Theaters, cinemas, and performing arts facilities are encouraged to utilize this sign type. **2. Marquee signs shall be mounted with no less than 10 feet of clearance above the sidewalk. The horizontal clearance between a marquee and the street curb line shall not be less than 15 feet.** **Storefront Window Signs** **1. Storefront window signs should be professionally painted, posted, displayed, or etched on interior translucent or transparent surfaces, including windows or doors.** **2. Window signs generally contain text but also may contain graphic logos or images combined with color.** **3. Permanent window signs should cover up to 20 percent of the glass area and be designed so that visibility into and out of the window is not obscured.** **4. Window signs shall be created from high-quality materials that may include paint, gold leaf, and transparent, opaque, and frosted vinyl materials. Window signs should be applied directly to the interior face of the glazing or hung inside the window concealing all mounting hardware and equipment.**	Storefront Signs All – N/A
Free-Standing and Monumental Signs **1. A maximum of one freestanding or monument sign shall be permitted for each commercial shopping center, office park, or mixed-use development exceeding 100,000 square feet in size.** **2. A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.** **3. Freestanding and monument signs shall not**	Not applicable. No free-standing or monumental signs are proposed.

exceed seventy-five feet in height, and the maximum area of any single freestanding or monument sign shall not exceed two hundred square feet. Freestanding and monument signs shall be constructed of limited to, decorative masonry, wrought iron, or weatherized decorative metals. All free-standing or monumental signs, exceeding twenty (20) feet in height shall be located within 300 feet of the dediated rights-of-way of the Capital Beltway (I-95/I-495) or Central Avenue (MD 214) **4. Smaller commercial and mixed-use developments containing a minimum of 15,000 square feet but not exceeding 100,000 square feet shall be permitted a maximum of one ground-mounted monumental sign not exceeding twenty feet in height or a maximum area of two-hundred square feet.** **5. Smaller residential developments containing a minimum of 30 dwelling units but not exceeding 200 dwelling units shall be permitted a maximum of one ground-mounted monumental sign not exceeding eight feet in height or a maximum area of seventy-five square feet.** **6. Signs shall be externally lit from the front with a full-spectrum light source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited).** **7. Building numbers are required, and commercial buildings require building numbers on both the front and rear.**	

Illumination ***1. Internal and back lighting are permitted as an exception only for individual letters or numbers such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront may be neon lit.*** ***2. Projecting light fixtures used to externally illuminate signs should be simple and unobtrusive in appearance. They should not obscure the graphics of the sign and should be designed as part of the architecture of the sign.*** ***3. Sign lighting shall be designed to limit environmental impacts such as glare and light pollution.*** ***4. All electrical connections including junction boxes, transformers, conduit, raceways, and tubing required for any sign items shall be concealed from public view. Where the attachment of a sign may severely damage or impact the façade of a building or canopy, an architectural signage raceway may be allowed. If allowed, the raceway shall be fabricated to conceal all electrical wiring components and painted to match adjacent sign and/or building façade elements.*** ***5. Sign illumination shall promote energy conservation by utilizing energy efficient illumination techniques. This may include, but is not limited to, LED lighting components and solar-based illumination techniques where applicable.***	1. Complies – See signage exhibit. 2. N/A 3. Complies 4. Complies 5. Complies
Prohibited Sign Types and Materials ***1. Animated, rotating, flashing, or scrolling signs.*** ***2. Internally illuminated box signs.***	Complies—none of the prohibited sign types or materials are proposed.

3. Internally illuminated awnings. ***4. Signs mounted at the rooftop above the building roof line.*** ***5. Signs designed to be mobile or moved from place to place (except sandwich boards or similar signs).*** ***6. Signs related to specific businesses or private events that are placed in the public right-of-way or on street furniture and fixtures including benches, fences, trash cans, bus shelters.*** ***7. Signs with exposed raceways, conduit junction boxes, transformers, lamps, tubing, or neon crossovers of any type.*** ***8. Any sign designed to be mobile and moved from place to place (except sandwich boards or similar sign type).*** ***9. Pennants, pinwheels, and similar circus- or carnival-type signs.*** ***10. Balloons or inflatable signs.*** ***11. Temporary signs attached to building façades***	

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EDWARD C. GIBBS, JR.
THOMAS H. HALLER

JUSTIN S. KORENBLATT

April 8, 2026

Mr. Dexter Cofield
Development Review Division
Urban Design Section
Maryland-National Capital Park
and Planning Commission
1616 McCormick Drive
Largo, Maryland 20774

Re: Detailed Site Plan DSP-2026-0009

Dear Dexter:

As you are aware, the referenced application was accepted on April 6, 2026. Since it is filed as an Expedited Transit Oriented Development ("ETOD"), strict conformance with the Zoning Ordinance would require that the case be heard and the Resolution approved on June 5, 2026. To provide staff adequate time to review the application and the Applicant sufficient time to respond to any comments, the Applicant has been requested to approve a waiver of the 60 day processing time to allow the Planning Board hearing to be scheduled for June 11, 2026 and for the Resolution to be scheduled for June 18, 2026. The Applicant agrees to this request. On behalf of the Applicant, a waiver of the review timeframe is granted to allow for the Planning Board hearing to occur on June 11, 2026 and for the Planning Board to adopt the Resolution on June 18, 2026. Please let me know if you have any questions.

Very truly yours,

GIBBS AND HALLER

Thomas H. Haller

cc: Charles Frazier

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section 301-952-3680

May 4, 2026

MEMORANDUM

TO: Dexter Cofield, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division ***TWG***

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division ***JAS***
Tyler Smith, Historic Preservation Section, Countywide Planning Division ***TAS***
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division ***AGC***

SUBJECT: **DSP-2026-0009 Largo Station**

The subject property comprises 3.7 acres and is located in the southeast quadrant of the intersection of Harry S. Truman Drive and Largo Drive West. The subject property was zoned Mixed Use Infill (M-U-I) and is within the Development District Overlay Zone (D-D-O), per the Prior Zoning Ordinance, and is located within the 2013 *Approved Largo Town Center Sector Plan* area. The subject application proposes the construction of a mixed-use, predominantly residential development, with 269 dwelling units and 1,990 square feet of commercial retail space.

The 2013 *Approved Largo Town Center Sector Plan* contains minimal goals and policies related to historic preservation (p. 46). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low**.** No Prince George's County Historic Sites or Resources are on or adjacent to the subject property.

Historic Preservation staff recommend approval of DSP-2026-0009, Largo Station, with no conditions.

May 8, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Thomas Lester, Acting Supervisor, Long-Range Planning Section, Community Planning Division TEL

FROM: Alana Sanders, Planner II, Long-Range Planning Section, Community Planning Division

SUBJECT: **DSP-2026-0009 Largo Station**

FINDINGS

Community Planning Divion staff finds that, pursuant to section 27-548.26(b)(2)(A)(B) of the Prior Zoning Ordinance, this Detailed Site Plan application conforms to most applicable standards of the 2013 *Approved Largo Town Center Sector Plan* and Development District Overlay (DDO) Zone. Two amendments have been requested to the DDOZ and are further described below. Approval of these amendments will not substantially impair the implementation of the 2013 *Approved Largo Town Center Sector Plan*.

BACKGROUND

Application Type: Detailed Site Plan (DSP)

Planning Area: 73

Community: Largo-Lottsford

Location: 9300 Largo Drive West, Upper Marlboro, MD 20774

Size: 3.66 Acres

Existing Use: Undeveloped/The southern portion of the site is occupied by a stormwater retention pond

Future Land Use: Mixed-Use Commercial

Proposal: Construction of 269 multifamily residential units and approximately 1,990 square feet of commercial uses and amendments to the Standards of the Largo Town Center Development District Overlay Zone Standards.

Zoning: Regional Transit Oriented-High-Core (RTO-H-C) Zone

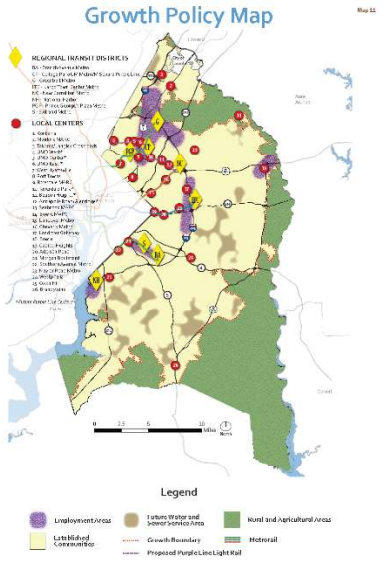
Prior Zoning: Mixed-Use Infill (MUI)/Development District Overlay (DDO) Zone

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, SECTOR PLAN/DEVELOPMENT DISTRICT OVERLAY, AND ZONING

General Plan: The *Plan Prince George's 2035 Approved General Plan* (Plan 2035) places the subject property in the **Regional Transit Districts** zone (p 107.). Regional Transit Districts are defined as high-density, vibrant and transit-rich mixed-use areas envisioned to capture the majority of future residential and employment growth and development in the County (p. 106).

The subject property is in **Largo Town Center** and has been identified in Plan 2035 as one of three "Downtowns" in Prince George's County. Plan 2035 defines "Downtowns" as areas best positioned to develop-in the near-term-into vibrant, walkable, regional-serving centers; each will have a robust economic and employment base, a distinct sense of place and identity, a varied housing stock, a multimodal transportation network, and diverse, mixed-income communities (p. 23).



The subject application is consistent with the Plan 2035's vision for Regional Transit Districts and specifically the 2035 Land Use Goal which is to, "Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental

resources (p. 93). The subject application proposes the development of 269 residential units and approximately 1,990 square feet of commercial uses.

In addition, the subject application addresses specific policies within the General Plan.

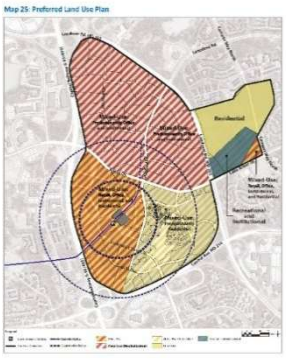
Land Use – Policy 1 (p. 110)
Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17.

Analysis: *The proposed development directly advances the goal of directing the majority of new residential and employment growth to Regional Transit Districts by locating new housing and commercial uses within the Core area of the Largo Town Center, immediately adjacent to the Largo Metro Station. By concentrating growth at this high-capacity transit hub in accordance with the Growth Policy Map, the project reinforces the Core as the primary location for future development, supports transit-oriented development patterns, and strengthens the role of the Largo Town Center as a focal point for residential and employment growth.*

Land Use – Policy 7 (p. 114)
Limit future mixed-use land uses outside of the Regional Transit Districts and Local Centers.

Analysis: *The proposed mixed-use development is appropriately located within a designated Regional Transit District. The project occupies a currently vacant corner within a half-mile of the Largo Metro Station, where higher-intensity, mixed-use development is encouraged. By concentrating mixed-use land uses at this transit-served location along Harry S. Truman Drive and Largo Drive West, the development reinforces the planned development pattern and avoids the dispersion of mixed-use growth in areas not intended to accommodate it.*

Sector Plan: The property is governed by the 2013 *Approved Largo Town Center Sector Plan* (Sector Plan) which recommends **mixed-use land use** on the subject property. The site is located within the Southwest Quadrant of the TOD Core (Map 25, Preferred Land Use Plan, p. 103). The Sector Plan does not provide a definition for mixed-use land uses. However, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) describes mixed-uses as areas of various residential, commercial, employment and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another (General Plan, p. 100).



The Sector Plan envisions this area to develop with "a mix of complimentary land uses around the Metro station that will promote walking, biking and public transit use within the area" (p. 101). The proposed use to develop multifamily residential units and commercial space conforms with the recommended land use as identified in the plan.

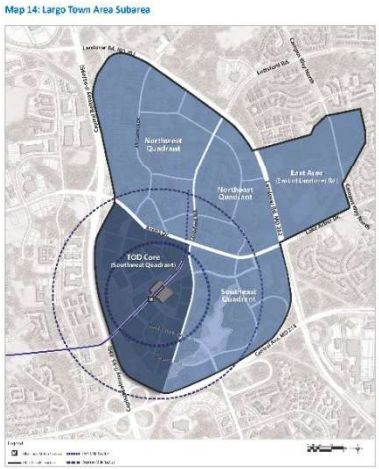
The Sector Plan recommends the following (goals, policies, and strategies) to help advance the intent and purpose of the plan.

Chapter 4: Recommendations

Goal: **Dense Residential Development Within a Half Mile of the Metro Station** (p. 66)

Strategies

- Incentivize parcels within a half-mile of the Metro station for new medium- to high-density residential development (p. 66).



Analysis*: The property is located along the edge of the half-mile radius within the Southwest Quadrant of the Transit-Oriented Development (TOD) Core (p. 128), and its location supports the goals and recommendations of the Sector Plan by introducing high-density residential development near transit.*

Goal: **TOD-Compatible Development beyond the TOD Core** (p. 70)

Strategies

- Employ traffic-calming measures, such as the removal of one-way streets, reconfiguration of the entrance ramp to westbound Central Avenue, on-street parking, and lower posted speed limits to lower traffic speeds and improve pedestrian/bicyclist safety.

Analysis: *The site plan proposes a mix of uses, that includes 269 multifamily residential units, and 1,990 square feet of commercial uses. This application will add residential housing to the area and attract households of varying sizes and income levels in proximity to the Largo Metro area. Future roadway improvements are anticipated to help improve traffic patterns and overall safety for pedestrians and cyclists in this area which is being addressed through a Capital Improvement Project (CIP) under the direction of the Department of Permitting Inspections and Enforcement (DPIE).*

Urban Design and Planning Objectives (p.70)

Strategies

- Emphasize high-density and intensity mixed use within a quarter-to a half-mile radius of the Metro Station to energize this core area and serve transit riders.
- Locate buildings close to the street to help activate the streetscape as well as to provide vertical definition of the street
- Relegate parking (surface or structured) behind buildings, masking it from the public realm
- Establish open space to foster a range of activities, and provide new gathering spaces for the community.

Analysis: *The design proposal capitalizes on its proximity to the Largo Metro Station and demonstrates strong support for high-density, mixed-use development within the TOD Core. The project promotes walkability and multimodal access by providing future residents and visitors with convenient pedestrian connections to transit. Building placement at the street edge is appropriate and reinforces an urban form conducive to street activity, while landscaped buffer zones, including tree-lined streets and planting areas to define the public and semi-private spaces. Parking is discreetly integrated within the building interior, minimizing its visual impact while preserving an active and engaging street frontage. This approach meets parking requirements and effectively supports the needs of residents, visitors, and retail patrons. The site plan does not show additional seating or gathering spaces along the street frontage but still provides a pleasant atmosphere for residents and visitors to the area.*

Street Network (p. 71)

Goal: A Walkable and Accessible Community

Strategy

- Apply complete street principles and traffic-calming measures to all new and improved streets within the sector plan area (p. 72).

Analysis: *The reconfiguration of the existing street network falls under the jurisdiction of DPIE and DPW&T, and the applicant should work closely with these agencies to deliver safe, clear, and accessible pedestrian crossings, particularly at locations where pedestrians must cross the slip*

lane to access the Metro station. Safety enhancements such as flashing pedestrian warning lights should be considered to alert approaching traffic, along with additional traffic-calming measures where appropriate. While the project does not incorporate all recommended complete streets principles, including the conversion of Largo Drive West and Harry S. Truman Drive from one-way to two-way operations, future street enhancements and reconfiguration through the CIP are anticipated to advance these improvements. Collectively, these planned investments will support the long-term goal of creating a more walkable, connected, and accessible community. The applicant should continue to work closely with the operating agency regarding any future planned improvements to this area.

Environmental Recommendations (p. 80)
Goal: A Green and Sustainable Community

- **Strategy 5**: Share Stormwater management facilities and functions between development sites to reduce the overall land consumption needed to manage stormwater with an emphasis on managing stormwater quantifies in shared facilities (p. 81).

Analysis: *The proposed development incorporates a retrofitted stormwater pond designed to treat runoff from the development. The proposed improvements include a five-foot gravel walking path around the pond, and two new resting areas that include benches and enhanced planting. These additions will provide residents and visitors with convenient access to open space and a small trail that supports both active and passive recreation adjacent to the new development.*

A Green and Sustainable Community (p. 81)

Strategies

- Integrate stormwater management and environmental site design features with complete street design for all new and reconstructed interior streets within the sector plan.
- Identify suitable sites for and construct replacement green infrastructure elements within the Southwest Branch Watershed.
- Implement environmental site design techniques on-site to the maximum extent practicable with special attention being paid to quantity controls.

Analysis: *This property is within the Southwest Branch Watershed and staff support the installation of innovative stormwater techniques and encourage the use of porous and permeable paving where appropriate to enhance stormwater capture and management across the site.*

Goal: A Safe and Healthy Community (p. 82)

Strategies:

- For buildings proposed within the 65 decibel noise contours, their associated indoor and/or outdoor activity areas should be located outside the noise contours or shielded from the noise sources.
- Incorporate CPTED principles into the design of buildings and public spaces.
- Construct new streets and/or reconstruct existing streets to provide safe and convenient access for pedestrians, bicyclists, public transit users, and motorists (i.e., apply complete street principles in all cases).

Analysis: *Crime Prevention Through Environmental Design (CPTED) principles have been incorporated into the proposed development by using transparent ground-floor windows, which promote natural surveillance and increase "eyes on the street," thereby enhancing overall safety. The internal courtyard is designed to provide direct views from residential units into this central space, reinforcing a sense of ownership and stewardship over the primary gathering area. While the site plan retains existing lights and fixtures and introduces additional lighting concentrated at the main entrances, no supplemental lighting is proposed along other portions of the façade. As shown, the proposed lighting will ensure the building frontage remains well-lit and visually clear.*

Chapter 8 - Development District Overlay Standards (p. 127)

The applicant has elected to utilize the Prior Zoning Ordinance, and the application is subject to the requirements of the zone which places the subject property in the M-U-I (Mixed-Use Infill) and Development District Overlay (DDO) Zone.

Section 27-546.15 outlines the purpose of the M-U-I Zone which is to implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses.

The applicant is proposing two amendments to the Development District Overlay (DDO) Standards and are detailed below.

Street Design Criteria | Complete Streets (p.143)

- The Sector Plan requires a street design including 11-foot travel lanes, six-foot-wide bike lanes, eight-foot-wide parallel parking spaces, seven- to ten-foot-wide tree zone, six- to ten-foot-wide pedestrian zone and zero-to-fifteen-foot-wide semiprivate zone as indicated in the table below (p. 144).

Table 15: Building Face to Building Face Street Type Components

Travel Lanes (Vehicular):	11' wide
Dedicated Bike Lanes:	6' wide
Parking (Parallel):	8' wide
Tree Zone:	7'–10' wide
Pedestrian Zone:	6'–10' wide
Semiprivate Zone:	0'–15' wide (see Figure 11: Complete Streets Diagram on page 143)

(Table 15. Building Face to Building Face Street Type Components, p. 144)

Analysis: *The applicant is requesting an amendment from this standard which requires a complete street design and states that DPIE has provided written confirmation that bicycle lanes*

along the property frontage are neither recommended nor required at this time, as these improvements are planned to be addressed through future CIP projects. While the application does not provide the required bike lanes or parallel parking spaces on Harry S. Truman Drive and Largo Drive West, they roadways are planned to be converted from one-way to two-way streets as envisioned by the Sector Plan and Master Plan of Transportation. The applicant has coordinated with the operating agencies and based on these agencies' guidance, staff support the requested amendment, because its approval will not substantially impair the Sector Plan.

Architectural Design Criteria/Building Materials and Elements (p.162)

- Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass, and/or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth-floor level and above where residential is the primary use.

Analysis: *The applicant is requesting an amendment to permit the use of cementitious siding and panels below the third floor of the proposed six-story building. Staff support the amendment as it does not substantially impair the goals of the Sector Plan and will add visual interest to the façade of the building.*

DEVELOPMENT DISTRICT OVERLAY ZONE STANDARDS

Community Planning Division staff finds that, pursuant to 27-548.26(b)(2)(A)(B), this application generally complies with the standards of the DDOZ with the exception of Architectural Design Criteria | Building Materials (Exterior Walls p. 162) and Street Design Criteria | Complete Streets (p. 143-148) relating to the use of cementitious siding below the third floor and the desired street cross section on Harry Truman and Largo Drive West. Staff finds that the proposed amendments are acceptable and do not sustainably impair the implementation of the Sector Plan.

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

Zoning: On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the M-U-I (Mixed Use Infill) to the RTO-H-C (Regional Transit – Oriented, High-Intensity-Core) Zone effective April 1, 2022.

cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

May 8, 2026

MEMORANDUM

TO: Dexter Cofield, Urban Design Review Section, Development Review Division

FROM: Peter Milliken, Transportation Planning Section, Countywide Planning Division

VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

Mark Berger, AICP, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-2026-0009, LARGO STATION

Prior Conditions of Approval

The subject property has several prior approvals, including, Preliminary Plans of Subdivision (PPS) 4-79179 and 4-21060, and Detailed Site Plans (DSP)-07009 and DSP-21049. Two of the four prior approvals (4-79179 and DSP-07009) have been superseded by 4-21060 and DSP-21049, approved with Prince George's County Planning Board resolution numbers 2022-69 and 2022-72, respectively. However, DSP-21049 has expired, and the applicant is seeking reapproval through the subject DSP-2026-0009. Below, the Transportation Planning Section (TPS) analyzes the relevant conditions for the subject development proposal.

4-21060

4. Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.

Comment: Identical to the square footage of commercial space and number of residential units approved under DSP-21049, the applicant proposed a development consistent with the trip generation established under 4-21060.

7. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations, as part of the DSP submission.

Comment: The DSP depicts eight-foot sidewalks along the frontage of Harry S Truman Drive and Largo Drive West and seven-foot sidewalks within the site for pedestrian circulation. The applicant also provides short-term and long-term bicycle parking on-site. Staff recommend the applicant provide technical details for the bicycle parking consistent with latest edition of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of

Bicycle Facilities, including the short-term and long-term bicycle parking, in the architectural plans prior to certification of the DSP.

8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with this preliminary plan of subdivision, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

Comment: The applicant provided exhibits of the pedestrian and bicycle amenities and improvements, detailing the Americans with Disabilities Act (ADA)-compliant crosswalks, shared-lane-use markings and signs, and bus stop siting wall improvements located off-site to connect pedestrians and bicyclists to the development and with nearby destinations, such as the Downtown Largo metro stop and nearby shopping centers. In addition to the exhibit, staff recommend submitting a Pedestrian and Bikeway Facilities plan that includes the improvements within the exhibit and their related technical details, prior to certification of the DSP.

9. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:
    a. A minimum five-foot-wide bicycle lane along the property frontage of Harry S Truman Drive, unless modified by the operating agency, with written correspondence
    b. A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk, along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the operating agency with written correspondence
    c. Long- and short-term bicycle parking consistent with the AASHTO Guide for the Development of Bicycle Facilities to accommodate residents and visitors
    d. Continental style crosswalks crossing vehicular access points

Comment: The DSP and the pedestrian and bicycle amenities package provide the prescribed sidewalk, bicycle parking, and crosswalk improvements. The applicant provided a written correspondence with the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE), in which the agency does not recommend bicycle lane installation because of the existing, one-way configuration of both Harry S. Truman Drive and Largo Drive West and due to a Capital Improvements Program (CIP) project in the Largo area that will provide the necessary bicycle network connectivity. Staff concurs with DPIEs recommendation, and does not recommend implementing the bicycle lane within the scope of this DSP.

10. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Install ADA-compliant pedestrian ramps, crosswalks, and Accessible Pedestrian Signal/Countdown Pedestrian Signal equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.
b. Install ADA-compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West intersection.
c. Install eight ground-mounted "Bike May Use Full Lane" signs, eight ground-mounted D 11/D 2 signs, and eight shared road pavement markings along Harry S Truman Drive and Largo Drive West, between Largo Town Center Metro Station and the southern terminus of Harry S Truman Drive South.
d. Install four ground-mounted R4-11 "Bike May Use Full Lane" signs for both directions along Medical Center Drive, between Lottsford Road and Landover Road.

Comment: Other than Condition 10.a., the applicant includes the conditioned improvements within the pedestrian and bicycle improvements package. At the time of building permits, staff will analyze proposed improvements for consistency with the pedestrian and bicycle improvements package. Currently under review, the applicant has submitted an amendment to the certificate of adequacy to modify Condition 10.a into a fee-in-lieu instead of an on-road improvement. Staff recommend the applicant complete the ADQ amendment process prior to plan certification and update the DSP plans to address the ADQ amendment, accordingly.

11. The applicant shall evaluate the need for additional points of access to the garage structure, at the time of detailed site plan.

Comment: Staff recommend the applicant provide correspondence with the operating agency on the need for additional points of access to the garage structure. The applicant's Statement of Justification (SOJ) references agreed upon improvements with DPIE that support a single access to the garage from Harry S Truman and the applicant provided correspondence to that effect.

12. At the time of detailed site plan, the applicant shall provide a stochastic queuing analysis to evaluate the queues with variation of frequency, time, and volume of vehicles entering the site to those vehicles accessing the parking spaces along the main drive aisle, to determine if the proposed parking spaces shown on the Site Development Concept Plan will result in vehicle queues and impediments to the operations along Harry S Truman Drive. If the analysis results in queueing or stacking unto Harry S Truman Drive, the applicant shall modify the site, remove the parking spaces along the drive aisle, or provide alternative improvements to mitigate the stacking of vehicles.

Comment: Condition 11 was the result of a previous design proposed by the applicant with parking stalls for ride-share and delivery vehicles off the driveway access, connecting Harry S Truman to the structured parking garage. On May 17, 2022, the applicant submitted an alternative site layout which relocated the temporary spaces into the garage structure, eliminating concerns staff had expressed regarding queueing and stacking onto Harry S Truman.

Master Plan Compliance

This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* ("the 2013 Sector Plan").

Right-of-Way

Harry S Truman Drive (A-38): 80-to-120-foot ROW

Comment: The MPOT and the 2013 Sector Plan identify an ultimate ROW width of 80 feet for Harry S Truman Drive, as shown on the submitted plan sheets.

Largo Drive West (C-346): 80-to-100-foot ROW

Comment: The MPOT and the 2013 Sector Plan identify an ultimate ROW width of 80 feet for Largo Drive West, as shown on the submitted plan sheets.

Pedestrian and Bicycle Facilities

Harry S Truman Drive: Bicycle lane

Comment: The 2013 Sector plan states that Harry S Truman Drive should include a dedicated bicycle lane because of the high volume of bus and private commuter traffic (pg. 73). The applicant's SOJ refers to a funded CIP project to redesign Harry S Truman with bicycle facilities as a reason to not propose the improvement within the scope of this DSP, and the applicant provided correspondence with DPIE confirming the existing project.

Largo Drive West: Shared Roadway

Comment: The applicant's pedestrian and bicycle improvement package includes lane markings and signs to designate Largo Drive West as a shared roadway. The 2013 Sector Plan encourages roadways other than arterials or Harry S Truman Drive to utilize shared roadway designs.

Policies, Goals and Recommendations
The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Comment: The applicant proposes continuous pedestrian and vehicular networks throughout the development site, which connect back to network improvements within the Harry S Truman Drive and Largo Drive West rights-of-way. The applicant also proposes shared roadway markings and signs for the bicycle network, along with short-term and long-term bicycle parking on-site.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.*

Comment: The applicant provides shared roadway markings and signs and short-term and long-term bicycle parking to support bicycle connections between the site and the network.

The 2013 Sector Plan makes the following recommendations for pedestrian and bicycle facilities, beginning on page 63:

- **Implement complete streets (shared-use streets) principles on all interior streets in the Largo Town Center Development District Overlay Zone (DDOZ) to provide safe and convenient accommodation for all potential users, including pedestrian, cyclist, motorist, and transit riders alike.**

Comment: The applicant proposed shared roadway markings and signs throughout the DDOZ and nearby the project site

- **Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclist.**

Comment: The DSP includes connections to the pedestrian network and shared roadway markings and signs provide connection to trails with existing connections to the network within the Largo Town Center.

- **Eliminate one-way street pair between MD 214 (Central Ave) and the metro station by converting Harry S Truman Drive and Largo Drive West into two-way streets.**

Comment: According to the Department of Public Works and Transportation (DPW&T), a funded CIP project exists to convert Harry S Truman Drive and Largo Drive West into two-way streets with bicycle lanes along Harry S Truman Drive. The applicant's plans do not include designs for the conversion of these rights-of-way, and staff do not recommend the applicant include these conversions

Zoning Ordinance Compliance

Pursuant to section 27-283(a) of Part 3, Division 9 of the Zoning Ordinance, detailed site plans shall be designed in accordance with the same guidelines as required for a conceptual site plan. Section 27-274(a) provides the following guidelines for conceptual site plans:

> **(2) Parking, loading, and circulation.**
>
> **(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
>
> **(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
>
> **(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

Comment: The submitted plans include separated networks for vehicles and pedestrians, including sidewalks, crosswalks, crosswalk ramps, and directional arrows at garage entrances. Staff recommend including these improvements on all site plan sheets submitted for construction permits.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

Comment: Sidewalks and crosswalks support convenient and efficient pedestrian circulation and include streetscape amenities such as benches, bicycle parking, and lighting throughout the site. Staff recommend including these improvements on all site plan sheets submitted for construction permits.

As a property within the DDOZ zone, Section 27-548.20(a) describes the purpose regarding transportation related components as the following:

(8) To encourage pedestrian activity

Comment: The development supports pedestrian activity through provision of a network of sidewalks with connections to the Harry S Truman Drive and Largo Drive West rights-of-way. Staff recommend including these improvements on all site plan sheets submitted for construction permits, unless otherwise modified by correspondence with the operating agency.

Additionally, the applicant has requested modifications related to pedestrians and bicycle standards in the DDOZ and the 2013 Sector Plan. Modifications are permitted pursuant to Section 27-548.25 of the Zoning Ordinance. The applicants' request modifies the following standards in the 2013 Sector Plan:

- Harry S Truman and Largo Drive West transformed from four-lane, one-way street into a four-lane, two-way street with bicycle lanes and parking.
- Six-to-ten-foot-wide pedestrian zone, eight-foot-wide tree zone.

Comment: DPW&T has a future CIP project for the reconfiguration of Harry S Truman Drive and Largo Drive West that will conform to the recommendations of the DDOZ. The applicant includes eight-foot-wide tree zones and eight-foot-wide sidewalks along the frontages with Harry S Truman and Largo Drive West.

Transportation Planning Section Review

The site ingress and egress access connect to Harry S Truman Drive, with service and loading access connecting from Largo Drive West. The site plan includes a 30-foot-wide driveway as the primary access, connecting to a structured parking garage containing 320 parking spaces. The applicant's parking analysis, as required by the zone, establishes a maximum number of spaces at 357. The DSP includes eight-foot-wide sidewalks along the property's frontage along Harry S Truman Drive and Largo Drive West. The site plan also includes a network of seven-foot sidewalks throughout the site. Additionally, four bicycle racks, accommodating eight bicycles is provided at the residential entry and retail tenant space. Crosswalks, lighting, and benches are provided throughout the site to accommodate bicycle and pedestrian activity. Staff find that the proposed and detailed pedestrian and bicycle facilities and amenities support the MPOT, area sector plan and DDOZ recommendations and policies and are acceptable pursuant to Sections 27- 274, 27-546, and 27-548.

Conclusion

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Subtitle 27, and meet the findings for vehicular, pedestrian, and bicycle transportation purposes, if the following conditions are met:

1. Prior to certification of the Detailed Site Plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to:
    a. Provide technical details regarding the short-term and long-term bicycle parking facilities. Include technical details for the security and amenities provided with the long term bicycle parking, such as a repair stand and air pump.
    b. Provide a separate Pedestrian and Bikeway Facilities Plan consistent with the Largo Town Center Parcel O BPIS package prepared by the Traffic Group.
    c. Provide a technical detail for the bus stop sitting wall included in the Largo Town Center Parcel O BPIS package prepared by the Traffic Group.
    d. Complete the ADQ amendment process prior to DSP certification and, if necessary, update the DSP plans to address the ADQ amendment, accordingly.

May 8, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section

VIA: Mridula Gupta, Planning Supervisor, Subdivision Section

FROM: Mahsa Vatandoost, Planner III, Subdivision Section

SUBJECT: DSP-2026-0009; Largo Station

The 3.67-acre property subject to this detailed site plan (DSP) is located on Tax Map 67 in Grids D3 and E3, and consists of one parcel known as Parcel 1 recorded among the Prince George's County Land Records in Plat Book ME 262 page 76. The property is zoned Regional Transit – Oriented, High – Intensity - Core (RTO-H-C). However, in accordance with Section 27-1704 of the Zoning Ordinance, this application has been submitted for review in accordance with the prior Zoning Ordinance and prior Subdivision Regulations, and the prior Mixed Use Infill (M-U-I) and Development District Overlay (D-D-O) zoning of the property. The DSP proposes 269 multifamily dwelling units and 1,990 square feet of commercial development. This DSP was accepted for review on April 6, 2026. Comments were previously provided at the SDRC meeting on April 24, 2026. This referral memo is based on revised plans received on May 1 and May 5, 2026.

This property is subject to a preliminary plan of subdivision (PPS) 4-21060, which was approved by the Planning Board on June 2, 2022 (PGCPB Resolution No. 2022-069). The PPS approved one parcel, for the development of 269 multifamily dwelling units and 1,990 square feet of commercial use. The development proposed with the subject DSP conforms to the use and quantity evaluated with the PPS. The property was platted (Plat Book ME 262 page 76) subsequent to approval of this PPS 4-21060 and DSP-21049 (which has since expired).

PPS 4-21060 was approved subject to 17 conditions. Of these, the following are relevant to the review of this DSP. The condition relevant to the subject application is listed below in **bold** text and staff analysis of the project's conformance to the relevant conditions follows in plain text:

2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (173-2022) and any subsequent revisions.

The applicant submitted a copy of an approved stormwater management (SWM) concept plan and associated approval letter (173-2022-00) with the subject application. The Environmental Planning Section should determine whether the proposed development remains in conformance with the approved SWM concept plan, given the development proposed with this DSP.

3. Prior to approval, the final plat shall include dedication of a 10-foot-wide public utility easement along the public rights-of-way, as delineated on the approved preliminary plan of subdivision.

The 10-foot-wide public utility easements are shown along the Largo Drive West and Harry S. Truman Drive in conformance with the PPS and final plat.

4. Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.

The DSP proposes development of 269 multifamily units and 1,990 square feet of commercial uses as evaluated by the PPS. Therefore, the DSP is within this trip cap established with Condition 4. However, Transportation Planning Section should confirm.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-010-2022). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-010-2022) or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

The applicant submitted a Type 2 tree conservation plan with the subject application, TCP2-2026-0030. The Environmental Planning Section should review the TCP2 for conformance to the approved TCP1 and this condition.

7. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

DSP shows pedestrian and bicycle improvements on-site including pedestrian paths and bicycle racks. Conformance of the DSP to this condition should be reviewed by Transportation Planning Section.

8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with this preliminary plan of subdivision, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

The applicant submitted bicycle and pedestrian facilities plans and exhibit illustrating the location, limits, and details of the pedestrian and bicycle adequacy improvements consistent with Section 24-124.01(f) of the Subdivision Regulations. Conformance of this condition should be reviewed by Transportation Planning Section.

9. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:

a. A minimum five-foot-wide bicycle lane along the property frontage of Harry S Truman Drive, unless modified by the operating agency, with written correspondence.

b. A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk, along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the operating agency with written correspondence.

c. Long- and short-term bicycle parking consistent with Guide for the Development of Bicycle Facilities (AASHTO) to accommodate residents and visitors.

d. Continental style crosswalks crossing vehicular access points.

The DSP does not propose a bicycle lane along Harry S. Truman Drive. The applicant provided correspondence from the Department of Public Works and Transportation (DPW&T), concurring the applicant's proposal, stating that there are planned capital improvement projects in the vicinity of the site, which, when complete, will provide the necessary network connectivity. Sidewalks, bicycle parking, and crosswalks are proposed on the site plan consistent with other requirements of this condition. Conformance of this DSP to this condition should be evaluated by the Transportation Planning Section.

11. The applicant shall evaluate the need for additional points of access to the garage structure, at the time of detailed site plan.

12. At the time of detailed site plan, the applicant shall provide a stochastic queuing analysis to evaluate the queues with variation of frequency, time, and volume of vehicles entering the site to those vehicles accessing the parking spaces along the main drive aisle, to determine if the proposed parking spaces shown on the Site Development Concept Plan will result in vehicle queues and impediments to the operations along Harry S Truman Drive. If the analysis results in queueing or stacking unto Harry S Truman Drive, the applicant shall modify the site, remove the parking spaces along the drive aisle, or provide alternative improvements to mitigate the stacking of vehicles.

Conformance of this DSP to the conditions 11 and 12 should be evaluated by the Transportation Planning Section.

13. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate on-site recreational facilities.

14. The applicant, and the applicant's heirs, successors, and/or assignees, shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat.

The RFA for on-site recreational facilities was submitted with the final plat and was recorded among the Land Records of Prince George's County at Book 48254 Page 1, which is reflected on the recorded final plat.

16. At the time of detailed site plan (DSP) review, the on-site recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines. Triggers for construction shall also be determined at the time of DSP.

The applicant proposed on-site recreational facilities with the DSP. On-site private recreational facilities and amenities are proposed and shown in the courtyard to serve future residents, including an outdoor pool area with seating, shade structure with heaters, outdoor grilling station, outdoor drinking fountain, kid zone, an indoor fitness area, and a dog park. The recreation facilities calculation is provided on the Landscape Plan, Sheet 3. Conformance to Conditions 13 and 15 should be further reviewed by Urban Design Section. A note should be added to the cover sheet of the DSP listing information on where the details of proposed recreational facilities are provided.

17. At the time of detailed site plan, the applicant shall include a dog run as part of the on-site recreational facilities, and seriously consider providing a dog park.

DSP shows a dog run area on DSP and landscape plans, located interior to the proposed buiding. Conformance to this condition should be further reviewed by Urban Design Section.

Additional Comments:

1. The property received an automatic certificate of adequacy (ADQ) associated with 4-21060 pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, which became effective April 1, 2022, and is valid for twelve years from that date, subject to the expiration provisions of Section 24-4503(c).

Recommended conditions of approval:

1. The detailed site plan shall be revised as follows, prior to signature approval:

a. Add a general note to the cover sheet of the DSP stating where the calculation and details of proposed recreational facilities are provided.

b. Make the parcel line bearings and distances legible, by removing overlapping text.

c. On sheet 3, provide the missing information for curve C1.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in conformance with the approved preliminary plan of subdivision and record plat. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Environmental Planning Section 301-952-3650

May 8, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section, DRD

VIA: Suzanne Nickle, Acting Supervisor, Environmental Planning Section, CWPD *SN*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MR*

SUBJECT: **Largo Station: DSP-2026-0009 and TCP2-2026-0030**

The Environmental Planning Section (EPS) has reviewed the above-referenced detailed site plan (DSP) application accepted on April 6, 2026, with a Subdivision and Development Review Committee (SDRC) meeting on April 24, 2026. The EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9), 27-282(e)(11) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of DSP-2026-0009 and Type 2 Tree Conservation Plan (TCP2-2026-0030), subject to the findings and conditions at the end of this memorandum.

BACKGROUND
The EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
SDP-9708	TCP2-51-97	Planning Board	Approved	7/24/1997	PGCPB No. 97-211
DSP-07009	TCP2-51-97-01	Planning Board	Approved	9/18/2008	PGCPB No. 08-136
NRI-201-2021	N/A	Staff	Approved	2/8/2022	N/A
4-21060	TCP1-010-2022	Planning Board	Approved	6/2/2022	PGCPB No. 2022-69
DSP-21049	TCP2-014-2022	Planning Board	Approved	6/16/2022	PGCPB No. 2022-72
DSP-2026-0009	TCP2-2026-0030	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a DSP for the construction of a mixed-use building and 1,990 square feet of ground floor commercial space.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of Division 2 of the Woodland and Wildlife Habitat Conservation Ordinance because the property is subject to a tree conservation plan (TCP) that was approved before June 30, 2024, and implemented, and this application does not result in major changes to Type 1 Tree Conservation Plan (TCP1-010-2022) approved on June 2, 2022.

The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance (2010 WCO) and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 of County Code because there is a previously approved preliminary plan of subdivision.

SITE DESCRIPTION

The subject property is located southeast of the intersection of Largo Drive West and Harry S. Truman Drive and was previously cleared and graded. This permit implemented the TCP in conformance with Section 25-119(g)(1) of County Code. The property is improved with an existing stormwater management (SWM) pond.

No forest interior dwelling species (FIDS) habitat or FIDS buffer are mapped on-site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species found to occur on or in the vicinity of this overall property. The site drains to Southwest Branch, which is a part of the Western Branch watershed, then to the Patuxent River basin. The site has frontage on Largo Drive West and Harry S. Truman Drive, which is an arterial road. No designated scenic or historic roadways are adjacent to the project site.

The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by *Plan Prince George's* 2035 *Approved General Plan*. The site is not within the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan* (May 2017).

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Review of Preliminary Plan of Subdivision 4-21060: PPS 4-21060 was approved by the Prince George's County Planning Board on June 2, 2022. The following text addresses previously approved environmental conditions in PGCPB No. 2022-69 applicable to the subject application.

5. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

a. The worksheet shall be revised to accurately show the required woodland requirements.

b. The following note shall be placed under the worksheet:

"Of the required 5.70 acres of required woodland conservation, 0.69 acre was completed on Parcel N under TCPII-51-97-01, and 3.0 acres of off-site

mitigation was provided on Parcel B & C – Largo Centre West under TCP-II-67-97. The remaining 2.01 acres of required woodland conservation will be provided off-site."

c. Add TCP1-010-2022 to the worksheet.

d. Have the revised plan signed and dated by the qualified professional preparing the plan.

This condition was met at the time of signature approval of the TCP1.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-010-2022). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-010-2022) or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

This condition will be met at the time of final plat of subdivision.

Review of Detailed Site Plan DSP-21049
DSP-21049 was approved by the Prince George's County Planning Board on June 16, 2022; however, this plan has expired. This plan will be superseded by the current application.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
Section 27-282(e)(5) of County Code requires an approved natural resource inventory (NRI) plan with DSP applications. The site has a Natural Resource Inventory (NRI-132-12-04) which was issued on February 8, 2022. There are no regulated environmental features (REF) or specimen trees located on-site. No further information is needed at this time.

Woodland Conservation
This site is subject to the 2010 WCO because it has previous approved TCP approvals: TCP1-010-2022 and TCP2-51-97. This Parcel had previously been graded under TCP2-51-97. A Type 2 Tree Conservation Plan, TCP2-2026-0030, was submitted with this DSP application. The worksheet on the TCP2 is based on the original area of woodlands provided on-site with TCP2-51-97.

According to the worksheet, the overall site is 11.53 acres within the M-U-I Zone. A total of 9.29 acres of existing woodlands is on the net tract. The site has a woodland conservation threshold (WCT) of 1.69 acres, or 15 percent of the net tract, as tabulated. The woodland conservation worksheet proposes the removal of 9.06 acres of woodland in the net tract area, for a woodland conservation requirement of 5.05 acres. The TCP2 shows this requirement will be met with 0.19-acre of woodland preservation, 0.50-acre of reforestation, and 4.36 acres of off-site woodland conservation credits and is in conformance with TCP1-010-2022.

Specimen Trees
Specimen trees are required to be protected under Section 25-122(b)(1)(G) of the WCO which requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." There are no specimen, champion, or historic trees located on this site.

Regulated Environmental Features
Regulated environmental features (REF) are required to be preserved and/or restored to the fullest extent possible under Section 27-276(b)(4) of the prior Zoning Ordinance; however, the site does not contain REF.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires an approved stormwater management concept which was submitted with this application. Approved Concept Plan (#173-2022) shows the use of micro-bioretention facilities. The existing SWM pond will be retrofitted to meet the current regulations. This stormwater management concept was approved on June 2, 2025, and expires on Jun2, 2028.

100-year Floodplain
According to the NRI, the site does not contain 100-year floodplain. Thus, the DSP is in accordance with Section 27-124.01 of the Zoning Ordinance and Subtitle 32, Division 4, Floodplain Ordinance, of County Code.

Soils
In accordance with Section 24-131 of County Code, this application was reviewed for unsafe land restrictions. The predominant soil found to occur, according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include the Collington-Wist-Urban land complex and Urban land-Collington-Wist complex. Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of DSP-2026-0009 and TCP2-2026-0030, and recommends approval, subject to the following findings and conditions:

Recommended Findings:

1. There are no specimen trees on this site.

2. The property does not contain any regulated environmental features.

Recommended Conditions:

1. Prior to certification of the detailed site plan, the Type 2 tree conservation plan shall be revised to complete the tree conservation plan (TCP) approval history table to identify the prior TCP approvals.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

April 24, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section

FROM: Nina Zou, Planning Technician III, Permit Review Section NZ

SUBJECT: DSP-2026-0009 + Largo Station (PB)

1. Please indicate parking drive aisle widths on site plan (shall be a minimum of 22').
2. Please provide parking schedule with parking space size and count breakdown (including ADA spaces) for general proposed uses. Up to one-third (1/3) of the required number of parking spaces in any parking lot may be compact car spaces (provided parking may not meet minimum requirements set forth in Section 27-568 of the prior Zoning Ordinance; however, previously approved DSP-21049 approved 320 parking spaces, including 9 handicap spaces and 1 loading space)
3. Note: Proposed development exceeds 48 unit per acre density (however this is a DSP renewal for previously approved DSP-21049 approved 269 multifamily dwelling units).
4. Recommendation: although the site is not in the MIO noise contours, the submitted noise report reports the site will have similar noise levels to the MIO noise contour area (60-74 dBA). Section 27-548.55(b) sets out standards for new residential construction within the MIO noise contour area: Interiors of all new residential construction within the Noise Intensity Contours, including additions, must be certified to 45 dBA Ldn or less by an Acoustical Engineer or qualified professional of competent expertise. It should thus be recommended that residential units be built with materials or site noise mitigation to reduce interior noise in proposed new residential units to 45 dBA.

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: April 24, 2026

To: Dexter Cofield, Urban Design, M-NCPPC

From: Adebola Adepoju (AA), Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-2026-0009 Largo Station

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the comprehensive design plan submission for Largo Station located at 9300 Largo Road in Largo, MD and has the following comments / recommendations:

1. Health Department permit records indicate there are approximately 10 existing carry-out/convenience store food facilities and one markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

2. Site located within 300' of Largo Road and Harry and Truman Drive. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health problems, such as functional impairment, medical disability, and increased use of medical services even among those with no previous health problems. The applicant should provide details regarding modifications/adaptations/mitigation as necessary to minimize the potential adverse health impacts of noise on the susceptible population.

3. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

4. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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PGCPB No. 2022-69 File No. 4-21060

R E S O L U T I O N

WHEREAS, Gateway Merchant Banking is the owner of a 3.67-acre parcel of land known as Parcel O, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned Regional Transit–Oriented, High–Intensity–Core (RTO-H-C); and

WHEREAS, on March 30, 2022, Gateway Properties Largo, LLC filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-21060 for Largo Parcel O was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 2, 2022; and

WHEREAS, new Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, pursuant to Section 24-1703(a) of the Subdivision Regulations, subdivision applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, must be reviewed and decided in accordance with the Subdivision Regulations in existence at the time of the submission and acceptance of the application; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed the application under the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code in existence prior to April 1, 2022; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on June 2, 2022, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-010-2022, and further APPROVED Preliminary Plan of Subdivision 4-21060 for one parcel with the following conditions:

1. Prior to signature approval, the preliminary plan of subdivision shall be revised to provide dimension lines from the center line of the public rights-of-way to the property frontage.

2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (173-2022) and any subsequent revisions.

3. Prior to approval, the final plat shall include dedication of a 10-foot-wide public utility easement along the public rights-of-way, as delineated on the approved preliminary plan of subdivision.

4. Total development within proposed preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.

5. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

   a. The worksheet shall be revised to accurately show the required woodland requirements.

   b. The following note shall be placed under the worksheet:

      "Of the required 5.70 acres of required woodland conservation, 0.69 acre was completed on Parcel N under TCPII-51-97-01, and 3.0 acres of off-site mitigation was provided on Parcel B & C – Largo Centre West under TCP-II-67-97. The remaining 2.01 acres of required woodland conservation will be provided off-site."

   c. Add TCP1-010-2022 to the worksheet.

   d. Have the revised plan signed and dated by the qualified professional preparing the plan.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-010-2022). The following note shall be placed on the final plat of subdivision:

   "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-010-2022) or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

7. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

8. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with this preliminary plan of subdivision, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations, as part of the detailed site plan submission.

9. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan, as part of the detailed site plan, prior to its acceptance:

    a. A minimum five-foot-wide bicycle lane along the property frontage of Harry S Truman Drive, unless modified by the operating agency, with written correspondence.

    b. A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk, along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the operating agency with written correspondence.

    c. Long- and short-term bicycle parking consistent with *Guide for the Development of Bicycle Facilities (AASHTO)* to accommodate residents and visitors.

    d. Continental style crosswalks crossing vehicular access points.

10. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

    a. Install ADA-compliant pedestrian ramps, crosswalks, and Accessible Pedestrian Signal/Countdown Pedestrian Signal equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.

    b. Install ADA-compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West intersection.

    c. Install eight ground-mounted "Bike May Use Full Lane" signs, eight ground-mounted D-11/D-2 signs, and eight shared road pavement markings along Harry S Truman Drive and Largo Drive West, between Largo Town Center Metro Station and the southern terminus of Harry S Truman Drive South.

    d. Install four ground-mounted R4-11 "Bike May Use Full Lane" signs for both directions along Medical Center Drive, between Lottsford Road and Landover Road.

11. The applicant shall evaluate the need for additional points of access to the garage structure, at the time of detailed site plan.

12. At the time of detailed site plan, the applicant shall provide a stochastic queuing analysis to evaluate the queues with variation of frequency, time, and volume of vehicles entering the site to those vehicles accessing the parking spaces along the main drive aisle, to determine if the proposed parking spaces shown on the Site Development Concept Plan will result in vehicle queues and impediments to the operations along Harry S Truman Drive. If the analysis results in queueing or stacking unto Harry S Truman Drive, the applicant shall modify the site, remove the parking spaces along the drive aisle, or provide alternative improvements to mitigate the stacking of vehicles.

13. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate on-site recreational facilities.

14. The applicant, and the applicant's heirs, successors, and/or assignees, shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat.

15. The applicant, and the applicant's heirs, successors, and/or assignees, shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.

16. At the time of detailed site plan (DSP) review, the on-site recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines. Triggers for construction shall also be determined at the time of DSP.

17. At the time of detailed site plan, the applicant shall include a dog run as part of the on-site recreational facilities, and seriously consider providing a dog park.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background**—The subject property is located on the south side of Harry S Truman Drive, east of its intersection with Largo Drive West, and consists of one 3.67-acre parcel, known as Parcel O, recorded in the Prince George's County Land Records in Plat Book VJ 180, page 35. The

property is within the Regional Transit–Oriented, High–Intensity–Core (RTO-H-C) Zone, and was previously in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones. This preliminary plan of subdivision (PPS) was reviewed in accordance with the prior Prince George's County Zoning Ordinance and prior Prince George's County Subdivision Regulations, as required by Section 24-1703(a) of the Subdivision Regulations. The site is also subject to the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan), Subtitles 24 and 27 of the prior Prince George's County Code, and other applicable plans, as outlined herein. This PPS includes one parcel for development of 269 multifamily dwelling units and 1,990 square feet of commercial use. The site is currently vacant.

3. **Setting**—The property is located on Tax Map 67 in Grids E3 and D3 and is within Planning Area 66. The properties to the north beyond Harry S Truman Drive consist of multifamily development, an undeveloped parcel, and the Largo Town Center Metro Station. The properties to the north are all located within the RTO-H-C Zone (formerly located in the Mixed Use-Transportation Oriented [M-X-T] and D-D-O Zones). The abutting property to the east consists of industrial development located within the RTO-H-C Zone (formerly the M-U-I and D-D-O Zones). The adjacent properties to the south and west beyond Largo Drive West consist of commercial and industrial development, and vacant parcels located within the RTO-H-C Zone (formerly the M-U-I and D-D-O Zones).

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	RTO-H-C	RTO-H-C
Use(s)	Office and Commercial	Residential and Commercial
Acreage	3.67	3.67
Lots	0	0
Parcels	1	1
Dwelling Units	N/A	269
Gross Floor Area (sq. ft.)	0	1,990

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on April 15, 2022.

5. **Previous Approvals**—The subject property was previously platted as Parcel I by final plat of subdivision recorded in Plat Book NLP 115 Page 14 on November 30, 1982, for which there is no applicable PPS.

A lot line adjustment plat, recorded in Plat Book VJ 180 Page 35 on June 9, 1997, resulted in the current designation and configuration of the subject property, Parcel O. A new final plat for the property will be required, pursuant to this PPS, if approved, and will supersede the prior final plat of subdivision approval.

Detailed Site Plan DSP-07009 was approved by the Prince George's County Planning Board on November 18, 2008 (PGCPB Resolution No. 08-136) for 436,272 square feet of office, commercial, and garage development. A new DSP will be required for development proposed with this PPS and will supersede this prior approval.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated, as follows:

Plan 2035
The subject site is located within the Regional Transit District Growth area. The vision for the Regional Transit District is a destination for regional workers and residents that contains a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses. It is walkable, bikeable, and well connected to a regional transportation network via a range of transit options.

Master Plan Conformance
The sector plan recommends mixed-use, retail, office, institutional, and residential development on the subject site.

Sectional Map Amendment/Zoning
The Largo Town Center Sectional Map Amendment (Prince George's County Council Resolution CR-138-2013) classified the property in the M-U-I Zone, with a D-D-O that sets development standards for the property.

On November 29, 2021, the Prince George's County District Council approved CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the M-U-I and D-D-O Zones to the RTO-H-C Zone, effective April 1, 2022.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this PPS conforms to the sector plan's recommended land use, as evaluated in this finding.

7. **Stormwater Management**—An unapproved stormwater management (SWM) concept plan (173-2022) was submitted with this PPS, which shows the use of eight micro-bioretention facilities and the use of an existing stormwater pond that is on-site. An approved SWM concept plan will be required at time of DSP review.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

8. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements and recommendations of Plan 2035, the sector plan, the *Land Preservation, Parks and Recreation Plan for Prince George's County,* the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space,* the Subdivision Regulations, and prior approvals as they pertain to public parks and recreation and facilities.

The Maryland-National Capital Park and Planning Commission (M-NCPPC) currently owns and maintains 31.25 acres of local parkland and recreational facilities within the Largo Town Center Sector Plan area, including the Largo Town Center Park and the Lake Arbor Community Center, a 15,200-square-foot center colocated with the Ernest Everett Just Middle School.

The Largo Town Center Park is a 2-acre urban park, located within walking distance from this project area, at less than 0.25 mile. The park features a lake, with boardwalk, fountain, an upper entry plaza, an Americans with Disabilities Act (ADA)-accessible trail leading to a terrace overlooking the lake, a Terrace Garden (grand stairway with planters down to the lower boardwalk plaza), a Jumping Jewels water play area, landscaping, and an ornamental metal fence with park sign.

Lake Arbor Community Center is a 15,200-square-foot center colocated with the Ernest Everett Just Middle School. This community center has a gymnasium that is shared with the school, a multipurpose room, exercise/fitness room, dance room, an arts and crafts room, a computer lab, and outdoor ball fields and basketball courts.

The sector plan recommends development of private recreational amenities within highly urbanized areas, such as the Largo Town Center, and recognizes that meaningful open space does not have to be publicly owned. The sector plan recommended strategies to address the needs for future public parkland and recreational facilities. These include:

> **Short-term - complete the amenities at the Largo Town Center Park.**
>
> **Mid-term - develop the recreational amenities at Woodmore Towne Centre at Glenarden. This park is master-planned and was completed in May 2018 by the Woodmore Towne Center developer.**
>
> **Long-term - renovate and expand the Lake Arbor Community Center and add small urban parks and green spaces within the new urbanized development within the Largo Town Center sector plan area (these public open spaces may not be publicly owned).**

Mandatory dedication of parkland, pursuant to Section 24-134(a) of the Subdivision Regulations provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities. Based on the proposed density of development, 15 percent of the net residential lot area could be required to be dedicated to M-NCPPC for public parks, which equates to 0.54 acre. However, mandatory dedication of parkland is not appropriate, due to size and location of the subject parcel.

In accordance with Section 24-135(b) of the Subdivision Regulations, on-site private recreational facilities may be approved by the Planning Board, provided that the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Further, the facilities shall be properly developed and maintained to the benefit of future residents

through covenants, or a recreational facilities agreement, with this instrument being legally binding upon the subdivider and his heirs, successors, and/or assignees.

The applicant has opted to meet the mandatory dedication requirement by providing on-site recreational facilities, which includes extensive landscaping that will create the aesthetics of an urban park and walkway leading to a gated courtyard. Inside the courtyard will be a swimming pool, yoga lawn, outdoor grilling stations, social seating areas, kids areas with benches, shade structures with heaters, and, in addition, there will be an indoor fitness center. During the Planning Board hearing, the applicant proffered a dog run on the subject site, and indicated that a dog park will be considered at the time of DSP. The recreational facilities proposed are equivalent, or superior to, those that would be provided under the provision of mandatory dedication of parkland. These facilities will be reviewed in detail, at the time of DSP.

The proposed on-site recreational facilities meet the requirements of Section 24-135(b).

9. **Transportation (pedestrian, bicycle and vehicular)**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan, to provide the appropriate transportation facilities.

Sector Plan Compliance
The subject site is along Harry S Truman Drive, which has an 80-foot ultimate right-of-way established with the MPOT. The ultimate right-of-way is accurately displayed on the plan sheets. The subject property also has frontage along Largo Drive West, which is not designated as a master plan roadway. There is no additional right-of-way dedication required with this PPS. Main access to the site is proposed along Harry S Truman Drive, with an additional access point along Largo Drive West for loading purposes.

Analysis of Pedestrian and Bicycle Facilities
This PPS is subject to the MPOT. The subject property fronts the recommended master-planned bicycle lane, along Harry S Truman Drive.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.***

This development is also subject to the sector plan, which also proposes bicycle lanes along Harry S Truman Drive. The following design standards are recommended, beginning on page 63:

> **Implement complete streets (shared-use streets) principles on all interior streets in the Largo Town Center Development District Overlay Zone (DDOZ) to provide safe and convenient accommodation for all potential users, including pedestrian, cyclist, motorist and transit riders alike.**
>
> **Relegate parking (surface/structured) behind buildings, masking it from the public realm.**
>
> **Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclist.**
>
> **Eliminate one-way street pair between MD 214 (central Ave) and the metro station by converting Harry S. Truman Drive and Largo Drive West into two-way streets.**

Per the Prince George's County Department of Public Works and Transportation (DPW&T), Harry S Truman Drive and Largo Drive West will be converted into a two-way street that will include bicycle lanes along the north side of Harry S Truman Drive and the south side of Largo Drive West. DPW&T should confirm whether bicycle lanes along the subject property frontage will be implemented with the development of the subject site.

The submitted plan sheets include an eight-foot-wide sidewalk along the frontages of Harry S Truman Drive and Largo Drive West. The proposed development also includes reserved space for bicycle parking within the multifamily building. In addition to the proposed indoor parking, the applicant shall provide short-term parking. Short-term parking shall consist of a minimum of two inverted U-style bicycle racks near the building entrance. A crosswalk is also shown connecting the site to the sidewalk along the pedestrian island at the western intersection of Harry S Truman Drive and Largo Drive West. Additional crosswalks, crossing all vehicular access points, shall be provided. The proposed and required facilities support the policies and strategies of the MPOT and sector plan.

Analysis of Traffic Impacts

The subject property is part of the larger DSP-07009 which was approved for a 201,700-square-foot general office space that was projected to generate 329 AM peak-hour and 305 PM peak-hour trips. This prior approved application was also considered as background traffic for the prior approved Regional Medical Center and RPAI Cap Center (PPS 4-79179).

The current PPS is projected to generate 126 AM peak-hour and 145 PM peak-hour trips, which includes a 10 percent transit reduction from the nearby Largo Town Center Metro Station. The proposed development includes 1,990 square feet of ancillary retail that will not generate any external trips. Based on these facts, a full traffic study was not required, due to the significant reduction in projected trip generation.

TRIP GENERATION SUMMARY: 4-21060 Largo Parcel O										
				AM Peak Hour			PM Peak Hour		
Prior Approved	Land Use	Quantity	Metric	Total			Total		
	General Office	201,700	sq. ft.	329			305		
				In	Out	Total	In	Out	Total
Proposed	Multifamily	269	units	28	112	140	105	56	161
	- 10% transit reduction			-3	-11	-14	-11	-6	-16
	Total New Trips			*25*	*101*	*126*	*94*	*50*	*145*
Net Primary Trips for 4-21060				25	101	**126**	94	50	**145**

Analysis of Bicycle and Pedestrian Impact Statement
The subject property is in the Largo Town Center Metro Center, and is, therefore subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines – Part 2" (Guidelines).

The cost cap for the proposed development's off-site facilities, adjusted for inflation, is $100,220 as of March 2022.

Off-Site Adequacy
The applicant provided a detailed list of several off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. The applicant proposed the following options:

1. Install seven total bus area sitting wall and concrete base foundations and new pole-mounted trash can along Largo Drive West, Harry S Truman Drive, Lottsford Road, and Largo Center Drive.

   Estimated total: $82,005

2. Install ADA-compliant pedestrian ramps, crosswalks, and Accessible Pedestrian Signal/Countdown Pedestrian Signal equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.

   Estimated total: $49,560

3. Install ADA-compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West intersection.

   Estimated total: $23,310

4. Install 8 ground-mounted "Bike May Use Full Lane" signs, 8 ground-mounted D-11/D-2 signs, and 16 shared road pavement markings along Harry S Truman Drive and Largo Drive West, between Largo Town Center Metro Station and the southern terminus of Harry S Truman Drive South.

   Estimated total: $19,800

5. Install 16 ground-mounted "Bike May Use Full Lane" and 16 shared road pavement markings in both directions within Medical Center Drive between Lottsford Road and Landover Road.

   Estimated total: $18,480

6. Install 16 ground-mounted "Bike May Use Full Lane" and 16 shared road pavement markings in both directions within Largo Center Drive between Arena Drive and Harry S Truman Drive.

   Estimated total: $18,480

The applicant also proposed to install 16 ground-mounted "Bike May Use Full Lane" and 16 shared road pavement markings in both directions within Lottsford Road, between Arena Drive and Largo Drive West. However, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) provided correspondence, dated May 31, 2022, indicating that DPW&T intends to install bike lanes along Lottsford Road and McCormick Drive in the near future, and as such would not require the applicant to install "Bike May Use Full Lane" signs and sharrows along Lottsford Road.

The proposed off-site improvements offset the pedestrian and bicycle impact generated by the site. Given the residential nature of development and proximate location to transit services, the applicant shall provide the following off-site improvements in an effort to provide facilities that would benefit both pedestrian and bicycle users:

1. All infrastructure as described in Options 2 and 3 above.

   Estimate total: $72,870

2. Install eight D-11-1 and R4-11 signs and eight shared roadway pavement markings, as described in Option 4 above.

   Estimate total: $15,840

3. Install four R4-11 signs, as described in Option 5 above.

   Estimated total: $2,720

4. Install four R4-11 signs, as described in Option 7 above.

   Estimated total: $2,720

5. Install four shared roadway pavement markings, as described in Option 7 above.

   Estimated total: $1,980

This infrastructure is estimated to remain within the cost cap, while providing a variety of facilities to enhance the community.

On-Site Pedestrian and Bicycle Facilities
On-site pedestrian and bicycle adequacy facilities are also required pursuant to Section 24-124.01(c). The applicant has indicated that lighting, ADA ramps, the sidewalk along the building frontage, and pedestrian connections from the building to the street frontage improvements will be provided. Additional specific pedestrian and bicycle facilities that will be included shall be provided with the DSP.

Demonstrated Nexus
The identified off-site facilities enhance the site's connection to the surrounding area. The site has major trip generators and destinations, the Largo Town Center Metro Station, several retail/ commercial areas, University of Maryland Capital Region Medical Center, and a local library all in the nearby vicinity.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

Based on the vehicular traffic analysis above, adequate roadway facilities exist to serve the proposed development. However, there are concerns regarding the circulation and access to the site as displayed on the site development concept plan incorporated with the latest PPS submission. The applicant indicates that access to the site will be provided by a single access point along Harry S Truman Drive that will provide direct access to the parking garage structure. The anticipated trips and parking generated by site is substantial and that the absence of an additional point of access to proportionally distribute vehicles entering and exiting the development, may cause potential queueing issues along Harry S Truman Drive. In addition, the site development concept plan submitted with this PPS shows seven parking spaces along the main drive aisle of the site, which the applicant indicates will be used for temporary use of ridesharing and delivery vehicles. The vehicle maneuvers to the parking spaces along the single drive aisle, along with the number of vehicles accessing the site, may result in queuing issues along Harry S Truman Drive. The applicant shall evaluate an additional point of access to the garage and provide additional analysis to evaluate the impacts of the temporary spaces along the drive aisle as part of the DSP.

In terms of pedestrian and bicycle analysis, the PPS shows an eight-foot-wide sidewalk along the entire perimeter of the subject property. At the time of DSP, the applicant shall provide all pedestrian and bicycle facilities on a facilities plan. The required amenities and facilities support the policies of the MPOT, the sector plan, Section 24-124.01, and the Guidelines.

Lastly, a variation request for access from Harry S Truman Drive was submitted and reviewed as part of the PPS application. Section 24-121(a)(3) requires that lots proposed on land adjacent to an existing or proposed planned roadway of arterial or higher classification be designed to front on either an interior street or service roadway. However, the segment of Harry S Truman Drive between Largo Center Drive/Largo Drive West and Largo Drive West, which includes the property frontage, is designated as a collector roadway, per the MPOT. The MPOT states that the arterial classification along Harry S Truman Drive (A-38) is between Whitehouse Road and Largo Drive West (C-346), which ends before the property frontage. The remaining section of Harry S Truman Drive is included in a loop roadway configuration that includes Largo Drive West and Largo Center Drive and is classified as a collector roadway between Arena Drive to Arena Drive (Loop). DPW&T, who maintains and operates this roadway, was contacted to verify if the MPOT classification of this segment of the roadway is consistent with DPW&T's roadway inventory designations, but confirmation was not received. Given the information provided in the MPOT, the variation request was not required. In accordance with these findings, the applicant subsequently withdrew the variation request.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required, in accordance with Section 24-124.

10. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the prior Subdivision Regulations, Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Public Facilities Regulations for Schools*. Per Section 24-122.02(a)(2), the subdivision is considered adequate when the future student enrollment does not exceed 105 percent of the state-rated capacity. The subject property is located within Cluster 4, as identified in the *Pupil Yield Factors and Public-School Clusters* 2020 Update. An analysis was conducted and the results are, as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 4	**Middle School Cluster 4**	**High School Cluster 4**
Multifamily (MF) Dwelling Units	269 DU	269 DU	269 DU
Pupil Yield Factor (PYF) – Multifamily (MF)	0.162	0.089	0.101
MF x PYF = Future Subdivision Enrollment	44	24	27
Adjusted Student Enrollment 9/30/19	12,927	9,220	7,782
Total Future Student Enrollment	12,971	9,244	7,809
State Rated Capacity	15,769	9,763	8,829
Percent Capacity	82	95	88

Per Section 24-114.01 of the Subdivision Regulations, School Planning Capacity Analysis, this adequacy analysis was completed for planning purposes to assess the need for new or expanded school facilities; it is not a condition of approval for a subdivision.

Section 10-192.01 School Facilities Surcharge
Section 10-192.01 of the County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is $10,180 per dwelling if a building is located between I-95/495 (Capital Beltway) and the District of Columbia; $10,180 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or $17,451 per dwelling for all other buildings. This project is located outside the Capital Beltway; thus, the surcharge fee is $17,451 per dwelling unit.

Per Section 10-192.01(c)(1)(B) "the school facilities surcharge under this section shall be reduced by 50 percent for multifamily housing projects, with a building permit issued on or after April 1, 2019, constructed where there is no approved transit district overlay zone, within one-quarter mile of a metro station or a MARC station." If all units of the proposed multifamily development will fall within the 0.25-mile radius of the Largo Town Center Metro Station, the surcharge fee would be reduced by 50 percent to $8,725.50 per dwelling unit, or as adjusted for inflation, in accordance with the Consumer Price Index at time of building permit. In addition, Section 10-192.01(c)(2)(A) exempts dwelling units that are studio apartments and efficiency apartments within the Regional Transit Districts and Local Centers (Growth Policy Areas), as defined in Plan 2035. The proposed multifamily development is within the Largo Town Center Metro Regional Transit District and proposes 15 studio apartments. Therefore, the school facilities surcharge does not apply to the 15 studio apartments, however the surcharge does apply to all other multifamily dwelling units.

This fee is to be paid to DPIE at the time of issuance of each building permit.

11. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, police, water and sewerage, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated April 27, 2022 (Perry to Heath), incorporated by reference herein.

This PPS was reviewed for conformance to the sector plan, in accordance with Section 24-121(a)(5). The sector plan provides goals and policies related to public facilities (pages 82–84). The proposed development aligns with the sector plan goals to ensure "adequate student capacity at all public schools" and "adequate access to public park facilities" serving the sector plan area, and the schools and parks strategies. There are no police, fire and emergency medical service facilities, schools, parks, or libraries proposed on the subject property. The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities.

12. **Public Utility Easement**—Section 24-122(a) requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

> "Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748."

The standard requirement for public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public rights-of-way of Harry S Truman Drive and Largo Drive West. The required PUEs along both rights-of-way are delineated on the PPS.

13. **Historic**—The sector plan does not include goals and policies related to historic preservation. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.

14. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
SDP-9708	TCP2-51-97	Planning Board	Approved	7/24/1997	97-211
DSP-07009	TCP2-51-97-01	Planning Board	Approved	9/18/2008	08-136
NRI-201-2021	N/A	Staff	Approved	2/8/2022	N/A
4-21060	TCP1-010-2022	Planning Board	Approved	6/2/2022	2022-69

Grandfathering
The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010, because this is a new PPS.

Site Description
There are no streams, wetlands, or 100-year floodplain that occur on this site. The property is improved with an existing SWM pond. No forest interior dwelling species (FIDS) habitat or FIDS buffer are mapped on-site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this overall property. The site drains to Southwest Branch, which is a part of the Western Branch watershed, then to the Patuxent River basin. The site has frontage on Largo Drive West and Harry S Truman Drive, which is a collector road. No designated scenic or historic roadways are adjacent to the project site. The site is not within the designated network of the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan).

CONFORMANCE WITH APPLICABLE PLANS

Sector Plan
In the approved sector plan, environmental recommendations are made for proposed development. These recommendations contain goals and strategies. The following guidelines have been determined to be applicable to the environmental planning review of the current project. The text in **BOLD** is the text from the sector plan, and the plain text provides comments on plan conformance.

> **Goal: A Green and Sustainable Community**
>
> **Strategies:**
>
> **Identify places where green infrastructure elements of local significance can be permanently preserved and, where possible, restored and enhanced.**
>
> **Preserve the woodlands along streams as woodland conservation to meet their own requirements or those of adjacent sites.**
>
> **Identify suitable sites for and construct replacement green infrastructure elements within the Southwest Branch Watershed.**
>
> **Share stormwater management facilities and function between development sites to reduce the overall land consumption needed to manage stormwater with an emphasis on managing stormwater quantities in shared facilities.**
>
> **Identify priority downstream locations within the Southwest Branch Watershed for stream and wetland restoration projects required for mitigation.**
>
> **Integrate stormwater management and environmental site design features with complete street designs for all new and reconstructed interior streets within the sector plan area.**

There are no regulated environmental features on-site. The site was previously graded, and a stormwater pond exists on the southern portion of the site. The stormwater pond is shared with neighboring properties, which has reduced the overall land consumption needed to manage stormwater. Additional micro-bioretention facilities are proposed to eliminate any on-site or downstream flooding. These additional stormwater devices will be reviewed by DPIE.

Conformance with the Green Infrastructure Plan
According to the Green Infrastructure Plan, the site contains no regulated nor evaluation areas within the designated network of the plan. The current PPS and Type 1 tree conservation plan (TCP1) can be found in conformance with the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
A Natural Resources Inventory (NRI-201-2021) was approved on February 8, 2022, and was provided with this PPS. There are no regulated environmental features or specimen trees located on this site. The TCP1 and the PPS show all the required information correctly, in conformance with the NRI. No additional information is required regarding the NRI.

Woodland Conservation
This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because this is a new PPS, and to the Environmental Technical Manual. TCP1-010-2022 was submitted with the subject PPS and requires minor revisions, to be found in conformance with the WCO.

This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because this application is for a new PPS,

The site had a previously approved Type II Tree Conservation Plan (TCPII-57-97-01), which was for both Parcel N and O. Information from the previous TCPII was used in the updated worksheet found on the TCP1 associated with this PPS. The calculations shown on the worksheet are based on both Parcel O and N. The woodland conservation threshold for this 10.66-acre property is 15 percent of the net tract area, or 9.29 acres. The total woodland conservation requirement is based on the amount of clearing proposed, which is 5.70 acres. This requirement is proposed to be met by providing 0.19 acre of woodland preservation, 0.50 acre of reforestation, and 5.01 acres of off-site mitigation. Of the required 5.70 acres of required woodland conservation, 0.69 acre was completed on Parcel N under TCPII-51-97-01, and 2.84 acres of off-site mitigation was provided on Parcels B and C, Largo Centre West, under TCP II-67-97. The remaining 2.17 acres of required woodland conservation will be provided off-site.

Technical revisions to the TCP1 are required and included in the conditions of approval.

Soils
The predominant soil found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Collington-Wist-Urban land complex, and Urban land-Collington-Wist complex. Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

15. **Urban Design**—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated, as follows:

Conformance with the D-D-O and the Sector Plan
The subject site is located within the D-D-O core area of the sector plan, which envisions the transformation of the Largo Town Center Metro Station Area into one of Prince George's County's premiere mixed-used "downtowns" and 24-hour activity centers.

The proposed commercial uses and multifamily dwellings are permitted on the property, subject to the approval of a DSP. In accordance with the sector plan, the D-D-O standards replace comparable standards and regulations of the Zoning Ordinance, where applicable. Whenever a conflict exists between the D-D-O standards and the Zoning Ordinance or 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O Zone Standard shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance. Conformance with the regulations and standards of the D-D-O Zone will be further reviewed, at the time of DSP.

The D-D-O has numerous development standards focused on criteria including building placement, street design, and architectural elements. While conformance with these requirements will be evaluated at the time of DSP, the applicant should be particularly mindful now of the D-D-O development standards that define spatial relationships within the subject site and with the surrounding neighborhood. Special attention should be paid to development standards on lot coverage, building siting, parking, and streetscape elements.

Conformance with the Prince George's County Zoning Ordinance
All development proposals in a D-D-O Zone are subject to DSP review, as indicated in Section 27-548.25, Site Plan Approval, which states:

a. Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.

DSP-21049 is currently pending review with the Urban Design Section.

Conformance with the 2010 Prince George's County Landscape Manual
The proposed development is subject to the Landscape Manual. The D-D-O Zone includes development district standards that replace many requirements of the Landscape Manual, and the project will be required to demonstrate conformance with the applicable development district standards and Landscape Manual requirements at the time of DSP.

Conformance with the Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, The Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. The property is in the M-U-I Zone and will require a minimum 10 percentage of the gross tract area to be in the tree canopy coverage. Compliance with the TCC requirements will be evaluated at the time of DSP review.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * * * * * * * * * *

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, and Shapiro voting in favor of the motion, and with Commissioners Doerner and Washington absent at its regular meeting held on Thursday, June 2, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of June 2022.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:AH:rpg

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department
Date: June 9, 2022

DETAILED SITE PLAN
LARGO CENTRE WEST
DSP-2026-0009

DEVELOPMENT STANDARDS

PROJECT DATA TABLE

NET LOT AREA	159,832 SF		
RESIDENTIAL GFA	280,835 SF		269 UNITS
COMMERCIAL GFA	1,990 SF		
TOTAL	282,825 SF		

PARKING REQUIREMENTS

USE	RATE	UNITS/SF	MAX ALLOWED	PROPOSED
≤ 2 BEDROOM	1.25/UNIT [1]	269	337	320
COMMERCIAL [2]	10/1,000 SF	1,990	20	0
		TOTAL	357	320 [3]

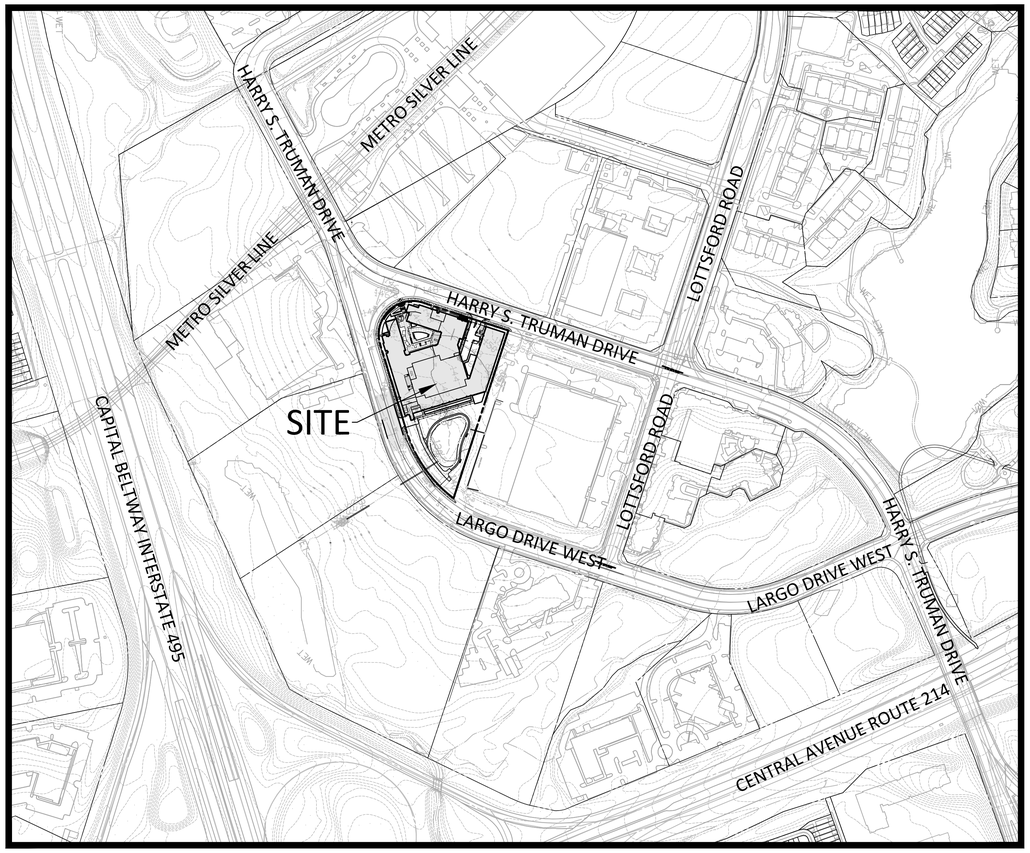
[1] PER TABLE 16, DEVELOPMENT DISTRIC STANDARDS
[2] TO ALLOW RESTAURANT, BUT NOT TO PRECLUDE RETAIL SALES OR PERSONAL SERVICE USES
[3] INCLUDED 9 ADA PARKING SPACES (7 REGULAR AND 2 VAN ACCESSIBLE)

LOADING REQUIREMENTS

USE	RATE	UNITS/SF	REQUIRED	PROPOSED
MULTI-FAMILY	1 UP TO 300 UNITS	269	1	
COMMERCIAL	0 IF < 2,000 SF	1,990	0	
		TOTAL	1	1

DEVELOPMENT STANDARDS: TOD CORE

STANDARD	UNIT	REQUIRED	PROPOSED	NOTES
BLOCK LENGTH	MAX FT	450'	404'	DISTANCE FROM ADJACENT PARCEL TO WESTERN POINT OF TANGENT AT INTERSECTION OF HARRY S. TRUMAN DRIVE AND W LARGO DRIVE
BUILDING TO PED ZONE	MIN-MAX FT	0-15'	15' MAX	
BUILDING RECESS	MAX %	25%	20%	
CORNER TOWER	N/A	N/A	N/A	
SIDE SETBACK	MIN FT	0'	5'	
REAR SETBACK	N/A	N/A	N/A	
STORIES	MIN#-MAX#	6-10	6	
HEIGHT	MAX FT	215'	80'	FROM MID-POINT ON HARRY S. TRUMAN DR
COMMERCIAL GROUND FLOOR HEIGHT	MIN FT	14'	14'	COMMERCIAL BAY AT 20' MIN. DEPTH
RESIDENTIAL GROUND FLOOR HEIGHT	MIN FT	9'	9'	
RESIDENTIAL UPPER FLOOR HEIGHT	MAX FT	18'	11'	
BTL TO CURB	MAX FT	25'	25'	SEE BTL EXHIBIT
BUILDING RECESS DEPTH	MAX FT FROM BTL	24'	24'	SEE BTL EXHIBIT
BUILDING RECESS LENGTH	MAX %	25%	23%	SEE BTL EXHIBIT
BUILDING FRONTAGE	MIN %	90%	91%	SEE BTL EXHIBIT



PLAN LEGEND

PROPERTY LINES
EXISTING CABLE TELEVISION CONDUIT
EXISTING ELECTRICAL CONDUIT
EXISTING EDGE OF PAVEMENT
EXISTING FENCE LINE
EXISTING NATURAL GAS CONDUIT
EXISTING OVERHEAD WIRES
EXISTING TELEPHONE CONDUIT
EXISTING PUBLIC UTILITIES EASEMENTS
EXISTING SANITARY SEWER CONDUIT
EXISTING STORM DRAIN CONDUIT
EXISTING WATER CONDUIT
EXISTING ZONE LIMITS
PROPOSED 10' CONTOUR
PROPOSED 2' CONTOUR

PROPOSED WATER LINE
PROPOSED SANITARY SEWER WITH STRUCTURE
PROPOSED STORM DRAIN
PROPOSED LIMITS OF DISTURBANCE
PROPOSED STORM WATER EASEMENT
EXISTING PARKING LABEL
EXISTING SANITARY CLEANOUT
EXISTING STORM DRAIN MANHOLE
EXISTING ELECTRICAL JUNCTION BOX
EXISTING ELECTRICAL MANHOLE
EXISTING FIRE DEPARTMENT CONNECTION
EXISTING FIRE HYDRANT
EXISTING GAS MANHOLE

EXISTING GUY POLE
EXISTING GAS VALVE
EXISTING LIGHT POLE
EXISTING PHONE PEDESTAL
EXISTING PHONE MANHOLE
EXISTING UTILITY POLE
EXISTING SANITARY MANHOLE
EXISTING TRAFFIC CONTROL BOX
EXISTING TRAFFIC SIGNAL POLE
EXISTING TREE
EXISTING CABLE TELEVISION PEDESTAL
EXISTING UNKNOWN UTILITY MANHOLE
EXISTING WATER METER
EXISTING WATER MANHOLE
EXISTING WATER VALVE

EXISTING BOLLARD
EXISTING SIGN POST
EXISTING WOOD POST
EXISTING INLETS
EXISTING CURB INLET
EXISTING CONCRETE
EXISTING CURB AND GUTTER
EXISTING BUILDING
EXISTING STORY
EXISTING ELECTRICAL TRANSFORMER
EXISTING ASPHALT
EXISTING EASEMENT
EXISTING REINFORCED CONCRETE PIPE
EXISTING CORRUGATED METAL PIPE
EXISTING BUILDING RESTRICTION LINE
EXISTING RIGHT-OF-WAY

BUILDING HEIGHT MEASURING POINT
PROPOSED BIKE RACKS
PROPOSED LIGHTS
PEDESTRIAN LIGHTS
PROPOSED PARKING LABELS
PROPOSED HARDSCAPE
PROPOSED FIRE HYDRANT
DOOR LOCATION
PROPOSED SWM FACILITY
PROPOSED SWM FACILITY WITH CHEEK WALL AND CURB CUT

GENERAL NOTES

1. PROJECT NAME: LARGO CENTRE WEST
2. TOTAL ACREAGE:
   GROSS ACREAGE: 3.6694 ACRES
   NET ACREAGE: 3.6694 ACRES
3. EXISTING ZONING: RTO-H-C
   FILED UNDER PRIOR ZONE: M-U-I (MIXED USE INFILL)
   PRIOR DEVELOPMENT DISTRICT OVERALY:D-D-O LARGO TOWN CENTER SECTOR PLAN AND SMA DEVELOPMENT DISTRICT OVERLAY
4. PROPOSED USES:
   a. 269 MULTI-FAMILY RESIDENTIAL UNITS
   b. 1,990 SQUARE FEET OF COMMERCIAL USES AS ALLOWED UNDER THE TABLE OF USES CONTAINED IN APPENDIX B OF THE APPROVED LARGO TOWN CENTER SECTOR PLAN AND SECTIONAL MAP AMENDMENT
5. NUMBER OF LOTS: 1 (PARCEL 1, PLAT BOOK ME 262 PLAT NO.76)
6. BREAKDOWN OF UNITS BY TYPE:
   a. 15 STUDIO
   b. 157 1-BEDROOM
   c. 97 2-BEDROOM
   d. 269 TOTAL UNITS
7. GROSS FLOOR AREA OF COMMERCIAL USES
   a. EXISTING: 0 SQUARE FEET
   b. PROPOSED: 1,990 SQUARE FEET
8. WSSC 200-FOOT MAP: 201NE08
9. TAX MAP NUMBER & GRID: 67-D3 & 67-E3, ACCOUNT #3106234
10. NOT WITHIN AN AVIATION POLICY AREA OR MILITARY INSTALLATION OVERLAY
11. WATER/SEWER DESIGNATION:
    a. EXISTING: W-3, S-3
    b. PROPOSED: W-3, S-3 (NO CHANGE)
12. STORMWATER MANAGEMENT CONCEPT PLAN NUMBER: DPIE #173-2022-0
13. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY: PROVIDE PER PLAT ME 262-76
14. MANDATORY PARK DEDICATION: TO BE MET BY THE PROVISION OF PRIVATE RECREATIONAL FACILITIES PURSUANT TO SECTION 24-135(B)
15. NO CEMETERIES ON OR CONTIGUOUS TO PROPERTY
16. NO HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY PER PG ATLAS, THE MARYLAND HISTORIC TRUST DATABASE, OR THE NATIONAL REGISTRY OF HISTORIC PLACES.
17. NO STREAMS OR WETLANDS ON SITE OR WITHIN 100 FEET OF SITE
18. NO 100-YEAR FLOODPLAIN ON SITE
19. NOT WITHIN THE CHESAPEAKE BAY CRITICAL AREA OVERLAY
20. TOPOGRAPHIC INFORMATION SURVEYED BY VIKA MD, LLC IN NOVEMBER 2021
21. THE APPLICANT WILL NEED TO CONFORM TO DUST CONTROL REQUIREMENTS, AS SPECIFIED ON 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.
22. THE APPLICANT WILL NEED TO CONFORM TO CONSTRUCTION NOISE CONTROL REQUIREMENTS, AS SPECIFIED IN SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE, WHICH IS ADOPTED BY REFERENCE TO THE CODE OF MARYLAND REGULATIONS.
23. APPLICANT:
    GATEWAY MERCHANT BANKING
    230 PARK AVENUE, THIRD FLOOR WEST
    SUITE 302
    NEW YORK, NY 10169
24. PREVIOUSLY APPROVED PRELIMINARY PLAN: PPS 4-21060

SHEET INDEX

DETAILED SITE PLAN

DSP-001	COVER SHEET
DSP-002	PLAN APPROVALS
DSP-003	DETAILED SITE PLAN
DSP-004	DEVELOPMENT STANDARDS EXHIBIT
DSP-005	SITE DETAILS

LANDSCAPE ARCHITECTURE

L0.01	OVERALL PLAN
L0.02	PLANT SCHEDULE
L0.03	RECREATIONAL FACILITIES EXHIBIT
L0.10-L0.12	PRODUCT CUT SHEETS
L2.00	MATERIALS SCHEDULES
L3.00-L3.09	HARDSCAPE DETAILS

ARCHITECTURE

G0.01	COVER SHEET
A1.01	LEVEL 1
A1.02	LEVEL 2
A1.03	LEVEL 3-5
A1.04	LEVEL 6
A1.05	LEVEL 7
A2.01-2.02	SECTIONS
A3.01-3.04	ELEVATIONS
A4.01-4.04	PERSPECTIVES
A5.01-5.02	SIGNAGE

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Our Site Set on the Future.

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1300 CARAWAY COURT
UPPER MARLBORO, MD 20774
301.306.0033
THOMAS H. HALLER
thaller@gibbshaller.com

REVISIONS	DATE

LARGO CENTRE WEST
PARCEL O
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

COVER SHEET

PROFESSIONAL SEAL
STATE OF MARYLAND
DONALD NELSON
No. 52939
PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. ENGINEER'S NAME: Don Nelson, P.E.
LICENSE No.: 52939
EXPIRATION DATE: July 11, 2026

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DATE ISSUED: 05/01/2026
VIKA PROJECT VM50556A
DRAWING NO. DSP-001
SHEET NO.

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REVISIONS	DATE

LARGO CENTRE WEST

PARCEL O
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

PLAN APPROVALS

PROFESSIONAL SEAL

STATE OF MARYLAND · DONALD · NELSON · NO. 52939 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE'S NAME: Don Nelson, P.E.
LICENSE No.: 52939
EXPIRATION DATE: July 11, 2026

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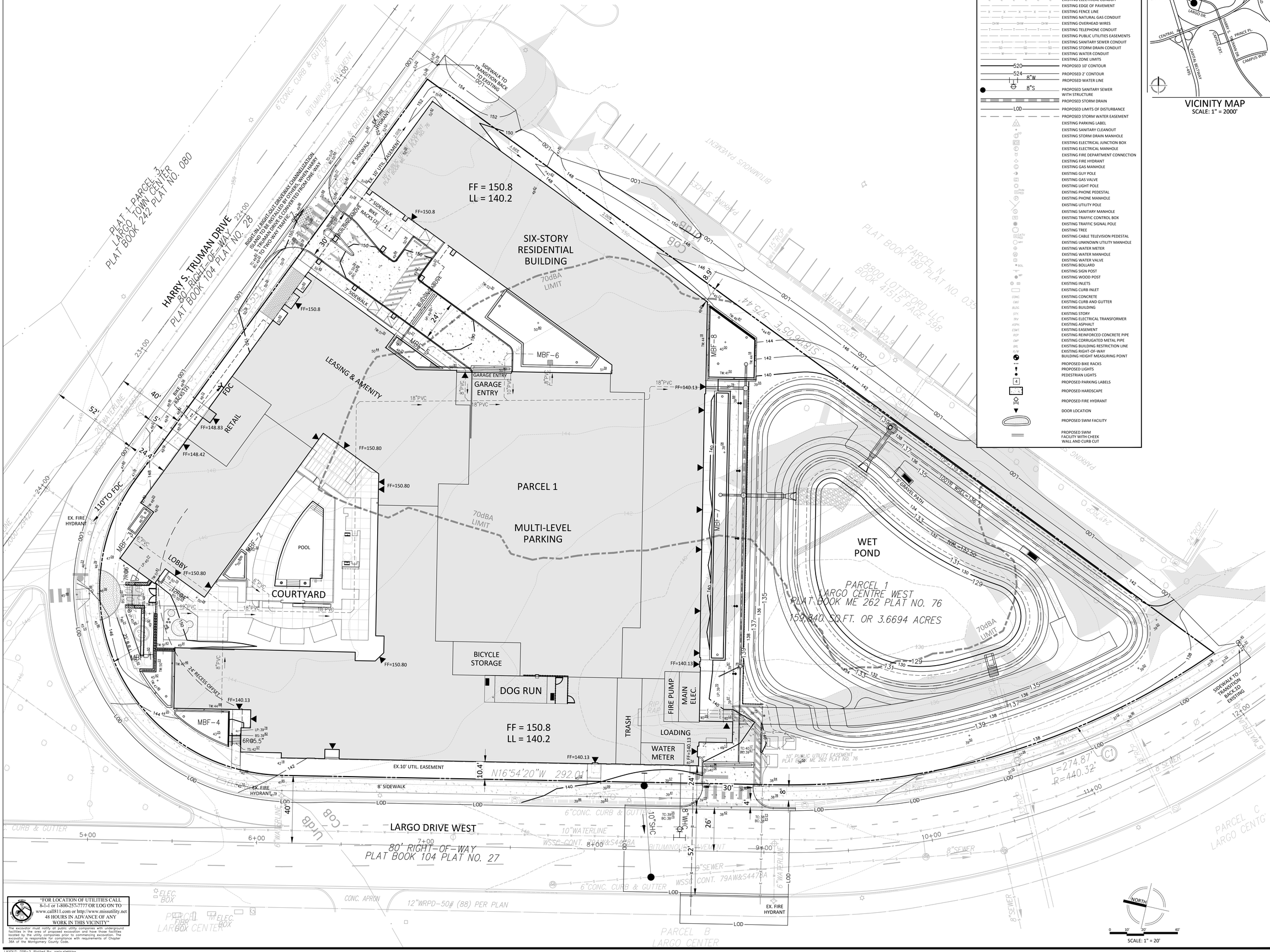
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DRAWING NO. DSP-002

SHEET NO.

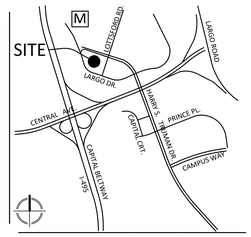
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LAYOUT: APPROVALS, Plotted By: zaria.stebbins



PLAN LEGEND

- PROPERTY LINES
- EXISTING CABLE TELEVISION CONDUIT
- EXISTING ELECTRICAL CONDUIT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE LINE
- EXISTING NATURAL GAS CONDUIT
- EXISTING OVERHEAD WIRES
- EXISTING TELEPHONE CONDUIT
- EXISTING PUBLIC UTILITIES EASEMENTS
- EXISTING SANITARY SEWER CONDUIT
- EXISTING STORM DRAIN CONDUIT
- EXISTING WATER CONDUIT
- EXISTING ZONE LIMITS
- PROPOSED 10' CONTOUR
- PROPOSED 2' CONTOUR
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER WITH STRUCTURE
- PROPOSED STORM DRAIN
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED STORM WATER EASEMENT
- EXISTING PARKING LABEL
- EXISTING SANITARY CLEANOUT
- EXISTING STORM DRAIN MANHOLE
- EXISTING ELECTRICAL JUNCTION BOX
- EXISTING ELECTRICAL MANHOLE
- EXISTING FIRE DEPARTMENT CONNECTION
- EXISTING FIRE HYDRANT
- EXISTING GAS MANHOLE
- EXISTING GUY POLE
- EXISTING GAS VALVE
- EXISTING LIGHT POLE
- EXISTING PHONE PEDESTAL
- EXISTING PHONE MANHOLE
- EXISTING UTILITY POLE
- EXISTING SANITARY MANHOLE
- EXISTING TRAFFIC CONTROL BOX
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING TREE
- EXISTING CABLE TELEVISION PEDESTAL
- EXISTING UNKNOWN UTILITY MANHOLE
- EXISTING WATER METER
- EXISTING WATER MANHOLE
- EXISTING WATER VALVE
- EXISTING BOLLARD
- EXISTING SIGN POST
- EXISTING WOOD POST
- EXISTING INLETS
- EXISTING CURB INLET
- EXISTING CONCRETE
- EXISTING CURB AND GUTTER
- EXISTING BUILDING
- EXISTING STORY
- EXISTING ELECTRICAL TRANSFORMER
- EXISTING ASPHALT
- EXISTING EASEMENT
- EXISTING REINFORCED CONCRETE PIPE
- EXISTING CORRUGATED METAL PIPE
- EXISTING BUILDING RESTRICTION LINE
- EXISTING RIGHT-OF-WAY
- BUILDING HEIGHT MEASURING POINT
- PROPOSED BIKE RACKS
- PROPOSED LIGHTS
- PEDESTRIAN LIGHTS
- PROPOSED PARKING LABELS
- PROPOSED HARDSCAPE
- PROPOSED FIRE HYDRANT
- DOOR LOCATION
- PROPOSED SWM FACILITY
- PROPOSED SWM FACILITY WITH CHEEK WALL AND CURB CUT



VICINITY MAP
SCALE: 1" = 2000'

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

LAYOUT: DSP-3, Plotted By: zaria.stebbins

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REVISIONS	DATE

LARGO CENTRE WEST

PARCEL O
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

DETAILED SITE PLAN

PROFESSIONAL SEAL

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, ENGINEER'S NAME: Don Nelson, P.E.
LICENSE No.: 52939
EXPIRATION DATE: July 11, 2026

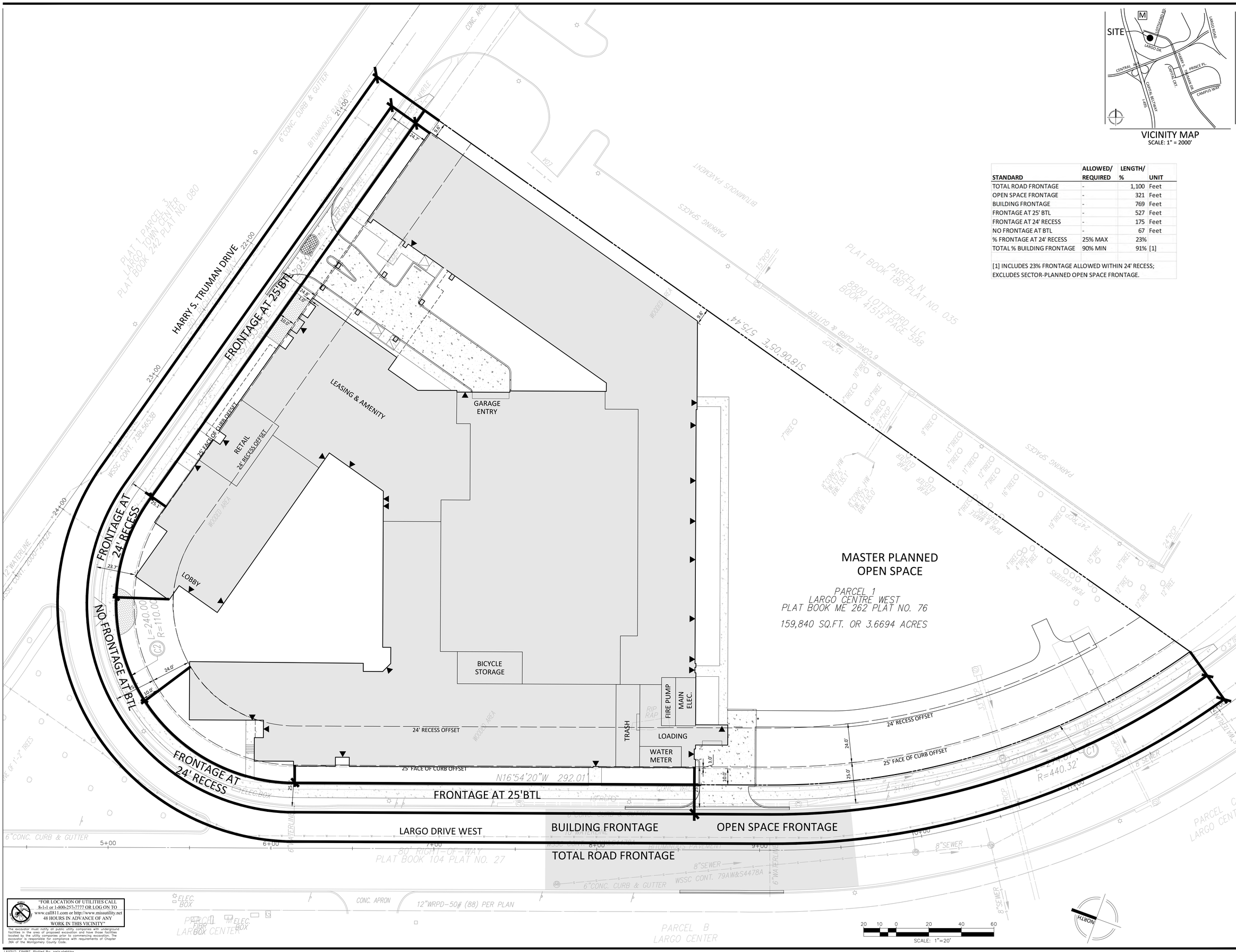
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SHEET NO.

SCALE: 1" = 20'

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VICINITY MAP
SCALE: 1" = 2000'

STANDARD	ALLOWED/ REQUIRED	LENGTH/ %	UNIT
TOTAL ROAD FRONTAGE	-	1,100	Feet
OPEN SPACE FRONTAGE	-	321	Feet
BUILDING FRONTAGE	-	769	Feet
FRONTAGE AT 25' BTL	-	527	Feet
FRONTAGE AT 24' RECESS	-	175	Feet
NO FRONTAGE AT BTL	-	67	Feet
% FRONTAGE AT 24' RECESS	25% MAX	23%	
TOTAL % BUILDING FRONTAGE	90% MIN	91%	[1]

[1] INCLUDES 23% FRONTAGE ALLOWED WITHIN 24' RECESS; EXCLUDES SECTOR-PLANNED OPEN SPACE FRONTAGE.

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SCALE: 1"=20'

NORTH

LAYOUT: EXHIBIT, Plotted By: zaria.stebbins

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REVISIONS	DATE

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13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

BUILDING FRONTAGE EXHIBIT

PROFESSIONAL SEAL
STATE OF MARYLAND · DONALD J. NELSON · No. 52939 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. ENGINEER'S NAME: Don Nelson, P.E.
LICENSE No.: 52939
EXPIRATION DATE: July 11, 2026

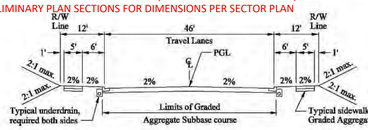
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DRAWING NO.: DSP-004
SHEET NO.

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FOR CONSTRUCTION DETAILING ONLY; EXISTING CURB TO REMAIN; SEE PRELIMINARY PLAN SECTIONS FOR DIMENSIONS PER SECTOR PLAN



Design Speed	Subgrade (A)	Pavement Section: GASB Course (B)	HMA Base Course (C)	Intermediate Surface Course (D)	Final Surface Course (E)	Right-of-Way Width
35 MPH	CBR ≥ 7	6"	4 1/2"	2"	2"	70'

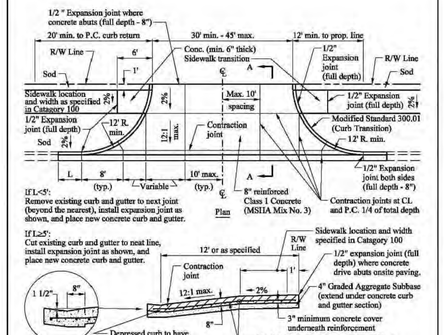
Footnotes

A. The top 12" of in-situ subgrade material shall have a minimum California Bearing Ratio (CBR) value of 7. See Tables I-3, I-4, I-5, I-6, I-7, I-8 and I-9 of Section I "Roadway Development Guidelines" for subgrade criteria.
B. Graded Aggregate Subbase (GASB). See Section II "Technical Specifications."
C. Commercial-use: Superpave Mixture Hot Mix Asphalt (HMA) base, 25mm, PG 64-22. See Section II "Technical Specifications," and General Note 11 below.
Industrial-use: Superpave Mixture Hot Mix Asphalt (HMA) base, 25mm, PG 70-22. See Section II "Technical Specifications," and General Note 11 below.
D. Commercial-use: Superpave Mixture Hot Mix Asphalt (HMA) surface, 12.5mm, PG 70-22. See Section II "Technical Specifications," and General Note 11 below.
Industrial-use: Superpave Mixture Hot Mix Asphalt (HMA) surface, 12.5mm, PG 70-22. See Section II "Technical Specifications," and General Note 11 below.
E. Commercial-use: Superpave Mixture Hot Mix Asphalt (HMA) surface, 9.5mm, PG 70-22. See Section II "Technical Specifications," and General Note 11 below.
Industrial-use: Superpave Mixture Hot Mix Asphalt (HMA) surface, 9.5mm, PG 70-22. See Section II "Technical Specifications," and General Note 11 below.

General Notes

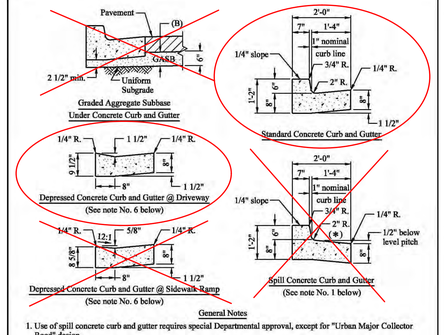
1. Travel lanes accomodate four (4) 11-foot lanes or two (2) 12-foot lanes and two (2) 11-foot parking lanes.
2. See Table I-2 of Section I "Roadway Development Guidelines" for design criteria.
3. See Section II "Technical Specifications" for materials and method of construction.
4. Refer to Standard 300.13 for underdrain details.
5. Refer to Standards 300.01 and 300.02 for curb and gutter details.
6. Refer to Standards 300.05 through 300.08 for sidewalk details.
7. Refer to Category 500 for street light standards.
8. Refer to Category 600 for landscaping within the County right-of-way.
9. All unpaved areas within the County right-of-way shall receive a minimum of 3" of topsoil and sod.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act.
11. In areas of heavy industrial truck usage, apply PG 76-22 Superpave Mixture Hot Mix Asphalt (HMA) for intermediate surface course (D) and final surface course (E).
12. Top of curb elevation equals Profile Grade Line (PGL) elevation minus 0.06' for 6" curb.

APPROVED: DIRECTOR / DATE	DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
REVISION DATE: / APPROVED BY:	Urban Commercial and Industrial Road	STD. 100.05



1. New entrances shall not be closer than 12' to the nearest abutting property line.
2. All bikeway/sidewalk ramps shall be constructed in compliance with the Federal accessibility guidelines of the Americans with Disabilities Act.
3. Entrance may be constructed perpendicular to, or at an angle (60° min.), measured from the centerline of roadway paving to property line.
4. If commercial driveway depth exceeds 14', contraction joints are not to extend beyond 20'.
5. No commercial driveway apron may be constructed within, or partially within any intersection curb fillet.
6. Expansion joints will be required where driveway abuts the curb and gutter. All contraction joints are to be constructed to a depth equal to 1/4 of the total depth of concrete entrance.
7. Driveway paving and curb poured monolithically.

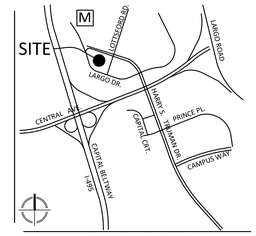
APPROVED: DIRECTOR / DATE	DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
REVISION DATE: / APPROVED BY:	Commercial Driveway Entrance (Ramped to Sidewalk Elevations)	STD. 200.03



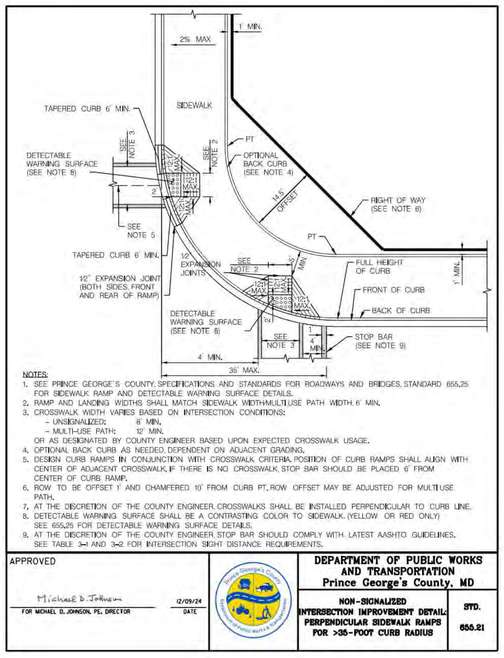
General Notes

1. Use of spill concrete curb and gutter requires special Departmental approval, except for "Urban Major Collector Road" design.
2. The slope (*) of a spill concrete curb and gutter pan shall be equal to the cross slope of roadway paving.
3. Install expansion joints using 1/2" preformed non-extruding joint filler, at 100' intervals, at the beginning and end of curves with less than 100' radii, at structures, and at midpoints of curb returns.
4. All construction joints shall be located at 10' intervals. The contraction joints shall be constructed to a depth equal to 1/4 of the depth of the thickness of the concrete.
5. All concrete shall be Class I (MSHA Mix No. 3) air-entrained, unless otherwise approved by the Department. The surface shall be brush finished.
6. The depressed concrete curb and gutter sections shall be used at all driveway aprons and sidewalk ramps.
7. Preformed joint fillers shall conform to M 153. The bituminous fiber type joint shall conform to M 213, with the bitumen content determined using T 164.
8. Granite curb and gutter may be required under certain conditions.
9. Provide uniform subgrade under entire roadway section.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act and Fair Housing regulations.

APPROVED: DIRECTOR / DATE	DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
REVISION DATE: / APPROVED BY:	Concrete Curb and Gutter	STD. 300.01

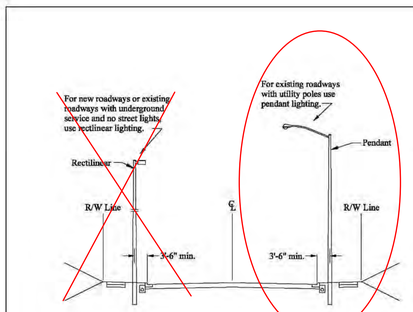


VICINITY MAP
SCALE: 1" = 2000'



NOTES:
1. SEE PRINCE GEORGE'S COUNTY SPECIFICATIONS AND STANDARDS FOR ROADWAYS AND BRIDGES, STANDARD 655.25 FOR SIDEWALK RAMP AND DETECTABLE WARNING SURFACE DETAILS.
2. RAMP AND LANDING WIDTHS SHALL MATCH SIDEWALK WIDTH/MULTI-USE PATH WIDTH, 6' MIN.
3. CROSSWALK WIDTH VARIES BASED ON INTERSECTION CONDITIONS:
   - UNSIGNALIZED: 6' MIN.
   - MULTI-USE PATH: 10' MIN.
   OR AS DESIGNATED BY COUNTY ENGINEER BASED UPON EXPECTED CROSSWALK USAGE.
4. OPTIONAL BACK CURB AS NEEDED, DEPENDENT ON ADJACENT GRADING.
5. DESIGN CURB RAMPS IN CONJUNCTION WITH CROSSWALK CRITERIA. POSITION OF CURB RAMPS SHALL ALIGN WITH CENTER OF ADJACENT CROSSWALK. IF THERE IS NO CROSSWALK, STOP BAR SHOULD BE PLACED 6' FROM CENTER OF CURB RAMP.
6. ROW TO BE OFFSET 1' AND CHAMFERED 10' FROM CURB PT. ROW OFFSET MAY BE ADJUSTED FOR MULTI USE PATH.
7. AT THE DISCRETION OF THE COUNTY ENGINEER, CROSSWALKS SHALL BE INSTALLED PERPENDICULAR TO CURB LINE.
8. DETECTABLE WARNING SURFACE SHALL BE A CONTRASTING COLOR TO SIDEWALK. (YELLOW OR RED ONLY) SEE 655.25 FOR DETECTABLE WARNING SURFACE DETAILS.
9. AT THE DISCRETION OF THE COUNTY ENGINEER, STOP BAR SHOULD COMPLY WITH LATEST AASHTO GUIDELINES. SEE TABLE 3-4 AND 3-2 FOR INTERSECTION SIGHT DISTANCE REQUIREMENTS.

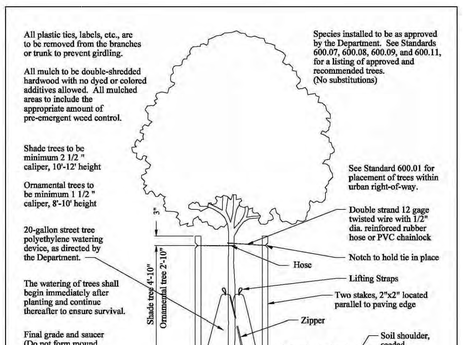
APPROVED: Michael D. Johnson, 12/09/24 FOR MICHAEL D. JOHNSON, PE, DIRECTOR / DATE	DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
	NON-SIGNALIZED INTERSECTION IMPROVEMENT DETAIL: PERPENDICULAR SIDEWALK RAMPS FOR >35-FOOT CURB RADIUS	STD. 655.21



General Notes

1. For the required lighting equipment, see the Luminaire and Support Guide for the utility serving the location of construction. (See Section I, Tables I-12 through I-14.)
2. Footings for base-mounted light poles shall be constructed in accordance with the appropriate utility company's specifications.
3. Street lighting shall be installed utilizing staggered spacing on both sides of roadway, unless otherwise approved by the Department.

APPROVED: DIRECTOR / DATE	DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
REVISION DATE: / APPROVED BY:	Street Light Location Urban Commercial and Industrial	STD. 500.05



Detail

Call "Miss Utility" at 1-800-257-7777 for utility location 48 hours prior to the planting of street trees within the County right-of-way.

APPROVED: DIRECTOR / DATE	DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
REVISION DATE: / APPROVED BY:	Street Tree Installation in Urban R/W	STD. 600.03

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LAYOUT: DSP-5, Plotted By: zaria.stebbins

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Our Site Set on the Future.

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REVISIONS	DATE

LARGO CENTRE WEST
PARCEL O
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

DETAILS

PROFESSIONAL SEAL
STATE OF MARYLAND DONALD NELSON No. 52939 PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. ENGINEER'S NAME: Don Nelson, P.E.
LICENSE No.: 52939
EXPIRATION DATE: July 11, 2026

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DRAWN BY: SG/LA
DESIGNED BY: JS
DATE ISSUED: 05/01/2026

VIKA PROJECT NO. VM50556A
DRAWING NO.
SHEET NO. DSP-005

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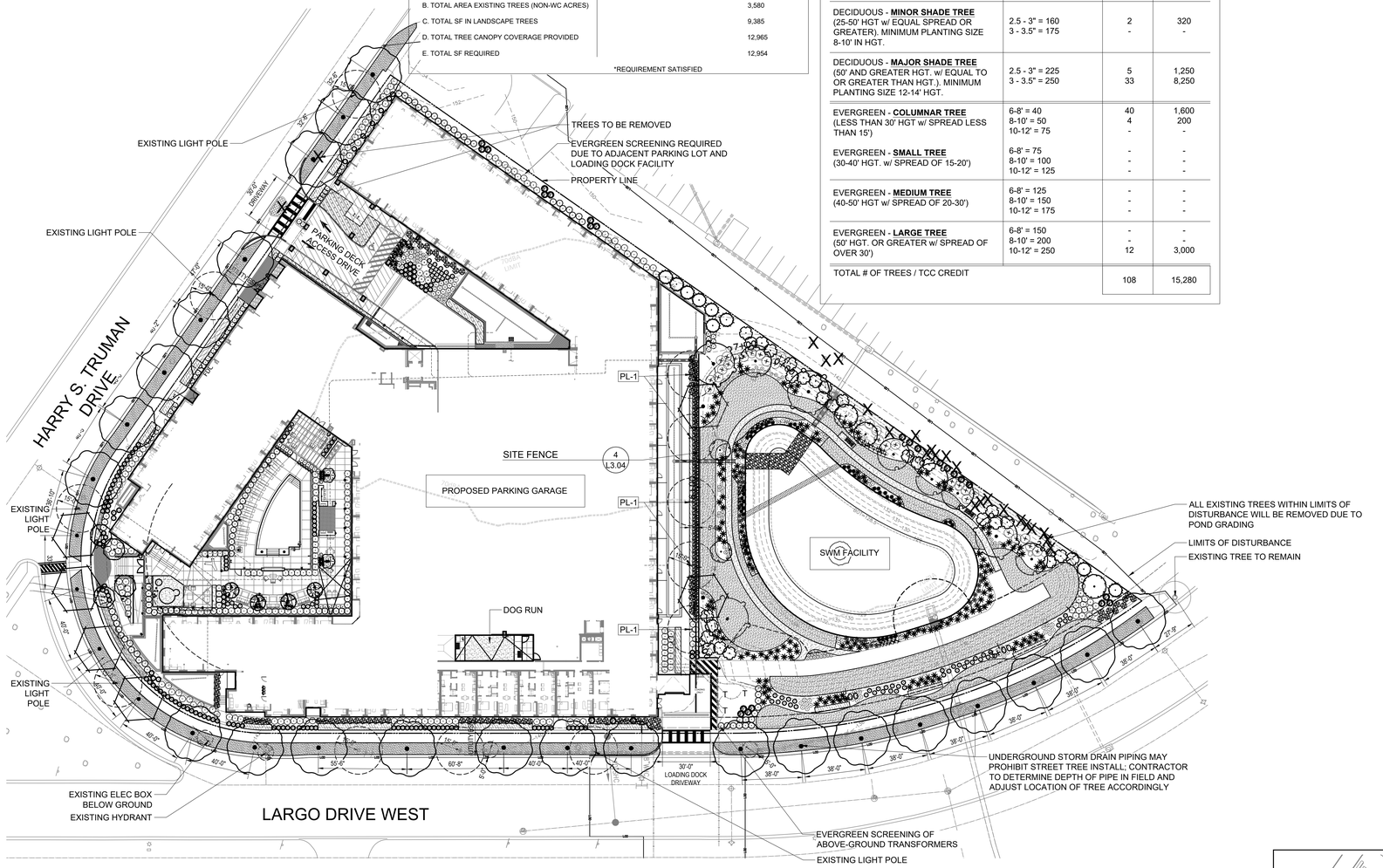
TREE CANOPY COVERAGE (TCC) SCHEDULE FOR SEC. 25-128

SITE CALCULATIONS:	3.66 ACRES		
ZONING:	M-U-I		
TOTAL ACRES (GROSS ACRES, NOT INCLUDING SWM FACILITY) 159,430-29,889 = 129,541 SF = 2.97 AC	% OF TCC REQUIRED	TCC REQ. (ACRES)	TCC REQ. (SF)
	10%	0.29	12,954
A. TOTAL ON-SITE WC PROVIDED (ACRES) WC = WOODLAND/WILDLIFE CONSERVATION			0
B. TOTAL AREA EXISTING TREES (NON-WC ACRES)			3,580
C. TOTAL SF IN LANDSCAPE TREES			9,385
D. TOTAL TREE CANOPY COVERAGE PROVIDED			12,965
E. TOTAL SF REQUIRED			12,954

*REQUIREMENT SATISFIED

CREDIT CATEGORIES FOR LANDSCAPE TREES

	TCC CREDIT PER TREE BASED ON SIZE AT PLANTING (SF)	# OF TREES	TCC CREDIT (SF)
DECIDUOUS - **COLUMNAR SHADE TREE** (50' OR LESS HGT.)	2.5" - 3" = 65 3 - 3.5" = 75	- -	- -
DECIDUOUS - **ORNAMENTAL TREE** (20' OR LESS HGT. w/ EQUAL SPREAD). MINIMUM PLANTING SIZE 7-9' HGT.	1.5 - 1.75" = 75 2 - 2.5" = 100 2.5 - 3" = 110	- - 6	- - 660
DECIDUOUS - **MINOR SHADE TREE** (25-50' HGT w/ EQUAL SPREAD OR GREATER). MINIMUM PLANTING SIZE 8-10' IN HGT.	2.5 - 3" = 160 3 - 3.5" = 175	2 -	320 -
DECIDUOUS - **MAJOR SHADE TREE** (50' AND GREATER HGT. w/ EQUAL TO OR GREATER THAN HGT.). MINIMUM PLANTING SIZE 12-14' HGT.	2.5 - 3" = 225 3 - 3.5" = 250	5 33	1,250 8,250
EVERGREEN - **COLUMNAR TREE** (LESS THAN 30' HGT w/ SPREAD LESS THAN 15')	6-8' = 40 8-10' = 50 10-12' = 75	40 4 -	1,600 200 -
EVERGREEN - **SMALL TREE** (30-40' HGT. w/ SPREAD OF 15-20')	6-8' = 75 8-10' = 100 10-12' = 125	- - -	- - -
EVERGREEN - **MEDIUM TREE** (40-50' HGT w/ SPREAD OF 20-30')	6-8' = 125 8-10' = 150 10-12' = 175	- - -	- - -
EVERGREEN - **LARGE TREE** (50' HGT. OR GREATER w/ SPREAD OF OVER 30')	6-8' = 150 8-10' = 200 10-12' = 250	- - 12	- - 3,000
TOTAL # OF TREES / TCC CREDIT		108	15,280



REFER TO SHEET L0.02 FOR PLANT SCHEDULE AND PLANTING DETAILS.

SYMBOL LEGEND

XX-X MATERIALS SCHEDULE TAG
SEE MATERIAL SCHEDULE, SHEET L2.00

(PA) PLANTING AREA

STATE OF MARYLAND · WALTER J. PLOSKA · No. 13999 · ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

3060 Peachtree Rd. N.W.
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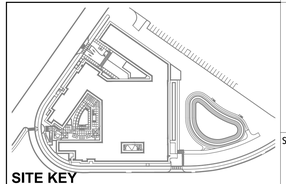
www.nilesbolton.com

No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL 'O'
4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

MNCPPC APPLICATION # DSP-2026-0009



SITE KEY
NOT TO SCALE

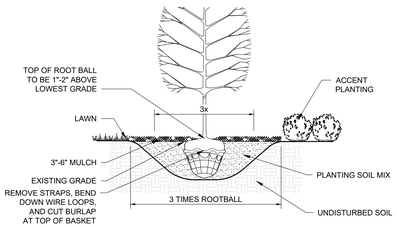
NORTH
30 15 0 15 30 60
SCALE: 1" = 30'-0"

SHEET TITLE:
LANDSCAPE CODE COMPLIANCE PLAN

SHEET NUMBER:
L0.01

08-31-2023

RELEASED FOR CONSTRUCTION

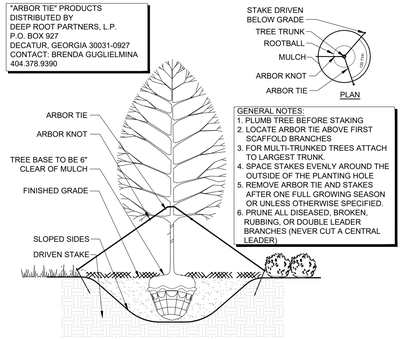


GENERAL NOTES:
1. SEE SPECIFICATION REQUIREMENTS PRIOR TO PLANTING.
2. ENSURE ALL AIR POCKETS ARE REMOVED WHILE BACKFILLING SOIL MIXTURE.
3. SOAK PLANT PIT IMMEDIATELY AFTER PLANTING.
4. DO NOT BREAK ROOTBALL. DO NOT CARRY OR ADJUST ROOTBALL BY USING TREE TRUNK.

PLANTING PROCEDURE:
1. EXCAVATE PLANTING PIT
2. DETERMINE HEIGHT THAT THE ROOTBALL IS 2"-3" HIGHER THAN FINISHED GRADE. IF NECESSARY, ADD EXCAVATED SOIL DIRECTLY UNDER ROOTBALL AND COMPACT THOROUGHLY TO ADJUST ROOTBALL HEIGHT.
3. POSITION TREE SUCH THAT THE BEST PROFILE OF THE TREE (THE SIDE WITH THE MOST ATTRACTIVE BRANCHING PATTERN) IS FACING THE DIRECTION IN WHICH IT WILL BE SEEN THE MOST.
4. BACKFILL AS WATER IN SPECIFIED SOIL MIXTURE.
5. CONSTRUCT TRENCH EDGE AND ADD SPECIFIED MULCH. STAKE ARBOR TIE PAINT SECURELY.

1 TREE PLANTING
1/2" = 1'-0"

"ARBOR TIE" PRODUCTS
DISTRIBUTED BY
DEEP ROOT PARTNERS, L.P.
P.O. BOX 927
DECATUR, GEORGIA 30031-0927
CONTACT: BRENDA GUGLIELMINA
404.378.9390

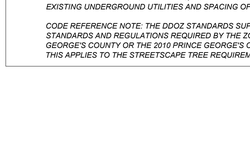


GENERAL NOTES:
1. PLUMB TREE BEFORE STAKING
2. LOCATE ARBOR TIE ABOVE FIRST SCAFFOLD BRANCHES
3. FOR MULTI-TRUNKED TREES ATTACH TO LARGEST TRUNK.
4. SPACE STAKES EVENLY AROUND THE OUTSIDE OF THE PLANTING HOLE
5. REMOVE ARBOR TIE AND STAKES AFTER ONE FULL GROWING SEASON OR UNLESS OTHERWISE SPECIFIED.
6. PRUNE ALL DISEASED, BROKEN, RUBBING, OR DOUBLE LEADER BRANCHES (NEVER CUT A CENTRAL LEADER)

2 TREE GUYING
1/2" = 1'-0"

GENERAL NOTES:
1. SEE SPECIFICATION REQUIREMENTS PRIOR TO PLANTING.
2. ENSURE ALL AIR POCKETS ARE REMOVED WHILE BACKFILLING SOIL MIXTURE
3. SOAK PLANT PIT IMMEDIATELY AFTER PLANTING.
4. DO NOT BREAK ROOTBALL. DO NOT CARRY OR ADJUST ROOTBALL BY USING TREE TRUNK.
5. UNLESS SPECIFIED, STAGGER ROWS OF SHRUBS.

3 SHRUB PLANTING
1/2" = 1'-0"



NOTES:
1. WHEN EDGE OF PLANTING AREA IS CURVILINEAR, PLACE PLANTS ALONG LEADING EDGE AT SPECIFIED SPACING AND INFILL SHRUB AREA USING TRIANGULAR SPACING.

4 TRIANGLE SPACING/ BED LINE
1/2" = 1'-0"

SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQ.

1. % OF NATIVE PLANT MATERIAL REQUIRED IN EACH CATEGORY:

SHADE TREES	TOTAL 30 x 50% = 15 TOTAL # REQUIRED	TOTAL # PROVIDED 15+ = 100% NATIVE
ORNAMENTAL TREES	TOTAL 6 x 50% = 3 TOTAL # REQUIRED	TOTAL # PROVIDED 3+ = 100% NATIVE
EVERGREEN TREES	TOTAL 7 x 30% = 3 TOTAL # REQUIRED	TOTAL # PROVIDED 3+ = 100% NATIVE
SHRUBS	TOTAL 415 x 30% = 125 TOTAL # REQUIRED	TOTAL # PROVIDED 125+ = 100% NATIVE

2. ARE INVASIVE SPECIES PROVIDED? NO

3. ARE EXISTING INVASIVE SPECIES ON-SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED? NO

4. IF "YES" IS CHECKED IN NUMBERS 2 OR 3, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 15, CERTIFICATION ON INSTALLATION OF PLANT MATERIALS? N/A

5. ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3:1? NO

SCHEDULE 4.1-4
RESIDENTIAL REQUIREMENTS FOR MULTIFAMILY

1. GENERAL PLAN DESIGNATION: DEVELOPED TIER
(1 SHADE TREE PER 1,000 SF OF GREEN SPACE PROVIDED)

2. GREEN SPACE PROVIDED: 28,101 SF
"NOTE THAT THIS DOES NOT INCLUDE THE SWM FACILITY UP TO THE TOP OF THE BANK AT THE 138 CONTOUR (PER COUNTY LANDSCAPE MANUAL SECTION 4.1(c)(4)(C))

3. NUMBER OF SHADE TREES REQUIRED: 29 SHADE TREES

4. TOTAL NUMBER OF TREES PROVIDED: 40 SHADE TREES
6 ORNAMENTAL TREES
56 EVERGREEN TREES
(ORNAMENTAL AND EVERGREEN TREES MAY BE SUBSTITUTED FOR SHADE TREES AT A RATE OF 2:1, NOT TO EXCEED 25% OF TOTAL SHADE TREE REQUIREMENT)
0 EXISTING SHADE TREES
(MIN. 2.5 INCHES DBH AND LOCATED WITHIN GREEN AREA, BUT OUTSIDE OF FLOODPLAIN)

REQUIREMENT FOR STREET TREES ALONG STREETS HARRY S. TRUMAN DRIVE + LARGO DRIVE WEST

TOTAL FRONTAGE ALONG BOTH ROADWAYS, EXCLUDING DRIVEWAY OPENINGS (1138 LF - 66 LF FOR OPENINGS = 1072 LF) 1072 LF

TOTAL NUMBER OF TREES REQUIRED:
(1 SHADE TREE / 25 TO 35 LF, NOT TO EXCEED 40 LF) 27 SHADE TREES (STREET)

TOTAL NUMBER OF TREES PROVIDED:
(1 SHADE TREE / 35 LF APPROX.) 27 SHADE TREES (STREET)
0 EXISTING SHADE TREES

NOTE: THE REQUIRED SPACING OF TREES ALONG THE STREETSCAPE COULD NOT BE ACCOMMODATED IN SOME AREAS, DUE TO EXISTING LIGHT POLE LOCATIONS, EXISTING UNDERGROUND UTILITIES AND SPACING OF EXISTING TREES.

CODE REFERENCE NOTE: THE DDOZ STANDARDS SUPERCEDE COMPARABLE STANDARDS AND REGULATIONS REQUIRED BY THE ZONING ORDINANCE OF PRINCE GEORGE'S COUNTY OR THE 2010 PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL. THIS APPLIES TO THE STREETSCAPE TREE REQUIREMENT.

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	CALIPER	HEIGHT	SPREAD	SPACING	REMARKS
4	2	AMELANCHIER ARBOREA `AUTUMN BRILLIANCE`	DOWNY SERVICEBERRY	FG/BB	2 1/2" - 3"	12'-14' HT.	N/A	SEE PLAN	MULTI-TRUNK, MIN. 3 CANES, CALIPER SPECIFIED IS 1/2 OF THE CALIPER OF THE THREE LARGEST TRUNKS COMBINED; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
	2	CRATAEGUS VIRIDIS `WINTER KING`	WINTER KING HAWTHORN	FG/BB	2 1/2" - 3"	12'-14' HT.	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
	6	GLEDITSIA TRIACANTHOS INERMIS `SHADEMASTER`	SHADEMASTER HONEY LOCUST	FG/BB	3" - 3 1/2"	14'-16'	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
COLUMNAR TREE	4	ILEX CORNUTA `BURFORDII`	TREE-FORM BURFORD HOLLY	FG/BB	6" (2" EA. TRUNK)	8'-10' HT.	N/A	SEE PLAN	MULTI-TRUNK, MIN. 3 CANES, CALIPER SPECIFIED IS 1/2 OF THE CALIPER OF THE THREE LARGEST TRUNKS COMBINED; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE; TREE-FORM SPECIMEN
GREEN TREE	3	ILEX OPACA	AMERICAN HOLLY	FG/BB	N/A	10'-12' HT.	N/A	SEE PLAN	TREES SHALL BE CONTAINER GROWN WITH A SINGLE STRAIGHT LEADER, WELL ROOTED AND WITH A SHAPE AND HABITAT CONSISTENT WITH THE SPECIES.
COLUMNAR TREE	13	JUNIPERUS VIRGINIANA `BLUE ARROW`	BLUE ARROW EASTERN REDCEDAR	FG/BB	N/A	6'-8' HT.	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
COLUMNAR TREE	27	JUNIPERUS VIRGINIANA `TAYLOR`	TAYLOR EASTERN REDCEDAR	FG/BB	N/A	6'-8' HT.	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
GREEN TREE	9	PINUS STROBUS	WHITE PINE	FG/BB	3" - 3 1/2"	14'-16' HT.	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
	4	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	FG/BB	3" - 3 1/2"	14'-16'	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
4	4	PRUNUS SERRULATA	JAPANESE FLOWERING CHERRY	FG/BB	2 1/2" - 3" CAL.	12'-14' HT.	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
	5	QUERCUS COCCINEA	SCARLET OAK	FG/BB	2 1/2" - 3" CAL.	12'-14' HT.	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE
	23	QUERCUS PHELLOS	WILLOW OAK	FG/BB	3" - 3 1/2"	14'-16' HT.	N/A	SEE PLAN	STRONG, CENTRAL LEADER; FULL, UNIFORM, DENSE CROWN; WELL BRANCHED; DISEASE AND INSECT FREE, STREET TREE - TREE FREE OF BRANCHES TO 5 FEET

SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	HEIGHT	SPREAD	SPACING	
	20	DISTYLIUM X `BLUE CASCADE`	DISTYLIUM	#5	24" - 30"	24"-30"	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	59	HYDRANGEA ARBORESCENS `ANNABELLE`	ANNABELLE SMOOTH HYDRANGEA	#5	24" - 30"	24" - 30"	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	6	ILEX CRENATA `SKY PENCIL`	SKY PENCIL JAPANESE HOLLY	#3	12"-15"	FULL IN POT	AS SHOWN	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	15	ILEX CRENATA `SOFT TOUCH`	SOFT TOUCH HOLLY	#3	24" - 30"	24" - 30"	24" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	51	LEUCOTHOE FONTANESIANA `ZEBLID` TM	SCARLETTA DROOPING LEUCOTHOE	#3	24" - 30"	24"-30"	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	81	LIGUSTRUM JAPONICUM `RECURVIFOLIUM`	LIGUSTRUM	#5	30" - 36"	30" - 36"	48" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	30	LINDERA BENZOIN	SPICEBUSH	#5	2' - 3'	FULL IN POT	5' O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	28	MYRICA CERIFERA	WAX MYRTLE	#7	3' - 4'	FULL IN POT	AS SHOWN	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	215	PRUNUS LAUROCERASUS `OTTO LUYKEN`	OTTO LUYKEN ENGLISH LAUREL	#5	30" - 36"	30" - 36"	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	112	RHODODENDRON AZALEA SATSUKI X `WHITE GUMPO`	DWARF GUMPO WHITE AZALEA	#5	30" - 36"	30" - 36"	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	121	TAXUS CUSPIDATA `DENSA`	DENSE JAPANESE YEW	#3	24" - 30"	24" - 30"	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	100	VACCINIUM ANGUSTIFOLIUM	LOWBUSH BLUEBERRY	#3	12" - 15"	FULL IN POT	24" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	7	VIBURNUM ACERIFOLIUM	MAPLELEAF VIBURNUM	#5	2' - 3'	FULL IN POT	4' O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	39	VIBURNUM DAVIDII	DAVID VIBURNUM	#5	30" - 36"	30" - 36"	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED

ANNUALS/PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	HEIGHT	SPREAD	SPACING	
	59	EUPATORIUM FISTOLOSUM	DWARF JOE PYE WEED	#3	18" - 24"	FULL IN POT	30" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	47	IRIS VERSICOLOR	BLUE FLAG IRIS	#5	12"-15"	FULL IN POT	36" O.C.	
	26	OSMUNDA CINNAMOMEA	CINNAMON FERN	#3	24" - 30"	FULL IN POT	30" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	25	OSMUNDA REGALIS	ROYAL FERN	#5	12" - 18"	FULL IN POT	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED

GRASSES	QTY	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	HEIGHT	SPREAD	SPACING	
	60	CAREX STRICTA	TUSSOCK SEDGE	#1	12"-15"	FULL IN POT	18" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	56	MUHLENBERGIA CAPILLARIS `PINK CLOUD`	PINK CLOUD PINK MUHLY GRASS	#5	24" - 30"	FULL IN POT	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	168	PANICUM VIRGATUM	SWITCH GRASS	#3	24" - 30"	FULL IN POT	36" O.C.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED
	25	PENNISETUM ALOPECUROIDES `HAMELN`	DWARF FOUNTAIN GRASS	#1	12"-15"	12" - 15"	18" O.C.	HEALTHY, VIGOROUS CLUMP; WELL ROOTED AND ESTABLISHED IN POT, NO ENCIRCLING OF ROOTS IN CONTAINER

SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	HEIGHT	SPREAD		
	38	FORSYTHIA X `COURTASOL` TM	GOLD TIDE FORSYTHIA	#3	24" - 30"	18" - 24"	36" o.c.	FULL, UNIFORM DENSE CROWN; WELL ROOTED IN POT; DISEASE AND INSECT FREE; LIGHTLY SHEARED

GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	ROOT/CONTAINER	HEIGHT	SPREAD		
	409	ASPIDISTRA ELATIOR	CAST IRON PLANT	#3	24" - 30"	9" - 12"	18" o.c.	HEALTHY, VIGOROUS CLUMP; WELL ROOTED AND ESTABLISHED IN POT; NO ENCIRCLING OF ROOTS IN CONTAINER
	25	CYRTOMIUM FALCATUM	HOLLY FERN	#3	24" - 30"	18" - 24"	30" o.c.	HEALTHY, VIGOROUS CLUMP; WELL ROOTED AND ESTABLISHED IN POT; NO ENCIRCLING OF ROOTS IN CONTAINER
	59	DELOSPERMA DELEELWAE	HARDY ICE PLANT	6" POT	6" - 8"	12" - 15"	12" o.c.	HEALTHY, VIGOROUS CLUMP; WELL ROOTED AND ESTABLISHED IN POT; NO ENCIRCLING OF ROOTS IN CONTAINER
	1,843	LIROPE MUSCARI `BIG BLUE`	LIRIOPE	#1	9" - 12"	FULL IN POT	12" o.c.	HEALTHY, VIGOROUS CLUMP; WELL ROOTED AND ESTABLISHED IN POT; NO ENCIRCLING OR ROOTS IN CONTAINER
	3	LYSIMACHIA NUMMULARIA	CREEPING JENNY	6" POT	3" - 6"	12" - 15"	12" o.c.	HEALTHY, VIGOROUS CLUMP; WELL ROOTED AND ESTABLISHED IN POT; NO ENCIRCLING OF ROOTS IN CONTAINER
	19,429 SF	TALL FESCUE	PALETIZED SOD	SOD	N/A	N/A		FRESH, CLEAN, DRY, NEW-CROP SEED; REFER TO PROJECT MANUAL

STATE OF MARYLAND
WALTER J. PLOSKA
No. 13999
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL 'O'
4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
LANDSCAPE CODE COMPLIANCE DETAILS

SHEET NUMBER:
L0.02

08-31-2023

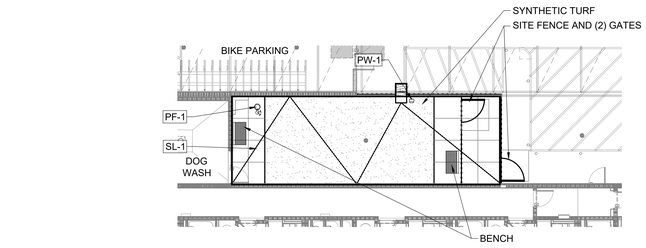
RELEASED FOR CONSTRUCTION

RECREATIONAL FACILITIES CALCULATION

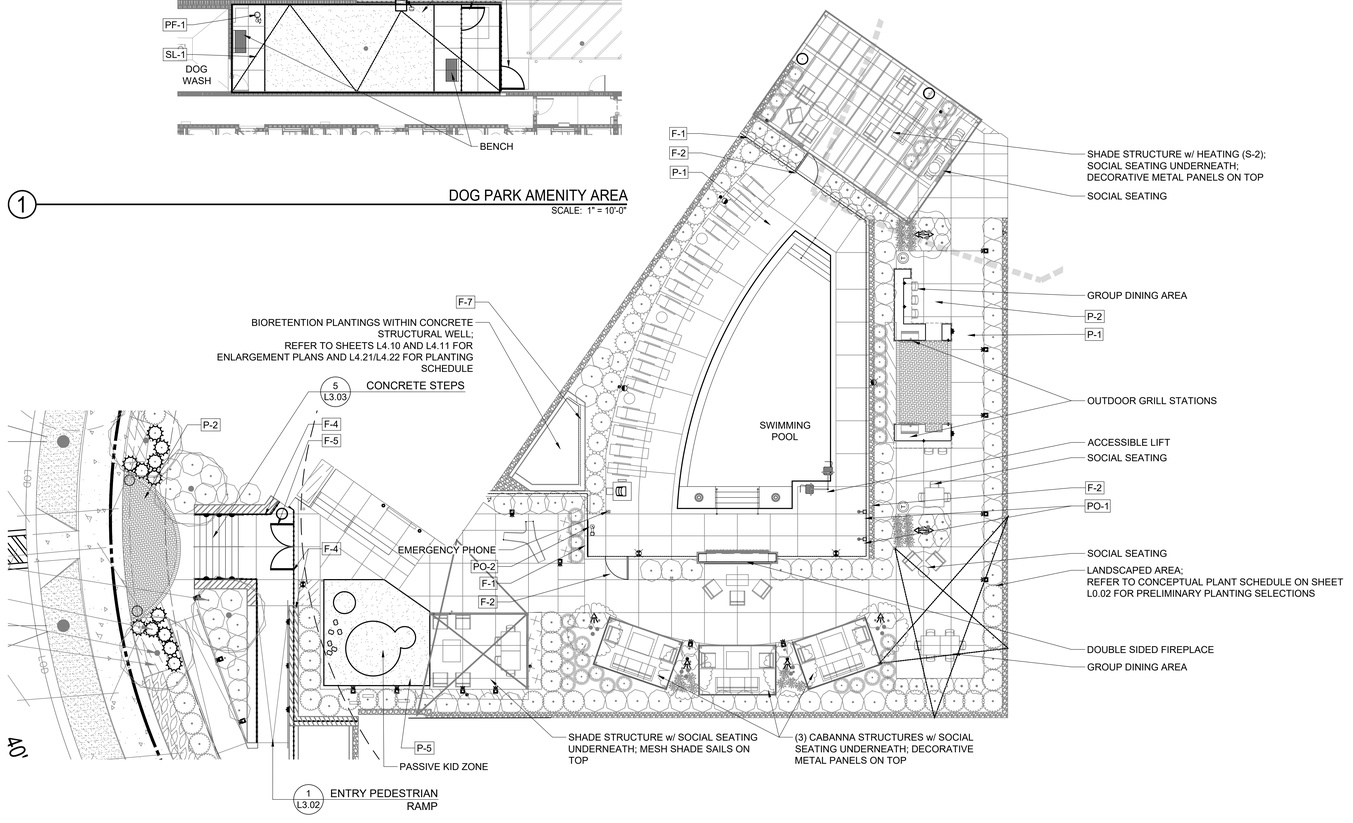
PROJECT: LARGO PARCEL O
TOTAL DWELLING UNITS PER APPROVED PPS: 269
TOTAL VALUE OF RECREATIONAL FACILITIES REQUIRED: $1092 X 5% = $54,615

PRIVATE ON-SITE REC. FACILITIES	QTY	VALUE	TOTAL VALUE	TRIGGER FOR CONSTRUCTION
- SWIMMING POOL	1	$175,000	$175,000	
- POOL DECK	1	$64,000	$64,000	
- FENCING	1	$20,000	$20,000	
- OUTDOOR SHOWER	2	$2,500	$5,000	
- DRINKING FOUNTAIN	1	$2,500	$2,500	
- OUTDOOR GRILLING STATION	1	$20,000	$20,000	
- SOCIAL SEATING AREA PAVING	1	$5,000	$5,000	
- SHADE STRUCTURE w/ HEATERS	2	$40,500	$81,000	
- KID ZONE	1	$5,000	$5,000	
- INDOOR FITNESS ZONE	1	$40,000	$40,000	
- DOG PARK	1	$20,000	$20,000	
TOTAL VALUE OF RECREATIONAL FACILITIES PROVIDED			$437,500 MAX	

RECREATIONAL FACILITIES WILL BE PROVIDED AT TIME OF BUILDING OCCUPANCY.



1 DOG PARK AMENITY AREA
SCALE: 1" = 10'-0"

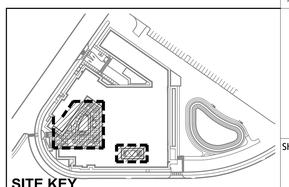


2 COURTYARD AMENITY AREA
SCALE: 1" = 10'-0"

SYMBOL LEGEND

XX-X MATERIALS SCHEDULE TAG
SEE MATERIAL SCHEDULE, SHEET L2.00

(PA) PLANTING AREA



SITE KEY
NOT TO SCALE

NORTH
10 5 0 5 10 20
SCALE: 1" = 10'-0"

STATE OF MARYLAND · WALTER J. PLOSKA · No. 13995 · ARCHITECT

PROJECT #: 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

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MNCPPC APPLICATION # DSP-2026-0009

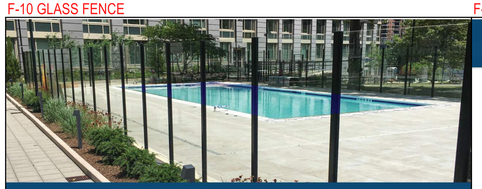
SHEET TITLE:
RECREATIONAL FACILITIES EXHIBIT

SHEET NUMBER:
L0.03

08-31-2023

RELEASED FOR CONSTRUCTION

F-10 GLASS FENCE



AWS ALUMINUM GLASS WINDSCREEN

Specifications

- Up to 72" in height
- For 3/8" Tempered or 7/16" Laminated-Tempered Glass
- For windscreen, pool fence, and guardrail applications
- Steel stanchion inserts add structural strength
- Surface Mount or Core Mount
- Available in seven powder coat finishes
- No bottom rail required. Setting blocks create a 2" gap between ground and glass panel. Two bottom rail options are available if desired.
- Meets IBC and IRC 2006-2018, Florida Building Code, and other state codes adopting these versions of the IBC / IRC.

Pool Fence Applications

- Meets all requirements for a swimming pool enclosure in compliance with IBC Section 3109.
- Perfect for pool fence applications in high-wind zones

Post Spacing & Wind Loads

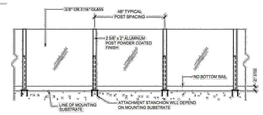
- 4ft post spacing is standard
- 3ft post spacing recommended for high-wind zones, 72" heights, and when tall protection is required.
- Wind loading depends on system height and post spacing.

Ex: This system can withstand allowable wind loads of 33mph (62.6 PSF) at 48" rail with 4ft post spacing. See engineering for all other configurations

The AWS Aluminum Glass Windscreen was designed to be an aesthetically pleasing wind wall and safety barrier. The vertical aluminum posts are supported by steel stanchion inserts, an innovative design that allows for increased height capabilities up to 72".

2" x 2-5/8" (50.8 x 66.7 mm) Rectangular Aluminum Windscreen Post Profiles





CRL A CRH Company AQUAVIEW GLASS POOL FENCES & RAILING SYSTEMS

877-229-7034
sales@aquaviewfencing.com
www.aquaviewfencing.com

Aquaview Architectural
8306 Wilshire Blvd, Suite 647
Beverly Hills, CA 90211

F-11 GLASS GATE

AWS BASIC GATE

Hardware

- Custom aluminum frame up to 36" x 60"
- Self-closing heavy-duty hinges
- Two aluminum posts with steel stanchion inserts
- Latch options:
  1) *Lokk-Latch Deluxe*
  2) *Top-Pull Magna Latch*



Gate Hinge

Lokk-Latch Deluxe

Top-Pull Magna Latch

AWS DELUXE GATE

Hardware

- Custom aluminum frame up to 36" x 60"
- Self-closing heavy-duty hinges
- Two aluminum posts with steel stanchion inserts
- Adams Rite 8804 Panic Exit Device
- Adams Rite 3880 Flat Lever Lockw/ Keyed Cylinder



Gate Hinge

Standard Gate Lever

Lockey Push-Button Lever

Panic Bar

Can electronic access be added?

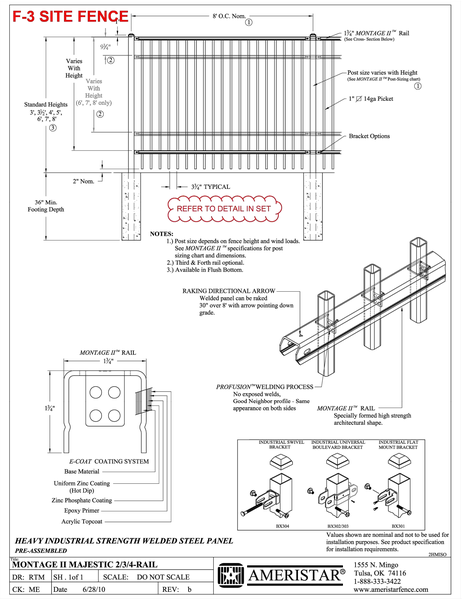
Yes, our AWS Deluxe Gate is compatible with some common electronic access systems (ex: electric strikes). Aquaview does not sell any electronic access components, but we can provide recommendations.

AQUAVIEW GLASS POOL FENCES & RAILING SYSTEMS

877-229-7034
sales@aquaviewfencing.com
www.aquaviewfencing.com

Aquaview Architectural
8306 Wilshire Blvd, Suite 647
Beverly Hills, CA 90211

F-3 SITE FENCE



HEAVY INDUSTRIAL STRENGTH WELDED STEEL PANEL
PRE-ASSEMBLED

Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.

26MM30

MONTAGE II MAJESTIC 2/3/4-RAIL

DR: RTM	SH. 1of 1	SCALE: DO NOT SCALE	
CK: ME	Date 6/28/10		REV: b

AMERISTAR®

1555 N. Mingo
Tulsa, OK 74116
1-888-333-3422
www.ameristarfence.com

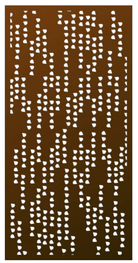
F-4 AND F-5 ENTRY FENCE AND GATE

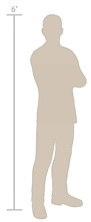
Parasoleil

6510 W 91st Ave, Suite 100
Westminster, CO 80031
(303) 589-4524
hello@parasoleil.com
www.parasoleil.com

Mariposa© (MAR)

The patterned, colorful butterfly has inspired more daydreaming, more tattoos, more decorative whimsy than nearly anything else. Mickey Mouse might come in second. The symmetry of the wings. The quick pattern of flight. Everything that might describe a one of these fanciful creatures was a call for a new pattern.





REFER TO DETAIL IN SET

Shade Score	8/10
Privacy Score	8/10
Biomimicry Score	8/10
Structural Strength Score	10/10
Small Hole Size Score	10/10
MESH Score	5/10
Openness	17% Open

ADDITIONAL INFORMATION

- Guardrail Compliant (4" sphere)
- Pool Code Compliant (1.75" opening width)

All Parasoleil patterns, products, and designs are copyright/trademark/patent protected. Any unauthorized use, including representation, production, or manufacturing, is prohibited under law.

F-7 BIORETENTION TREE GUARD



CS W52 TREE GUARD

Custom wrought iron tree guards

Finish: powder coated custom gray

CATEGORY: Tree Guards

STATE OF MARYLAND
WALTER J. PLOSKA
No. 13995
PROFESSIONAL ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
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PARCEL 'O'
4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
PRODUCT CUTSHEETS

SHEET NUMBER:
L0.10

08-31-2023

RELEASED FOR CONSTRUCTION

P-2 CONCRETE PAVERS

PAVESTONE
Creating Beautiful Landscapes

www.pavestone.com

HOLLAND 60MM PRODUCT NUMBER # 217



- Smooth surfaces and classical chamfers define each stone to create texture and visual structure with timeless appeal
- Versatile 2:1 shape easily forms stacked, runner, basketweave, and herringbone patterns
- Joints and surfaces meet ADA gap and lippage requirements
- Made of durable concrete with iron oxide pigments which helps prevent fading from extended UV exposure. Meets or exceeds applicable requirements of ASTM C936 and C1782.
- Light vehicular applications

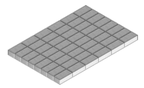
The Holland series offers the Old World charm of a simple shape where pavers can be installed in a variety of patterns to produce utilitarian or decorative pavement designs. Mixing these patterns with a combination of colors produces architectural effects limited only by the imagination. Holland is available in a range of paver heights to suit a variety of traffic conditions and base preparations, and in layer arrangements to facilitate mechanical installation.

STONE(S)



		4x8
Height	in	2.36
	mm	60
Length	in	7.87
	mm	200
Width	in	3.94
	mm	100
Units	/pl	480

PALLET LAYOUT



NOTES

Weights are approximate and do not include shipping pallet.

PALLET SPECS

Pallet Weight	2728 lbs
Sq Ft/Pallet	103 sq.ft.

P-3 SYNTHETIC TURF

SUPERIOR PET SURFACING | by ForeverLawn



K9Grass® The synthetic grass designed specifically for dogs!

USA

K9Grass® is the synthetic grass designed specifically for dogs! A premium product line that has been time-tested and proven by thousands of commercial pet facilities and homeowners, K9Grass is the leader in pet surfacing. Cleanliness and safety is maximized thanks to our edge-to-edge drainage, and you can't beat the beauty and safety that an expert K9Grass installation provides. Your dogs will love it too!



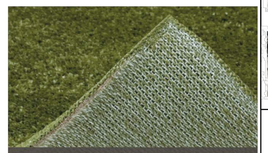
K9Grass Classic
The original pet-friendly grass. Durable, drainable, cleanable, and antimicrobial.



K9Grass Elite
Performs like K9Grass Classic with extreme durability and superior realism.



K9Grass Lite
Lighter version of K9Grass Classic. Great for indoors or large areas.



Unique Flow-Through Backing™ provides edge-to-edge drainage.

No More Mud!

BACKYARDS AND DOG RUNS.
Say goodbye to cold concrete, gravel, mulch, muddy yards, and dirty paws—K9Grass is the solution you have been looking for.

KENNELS, BOARDING FACILITIES, AND DOG PARKS.
Pet facilities benefit from the long-term savings, added cleanliness, and increased revenue they see after installing our pet-friendly grass. Clean, safe, beautiful, and easy to maintain—we offer everything you want and need from a surfacing product. Contact your local ForeverLawn expert for more information on K9Grass.

PuppyPlay™

With so many products on the market claiming to be pet-friendly, how do you choose? PuppyPlay™ is an economical, attractive option that provides pet-friendly advantages not found in standard synthetic turf products. The unique knitted construction of PuppyPlay allows for edge-to-edge drainage, making it easier to keep pets and their environments cleaner. Contact your local ForeverLawn expert to see if PuppyPlay is right for you.



866.992.7876 • K9Grass.com

M00704 Rev. 03/21

P-4 RIVER ROCK







River Rock 3" to 5" Stones

Sold by the ton.

Please use the calculator below to determine how much material you will need.

RIVER ROCKS ARE SIZED BY THE DIAMETER AT ITS SMALLEST POINT AND WILL BE MUCH LARGER THAN THEIR CLASSIFICATION.

Not available in all markets - delivery fee may apply

Delivery date options available in checkout.

Deliver To: Choose an option

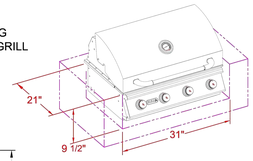
1 | Add to cart

SKU: RR3-5 Category: Gravel & Stone

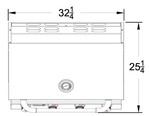
BULL

WWW.BULLBBQ.COM

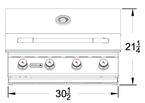
SPEC SHEET OUTLINE
ITEM# 26038 LP & 26039 NG
DESCRIPTION - OUTLAW GRILL



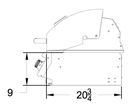
PERSPECTIVE VIEW
WITH INSTALLATION
CUT OUT DIMENSIONS



TOP VIEW



FRONT VIEW



RIGHT SIDE VIEW

NOTES:
1) ALL DIMENSIONS ARE IN INCH UNITS
2) REFER TO PICTORIAL VIEW FOR INSTALLATION CUTOUT DIMENSIONS.

S-2 STRUCTURE HEATER

INFRATECH COMFORT

INSTALLATION USE & CARE MANUAL
ALL WEATHER SL-SERIES QUARTZ TUBE
ELECTRIC INFRARED RADIANT HEATER



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Installation Instructions	3
Wiring Instructions	3
Bracket Spacing	4
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Location Suggestions	7
Warranty	8

PROUDLY MADE IN USA

SAVE THIS MANUAL FOR FUTURE REFERENCE

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STATE OF MARYLAND
WALTER J. PLOCZAK
No. 13995
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

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MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
PRODUCT CUTSHEETS

SHEET NUMBER:
L0.11

08-31-2023

RELEASED FOR CONSTRUCTION

PO-1 OUTDOOR SHOWER

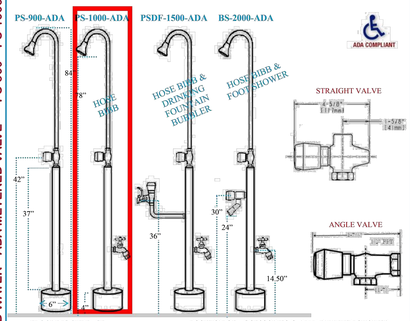
1-866-SHOWER1
WWW.OUTDOORSHOWERCO.COM
info@outdoorshowerco.com

PS-900-ADA
PS-1000-ADA
PSDF-1500-ADA
BS-2000-ADA

FREE STANDING COLD WATER — ADA METERED VALVE — PS-900 – PS-1000 – PSDF-1500 – BS-2000

- FREE STANDING COLD WATER
- ADA COMPLIANT ADJUSTABLE METERED PUSH VALVE

Shower units can be modified by adding or removing accessories.
MODIFICATIONS:
- BS-2000-ADA Less Hose Bibb = Part #BS-2000-ADA-LSHB
- PSDF-1500-ADA Less Hose Bibb = Part #PSDF-1500-ADA LSHB
- PSDF-1500-ADA with Foot Shower = Part #PSDF-1500-ADA-FS



POSITION OF ACCESSORIES CAN VARY WHEN SHOWER BASE IS ROTATED CLOCKWISE OR COUNTERCLOCKWISE. POSITIONS SHOWN IN DRAWINGS IS FOR VIEWING ONLY.

TECHNICAL DATA:

- FREE STANDING UNIT
- CHROME PLATED BRASS ADA SELF-CLOSING AUTO SHUT-OFF METERED PUSH VALVE
- CHROME PLATED BRASS HOSE BIBB WITH VACUUM BREAKER
- 304 STAINLESS STEEL SCH 40 SS 1/2" X 38" RISER
- 304 STAINLESS STEEL TUBING 2" X 40" BASE
- 304 STAINLESS STEEL BASE CYLINDER & COVER
- 3/8 x 2-3/8 CARBON STEEL DRIVE ANCHOR BOLTS
- 2.5 GPM CHROME PLATED BRASS SHOWER HEAD
- CHROME PLATED BRASS DRINKING FOUNTAIN BUBBLER

- ASME A112.18.1 COMPLIANT
- CSA B125 COMPLIANT
- CSA B 64.2 COMPLIANT
- ANSI/NSF Std. 61-1999a

PO-2 DRINKING FOUNTAIN AND BOTTLE FILLER

Haws® model 3611F

ADA Filtered Stainless Steel Bottle Filler and Drinking Fountain



FEATURES & BENEFITS

ADA COMPLIANCE
ADA-compliant bottle filling station and dual-height high-low drinking fountain required for wheel chair use, and for the standing person.

FRONT APPROACH
Face the water stations frontward and the overall footprint needed decreases, saving 33% of the hand scape required for access compliance. This also allows the fountain to be placed with its back to within 8 inches of a wall or a fence.

BOTTLE FILLER
The ADA-compliant open design bottle filling station offers a 17" high bottle area, and open sides making this push button operated bottle filling station more accessible to users.

STAINLESS STEEL VALVES
The push-button activated valve offers the only all stainless steel valve body that is machined out of solid bar stock, is fully serviceable through the front of the push button assembly offering access to the water control cartridge and integral water supply strainer, and with front access to the water stream height adjustment for easy maintenance without having to remove the valve. Operating pressure range of 30 to 90 psi (2.1 to 6.2 bar).

BUBBLER HEAD
Polished chrome plated brass bubbler head with integral 5/8" dia. threaded shank for vandal-resistant strength, and top-down access for nozzle replacement or water line service, with .45 gpm flow rate.

CONSTRUCTION
Heavy-duty stainless steel with silver powder-coated color finish, and stainless-steel drinking fountain bowl. Modular construction allows for easy replacement or rearrangement of drinking fountain bowls and bottle filler modules.

DRAIN CLEAN-OUT
Top-down access to the drain allows the fountain to be cleaned without taking the unit apart, good for outdoor settings with drain-cloggings and or leaves.

OPTIONS

Pet Fountain: Model 3670, dog bowl attachment for 3600 series pedestal fountains.

Hose Bib: Model 3660, lockable hose bib attachment for 3600 series pedestal fountains.

Installation Aid: Model MTG-3600, mounting plate for 3600 series pedestals.

Freeze-Resistant Option: Model 3611FR, ADA stainless steel freeze-resistant bottle filler and drinking fountain.

For more information, visit www.hawsco.com or call (888) 640-4297.

SPECIFICATIONS

Model 3611F outdoor, ADA-compliant pedestal mounted bottle filler and drinking fountain shall include a heavy-duty stainless steel pedestal with matte silver powder-coating, 6428 filter with mounting bracket, push-button operated stainless steel valves with front-accessible cartridge and flow adjustment, polished chrome-plated brass vandal-resistant shielded bubbler head with integral 5/8" dia. threaded shank and top-down access to a renewable nozzle, large-opening bottle filler with quick-fill 1 gpm flow rate, 100% lead-free waterways, polished chrome-plated vandal-resistant waste strainer with top-down clean-out access to the drain, vandal-resistant access plates, integral mounting feet, and 1-1/2" slip waste.

APPLICATIONS

The 3611F offers a solution for the changing needs of outdoor settings as well as outdoor wheelchair access, appealing to all users through accessibility and safety. This outdoor fountain is ideal in areas such as parks, schools, and other outdoor areas where hydration facilities are needed. Model meets all current Federal Regulations for the disabled including those in the Americans with Disabilities Act. Haws manufactures drinking fountains, faucets and electric water coolers to be lead-free by all known definitions including NSF/ANSI/CAN 61-Section 9, NSF/ANSI/ CAN 372, California Proposition 65, and the Federal Safe Drinking Water Act. Product is compliant to California Health and Safety Code 116875 (AB 1953-2006), and NSF/ ANSI/CAN 61: Q ≤ 1.

1455 Kleppe Lane • Sparks, NV 89431 • p. 775.359.6712 • f. 775.359.7414 • e. info@hawsco.com • www.hawsco.com • 29 December, 2021
DISCLAIMER: Continued product improvement makes specifications subject to change without notice. Check www.hawsco.com for the latest product information and updates.

STATE OF MARYLAND
WALTER J. PLOSKA
No. 13995
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

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No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL O
4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
PRODUCT CUTSHEETS

SHEET NUMBER:
L0.12

08-31-2023

RELEASED FOR CONSTRUCTION

FENCING

	FENCE	
F-1	NOT USED	
	GATE	
F-2	NOT USED	
	SITE FENCE	
F-3	MANUFACTURER	AMERISTAR (BASIS OF DESIGN)
	MODEL	MONTAGE II
	STYLE	MAJESTIC, 2-RAIL
	HEIGHT	3'-6"
	MATERIAL	STEEL
	FINISH	BLACK
	GUARDRAIL	
F-4	MANUFACTURER	AMERISTAR (BASIS OF DESIGN)
	MODEL	MONTAGE II
	STYLE	MAJESTIC, 2-RAIL
	HEIGHT	3'-6" AND 2'-0" ABOVE WALL LOCATIONS
	MATERIAL	STEEL
	FINISH	BLACK
	ENTRY GATE (DOUBLE SWING)	
F-5	TYPE	CUSTOM, DECORATIVE METAL PANELS ATTACHED TO STEEL FRAME
	PANEL MANUF	PARASOLEIL (OR APPROVED EQUAL)
	PANEL MODEL	MARIPOSA
	HEIGHT	4'-0"
	OPERATION	MAGNETIC LOCK HARDWARE w/ EMERGENCY PUSH BUTTON AND KEYCARD ACCESS
	FINISH	BLACK POWDERCOATED
	STAIR AND RAMP HANDRAILS	
F-6	TYPE	STEEL
	COLOR	TO MATCH BLDG RAILINGS
	NOTE	SEE DETAIL
	BIORETENTION GUARD	
F-7	TYPE	STEEL
	COLOR	TO MATCH BLDG RAILINGS
	NOTE	SEE DETAIL
	DOG GATE	
F-8	MANUFACTURER	AMERISTAR (BASIS OF DESIGN)
	MODEL	MONTAGE II
	STYLE	MAJESTIC, 2-RAIL
	HEIGHT	3'-6"
	MATERIAL	STEEL
	FINISH	BLACK
	ENTRY GATE (SINGLE SWING)	
F-9	NOT USED	
	GLASS FENCE	
F-10	MANUFACTURER	AQUAVIEW FENCING (BASIS OF DESIGN)
	MODEL	AWS ALUMINUM GATE
	FINISH	BLACK MATTE
	HEIGHT	6'
	GLASS GATE (SINGLE SWING)	
F-11	MANUFACTURER	AQUAVIEW FENCING (BASIS OF DESIGN)
	MODEL	AWS ALUMINUM GATE
	FINISH	BLACK MATTE
	HEIGHT	6'
	OPERATION	MAGNETIC LOCK HARDWARE w/ EMERGENCY PUSH BUTTON AND KEYCARD ACCESS

POOL COMPONENTS

	OUTDOOR SHOWER	
PO-1	MANUFACTURER	THE OUTDOOR SHOWER COMPANY
	MODEL	PS-1000-ADA
	FINISH	STAINLESS STEEL
	NOTE	INCLUDES HOSE BIB
	OUTDOOR DRINKING FOUNTAIN AND BOTTLE FILLER	
PO-2	MANUFACTURER	HAWS
	MODEL	3611F (ADA)
	FINISH	SILVER (STANDARD)
	POOL BUBBLER	
PO-3	MANUFACTURER	TO BE SELECTED BY POOL SUBCONTRACTOR AND APPROVED BY LA
	POOL UNDERWATER LIGHTING	
PO-4	MANUFACTURER	TBD BY POOL SUB AND APPROVED BY LANDSCAPE ARCHITECT IN POOL PRODUCT DATA SUBMITTAL
	POOL COPING	
PO-5	MANUFACTURER	FEDERAL STONE
	MODEL	12" SBN
	FINISH	4010
	SIZE	2" THICK
	NOTE	SEE DETAIL
	POOL WATERLINE TILE (BASIS OF DESIGN)	
PO-6	MANUFACTURER	NATIONAL POOL TILE
	MODEL	OPAL
	FINISH	SKY BLUE
	SIZE	1"x1"
	POOL EDGE TILE (STEP AND BENCH)	
PO-7	MANUFACTURER	TILE SUPPLY COMPANY
	COLOR	DARK BLUE
	FINISH	NON-SKID
	SIZE	2"x2"
	POOL DEPTH TILE MARKER AND "NO DIVING" TILE MARKER	
PO-8	NOTE	TO BE SELECTED BY POOL SUBCONTRACTOR AND APPROVED BY LA
	POOL INTERIOR FINISH	
PO-9	MANUFACTURER	DIAMOND BRITE
	MODEL	EXPOSED AGGREGATE FINISH SERIES
	COLOR	MARINER BLUE
	POOL HANDRAIL	
PO-10	NOTE	SEE DETAIL

GENERAL NOTES:

1. CONTRACTOR TO VERIFY ALL QUANTITIES AS SHOWN IN PLANS.
2. LANDSCAPE ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES BETWEEN QUANTITIES REPRESENTED IN MATERIAL SCHEDULE AND HARDSCAPE PLANS.
3. CONTRACTOR SHALL SUBMIT FOR APPROVAL REPRESENTATIVE SAMPLES, PHOTOGRAPHS, MOCK-UPS AND/OR SHOP DRAWINGS OF ALL ITEMS IN MATERIAL SCHEDULE.

POOL LIFE SAFETY EQUIPMENT

	EMERGENCY PHONE	
PE-1	MANUFACTURER	VIKING
	MODEL	E-1600A
	FINISH	RED
	MOUNT	GOOSENECK PEDESTAL MOUNTING KIT (E-1600A-MK-GNP)
	NOTE	ENHANCED WEATHER PROTECTION (EWP)
	SHEPHERD'S HOOK	
PE-2	SIZE	AS NOTED IN POOL CODE
	NOTE	SEE DETAIL FOR ATTACHMENT
	RING BOUY	
PE-3	SIZE	AS NOTED IN POOL CODE
	NOTE	HOOK TO BE PROVIDED ON LIFEGUARD CHAIR FOR ATTACHMENT
	POOL LIFT	
PE-4	MANUFACTURER	SPECTRUM AQUATICS
	MODEL	MOTION TREK 350
	MOUNTING	SEE DETAIL
	LIFEGUARD CHAIR	
PE-5	MANUFACTURER	SPECTRUM AQUATICS
	MODEL	MENDOTA

GRILL / FIRE PLACE COMPONENTS

G-1	OUTDOOR GRILL	
	MANUFACTURER	BULL BBQ
	MODEL	OUTLAW GRILL (NATURAL GAS)
	FINISH	STAINLESS STEEL
	MOUNT	SURFACE / SLIDE - IN
	OPTIONS	60,000 BTUs
	NOTE	PROVIDE ACCESSIBLE CLOSURE MECHANISM; MUST COMPLY w/ ANSI Z21.97. PROVIDE FINISHING FRAME BY MANUF.
G-2	GRILL ACCESS DOORS	
	MANUFACTURER	BULL BBQ
	MODEL	30" DOUBLE DOOR
CT-1	GRILL COUNTERTOP - GRANITE	
	MANUFACTURER	TO BE LOCALLY SOURCED
	COLOR BASIS	BLUE TORRENTINO
	TIMER SHUT OFF VALVE	
SOV-1	MANUFACTURER	FIRE MAGIC (1 HOUR)
	MODEL	3092A
	NOTE	OR APPROVED EQUAL
	RECESSED TIMER BOX	
TB-1	MANUFACTURER	PACIFIC COAST MANUF.
	MODEL	PCM-260
	FINISH	STAINLESS STEEL
	SIZE	6" W x 4.5" D x 6" H
	NOTE	OR APPROVED EQUAL
	RECESSED EMERGENCY STOP BUTTON	
ESB-1	MANUFACTURER	THE OUTDOOR PLUS
	MODEL	OPT-ESTOP
	NOTE	OR APPROVED EQUAL
FP-1	FIREPLACE INSERT PRODUCT SELECTION	
	MANUFACTURER:	SPARK MODERN FIRES
	MODEL	SS72, SINGLE SIDED
	SIZE	72"w x 13.75"H (VIEWING AREA)
	POWER	NATURAL GAS
	BTU	90,000 BTU/HR
	FIRE OBJECT	EBONY GLASS (BLACK)
	NOTE	PRODUCT INCLUDES BURNER AND GLASS WIND BARRIER; SAFETY SCREEN MESH TO BE PROVIDED TO OWNER FOR STORAGE/FUTURE USE (BUT NOT TO BE INSTALLED)
	CONTACT	TONY JAMES (416.528.2994)

TILE VENEER

TV-1	TILE VENEER (PATTERN)	
	MANUFACTURER	BEDROSIANS TILE AND STONE
	MODEL	ENCHANTE PORCELAIN DECORATIVE TILE
	SIZE	8" x 8"
	COLOR / FINISH	MODERNO, MATTE (TO MATCH INTERIORS)
TV-2	TILE VENEER (SOLID)	
	MANUFACTURER	BEDROSIANS TILE AND STONE
	MODEL	REBEL PORCELAIN DECORATIVE TILE
	SIZE	12" x 24"
	COLOR / FINISH	NIGHT (DARK GREY/BLACK)

DRAINAGE

	AREA DRAIN (STANDARD)	
AD-1	MANUFACTURER	IRON AGE
	MODEL	RAIN, HEEL PROOF GRATE
	SIZE	8" SQUARE
	MATERIAL	CAST ALUMINUM (SILVER COLOR) 535 ALLOY (SALT-TOLERANT)
	NOTE	CLEAR ANODIZED FINISH ON TOP, AS RECOMMENDED BY MANUF.
	YARD DRAIN	
YD-1	MANUFACTURER	NDS
	MODEL	ATRIUM GRATE
	SIZE	12" SQUARE
	COLOR	DARK GREEN
	ROOF DRAIN (SINGLE STAGE + OVERFLOW)	
RD-1	MANUFACTURER	ZURN
	MODEL	Z164
	SIZE	12" DIAMETER
	NOTE	THIS INCLUDES 2 DRAINS
	ROOF DRAIN (SINGLE STAGE)	
RD-2	MANUFACTURER	JAY R. SMITH
	MODEL	1410, DECK DRAIN
	SIZE	14" SQUARE

PAVEMENT MATERIALS

	CONCRETE PAVEMENT (PEDESTRIAN-GRADE)	
P-1	TYPE	4" THICK
	NOTE	SEE DETAIL
	CONCRETE PAVERS	
P-2	MANUFACTURER	PAVESTONE
	MODEL	HOLLAND STONE
	SIZE	4x8; 60 MM THK.
	COLOR A	CHESAPEAKE BLEND (LIGHT TAN)
	COLOR B	DESERT BLEND (MED GREY/TAN)
	PATTERN	SEE PLANS
	SYNTHETIC TURF	
P-3	MANUFACTURER	DUPONT FOREVER LAWN
	MODEL AT DOG RUN	K9 GRASS ELITE, NO INFILL
	MODEL AT PLAY AREA	PLAYGROUND GRASS DISCOVERY; NO INFILL
	KIDS PLAY MOUNDS	MINI PLAY MOUND (4' DIA. x 10" HGT.) PLAY MOUND w/ TUNNEL (10' DIA. x 36" HGT.)
	RIVER ROCK	
P-4	SIZE	3-6" RIVER ROCKS
	NOTE	TO BE LOCALLY SOURED AND APPROVED BY LA
	N/A	
P-5	NOT USED	
	PORCELAIN PEDESTAL PAVER SYSTEM	
P-6	PEDESTAL MANUF.	HANOVER
	PAVER	PORCELAIN, 12"x48" AT 3/4" THK.
	PAVER COLOR	SAWN OAK HP 1001
	CLIMBING ROCKS	
P-7	MANUFACTURER	NATURAL PLAYGROUNDS COMPANY
	MODEL	ROCK FOR SCRAMBLES

PLANTERS

	PLANTER A	
PA-1	MANUFACTURER	TOURNESOL
	MODEL	DELTA, DT-2400
	MATERIAL	FRP
	COLOR	TBD
	TEXTURE	SMOOTH
	EXTERIOR SIZE	24" W x 20" H
	IRRIGATION	YES - BY MANUF.
	NOTE	1 DRAIN HOLE BY MANUF. TO BE PROVIDED
	PLANTER B	
PA-2	MANUFACTURER	TOURNESOL
	MODEL	WILSHIRE, WR-721818
	MATERIAL	FRP
	COLOR	PUDDLE
	TEXTURE	SMOOTH
	EXTERIOR SIZE	72" W x 18" L x 18" H
	IRRIGATION	YES - BY MANUF.
	NOTE	1 DRAIN HOLE BY MANUF. TO BE PROVIDED

EXTERIOR LIGHTING

	POLE LIGHT	
PL-1	MANUFACTURER	LIGMAN LIGHTING
	FIXTURE MODEL	USE-90002, STEAMER MED RECTANGULAR SINGLE HEAD
	COLOR TEMP	3000K
	ACCESSORIES	A91060 ATTACHMENT
	FINISH	BLACK
	POLE MODEL	ROUND/STRAIGHT GALVANIZED STEEL POLE, 4.5" DIA.
	POLE HEIGHT	16'
	FINISH	BLACK
	POLE LIGHT	
PL-2	MANUFACTURER	LITHONIA LIGHTING
	FIXTURE MODEL	RADEAN POST TOP
	COLOR TEMP	3000K
	DISTRIBUTION	ASYMMETRIC
	FINISH	BLACK
	NOTE	TO INCLUDE HOUSESIDE SHIELD MOUNTING FIXTURE TO POLE PT4
	POLE MMANUF	LITHONIA LIGHTING
	POLE MODEL	RSS12-4B-PT-FBCSTL2PC
	POLE HEIGHT	12'
	FINISH	TO MATCH FIXTURE
	NOTE	TO INCLUDE STEEL BASE PLATE COVER
	POLE LIGHT	
PL-3	MANUFACTURER	LITHONIA LIGHTING
	FIXTURE MODEL	RADEAN POST TOP
	COLOR TEMP	3000K
	DISTRIBUTION	SYMMETRIC
	FINISH	BLACK
	NOTE	NO SHIELD
	POLE SPEC	TO MATCH PL-2
	PATHWAY LIGHT	
PL-4	MANUFACTURER	LOUIS POULSEN
	FIXTURE MODEL	FLINDT BOLLARD, #10000162769
	COLOR TEMP	3000K
	SIZE	43.3" HGT x 4.5" DIA.
	FINISH	NATURAL PAINT ALUMINUM
	MOUNTING	POST w/ ANCHORAGE UNIT
	LANDSCAPE UPLIGHT	
UL-1	MANUFACTURER	HADCO BY SIGNIFY
	MODEL	BL9-D-W-H-S7
	COLOR TEMP	3000K
	FINISH	BRONZE
	MOUNT	STAKE
	STRING LIGHTS	
SL-1	MANUFACTURER	TOKISTAR LIGHTING - EXHIBITOR SERIES
	MODEL	EXBK-12-WW-S14-F
	LAMP	0.48 WATT LED (2500K)
	COLOR	BLACK
	MOUNT	CATNARY CABLE MOUNTED (EX-MDA-BK)
	SPACING	18" O.C.
	NOTE	CABLE AND MOUNTING HARDWARE TO BE SUPPLIED BY CONTRACTOR
	RECESSED WALL LIGHT	
RL-1	MANUFACTURER	LIGMAN LIGHTING
	MODEL	URA-40541, RADO 2 RECESSED
	COLOR TEMP	3000K (403 LUMENS)
	FINISH	BLACK
	SIZE	10.2" X 5.9"
	RECESSED WALL LIGHT	
RL-2	MANUFACTURER	LIGMAN LIGHTING
	MODEL	URA-40542, RADO 2 RECESSED
	COLOR TEMP	3000K (620 LUMENS)
	FINISH	BLACK
	SIZE	10.2" X 5.9"

EXTERIOR LIGHTING (CONT.)

	RECESSED IN STRUCTURE	
RL-3	MANUFACTURER	TBD
	MODEL	4" OUTDOOR LED LIGHT
	COLOR TEMP	3000K
	FINISH	BLACK
	RECESSED IN-PAVEMENT LIGHT	
RL-4	MANUFACTURER	INTER-LUX
	MODEL	ORMA SEMI-FLUSH TRM FIXED 5.4"
	COLOR TEMP	3000K
	FINISH	STEEL E81175
	OPTIC	30 FLOOD (31 DEG.)
	ACCENT LIGHT	
WM-1	MANUFACTURER	LUMASCAPE
	MODEL	LS321 LED (SINGLE HEAD)
	COLOR TEMP	3000 K
	FINISH	BLACK
	ACCENT LIGHT	
WM-2	MANUFACTURER	LUMASCAPE
	MODEL	LS321-2 LED (DOUBLE HEAD)
	COLOR TEMP	3000 K
	FINISH	BLACK
	TAPE LIGHT	
TL-1	MANUFACTURER	LLI ARCHITECTURAL LIGHTING
	MODEL	GENESIS EXTRUSION + LED TAPELIGHT
	LENS	FROSTED
	COLOR TEMP	3000K

MISCELLANEOUS

	OUTDOOR LED TELEVISION	
S-1	SIZE	75" (65.4" WIDTH x 36.8" HGT.)
	NOTE	TO BE PROVIDED WITHIN OUTDOOR WEATHERPROOF TV / DISPLAY ENCLOSURE
	MANUF	THE DISPLAY SHIELD
	STRUCTURE HEATER	
S-2	MANUFACTURER	INFRATECH COMFORT
	SIZE	SL4028
	N/A	
S-3	NOT USED	
	GARDEN WIND SPINNER	
S-4	MANUFACTURER	PURE ECHO STORE
	MODEL	FLOWER WIND SPINNER, COLOR 3
	N/A	
S-5	NOT USED	
	BENCH A	
B-1	MANUFACTURER	LANDSCAPE FORMS
	MODEL	SCARBOROUGH
	SIZE	73"L x 28"D x 34"H
	MOUNT	SURFACE
	COLOR	BLACK
	BENCH B	
B-2	MANUFACTURER	LANDSCAPE FORMS
	MODEL	TWIG BACKLESS
	SIZE	76" C x 93" L x18" H
	MATERIAL	REINFORCED CAST STONE, ACID ETCHED FINISH
	MOUNT	FREESTANDING
	COLOR	GREY
	PET WASTE STATION	
PW-1	MANUFACTURER	DOGI POT
	MODEL	PET STATION #1003-L
	NOTE	MOUNT ON NEARBY FENCE PER MANUF.
	COLOR	BLACK
	PET DOG WASH AND DOG FOUNTAIN	
PF-1	MANUFACTURER	MOST DEPENDABLE FOUNTAINS
	MODEL	300 SMSS
	COLOR	TEXTURED BLACK
	NOTE	INCLUDE HOSEBIB
	DECORATIVE PANEL A	
DP-1	TYPE	CUSTOM, SEE DETAIL
	PANEL MANUF	PARASOLEIL
	PANEL MODEL	MARIPOSA
	FINISH	BLACK POWDER COATED / TEXTURED
	SIZE	VARIES - SEE DTLS
	CHARGING STATION OUTLET	
	1 DUPLEX OUTLET w/ USB PORTS IN WEATHER PROOF BOX	
CH-1	MANUFACTURER	ARLINGTON INDUSTRIES
	MODEL	GPD19B (OUTDOOR GFCI POWER SOURCE)
	SIZE/HGT	19.5"
	MOUNT	STAKE IN GROUND
	FINISH	BLACK
	OPTIONS	SINGLE POST ENCLOSURE w/ OUTLET COVER ON ONE SIDE IN WEATHER PROOF BOX
	EDGE RESTRAINT	
ER-1	MANUFACTURER	PERMALOCK
	MODEL	CLEANLINE XL
	FINISH	BLACK DURAFLEX
	BIKE RACK	
BR-1	MANUFACTURER	HUNTCO SITE FURNISHINGS
	MODEL	RAMBLER
	MATERIAL	2" SCH 40 ROUND STEEL PIPE
	SIZE	14.4"L x 5.5"W x 36"H
	MOUNTING	SURFACE FLANGE MOUNT
	FINISH	POWDERCOATED, COLOR BLACK
	NOTE	INVERTED U-STYLE IS REQ. BY COUNTY; FLANGE COVER TO BE PROVIDED
	POND FOUNTAIN w/ UPLIGHT	
FN-1	MANUFACTURER	EAGLE FOUNTAINS
	MODEL	ELF190, LIGHTED FOUNTAIN
	LIGHT	3000K (STANDARD)
	NOTE	INCLUDES 100' SERVICE CORD, TIMER, PHOTOCELL, AND CONTROL PANEL; BUILD TO SHALLOW PROFILE

STATE OF MARYLAND
WALTER J. PLOSKY
No. 13995
LANDSCAPE ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

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No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL 'O'
4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

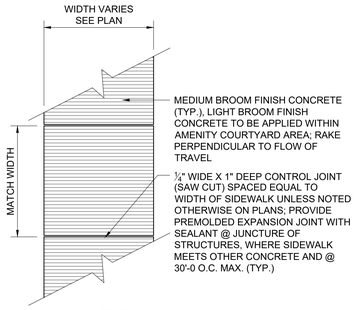
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
MATERIALS SCHEDULE

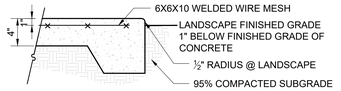
SHEET NUMBER:
L2.00

08-31-2023

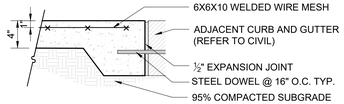
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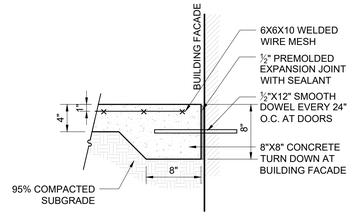
A. PLAN
SCALE: ½" = 1'-0"



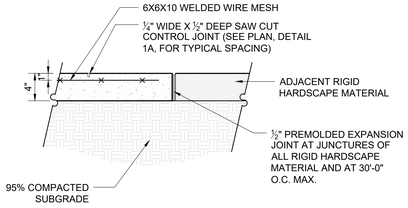
B. SECTION @ LANDSCAPE



C. SECTION @ CURB



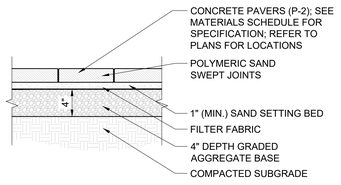
D. SECTION @ BUILDING



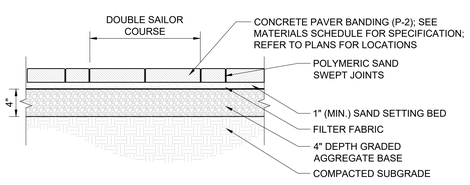
E. TYPICAL JOINTS

1 CONCRETE SIDEWALK
1 1/2" = 1'-0"

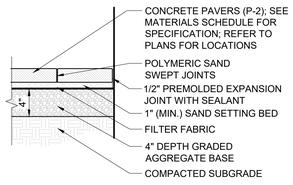
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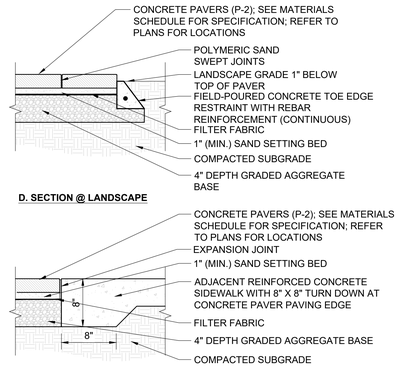
A. PAVER SECTION



B. BANDING SECTION



C. SECTION @ BUILDING

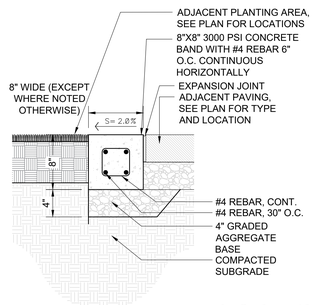


D. SECTION @ LANDSCAPE

E. SECTION @ CONCRETE PAVING

2 CONCRETE PAVERS
1 1/2" = 1'-0"

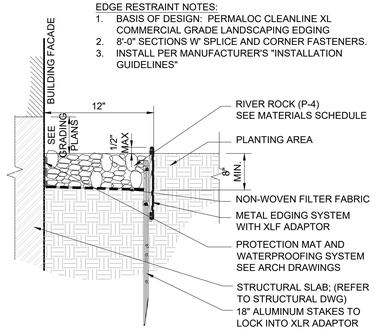
0 3 6 12



3 FLUSH CURB
1 1/2" = 1'-0"

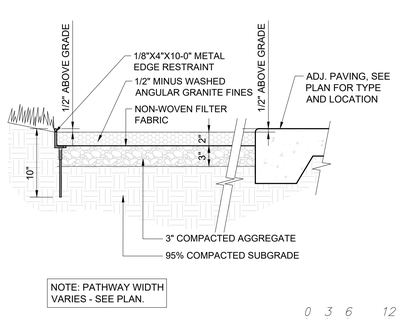
0 3 6 12

EDGE RESTRAINT NOTES:
1. BASIS OF DESIGN: PERMALOC CLEANLINE XL COMMERCIAL GRADE LANDSCAPING EDGING
2. 8'-0" SECTIONS W' SPLICE AND CORNER FASTENERS.
3. INSTALL PER MANUFACTURER'S "INSTALLATION GUIDELINES"



4 STONE EDGE
1" = 1'-0"

0 3 6 12



NOTE: PATHWAY WIDTH VARIES - SEE PLAN.

5 GRAVEL PATHWAY
1 1/2" = 1'-0"

0 3 6 12

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

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No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
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PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

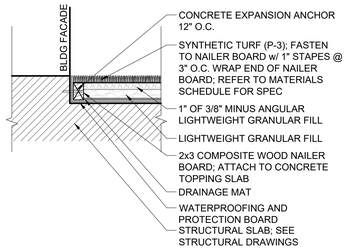
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

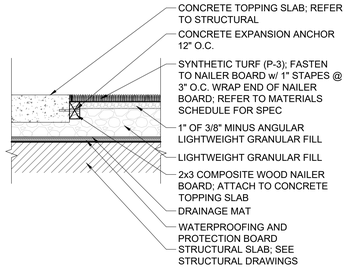
SHEET NUMBER:
L3.00

08-31-2023

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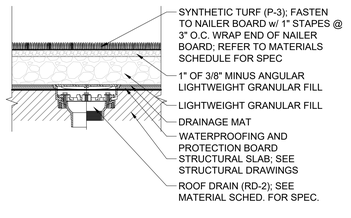


A. AT BUILDING EDGE



B. AT CONC TOPPING SLAB

NOTE:
1. SYNTHETIC FIBERS TO RUN IN SAME DIRECTION.



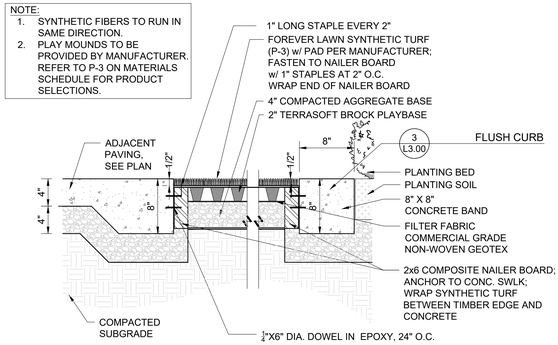
C. AT DRAIN

1 SYNTHETIC TURF ON STRUCTURE

1 1/2" = 1'-0"

0 3 6 12

NOTE:
1. SYNTHETIC FIBERS TO RUN IN SAME DIRECTION.
2. PLAY MOUNDS TO BE PROVIDED BY MANUFACTURER. REFER TO P-3 ON MATERIALS SCHEDULE FOR PRODUCT SELECTIONS.



2 SYNTHETIC TURF AT GRADE

1 1/2" = 1'-0"

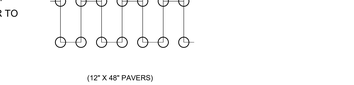
0 3 6 12



*MAXIMUM SLOPE ADJUSTMENT: ⅜" PER FOOT

BASIS OF DESIGN: HANOVER PAVER PEDESTAL SYSTEM

A. PEDESTAL SECTION



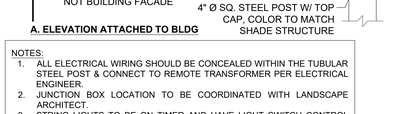
(12" X 48" PAVERS)

B. TYPICAL PATTERN LAYOUT
SCALE: ⅜" = 1'-0"

3 PORCELAIN PEDESTAL PAVERS

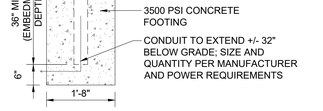
1 1/2" = 1'-0"

0 3 6 12

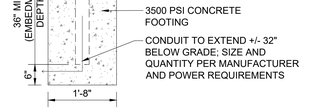


A. ELEVATION ATTACHED TO BLDG

NOTES:
1. ALL ELECTRICAL WIRING SHOULD BE CONCEALED WITHIN THE TUBULAR STEEL POST & CONNECT TO REMOTE TRANSFORMER PER ELECTRICAL ENGINEER.
2. JUNCTION BOX LOCATION TO BE COORDINATED WITH LANDSCAPE ARCHITECT.
3. STRING LIGHTS TO BE ON TIMER AND HAVE LIGHT SWITCH CONTROL LOCATED INSIDE BUILDING. REFER TO ELECTRICAL PLANS.



B. POST FOOTING AT HARDSCAPE
SCALE: 3/4"= 1'-0"

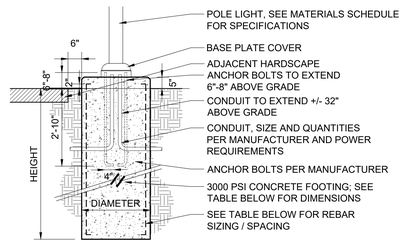


C. POST FOOTING AT LANDSCAPE
SCALE: 3/4"= 1'-0"

4 STRING LIGHTS

1 1/2" = 1'-0"

0 3 6 12

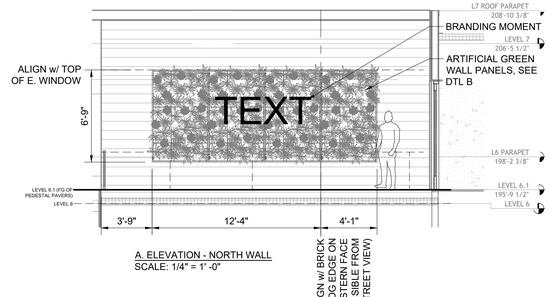


	DIAMETER	HEIGHT	REBAR
12 FT POLE HGT. (PL-2, PL-3)	20"	4'-6"	(6) #5 + HK LONGITUDINAL w/ #3 TIES @ 10" O.C.
16 FT POLE HGT. (PL-1)	24"	5'-9"	(6) #6 + HK LONGITUDINAL w/ #3 TIES @ 12" O.C.

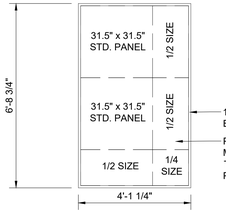
5 LIGHT BASE

1/2" = 1'-0"

0 3 6 12



A. ELEVATION - NORTH WALL
SCALE: 1/4" = 1' -0"



B. ARTIFICIAL GREEN WALL PANEL

PRODUCT SELECTION
MANUFACTURER: VISTAFOLIA ARTIFICIAL GREEN WALLS
SIZE: 31.5" H x 31.5" L x 8" D
DISTRIBUTION: 72 PLANTS PER PANEL
COLOR: 75% TEXTURE BOXES
- LUSH GREEN
- TRAILING IVY
- TRAILING BUXUS
- LARGE GRASSES

25% COLOR BOXES
- DELICATE WHITE
- SOFT LAVENDER
- SPRING PINK

NOTE: COMPLY W/ COMBUSTIBLE EXTERIOR WALL COVERINGS FOR TYPE III BUILDINGS PER IBC SECTION 1405.1.1.

6 ARTIFICIAL PLANT WALL

1/2" = 1'-0"

0 3 6 12

STATE OF MARYLAND
WALTER J. PLOSKA
No. 13995
ARCHITECT

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PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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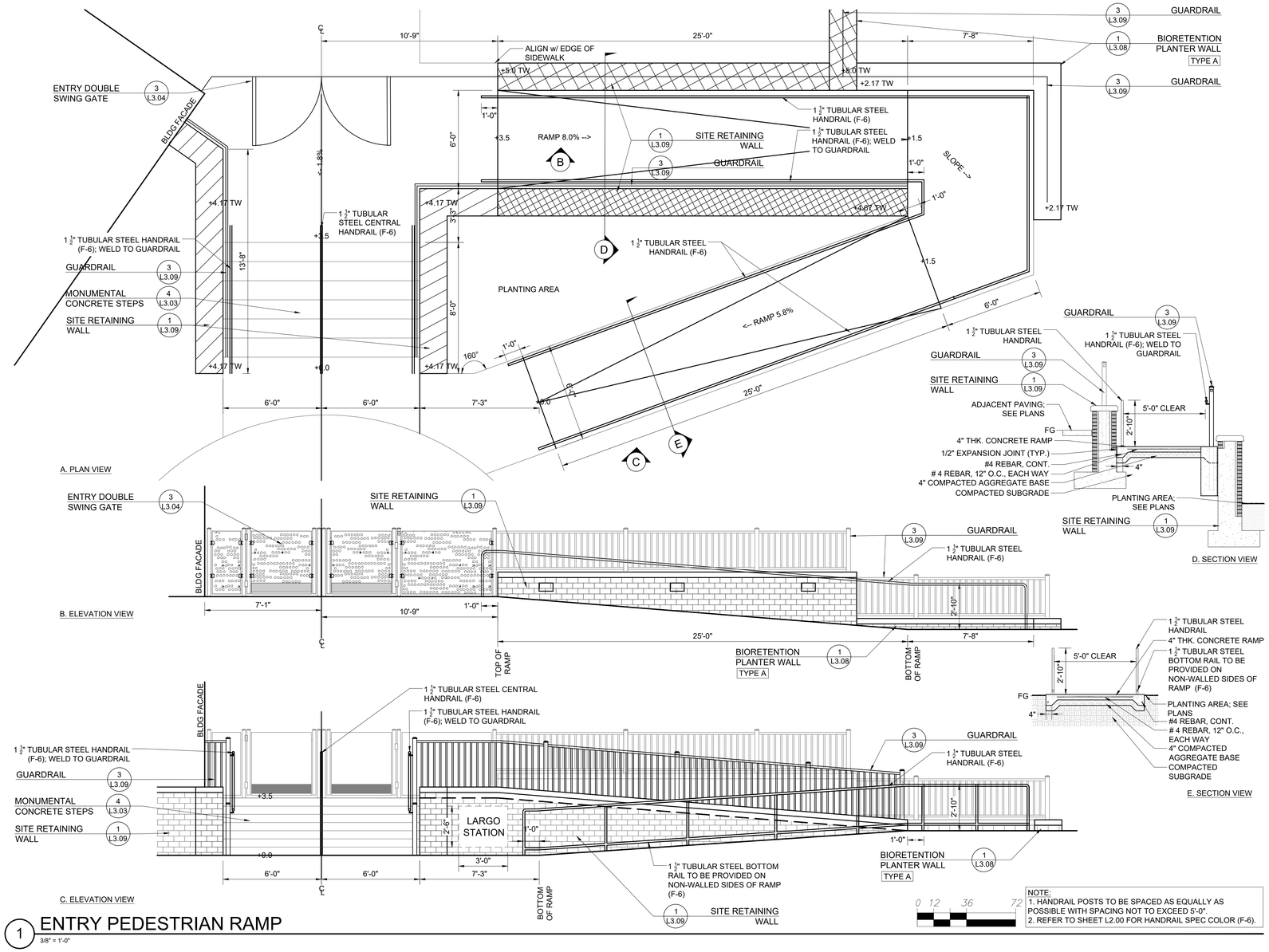
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

SHEET NUMBER:
L3.01

08-31-2023

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NOTE:
1. HANDRAIL POSTS TO BE SPACED AS EQUALLY AS POSSIBLE WITH SPACING NOT TO EXCEED 5'-0".
2. REFER TO SHEET L2.00 FOR HANDRAIL SPEC COLOR (F-6).

1 ENTRY PEDESTRIAN RAMP

3/8" = 1'-0"

STATE OF MARYLAND
WALTER J. PLOSKA
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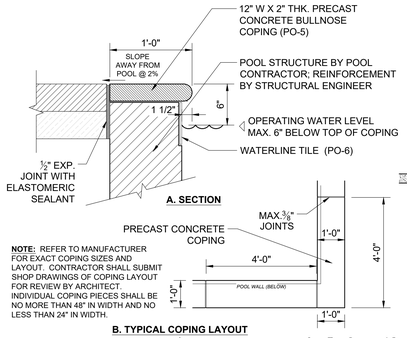
MNCPPC APPLICATION # DSP-2026-0009

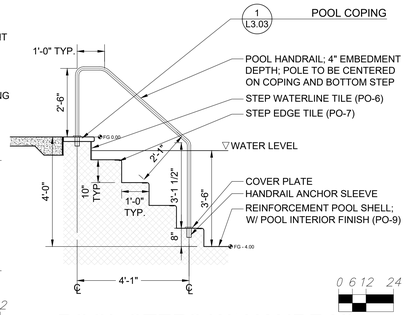
SHEET TITLE:
HARDSCAPE DETAILS

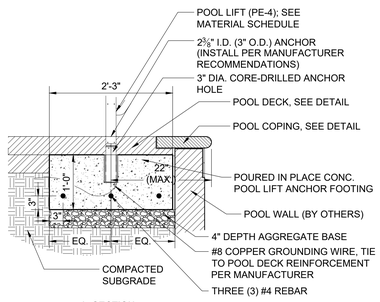
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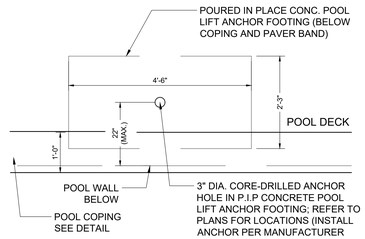
08-31-2023

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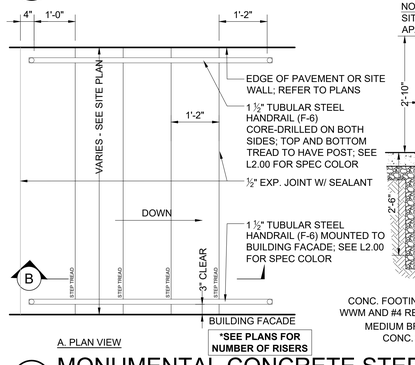




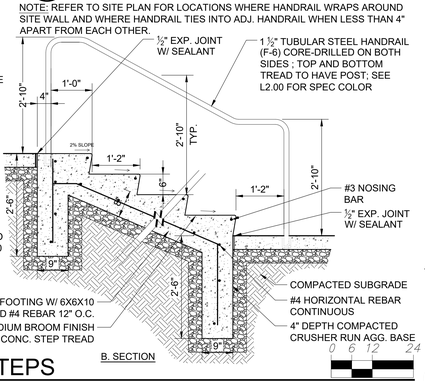




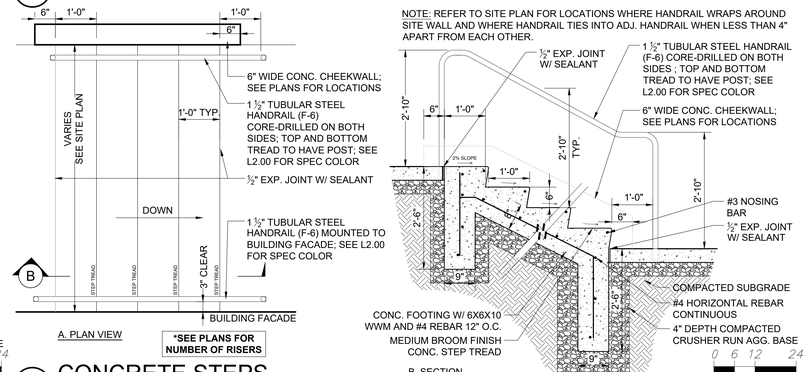
1 POOL COPING
1 1/2" = 1'-0"



2 POOL STEPS W/ HANDRAIL
1/2" = 1'-0"

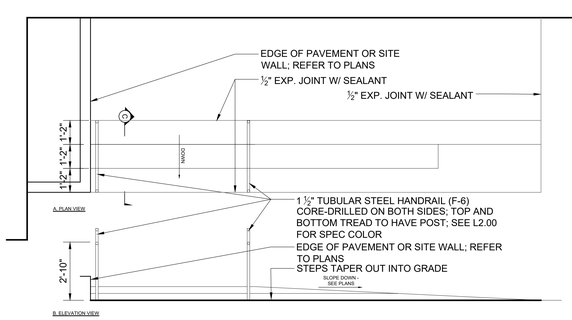


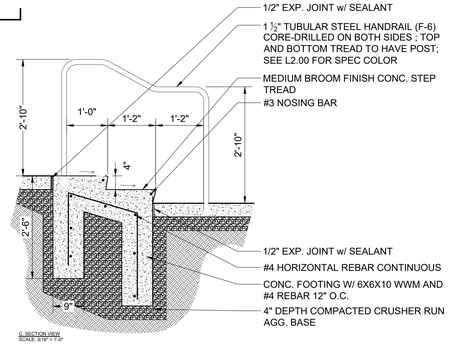
3 POOL LIFT
1" = 1'-0"



4 MONUMENTAL CONCRETE STEPS
3/4" = 1'-0"

5 CONCRETE STEPS
3/4" = 1'-0"





6 TAPERED CONCRETE STEPS
3/8" = 1'-0"

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CHECKED BY: CF

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GATEWAY MERCHANT BANKING

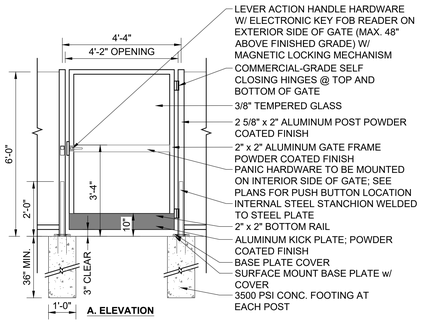
MNCPPC APPLICATION # DSP-2026-0009

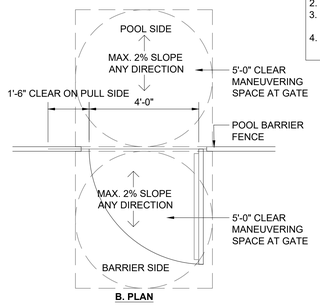
SHEET TITLE:
HARDSCAPE DETAILS

SHEET NUMBER:
L3.03

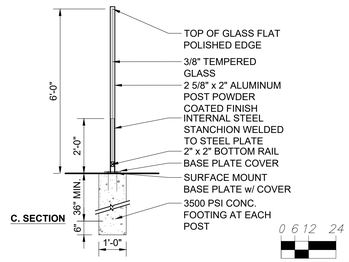
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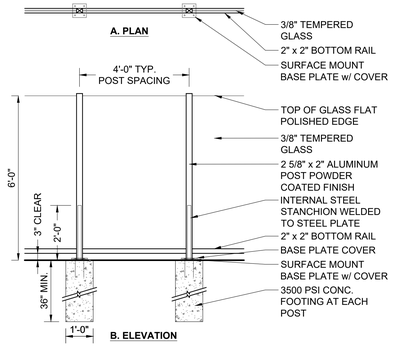
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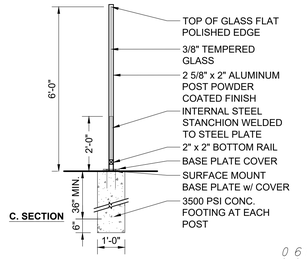


NOTES:
1. REFER TO L2.00 FOR PRODUCT SELECTION AND FINISH COLOR (F-11).
2. SHOP DRAWINGS TO BE PROVIDED FOR REVIEW / APPROVAL.
3. GATE OPENING AND CLOSING HARDWARE TO BE SELF-CLOSING, SELF-LATCHING AND LOCKABLE.
4. ALL OPERABLE PARTS OF GATE OPENING HARDWARE TO BE MOUNTED A MAXIMUM DISTANCE OF 48" ABOVE FINISHED GRADE AT GATE.





NOTE:
1. REFER TO L2.00 FOR PRODUCT SELECTION AND FINISH COLOR (F-10).
2. SHOP DRAWINGS TO BE PROVIDED FOR REVIEW / APPROVAL.



0 6 12 24

1 ALUMINUM GLASS SINGLE SWING GATE
1/2" = 1'-0"

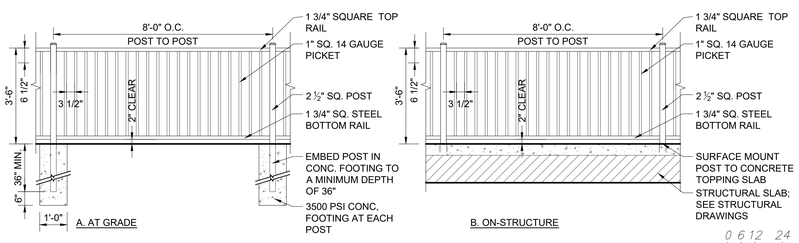
2 ALUMINUM GLASS FENCING
1/2" = 1'-0"

NOTES:
1. REFERENCE PLAN FOR DIRECTION OF GATE SWING.
2. MUST MEET THE VERTICAL LOAD, HORIZONTAL LOAD, AND INFILL PERFORMANCE REQUIREMENTS FOR INDUSTRIAL WEIGHT FENCES UNDER ASTM F2408.
3. STEEL PANELS ARE TO BE WELDED.
4. GATE OPENING AND CLOSING HARDWARE TO BE SELF-CLOSING, SELF-LATCHING AND LOCKABLE.
5. ALL OPERABLE PARTS OF GATE OPENING HARDWARE TO BE MOUNTED A MAXIMUM DISTANCE OF 48" ABOVE FINISHED GRADE AT GATE. MUST BE OPERABLE w/ ONE HAND USING 5 LBS MAX. PRESSURE WITHOUT TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST.
6. EMERGENCY PUSH BUTTON TO BE LOCATED ON INTERIOR SIDE OF GATE ON FREESTANDING POST.
7. REFER TO L2.00 FOR ADDITIONAL PRODUCT INFORMATION (F-5).

0 6 12 24

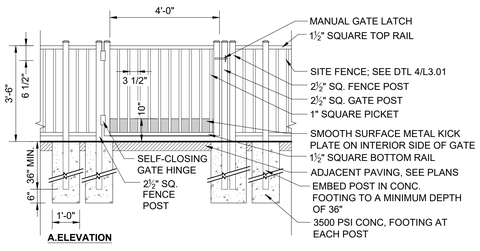
3 ENTRY DOUBLE SWING GATE
1/2" = 1'-0"

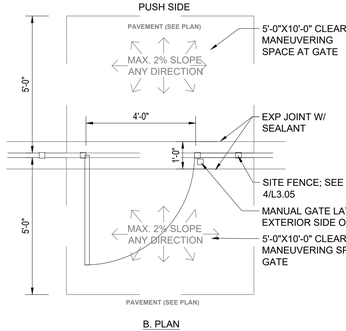
NOTES:
1. MINIMUM CUMULATIVE COATING THICKNESS OF EPOXY AND ACRYLIC OF 2 MILS.
2. MUST MEET THE VERTICAL LOAD, HORIZONTAL LOAD, AND INFILL PERFORMANCE REQUIREMENTS FOR INDUSTRIAL WEIGHT FENCES UNDER ASTM F2408.
3. REFER TO L2.00 FOR PRODUCT SELECTION (F-3).



0 6 12 24

4 SITE FENCE
1/2" = 1'-0"





NOTES:
1. REFERENCE PLAN FOR DIRECTION OF GATE SWING.
2. MUST MEET THE VERTICAL LOAD, HORIZONTAL LOAD, AND INFILL PERFORMANCE REQUIREMENTS FOR INDUSTRIAL WEIGHT FENCES UNDER ASTM F2408.
3. STEEL PANELS ARE TO BE WELDED.
4. GATE OPENING AND CLOSING HARDWARE TO BE SELF-CLOSING, SELF-LATCHING AND LOCKABLE.
5. ALL OPERABLE PARTS OF GATE OPENING HARDWARE TO BE MOUNTED A MAXIMUM DISTANCE OF 48" ABOVE FINISHED GRADE AT GATE. MUST BE OPERABLE w/ ONE HAND USING 5 LBS MAX. PRESSURE WITHOUT TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST.
6. REFER TO L2.00 FOR ADDITIONAL PRODUCT INFORMATION (F-8).

0 6 12 24

5 DOG GATE
1/2" = 1'-0"

STATE OF MARYLAND
PETER J. PLOCON
No. 13995
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

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PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

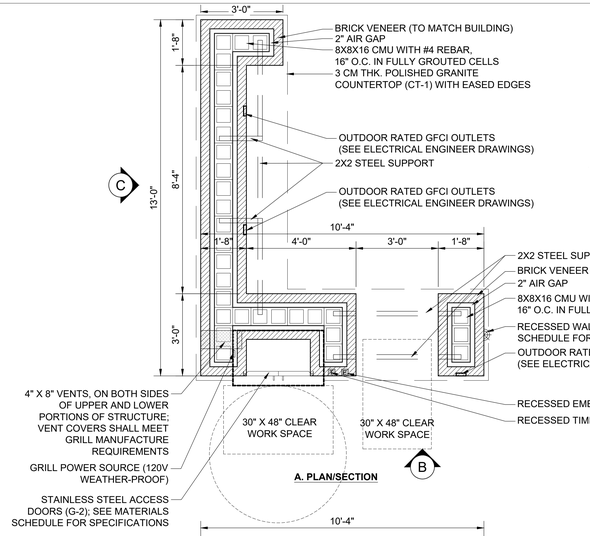
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

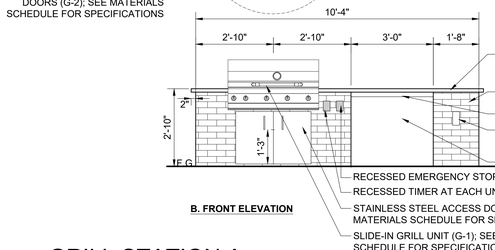
SHEET NUMBER:
L3.04

08-31-2023

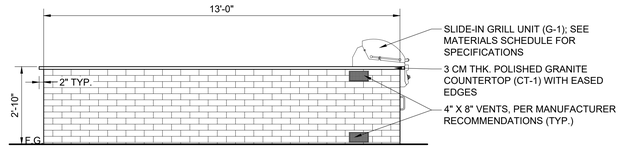
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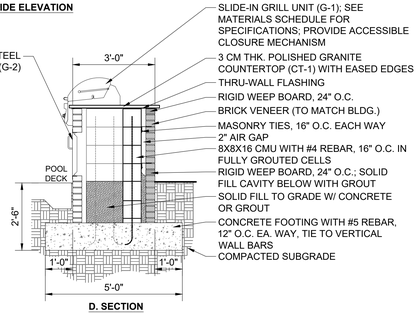
A. PLAN/SECTION



B. FRONT ELEVATION



C. SIDE ELEVATION



D. SECTION

NOTE:
1. GRILL ACCESS CONTROLS SHALL BE LOCATED BETWEEN 15" AND 48" ABOVE GRADE. ALL CONTROLS MUST BE OF A TYPE THAT ARE OPERABLE WITH ONE HAND USING 5LBF MAX. PRESSURE AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST.

2. TIMER WITH EMERGENCY SHUTOFF TO BE PROVIDED,

3. FIRE EXTINGUISHER TO BE PROVIDED AT EACH GRILL STATION. TO BE LOCATED WITHIN GRILL ACCESS DOORS, MOUNTED TO INSIDE FACE OF CMU WITHIN ACCESSIBLE REACH RANGE.

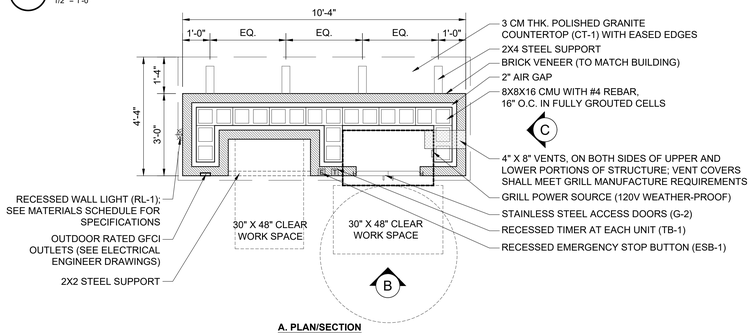
4. ALL OUTLETS TO BE INCASED WITHIN A LOW-PROFILE/ RECESSED WEATHERPROOF ENCLOSURE. THIS IS TO BE INCLUDED IN PRODUCT DATA SUBMITTAL.

5. REFER TO MATERIALS SCHEDULE FOR SPECIFICATIONS OF GRILL (G-1), ACCESS DOORS (G-2), COUNTERTOPS (CT-1), RECESSED TIMER BOX (TB-1),. RECESSED EMERGENCY STOP BUTTON (ESB-1), AND TIMER SHUT OFF VALVE (TB-1).

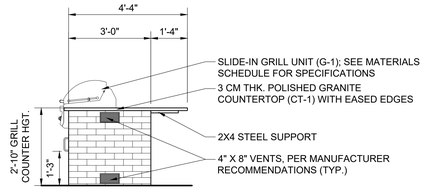
0 6 12 24

1 GRILL STATION A

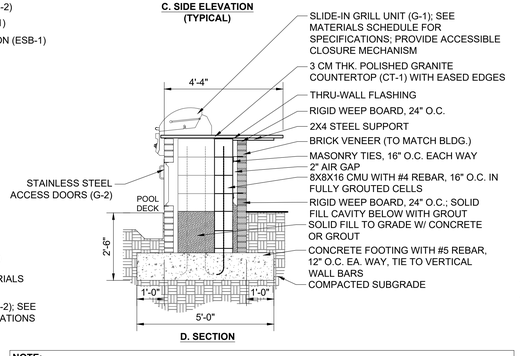
1/2" = 1'-0"



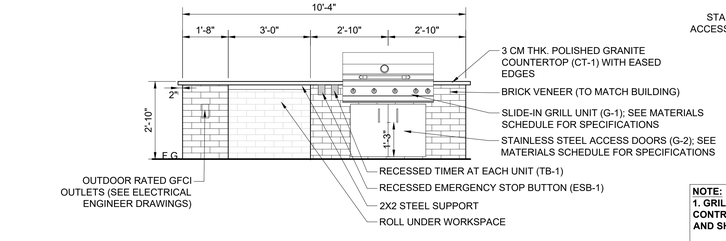
A. PLAN/SECTION



C. SIDE ELEVATION (TYPICAL)



D. SECTION



B. FRONT ELEVATION

NOTE:
1. GRILL ACCESS CONTROLS SHALL BE LOCATED BETWEEN 15" AND 48" ABOVE GRADE. ALL CONTROLS MUST BE OF A TYPE THAT ARE OPERABLE WITH ONE HAND USING 5LBF MAX. PRESSURE AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST.

2. TIMER WITH EMERGENCY SHUTOFF TO BE PROVIDED,

3. FIRE EXTINGUISHER TO BE PROVIDED AT EACH GRILL STATION. TO BE LOCATED WITHIN GRILL ACCESS DOORS, MOUNTED TO INSIDE FACE OF CMU WITHIN ACCESSIBLE REACH RANGE.

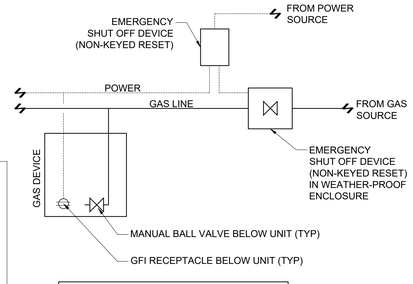
4. ALL OUTLETS TO BE INCASED WITHIN A LOW-PROFILE/ RECESSED WEATHERPROOF ENCLOSURE. THIS IS TO BE INCLUDED IN PRODUCT DATA SUBMITTAL.

5. REFER TO MATERIALS SCHEDULE FOR SPECIFICATIONS OF GRILL (G-1), ACCESS DOORS (G-2), COUNTERTOPS (CT-1), RECESSED TIMER BOX (TB-1),. RECESSED EMERGENCY STOP BUTTON (ESB-1), AND TIMER SHUT OFF VALVE (TB-1).

0 6 12 24

2 GRILL STATION B

1/2" = 1'-0"



NOTES
1. SEE SITE PLAN FOR LOCATIONS AND LAYOUTS OF CONTROL DEVICES.
2. VENTING TO BE PROVIDED AT EACH UNIT PER MANUFACTURERS' INSTRUCTIONS.

0 6 12 24

3 GRILL UTILITY DIAGRAM

1/4" = 1'-0"

STATE OF MARYLAND
WALTER J. PLOSKI
No. 13995
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

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No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL 'O'
4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

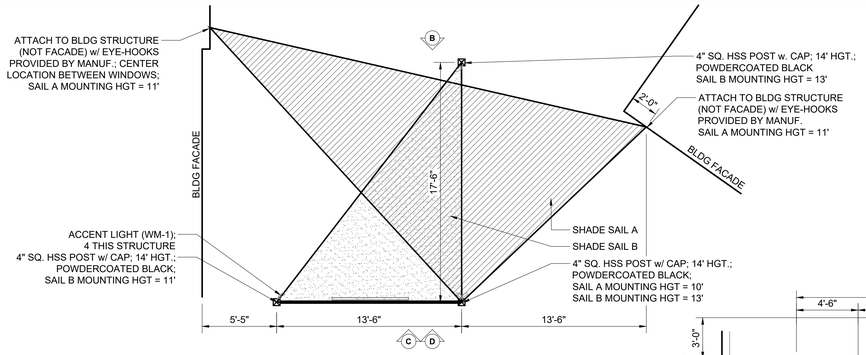
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

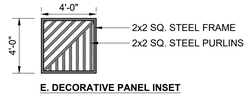
SHEET NUMBER:
L3.05

08-31-2023

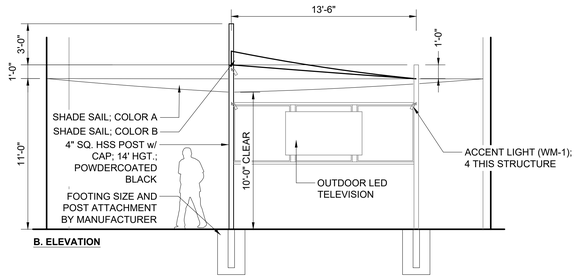
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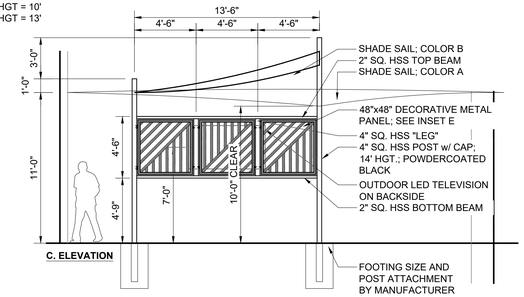
A. PLAN VIEW



E. DECORATIVE PANEL INSET



B. ELEVATION



C. ELEVATION

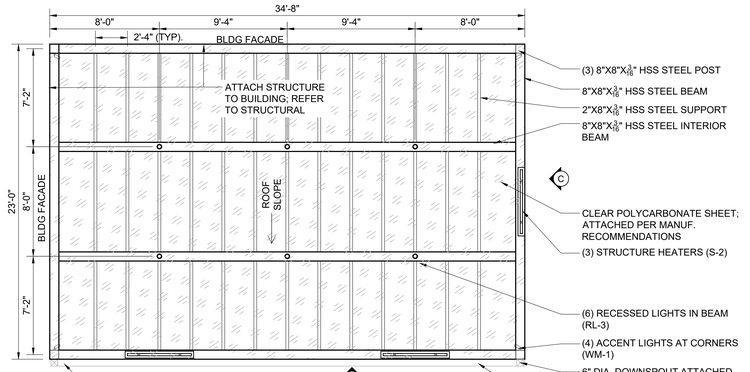
SHADE SAIL BASIS OF DESIGN	
MANUFACTURER	USA SHADE AND FABRIC STRUCTURES
FABRIC	COLOURSHADE FR FABRIC
SAIL A COLOR	DESERT SAND
SAIL B COLOR	TERRACOTTA

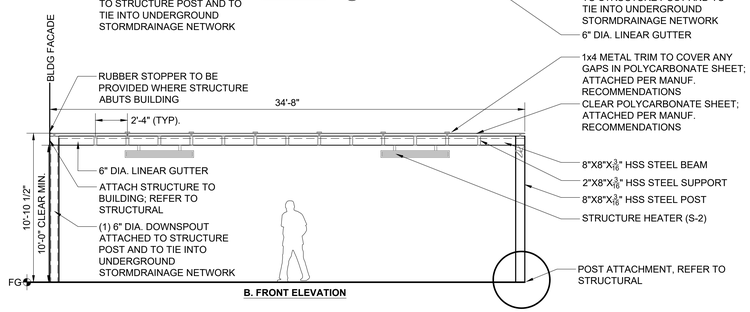
NOTE
- FINAL STRUCTURE DESIGN, DETAILS AND ATTACHMENTS TO BE COORDINATED w/ MANUFACTURER.
- SHADE SAIL DIMENSIONS ARE APPROXIMATE; FINAL SIZES TBD BY MANUF. BASED ON ATTACHMENT POSITIONING.
- CONTACT: JOHN AMICI - (404) 963 - 8417
- ALL ELECTRICAL WIRING AND COMPONENTS TO BE CONCEALED WITHIN TUBULAR STEEL MEMBERS & CONNECT TO REMOTE TRANSFORMERS PER ELECTRICAL ENGINEER.

0 24 48 96

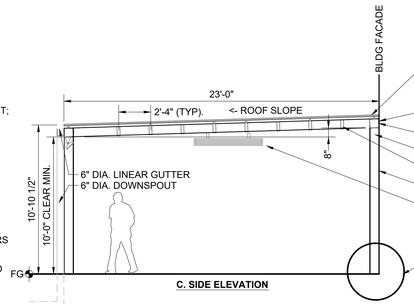
1 SHADE STRUCTURE A

1/4" = 1'-0"

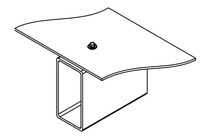




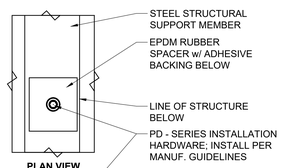
B. FRONT ELEVATION



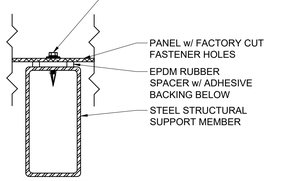
C. SIDE ELEVATION



3D VIEW



PLAN VIEW



SECTION VIEW

D. DIRECT MOUNT ENLRGEMENT
NOT TO SCALE

NOTES:
1. ALL ELECTRICAL WIRING AND COMPONENTS TO BE CONCEALED WITHIN TUBULAR STEEL MEMBERS AND CONNECT TO REMOTE TRANSFORMERS PER ELECTRICAL ENGINEER.
2. ALL HARDWARE, CONNECTORS, AND FASTENERS TO BE PRIMED AND PAINTED TO MATCH STEEL MEMBERS.
3. GRIND SMOOTH ALL WELDS AND PAINT TO MATCH PERGOLA MEMBERS.
4. ALL STEEL MEMBERS TO BE PRIMED AND PAINTED. COLOR TBD.

0 24 48 96

2 SHADE STRUCTURE B

1/4" = 1'-0"

STATE OF MARYLAND
WALTER J. PLOSKA
No. 13999
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

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Atlanta, GA 30305

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No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
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4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

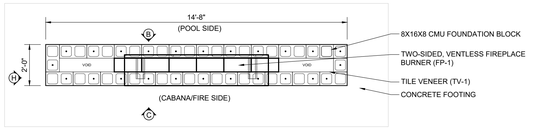
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

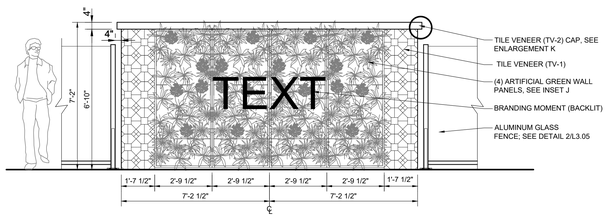
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08-31-2023

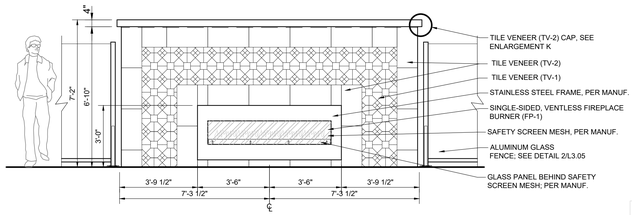
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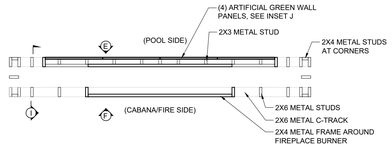
A. PLAN VIEW AT BASE



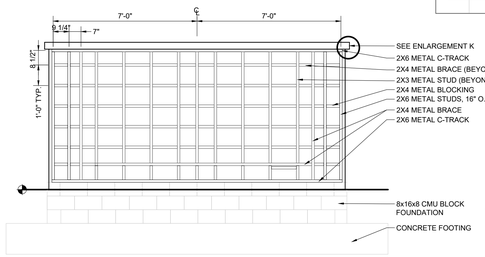
B. ELEVATION VIEW FROM POOL



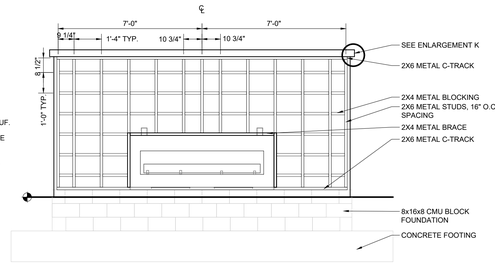
C. ELEVATION VIEW FROM CABANAS



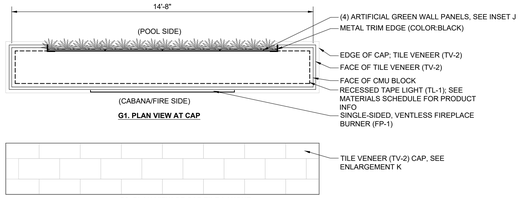
D. PLAN VIEW AT STUDS



E. SECTION FROM POOL SIDE

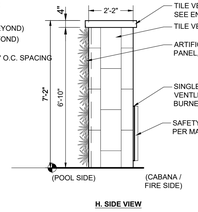


F. SECTION FROM CABANA SIDE

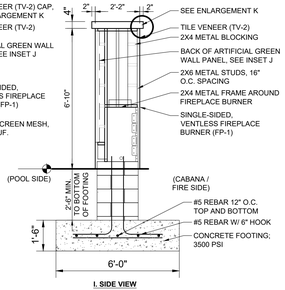


G1. PLAN VIEW AT CAP

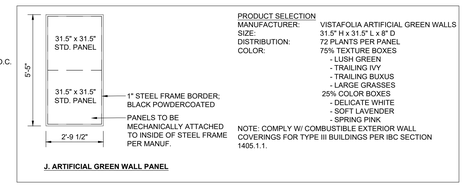
G2. PLAN VIEW OF CAP TILE LAYOUT



H. SIDE VIEW



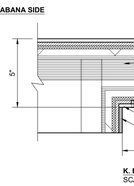
I. SIDE VIEW



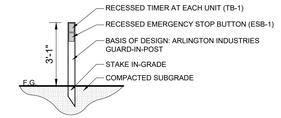
PRODUCT SELECTION
MANUFACTURER: VISTAFOLIA ARTIFICIAL GREEN WALLS
SIZE: 31.5" H x 31.5" L x 8" D
DISTRIBUTION: 72 PLANTS PER PANEL
COLOR: 75% TEXTURE BOXES
- LUSH GREEN
- TRAILING IVY
- TRAILING BUXUS
- LARGE GRASSES
25% COLOR BOXES
- DELICATE WHITE
- SOFT LAVENDER
- SPRING PINK

NOTE: COMPLY W/ COMBUSTIBLE EXTERIOR WALL COVERINGS FOR TYPE III BUILDINGS PER IBC SECTION 1405.1.1.

J. ARTIFICIAL GREEN WALL PANEL



K. ENLARGEMENT
SCALE: 1/16" = 1'-00"



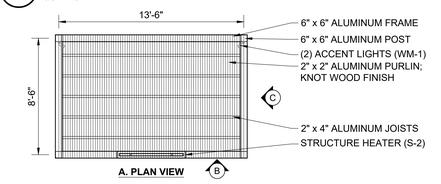
L. FIREPLACE CONTROLS/ EMERGENCY SHUT-OFF ON FREESTANDING POST

GENERAL NOTES
1. ALL TILE VENEER TO HAVE METAL EDGE TRIMMING. BASIS OF DESIGN IS SCHLUTER JOLLY EDGE TRIM w/ MATTE FINISH (BLACK).

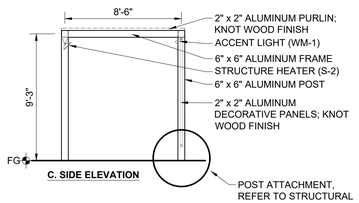
0 12 36 72

1 FIREPLACE FEATURE WALL

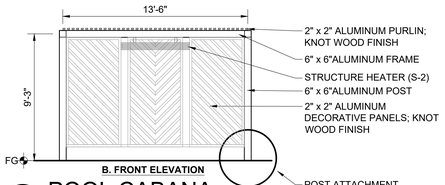
3/8" = 1'-0"



A. PLAN VIEW



C. SIDE ELEVATION



B. FRONT ELEVATION

2 POOL CABANA

1/4" = 1'-0"

NOTES:
1. ALL ELECTRICAL WIRING AND COMPONENTS TO BE CONCEALED WITHIN TUBULAR STEEL MEMBERS AND CONNECT TO REMOTE TRANSFORMERS PER ELECTRICAL ENGINEER.
2. ALL HARDWARE, CONNECTORS, AND FASTENERS TO BE PRIMED AND PAINTED TO MATCH ALUMINUM MEMBERS.
3. ALL ALUMINUM TO BE FINISHED IN DARK CHARCOAL (RAL # XXXX), EXCEPT WHERE NOTED OTHERWISE.
4. KNOTWOOD FINISH COLOR SELECTION: EASTERN MAHOGANY.

0 24 48 96

STATE OF MARYLAND
PETER J. PLOCH
No. 13995
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

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No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL 'O'
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GATEWAY MERCHANT BANKING

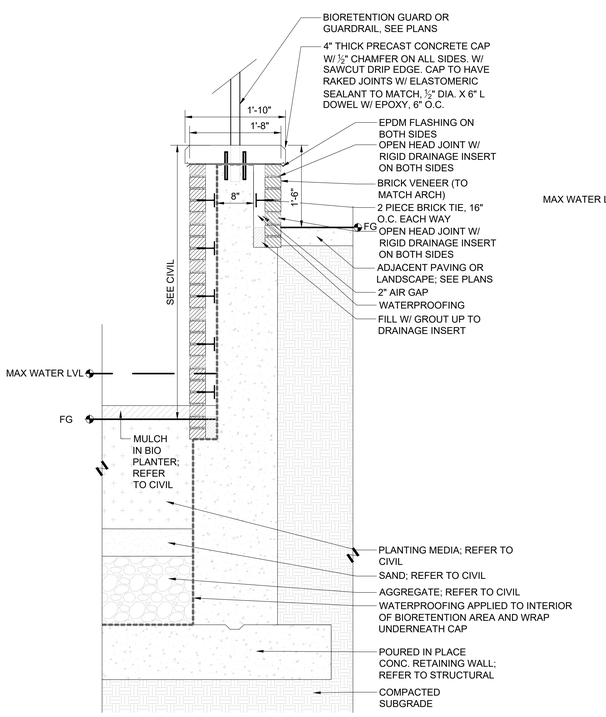
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

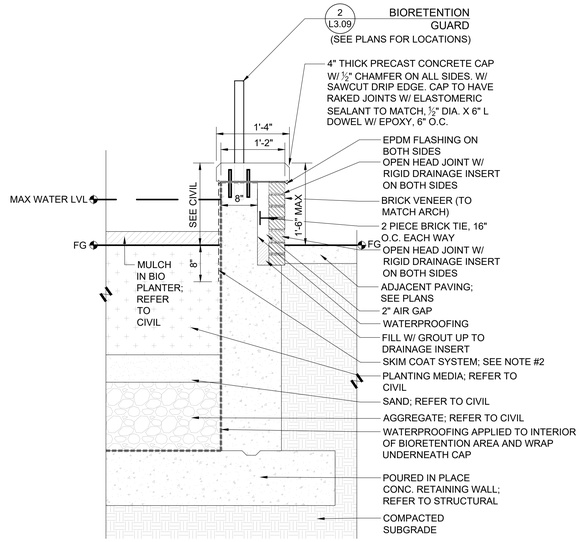
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L3.07

08-31-2023

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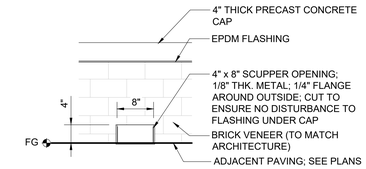


TYPE A. BRICK VENEER ON OUTSIDE OF PIP CONC. BIORETENTION PLANTER BOX w/ PRECAST CONC. CAP

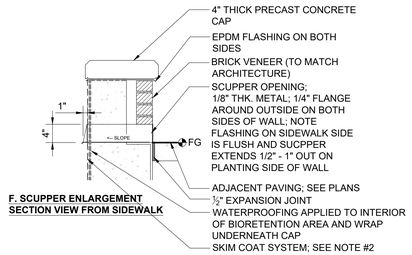


TYPE B. BRICK VENEER ON OUTSIDE OF PIP CONC. BIORETENTION PLANTER BOX w/ PRECAST CONC. CAP

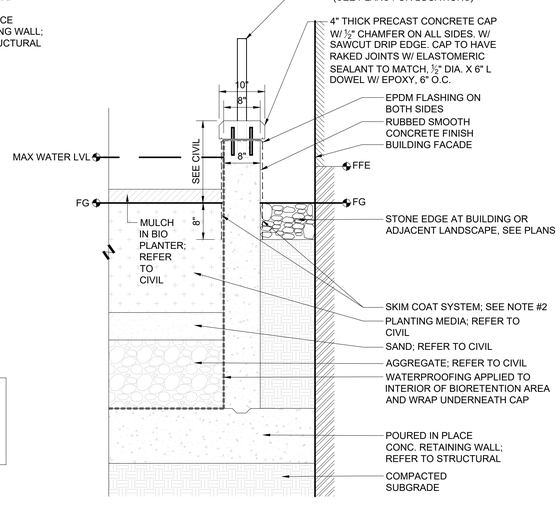
REFER TO CIVIL FOR SCUPPER LOCATIONS WITHIN BIORETENTION PLANTER WALLS.



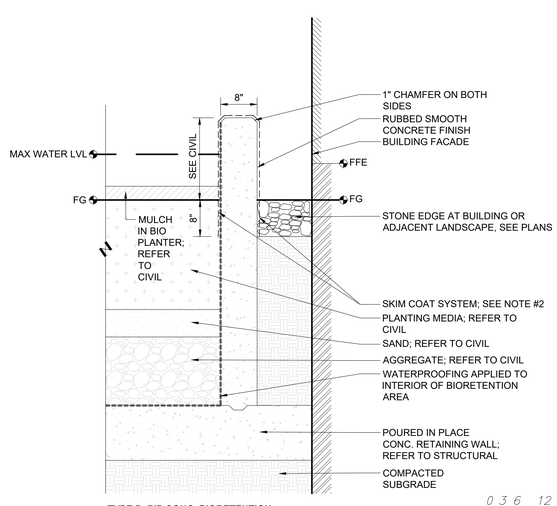
E. SCUPPER ENLARGEMENT
ELEVATION VIEW FROM SIDEWALK



F. SCUPPER ENLARGEMENT
SECTION VIEW FROM SIDEWALK



TYPE C. PIP CONC. BIORETENTION PLANTER BOX w/ PRECAST CONC. CAP



TYPE D. PIP CONC. BIORETENTION PLANTER BOX w/o CAP

NOTE:
1. REFER TO CIVIL SHEET SDCP-3 FOR ADDITIONAL PLANTER BOX MICRO-BIORETENTION INFORMATION.

2. ALL EXPOSED PIP CONC. WALLS TO HAVE A PAREX ULTRA-FLEX SAND SMOOTH SKIM COAT SYSTEM APPLIED ON TOP OF A FIBERGLASS MESH. COLOR TBD.

1 BIORETENTION PLANTER WALL

1" = 1'-0"

0 3 6 12

STATE OF MARYLAND
WALTER J. PLOSKER
No. 13999
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL 'O'
4TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

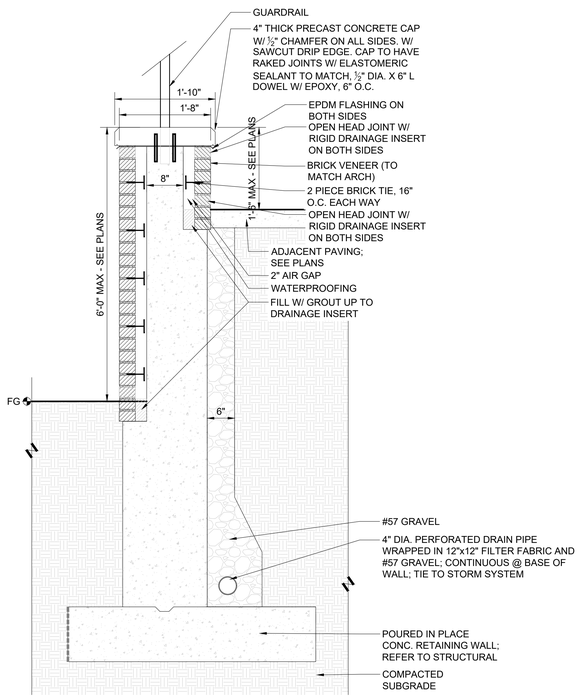
MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

SHEET NUMBER:
L3.08

08-31-2023

RELEASED FOR CONSTRUCTION



A. SECTION

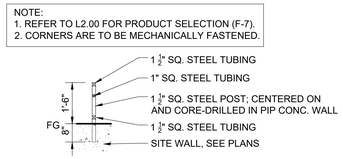
1 SITE RETAINING WALL

1" = 1'-0"

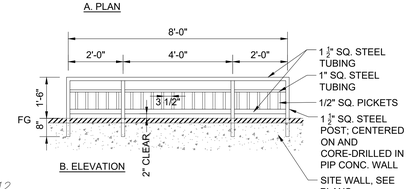
0 3 6 12

NOTES:
1. ALL METAL RAILS AND PICKETS TO BE PRIMED AND PAINTED BY MANUFACTURER.
2. ALL WELDS TO BE PAINTED TO MATCH METAL RAILING MEMBERS.
3. NO OPENINGS GREATER THAN 4".
4. MUST MEET THE VERTICAL LOAD, HORIZONTAL LOAD, AND INFILL PERFORMANCE REQUIREMENTS FOR INDUSTRIAL WEIGHT FENCES UNDER ASTM F2408.
5. REFER TO L2.00 FOR PRODUCT SELECTION (F-4).

NOTE:
1. REFER TO L2.00 FOR PRODUCT SELECTION (F-7).
2. CORNERS ARE TO BE MECHANICALLY FASTENED.



A. PLAN

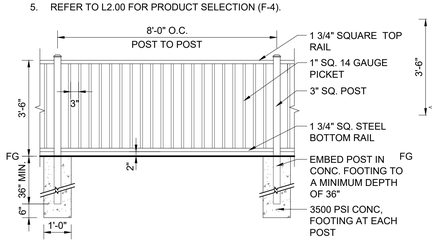


B. ELEVATION

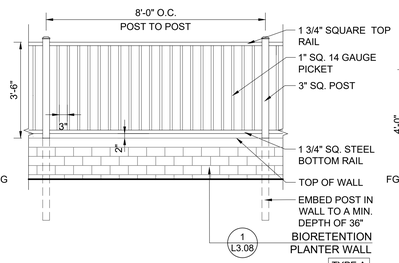
2 BIORETENTION GUARD

1/2" = 1'-0"

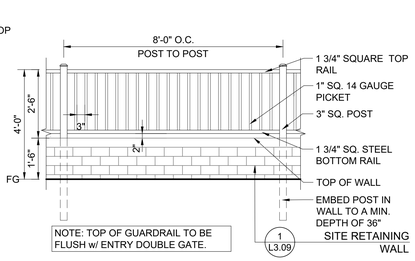
0 4 8 16



A. AT GRADE



B. MOUNTED ABOVE BIORETENTION PLANTER WALL (TYPICAL)



C. MOUNTED ABOVE WALL AT ENTRY PEDESTRIAN RAMP ONLY

3 GUARDRAIL

1/2" = 1'-0"

0 4 8 16

STATE OF MARYLAND
WALTER J. PLOSKA
No. 13995
ARCHITECT

PROJECT # : 121051
DRAWN BY: MB, JT
CHECKED BY: CF

NILES BOLTON ASSOCIATES

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	DETAILED SITE PLAN	03.27.26

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LARGO CENTRE WEST
PARCEL 'O'
4TH ELECTION DISTRICT
PRINCE GEORGES COUNTY, MARYLAND
GATEWAY MERCHANT BANKING

MNCPPC APPLICATION # DSP-2026-0009

SHEET TITLE:
HARDSCAPE DETAILS

SHEET NUMBER:
L3.09

08-31-2023

RELEASED FOR CONSTRUCTION

PARCEL O MIXED USE MULTIFAMILY - TOD

PRINCE GEORGE COUNTY, MD.

NILES BOLTON ASSOCIATES
3060 PEACHTREE RD.
ATLANTA, GA. 30305
WWW.NILESBOLTON.COM
404.365.7600

Submissions:

1. Preliminary Detailed Site Plan - 12/29/2021
2. Detailed Site Plan DSP-21049 - 03/25/2022
3. Detailed Site Plan DSP-21049 - 05/12/2022
4. Detailed Site Plan DSP-21049 - 07/15/2022
5. Detailed Site Plan DET-2026-0009 - 03/27/2026



DRAWINGS LIST

G0.01 COVER SHEET AND MATRIX
A1.01 LEVEL 1 PLAN
A1.02 LEVEL 2 PLAN
A1.03 LEVELS 3-5 PLAN
A1.04 LEVEL 6 PLAN
A1.05 LEVEL 7 PLAN - MEZZANINE
A2.01 BUILDING SECTIONS
A2.02 BUILDING SECTIONS
A3.01 ELEVATIONS
A3.02 ELEVATIONS
A3.03 ELEVATIONS
A3.04 ELEVATIONS
A4.01 RENDERED PERSPECTIVES
A4.02 RENDERED PERSPECTIVES
A4.03 RENDERED PERSPECTIVES
A4.04 RENDERED PERSPECTIVES
A5.01 SIGNAGE INFORMTION
A5.02 SIGNAGE INFORMATION



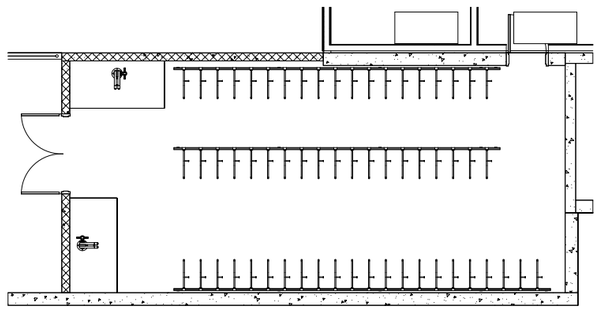
BUILDING MATRIX

LARGO 07/15/2022

													Unit Mix					
Level	**Residential**	**Residential**	**Amenity**	**Outdoor Amenity**	**Service**	**Retail**	**Garage**	**Garage SF**	**GHSF**	**GHSF w/ Garage**	**Efficiency**	**Total SF**		**S**	**A**	**B**		**Total Units**
	NRSF	**Core & Service**									**Residential**			**1**	**1**	**2**		**Beds**
MEZZ	2,656	234							2,890	2,890	92%	2,890		0	0	0		**0**
Level 06	35,219	5,556	458	584	486		16	6,045	41,719	47,764	87%	48,348		2	23	16		**41**
Level 05	47,865	7,264	58		578		70	22,035	55,765	77,800	87%	77,800		3	33	21		**57**
Level 04	47,865	7,264	58		578		70	22,035	55,765	77,800	87%	77,800		3	33	21		**57**
Level 03	47,970	7,264	58		578		70	22,035	55,870	77,905	87%	77,905		3	33	21		**57**
Level 02	35,845	5,829	9,753	10,379	576	1,270	63	21,170	53,273	74,443	89%	84,822		3	27	15		**45**
Level 01	9,904	5,805	288	786	3,091		26	8,555	19,088	27,643	64%	28,429		1	8	3		**12**
Totals	**227,324**	**39,216**	**10,673**	**11,749**	**5,401**		**315**	**95,830**	**284,370**	**386,245**		**397,994**		**15**	**157**	**97**	**Units**	**269**
Percentages							**117.10%**				**84.48%**			**5.58%**	**58.36%**	**36.06%**		**100.00%**

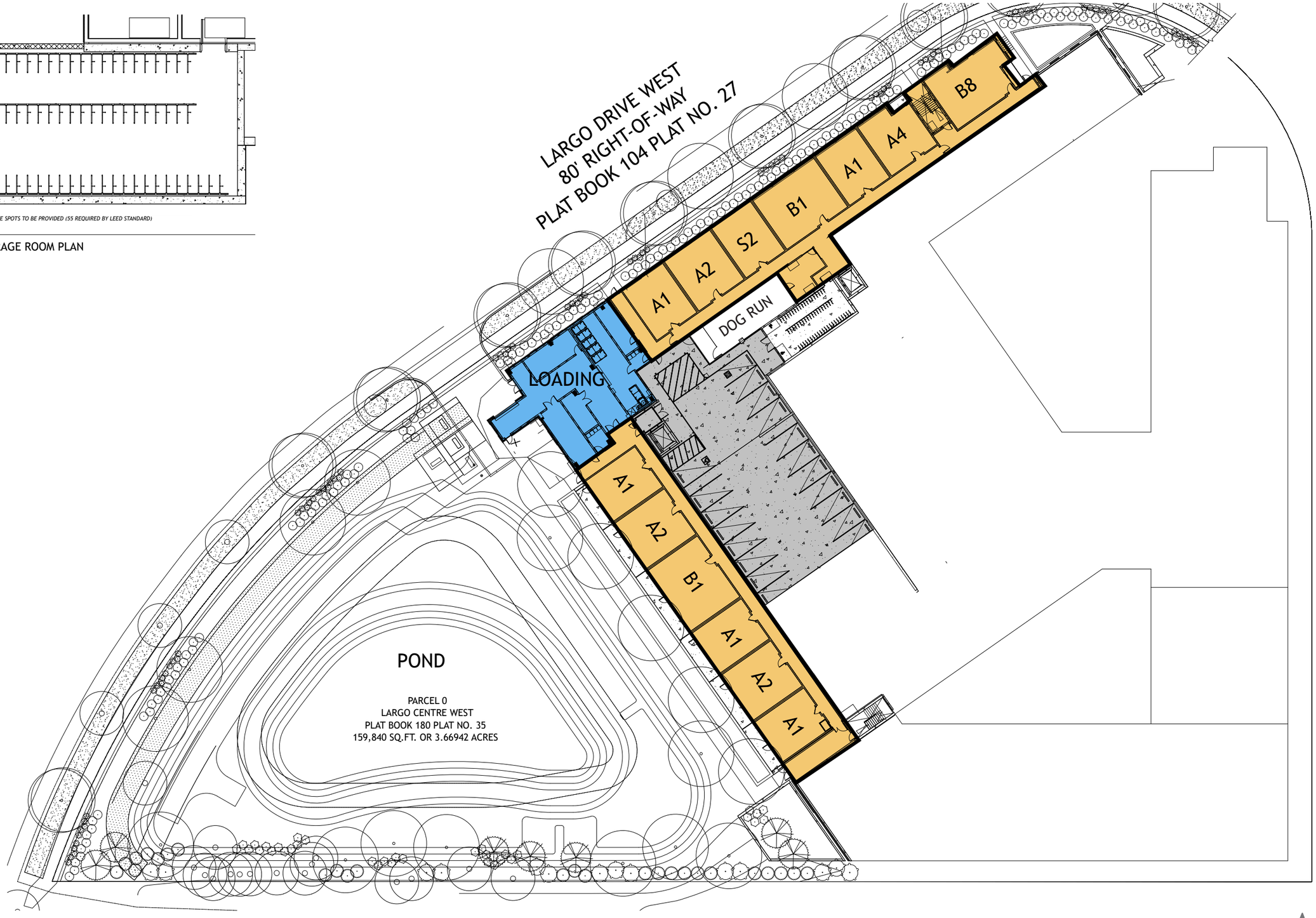
UNIT MATRIX

	UNIT S1	UNIT S2	UNIT A1	A1M	UNIT A2	UNIT A2 alt	UNIT A3	A3M	UNIT A4	A4M	UNIT A5	UNIT A6	UNIT B1	B1M	UNIT B2	B2M	UNIT B3	UNIT B4	B4M	UNIT B5	B5M	UNIT B6	UNIT B7	UNIT B8	UNIT B9	B9M	UNIT B10	UNIT B11	TOTALS
SF	598	648	668	864	750	895	625	821	755	951	890	841	998	1331	1083	1374	1200	1028	1368	828	1148	1197	1191	960	1178	1524	1350	977	
LEVEL 6	1	1	11	2	6			1		1	1	1	1	1	1	2	4		2		1	1	1			1	1		**41**
LEVEL 5	1	2	19		9		1		2		1	1	5		4		4	2		1		1	1	1	1		1		**57**
LEVEL 4	1	2	19		9		1		2		1	1	5		4		4	2		1		1	1	1	1		1		**57**
LEVEL 3	1	2	19		9		1		2		1	1	5		4		4	2		1		1	1	1	1		1		**57**
LEVEL 2	1	2	16		10						1		5		3		1					1	1	1	1		1	1	**45**
LEVEL 1		1	4		3	1							2											1					**12**
totals	5	10	88	2	46	1	3	1	6	1	5	4	23	1	16	2	17	6	2	3	1	5	5	5	4	1	5	1	**269**
total units by type	15		157										97																
	2%	4%	33%	1%	17%	0%	1%	0%	2%	0%	2%	1%	9%	0%	6%	1%	6%	2%	1%	1%	0%	2%	2%	2%	1%	0%	2%	0%	**100%**
	6%		58%										32%																



60 BIKE SPOTS TO BE PROVIDED (55 REQUIRED BY LEED STANDARD)

LONG-TERM BIKE STORAGE ROOM PLAN
ENLARGMENT



N

NILES BOLTON ASSOCIATES

03.27.2026

PLAN - LEVEL 1

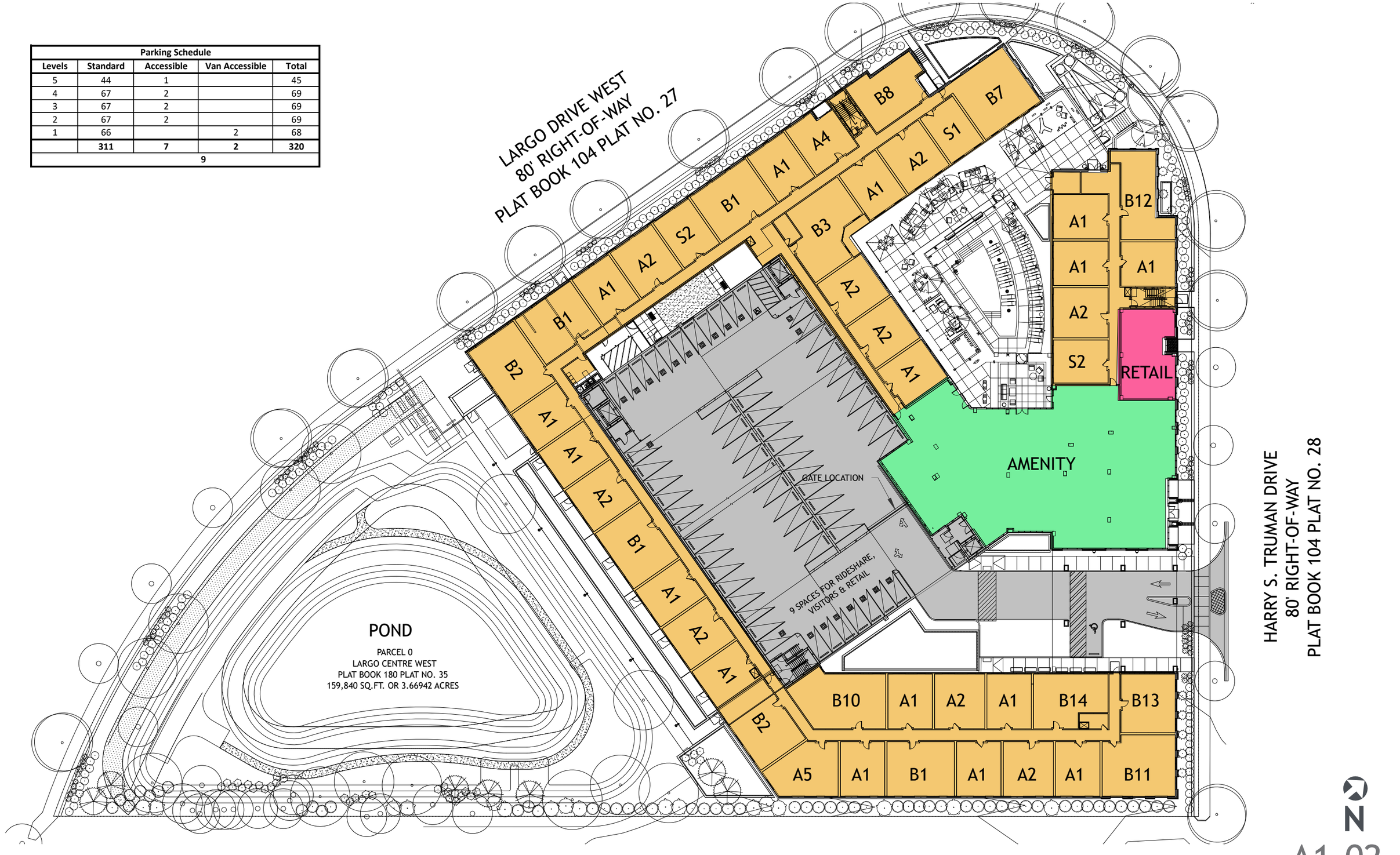
PARCEL O

PRINCE GEORGE COUNTY, MD
MNCPPC Application #DET-2026-0009

A1.01

SCALE: 1:50

Parking Schedule				
Levels	**Standard**	**Accessible**	**Van Accessible**	**Total**
5	44	1		45
4	67	2		69
3	67	2		69
2	67	2		69
1	66		2	68
	311	**7**	**2**	**320**
9				



NILES BOLTON ASSOCIATES

PLAN - LEVEL 2

PARCEL O

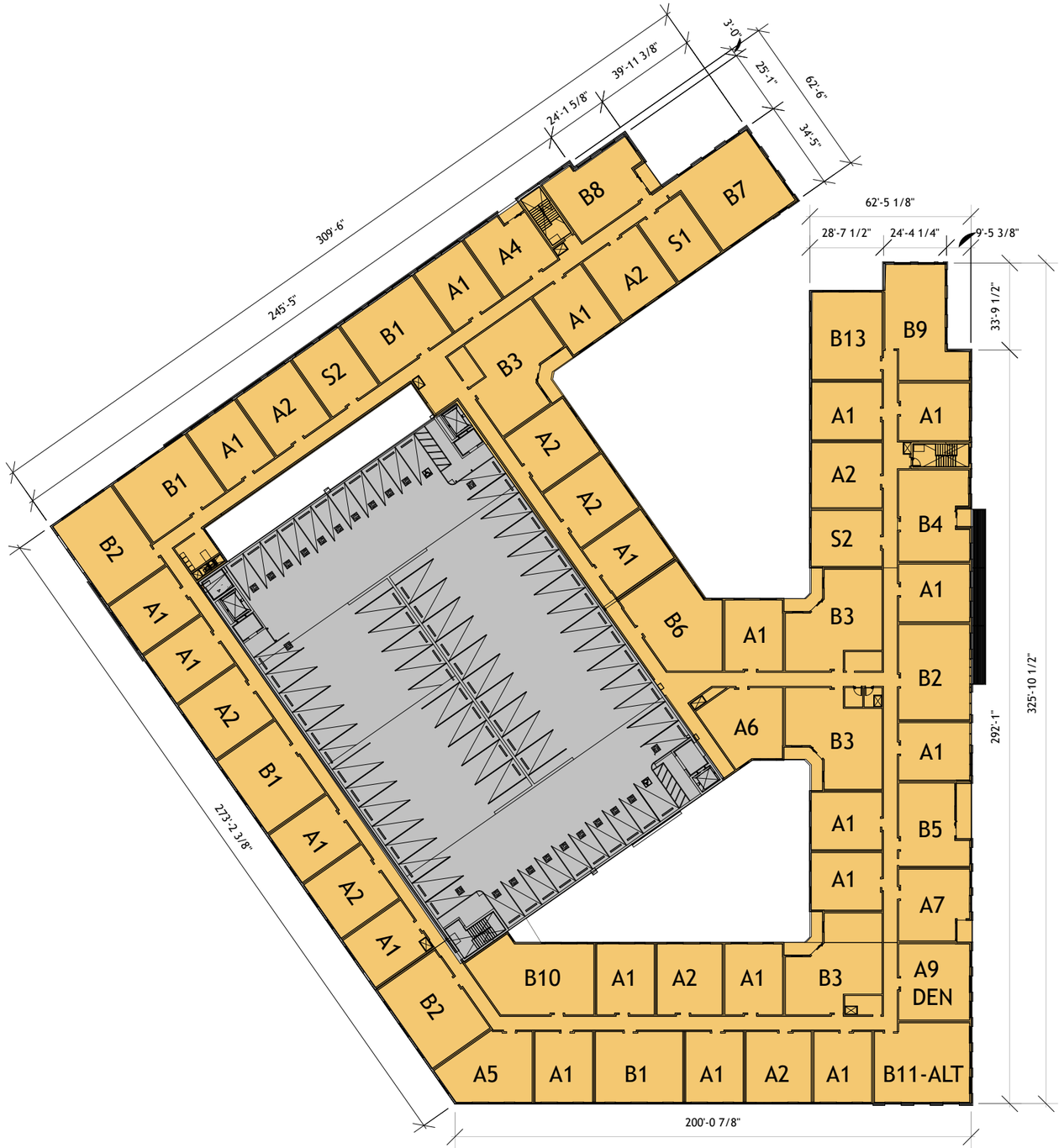
PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

03.27.2026

SCALE: 1:50

A1.02



NILES BOLTON ASSOCIATES

03.27.2026

PLAN - LEVEL 3-5

PARCEL O

PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

N

A1.03

SCALE: 1:50



N

A1.04

SCALE: 1:50

NILES BOLTON ASSOCIATES

03.27.2026

PLAN - LEVEL 6

PARCEL O

PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009



N

A1.05

NILES BOLTON ASSOCIATES

03.27.2026

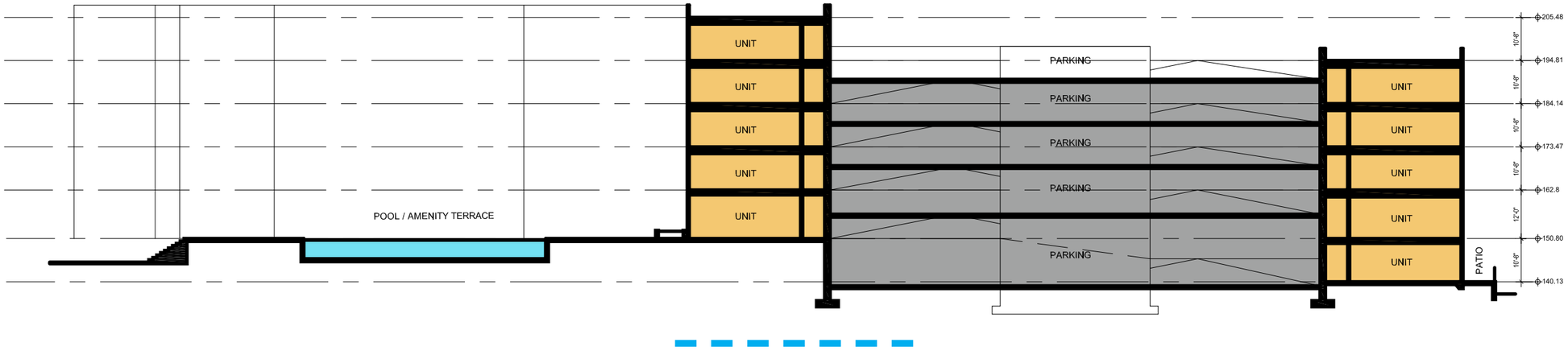
PLAN - LEVEL 7 MEZZANINE

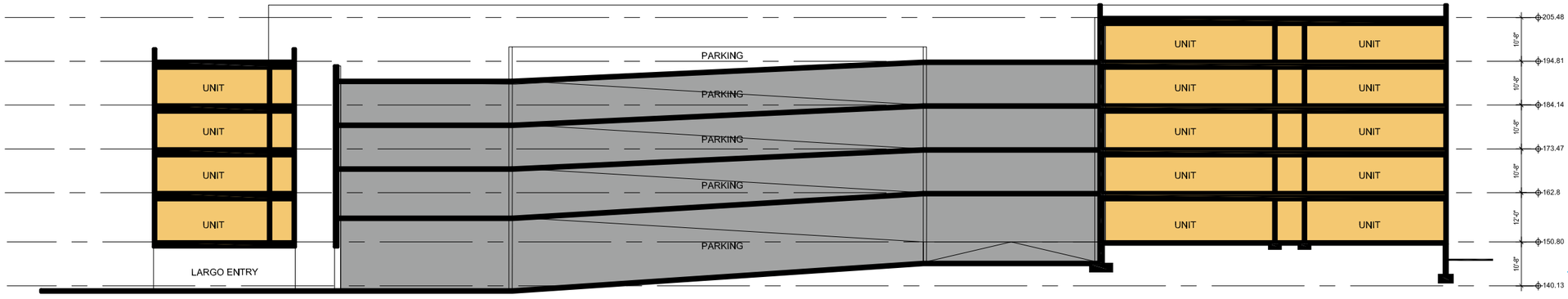
PARCEL O

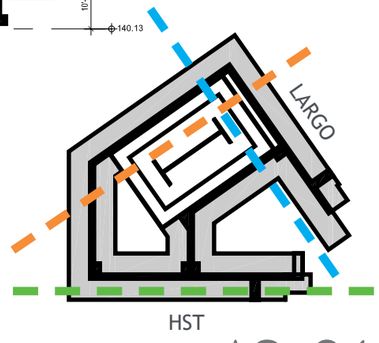
PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

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NILES BOLTON ASSOCIATES

03.27.2026

SECTIONS

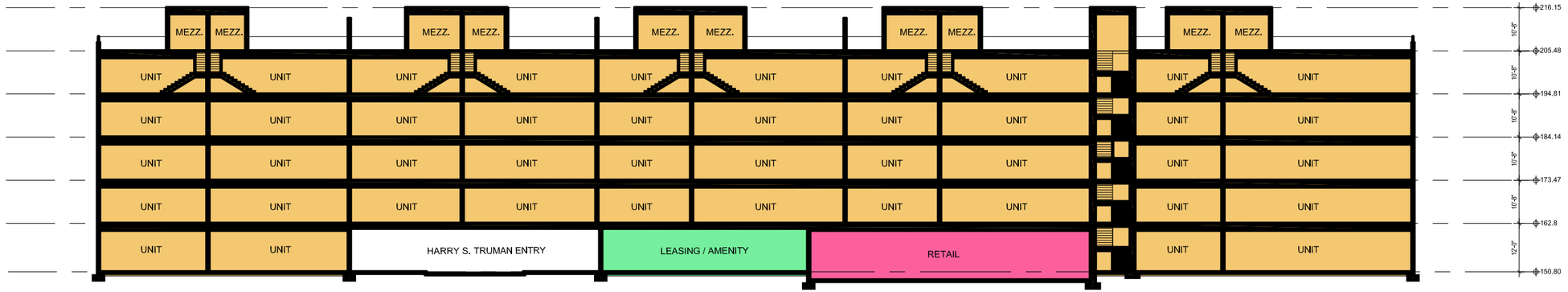
PARCEL O

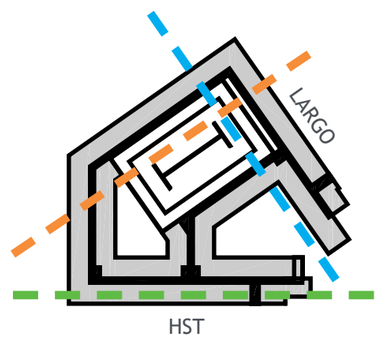
PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

A2.01

SCALE: 1:30





NILES BOLTON ASSOCIATES

03.27.2026

SECTIONS

PARCEL O

PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

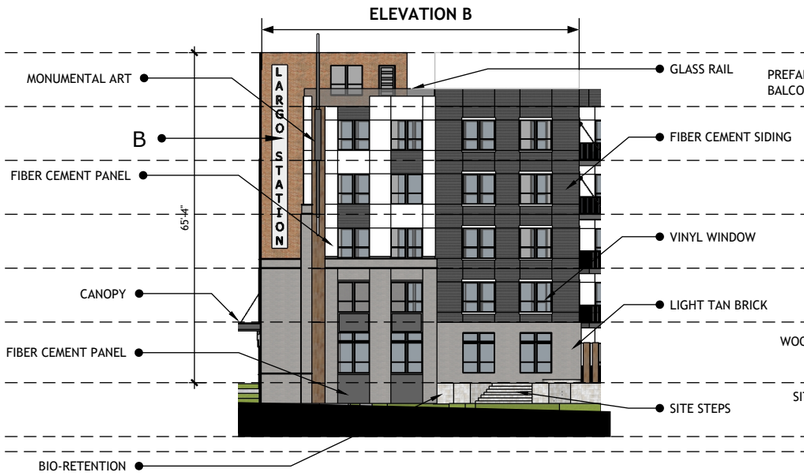
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SCALE: 1:30

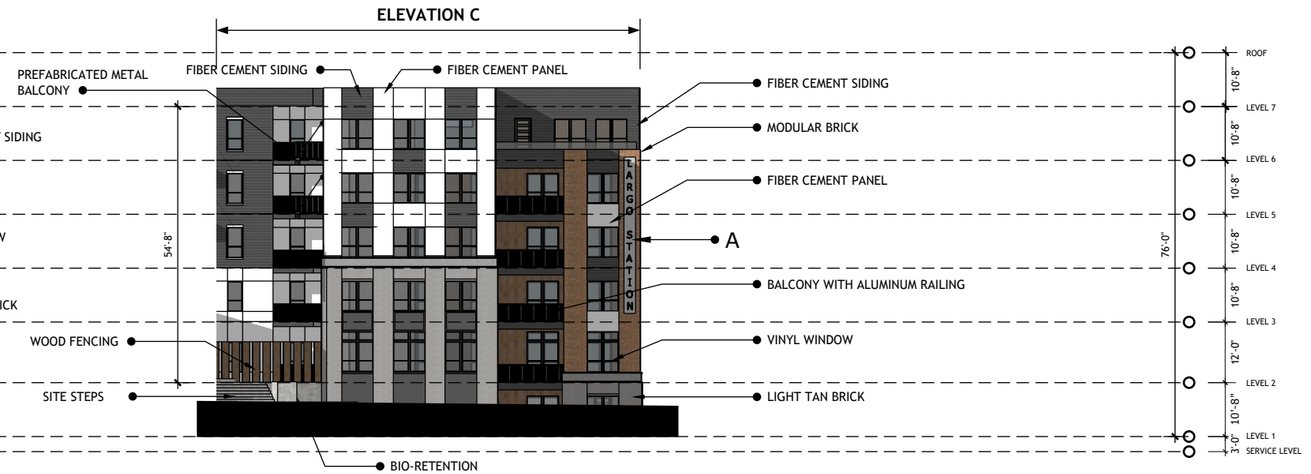
ELEVATION A

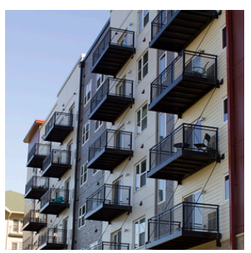


ELEVATION B



ELEVATION C





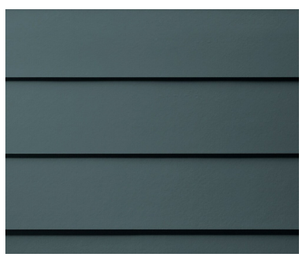
BALCONY AND RAILING



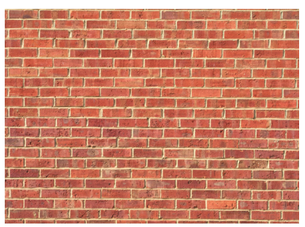
METAL CANOPY



FIBER CEMENT PANEL



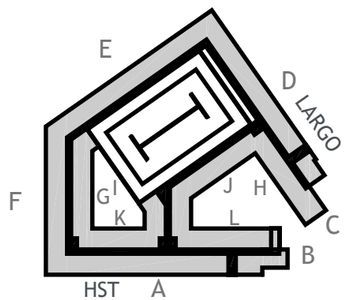
FIBER CEMENT SIDING



MODULAR BRICK



LIGHT TAN BRICK



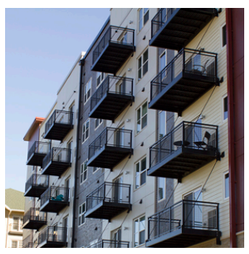
ELEVATION D



ELEVATION E

ON ANGLE





BALCONY AND RAILING



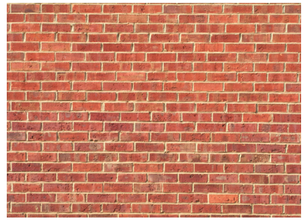
METAL CANOPY



FIBER CEMENT PANEL



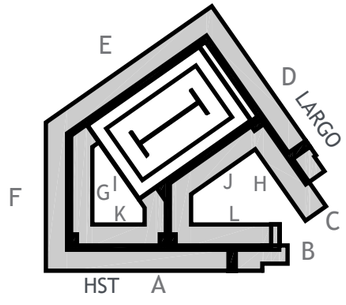
FIBER CEMENT SIDING



MODULAR BRICK



LIGHT TAN BRICK



NILES BOLTON ASSOCIATES

03.27.2026

ELEVATIONS

PARCEL O

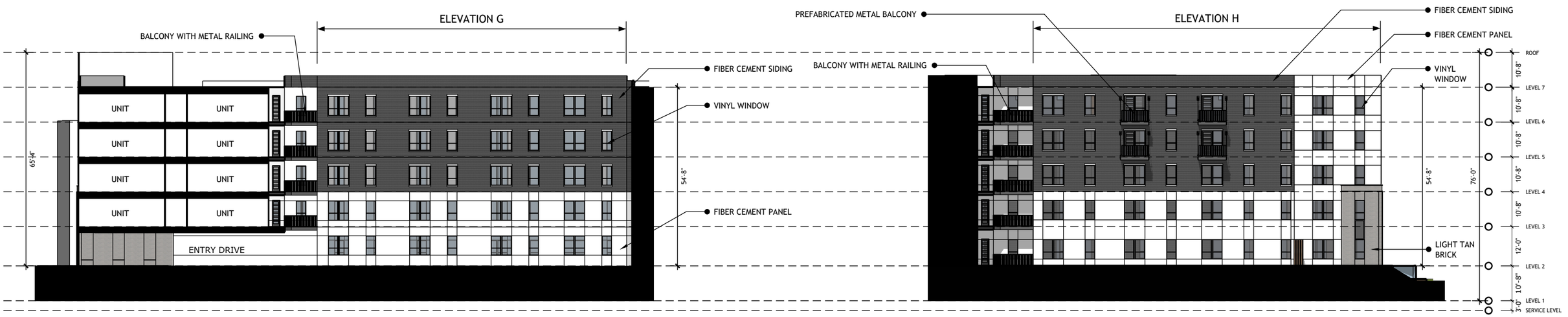
PRINCE GEORGE COUNTY, MD

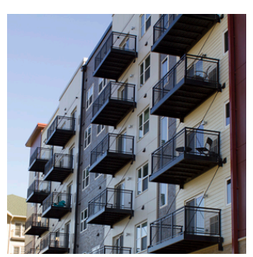
MNCPPC Application #DET-2026-0009

A3.02

SCALE: 1:30







BALCONY AND RAILING



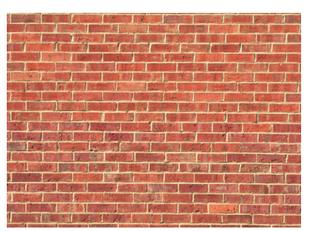
METAL CANOPY



FIBER CEMENT PANEL



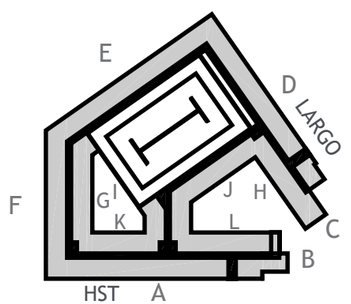
FIBER CEMENT SIDING



MODULAR BRICK



LIGHT TAN BRICK



NILES BOLTON ASSOCIATES

ELEVATIONS

PARCEL O

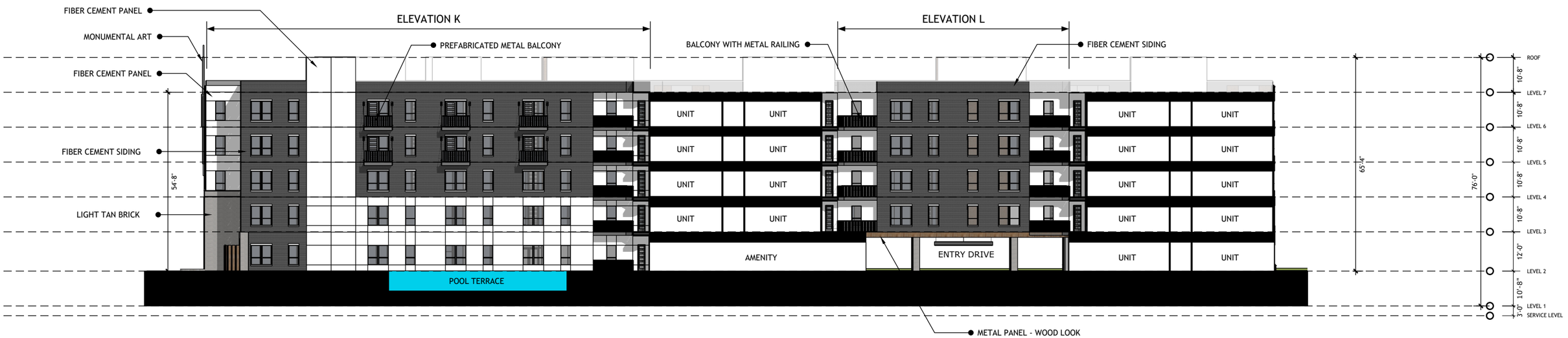
A3.03

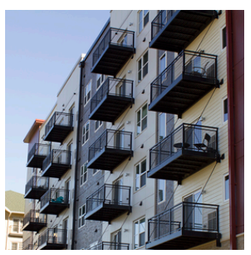
03.27.2026

PRINCE GEORGE COUNTY, MD
MNCPPC Application #DET-2026-0009

SCALE: 1:30







BALCONY AND RAILING



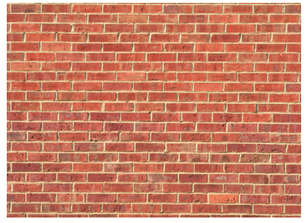
METAL CANOPY



FIBER CEMENT PANEL



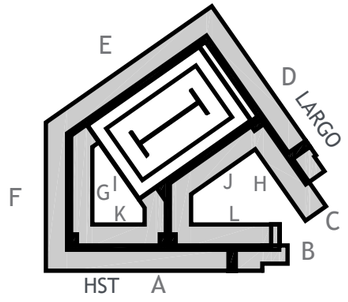
FIBER CEMENT SIDING



MODULAR BRICK



LIGHT TAN BRICK



NILES BOLTON ASSOCIATES

ELEVATIONS

PARCEL O

A3.04

03.27.2026

PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

SCALE: 1:30



NILES BOLTON ASSOCIATES

03.27.2026

PERSPECTIVES

PARCEL O

PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

A4.01

SCALE: NTS

PERSPECTIVE



NILES BOLTON ASSOCIATES

03.27.2026

PERSPECTIVES

PARCEL O

PRINCE GEORGE COUNTY, MD

MNCPPC Application #DET-2026-0009

A4.02

SCALE: NTS

PERSPECTIVE



NILES BOLTON ASSOCIATES

PERSPECTIVES

PARCEL O

A4.03

03.27.2026

PRINCE GEORGE COUNTY, MD
MNCPPC Application #DET-2026-0009

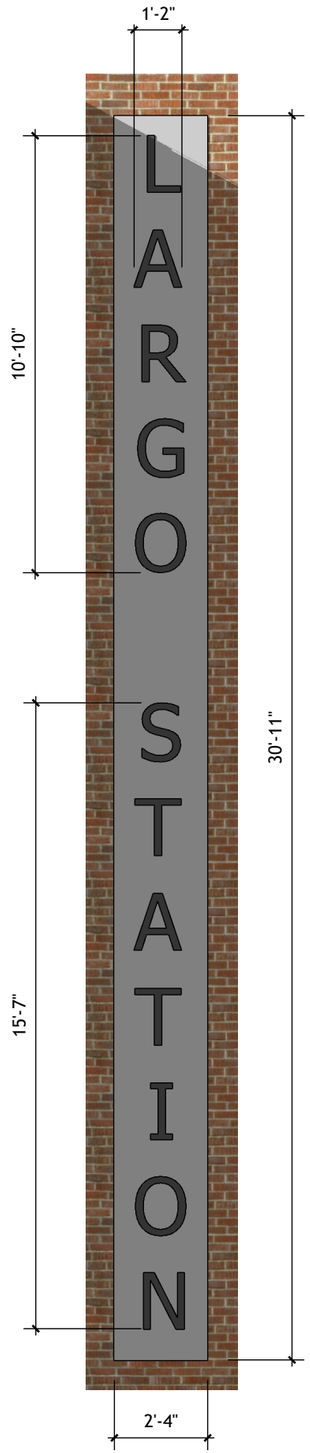
SCALE: NTS

PERSPECTIVE

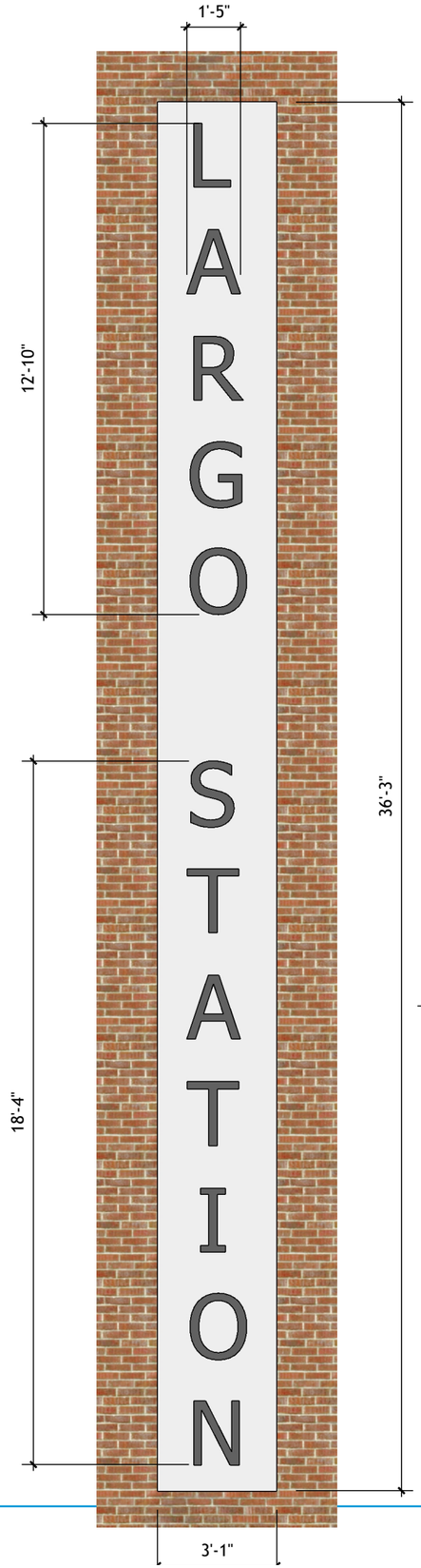


NOTE:
SIGNAGE CONNECTION DETAILS TO BE PROVIDED BY OWNER PROVIDED SIGNAGE CONTRACTOR.

MONUMENT SIGNAGE - REVERSE CH.
BACK LIT LETTERS - ON ALUMINUM BACK PLATE (38.75 SF)



A



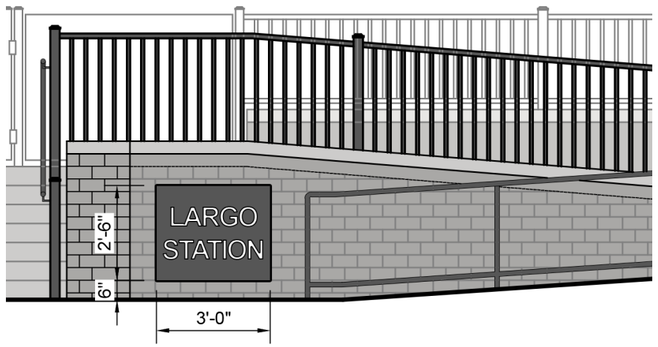
MONUMENT SIGNAGE - REVERSE CHANNEL
BACK LIT LETTERS - ON ALUMINUM BACK PLATE (95 SF)

B

SIGNAGE SQUARE FOOT TABLE

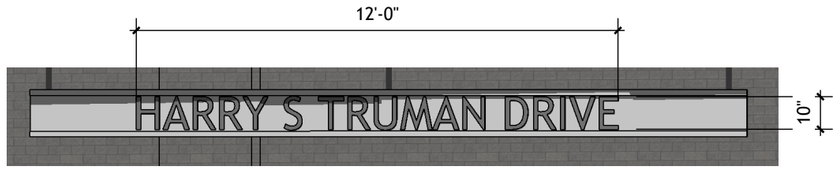
SIGN	AREA (SF)	(%)	ALLOWABLE (SF)
A	38.75	10.82	WALL (SF): 358.235
B	95	26.52	
C	6.2	1.731	
D	41	11.46	
E	5	1.396	
F	11.75	5.875	CANOPY (SF): 200
G	10	2.792	WALL (SF): 358.235
H	7.5	2.094	

GRAND TOTAL PROVIDED (SF): 215.2
GRAND TOTAL ALLOWABLE (SF): 558.235
PER PRINCE GEORGE'S COUNTY SIGNAGE: SECTION 27-61505. STANDARDS FOR SPECIFIC SIGN TYPES



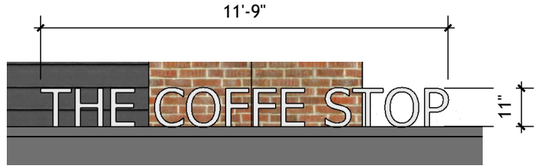
H

PEDESTRIAN ENTRY SIGNAGE - DIACUT
ALUMINUM ON SOLID PANEL (7.5 SF)



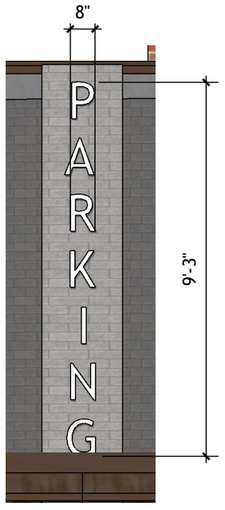
G

PARKING ENTRY SIGNAGE - DIACUT ALUMINUM
ON STEEL HEAD KNOCKER (10 SF)



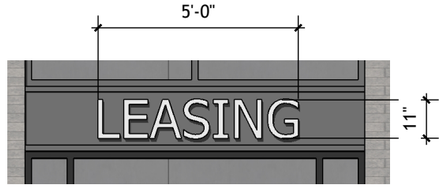
F

RETAIL SIGNAGE - DIACUT ALUMINUM
ON CANOPY (11.75 SF)



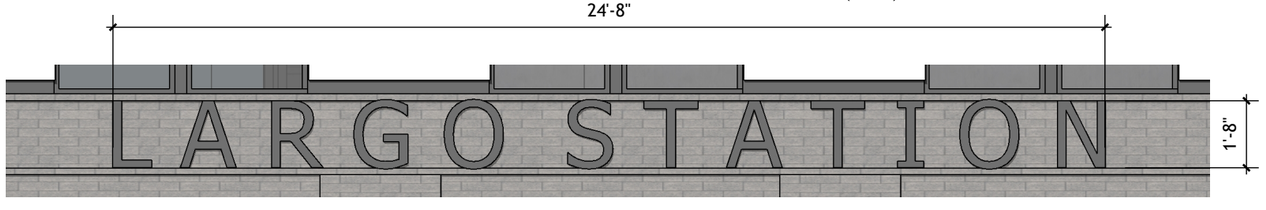
C

PARKING SIGNAGE - REVERSE CHANNEL
BACK LIT LETTERS (6.2 SF)



E

ENTRY SIGNAGE - DIACUT ALUMINUM
(5 SF)



D

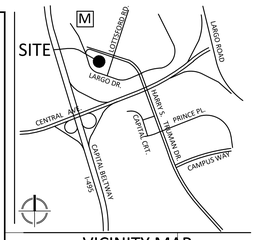
ENTRY SIGNAGE - REVERSE CHANNEL
BACK LIT LETTERS (41 SF)

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	17	QU-20021-T3-8030	Single	QU-20021-T3-8030	P1	1.000	6154	53	901
	1	SE-90002-T3-W30	Back-Back	SE-90002-T3-W30	P2-D	1.000	12505	104	208
	2	SE-90002-T3-W30_1	3 @ 90 Degrees	SE-90002-T3-W30	P2-T	1.000	12505	104	624

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
property bndy	Illuminance	Fc	1.76	15.8	0.0	N.A.	N.A.

PLAN LEGEND

- PROPERTY LINES
- EXISTING CABLE TELEVISION CONDUIT
- EXISTING ELECTRICAL CONDUIT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE LINE
- EXISTING NATURAL GAS CONDUIT
- EXISTING OVERHEAD WIRES
- EXISTING TELEPHONE CONDUIT
- EXISTING PUBLIC UTILITIES EASEMENTS
- EXISTING SANITARY SEWER CONDUIT
- EXISTING STORM DRAIN CONDUIT
- EXISTING WATER CONDUIT
- EXISTING ZONE LIMITS
- PROPOSED 10' CONTOUR
- PROPOSED 2' CONTOUR
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER WITH STRUCTURE
- PROPOSED STORM DRAIN
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED STORM WATER EASEMENT
- EXISTING PARKING LABEL
- EXISTING SANITARY CLEANOUT
- EXISTING STORM DRAIN MANHOLE
- EXISTING ELECTRICAL JUNCTION BOX
- EXISTING ELECTRICAL MANHOLE
- EXISTING FIRE DEPARTMENT CONNECTION
- EXISTING FIRE HYDRANT
- EXISTING GAS MANHOLE
- EXISTING GUY POLE
- EXISTING GAS VALVE
- EXISTING LIGHT POLE
- EXISTING PHONE PEDESTAL
- EXISTING PHONE MANHOLE
- EXISTING UTILITY POLE
- EXISTING SANITARY MANHOLE
- EXISTING TRAFFIC CONTROL BOX
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING TREE
- EXISTING CABLE TELEVISION PEDESTAL
- EXISTING UNKNOWN UTILITY MANHOLE
- EXISTING WATER METER
- EXISTING WATER MANHOLE
- EXISTING WATER VALVE
- EXISTING BOLLARD
- EXISTING SIGN POST
- EXISTING WOOD POST
- EXISTING INLETS
- EXISTING CURB INLET
- EXISTING CONCRETE
- EXISTING CURB AND GUTTER
- EXISTING BUILDING
- EXISTING STORY
- EXISTING ELECTRICAL TRANSFORMER
- EXISTING ASPHALT
- EXISTING EASEMENT
- EXISTING REINFORCED CONCRETE PIPE
- EXISTING CORRUGATED METAL PIPE
- EXISTING BUILDING RESTRICTION LINE
- EXISTING RIGHT-OF-WAY
- BUILDING HEIGHT MEASURING POINT
- PROPOSED BIKE RACKS
- PROPOSED LIGHTS
- PEDESTRIAN LIGHTS
- PROPOSED PARKING LABELS
- PROPOSED HARDSCAPE
- PROPOSED FIRE HYDRANT
- DOOR LOCATION
- PROPOSED SWM FACILITY
- PROPOSED SWM FACILITY WITH CHEEK WALL AND CURB CUT



VICINITY MAP
SCALE: 1" = 2000'

HARRY S. TRUMAN DRIVE
HARRY S. TRUMAN DRIVE
LARGO DRIVE WEST
80' RIGHT-OF-WAY
PLAT BOOK 104 PLAT NO. 27
PARCEL O
LARGO CENTRE WEST
PLAT BOOK 180 PLAT NO. 35
159,840 SQ.FT. OR 3.66942 ACRES
PARCEL H
8800 LOTTSFORD LLC
BOOK 41515 PAGE 598
PARCEL B
LARGO CENTER
PLAT BOOK 115 PLAT NO. 14
10' PUBLIC UTILITY EASEMENT
PARCEL 1 BLOCK D
LARGO TOWN CENTER
P.B. WP 153 P. NO. 4
20' WATERLINE
WSSC CONT. 79AW&S4478A
6"CONC. CURB & GUTTER
BITUMINOUS PAVEMENT
8"SEWER
12"WRPD-50# (88) PER PLAN
CONC. APRON
ELEC. BOX
FIBR BOX
PARKING SPACES
LOD
SCALE: 1" = 20'

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"
The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC
APPROVAL
PROJECT NAME:
PROJECT NUMBER: DSP-21049
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Revision numbers must be included in the Project Number.

LAYOUT: PM-1, Plotted By: Posthumo

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com

Our Site Set on the Future.

PREPARED FOR:
GATEWAY MERCHANT BANKING
2815 JOHN F. KENNEDY BLVD
SUITE 213
JERSEY CITY, NJ 07306
850.562.1100
CHARLES E. FRAZIER, JR
charles@gatewayMB.com

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BALTIMORE, MD 21236
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wguckert@trafficgroup.com

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1300 CARAWAY COURT
UPPER MARLBORO, MD 20774
301.306.0033
THOMAS H. HALLER
thaller@gibbshaller.com

REVISIONS	DATE

LARGO PARCEL O

PARCEL O
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

DETAILED PHOTOMETRIC PLAN

PROFESSIONAL SEAL

STATE OF MARYLAND
DOMENICA G. LASORSA
21810
REGISTERED LANDSCAPE ARCHITECT

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NUMBER 21810, EXPIRATION DATE: 9/5/2023

THE INFORMATION, DESIGN AND CONTENT OF THESE DRAWINGS OR DOCUMENTS ARE PROPRIETARY TO VIKA MARYLAND, LLC AND CONSTITUTE ITS PROPRIETARY INTELLECTUAL PROPERTY. THESE DRAWINGS AND/OR DOCUMENTS MAY NOT BE REPRODUCED, ALTERED, COPIED, DIGITALLY CONVERTED, MODIFIED OR USED FOR ANY PURPOSE, IN ANY FORMAT, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM VIKA MARYLAND, LLC. VIOLATIONS MAY RESULT IN PROSECUTION. ONLY APPROVED, SIGNED AND SEALED PLANS OR DRAWINGS MAY BE UTILIZED FOR CONSTRUCTION PURPOSES.

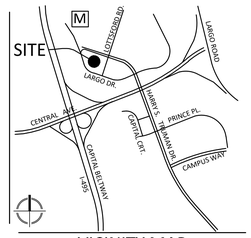
© 2019 VIKA MARYLAND, LLC

DRAWN BY: SG/LA
DESIGNED BY: JS
DATE ISSUED: 2/8/2022
VIKA PROJECT: VM50556A
DRAWING NO.: PM-1
SHEET NO.

P:\50001-55000\50556\CAD\SITE\DOT SHEETS\50556_PLOT SHEETS.DWG, Monday, March 28, 2022, 8:56:03 AM

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Tag	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
	17	QU-20021-T3-8030	Single	QU-20021-T3-8030	P1	1.000	6154	53	901
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	2	SE-90002-T3-W30_1	3 @ 90 Degrees	SE-90002-T3-W30	P2-T	1.000	12505	104	624

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property bndy	Illuminance	Fc	1.76	15.8	0.0	N.A.	N.A.



VICINITY MAP
SCALE: 1" = 2000'

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UPPER MARLBORO, MD 20774
301.306.0033
THOMAS H. HALLER
thaller@gibbshaller.com

REVISIONS | DATE

UQU-20021
Quarter Post Top

microVos TECHNOLOGY — LIGMAN LIGHTING USA



54w LED
6387 Lumens

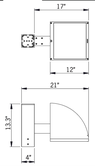
IP65
Suitable for wet locations

IK08
Impact Resistant (Vandal Resistant)

EPA - Contact Factory

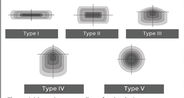
Weight - 29 lbs

POLE NOT INCLUDED



microVos TECHNOLOGY

Ligman's micro Variable Optical System provides the ability to interchange, mix & rotate optics to provide specific light distributions for optimized spacing and uniformity.



The variable optic system allows for the designer to create hybrid distributions for precise lighting requirements.



Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die-casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
Contact Factory

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C.
This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Modern, contemporary post top
Beautiful modern urban post top in either single or twin arm configuration, offering powerful street lighting and beam performance choices.

A modern style die-cast aluminum post top decorative quarter cylindrical luminaire with excellent downward light distribution that complies with dark sky requirements. Outstanding visual appeal and precision optical system gives very low glare rating, whilst reducing light pollution. This luminaire is available in two configurations, namely a single or double arm option to suit aesthetic design requirements.

Color temperature 2700K, 3000K, 3500K and 4000K, LED CRI >80 and life time 50,000 Hours. Stainless steel screws. Durable silicone rubber gasket and clear tempered glass. Powder paint with high corrosion resistance with chemical chromatised protection. Integral control gear. Customer specifice wattages can be provided, please contact the factory for more information.

Available with a selection of dimmable integral electronic drivers, as well as a provision to install wireless lighting controls to integrate with building management systems. assembly.

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

UQU-20021
Quarter Post Top

microVos TECHNOLOGY — LIGMAN LIGHTING USA

PROJECT	Largo Town Centre	DATE	
QUANTITY	17	TYPE	
NOTE			

ORDERING EXAMPLE || UQU - 20021 - 54w - T2 - W30 - 02 - 120/277v - Options

UQU-20021	54w	T3	w30	01	120
	LAMP	BEAM	LED COLOR	FINISH COLOR	VOLTAGE

LAMP
54w LED
6387 Lumens

BEAM
T1 - Type I Distribution
T2 - Type II Distribution
T3 - Type III Distribution
T4 - Type IV Distribution
T5 - Type V Distribution
ME - Type ME Distribution

LED COLOR
W27 - 2700K
W30 - 3000K
W35 - 3500K
W40 - 4000K

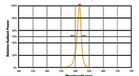
FINISH COLOR
01 - BLACK RAL 9011
02 - DARK GREY RAL 7043
03 - WHITE RAL 9003
04 - METALLIC SILVER RAL 9006
05 - MATTE SILVER RAL 9006
06 - LIGMAN BRONZE
07 - CUSTOM RAL

VOLTAGE
120/277v
Other - Specify

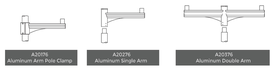
ADDITIONAL OPTIONS

DIM - 0-10v Dimming
NAT - Natatorium Rated
A20491 - Roof Mount Kit
OS - Occupancy Sensor
AMB Turtle Friendly Amber LED

CITY OF FLAGSTAFF & TURTLE FRIENDLY COMPLIANT



Narrow-Spectrum Amber LEDs
Peak wavelength between 585 & 595 nanometers and a full width of 50% power no greater than 15 nanometers.



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

Quarter Product Family



USE-90002
Steamer Medium Rectangular Streetlight

microVos TECHNOLOGY — LIGMAN LIGHTING USA



105w LED
13401 Lumens

80w LED
7999 Lumens

50w LED
4999 Lumens

29w LED
2899 Lumens

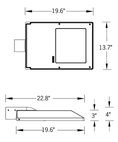
Weight 22.2 lbs

IP66
Suitable for wet locations

IK08
Impact Resistant (Vandal Resistant)

EPA - 1.81

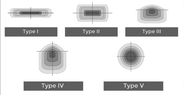
POLE NOT INCLUDED



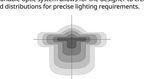
FITS OVER 2.36" x 4" TENON

microVos TECHNOLOGY

Ligman's micro Variable Optical System provides the ability to interchange, mix & rotate optics to provide specific light distributions for optimized spacing and uniformity.



The variable optic system allows for the designer to create hybrid distributions for precise lighting requirements.



Construction

Aluminum
Less than 0.1% copper content – Marine Grade 6060 extruded & LM6 Aluminum High Pressure die-casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

BUG Rating
B2 - U0 - G2

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C.
This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the LED still achieve 80% of their original flux)

Column-mounted contemporary area lighting family. Modern and powerful high-end column range using optimum-quality area lighting projectors.

A slim wedge shaped, high pressure die-cast pole mounted area light with a variety of different light distributions to suit all lighting designer's requirements.

This luminaire has been designed to provide excellent light distribution patterns using highly efficient LED packages and optics. The result is excellent spacing to mounting height ratios, with a uniform lighting layout that meets code requirements using less energy.

The Steamer can be utilized to suit specific light patterns using the asymmetrical type II, III, IV and ME optics, as well as variations of these for precise light distribution requirements. An example of this is using a combination of Type II & Type IV distribution optics inside the same fixture.
Type V distributions in medium, wide, very wide & extra wide are also available, please contact factory.

This luminaire complies to dark sky requirements when mounted in the horizontal position.
Designed for lighting private roadways, car parks, exhibition areas, service stations and truck stops. Internal house side shields are available as an option.

Available with a selection of integral electronic and dimmable electronic drivers as well as a provision to install occupancy sensors, as well as wireless lighting controls to integrate with building management systems. (WATT-ADJUST) This luminaire is provided with a program-mable driver so that specific wattage requirements can be achieved. These settings are done at the factory during assembly. (See options below)

Additional Options (Consult Factory For Pricing)





LIGHCONNECT IoT Ready Steamer

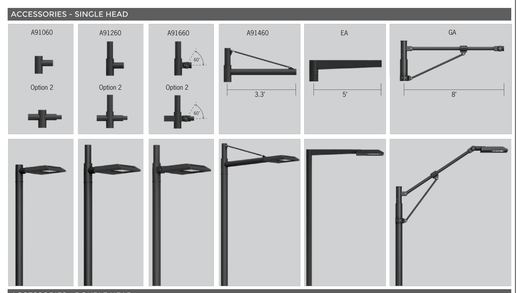
Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

USE-90002
Steamer Medium Rectangular Streetlight

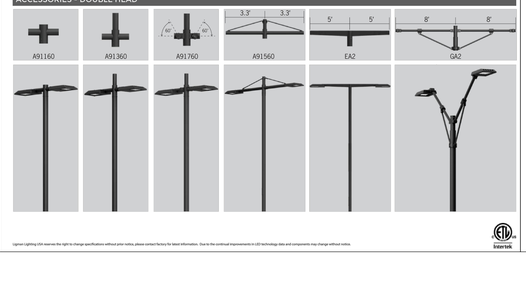
microVos TECHNOLOGY — LIGMAN LIGHTING USA



ACCESSORIES - SINGLE HEAD



ACCESSORIES - DOUBLE HEAD



Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

USE-90002
Steamer Medium Rectangular Streetlight

microVos TECHNOLOGY — LIGMAN LIGHTING USA

PROJECT		DATE	
QUANTITY	3	TYPE	
NOTE			

ORDERING EXAMPLE || USE-90002 - 105w - T2 - W30 - 02 - 120/277v

USE-90002	105w	t3	w30	01	120
	LAMP	BEAM	LED COLOR	FINISH COLOR	VOLTAGE

LAMP
105w LED - 13401lm
80w LED - 7999lm
50w LED - 4999lm
29w LED - 2899lm
WATT-ADJUST
(Factory programmed to specific wattage)

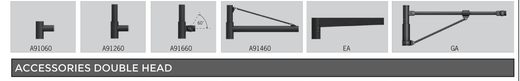
BEAM
T1 - Type I Distribution
T2 - Type II Distribution
T3 - Type III Distribution
T4 - Type IV Distribution
ME - Type ME Distribution
M - Medium 30°
W - Wide 53°
EW - Extra Wide 105 x115°

LED COLOR
W27 - 2700K
W30 - 3000K
W35 - 3500K
W40 - 4000K

FINISH COLOR
01 - BLACK RAL 9011
02 - DARK GREY RAL 7043
03 - WHITE RAL 9003
04 - METALLIC SILVER RAL 9006
05 - MATTE SILVER RAL 9006
06 - LIGMAN BRONZE
07 - CUSTOM RAL

VOLTAGE
120/277v
Other - Specify

ACCESSORIES SINGLE HEAD



ACCESSORIES DOUBLE HEAD



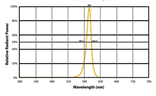
ACCESSORY WALL



ADDITIONAL OPTIONS - CONSULT FACTORY FOR PRICING

DIM - 0-10v Dimming
BD - Bird Deterrent Spikes
F - Frosted Lens
IHSS - Internal House Side Shield
EHSS - External House Side Shield
AMB - Turtle Friendly Amber LED
A90991-U - Zhaga Book 18 Mounted On Top of Fixture
A90991-D - Zhaga Book 18 Mounted Below Fixture
A90991 - NEMA 7
OS - PSP Occupancy Sensor [See last page]
FSIR - Occupancy Sensor Remote Programmer [See last page]

CITY OF FLAGSTAFF & TURTLE FRIENDLY COMPLIANT



Narrow-Spectrum Amber LEDs
Peak wavelength between 585 & 595 nanometers and a full width of 50% power no greater than 15 nanometers.

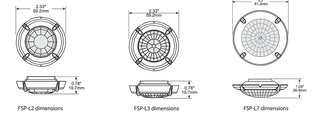
HIGH/LOW/OFF PIR OUTDOOR PHOTO/MOTION SENSOR IP66 - legrand® Integrated photocell

LIGMAN LIGHTING USA

Ligman provides integrated photocell control using the wattstopper legrand FSP-211B. These units are installed inside the fixture housing with only the external lenses being visible



Dimensions of Lens Options



Product Overview

The FSP-221B is a family of passive infrared (PIR) outdoor sensors that raise or lower the electric lighting level to high, low or off based on motion and/or daylight contribution. Typically, once the sensor stops detecting movement and the time delay elapses, lights will first fade to low mode, and eventually switch off. When motion is detected, the sensor ramps the light level to high mode unless the daylight contribution is sufficient.

The integral photocell can also switch the lights on and off for dusk to dawn control, so that lighting remains on overnight even without motion detection.

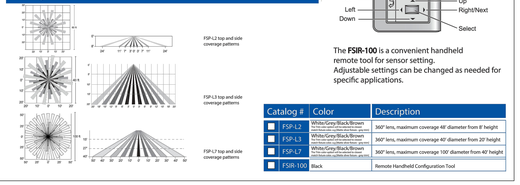
The sensors control 0-10VDC or nondimming LED drivers or ballasts.

The low voltage FSP-2018 may be used with dim-to-off drivers or ballasts.

Initial setup and subsequent sensor adjustments are made using a Wireless Handheld Configuration Tool (FSIR-100). This tool enables adjustment of sensor parameters including high/low mode, sensitivity, time delay, cut off and more.

The FSIR-100 can read current parameter settings, and stores up to six sensor parameter profiles to speed commissioning of multiple sensors.

Coverage



Catalog #	Color	Description
FSP-L2	White/Grey/Black/Brown	360° lens, maximum coverage 48' diameter from 8' height
FSP-L3	White/Grey/Black/Brown	360° lens, maximum coverage 40' diameter from 20' height
FSP-L7	White/Grey/Black/Brown	360° lens, maximum coverage 100' diameter from 40' height
FSIR-100	Black	Remote Handheld Configuration Tool

Models

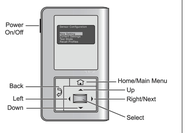
FSP-211B, 120-277 VAC
FSP-221B, 100-347 VAC

Specifications and Features

Three interchangeable lenses for mounting between 8' and 40'
Remote setup and adjustment with handheld wireless configuration tool
Adjustable high and low modes (high: 0 to 10V, low: off, 0 to 9.8V)
Adjustable time delay (30 seconds, 1 to 5 minutes)
Adjustable cut off delay (none, 1 to 59 minutes, 1 to 5 hours)
Adjustable sensitivity/service mode (low, med, max: on-fix, off-fix)
Adjustable setpoints: hold off setpoint (none, 1 to 250 fc, auto); photocell on/off setpoint (1 to 250 fc)
Adjustable ramp and fade times (1 to 60 seconds)
Operating temperature: -40°F to +167°F (-40°C to +75°C)
IP66 rated
Five year warranty

Factory Defaults

High mode:	10V
Low mode:	1V
Time delay:	5 minutes
Cut off:	1 hour
Setpoint:	Disabled
Sensitivity:	Max
Ramp up time:	Disabled
Fade down time:	Disabled
Photocell On/Off:	Disabled



The **FSIR-100** is a convenient handheld remote tool for sensor setting.
Adjustable settings can be changed as needed for specific applications.

LARGO PARCEL O
PARCEL O
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

LIGHTING CUTSHEETS

PROFESSIONAL SEAL



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NUMBER: 21983, EXPIRATION DATE: 10/31/2022

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DRAWN BY:	SG/LA
DESIGNED BY:	JS
DATE ISSUED:	2/8/2022
VIKA PROJECT	VM50556A
DRAWING NO.	
SHEET NO.	PM-2

FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME:
PROJECT NUMBER: DSP-21049

For Conditions of Approval see Site Plan Cover Sheet or Approved Sheet. Revision numbers must be included in the Project Number.

1 OPEN SPACE LIGHTING
NOT TO SCALE | OR APPROVED EQUAL

2 PARKING LOT LIGHTING
NOT TO SCALE | OR APPROVED EQUAL

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

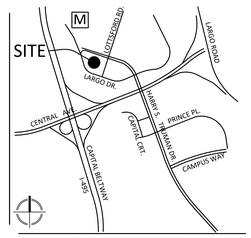
LAYOUT: PM-2, Plotted By: Posthuma

\\VIKA-SVR-01\Projects\VM50556A\CAD\SITE\PLOT SHEETS\50556A00_P_Light.dwg, Tuesday, March 29, 2022 7:37:03 PM

LARGO CENTRE WEST

TREE CONSERVATION PLAN TYPE 2

DSP-2026-0009 / TCP2-2026-0030



VICINITY MAP
SCALE: 1" = 2000'

GENERAL NOTES:

1. THE TOPOGRAPHIC AND BOUNDARY INFORMATION SHOWN ON THIS PLAN WAS FIELD SURVEYED BY VIKA MARYLAND, LLC IN NOVEMBER 2021.
2. THE SOURCE OF THE SOILS INFORMATION ON THIS PLAN IS FROM THE USDA NRCS WEB SOIL SURVEY (WSS) IN A CUSTOM SOIL RESOURCE REPORT FOR AN AREA OF INTEREST (AOI) ESTABLISHED FOR THE SUBJECT SITE ONLY AND GENERATED ON NOVEMBER 2021.
3. NO MAPPED FEMA 100-YEAR FLOODPLAIN WAS INDICATED FOR THE SITE.
   A LETTER REQUESTING REVIEW OF THE REGULATED 1-PERCENT ANNUAL CHANCE (100-YEAR) FLOODPLAIN WAS SENT TO THE PRINCE GEORGE'S COUNTY DEPARTMENT OF PERMITTING (DPIE), INSPECTIONS AND ENFORCMENT ON NOVEMBER 18, 2021. THE RESPONSE FROM DPIE WILL BE SUBMITTED IN A SEPARATE DOCUMENT.
4. NO WETLANDS OR STREAMS WERE IDENTIFIED ONSITE OR WITHIN THE 100-FT. NRI/FSD STUDY AREA AS VERIFIED BY MARYLAND DNR QUALIFIED PROFESSIONAL MARION BUNDENS DURING SITE VISIT ON OCTOBER 11, 2021. ONE STORMWATER STRUCTURE OCCURS ON THE SOUTHERN END OF THE SITE AS SHOWN ON THE PLAN.
5. THIS SITE DOES NOT CONTAIN WETLANDS OF SPECIAL STATE CONCERN AS DEFINED IN COMAR 26.23.06.01. (SOURCE: PGATLAS)
6. THIS SITE DOES NOT CONTAIN A TIER II WATERBODY AS DEFINED IN COMAR 26.08.02.04. (SOURCE: PGATLAS)
7. THIS SITE IS NOT LOCATED WITHIN A STRONGHOLD WATERSHED AS ESTABLISHED BY THE MD DNR.
8. IN A LETTER DATED NOVEMBER 11, 2021 THE MARYLAND DEPARTMENT OF NATURAL RESOURCE NATURAL HERITAGE PROGRAM HAS DETERMINED THAT THIS SITE IS NOT WITHIN A SENSITIVE SPECIES PROTECTION REVIEW AREA.
9. THE SITE DOES NOT INCLUDE FOREST INTERIOR DWELLING SPECIES HABITAT.
10. THERE ARE NO SPECIMEN, CHAMPION OR HISTORIC TREES LOCATED ON THE PROPERTY.
11. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A REGISTERED HISTORIC DISTRICT.
12. THERE ARE NO KNOWN ARCHEOLOGICAL SITES LOCATED ON THE SUBJECT PROPERTY; HOWEVER, THE SUBJECT PROPERTY HAS NOT BEEN SURVEYED FOR ARCHEOLOGICAL RESOURCES AND A PHASE I ARCHEOLOGY REPORT MAY BE REQUIRED DURING SUBSEQUENT DEVELOPMENT REVIEW PROCESSES.
13. CHRISTIANA CLAY IS NOT FOUND TO OCCUR ON OR WITHIN THE VICINITY OF THIS PROPERTY. AS SUCH, THE PROPERTY MAY BE SUBJECT TO REGULATION BY SECTION 24-131 OF THE SUBDIVISION REGULATIONS.
14. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE 2009 JOINT BASE ANDREWS NOISE CONTOURS.
15. THE SITE IS NOT LOCATED WITHIN AN AVIATION POLICY AREA (APA).
16. THE SITE IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA (CBCA).
17. THIS TCP INCLUDE THE PREVIOUS PARCEL 'N', AS APPROVED ON TCP II 51/97. NO CHANGE IS PROPOSED ON PARCEL 'N' AND ANY REFORESTATION AREA WILL BE PRO-RATED PER THE PROPOSED DEVELOPMENT ON PARCEL 'O'.
18. OFF-SITE AFFORESTATION CREDIT WAS PREVIOUSLY ACCOUNTED FOR UNDER TCP II 067/97/02 FOR 3.00 AC±, AND IS UNDER EASEMENT ON PLAT NLP-135-69. THE REMAINING CREDIT NEEDED WILL BE PURCHASED THROUGH OFF-SITE TREE BANKING.

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

WOODLAND CONSERVATION WORKSHEET

SECTION I-Establishing Site Information- (Enter acres for each zone) TCP1-010-2022				
Zone:	MUI			
Gross Tract: 10.66 ac. tract + 0.87 ac. offsite L.O.D.	11.53			
Floodplain:	0.00			
Previously Dedicated Land: (10' PUE Surrounding site)	0.25			
Net Tract (NTA):	11.28			

TCP Number	TCP2-2026-0030	Revision #	1
Property Description or Subdivision Name:	Parcel O, Largo Centre West		
Is this site subject to the 1989 Ordinance?(y/n)	N		
Is this one (1) single family lot? (y/n)	N		
Are there prior TCP approvals which include a combination of this lots? (y/n)	Y		
Is any portion of the property in a WC Bank?	N		
Break-even Point (preservation) =	3.21	acres	
Clearing permitted w/o reforestion=	6.08	acres	

SECTION II-Determining Requirements (Enter acres for each corresponding column)	Column A WCT/AFT %	Column B Net Tract	Column C Floodplain (1:1)	Column D Off-Site Impacts (1:1)
Existing Woodland		9.29	0.00	
Woodland Conservation Threshold (WCT) =	15.00%	1.69		
Smaller of 13 or 14		1.69		
Woodland above WCT		7.60		
Woodland cleared		9.06	0.00	0.00
Woodland cleared above WCT (smaller of 16 or 17)		7.60		
Clearing above WCT (0.25 : 1) replacement requirement		1.90		
Woodland cleared below WCT		1.46		
Clearing below WCT (2:1 replacement requirement)		2.92		
Afforestation Threshold (AFT) =	15.00%	0.00		
Off-site WCA being provided on this property		0.00		
Woodland Conservation Required		5.09	acres	

SECTION III-Meeting the Requirements				
Woodland Preservation		0.19		
Afforestation / Reforestation		0.50		
Natural Regeneration		0.00		
Specimen/Historic Tree Credit (CRZ area * 2.0)	0.00	0.00		
Forest Enhancement Credit(Area * .25)	0.00	0.00		
Area approved for fee-in-lieu/PFA		0.00		$0.00
Area approved for fee-in-lieu/non-PFA		0.00		$0.00
Credits for Off-site Conservation on another property		4.36		
Off-site WCA (preservation) being provided on this property		0.00		
Off-site WCA (afforestation) being provided on this property		0.00		
Total Woodland Conservation Provided		5.05	acres	

Area of woodland not cleared	0.23	acres
Net tract woodland retained not part of requirements:	0.04	acres
100-floodplain woodland retained	0.00	acres
On-site woodland conservation provided	0.69	acres
On-site woodland retained not credited	0.04	acres

Prepared by:

Signed Date

A PORTION OF THE OFF-SITE WOODLAND PLANTING REQUIREMENT WAS PREVIOUSLY PROVIDED UNDER TCP II 067/97/02. OFFSITE MITIGATION BANKING WAS PURCHASED ON "PARCEL B & C" - LARGO CENTRE WEST, UNDER PLAT NLP-135-69 WITH 3.00 AC ± CONSISTING OF AFFORESTATION /REFORESTATION 100-YEAR FLOODPLAIN THAT WAS TO REMAIN AS NATURAL REGENERATION. SEE DECLARATION OF CONSERVATION EASEMENT AND COVENANTS L.11840 F.226. THIS CURRENT TCP II WILL PURCHASE ADDITIONAL OFF-SITE BANKING CREDIT FOR THE REMAINING 1.36 AC± .

OF THE REQUIRED 5.05 ACRES OF REQUIRED WOODLAND CONSERVATION, 0.69 ACRE WAS COMPLETED ON PARCEL N UNDER TCPII-51-97-01, AND 3.0 ACRES OF OFF-SITE MITIGATION WAS PROVIDED ON PARCEL B&C - LARGO CENTRE WEST UNDER TCPII-67-97. THE REMAINING 1.36 ACRES OF REQUIRED WOODLAND CONSERVATION WILL BE PROVIDED OFF-SITE.

FOREST STAND SUMMARY TABLE

Forest Stand Summary	
Property Location: 3900 Largo Drive West, Upper Marlboro, Maryland	
Prepared By: M. Bundens	Date: 10/11/2021
Stand Variable	**Stand A**
1. Dominant Species/ Co-dominant species	Dominant Species: Sweetgum, American Beech, Red Maple Codominant Species: White Ash, Tuliptree, White Oak
2. Forest Association	Sweetgum/Red Maple
3. Successional Stage	Mid-Successional Forest Type
4. Basal Area in s.f. per acre	231
5. Size class of dominant species	12"-19.9" and 20"-29.9"
6. Percent of canopy coverage	75.0%
7. Number of tree species	12
8. Common understory species	American Beech, Sweetgum, Musclewood, Black Gum, Red Maple, Southern Red Oak, Black Locust (at forest edge)
9. Percent of understory cover 3' to 20' tall	40%
10. Number of understory species 3' to 20' tall	7
11. Common Herbaceous species (* indicates invasive species)	Saplings and seedlings of beech, white ash, redmaple; Smilax sp., few grapevines, grape ferns
12. Percent of herbaceous & woody plant cover 0' to 3' tall	10%
13. List of major invasive plant species and percent of cover	None observed in sample plot. 1 small Japanese honeysucklve vine observed
14. Number of standing dead trees 6" dbh or greater	6 in sample plot - 60 per acre
15. Comments	This is a good quality forest with good structure, relatively high tree species diversity, and moderate stratification. The forest is in the mid-successional stage with incoming late successional species. Overall tree sizes are relatively small with some topped/damaged trees possibly from previous adjacent clearing. Herbaceous cover is relatively sparse in some areas. This stand is assigned a Moderate Priority Retention rating for good forest structure and health, and good species diversity with very little invasive plant cover in the interior of the forest stand. The forest is not rated as High Priority Retention due to the absence of environmentally sensitive features such as streams, wetland, and steep slopes.
Sheet 1 of 1	

GENERAL INFORMATION TABLE

Table B-1. General Information Table

Layer Category	Layer Name	Value
Zone	Zoning (Zone)	M-U-I
Zone	Aviation Policy Area (APA) [1]	N/A
Administrative	Tax Grid (TMG)	67-D3
Administrative	WSSC Grid (Sheet 20)	201NE08
Administrative	Planning Area (Plan Area)	Subregion 3, Number 73, Largo-Lottsford
Administrative	Election District (ED)	13, Kent
Administrative	Councilmanic District (CD)	6
Administrative	General Plan 2002 Tier (Tier)	Developed
Administrative	General Plan Growth Policy (2035)	Established Communities
Administrative	Police District	II
Administrative	Joint Base Andrews Land Use Control Area (JBA LUCArea USAF)	No LUC exists on this property

[1] *If the site is within an APA, enter the name of the airport. If the site is not within an APA, enter "N/A"*

SITE STATISTICS

Site Statistics	Total
Gross Tract Area (GTA) 10.66 ac. tract + 0.87 ac. offsite L.O.D.	11.53 AC.
Existing 100 Year Flood Plain	0.00 AC.
Net Tract Area (GTA less 0.25 ac. PUE)	11.28 AC.
Existing Woodland in the Floodplain	0.00 AC.
Existing Woodland in Net Tract	9.29 AC.
Existing Woodland Total	9.29 AC.
Existing PMA	0.00 AC.
Regulated Streams	0.00 AC.
Riparian (wooded) buffer up to 300 feet wide	0.00 AC.

FOREST ANALYSIS WORKSHEET:

	Part A	Part B	Part C			
Stand	Structure (Out of 20)	Condition (Out of 20)	Location (Out of 20)	Total (out of 60)	Priority for Preservation (H, M or L)	Priority for Restoration (H, M or L)
A	14	17	10	41	M	L

FOREST STAND DATA SUMMARY

FOREST STAND DATA SUMMARY							
FOREST STAND:	A			BASAL AREA:		231.0	SF/Acre
FOREST TYPE:	Mid-Successional Coastal Plain Upland			# OF SAMPLE POINTS IN STAND (S.P. 1)			1
Tree Species	# of Trees 2-5.9" dbh	# of Trees 6-11.9" dbh	# of Trees 12-19.9" dbh	# of Trees 20-29.9" dbh	# of Trees >30" dbh	Total	Trees per acre
Acer rubrum	4	1		1		6	60
Carpinus caroliniana	8					8	80
Carya sp.			1			1	10
Fagus grandifolia	8	7	1	1		17	170
Fraxinus sp.		1	1			2	20
Ilex opaca	6					6	60
Liriodendron tulipifera		2				2	20
Liquidambar styraciflua	2		2			4	40
Nyssa sylvatica	3	2				5	50
Quercus alba	1		1			2	20
Quercus rubra	1					1	10
Robinia pseudoacacia	2					2	20
Total trees tallied per Size Class	35	13	6	2	0	56	
Total # of trees per acre in Size Class	350.0	130.0	60.0	20.0	0	**560**	**560**
Basal area per acre in size class	30.5	51.2	83.7	65.5	0	**231.0**	
Number/Size of Standing Dead Trees >6"	6					**60**	

EXISTING SOILS

Map Unit Symbol	Map Unit Name	K-Factor (Whole Soil)	Hydric Rating	Hydrologic Soil Group	Drainage Class
CoB	Collington-Wist-Urban land complex, 0 to 5 percent slopes	Not provided	Not Hydric	D/B/A	Well drained/Very High Runoff class
UrdB	Urban land-Collington-Wist complex, 0 to 5 percent slopes	Not provided	Not Hydric	D/B/A	Very High Runoff class/Well drained

SOILS INFORMATION FROM USDA NATURAL RESOURCES CONSERVATION SERVICE'S WEB SOIL SURVEY 2.0 NATIONAL COOPERATIVE SOIL SURVEY.

SITE DESCRIPTION AND FOREST STAND NARRATIVE

THE NATURAL RESOURCES INVENTORY/FOREST STAND DELINEATION PLAN (NRI/FSD) WAS PREPARED AS PART OF THE REQUIREMENTS OF M-NCPPC PRINCE GEORGE'S COUNTY FOR PROPOSED CONSTRUCTION ON THIS PROPERTY.

APPROXIMATELY 0.35 ACRES WAS IDENTIFIED AS ONSITE FOREST. THE PROPERTY IS CURRENTLY A VACANT LOT WITH AN OPEN CENTRAL AREA CONSISTING OF MOWED TURF, A STORMWATER STRUCTURE NEAR THE SOUTHERN END, AND WOODLANDS ALONG THE WESTERN AND NORTHERN PERIMETER OF THE SITE, SOME OF WHICH IS OF SUFFICIENT SIZE AND WIDTH TO QUALIFY AS FOREST. NO BUILDING STRUCTURES ARE ON SITE. THE FOREST STAND A OCCURS AT THE WESTERN END OF THE SITE AS SHOWN ON THE PLAN AND DESCRIBED IN THE FOREST STAND SUMMARY TABLE. NO WETLANDS, STREAMS, OR THEIR ASSOCIATED BUFFURS OCCUR ONSITE. NO 100-YEAR FLOODPLAIN IS INDICATED FOR THE SITE.

FOREST STAND DELINEATION METHODOLOGY AND FOREST STAND NARRATIVE

A FULL FOREST STAND DELINEATION WAS CONDUCTED IN ACCORDANCE WITH THE *MARYLAND STATE FOREST CONSERVATION MANUAL* AND THE M-NCPPC PRINCE GEORGE'S COUNTY *ENVIRONMENTAL TECHNICAL MANUAL*. ONLY ONE 1/10TH-ACRE SAMPLE PLOT WAS RECORDED TO OBTAIN FOREST DATA DUE TO THE SMALL SIZE OF THE FORESTED AREA. THE SAMPLE POINT LOCATION WAS MARKED WITH A LABELED PINK FLAGGING TAPE IN THE FIELD AND THE LOCATION WAS ESTIMATED AS SHOWN ON THIS PLAN.

ONE FOREST STAND (FOREST STAND 'A') COMPRISING APPROXIMATELY 0.35 ACRES OF WOODLAND WAS IDENTIFIED ONSITE AS CHARACTERIZED ON THE FOREST DATA TABLES SHOWN ON THIS PLAN AND DESCRIBED IN THE FOREST STAND SUMMARY COMMENTS.

NO SPECIMEN TREES WERE IDENTIFIED ON AND IN THE IMMEDIATE VICINITY OF THE SITE. NO STATE OR COUNTY CHAMPION TREES, OR TREES 75% OF THE DIAMETER OF THE STATE CHAMPION FOR ITS SPECIES WERE FOUND.

NO OBSERVATIONS OF RARE, THREATENED OR ENDANGERED (RTE) SPECIES WERE MADE DURING THE SITE VISIT.

TREE DIAMETERS WERE MEASURED USING A DIAMETER TAPE AND THE FOREST STAND DELINEATION AND VEGETATION CHARACTERIZATIONS WERE COMPLETED BY MARYLAND DNR QUALIFIED PROFESSIONAL, MARION E. BUNDENS, AS OBSERVED DURING A SITE VISIT ON OCTOBER 11, 2021.

STREAM, WETLAND, AND 100-YEAR FLOODPLAIN SUMMARY

FEMA FLOODPLAIN MAPS DO NOT INDICATE A 100-YEAR FLOODPLAIN FOR THIS AREA. A REQUEST FOR DPIE REVIEW FOR FLOODPLAIN INFORMATION WAS SUBMITTED ON NOVEMBER 18, 2021. THE RESPONSE FROM DPIE WILL BE FORWARDED TO M-NCPPC.

THE SITE IS LOCATED WITHIN THE SOUTHWEST BRANCH SUBWATERSHED OF THE ANACOSTIA RIVER WATERSHED. NO MAPPED WETLANDS OR STREAMS ARE SHOWN FOR THE SITE. ONE MAPPED STREAM IN PGATLAS IS SHOWN ON THE OPPOSITE SIDE OF LARGO DRIVE WEST TO THE SOUTH OF THE SITE; HOWEVER, THE AREA WAS INVESTIGATED AND NO STREAM WAS FOUND IN THE AREA SHOWN. THE ONSITE STORMWATER STRUCTURE OUTFALL IS PIPED UNDER LARGO DRIVE WEST AND OUTFALLS MORE THAN 400 FEET TO THE SOUTH OF SITE. THIS FLOW EVENTUALLY REACHES THE SOUTHWEST BRANCH TO THE SOUTH.

FOREST CONSERVATION ACT REPORTING CHANGE TABLE

Forest Conservation Act Reporting Information (Change Table)				
	Original Approval	Revision Number (-01)	Revision Number (-02)	Change Since Last Approval
Gross Tract (Acres)	11.53			
Existing Woodland (Acres)	9.29			
Woodland Cleared (Acres)	9.06			
Woodland Retained On-Site (Acres)	0.19			
Woodland Planted On-Site (Acres)	0.50			
On-Site Woodland Easement/ Preservation and Planting (Acres)	0.69			
On-Site Wooded Floodplain in Easement (Acres)	0.00			
Bond Amount	$0.00			
Fee-In-Lieu Amount	$0.00			
50' Stream Buffers Conserved (Preservation) - Linear Length	0.00			
50' Stream Buffers Conserved (Preservation) - Acreage	0.00			
50' Stream Buffers Newly Established (Afforestation) - Linear Length	0.00			
50' Stream Buffers Newly Established (Afforestation) - Acreage	0.00			
Off-Site Woodland Conservation Credits Required (Acres)	4.36			
Off-Site Woodland Conservation Credits Provided (Acres)	4.36			

SHEET INDEX

TCP2-100 COVER SHEET
TCP2-200 COMPOSITE SHEET
TCP2-300 NOTES AND DETAILS

I/ We LARGO QOZB JV LLC hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

Owner or Owners Representative — Date 4/30/26

I/ We _____ hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

Contract Purchaser — Date

Prince George's County Planning Department, MNCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPROVAL
TCP2-2026-0030

TCP 2 No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCPI No.	Reason for Revision
							N/A

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REVISIONS	DATE

LARGO CENTRE WEST
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

M-NCPPC
DSP-2026-0009

TREE CONSERVATION PLAN - TYPE 2 COVER SHEET

PROFESSIONAL SEAL

STATE OF MARYLAND · JOSHUA SLOAN · No. 3776 · LANDSCAPE ARCHITECT

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.
NAME: JOSHUA SLOAN, RLA, ASLA
LICENSE NUMBER: 3776
EXPIRATION DATE: MAY 13, 2026

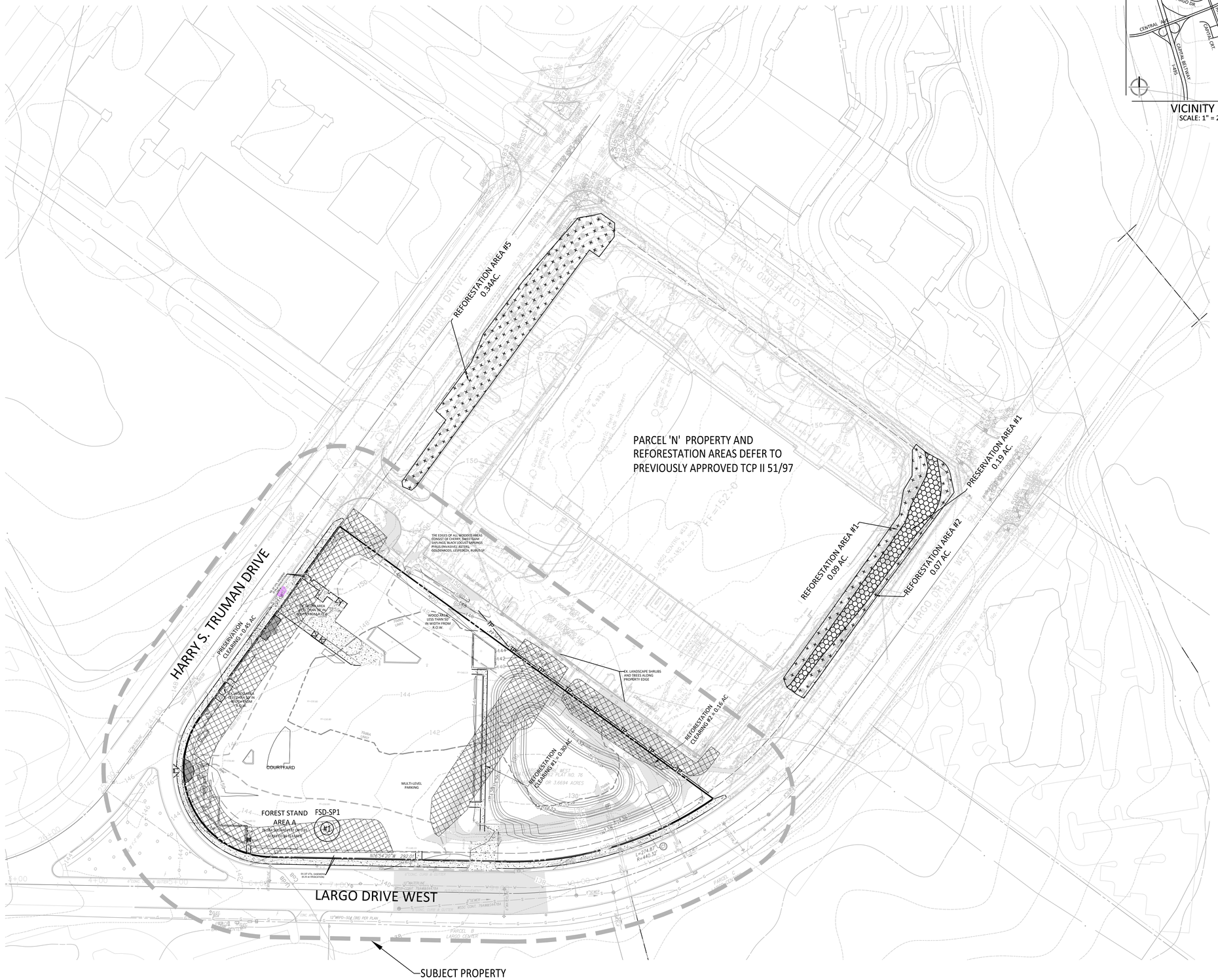
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DESIGNED BY: JS
DATE ISSUED: 05/01/2026

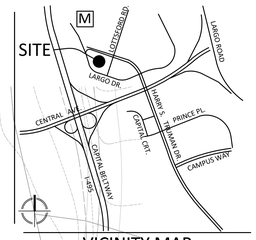
VIKA PROJECT 50556A
DRAWING NO. TCP2-100
SHEET NO.

LEGEND:

- PROPERTY LINES
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- EXISTING ELECTRICAL CONDUIT
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- REFORESTATION
- WOODLAND PRESERVATION
- WOODLAND CLEARING



NOTE: PLEASE SEE THE LANDSCAPE PLAN FOR LANDSCAPE AND STREET TREE PLANTING DETAILS.



VICINITY MAP
SCALE: 1" = 2000'

"FOR LOCATION OF UTILITIES CALL
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The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

0 15' 30' 60'
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NORTH

Prince George's County Planning Department, MNCPPC Environmental Planning Section TYPE 2 TREE CONSERVATION PLAN APPROVAL TCP2-2026-0030							
TCP 2 No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCPI No.	Reason for Revision
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LARGO CENTRE WEST

13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

M-NCPPC
DSP-2026-0009

TREE CONSERVATION PLAN - TYPE 2

PROFESSIONAL SEAL

STATE OF MARYLAND
JOSHUA SLOAN
No. 3776
LANDSCAPE ARCHITECT

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DESIGNED BY: JS
DATE ISSUED: 05/01/2026

VIKA PROJECT 50556A

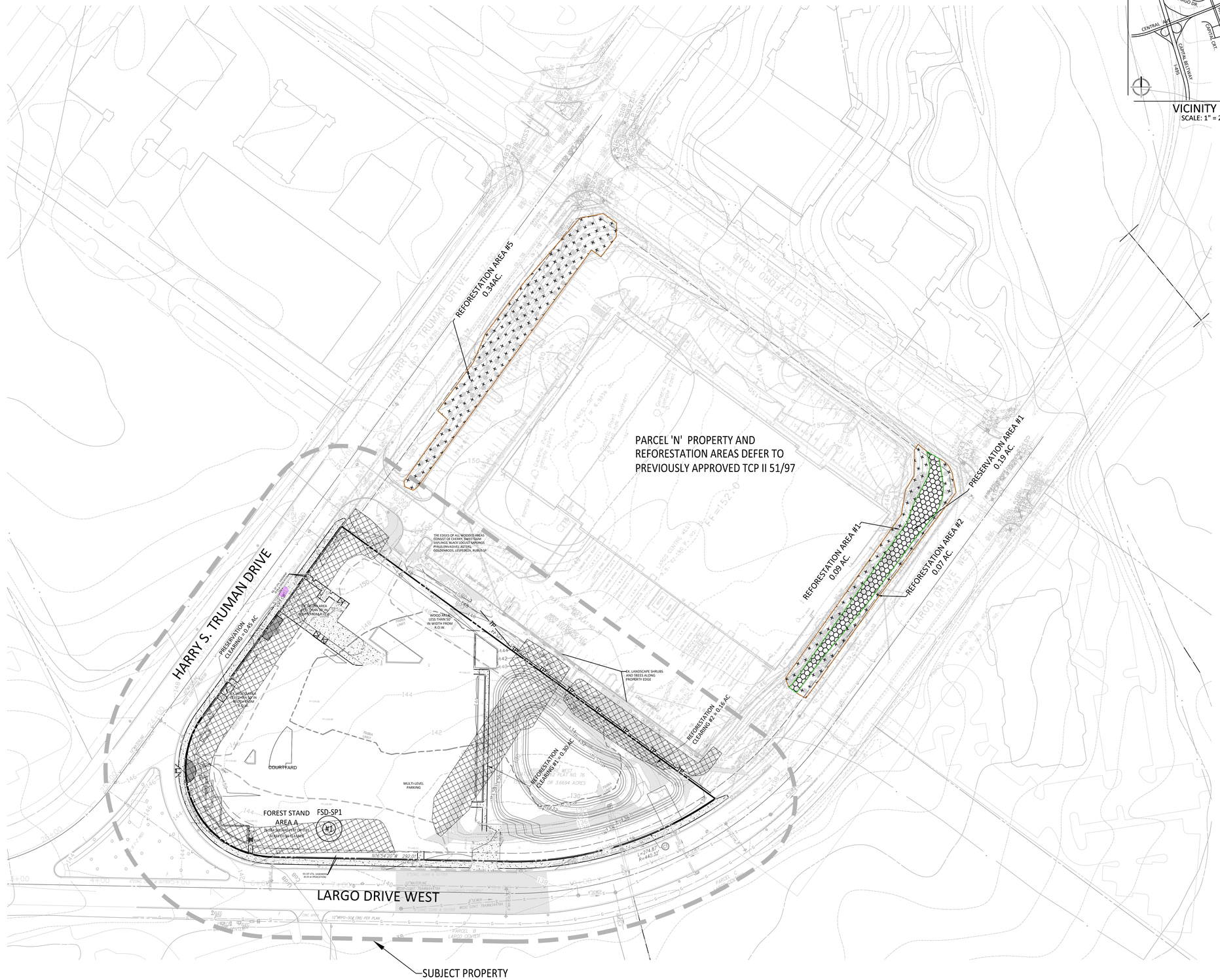
DRAWING NO. TCP2-200

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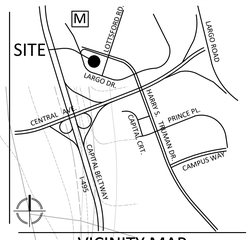
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NOTE: PLEASE SEE THE LANDSCAPE PLAN FOR LANDSCAPE AND STREET TREE PLANTING DETAILS.



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Prince George's County Planning Department, MNCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPROVAL
TCP2-2026-0030

TCP 2 No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCPI No.	Reason for Revision
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REVISIONS | DATE

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TREE CONSERVATION PLAN - TYPE 2

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DRAWN BY: SG
DESIGNED BY: JS
DATE ISSUED: 05/01/2026

VIKA PROJECT 50556A

DRAWING NO. TCP2-200

SHEET NO.

STANDARD TYPE 2 TREE CONSERVATION NOTES:

1. THIS PLAN IS SUBMITTED TO FULFILL THE WOODLAND CONSERVATION REQUIREMENTS FOR DETAILED SITE PLAN DSP-21049. IF DSP-21049 EXPIRES, THEN THIS TCP2 ALSO EXPIRES AND IS NO LONGER VALID.

2. CUTTING OR CLEARING OF WOODLAND NOT IN CONFORMANCE WITH THIS PLAN OR WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE PLANNING DIRECTOR OR DESIGNEE SHALL BE SUBJECT TO A $9.00 PER SQUARE FOOT MITIGATION FEE.

3. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO THE ISSUANCE OF GRADING PERMITS. THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION OR THE DEPARTMENT OF ENVIRONMENTAL RESOURCES, AS APPROPRIATE, SHALL BE CONTACTED PRIOR TO THE START OF ANY WORK ON THE SITE TO CONDUCT A PRE-CONSTRUCTION MEETING WHERE IMPLEMENTATION OF WOODLAND CONSERVATION MEASURES SHOWN ON THIS PLAN WILL BE DISCUSSED IN DETAIL.

4. THE DEVELOPER OR BUILDER OF THE LOTS OR PARCELS SHOWN ON THIS PLAN SHALL NOTIFY FUTURE BUYERS OF ANY WOODLAND CONSERVATION AREAS THROUGH THE PROVISION OF A COPY OF THIS PLAN AT TIME OF CONTRACT SIGNING. FUTURE PROPERTY OWNERS ARE ALSO SUBJECT TO THIS REQUIREMENT.

5. THE OWNERS OF THE PROPERTY SUBJECT TO THIS TREE CONSERVATION PLAN ARE SOLELY RESPONSIBLE FOR CONFORMANCE TO THE REQUIREMENTS CONTAINED HEREIN.

6. THIS SITE IS ZONED M-U-I AND IS LOCATED IN THE DEVELOPED TIER AS DEFINED IN THE APPROVED GENERAL PLAN.

7. THE SITE IS NOT ADJACENT TO A ROADWAY DESIGNATED AS SCENIC, HISTORIC, A PARKWAY OR A SCENIC BYWAY.

8. THE PROPERTY IS LOCATED SOUTHEAST OF THE INTERSECTION OF HARRY S. TRUMAN DRIVE AND LARGO DRIVE WEST. HARRY S. TRUMAN DRIVE IS A MASTER PLANNED ARTERIAL ROADWAY THAT IS REGULATED FOR NOISE. A NOISE STUDY MAY BE REQUIRED.

9. THIS PLAN IS NOT GRANDFATHERED UNDER CB-27-2010, SECTION 25-117 (G).

10. PRIOR TO THE ISSUANCE OF THE FIRST PERMIT FOR THE DEVELOPMENT SHOWN ON THIS TCP2, ALL OFF-SITE WOODLAND CONSERVATION REQUIRED BY THIS PLAN SHALL BE IDENTIFIED ON AN APPROVED TCP2 PLAN AND RECORDED AS AN OFF-SITE EASEMENT IN THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, PROOF OF RECORDATION OF THE OFF-SITE CONSERVATION SHALL BE PROVIDED TO THE M-NCPPC, PLANNING DEPARTMENT PRIOR TO ISSUANCE OF ANY PERMIT FOR THE ASSOCIATED PLAN.

REMOVAL OF HAZARDOUS TREES OR LIMBS BY DEVELOPERS OR BUILDERS

1. THE DEVELOPER AND/OR BUILDER IS RESPONSIBLE FOR THE COMPLETE PRESERVATION OF ALL FORESTED AREAS SHOWN ON THE APPROVED PLAN TO REMAIN UNDISTURBED. ONLY TREES OR PARTS THEREOF DESIGNATED BY THE COUNTY AS DEAD, DYING, OR HAZARDOUS MAY BE REMOVED.

2. A TREE IS CONSIDERED HAZARDOUS IF A CONDITION IS PRESENT WHICH LEADS A CERTIFIED ARBORIST OR LICENSED TREE EXPERT TO BELIEVE THAT THE TREE OR A PORTION OF THE TREE HAS A POTENTIAL TO FALL AND STRIKE A STRUCTURE, PARKING AREA, OR OTHER HIGH USE AREA AND RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE.

3. DURING THE INITIAL STAGES OF CLEARING AND GRADING, IF HAZARDOUS TREES ARE PRESENT, OR TREES ARE PRESENT THAT ARE NOT HAZARDOUS BUT ARE LEANING INTO THE DISTURBED AREA, THE PERMITEE SHALL REMOVE SAID TREES USING A CHAIN SAW. CORRECTIVE MEASURES REQUIRING THE REMOVAL OF THE HAZARDOUS TREE OR PORTIONS THEREOF SHALL REQUIRE AUTHORIZATION BY THE COUNTY INSPECTOR. ONLY AFTER APPROVAL BY THE INSPECTOR MAY THE TREE BE CUT BY CHAINSAW TO NEAR THE EXISTING GROUND LEVEL. THE STUMP SHALL NOT BE REMOVED OR COVERED WITH SOIL, MULCH OR OTHER MATERIALS THAT WOULD INHIBIT SPROUTING.

4. IF A TREE OR TREES BECOME HAZARDOUS PRIOR TO BOND RELEASE FOR THE PROJECT, DUE TO STORM EVENTS OR OTHER SITUATIONS NOT RESULTING FROM AN ACTION BY THE PERMITEE, PRIOR TO REMOVAL, A CERTIFIED ARBORIST OR A LICENSED TREE EXPERT MUST CERTIFY THAT THE TREE OR THE PORTION OF THE TREE IN QUESTION HAS A POTENTIAL TO FALL AND STRIKE A STRUCTURE, PARKING AREA, OR OTHER HIGH USE AREA AND MAY RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE. IF A TREE OR PORTIONS THEREOF ARE IN IMMINENT DANGER OF STRIKING A STRUCTURE, PARKING AREA, OR OTHER HIGH USE AREA AND MAY RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE THEN THE CERTIFICATION IS NOT REQUIRED AND THE PERMITEE SHALL TAKE CORRECTIVE ACTION IMMEDIATELY. THE CONDITION OF THE AREA SHALL BE FULLY DOCUMENTED THROUGH PHOTOGRAPHS PRIOR TO CORRECTIVE ACTION BEING TAKEN. THE PHOTOS SHALL BE SUBMITTED TO THE INSPECTOR FOR DOCUMENTATION OF THE DAMAGE.

IF CORRECTIVE PRUNING MAY ALLEVIATE A HAZARDOUS CONDITION, THE CERTIFIED ARBORIST OR A LICENSED TREE EXPERT MAY PROCEED WITHOUT FURTHER AUTHORIZATION. THE PRUNING MUST BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE APPROPRIATE ANSI A-300 PRUNING STANDARDS. THE CONDITION OF THE AREA SHALL BE FULLY DOCUMENTED THROUGH PHOTOGRAPHS PRIOR TO CORRECTIVE ACTION BEING TAKEN. THE PHOTOS SHALL BE SUBMITTED TO THE INSPECTOR FOR DOCUMENTATION OF THE DAMAGE.

DEBRIS FROM THE TREE REMOVAL OR PRUNING THAT OCCURS WITHIN 35 FEET OF THE WOODLAND EDGE MAY BE REMOVED AND PROPERLY DISPOSED OF BY RECYCLING, CHIPPING OR OTHER ACCEPTABLE METHODS. ALL DEBRIS THAT IS MORE THAN 35 FEET FROM THE WOODLAND EDGE SHALL BE CUT UP TO ALLOW CONTACT WITH THE GROUND, THUS ENCOURAGING DECOMPOSITION. THE SMALLER MATERIALS SHALL BE PLACED INTO BRUSH PILES THAT WILL SERVE AS WILDLIFE HABITAT.

TREE WORK TO BE COMPLETED WITHIN A ROAD RIGHT-OF-WAY REQUIRES A PERMIT FROM THE MARYLAND DEPARTMENT OF NATURAL RESOURCES UNLESS THE TREE REMOVAL IS SHOWN WITHIN THE APPROVED LIMITS OF DISTURBANCE ON A TCP2. THE WORK IS REQUIRED TO BE CONDUCTED BY A LICENSED TREE EXPERT.

TREE PRESERVATION NOTES

a) ALL WOODLANDS DESIGNATED ON THIS PLAN FOR PRESERVATION ARE THE RESPONSIBILITY OF THE PROPERTY OWNER. THE WOODLAND AREAS SHALL REMAIN IN A NATURAL STATE. THIS INCLUDES THE CANOPY TREES AND UNDERSTORY VEGETATION. A REVISED TREE CONSERVATION PLAN IS REQUIRED PRIOR TO CLEARING WOODLAND AREAS THAT ARE NOT SPECIFICALLY IDENTIFIED TO BE CLEARED ON THE APPROVED TCP2.

b) TREE AND WOODLAND CONSERVATION METHODS SUCH AS ROOT PRUNING SHALL BE CONDUCTED AS NOTED ON THIS PLAN.

c) THE LOCATION OF ALL TEMPORARY TREE PROTECTION FENCING (TPFS) SHOWN ON THIS PLAN SHALL BE FLAGGED OR STAKED IN THE FIELD PRIOR TO THE PRE-CONSTRUCTION MEETING. UPON APPROVAL OF THE LOCATIONS BY THE COUNTY INSPECTOR, INSTALLATION OF THE TPFS MAY BEGIN.

d) ALL TEMPORARY TREE PROTECTION FENCING REQUIRED BY THIS PLAN SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF CLEARING AND GRADING OF THE SITE AND SHALL REMAIN IN PLACE UNTIL THE BOND IS RELEASED FOR THE PROJECT. FAILURE TO INSTALL AND MAINTAIN TEMPORARY OR PERMANENT TREE PROTECTIVE DEVICES IS A VIOLATION OF THIS TCP2.

e) WOODLAND PRESERVATION AREAS SHALL BE POSTED WITH SIGNAGE AS SHOWN ON THE PLANS AT THE SAME TIME AS THE TEMPORARY TPF INSTALLATION. THESE SIGNS MUST REMAIN IN PERPETUITY. REMOVAL OF HAZARDOUS TREES OR LIMBS BY DEVELOPERS OR BUILDERS

f) THE DEVELOPER AND/OR BUILDER IS RESPONSIBLE FOR THE COMPLETE PRESERVATION OF ALL FORESTED AREAS SHOWN ON THE APPROVED PLAN TO REMAIN UNDISTURBED. ONLY TREES OR PARTS THEREOF DESIGNATED BY THE COUNTY AS DEAD, DYING, OR HAZARDOUS MAY BE REMOVED.

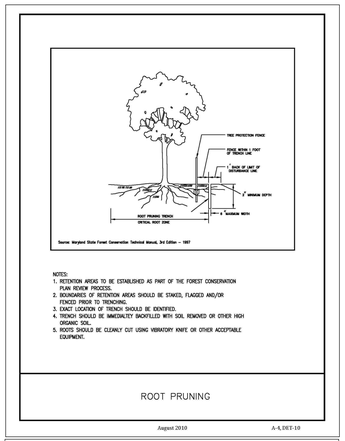
g) A TREE IS CONSIDERED HAZARDOUS IF A CONDITION IS PRESENT WHICH LEADS A CERTIFIED ARBORIST OR LICENSED TREE EXPERT TO BELIEVE THAT THE TREE OR A PORTION OF THE TREE HAS A POTENTIAL TO FALL AND STRIKE A STRUCTURE, PARKING AREA, OR OTHER HIGH USE AREA AND RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE.

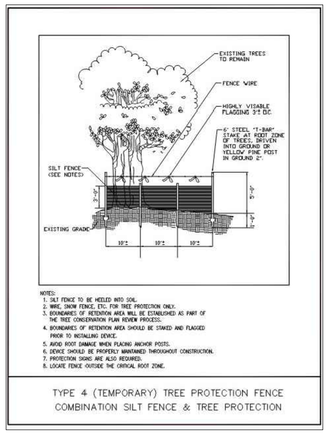
h) DURING THE INITIAL STAGES OF CLEARING AND GRADING, IF HAZARDOUS TREES ARE PRESENT, OR TREES ARE PRESENT THAT ARE NOT HAZARDOUS BUT ARE LEANING INTO THE DISTURBED AREA, THE PERMITEE SHALL REMOVE SAID TREES USING A CHAIN SAW. CORRECTIVE MEASURES REQUIRING THE REMOVAL OF THE HAZARDOUS TREE OR PORTIONS THEREOF SHALL REQUIRE AUTHORIZATION BY THE COUNTY INSPECTOR. ONLY AFTER APPROVAL BY THE INSPECTOR MAY THE TREE BE CUT BY CHAINSAW TO NEAR THE EXISTING GROUND LEVEL. THE STUMP SHALL NOT BE REMOVED OR COVERED WITH SOIL, MULCH OR OTHER MATERIALS THAT WOULD INHIBIT SPROUTING.

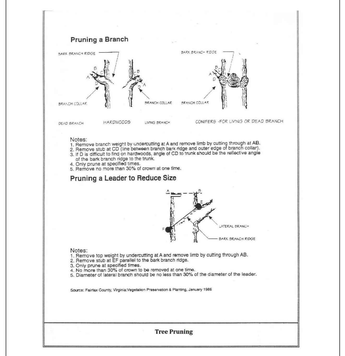
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TREE WORK TO BE COMPLETED WITHIN A ROAD RIGHT-OF-WAY REQUIRES A PERMIT FROM THE MARYLAND DEPARTMENT OF NATURAL RESOURCES UNLESS THE TREE REMOVAL IS SHOWN WITHIN THE APPROVED LIMITS OF DISTURBANCE ON A TCP2. THE WORK IS REQUIRED TO BE CONDUCTED BY A LICENSED TREE EXPERT.







NOTE: PLEASE SEE THE LANDSCAPE PLAN FOR LANDSCAPE AND STREET TREE PLANTING DETAILS.

OFF-SITE WOODLAND CONSERVATION NOTES

PRIOR TO THE ISSUANCE OF THE FIRST BUILDING PERMIT FOR THE DEVELOPMENT SHOWN ON THIS TCP2, ALL OFF-SITE WOODLAND CONSERVATION REQUIRED BY THIS PLAN SHALL BE IDENTIFIED ON AN APPROVED TCP2 PLAN AND RECORDED AS AN OFF-SITE EASEMENT IN THE LAND RECORDS OF PRINCE GEORGE'S COUNTY. PROOF OF RECORDATION OF THE OFF-SITE CONSERVATION SHALL BE PROVIDED TO M-NCPPC, PLANNING DEPARTMENT PROOR TO ISSUANCE OF ANY PERMIT FOR THE ASSOCIATED PLAN.

FEE-IN-LIEU NOTES

IN THE EVENT THAT OFFSITE MITIGATION BANKING IS NOT AVAILABLE, THE WOODLAND CONSERVATION REQUIREMENT WILL BE SATISFIED WITH FEE-IN-LIEU. ALL REQUIRED FEE-IN-LIEU PAYMENTS SHALL BE MADE TO THE WOODLAND CONSERVATION FUND. PROOF OF DEPOSIT SHALL BE PROVIDED PRIOR TO ISSUANCE OF ANY PERMITS RELATED TO THE TCP2 UNLESS THE PROJECT IS PHASED. PHASED PROJECTS SHALL PAY THE FEE-IN-LIEU AMOUNT FOR EACH PHASE PRIOR TO THE ISSUANCE OF ANY PERMIT FOR THAT PHASE AND SHOWN IN THE FEE-IN-LIEU BREAKDOWN ON THIS TCP2.

STANDARD INVASIVE PLANT REMOVAL NOTES:

A. INVASIVE PLANT REMOVAL SHALL BE COMPLETED PRIOR TO OCCUPANCY PERMIT (INSERT TIMING MECHANISM) AND CONFORM TO THE RECOMMENDATIONS OF THE INVASIVE PLANT REMOVAL PLAN SHOWN HEREON.

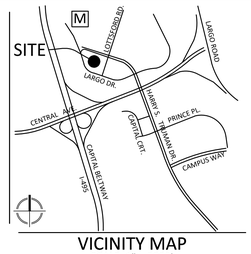
B. THE REMOVAL OF NOXIOUS, INVASIVE, AND NON-NATIVES PLANT SPECIES SHALL BE DONE WITH THE USE OF HAND-HELD EQUIPMENT ONLY SUCH AS PRUNERS OR A CHAIN SAW. THESE PLANTS MAY BE CUT NEAR THE GROUND AND THE MATERIAL LESS THAN TWO INCHES DIAMETER MAY BE REMOVED FROM THE AREA AND DISPOSED OF APPROPRIATELY. ALL MATERIAL FROM THESE NOXIOUS, INVASIVE, AND NON-NATIVE PLANTS GREATER THAN TWO (2) INCHES DIAMETER SHALL BE CUT TO ALLOW CONTACT WITH THE GROUND, THUS ENCOURAGING DECOMPOSITION.

C. THE USE OF BROADCAST SPRAYING OF HERBICIDES IS NOT PERMITTED. HOWEVER, THE USE OF HERBICIDES TO DISCOURAGE RE-SPROUTING OF INVASIVE, NOXIOUS, OR NON-NATIVE PLANTS IS PERMITTED IF DONE AS AN APPLICATION OF THE CHEMICAL DIRECTLY TO THE CUT STUMP IMMEDIATELY FOLLOWING CUTTING OF PLANT TOPS. THE USE OF ANY HERBICIDE SHALL BE DONE IN ACCORDANCE WITH THE LABEL INSTRUCTIONS AND BE APPLIED BY A CERTIFIED PESTICIDE APPLICATOR.

D. AREAS OF PRESERVED CANOPY THAT MAY BE IMPACTED, DUE TO INVASIVE REMOVAL, WILL BE SUPPLEMENTED WITH NEW PLANTING. SEE REPLACEMENT TREE PLANTING SCHEDULE ON THIS PLAN.

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.



VICINITY MAP
SCALE: 1" = 2000'

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com

Our Site Set on the Future.

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SUITE 213
JERSEY CITY, NJ 07306
850.562.1100
CHARLES E. FRAZIER, JR
charles@gatewayMB.com

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NICHOLAS HILL
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TRAFFIC CONSULTANT
THE TRAFFIC GROUP, INC.
9900 FRANKLIN SQUARE DRIVE
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wguckert@trafficgroup.com

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GIBBS & HALLER
1300 CARAWAY COURT
UPPER MARLBORO, MD 20774
301.306.0033
THOMAS H. HALLER
thaller@gibbshaller.com

REVISIONS	DATE

LARGO CENTRE WEST
13TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08
TAX MAP:067 D3

M-NCPPC
DSP-2026-0009

TREE CONSERVATION PLAN - TYPE 2 NOTES AND DETAILS

PROFESSIONAL SEAL

STATE OF MARYLAND · JOSHUA SLOAN · No. 3776 · LANDSCAPE ARCHITECT

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.
NAME: JOSHUA SLOAN, RLA, ASLA
LICENSE NUMBER: 3776
EXPIRATION DATE: MAY 13, 2026

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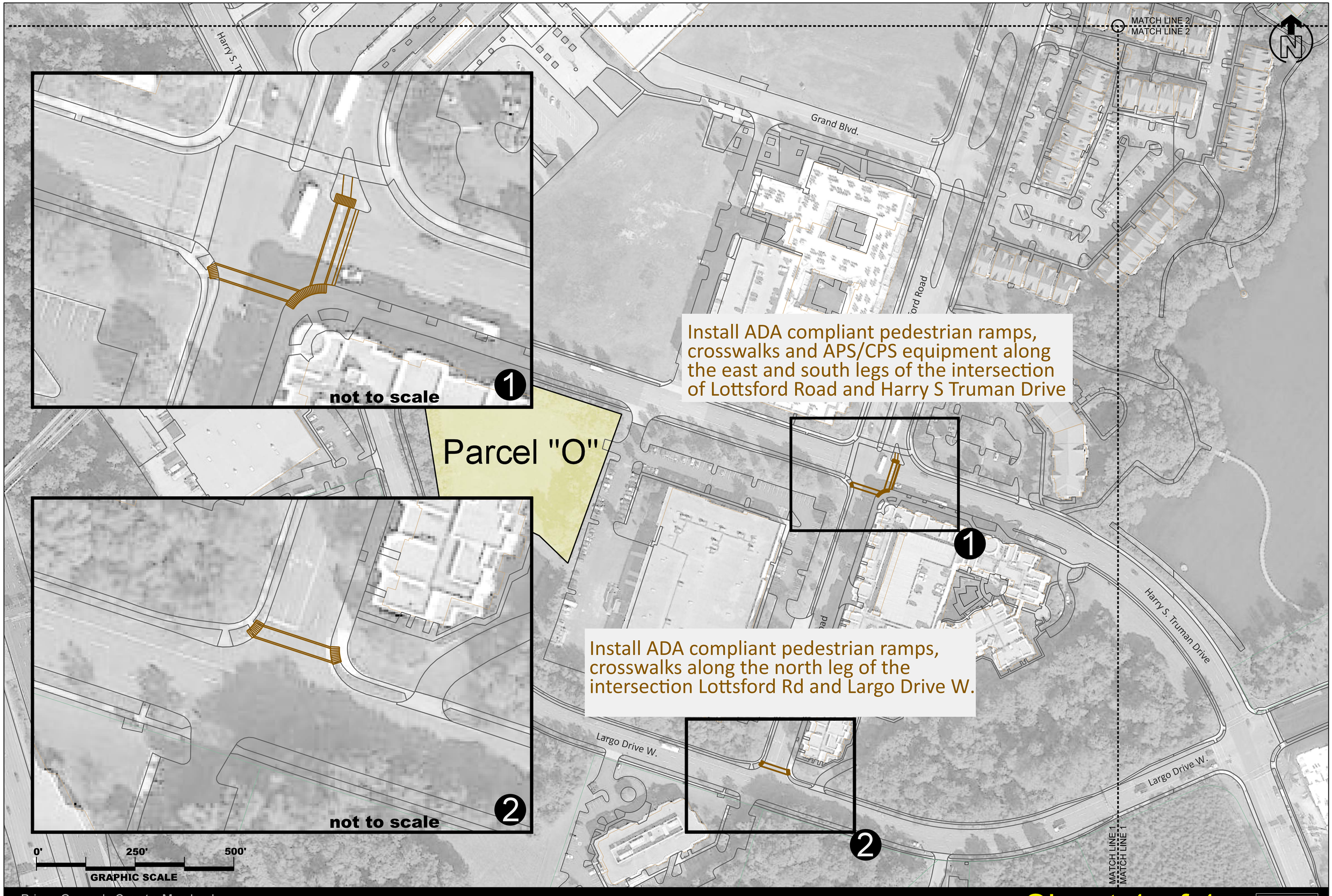
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DRAWN BY: SG
DESIGNED BY: JS
DATE ISSUED: 05/01/2026
VIKA PROJECT 50556A
DRAWING NO. TCP2-300
SHEET NO.

Prince George's County Planning Department, MNCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPROVAL
TCP2-2026-0030

TCP 2 No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
							N/A

I:\50556\01-00\00\50556_CADD\CIVIL\PLOT SHEETS\50556_TCP2_NOTES.dwg - Tuesday, April 28, 2026 9:01:01 PM



Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 1 of 1

ADA Compliance

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Medical Center Drive

Lottsford Road

Medical Center Drive

Apollo Drive

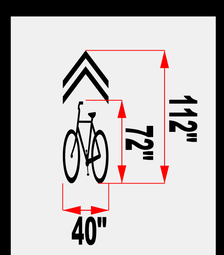
Medical Center Drive

Largo Center Drive

Arena Drive

Landover Road

Largo Center Drive



Shared Lane: A roadway lane which is open to both bicycle and motor vehicle travel, without assigned space for each .

Sharrows to be installed a minimum of 4 ft from the face of curb or roadway edgeto the center of the sharrow marking

MATCH LINE 2
MATCH LINE 2

0' 250' 500'
GRAPHIC SCALE

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 1 of 3

Bicycle Compatibility

Pavement Markings: SHARROWS

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Aerial images ©Google Maps and ©Google Street View 2021

Harry S. Truman Drive

Grand Blvd.

Lottsford Road

MATCH LINE 2
MATCH LINE 2

Parcel "O"

Lottsford Road

Largo Drive W.

Harry S. Truman Drive

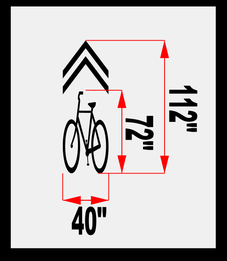
Largo Drive W.

MATCH LINE 1
MATCH LINE 1

250'

500'

GRAPHIC SCALE



Shared Lane: A roadway lane which is open to both bicycle and motor vehicle travel, without assigned space for each .

Sharrows to be installed a minimum of 4 ft from the face of curb or roadway edgeto the center of the sharrow marking

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 2 of 3

Bicycle Compatibility

Pavement Markings: SHARROWS

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MATCH LINE 2
MATCH LINE 2

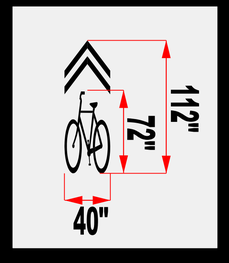
Largo Center Drive

Harry S. Truman Drive

Largo Center Drive

Largo Drive W.

MATCH LINE 1
MATCH LINE 1



Shared Lane: A roadway lane which is open to both bicycle and motor vehicle travel, without assigned space for each .

Sharrows to be installed a minimum of 4 ft from the face of curb or roadway edgeto the center of the sharrow marking

0' 250' 500'
GRAPHIC SCALE

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 3 of 3

Bicycle Compatibility

Pavement Markings: SHARROWS

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Medical Center Drive

Medical Center Drive

Apollo Drive

Arena Drive

Medical Center Drive

Landover Road

Lottsford Road

Largo Center Drive

Largo Center Drive

= MAY USE FULL LANE

R4-1 (30"x30")
Black on White

BIKE ROUTE

D11-1 (24"x30")
White on Green

= Largo Town Center Metro
Boulevard at the Capital Centre
Hospital

D1-2 (VAR"x30")
White on Green

MATCH LINE 2
MATCH LINE 2

0' 250' 500'
GRAPHIC SCALE

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

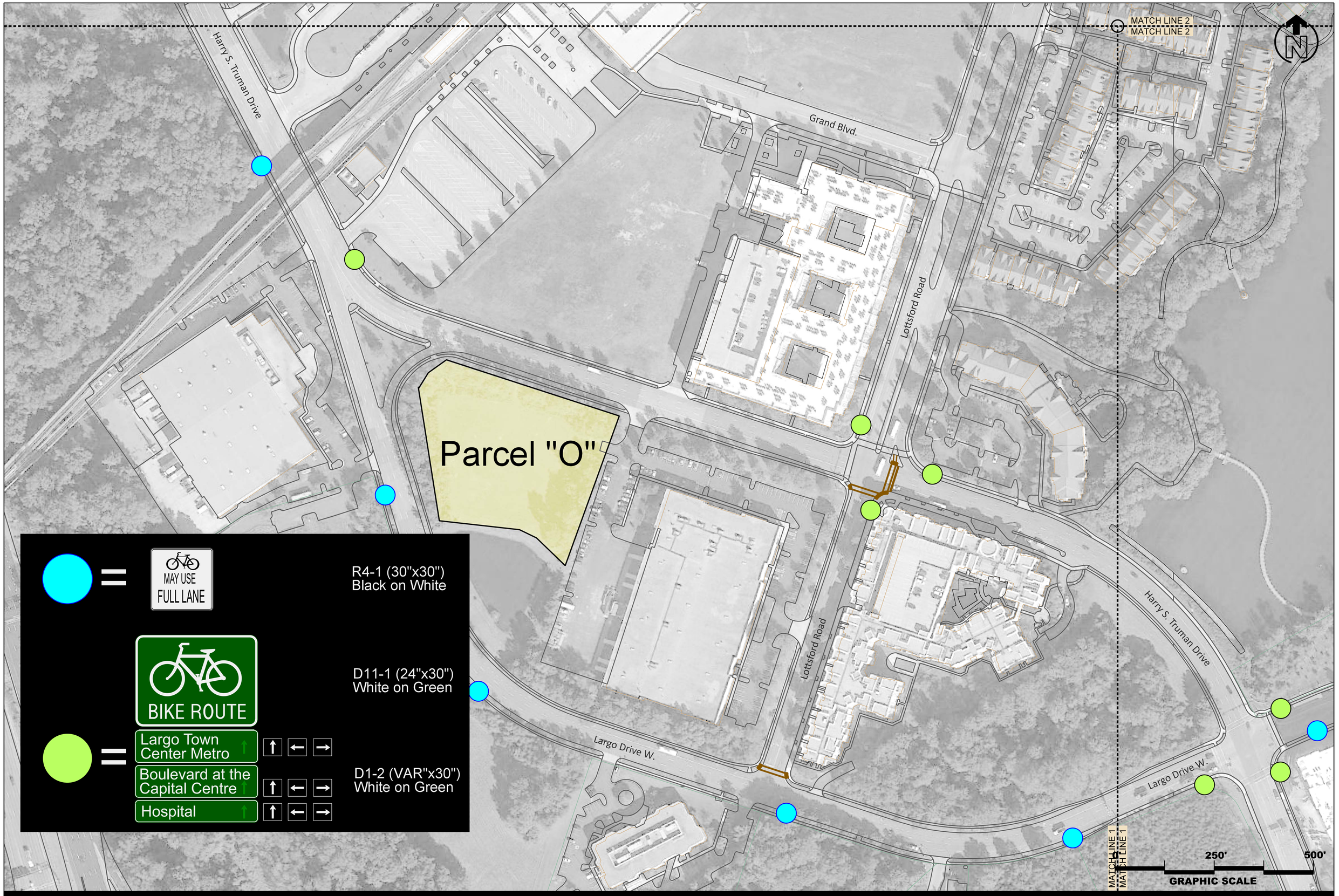
Sheet 1 of 3

Bicycle Compatibility

Pavement Markings: SIGNAGE

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Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 2 of 3

Bicycle Compatibility

Pavement Markings: SIGNAGE

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MATCH LINE 2
MATCH LINE 2

Largo Center Drive

Harry S. Truman Drive

Largo Center Drive

Largo Drive W.

MATCH LINE 1
MATCH LINE 1

= MAY USE FULL LANE — R4-1 (30"x30") Black on White

= BIKE ROUTE — D11-1 (24"x30") White on Green

= Largo Town Center Metro
Boulevard at the Capital Centre
Hospital — D1-2 (VAR"x30") White on Green

0' 250' 500'
GRAPHIC SCALE

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 3 of 3

Bicycle Compatibility

Pavement Markings: SIGNAGE

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Medical Center Drive

Medical Center Drive

Lottsford Road

Apollo Drive

Medical Center Drive

Arena Drive

Landover Road

Largo Center Drive

Largo Center Drive

N

Existing Bus Stop

Install a bus sitting wall with concrete base foundation and pole mounted trash can (Limited R.O.W.?)

Install a bus sitting wall with concrete base foundation and pole mounted trash can

MATCH LINE 2
MATCH LINE 2

0' 250' 500'
GRAPHIC SCALE

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 1 of 3

Transit Stops

Bus Sitting Walls Trash Receptacles

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Aerial images ©Google Maps and ©Google Street View 2021

MATCH LINE 2
MATCH LINE 2

Harry S. Truman Drive

Grand Blvd.

Lottsford Road

Parcel "O"

Lottsford Road

Largo Drive W.

Harry S. Truman Drive

Largo Drive W.

MATCH LINE 1
MATCH LINE 1

250'
500'
GRAPHIC SCALE

= Existing Bus Stop

= Install a bus sitting wall with concrete base foundation and pole mounted trash can (Limited R.O.W.?)

= Install a bus sitting wall with concrete base foundation and pole mounted trash can

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 2 of 3

Transit Stops

Bus Sitting Walls Trash Receptacles

The Traffic Group®
www.trafficgroup.com

Aerial images ©Google Maps and ©Google Street View 2021

MATCH LINE 2
MATCH LINE 2

Largo Center Drive

Harry S. Truman Drive

Largo Center Drive

Largo Drive W.

MATCH LINE 1
MATCH LINE 1

= Existing Bus Stop

= Install a bus sitting wall with concrete base foundation and pole mounted trash can (Limited R.O.W.?)

= Install a bus sitting wall with concrete base foundation and pole mounted trash can

0' 250' 500'
GRAPHIC SCALE

Prince George's County, Maryland

Largo Town Center

Parcel "O" BPIS

Sheet 3 of 3

Transit Stops

Bus Sitting Walls Trash Receptacles

The Traffic Group®
www.trafficgroup.com

Aerial images ©Google Maps and ©Google Street View 2021

Medical Center Drive

Lottsford Road

Apollo Drive

Arena Drive

Largo Center Drive

Landover Road

MATCH LINE 2
MATCH LINE 2

Harry S. Truman Drive

Grand Blvd.

Parcel "O"

Largo Drive W.

MATCH LINE 1
MATCH LINE 1

Phoenix Noise & Vibration, LLC
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14 April 2022

9300 Largo Drive West
Phase I & II Noise Analysis

Prince George's County, Maryland

Report No. 220329
Project No. GMB2201

For: Gateway Merchant Banking

By: Kody Snow

Acoustical Engineering Solutions.

1 EXECUTIVE SUMMARY

Phoenix Noise & Vibration has conducted an analysis of transportation noise impact upon the proposed multifamily building located at 9300 Largo Drive West in Prince George's County, Maryland. This analysis accounted for noise impact from Harry S Truman Drive, Largo Drive West, Interstate 95/495 and associated entrance and exit ramps, and the Metro railway northwest of the site, and included:

- On-site 24-hour noise level measurements.
- Computer modeling.
- Determination of future noise levels.

Noise impact throughout 9300 Largo Drive West will vary with height; therefore, impact has been presented at the ground level (5 feet above grade), upper level (25 feet above grade), and across the facades of the future building to show how the noise level changes with height. Impact is presented in varying colors indicating the future transportation noise level. Noise levels at both the ground and upper level have been calculated throughout the site under existing and future site conditions. The noise levels presented are due only to nearby transportation sources and do not account for noise from other sources such as construction, mechanical noise, environmental noise, etc.

This analysis presents both unmitigated and mitigated noise levels throughout the site. Unmitigated existing noise levels are a representation of the existing transportation noise levels throughout the site without any site changes, i.e., the current noise levels at the site. Alternatively, unmitigated future noise levels are the projected noise levels (i.e. twenty years into the future) with grading changes to the site but no proposed multifamily building. The projection accounts for increases in traffic volumes on the surrounding roadways. Mitigated future noise levels present the noise propagation throughout the site with the presence of the proposed multifamily building. Due to the presence of the building, noise levels in some areas of the site may decrease because of shielding provided by the future building. The mitigated future noise levels are most representative of future site conditions after complete build-out.

According to Prince George's County's transportation noise requirements, proposed residential developments exposed to transportation noise levels above 65 dBA Ldn require further analysis and potential mitigation to reduce impact upon at-grade outdoor activity areas and interior spaces to 65 and 45 dBA Ldn. The analysis has determined that future ground level noise levels will be below 65 dBA Ldn within the building's amenity courtyard (plan north courtyard). Mitigation of transportation noise levels will not be required for the outdoor activity area.

The future multifamily building will be exposed to noise levels above 65 dBA Ldn, with a maximum impact of 72 dBA Ldn upon the building's plan north and east facing elevations. Depending on the noise level specific to each unit, impacted residential units will require upgraded windows and patio doors with ratings of up to 33 and 30 STC, respectively, to maintain interior noise levels below the 45 dBA Ldn limit. If the specified windows and doors are

implemented in the locations indicated, interior noise levels throughout the multifamily building will be below Prince George's County's interior noise level limit.

All other living units, including levels 1-6 of the north and south courtyards and a portion of the plan south elevation, will either not be exposed to noise levels above 65 dBA Ldn or will be exposed to noise levels only slightly above 65 dBA Ldn, such that the planned construction (i.e. windows and patio doors with a minimum rating of 26 STC) will be capable of maintaining the interior noise limit without modification. In other words, the proposed standard building construction may be used for these units to maintain the required 45 dBA Ldn limit.

2 NOISE TERMINOLOGY

2.1 dB vs. dBA

While the standard unit of measurement for sound is the decibel (dB), discussions of noise impacting the human ear use "dBA." The "A" refers to a frequency weighting network used to simulate the human ear's unequal sensitivity to different frequencies. The A-weighted noise level is therefore more representative of a human's perception of a noise environment than the unweighted overall noise level in dB and is currently used in most all environmental noise studies.

2.2 Ldn

The day-night average noise level, or Ldn, is the equivalent sound pressure level averaged over a 24-hour period, obtained by adding 10 dB to sound pressure levels measured from 10:00 p.m. to 7:00 a.m. This 10 dB "penalty" accounts for the added sensitivity caused by noise generated during the nighttime hours. The Ldn is sometimes referred to as the "DNL," however, both terms represent the same quantity.

The Ldn is NOT a measurement of the instantaneous noise level. It is very possible to have several short term events (tractor trailer, emergency vehicle siren, car horn, etc.) which generate a relatively high noise level (e.g. 85 dBA) during a given time period, yet have a more moderate overall Ldn value (e.g. 65 dBA Ldn).

2.3 Summing Noise Levels

Noise levels from multiple sources do not add arithmetically; i.e. when two noise sources generate 60 dB individually, they do not produce 120 dB when combined. Noise levels are measured using a logarithmic scale; therefore, they must be summed logarithmically. In the decibel scale, two identical, non-coherent noise sources having the same noise level produce a 3 dB increase above the condition of one source alone (i.e. two 80 dB lawnmowers running at the same time generates 83 dB).

Similarly, two different noise sources with a difference of 10 dB in their individual levels results in no measurable increase in noise when they are combined. Put another way, the quieter noise source does not increase the overall noise generated by the louder source; i.e. adding an 80 dB lawnmower into a noise environment where a 90 dB lawnmower is already running does not increase the noise level above 90 dB.

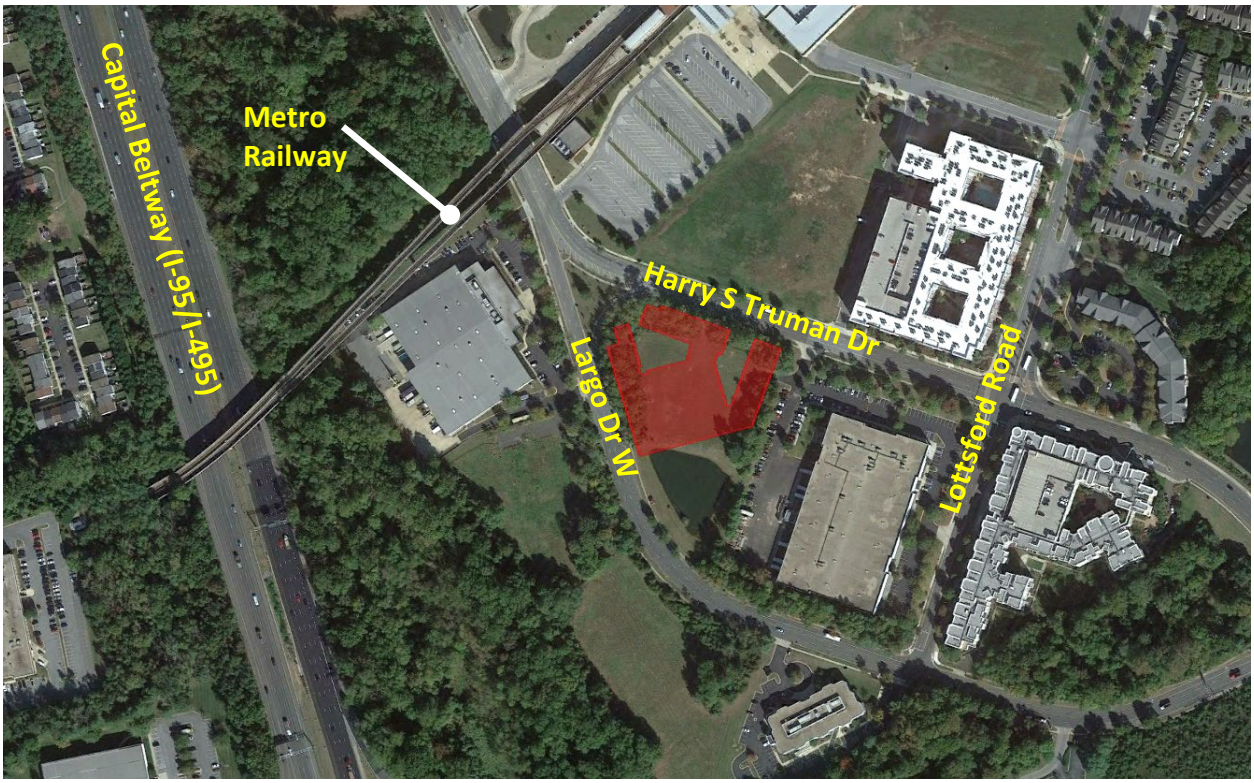
3 NOISE LIMITS

Prince George's County does not have specific regulations in regard to the evaluation of transportation noise impact upon residential dwellings; however, there are noise limits which have been traditionally used. These limits are that proposed residential developments exposed to transportation noise levels above 65 dBA Ldn require further analysis and potential mitigation to reduce impact upon at-grade outdoor activity areas and interior spaces to 65 and 45 dBA Ldn, respectively. In some special cases, alternative methods of analysis have been accepted, especially with regards to noise levels in outdoor activity areas.

4 SITE DESCRIPTION

9300 Largo Drive West (shown in Figure 1) is located between Harry S Truman Drive and Largo Drive West. Both roadways travel in one-direction in the vicinity of the site, and both consist of three travel lanes. The site is also located east of I-95/I-495 (consisting of four travel lanes in each direction) and I-95/I-495 entrance and exit ramps (composed of two travel lanes in each direction).

Figure 1: Existing site and surroundings with future 9300 Largo Drive West building shaded in red. Aerial image from Google Earth, dated 2022.



5 NOISE MEASUREMENTS

On March 15-16, 2022, Phoenix Noise & Vibration conducted an on-site noise measurement survey to determine existing transportation noise levels throughout the site. This involved continuous noise level measurements and monitoring for one 24-hour period. Measurements were made using four Norsonic Type 139 Precision Integrating Sound Level Meters. All meters were calibrated prior to the survey traceable to National Institute of Standards and Technology (NIST). Each meter meets the ANSI S1.4 standard for Type 1 sound level meters.

During the 24-hour measurement period, noise levels were recorded and averaged over five-minute time intervals. Noise measurements were then used to calculate the site's 24-hour average day-night noise level (Ldn), which includes the 10 dBA penalty for noise levels measured during nighttime hours.

Noise level measurements were made at the locations shown on Drawing 1 of Appendix A. Measurements were made at 5 feet ("ground level", GL) and 25 feet ("upper level", UL) above existing grade to account for the noise level as it varies with height above the ground. Measurement results are presented in Table 1.

Table 1: 24-hour noise measurement results.

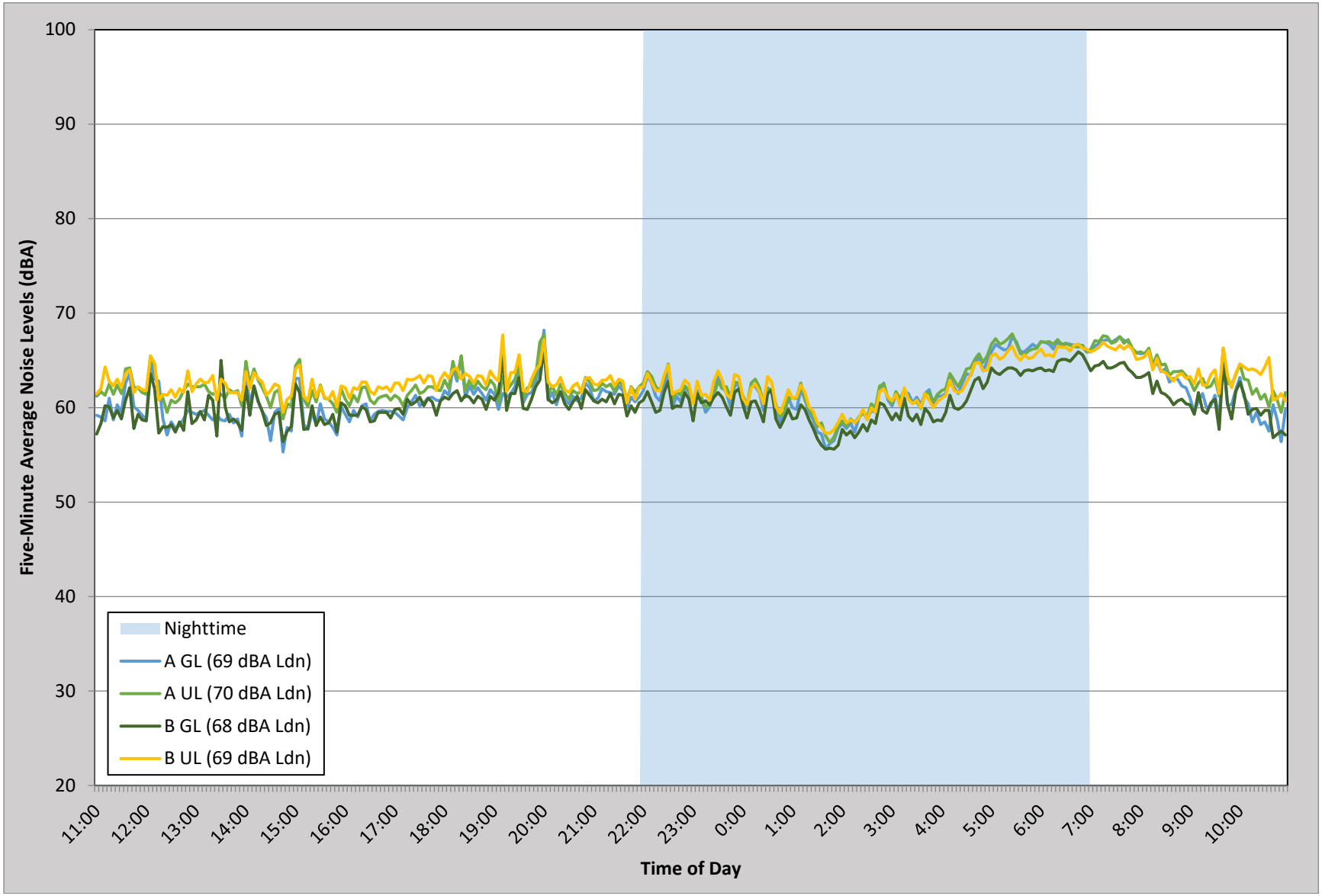
Measurement Location	Height Above Existing Grade (feet)	Measured Noise Level (dBA Ldn)
A	GL (5 ft)	69
	UL (25 ft)	70
B	GL (5 ft)	68
	UL (25 ft)	69

Figure 2 presents the measurement results graphically, showing the noise level as measured in five-minute increments throughout the 24-hour measurement period. Figure 2 indicates the actual measured values over the 24-hour period. While the 10 dBA nighttime penalty is not shown graphically, it was included in the Ldn calculations.

Note that some of the measurement locations contain isolated instances during the 24-hour measurement period at which the noise level appears inconsistent with the rest of the noise profile (i.e. peaks, spikes, or dips in the graph). These inconsistencies were due to extraneous noise occurrences, such as emergency sirens, temporary traffic congestion, and airplane and helicopter flyovers. These short-term events, while producing a relatively high or low instantaneous noise level (and which may have a significant impact on the five-minute average), generally have a less significant effect on the overall, 24-hour Ldn value. However, they may be disruptive and audible within occupied spaces.

As seen by the data presented within the figure, the noise level remains relatively consistent at the site from 11:00 AM (3/15) until approximately 4:00 AM (3/16) and then increases over a five-hour period. This increase in noise level is likely attributed to morning commuter traffic on the surrounding roadways. Due to this traffic occurring prior to 7:00 AM, it has a bigger influence in the Ldn level at the site.

Figure 2: Five-minute average noise levels recorded during 24-hour noise survey.



6 NOISE IMPACT ANALYSIS

Roadway noise impact upon the site was determined by developing a computer model using the CadnaA software program, a three-dimensional noise propagation model capable of determining the noise level impact from multiple noise sources across vertical and horizontal surfaces while accounting for factors such as topography, buildings, surface reflections, roadway data (traffic volumes, speeds, and vehicle classifications, etc.), and railway data. Noise levels can be presented either in spot locations or as noise contours of equal value throughout a defined surface area.

6.1 Existing Model

An existing model was developed to simulate the existing site and its surroundings using information provided on the existing site plan,[1] Prince George's County GIS data, and data collected during the 24-hour measurement survey. All existing topography, roadway alignments, railway alignments, and buildings were used to develop the existing model. Roadway noise levels were calibrated using the on-site noise measurements by adjusting the modeled input until the modeled noise level output matched the measured values.

Existing ground and upper level noise contours calculated throughout the site are shown on Drawings 2 and 3 of Appendix A, respectively.

6.2 Future Model

A future model was developed by altering the calibrated existing model to include projected roadway data and the future site topography.[1] Currently there are no plans to alter any of the surrounding roadways; therefore, the existing roadway alignments were used in developing the future model. Note that the future noise levels throughout the site were calculated with and without the proposed multifamily building.

6.3 Roadway Data

Existing average annual weekday traffic (AAWDT) volumes and nighttime percentages for Harry S Truman Drive, Largo Drive West, I-95/495 and associated northbound on-ramp from Central Avenue were based upon the most recent data published by the Maryland Department of Transportation State Highway Administration (MDOT SHA). Truck percentages for Harry S Truman Drive and Largo Drive West, as well as the nighttime percentage for Largo Drive West were based upon traffic counts collected during the noise measurement survey and were used to calibrate the existing model. For the future model, the MDOT SHA does not typically provide future traffic data; therefore, a conservative, 2% increase in traffic compounded annually until 2042 was assumed.[2] All necessary traffic data for all roadways in the vicinity of the site are provided in Table 2.

[1] Provided by Vika Maryland, LLC on March 9, 2022.

[2] Prince George's County typically requires that roadway noise impact studies be conducted using the projected traffic volumes 20 years from the date of the study.

Table 2: Traffic data used in the analysis.

Traffic Data	Harry S Truman Dr	Largo Drive West	I-95/I-495 SB	I-95/I-495 NB	I-95/I-495 NB Ent. Ramp
2021 AAWDT	6,094	3,400	100,688	99,771	7,334
2042 AAWDT	9,236	5,052	152,609	151,220	11,116
Truck Percentage	12%[A]	6%[A]	11%	11%	6%
Nighttime Percentage	11%	13%[A]	17%	18%	18%
Speed Limit (mph)	30	30	55	55	40

Table 2 Notes:

A. Data presented is based upon traffic counts made during the 24-hour noise measurement survey.

6.4 Future Noise Impact

The future model calculated future roadway noise impact throughout the site at both the ground (5 feet above ground) and upper (25 feet above ground) levels. The future unmitigated noise contours at the ground and upper level are presented on Drawings 4 and 5 of Appendix A, respectively, and the future mitigated noise contours at the ground and upper level are presented on Drawings 6 and 7 of Appendix A, respectively. Drawing 8 of Appendix A presents future transportation noise levels across the facades of the proposed multifamily building.

As shown on Drawing 6, future transportation noise impact at the ground level will be below 65 dBA Ldn within the amenity courtyard of the building. Therefore, mitigation of the outdoor activity area is not required to comply with the 65 dBA Ldn requirement.

As shown on Drawing 8, except for some living units located within the two courtyards and along the plan south elevation, future transportation noise impact upon all other elevations of the future multifamily building will be above 65 dBA Ldn. Drawing 8 shows future transportation noise impact upon all elevations of the future multifamily building, which is also summarized below in Table 3.

Table 3: Future (year 2042) noise impact upon all multifamily building elevations.

Multifamily Building Elevation (Plan Direction)	Future Noise Impact (dBA Ldn)
East	**70-72**
South	63-**69**
West	**67-69**
North	**68-72**
North Courtyard (Amenity)	55-**69**
South Courtyard (Parking)	51-**70**

Table 3 Notes:

- Numbers in **BOLD RED** indicate future noise impact of 65 dBA Ldn and above.

Regarding Drawing 8 and Table 3, note the following with respect to noise impact upon the proposed multifamily building:

1. All living units on the plan north, east, and west elevations, as well as some units on the other elevations will be exposed to roadway noise levels above 65 dBA Ldn. As a result, additional analysis will be required to determine whether the proposed building construction will be capable of maintaining interior noise levels below the required 45 dBA Ldn limit (see Section 7.2 – Interior Noise Levels, which follows).

2. All remaining living units (primarily those on the courtyard and south elevations) will not be exposed to future transportation noise levels above 65 dBA Ldn, therefore no additional analysis or mitigation will be required for these living units.

7 MITIGATION

When a residential structure is impacted by transportation noise levels which exceed a governing threshold (65 dBA Ldn), further analysis (a "building shell analysis") is required to determine if proposed building structures will be capable of reducing exterior noise levels to the required interior level of 45 dBA Ldn, as required by Prince George's County's requirements for residential development. Furthermore, noise levels within outdoor activity areas must be maintained below 65 dBA Ldn.

7.1 Outdoor Noise Levels

Drawing 6 of Appendix A shows that noise levels within the building's amenity courtyard will be below 65 dBA Ldn. Mitigation of the outdoor activity area will not be required to maintain noise levels below 45 dBA Ldn within the outdoor area.

7.2 Interior Noise Levels

7.2.1 Building Shell Analysis

A building shell analysis calculates the noise reduction provided by an exterior building partition (i.e. the composite assembly of the wall and any windows and doors) and the resulting interior noise level when impacted by a specific exterior noise level. The noise reduction provided by an exterior partition is dependent upon the surface area each building element composing the partition occupies and the STC rating[3] of the individual elements.

STC ratings apply to one individual element. The composite STC rating is the overall STC rating of a partition with multiple elements (e.g. a wall with a window) and is usually controlled by the building element with the lowest individual STC rating. In residential construction, this is almost always the glass (windows and doors); therefore, the percentage of the exterior wall occupied by glass becomes critical. This also means the amount of outdoor noise heard inside a residence is primarily dependent on the glass percentage and STC rating, not the wall STC rating.

A floor-by-floor building shell analysis was completed for the various unit types throughout the multifamily building. The analysis was conducted using the exterior noise level specific to each residential unit (as determined by the computer model) and each room's interior dimensions, exterior wall, window, and balcony door dimensions, and exterior wall finish. Using the architectural information available at this time,[4] window and door STC ratings were adjusted until the interior noise level in each room was below 45 dBA Ldn.

7.2.2 STC Ratings

The exterior noise impact upon each residential unit was first evaluated using the assumed standard building construction (shown in Table 4) to determine if modifications (increased window and/or door STC ratings, exterior wall construction) will be required to maintain interior noise levels below 45 dBA Ldn. Window and door STC ratings were assumed to be rated at 26

[3] The Sound Transmission Class (STC) rating is a single number value which indicates a building element's (wall, window, door, roof, etc.) ability to reduce noise transmission from one side of the element to the other.

[4] Largo Town Centre W. Parcel, 100% Design Development set dated April 8, 2028, by Niles Bolton Associates.

STC, as this is typically the standard minimum rating offered by most window and door suppliers.

If the proposed standard building construction was incapable of reducing exterior noise impact to the interior limit, window and door STC ratings were increased accordingly until the required interior noise level was achieved.

Table 4: Proposed standard building construction for 9300 Largo Drive West.

Building Element ..... **STC Rating**
Exterior Walls • **Fiber Cement** ..... **(est.) 43 STC** Partition construction: 5/16" fiber cement panel, exterior OSB sheathing, 2"x4" wood studs or 3-5/8" metal framing studs spaced 16" o.c., 3-1/2" batt insulation, one layer (1-hr fire rating) or two layers (2-hr fire rating) of 5/8" gypsum board • **Brick** ..... **(est.) 55 STC** Partition construction: 4" brick veneer, 2" air space, 5/8" gypsum sheathing, 2"x4" wood or 3-5/8" metal framing studs spaced 16" o.c., 3-1/2" batt insulation, one layer (1-hr fire rating) or two layers (2-hr fire rating) of 5/8" gypsum board
Operating & Fixed Windows ..... **26 STC**
Balcony Doors ..... **26 STC**

7.2.3 Building Construction Requirements

Minimum window (operating and fixed) and door STC rating requirements (where necessary) for the mixed-use residential building are presented by elevation (using the Niles Bolton Associates building elevations) on Drawing AC3.001, AC3.002, AC3.101 and AC3.102 of Appendix B. The varying colors shown on the elevations correspond to the window/door requirements necessary to maintain interior noise levels below the 45 dBA Ldn limit. In particular, note the following:

1. Unless noted with a higher STC rating requirement, a typical standard residential window/door (usually rated at 26 STC) can be used.

2. The highest window rating of 33 STC is required for units along the plan north, west, south, and east elevations. The exterior of these units will be exposed to the highest noise levels due to the proximity to the roadways and are composed with a larger percentage of glass.

3. STC ratings apply to the entire window/door unit; i.e. the installed window/door assembly, including all framing elements, hardware, mullions, and glazing (operating and fixed), must achieve the specified STC rating.

4. The variety of STC ratings (26, 28, 30, 32, and 33). Typically, such a detailed range of STC ratings is not available from a window/door supplier. Instead, suppliers can offer only a few STC ratings within a particular window/door product series. In this case, any window/door that requires an in-between rating must be increased to the next highest

available rating. For example, if a rating of 28 STC is specified and ratings of only 26 and 30 STC are available, the window/door with a 28 STC rating would need to be increased to 30 STC.

It is not expected that a window/door supplier be able to exactly match the STC rating requirements shown on the drawings. These are minimum requirements presented as a guide to the architect or builder when selecting a window/door product series. Calculating minimum STC ratings specific to each room reduces the amount of "overbuilding" (i.e. installing windows/doors with unnecessarily high STC ratings), thereby reducing overall window/door costs.

5. Not all windows and doors perform the same, two windows or doors can have the exact same STC rating, yet they do not provide the same amount of noise reduction. Due to the construction of a window or door assembly, two manufacturers or product lines from the same manufacturer can perform much differently than each other even though they may have similar STC ratings. This can be attributed to several factors that determine a window or door assembly's performance, such as its glazing combination, frame construction, and the ability for the sash or panel to seal to the frame. Therefore, it is strongly recommended that acoustical test data be requested from the manufacturer for the various window and patio door types being installed within the building. This will allow Phoenix Noise & Vibration to review the test data and verify whether there are any inconsistencies in the performance of the windows and patio doors.

8 CONCLUSION

Future transportation noise impact upon the proposed 9300 Largo Drive West multifamily will be above 65 dBA Ldn, with noise levels up to 72 dBA Ldn upon the plan north and east facade. While this represents a moderate level of noise impact, compliance with Prince George's County's 45 dBA Ldn interior noise requirement can be achieved through reasonable modifications to proposed building construction.

Residential units on the plan north, east, south, and west elevations will require windows and doors with increased STC ratings corresponding to the level of noise impact specific to each unit. Window and door ratings up to 33 and 30 STC, respectively, are required for those units exposed to the highest level of noise impact.

All remaining units, including most of the units on the plan south and courtyard elevations will not require any modifications to proposed building construction. For these units, the assumed standard building construction may be used without modification to maintain interior noise levels below Prince George's County's interior noise limit.

Noise impact at the ground level (5 feet above ground) will be below 65 dBA Ldn within the building's amenity courtyard (plan north courtyard). This outdoor activity area will comply with Prince George's County's requirements and will not require additional mitigation.

Please note: The results of this Phase I & II Noise Analysis have been based upon the proposed site plan, existing and proposed topography, MDOT SHA roadway traffic data, and architectural information available at the time of this study. Should any of this information be altered, additional analysis will be required to determine if the results and recommendations presented herein are capable of reducing outdoor and interior noise levels to comply with Prince George's County's typically used noise level guidelines for residential development.

APPENDIX A: TRANSPORTATION NOISE IMPACT



LEGEND	
NML #	NOISE MEASUREMENT LOCATION
	FUTURE BUILDINGS

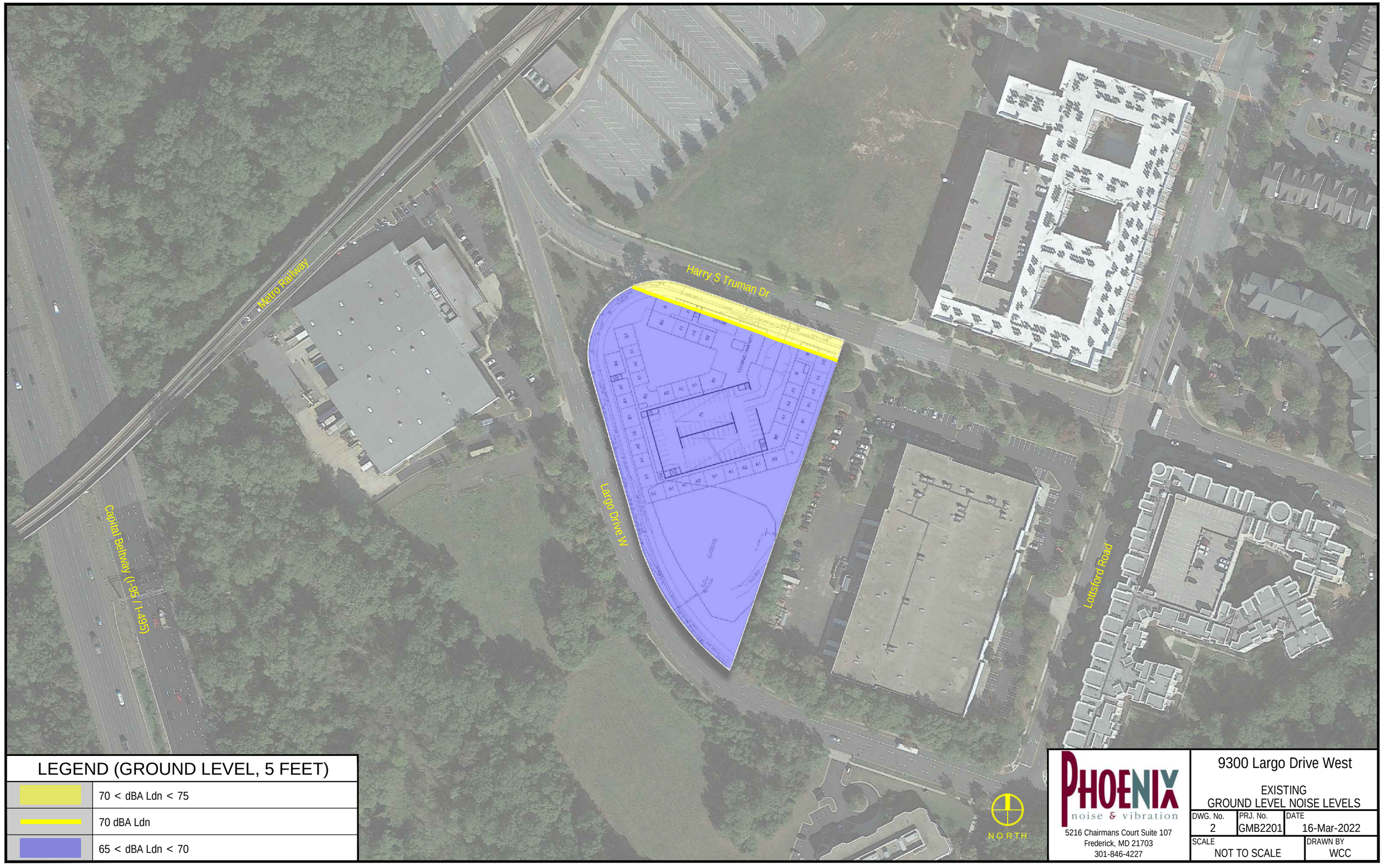
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

NOISE MEASUREMENT LOCATIONS

DWG. No.	PRJ. No.	DATE
1	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (GROUND LEVEL, 5 FEET)	
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

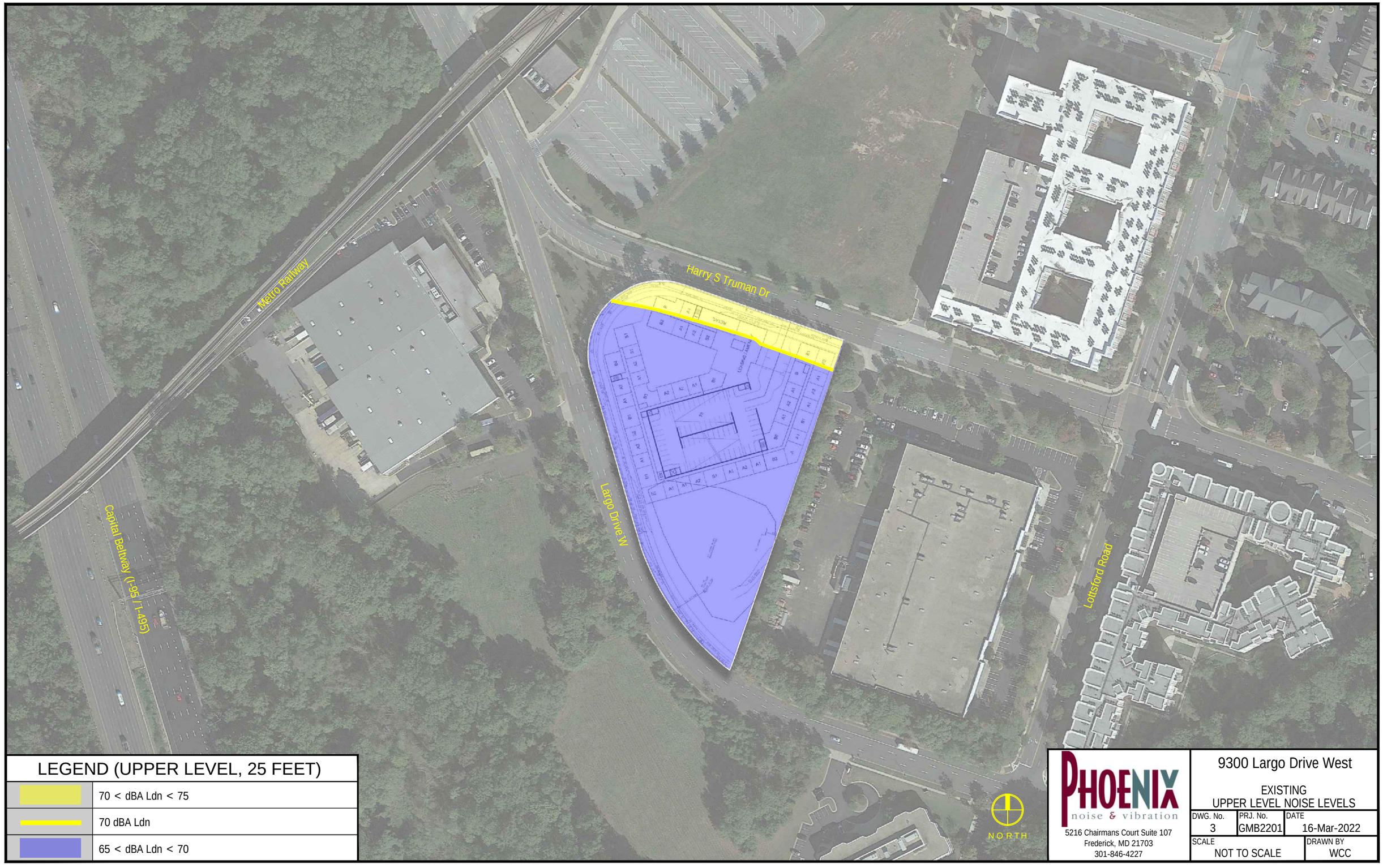
PHOENIX noise & vibration
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Frederick, MD 21703
301-846-4227

9300 Largo Drive West

EXISTING
GROUND LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
2	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (UPPER LEVEL, 25 FEET)	
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

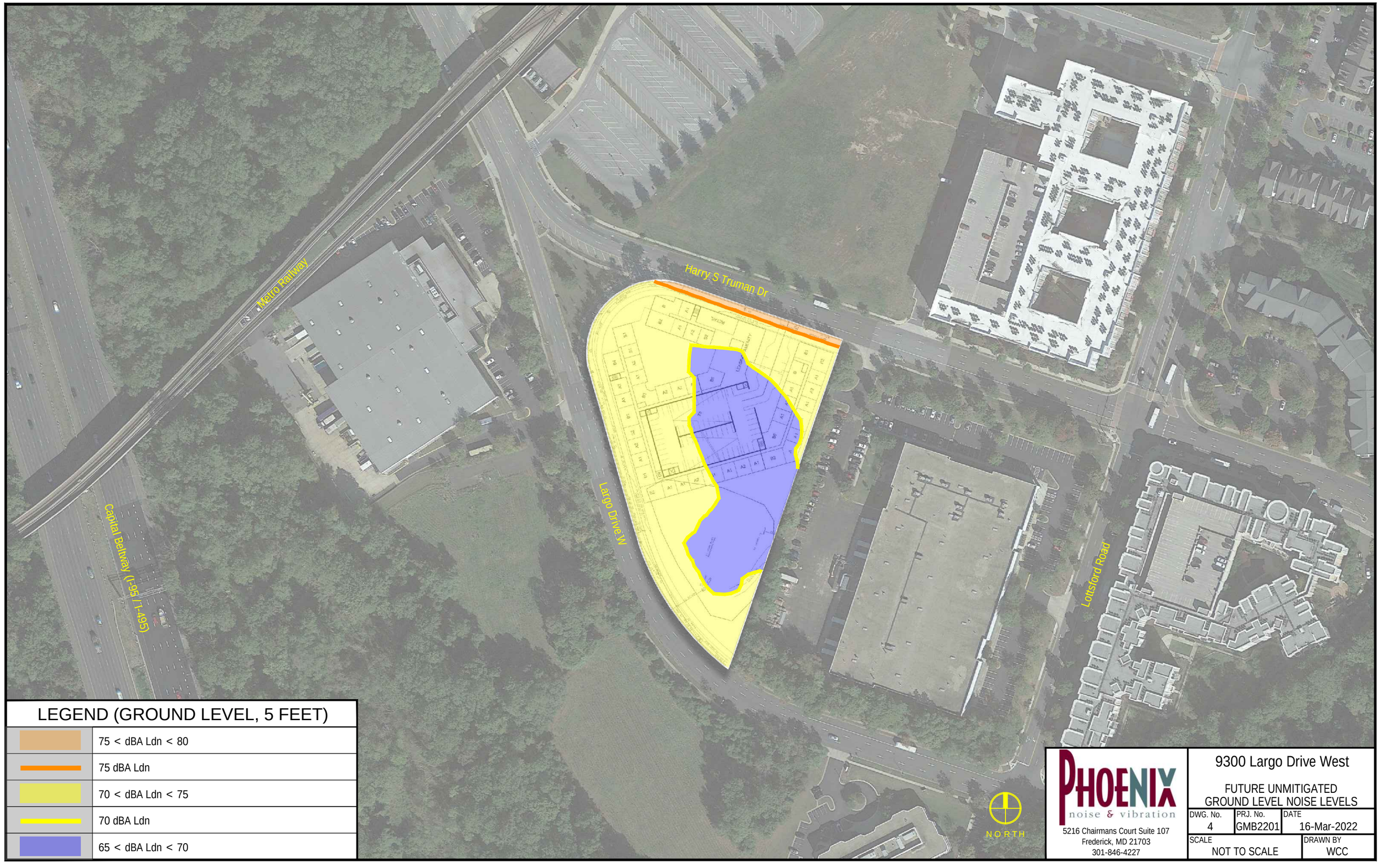
PHOENIX noise & vibration
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Frederick, MD 21703
301-846-4227

9300 Largo Drive West

EXISTING
UPPER LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
3	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (GROUND LEVEL, 5 FEET)	
	75 < dBA Ldn < 80
	75 dBA Ldn
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

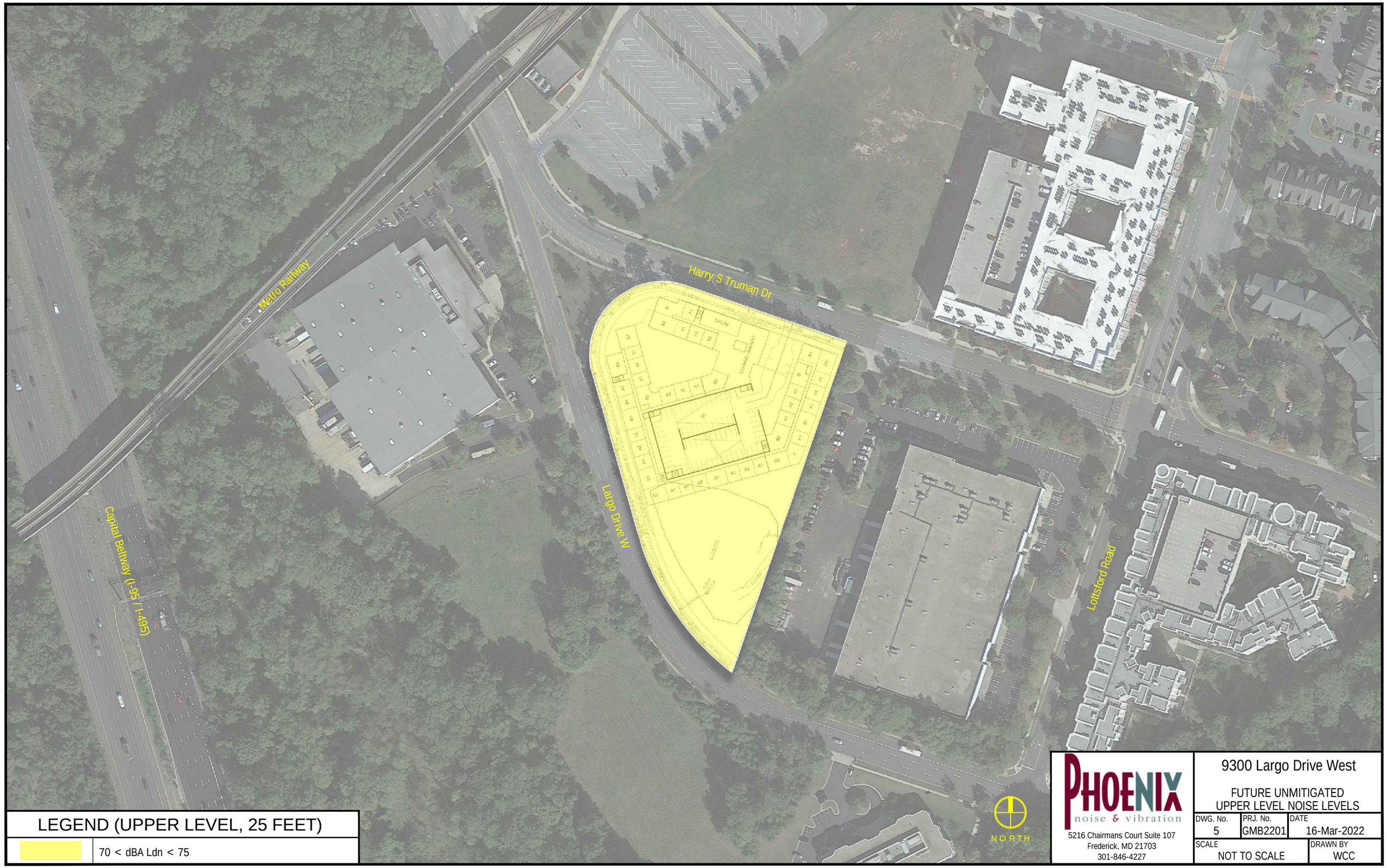
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

FUTURE UNMITIGATED GROUND LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
4	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (UPPER LEVEL, 25 FEET)

	70 < dBA Ldn < 75

PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

FUTURE UNMITIGATED
UPPER LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
5	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC

Metro Railway

Harry S Truman Dr

Largo Drive W

Capital Beltway (I-95 / I-495)

Lottsford Road

LEGEND (GROUND LEVEL, 5 FEET)	
	75 < dBA Ldn < 80
	75 dBA Ldn
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70
	65 dBA Ldn
	FUTURE BUILDING

NORTH

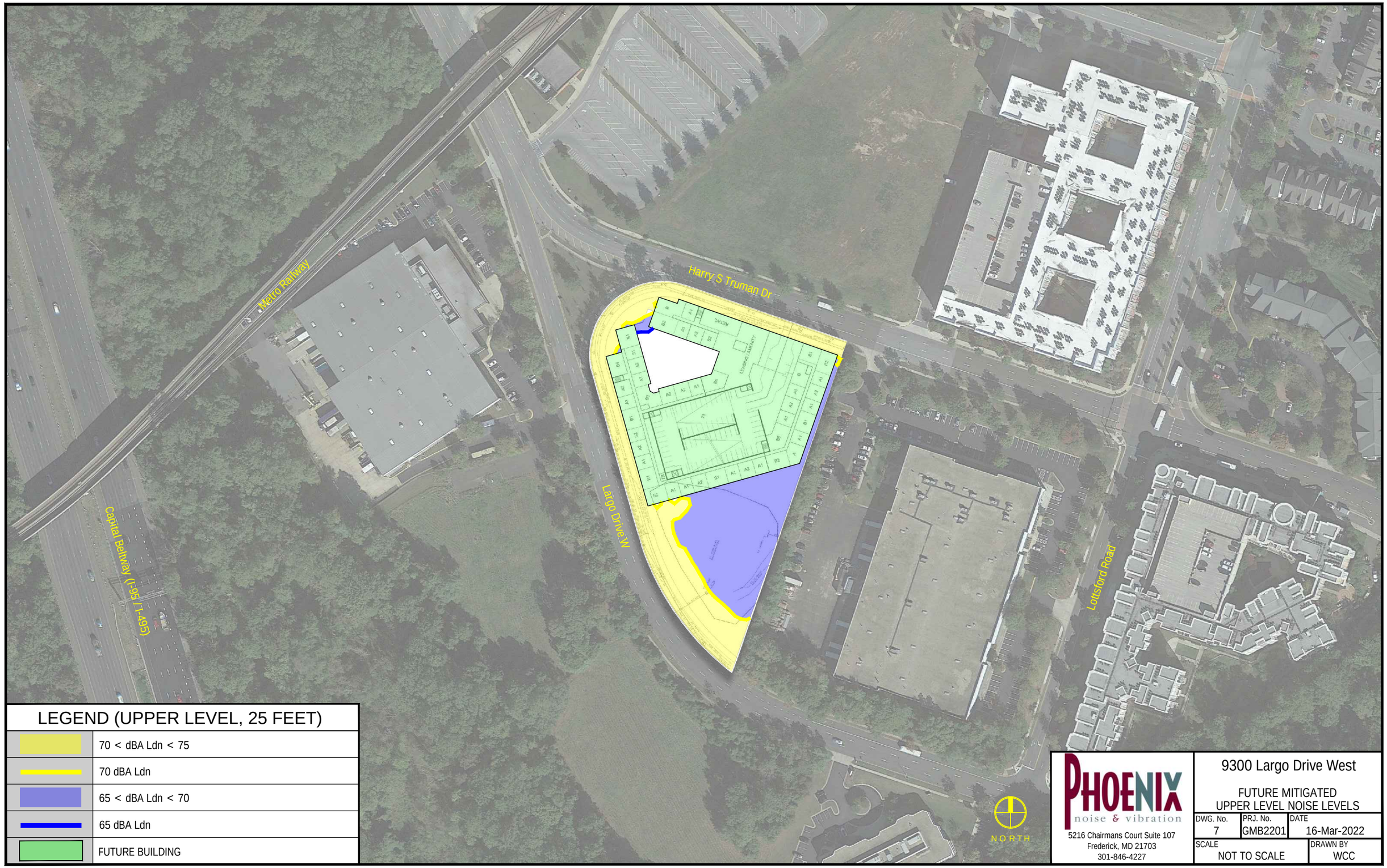
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Frederick, MD 21703
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9300 Largo Drive West

FUTURE MITIGATED GROUND LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
6	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (UPPER LEVEL, 25 FEET)

	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70
	65 dBA Ldn
	FUTURE BUILDING

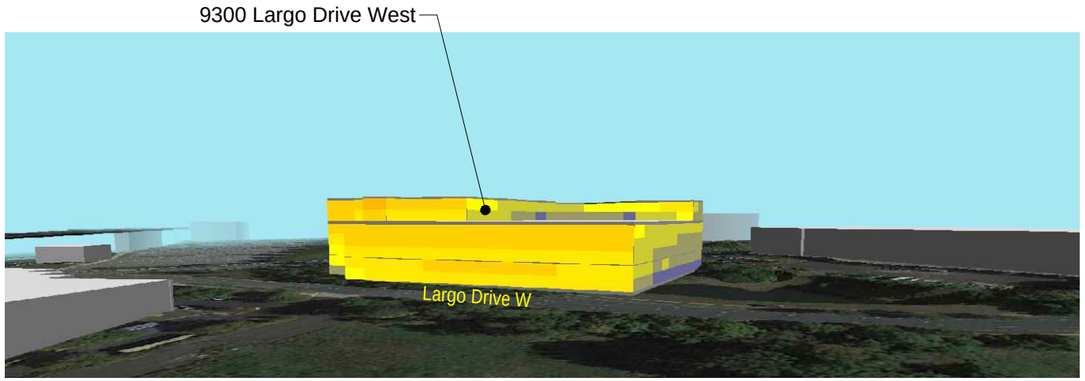
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

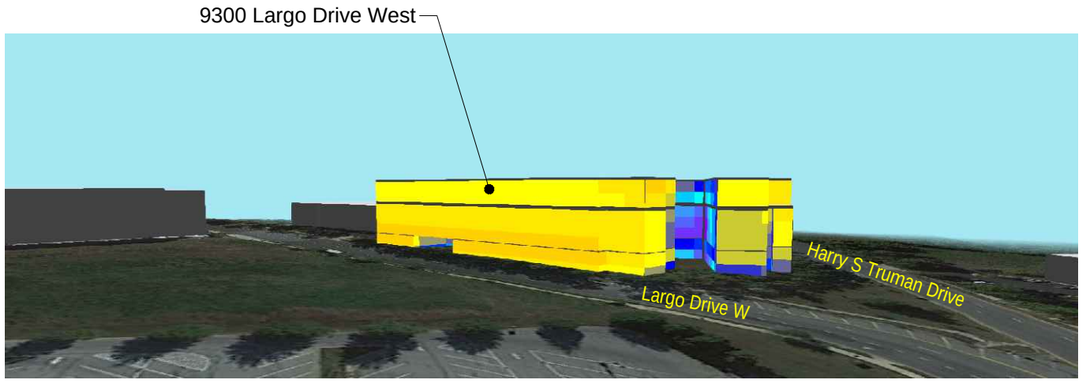
FUTURE MITIGATED
UPPER LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
7	GMB2201	16-Mar-2022

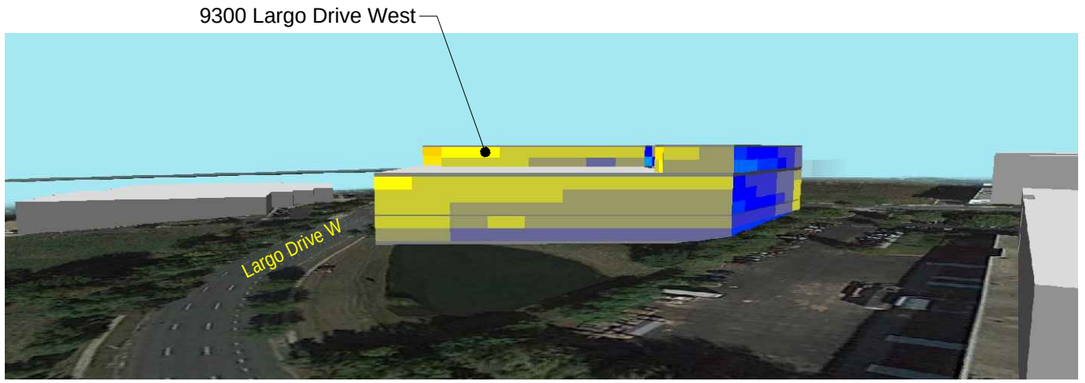
SCALE	DRAWN BY
NOT TO SCALE	WCC



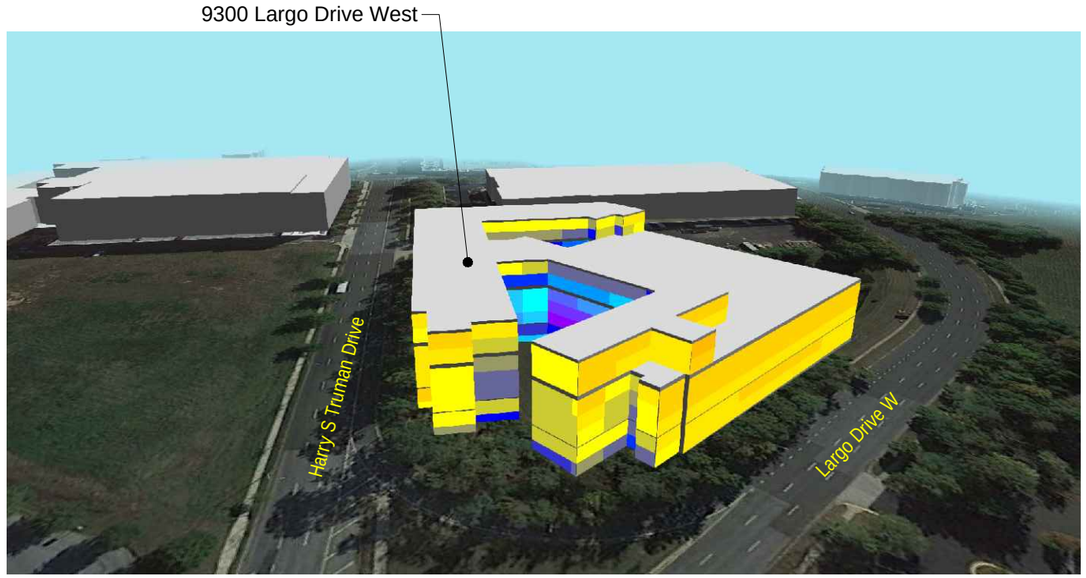
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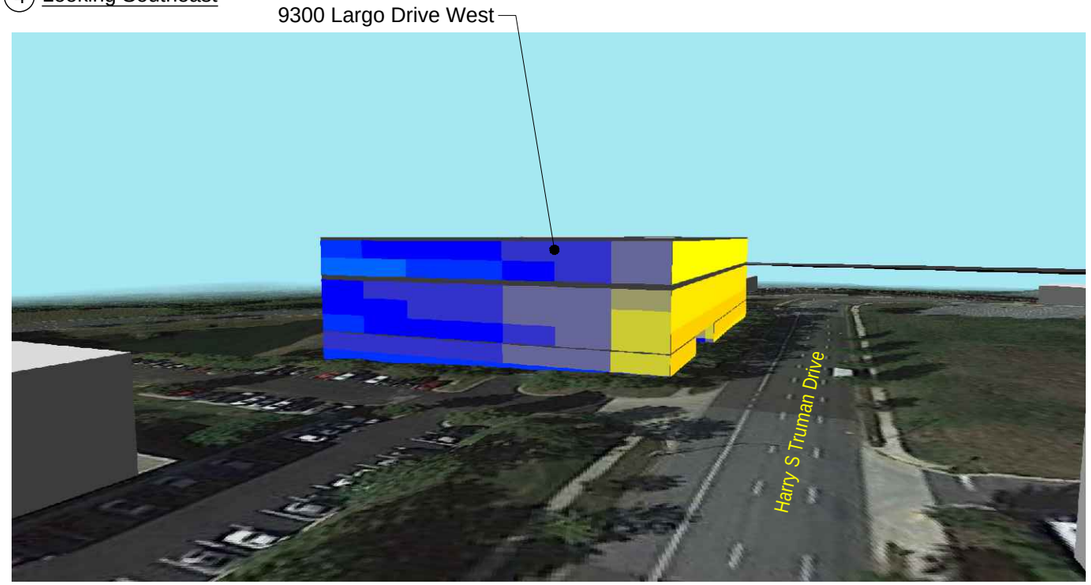
2 Looking South



3 Looking North



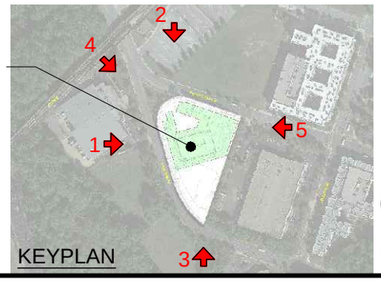
4 Looking Southeast



5 Looking West

Future Transportation Noise Levels (dBA Ldn)

72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55



NORTH

PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

FUTURE TRANSPORTATION NOISE IMPACT

DWG. No.	PRJ. No.	DATE
8	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC

APPENDIX B: STC RATING REQUIREMENTS

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

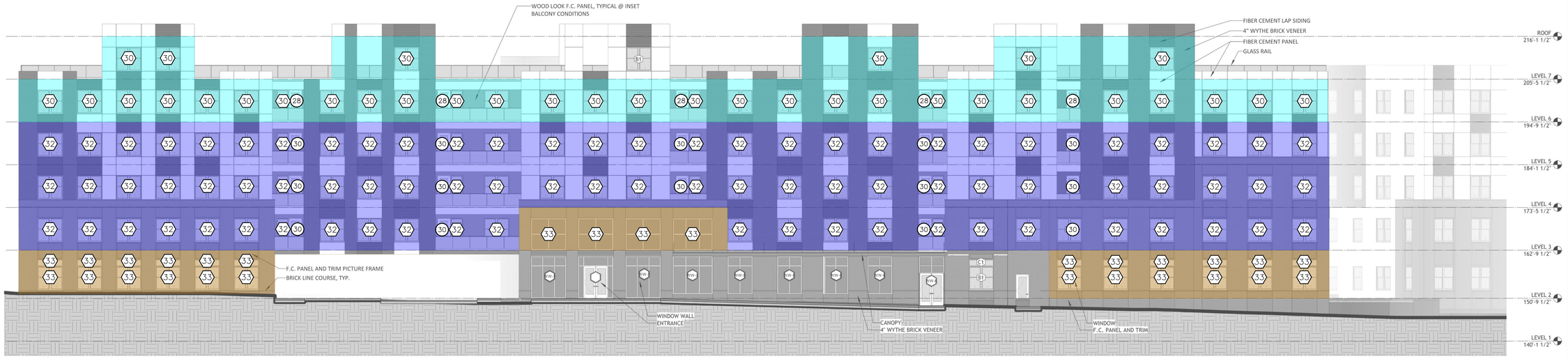
W	D
33	30
32	30
30	28
26	

NOTES:

1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



2 A3.001 ELEVATION- EXTERIOR- SOUTH
3/32" = 1'-0"



1 A3.001 ELEVATION- EXTERIOR- EAST
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

FIBER CEMENT LAP SIDING:
5/16" x 12' HARDIE PLANK LAP SIDING BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMING
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMING

6" EXPOSURE
SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

FIBER CEMENT PANEL:
5/16" x 4' x 8'/10'/12' HARDIE ARCHITECTURAL COLLECTION BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMED EXTERIOR WALLS
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMED EXTERIOR WALLS

SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

WOOD LOOK FIBER CEMENT PANEL:
5/8" x 17-7/8" x 119-5/16" AWP3030 VINTAGEWOOD SERIES MANUFACTURED BY NICHIHA
CEDAR COLOR
VERTICAL INSTALLATION

COPING:
PAC-CONTINUOUS CLEAT COPING MANUFACTURED BY PAC-CLAD PETERSON
FINISH TBD

F.C. PANEL TRIM:
XTREMETRIM REVEAL SYSTEM BY TAMLYN

GLASS RAILING:
G525 BY GRECO OR EQUIVALENT

WINDOWS AND PATIO DOORS:
SUPERA OPERABLE WINDOW MANUFACTURED BY INTUS WINDOWS
CONFIGURATION TO MIMIC SINGLE HUNG
APPEARANCE INDICATED IN ELEVATIONS
CW RATED
COLOR - DARK BRONZE OR ANTHRACITE GREY

WINDOW WALLS AND ENTRANCES (AMENITIES):
MANUFACTURED BY OLDCASTLE BUILDING ENVELOPE
- UNITIZED WINDOW WALLS: 2-1/4"x6" w/ 1" IGU SSG RELIANCE WW SYSTEM
- ENTRANCES: MS-375 STANDARD DOOR AND FRAME

CUSTOM FINISH - MATCH PROVIDED FACTORY STANDARD WINDOW FINISH

AIR BARRIER:
MANUFACTURED BY THE HENRY COMPANY AT GYPSUM SHEATHING: BLUESKIN VP 160 AT EXPOSED MASONRY: AIR-BLOC 33MR AT TRANSITIONS: BLUESKIN SA

WATERPROOFING:
MANUFACTURED BY THE HENRY COMPANY PRE-APPLIED: BLUESKIN PRESEAL POST-APPLIED: CM100 COLD FLUID APPLIED

ROOFING PAVERS/ TILES:
TPO ROOFING COMPATIBLE W/ AIR BARRIER SYSTEM
PEDESTALS:PB/BC SERIES MANUFACTURED BY BUZON
PEDESTAL PAVERS: TECH BASIC 24"X24" MANUFACTURED BY HDG BUILDING MATERIALS

CANOPIES AND CORNER MARQUIS:
CUSTOM CONSTRUCTION

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT # : 121051
DRAWN BY: SV
CHECKED BY: Checker

NILES BOLTON ASSOCIATES

PHOENIX noise & vibration
950 CHADDMAN COURT, SUITE 107
FREDERICK, MARYLAND 21701-2991
T: 301.966.4227
F: 301.966.4555
www.phoenixnv.com

COMPANY NAME
COMPANY AR NUM

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	SCHEMATIC DESIGN	02.17.22
	50% DD	03.18.22

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LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BUILDING ELEVATIONS - EAST & SOUTH

SHEET NUMBER:
AC3.001

04-08-2022

3/30/2022 12:53:17
Models:Docs://Largo Town Centre West Parcel/121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

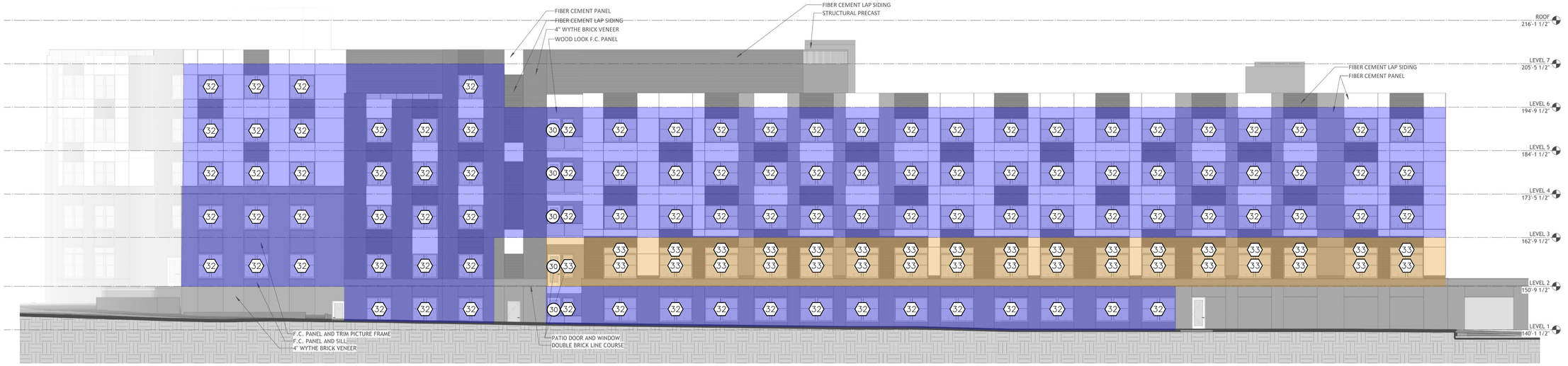
(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

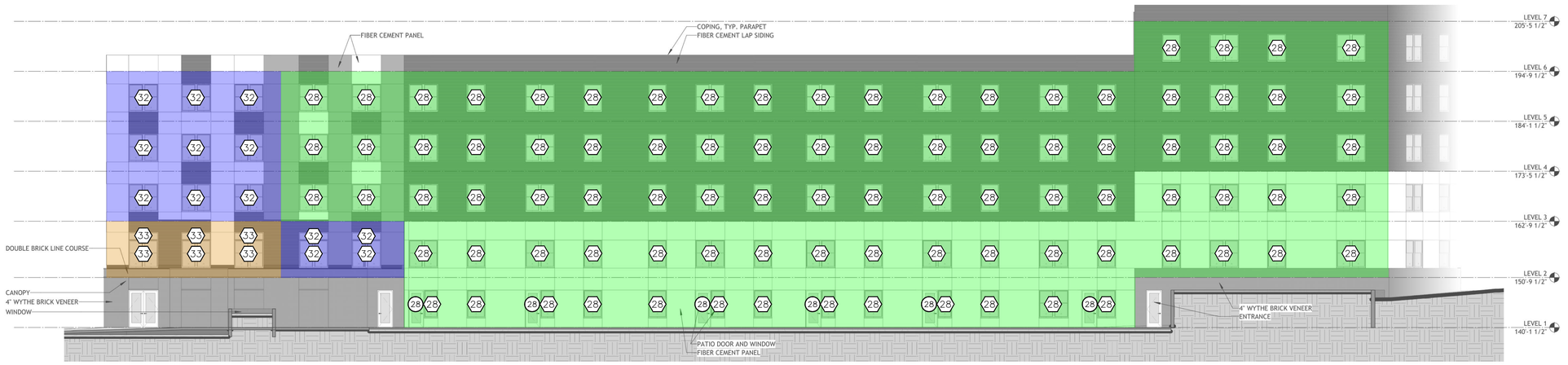
W	D
33	30
32	30
28	28
26	

NOTES:

1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



2 A3.002 ELEVATION- EXTERIOR- NORTH
3/32" = 1'-0"



1 A3.002 ELEVATION- EXTERIOR- WEST
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

FIBER CEMENT LAP SIDING:
5/16" x 12' HARDIE PLANK LAP SIDING BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMING
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMING

6" EXPOSURE
SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

FIBER CEMENT PANEL:
5/16" x 4' x 8'/10'/12' HARDIE ARCHITECTURAL COLLECTION BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMED EXTERIOR WALLS
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMED EXTERIOR WALLS

SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

WOOD LOOK FIBER CEMENT PANEL:
5/8" x 17-7/8" x 119-5/16" AWP3030
VINTAGEWOOD SERIES MANUFACTURED BY NICHIHA
CEDAR COLOR
VERTICAL INSTALLATION

COPING:
PAC-CONTINUOUS CLEAT COPING
MANUFACTURED BY PAC-CLAD PETERSON
FINISH TBD

F.C. PANEL TRIM:
XTREMETRIM REVEAL SYSTEM BY TAMLYN

GLASS RAILING:
G525 BY GRECO OR EQUIVALENT

WINDOWS AND PATIO DOORS:
SUPERA OPERABLE WINDOW MANUFACTURED BY INTUS WINDOWS
CONFIGURATION TO MIMIC SINGLE HUNG APPEARANCE INDICATED IN ELEVATIONS
CW RATED
COLOR - DARK BRONZE OR ANTHRACITE GREY

WINDOW WALLS AND ENTRANCES (AMENITIES):
MANUFACTURED BY OLDCASTLE BUILDING ENVELOPE
- UNITIZED WINDOW WALLS: 2-1/4"x6" w/ 1" IGU SSG RELIANCE WW SYSTEM
- ENTRANCES: MS-375 STANDARD DOOR AND FRAME

CUSTOM FINISH - MATCH PROVIDED FACTORY STANDARD WINDOW FINISH

AIR BARRIER:
MANUFACTURED BY THE HENRY COMPANY
AT GYPSUM SHEATHING: BLUESKIN VP 160
AT EXPOSED MASONRY: AIR-BLOC 33MR
AT TRANSITIONS: BLUESKIN SA

WATERPROOFING:
MANUFACTURED BY THE HENRY COMPANY
PRE-APPLIED: BLUESKIN PRESEAL
POST-APPLIED: CM100 COLD FLUID APPLIED

ROOFING PAVERS/ TILES:
TPO ROOFING COMPATIBLE W/ AIR BARRIER SYSTEM
PEDESTALS:PB/BC SERIES MANUFACTURED BY BUZON
PEDESTAL PAVERS: TECH BASIC 24"X24"
MANUFACTURED BY HDG BUILDING MATERIALS

CANOPIES AND CORNER MARQUIS:
CUSTOM CONSTRUCTION

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT # : 121051
DRAWN BY: SV
CHECKED BY: Checker

NILES BOLTON ASSOCIATES

PHOENIX noise & vibration
950 CHAMBERS COURT, SUITE 107
FREDERICK, MARYLAND 21703-2991
P: 301.966.4227
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COMPANY NAME
COMPANY AR NUM

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	SCHEMATIC DESIGN	02.17.22
	50% DD	03.18.22
	100% DD	04.08.22

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LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BUILDING ELEVATIONS - WEST & NORTH

SHEET NUMBER:
AC3.002

04-08-2022

3/30/2022 12:53:22
Autodesk Docs://Largo Town Centre West Parcel /121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

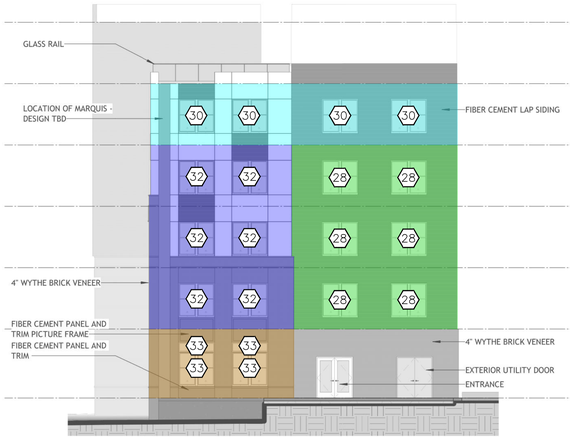
(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

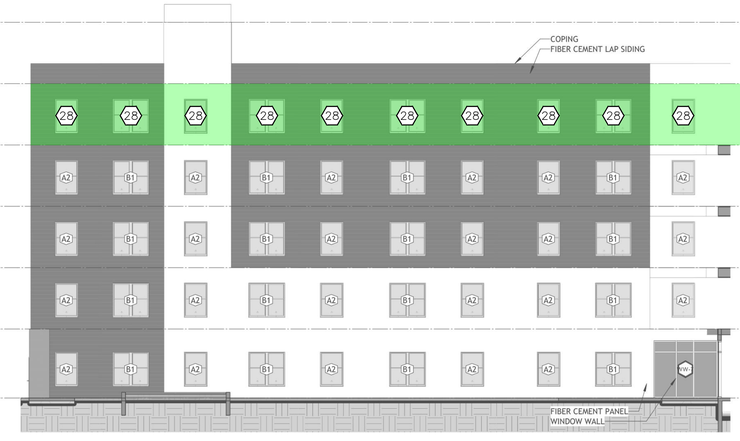
W	D
33	30
32	30
30	28
28	28
26	

NOTES:

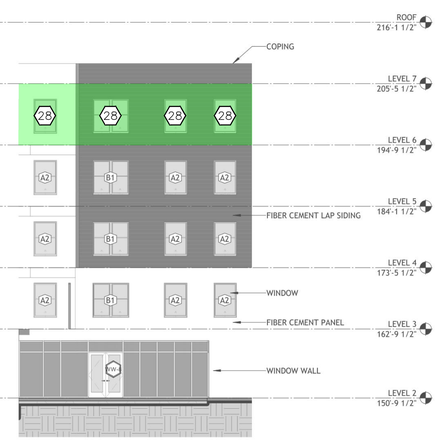
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2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



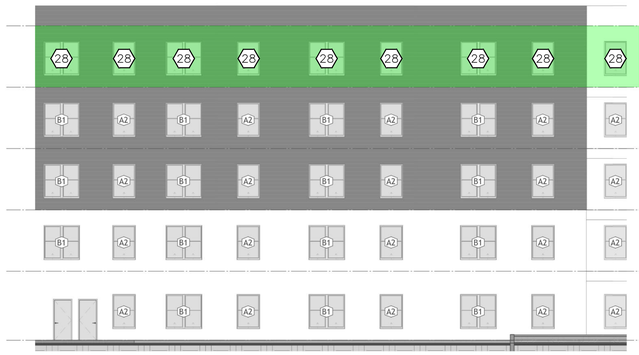
6 A3.101 ELEVATION- EXTERIOR- NORTH A
3/32" = 1'-0"



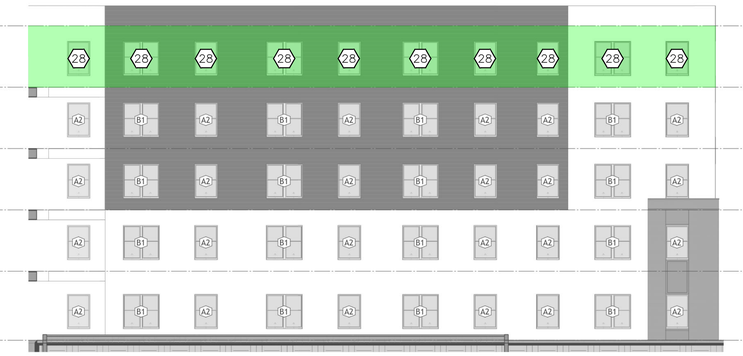
4 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- EAST
3/32" = 1'-0"



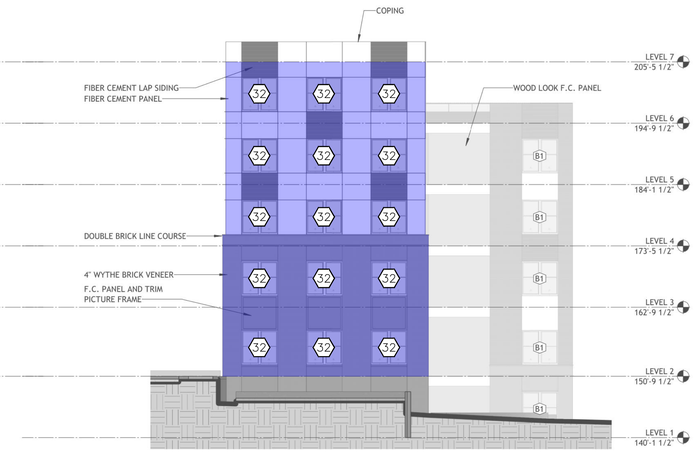
2 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- SOUTH
3/32" = 1'-0"



5 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- WEST
3/32" = 1'-0"



3 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- NORTH
3/32" = 1'-0"



1 A3.101 ELEVATION- EXTERIOR- EAST A
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

FIBER CEMENT LAP SIDING:
5/16" x 12' HARDIE PLANK LAP SIDING BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMING
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMING

6" EXPOSURE
SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

FIBER CEMENT PANEL:
5/16" x 4' x 8'/10'/12' HARDIE ARCHITECTURAL COLLECTION BY JAMES HARDIE BUILDING PRODUCTS INC.
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WOOD LOOK FIBER CEMENT PANEL:
5/8" x 17-7/8" x 119-5/16" AWP3030
VINTAGEWOOD SERIES MANUFACTURED BY NICHIHA
CEDAR COLOR
VERTICAL INSTALLATION

COPING:
PAC-CONTINUOUS CLEAT COPING MANUFACTURED BY PAC-CLAD PETERSON
FINISH TBD

F.C. PANEL TRIM:
XTREMETRIM REVEAL SYSTEM BY TAMLYN

GLASS RAILING:
G525 BY GRECO OR EQUIVALENT

WINDOWS AND PATIO DOORS:
SUPERA OPERABLE WINDOW MANUFACTURED BY INTUS WINDOWS
CONFIGURATION TO MIMIC SINGLE HUNG APPEARANCE INDICATED IN ELEVATIONS
CW RATED
COLOR - DARK BRONZE OR ANTHRACITE GREY

WINDOW WALLS AND ENTRANCES (AMENITIES):
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CUSTOM FINISH - MATCH PROVIDED FACTORY STANDARD WINDOW FINISH

AIR BARRIER:
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AT TRANSITIONS: BLUESKIN SA

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TPO ROOFING COMPATIBLE W/ AIR BARRIER SYSTEM
PEDESTALS:PB/BC SERIES MANUFACTURED BY BUZON
PEDESTAL PAVERS: TECH BASIC 24"X24"
MANUFACTURED BY HDG BUILDING MATERIALS

CANOPIES AND CORNER MARQUIS:
CUSTOM CONSTRUCTION

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT # : 121051
DRAWN BY: SV
CHECKED BY: Checker

NILES BOLTON ASSOCIATES

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COMPANY NAME
COMPANY AR NUM

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	SCHEMATIC DESIGN	02.17.22
	50% DD	03.18.22

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LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BLDG ELEVATIONS - MARQUIS & NORTH COURTYARD

SHEET NUMBER:
AC3.101

04-08-2022

3/30/2022 12:52:25
Autodesk Docs://Largo Town Centre West Parcel/121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

GMB22314_220412.zip

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

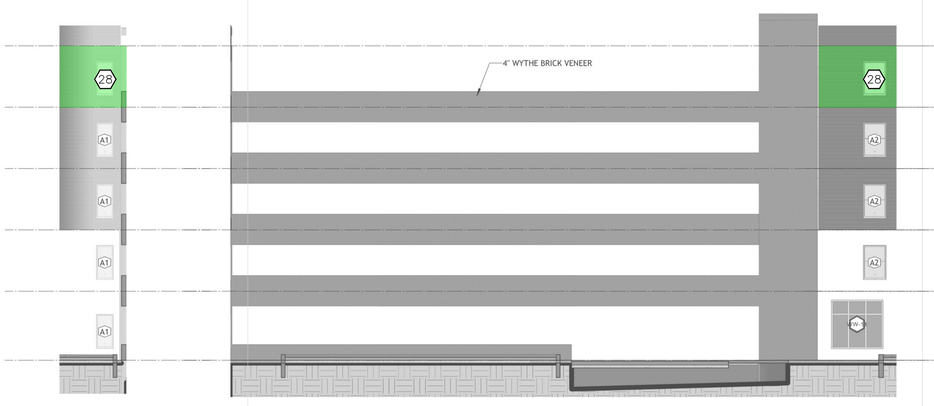
STC RATINGS

W	D
28	28

W	D
26	

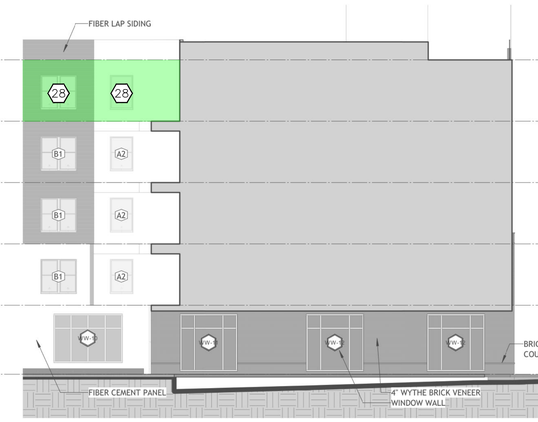
NOTES:

1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



5 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- SOUTH WEST
3/32" = 1'-0"

4 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- NORTH WEST
3/32" = 1'-0"



3 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- NORTH
3/32" = 1'-0"



2 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- EAST
3/32" = 1'-0"



1 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- SOUTH
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

FIBER CEMENT LAP SIDING:
5/16" x 12' HARDIE PLANK LAP SIDING BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMING
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMING

6" EXPOSURE
SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

FIBER CEMENT PANEL:
5/16" x 4' x 8'/10'/12' HARDIE ARCHITECTURAL COLLECTION BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMED EXTERIOR WALLS
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMED EXTERIOR WALLS

SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

WOOD LOOK FIBER CEMENT PANEL:
5/8" x 17-7/8" x 119-5/16" AWP3030
VINTAGEWOOD SERIES MANUFACTURED BY NICHIHA
CEDAR COLOR
VERTICAL INSTALLATION

COPING:
PAC-CONTINUOUS CLEAT COPING
MANUFACTURED BY PAC-CLAD PETERSON
FINISH TBD

F.C. PANEL TRIM:
XTREMETRIM REVEAL SYSTEM BY TAMLYN

GLASS RAILING:
G525 BY GRECO OR EQUIVALENT

WINDOWS AND PATIO DOORS:
SUPERA OPERABLE WINDOW MANUFACTURED BY INTUS WINDOWS
CONFIGURATION TO MIMIC SINGLE HUNG
APPEARANCE INDICATED IN ELEVATIONS
CW RATED
COLOR - DARK BRONZE OR ANTHRACITE GREY

WINDOW WALLS AND ENTRANCES (AMENITIES):
MANUFACTURED BY OLDCASTLE BUILDING ENVELOPE
- UNITIZED WINDOW WALLS: 2-1/4"x6" w/ 1" IGU SSG RELIANCE WW SYSTEM
- ENTRANCES: MS-375 STANDARD DOOR AND FRAME

CUSTOM FINISH - MATCH PROVIDED FACTORY STANDARD WINDOW FINISH

AIR BARRIER:
MANUFACTURED BY THE HENRY COMPANY
AT GYPSUM SHEATHING: BLUESKIN VP 160
AT EXPOSED MASONRY: AIR-BLOC 33MR
AT TRANSITIONS: BLUESKIN SA

WATERPROOFING:
MANUFACTURED BY THE HENRY COMPANY
PRE-APPLIED: BLUESKIN PRESEAL
POST-APPLIED: CM100 COLD FLUID APPLIED

ROOFING PAVERS/ TILES:
TPO ROOFING COMPATIBLE W/ AIR BARRIER SYSTEM
PEDESTALS:PB/BC SERIES MANUFACTURED BY BUZON
PEDESTAL PAVERS: TECH BASIC 24"X24" MANUFACTURED BY HDG BUILDING MATERIALS

CANOPIES AND CORNER MARQUIS:
CUSTOM CONSTRUCTION

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT # : 121051
DRAWN BY: SV
CHECKED BY: Checker

NILES BOLTON ASSOCIATES

PHOENIX noise & vibration
950 CHAMMAN COURT, SUITE 107
FREDERICK, MARYLAND 21703-2001
P: 301.966.4227
F: 301.966.4555
www.phoenixnv.com

COMPANY NAME
COMPANY AR NUM

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	SCHEMATIC DESIGN	02.17.22
	50% DD	03.18.22

This drawing, as an instrument of service, is and shall remain the property of the Architects and shall not be reproduced, published or used in any way without the permission of the Architect.

LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BUILDING ELEVATIONS - SOUTH COURTYARD

SHEET NUMBER:
AC3.102

04-08-2022

3/30/2022 12:52:27
Autodesk Docs://Largo Town Centre West Parcel/121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

Prince George's County, MD
Approved by EMM 10/27/2022
Recordation Tax Paid $0.00
Transfer Tax Paid $0.00

BOOK: 48254 PAGE: 1
Prince George's Cty Cir Crt
IMP FD SURE $40.00
RECORDING FEE $20.00

TOTAL $60.00
ME CW
Oct 27, 2022 09:18 am

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department

14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

PRIVATE RECREATION FACILITIES AGREEMENT

Largo, Parcel "O"
Preliminary Plan 4-21060
Detailed Site Plan DSP-21049

THIS AGREEMENT, made this 10th day of October, 2022, by and between **THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION** (hereinafter the "**Commission**"), a public body corporate, and **Largo QOZB JV LLC, a Delaware limited liability company** (hereinafter the "**Developer**") with its principal offices located at 4909 North Monroe Avenue, Tallahassee, FL 32303. The Commission and the Developer are collectively referred to in this Agreement as the **"parties."**

WHEREAS, the Commission is a public body corporate, created by the State of Maryland and authorized by Division II of the Land Use Article of the Annotated Code of Maryland, to maintain and operate a park system within the Metropolitan District; and

WHEREAS, the Commission has delegated authority over the operation of parks and recreation in Prince George's County to the Prince George's County Planning Board ("**Planning Board**"); and

WHEREAS, the Planning Board is charged by Division II of the Land Use Article, of the Annotated Code of Maryland with the authority to approve subdivision plats for recordation in the designated sections of the Maryland-Washington Regional District located in Prince George's County; and

WHEREAS, Section 24-135 of the prior Subdivision Regulations of the Prince George's County Code provides that, in conjunction with certain types of development, recreation facilities which equal or exceed the requirements for mandatory dedication may be provided by a subdivision applicant to satisfy the mandatory dedication requirement of the Subdivision Regulations; and

WHEREAS, the Developer is the contract purchaser of certain property that is the subject of Preliminary Plat of Subdivision 4-21060, and Detailed Site Plan DSP-21049, each entitled "Largo, Parcel 'O'". The property being the same land conveyed by BE Largo Parcel O LLC to Developer by deed August 19, 2022, which is recorded among the Land Records of Prince George's County, Maryland, in Book 48080 Page 247, being in the Thirteenth (13th) Election District, Prince George's County, Maryland; (the "Property"); and

WHEREAS, the Developer has proposed to provide recreational facilities to satisfy the requirements of mandatory dedication; and

WHEREAS, the Commission has accepted the Developer's proposal, as evidenced by Planning Board Resolutions PGCPB No. 2022-69 (4-21060) and PGCPB No. 2022-72 (DSP-21049).

NOW THEREFORE, in consideration of the acceptance by the Commission of the Developer's offer to provide private recreational facilities in lieu of mandatory dedication, the mutual promises and obligations contained herein, and for other good and valuable consideration which is hereby acknowledged, the parties agree to the following provisions:

1. **Recreational Facilities.**
   a. The Developer shall construct on that portion of the property being subdivided in compliance with approved plan, Largo, Parcel "O", DSP-21049, and this Agreement.

   b. Timing for construction of the recreational facilities shall be in accordance with Condition 2 of the approved DSP-21049, or as amended by any subsequent revision thereto.

2. **Performance Bonds for Private Recreation Facilities.**

   (a). To guarantee the prompt and satisfactory construction of the recreation facilities referred to in paragraph 1, the Developer, its heirs, successors and assigns, will deliver to the Planning Department, prior to the application for any building permits, a suitable financial guarantee as defined in 2(f) of this Agreement. The amount of the performance bond shall be determined by the Planning Department. The Developer will request in writing from the Planning Department a determination as to the amount of the required performance bond not less than two weeks prior to filing an application for building permits.

   (b) The performance bond will run to the benefit of the Commission and not be conditional. It is agreed by the parties that if the Commission finds that the Developer has failed to satisfactorily construct the recreation facilities as required by this Agreement, the Commission may choose, in its sole discretion, to construct the recreation facilities in accordance with the plans filed by the Developer by drawing on the performance bond. The Commission's decision as to the satisfaction of the construction or completion of the facilities shall be binding on all parties. All recreation facilities shall be constructed in accordance with the standards in the Parks and Recreation Facilities Guidelines, the manufacturer's specifications and the guidelines in the latest edition of the Handbook for Public Playground Safety published by the Consumer Products Safety Commission, American Society of Testing and Materials (ASTM) standards, and the Americans with Disabilities Act (ADA).

(c) In the event that the performance bond is used by the Commission for the failure to satisfactorily complete construction of any recreation facilities, the Commission shall not incur any liability for the construction or completion of said recreation facilities.

(d) At such time that the Commission determines the recreation facilities have been completed, and the Developer has executed a Recreation Facility Certification, the performance bond or any remainder thereof shall be returned to the Developer.

(e) If the construction of the recreation facilities specified in paragraph 1, above, is not completed within five (5) years from the date the performance bond was issued, the Commission reserves the right to re-evaluate the amount of the performance bond and to require that the Developer post an additional bond amount.

(f) Definition: For purposes of this Agreement, adequate financial security means a surety bond, letter of credit, escrow agreement or other suitable financial guarantee as determined by the Commission's Office of the General Counsel.

3. **Non-discrimination.** The Developer will not discriminate against any employee or applicant for employment due to age, sex, race, creed, color, national origin, or disability.

4. **Indemnification.** The Developer will indemnify, save harmless and defend the Commission from and against all actions, liability, claims, suits, damages, cost or expenses of any kind that may arise, or be alleged to have arisen, out of or in connection with the Developer's performance of, or failure to perform, any of the obligations under the terms of this Agreement.

5. **Binding Covenant.** The provisions of this RFA will be a covenant which runs with the land and is binding on the Developer, its heirs, successors and assigns. In the event that the Developer assigns this RFA to more than one successor, the Commission reserves the right to require a new or amended RFA for each successor.

6. **Recordation.** This Agreement will be recorded in the Land Records of Prince George's County prior to the acceptance of the above-referenced plat by the Development Review Division. All recording fees will be paid by the Developer. The original recorded RFA shall be returned to the Development Review Division. The failure of the Developer to record this RFA shall preclude the issuance of any building permits for the above-named subdivision.

7. **Modification.** Any substantial modification to this Agreement, as determined by the Commission, will be permitted only upon the filing of a new preliminary plat or site plan by the Developer, approval by the Planning Board or its designee, and the recording of an Amended Recreation Facilities Agreement.

8. **Entire Agreement.** This instrument contains the entire Agreement between the parties and will not be modified except by written agreement signed by the parties.

9. **Severability.** The invalidity or illegality of any provision of this Agreement will not affect the remainder of this Agreement or any other provision.

10. **Applicable Law and Forum.** This Agreement will be interpreted and enforced in accordance with the laws of the State of Maryland.

11. **Waiver.** The failure of the Commission to enforce any part of this Agreement shall not be deemed as a waiver thereof.

12. **Termination.** This Agreement will extend for twenty-five (25) years from the date of execution. All obligations of the Developer under this Agreement will become due one (1) year prior to the expiration of this Agreement.

13. **Recitals.** The Recitals are hereby incorporated in this RFA.

IN WITNESS WHEREOF, the parties have caused this Agreement to be properly executed on the day and year first written above.

SIGNATURE PAGES FOLLOW

SEAL/WITNESS

LARGO QOZB JV LLC
A Delaware limited liability company

Terrence Murray
Managing Member

STATE OF Essex/New Jersey

COUNTY OF Essex **} ss.:**

I HEREBY CERTIFY that on this 12 day of September, 2022, before me, the subscriber, a Notary Public in the State and County aforesaid that Terrence Murray personally appeared before me in said jurisdiction, who, being by me first duly sworn, acknowledged said instrument to be the act and deed thereof, and that by virtue of the authority conferred upon him as Managing Manager of Largo QOZB JV LLC executed and delivered the same as such for the purposes therein contained by signing in my presence.

In witness whereof, I hereunto set my hand and official seal.

Notary Public, ~~Maryland~~ New Jersey

SHERIDA A JONES
Notary Public
State of New Jersey
My Commission Expires July 06, 2026
I.D.# 2416159

ATTEST:

Chip Bennett

Gavin Cohen
Secretary-Treasurer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Asuntha Chiang-Smith
Executive Director

My Commission Expires:

STATE OF MARYLAND }
COUNTY OF Montgomery } ss.

On this 13th day of October, 2022, before me, the undersigned officer, personally appeared Asuntha Chiang-Smith, who acknowledged herself to be the EXECUTIVE DIRECTOR OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, and that she, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

Notary Public, Maryland

STEPHANIE L. AKERLEY NOTARY PUBLIC MY COMMISSION EXPIRES 1/14/2023 MONTGOMERY COUNTY, MD

My commission expires: 1/14/2023

Approved for Legal Sufficiency
M-NCPPC Office of General Counsel
Dated 9/19/22

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, Maryland 20774
(301) 883-5710

STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: PEER REVIEW-LARGO CENTRE WEST, PARCEL O CASE #: 173-2022-00

APPLICANT'S NAME: Gateway Merchant Banking

ENGINEER : VIKA Maryland LLC

REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is not designated.

These additional approvals are required: None.

These fees apply: REVIEW.

These bonds apply: None.

Required water quality controls: MICRO-BIORETENTIONS.

Required water quantity controls: 5, 100 YEAR ATTENUATION(S).

No maintenance agreement is required.

No special conditions apply.

Required easements: None.

Storm Water Management fee payment of none in lieu of providing on-site attenuation/quality control measures.
(Fee-In-Lieu subject to change during technical review.)

CONDITIONS OF APPROVAL:

Please see second page.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: June 2, 2025
EXPIRATION DATE: June 2, 2028

FOR OFFICE USE ONLY

ADC MAP: 5531 F-7 200' SHEET: 201NE08
STREET NAME: LARGO DR
WATERSHED: 23-Southwest Branch (Western)
NUMBER OF DU'S: 0 COST PER DWELLING: 0

CC: APPLICANT, SCD, PERMITS

P.G.C. FORM #3693 (REV 04/93)

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, Maryland 20774
(301) 883-5710

STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: PEER REVIEW-LARGO CENTRE WEST, PARCEL O CASE #: 173-2022-00

CONDITIONS OF APPROVAL:

1. THIS PROJECT INVOLVES REDEVELOPMENT OF AN EXISTING DEVELOPED SITE. SITE SHALL BE DESIGNED TO TREAT FOR 100% WQv OF THE IMPERVIOUS AREA WITHIN THE PROPOSED DISTURBED AREA AND 100% WQv AND CPV FOR NEW IMPERVIOUS AREA USING ESD PRACTICES AND TECHNIQUES.
2. AT THE TIME OF BUILDING PERMIT REVIEW, PLEASE PROVIDE THE REVIEWER WITH A GEOTECHNICAL REPORT TO DETERMINE UNDERGROUND WATER TABLE AS PER CB-94-2004.
3. LANDSCAPE PLANS ARE REQUIRED AT TECHNICAL REVIEW.
4. THIS PROJECT WILL REQUIRE A SITE DEVELOPMENT FINE GRADING PERMIT.
5. PROJECT COMPRISES OF A NEW MULTI FAMILY DEVELOPMENT ON PARCEL O.
6. EXISTING WET POND PROVIDES SWM FOR FOR BOTH THE PARCELS. RECORDS OF EX POND ARE NOT AVAILABLE.
IT IS UNDERSTOOD THAT MAX SWM PROVIDED BY POND IS NOT MORE THAN 1/2", PROJECT WILL PROVIDE ADDITIONAL TO MAKE IT 1".
7. PROJECT IS CONSIDERED REDEVELOPMENT. POND WILL BE RETROFITTED TO PROVIDE MINIMUM 1" OF WATER QUALITY FOR BOTH THE PARCELS.
8. FOR NEW DEVELOPED AREAS, ESDV IS TO BE PROVIDED USING 9 MICRO-BIORETENTION PLANTERS. ANY ESDV SHORTAGE TO BE PROVIDED WITH WET POND.
9. 10 AND 100-YEAR CONTROL REQUIRED TO BE PROVIDED WITH POND RETROFIT.
10. GEOTECH BORINGS TO CERTIFY THAT 10YEAR WSEL IS AT/BELOW TOP OF EXISTING IMPERVIOUS CORE. A PE CERTIFIED LETTER REQUIRED TO CONFIRM EXISTING CLAY CORE IS IN ADEQUATE
SAFE CONDITION TO SERVE THE RETROFITTED POND.
11. FPS 870002 GOVERNS, FP EASEMENT MAY BE REQUIRED IF ITS ONSITE.
12. DETAILED OUTFALL ANLAYSIS REQUIRED AT TECHNICAL REVIEW. ENGINEER TO INVESTIGATE AND CERTIFY THE STRUCTURAL CONDITIONS OF PIPE AND OUTFALL ALONG WITH TECHNICAL SUBMISSION.
REVIEWED BY CV / SGS.
EXTENSION ONLY.SUPERSEDES PREVIOUS APPROVAL DATED 6-2-22. REVIEWED BY DW.

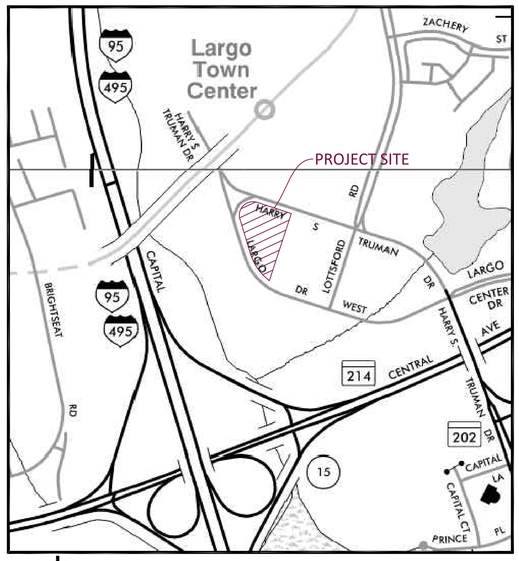
SITE DEVELOPMENT CONCEPT PLAN

LARGO PARCEL O

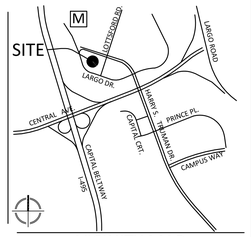
13th ELECTION DISTRICT

PRINCE GEORGE'S COUNTY, MARYLAND

DPIE No. 173-2022-0



PROJECT LOCATION MAP
SCALE: 1" = 500'
SHA GRID MAP F11D & G11B



VICINITY MAP
SCALE: 1" = 2000'

GENERAL NOTES

1. THE SUBJECT PROPERTY AREA IS 3.67 ACRES (159,840 S.F.).
2. THE SUBJECT PROPERTY IS DESCRIBED AS PARCEL O OF THE LARGO CENTRE WEST SUBDIVISION (P.B. 180 PG. 35).
3. THE SUBJECT PROPERTY IS LOCATED IN COUNTY ELECTION DISTRICT 13, AND THE TAX ACCOUNT NUMBER IS 3106234.
4. THE SUBJECT PROPERTY PREMISE ADDRESS IS 9300 LARGO DRIVE W, UPPER MARLBORO, MD 20774.
5. THE SUBJECT PROPERTY IS ZONED M-U-I (MIXED USE INFILL), AND IS WITHIN THE LARGO TOWN CENTER SECTOR PLAN AND SMA DEVELOPMENT DISTRICT OVERLAY.
6. THE SUBJECT PROPERTY IS LOCATED ON TAX MAP 067-D3.
7. THE SUBJECT PROPERTY IS LOCATED ON WSSC GRID 201NE08.
8. THE SUBJECT PROPERTY IS LOCATED WITHIN THE SOUTHWEST BRANCH WATERSHED, WHICH IS PART OF THE DEPARTMENT OF NATURAL RESOURCES WESTERN BRANCH WATERSHED 12-DIGIT DESIGNATION 021311030924.
9. THE SUBJECT PROPERTY IS LOCATED WITHIN A WATERSHED WITH TMDL FOR SEDIMENT, NITROGEN, PHOSPHORUS, AND BOD.
10. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A TIER II CATCHMENT.
11. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A STRONGHOLD WATERSHED.
12. THE SUBJECT PROPERTY IS LOCATED IN ZONE 'X', AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) 24033C0165E, EFFECTIVE SEPTEMBER 16, 2016.
13. THE SUBJECT PROPERTY DOES NOT CONTAIN WETLANDS OF SPECIAL STATE CONCERN AS DEFINED IN COMAR 26.23.06.01.
14. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA (CBCA).
15. THERE ARE NO MARLBORO OR CHRISTIANA COMPLEX CLAYS LOCATED ON OR ADJACENT TO THE SUBJECT PROPERTY.
16. THERE ARE NO HIGHLY ERODIBLE SOILS LOCATED ON OR ADJACENT TO THE SUBJECT PROPERTY.
17. THERE ARE NO SPECIMEN, CHAMPION OR HISTORIC TREES LOCATED ON THE SUBJECT PROPERTY.
18. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN AN AVIATION POLICY AREA (APA).
19. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN MILITARY INSTALLATION OVERLAY.
20. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A REGISTERED HISTORIC DISTRICT.
21. THERE ARE NO SCENIC OR HISTORIC ROADS LOCATED ON OR ADJACENT TO THE SUBJECT PROPERTY.
22. EXISTING WATER DESIGNATION: W-3
    EXISTING SEWER DESIGNATION: S-3
23. APPLICANT: GATEWAY PROPERTIES LARGO, LLC
    230 PARK AVENUE
    THIRD FLOOR WEST, SUITE 302
    NEW YORK, NY 10162
    347-528-4354
    TERRENCE MURRAY
22. PROPERTY OWNER: BE LARGO PARCEL O LLC
    5410 EDSON LANE
    ROCKVILLE, MD 20852
    301-816-1584
    BRIAN BERMAN
23. ENGINEER: VIKA MARYLAND, LLC
    20251 CENTURY BLVD
    SUITE 400
    GERMANTOWN, MD 20874
    301-916-4100
    DON NELSON

SHEET INDEX

SDCP-1 COVER SHEET
SDCP-2 EXISTING CONDITIONS
SDCP-3 SITE DEVELOPMENT CONCEPT PLAN
SDCP-4 EXISTING DRAINAGE AREA MAP
SDCP-5 PROPOSED DRAINAGE AREA MAP
SDCP-6 SIGHT DISTANCE EXHIBIT DRIVEWAY-1
SDCP-7 SIGHT DISTANCE EXHIBIT SERVICE DRIVEWAY

Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, MD 20774
Concept Plan BMP Summary Table
DPIE Revision Date: May 30, 2014

Project Name: Largo Parcel O | **Concept No.:** 173-2022-0 | **Permit No.:** | **Total Site Acreage:** 4.53

POI	LABEL	NAME	MD NORTH	MD EAST	LAND USE	CONSTRUCTION PURPOSE	DRAINAGE AREA (ACRES)	TOTAL IMPERVIOUS AREA (ACRES)	NEW IMPERVIOUS AREA (ACRES)	EXISTING IMPERVIOUS AREA (ACRES)	PERCENT IMPERVIOUS	Rv	TARGET P_E (IN)	TARGET VOLUME (FT^3)	DESIGN VOLUME (FT^3) USING ESD PRACTICES	DESIGN VOLUME (FT^3) USING STRUCTURAL PRACTICES	MAX ESD VOLUME (ESD max) (CF)	RCN	ON/OFF SITE?
1	MBF-1	PLANTER BOX MICRO-BIORETENTION	448,436	1,356,227	RESIDENTIAL	DEVELOPMENT	0.36	0.36	0.36	0.00	100	0.95	2.2	2,731	841	0	3,326	58	ON
1	MBF-2	PLANTER BOX MICRO-BIORETENTION	448,413	1,356,302	RESIDENTIAL	DEVELOPMENT	0.11	0.11	0.11	0.00	100	0.95	2.2	835	287	0	3,326	58	ON
1	MBF-3	PLANTER BOX MICRO-BIORETENTION	448,477	1,356,311	RESIDENTIAL	DEVELOPMENT	0.07	0.07	0.07	0.00	100	0.95	2.2	531	160	0	3,326	58	ON
1	MBF-4	PLANTER BOX MICRO-BIORETENTION	448,401	1,356,209	RESIDENTIAL	DEVELOPMENT	0.23	0.23	0.23	0.00	100	0.95	2.2	1,745	975	0	3,326	58	ON
1	MBF-5	PLANTER BOX MICRO-BIORETENTION	448,355	1,356,454	RESIDENTIAL	DEVELOPMENT	0.20	0.2	0.2	0.00	100	0.95	2.2	1,517	473	0	3,326	58	ON
1	MBF-6	PLANTER BOX MICRO-BIORETENTION	448,286	1,356,487	RESIDENTIAL	DEVELOPMENT	0.44	0.44	0.44	0.00	100	0.95	2.2	3,338	3,180	0	3,326	58	ON
1	MBF-7	PLANTER BOX MICRO-BIORETENTION	448,150	1,356,414	RESIDENTIAL	DEVELOPMENT	0.40	0.4	0.4	0.00	100	0.95	2.2	3,035	3,215	0	3,326	58	ON
1	MBF-8	PLANTER BOX MICRO-BIORETENTION	448,176	1,356,514	RESIDENTIAL	DEVELOPMENT	0.18	0.18	0.18	0.00	100	0.95	2.2	1,366	1,446	0	3,326	58	ON
						TOTAL	**1.99**	**1.99**	**1.99**					**15,098**	**10,576**				
						TOTAL TARGET VOLUME REQUIRED BASED ON LIMIT OF DISTURBANCE								**22,106**					

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman
DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT (DPIE)
PRINCE GEORGE'S COUNTY, MARYLAND

PEER REVIEW APPROVAL STAMP

"I hereby certify that I have successfully completed participation in DPIE's Peer Review Program. I have reviewed these plans in detail and they are in conformance with the DPIE's General Specifications and Standards."

APPROVAL DATE: 05/20/2022
PEER REVIEWER: Chinmay Vyas
COMPANY NAME: CV, Inc.
PERMIT NUMBER: 173-2022-00

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

Jason Evans
Digitally signed by Jason Evans
DN: CN=Jason Evans, E=jevans@vika.com, C=US
Date: 2022.04.27 16:11:13-04'00'

PROFESSIONAL SEAL
STATE OF MARYLAND
JASON A. EVANS
No. 39885
PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39885
EXPIRATION DATE: JANUARY 16, 2023

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

APPLICANT:
GATEWAY PROPERTIES LARGO, LLC
230 PARK AVENUE
THIRD FLOOR WEST, SUITE 302
NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 | tmuarray@gatewaymb.com

REVISIONS | DATE

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COVER SHEET

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08 TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY: SD
DESIGNED BY: DN
DATE ISSUED: MARCH 2022
VIKA PROJECT: VM50556A
DRAWING No. SDCP-1
SHEET No.

LAYOUT: SDCP-1, Plotted By: nelson

PLAN LEGEND

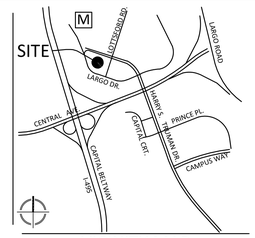
- PROPERTY LINES
- EXISTING CABLE TELEVISION CONDUIT
- EXISTING ELECTRICAL CONDUIT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE LINE
- EXISTING NATURAL GAS CONDUIT
- EXISTING OVERHEAD WIRES
- EXISTING TELEPHONE CONDUIT
- EXISTING PUBLIC UTILITIES EASEMENTS
- EXISTING SANITARY SEWER CONDUIT
- EXISTING STORM DRAIN CONDUIT
- EXISTING WATER CONDUIT
- EXISTING ZONE LIMITS
- PROPOSED 10' CONTOUR
- PROPOSED 2' CONTOUR
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- WETLAND
- WETLAND BUFFER
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER WITH STRUCTURE
- PROPOSED STORM DRAIN
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED STORM WATER EASEMENT
- STREAM VALLEY BUFFER
- PRIORITY MANAGEMENT AREA
- EXISTING FLOOD PLAIN
- PROPOSED FLOOD PLAIN
- TREE CANOPY
- FOREST STAND BOUNDARY
- STEEP SLOPES GREATER THAN 15%
- EXISTING GUY POLE
- EXISTING GAS VALVE
- EXISTING LIGHT POLE
- EXISTING PHONE PEDESTAL
- EXISTING PHONE MANHOLE
- EXISTING UTILITY POLE
- EXISTING SANITARY MANHOLE
- EXISTING TRAFFIC CONTROL BOX
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- EXISTING UNKNOWN UTILITY MANHOLE
- EXISTING WATER METER
- EXISTING WATER MANHOLE
- EXISTING WATER VALVE
- EXISTING PARKING LABEL
- EXISTING SANITARY CLEANOUT
- EXISTING STORM DRAIN MANHOLE
- EXISTING ELECTRICAL JUNCTION BOX
- EXISTING BOLLARD
- EXISTING SIGN POST
- EXISTING WOOD POST
- EXISTING INLETS
- EXISTING CURB INLET
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- EXISTING CURB AND GUTTER
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- EXISTING REINFORCED CONCRETE PIPE
- EXISTING CORRUGATED METAL PIPE
- EXISTING BUILDING RESTRICTION LINE
- EXISTING RIGHT-OF-WAY
- EXISTING ELECTRICAL MANHOLE
- EXISTING FIRE DEPARTMENT CONNECTION
- EXISTING FIRE HYDRANT
- EXISTING GAS MANHOLE
- PROPOSED FIRE HYDRANT
- DOOR LOCATION
- ACCESSIBLE DOOR LOCATION
- SOIL BORING
- PROPOSED RIP-RAP PROTECTION
- PROPOSED STANDARD MICRO-BIORETENTION FACILITY WITH UNDERDRAIN
- PROPOSED PLANTER BOX MICRO-BIORETENTION FACILITY WITH UNDERDRAIN
- 100-YR OVERFLOW PATH

EXISTING SOILS

MAP SYMBOL	MAPPING UNIT	SOIL TYPE
CoB	COLLINGTON-WIST URBAN LAND COMPLEX 0 TO 5 PERCENT SLOPES	A
UrdB	URBAN LAND-COLLINGTON-WIST COMPLEX 0 TO 5 PERCENT SLOPES	D

H: NAD83/2011
V: NGVD29

30 15 0 30 60 90
SCALE: 1"=30'



VICINITY MAP
SCALE: 1" = 2000'

PARCEL 3, PLAT 242080
TAX ACCT: 13-5570076
OWNER: COMMONS AT LARGO LP
9420 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

N 448,724.2303
E 1,356,465.7851

HARRY S. TRUMAN DRIVE
(80' R/W, PB 104 PLAT NO. 28) (PUBLIC)

PARCEL A, PLAT 242080
TAX ACCT: 13-5570087
OWNER: COMMONS AT LARGO LP
GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

PARCEL O
LARGO CENTRE WEST
P.B. 180 PG. 35
BE LARGO PARCEL O, LLC
9300 LARGO DRIVE W,
UPPER MARLBORO, MD
LIBER 30229 FOLIO 569
AREA: 159,840 S.F. OR 3.67 AC.

FOREST STAND AREA A
15,084 SF OR
0.35 ACRES

EX WET POND
TOP=138.9
NWL=132.4
BOT=129.5

10' PUBLIC UTILITY EASEMENT
PLAT BOOK 115 PLAT NO. 14
L.3703 F.748

LARGO DRIVE WEST
(80' R/W, PB 104 PLAT NO. 27) (PUBLIC)

PARCEL N, PLAT 180035
TAX ACCT: 13-3106226
OWNER: 8800 LOTTSFORD LLC
8800 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 41515 FOLIO 598

1-STORY DISTRIBUTION WAREHOUSE

N 448,000
E 1,356,600

EXISTING PARKING LOT

PARCEL M, PLAT 135069
TAX ACCT: 13-1475292
OWNER: LARGO WAREHOUSE LLC
9301 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 32038 FOLIO 351

N 448,600
E 1,356,000

PARCEL B, PLAT 135069
TAX ACCT: 13-1475268
OWNER: LARGO CENTRE WEST ASLI VLLLP
9307 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

PARCEL C, PLAT 135069
TAX ACCT: 13-1438597
OWNER: LARGO CENTRE WEST ASLI VLLLP
9311 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman

DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By:
Discipline: SITE/ROADS
Date: 05/20/2022

PROFESSIONAL SEAL
STATE OF MARYLAND · JASON A. EVANS · No. 39884 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39884
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

APPLICANT:
GATEWAY PROPERTIES LARGO, LLC
230 PARK AVENUE
THIRD FLOOR WEST, SUITE 302
NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 |tmuarray@gatewaymb.com

REVISIONS | DATE

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EXISTING CONDITIONS PLAN

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 12NE05 TAX MAP: 067 D3
PARCEL NO: 13-3106234

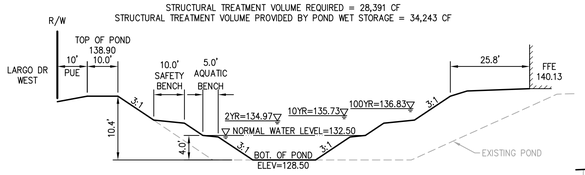
DRAWN BY: SD
DESIGNED BY: DN
DATE ISSUED: MARCH 2022
VIKA PROJECT: VM50556A
DRAWING No.
SHEET No. SDCP-2

LAYOUT: SDCP-2, Plotted By: nelson

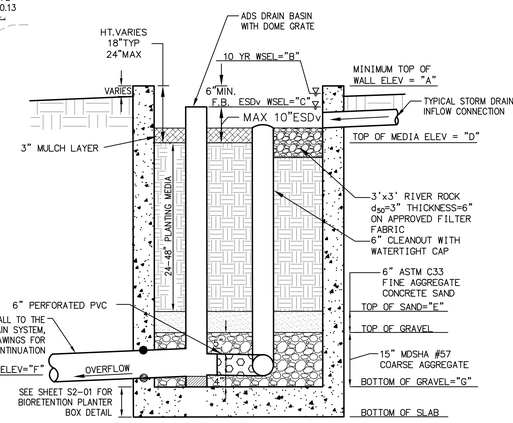
PLAN LEGEND

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- EXISTING CABLE TELEVISION CONDUIT
- EXISTING ELECTRICAL CONDUIT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE LINE
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- 100-YR OVERFLOW PATH

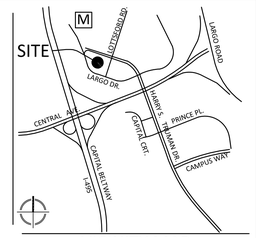
STRUCTURAL TREATMENT VOLUME REQUIRED = 28,391 CF
STRUCTURAL TREATMENT VOLUME PROVIDED BY POND WET STORAGE = 34,243 CF



TYPICAL POND SECTION
N.T.S.



PLANTER BOX MICRO-BIORETENTION DETAIL
NOT TO SCALE



VICINITY MAP
SCALE: 1" = 2000'

N 448,724.2303
E 1,356,465.7851

PARCEL 3, PLAT 242080
TAX ACCT: 13-5570076
OWNER: COMMONS AT LARGO LP
9420 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

RIGHT-IN/RIGHT-OUT DRIVEWAY CHANNELIZATION ISLAND TO BE INSTALLED BY OTHERS WHEN HARRY S. TRUMAN DR IS CONVERTED FROM ONE-WAY TO TWO-WAY TRAFFIC

PROP. CONC. DRIVEWAY PER DPWT STD. 200.03

HARRY S. TRUMAN DRIVE
(80' R/W, PB 104 PLAT NO. 28) (PUBLIC)

EX.40.0' R/W

8' SIDEWALK

FF = 150.8
LL = 140.2

SIX-STORY RESIDENTIAL BUILDING

BUILDING ABOVE

LEASING & AMENITY

GARAGE ENTRY

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

RETAIL

LOBBY

COURTYARD

MULTI-LEVEL PARKING

FOREST STAND AREA A
15,084 SF OR
0.35 ACRES

FF = 150.8
LL = 140.2

FIRE PUMP
MAIN ELEC.
TRASH
LOADING
WATER METER

PARCEL O
LARGO CENTRE WEST
P.B. 180 PG. 35
BE LARGO PARCEL O, LLC
9300 LARGO DRIVE W,
UPPER MARLBORO, MD
LIBER 30229 FOLIO 569
AREA: 159,840 S.F. OR 3.67 AC.

PARCEL A, PLAT 242080
TAX ACCT: 13-5570087
OWNER: COMMONS AT LARGO LP
GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

100YR OVERFLOW PATH (TYP)

PARCEL N, PLAT 180035
TAX ACCT: 13-3106226
OWNER: 8800 LOTTSFORD LLC
8800 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 41515 FOLIO 598

EXISTING PARKING LOT

N 448,000
E 1,356,600

GABION FOREBAY

WET POND
TOP=138.9
NWL=132.5
BOT=128.5

MIN. 10FT SAFETY BENCH

10' SET AQUATIC BENCH

NEW POND RISER
2X 6" LOW FLOW ORIFICE @NVI=132.50
63"Wx35"H WEIR@135.00
TOP SLAB@138.50

REMOVEABLE BOLLARDS

15:1 ACCESS

10' PAVED ACCESS

POI-1
POND OUTFALL

EX. IMPERVIOUS CORE

PAD MOUNT TRANSFORMERS

PROP. CONC. DRIVEWAYS PER DPWT STD. 200.01

LARGO DRIVE WEST
(80' R/W, PB 104 PLAT NO. 27) (PUBLIC)

N 448,600
E 1,356,000

PARCEL M, PLAT 135069
TAX ACCT: 13-1475292
OWNER: LARGO WAREHOUSE LLC
9301 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 32038 FOLIO 351

PARCEL B, PLAT 135069
TAX ACCT: 13-1475268
OWNER: LARGO CENTRE WEST ASLI VLLLP
9307 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

PARCEL C, PLAT 135069
TAX ACCT: 13-1438597
OWNER: LARGO CENTRE WEST ASLI VLLLP
9311 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

H: NAD83/2011
V: NGVD29

30 15 0 30 60 90
SCALE: 1"=30'

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman

DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By:

Discipline:
SITE/ROADS

Date:
05/20/2022

PROFESSIONAL SEAL
STATE OF MARYLAND · JASON A EVANS · No. 39885 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39885
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans
Digitally signed by Jason Evans
DN: c=US, o=VIKA, ou=VIKA MARYLAND, cn=Jason Evans, email=jevans@vika.com
Date: 2022.04.19 14:11:04-04'00'

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

APPLICANT:
GATEWAY PROPERTIES LARGO, LLC
230 PARK AVENUE
THIRD FLOOR WEST, SUITE 302
NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 |tmuarray@gatewaymb.com

REVISIONS	DATE

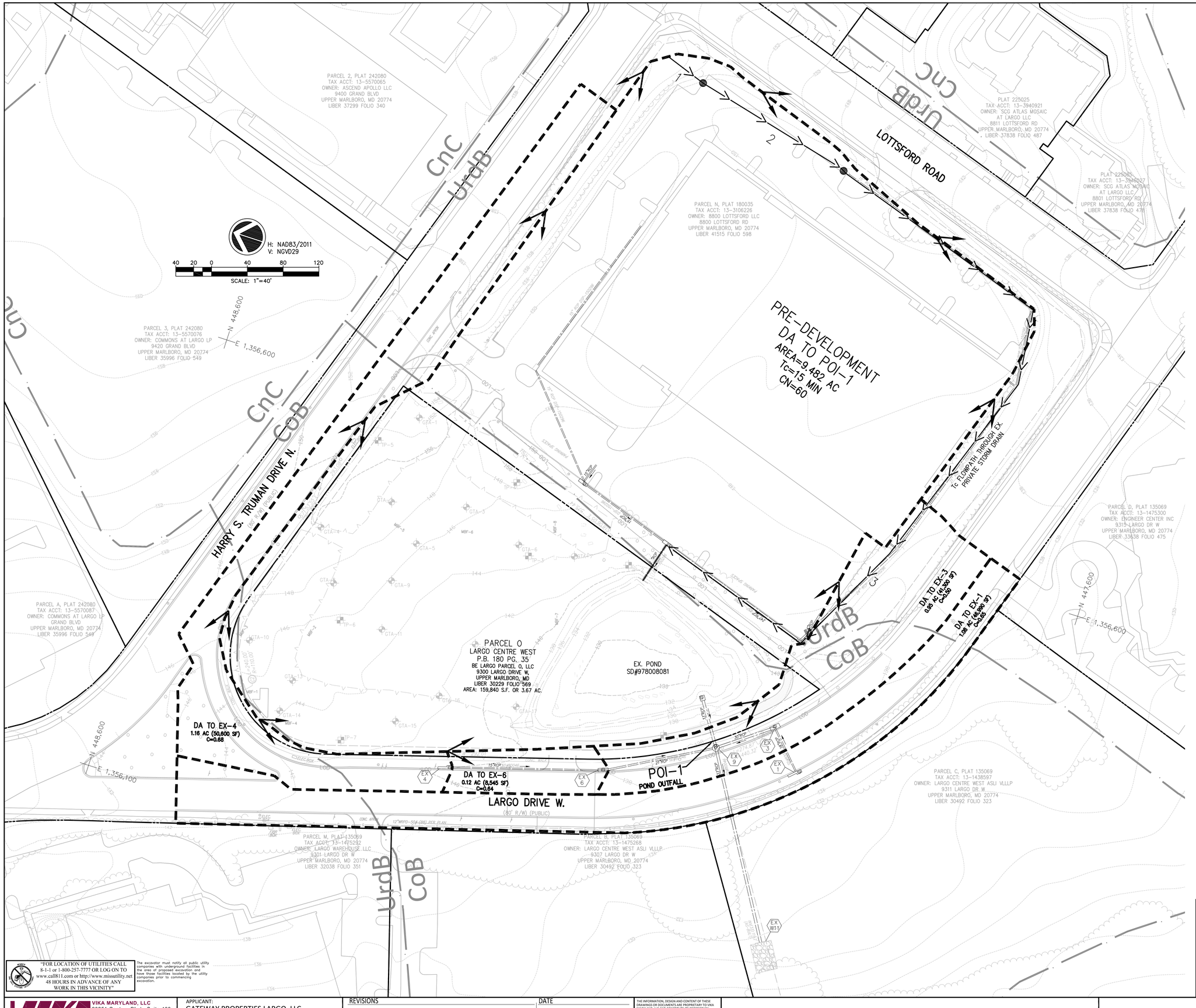
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SITE DEVELOPMENT CONCEPT PLAN

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: DE UNEOS TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY:	SD
DESIGNED BY:	DN
DATE ISSUED:	MARCH 2022
VIKA PROJECT:	VM50556A
DRAWING No.	
SHEET No.	SDCP-3

LAYOUT: SDCP--3, Plotted By: nelson



Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

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Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman
DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By: CV
Discipline: SITE/ROADS
Date: 05/20/2022

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The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

PROFESSIONAL SEAL
STATE OF MARYLAND · JASON A. EVANS · No. 39859 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39859
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans — Digitally signed by Jason Evans, DN: CN=Jason Evans, E=jevans@vika.com, OU=Civil, Date: 2022.04.27 16:12:09-04'00'

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

APPLICANT:
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THIRD FLOOR WEST, SUITE 302
NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 |tmuarray@gatewaymb.com

REVISIONS | DATE

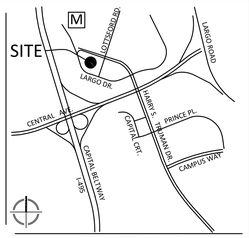
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EXISTING DRAINAGE AREA MAP

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08 TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY: SD
DESIGNED BY: DN
DATE ISSUED: MARCH 2022
VIKA PROJECT: VM50556A
DRAWING No. SDCP-4
SHEET No.

LAYOUT: SDCP--4, Plotted By: nelson



VICINITY MAP
SCALE: 1" = 2000'

PARCEL 2, PLAT 242080
TAX ACCT: 13-5570065
OWNER: ASCEND APOLLO LLC
9400 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 37299 FOLIO 340

PARCEL 3, PLAT 242080
TAX ACCT: 13-5570076
OWNER: COMMONS AT LARGO LP
9420 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

PARCEL A, PLAT 242080
TAX ACCT: 13-5570087
OWNER: COMMONS AT LARGO LP
GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

PARCEL N, PLAT 180035
TAX ACCT: 13-3106226
OWNER: 8800 LOTTSFORD LLC
8800 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 41515 FOLIO 598

PLAT 225025
TAX ACCT: 13-3940921
OWNER: SCG ATLAS MOSAIC AT LARGO LLC
8811 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 37838 FOLIO 487

PLAT 225025
TAX ACCT: 13-3940927
OWNER: SCG ATLAS MOSAIC AT LARGO LLC
8801 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 37838 FOLIO 475

PARCEL D, PLAT 135069
TAX ACCT: 13-1475300
OWNER: ENGINEER CENTER INC
9315 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 33438 FOLIO 475

PARCEL C, PLAT 135069
TAX ACCT: 13-1438597
OWNER: LARGO CENTRE WEST ASLI VLLLP
9311 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

PARCEL M, PLAT 135069
TAX ACCT: 13-1475232
OWNER: LARGO WAREHOUSE LLC
9301 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 32038 FOLIO 351

PARCEL B, PLAT 135069
TAX ACCT: 13-1475268
OWNER: LARGO CENTRE WEST ASLI VLLLP
9307 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

H: NAD83/2011
V: NGVD29

40 20 0 40 80 120
SCALE: 1"=40'

N 448,600
E 1,356,600

N 448,600
E 1,356,100

N 441,600
E 1,356,600

POST-DEVELOPMENT
DA TO POI-1
AREA=9.204 AC
IMP AREA=7.459 AC
TC=15 MIN
CN=93

DA TO MBF-1
0.36AC (15,561 SF)
100% IMP.

DA TO MBF-2
0.11AC (4,872 SF)
100% IMP.

DA TO MBF-3
0.07AC (2,939 SF)
100% IMP.

DA TO MBF-4
0.23AC (10,129 SF)
100% IMP.

DA TO MBF-5
0.20AC (8,622 SF)
100% IMP.

DA TO MBF-6
0.44AC (18,993 SF)
100% IMP.

DA TO MBF-7
0.40AC (17,496 SF)
100% IMP.

DA TO MBF-8
0.18AC (7,853 SF)
100% IMP.

PARCEL O
LARGO CENTRE WEST
P.B. 180 PG. 35
BE LARGO PARCEL O, LLC
9300 LARGO DRIVE W,
UPPER MARLBORO, MD
LIBER 30229 FOLIO 569
AREA: 159,840 S.F. OR 3.67 AC.

RETROFIT OF
EX. POND
SD#978008081

DA TO EX-1
1.08 AC (46,900 SF)
C=0.85

DA TO EX-3
0.95 AC (41,500 SF)
C=0.82

DA TO EX-4
1.43 AC (62,360 SF)
C=0.64

DA TO EX-6
0.20 AC (8,900 SF)
C=0.71

POI-1
POND OUTFALL

TO FLOWPATH THROUGH EX. PRIVATE STORM DRAIN

CnC
UrdB
CoB

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Ray-Da Guzman
DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By:
Discipline: SITE/ROADS
Date: 05/20/2022

PROFESSIONAL SEAL
STATE OF MARYLAND
JASON A EVANS
No. 39881
PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39881
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans
Digitally signed by Jason Evans
DN: CN=Jason Evans, O=VIKA Maryland, L.L.C., OU=Engineering, E=jevans@vika.com, C=US
Date: 2022.05.27 16:12:21 -04'00'

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

APPLICANT:
GATEWAY PROPERTIES LARGO, LLC
230 PARK AVENUE
THIRD FLOOR WEST, SUITE 302
NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 |tmuarray@gatewaymb.com

REVISIONS	DATE

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PROPOSED DRAINAGE AREA MAP

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08 TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY:	SD
DESIGNED BY:	DN
DATE ISSUED:	MARCH 2022
VIKA PROJECT:	VM50556A
DRAWING No.	SDCP-5
SHEET No.	

LAYOUT: SDCP-5, Plotted By: nelson

T:\50556\13-DOCS\50556_CADD\PLOT SHEETS\50556SDCP_P.dwg - Tuesday, April 26, 2022, 8:46:10 AM

Phoenix Noise & Vibration, LLC
5216 Chairmans Court, Suite 107
Frederick, Maryland 21703
301.846.4227 (phone)
301.846.4355 (fax)
www.phoenixnv.com

14 April 2022

9300 Largo Drive West
Phase I & II Noise Analysis

Prince George's County, Maryland

Report No. 220329
Project No. GMB2201

For: Gateway Merchant Banking

By: Kody Snow

Acoustical Engineering Solutions.

1 EXECUTIVE SUMMARY

Phoenix Noise & Vibration has conducted an analysis of transportation noise impact upon the proposed multifamily building located at 9300 Largo Drive West in Prince George's County, Maryland. This analysis accounted for noise impact from Harry S Truman Drive, Largo Drive West, Interstate 95/495 and associated entrance and exit ramps, and the Metro railway northwest of the site, and included:

- On-site 24-hour noise level measurements.
- Computer modeling.
- Determination of future noise levels.

Noise impact throughout 9300 Largo Drive West will vary with height; therefore, impact has been presented at the ground level (5 feet above grade), upper level (25 feet above grade), and across the facades of the future building to show how the noise level changes with height. Impact is presented in varying colors indicating the future transportation noise level. Noise levels at both the ground and upper level have been calculated throughout the site under existing and future site conditions. The noise levels presented are due only to nearby transportation sources and do not account for noise from other sources such as construction, mechanical noise, environmental noise, etc.

This analysis presents both unmitigated and mitigated noise levels throughout the site. Unmitigated existing noise levels are a representation of the existing transportation noise levels throughout the site without any site changes, i.e., the current noise levels at the site. Alternatively, unmitigated future noise levels are the projected noise levels (i.e. twenty years into the future) with grading changes to the site but no proposed multifamily building. The projection accounts for increases in traffic volumes on the surrounding roadways. Mitigated future noise levels present the noise propagation throughout the site with the presence of the proposed multifamily building. Due to the presence of the building, noise levels in some areas of the site may decrease because of shielding provided by the future building. The mitigated future noise levels are most representative of future site conditions after complete build-out.

According to Prince George's County's transportation noise requirements, proposed residential developments exposed to transportation noise levels above 65 dBA Ldn require further analysis and potential mitigation to reduce impact upon at-grade outdoor activity areas and interior spaces to 65 and 45 dBA Ldn. The analysis has determined that future ground level noise levels will be below 65 dBA Ldn within the building's amenity courtyard (plan north courtyard). Mitigation of transportation noise levels will not be required for the outdoor activity area.

The future multifamily building will be exposed to noise levels above 65 dBA Ldn, with a maximum impact of 72 dBA Ldn upon the building's plan north and east facing elevations. Depending on the noise level specific to each unit, impacted residential units will require upgraded windows and patio doors with ratings of up to 33 and 30 STC, respectively, to maintain interior noise levels below the 45 dBA Ldn limit. If the specified windows and doors are

implemented in the locations indicated, interior noise levels throughout the multifamily building will be below Prince George's County's interior noise level limit.

All other living units, including levels 1-6 of the north and south courtyards and a portion of the plan south elevation, will either not be exposed to noise levels above 65 dBA Ldn or will be exposed to noise levels only slightly above 65 dBA Ldn, such that the planned construction (i.e. windows and patio doors with a minimum rating of 26 STC) will be capable of maintaining the interior noise limit without modification. In other words, the proposed standard building construction may be used for these units to maintain the required 45 dBA Ldn limit.

2 NOISE TERMINOLOGY

2.1 dB vs. dBA

While the standard unit of measurement for sound is the decibel (dB), discussions of noise impacting the human ear use "dBA." The "A" refers to a frequency weighting network used to simulate the human ear's unequal sensitivity to different frequencies. The A-weighted noise level is therefore more representative of a human's perception of a noise environment than the unweighted overall noise level in dB and is currently used in most all environmental noise studies.

2.2 Ldn

The day-night average noise level, or Ldn, is the equivalent sound pressure level averaged over a 24-hour period, obtained by adding 10 dB to sound pressure levels measured from 10:00 p.m. to 7:00 a.m. This 10 dB "penalty" accounts for the added sensitivity caused by noise generated during the nighttime hours. The Ldn is sometimes referred to as the "DNL," however, both terms represent the same quantity.

The Ldn is NOT a measurement of the instantaneous noise level. It is very possible to have several short term events (tractor trailer, emergency vehicle siren, car horn, etc.) which generate a relatively high noise level (e.g. 85 dBA) during a given time period, yet have a more moderate overall Ldn value (e.g. 65 dBA Ldn).

2.3 Summing Noise Levels

Noise levels from multiple sources do not add arithmetically; i.e. when two noise sources generate 60 dB individually, they do not produce 120 dB when combined. Noise levels are measured using a logarithmic scale; therefore, they must be summed logarithmically. In the decibel scale, two identical, non-coherent noise sources having the same noise level produce a 3 dB increase above the condition of one source alone (i.e. two 80 dB lawnmowers running at the same time generates 83 dB).

Similarly, two different noise sources with a difference of 10 dB in their individual levels results in no measurable increase in noise when they are combined. Put another way, the quieter noise source does not increase the overall noise generated by the louder source; i.e. adding an 80 dB lawnmower into a noise environment where a 90 dB lawnmower is already running does not increase the noise level above 90 dB.

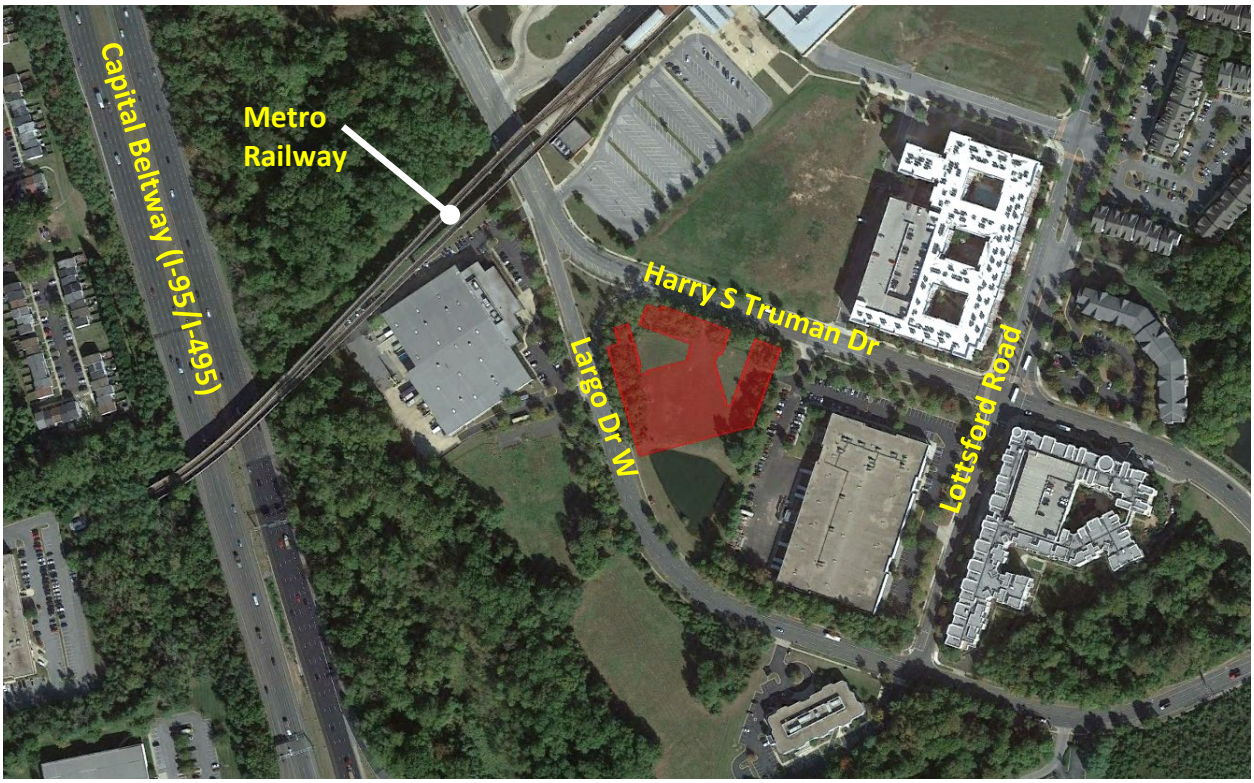
3 NOISE LIMITS

Prince George's County does not have specific regulations in regard to the evaluation of transportation noise impact upon residential dwellings; however, there are noise limits which have been traditionally used. These limits are that proposed residential developments exposed to transportation noise levels above 65 dBA Ldn require further analysis and potential mitigation to reduce impact upon at-grade outdoor activity areas and interior spaces to 65 and 45 dBA Ldn, respectively. In some special cases, alternative methods of analysis have been accepted, especially with regards to noise levels in outdoor activity areas.

4 SITE DESCRIPTION

9300 Largo Drive West (shown in Figure 1) is located between Harry S Truman Drive and Largo Drive West. Both roadways travel in one-direction in the vicinity of the site, and both consist of three travel lanes. The site is also located east of I-95/I-495 (consisting of four travel lanes in each direction) and I-95/I-495 entrance and exit ramps (composed of two travel lanes in each direction).

Figure 1: Existing site and surroundings with future 9300 Largo Drive West building shaded in red. Aerial image from Google Earth, dated 2022.



5 NOISE MEASUREMENTS

On March 15-16, 2022, Phoenix Noise & Vibration conducted an on-site noise measurement survey to determine existing transportation noise levels throughout the site. This involved continuous noise level measurements and monitoring for one 24-hour period. Measurements were made using four Norsonic Type 139 Precision Integrating Sound Level Meters. All meters were calibrated prior to the survey traceable to National Institute of Standards and Technology (NIST). Each meter meets the ANSI S1.4 standard for Type 1 sound level meters.

During the 24-hour measurement period, noise levels were recorded and averaged over five-minute time intervals. Noise measurements were then used to calculate the site's 24-hour average day-night noise level (Ldn), which includes the 10 dBA penalty for noise levels measured during nighttime hours.

Noise level measurements were made at the locations shown on Drawing 1 of Appendix A. Measurements were made at 5 feet ("ground level", GL) and 25 feet ("upper level", UL) above existing grade to account for the noise level as it varies with height above the ground. Measurement results are presented in Table 1.

Table 1: 24-hour noise measurement results.

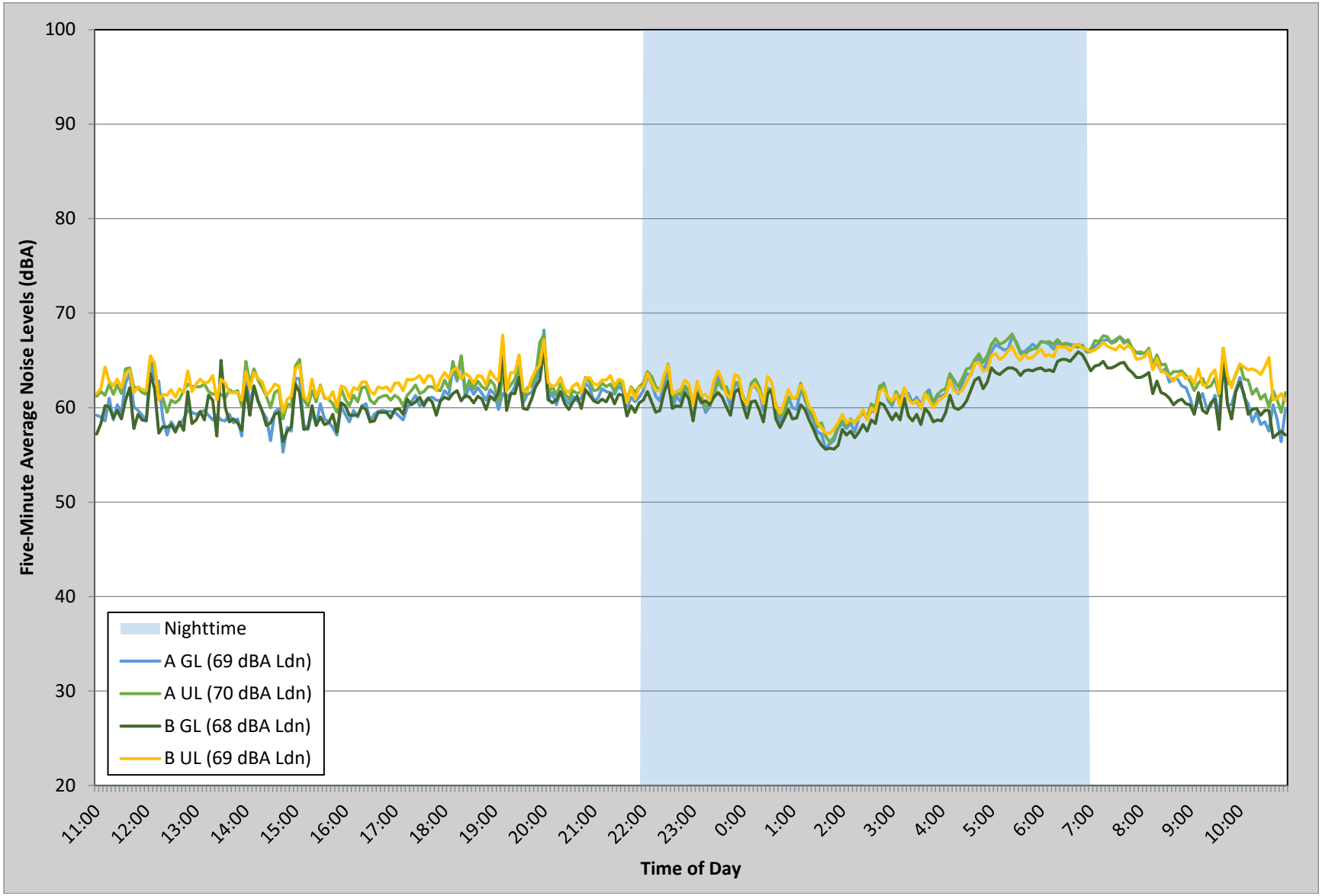
Measurement Location	Height Above Existing Grade (feet)	Measured Noise Level (dBA Ldn)
A	GL (5 ft)	69
	UL (25 ft)	70
B	GL (5 ft)	68
	UL (25 ft)	69

Figure 2 presents the measurement results graphically, showing the noise level as measured in five-minute increments throughout the 24-hour measurement period. Figure 2 indicates the actual measured values over the 24-hour period. While the 10 dBA nighttime penalty is not shown graphically, it was included in the Ldn calculations.

Note that some of the measurement locations contain isolated instances during the 24-hour measurement period at which the noise level appears inconsistent with the rest of the noise profile (i.e. peaks, spikes, or dips in the graph). These inconsistencies were due to extraneous noise occurrences, such as emergency sirens, temporary traffic congestion, and airplane and helicopter flyovers. These short-term events, while producing a relatively high or low instantaneous noise level (and which may have a significant impact on the five-minute average), generally have a less significant effect on the overall, 24-hour Ldn value. However, they may be disruptive and audible within occupied spaces.

As seen by the data presented within the figure, the noise level remains relatively consistent at the site from 11:00 AM (3/15) until approximately 4:00 AM (3/16) and then increases over a five-hour period. This increase in noise level is likely attributed to morning commuter traffic on the surrounding roadways. Due to this traffic occurring prior to 7:00 AM, it has a bigger influence in the Ldn level at the site.

Figure 2: Five-minute average noise levels recorded during 24-hour noise survey.



6 NOISE IMPACT ANALYSIS

Roadway noise impact upon the site was determined by developing a computer model using the CadnaA software program, a three-dimensional noise propagation model capable of determining the noise level impact from multiple noise sources across vertical and horizontal surfaces while accounting for factors such as topography, buildings, surface reflections, roadway data (traffic volumes, speeds, and vehicle classifications, etc.), and railway data. Noise levels can be presented either in spot locations or as noise contours of equal value throughout a defined surface area.

6.1 Existing Model

An existing model was developed to simulate the existing site and its surroundings using information provided on the existing site plan,[1] Prince George's County GIS data, and data collected during the 24-hour measurement survey. All existing topography, roadway alignments, railway alignments, and buildings were used to develop the existing model. Roadway noise levels were calibrated using the on-site noise measurements by adjusting the modeled input until the modeled noise level output matched the measured values.

Existing ground and upper level noise contours calculated throughout the site are shown on Drawings 2 and 3 of Appendix A, respectively.

6.2 Future Model

A future model was developed by altering the calibrated existing model to include projected roadway data and the future site topography.[1] Currently there are no plans to alter any of the surrounding roadways; therefore, the existing roadway alignments were used in developing the future model. Note that the future noise levels throughout the site were calculated with and without the proposed multifamily building.

6.3 Roadway Data

Existing average annual weekday traffic (AAWDT) volumes and nighttime percentages for Harry S Truman Drive, Largo Drive West, I-95/495 and associated northbound on-ramp from Central Avenue were based upon the most recent data published by the Maryland Department of Transportation State Highway Administration (MDOT SHA). Truck percentages for Harry S Truman Drive and Largo Drive West, as well as the nighttime percentage for Largo Drive West were based upon traffic counts collected during the noise measurement survey and were used to calibrate the existing model. For the future model, the MDOT SHA does not typically provide future traffic data; therefore, a conservative, 2% increase in traffic compounded annually until 2042 was assumed.[2] All necessary traffic data for all roadways in the vicinity of the site are provided in Table 2.

[1] Provided by Vika Maryland, LLC on March 9, 2022.

[2] Prince George's County typically requires that roadway noise impact studies be conducted using the projected traffic volumes 20 years from the date of the study.

Table 2: Traffic data used in the analysis.

Traffic Data	Harry S Truman Dr	Largo Drive West	I-95/I-495 SB	I-95/I-495 NB	I-95/I-495 NB Ent. Ramp
2021 AAWDT	6,094	3,400	100,688	99,771	7,334
2042 AAWDT	9,236	5,052	152,609	151,220	11,116
Truck Percentage	12%[A]	6%[A]	11%	11%	6%
Nighttime Percentage	11%	13%[A]	17%	18%	18%
Speed Limit (mph)	30	30	55	55	40

Table 2 Notes:

A. Data presented is based upon traffic counts made during the 24-hour noise measurement survey.

6.4 Future Noise Impact

The future model calculated future roadway noise impact throughout the site at both the ground (5 feet above ground) and upper (25 feet above ground) levels. The future unmitigated noise contours at the ground and upper level are presented on Drawings 4 and 5 of Appendix A, respectively, and the future mitigated noise contours at the ground and upper level are presented on Drawings 6 and 7 of Appendix A, respectively. Drawing 8 of Appendix A presents future transportation noise levels across the facades of the proposed multifamily building.

As shown on Drawing 6, future transportation noise impact at the ground level will be below 65 dBA Ldn within the amenity courtyard of the building. Therefore, mitigation of the outdoor activity area is not required to comply with the 65 dBA Ldn requirement.

As shown on Drawing 8, except for some living units located within the two courtyards and along the plan south elevation, future transportation noise impact upon all other elevations of the future multifamily building will be above 65 dBA Ldn. Drawing 8 shows future transportation noise impact upon all elevations of the future multifamily building, which is also summarized below in Table 3.

Table 3: Future (year 2042) noise impact upon all multifamily building elevations.

Multifamily Building Elevation (Plan Direction)	Future Noise Impact (dBA Ldn)
East	**70-72**
South	63-**69**
West	**67-69**
North	**68-72**
North Courtyard (Amenity)	55-**69**
South Courtyard (Parking)	51-**70**

Table 3 Notes:

- Numbers in **BOLD RED** indicate future noise impact of 65 dBA Ldn and above.

Regarding Drawing 8 and Table 3, note the following with respect to noise impact upon the proposed multifamily building:

1. All living units on the plan north, east, and west elevations, as well as some units on the other elevations will be exposed to roadway noise levels above 65 dBA Ldn. As a result, additional analysis will be required to determine whether the proposed building construction will be capable of maintaining interior noise levels below the required 45 dBA Ldn limit (see Section 7.2 – Interior Noise Levels, which follows).

2. All remaining living units (primarily those on the courtyard and south elevations) will not be exposed to future transportation noise levels above 65 dBA Ldn, therefore no additional analysis or mitigation will be required for these living units.

7 MITIGATION

When a residential structure is impacted by transportation noise levels which exceed a governing threshold (65 dBA Ldn), further analysis (a "building shell analysis") is required to determine if proposed building structures will be capable of reducing exterior noise levels to the required interior level of 45 dBA Ldn, as required by Prince George's County's requirements for residential development. Furthermore, noise levels within outdoor activity areas must be maintained below 65 dBA Ldn.

7.1 Outdoor Noise Levels

Drawing 6 of Appendix A shows that noise levels within the building's amenity courtyard will be below 65 dBA Ldn. Mitigation of the outdoor activity area will not be required to maintain noise levels below 45 dBA Ldn within the outdoor area.

7.2 Interior Noise Levels

7.2.1 Building Shell Analysis

A building shell analysis calculates the noise reduction provided by an exterior building partition (i.e. the composite assembly of the wall and any windows and doors) and the resulting interior noise level when impacted by a specific exterior noise level. The noise reduction provided by an exterior partition is dependent upon the surface area each building element composing the partition occupies and the STC rating[3] of the individual elements.

STC ratings apply to one individual element. The composite STC rating is the overall STC rating of a partition with multiple elements (e.g. a wall with a window) and is usually controlled by the building element with the lowest individual STC rating. In residential construction, this is almost always the glass (windows and doors); therefore, the percentage of the exterior wall occupied by glass becomes critical. This also means the amount of outdoor noise heard inside a residence is primarily dependent on the glass percentage and STC rating, not the wall STC rating.

A floor-by-floor building shell analysis was completed for the various unit types throughout the multifamily building. The analysis was conducted using the exterior noise level specific to each residential unit (as determined by the computer model) and each room's interior dimensions, exterior wall, window, and balcony door dimensions, and exterior wall finish. Using the architectural information available at this time,[4] window and door STC ratings were adjusted until the interior noise level in each room was below 45 dBA Ldn.

7.2.2 STC Ratings

The exterior noise impact upon each residential unit was first evaluated using the assumed standard building construction (shown in Table 4) to determine if modifications (increased window and/or door STC ratings, exterior wall construction) will be required to maintain interior noise levels below 45 dBA Ldn. Window and door STC ratings were assumed to be rated at 26

[3] The Sound Transmission Class (STC) rating is a single number value which indicates a building element's (wall, window, door, roof, etc.) ability to reduce noise transmission from one side of the element to the other.

[4] Largo Town Centre W. Parcel, 100% Design Development set dated April 8, 2028, by Niles Bolton Associates.

STC, as this is typically the standard minimum rating offered by most window and door suppliers.

If the proposed standard building construction was incapable of reducing exterior noise impact to the interior limit, window and door STC ratings were increased accordingly until the required interior noise level was achieved.

Table 4: Proposed standard building construction for 9300 Largo Drive West.

Building Element ..... **STC Rating**
Exterior Walls • **Fiber Cement** ..... **(est.) 43 STC** Partition construction: 5/16" fiber cement panel, exterior OSB sheathing, 2"x4" wood studs or 3-5/8" metal framing studs spaced 16" o.c., 3-1/2" batt insulation, one layer (1-hr fire rating) or two layers (2-hr fire rating) of 5/8" gypsum board • **Brick** ..... **(est.) 55 STC** Partition construction: 4" brick veneer, 2" air space, 5/8" gypsum sheathing, 2"x4" wood or 3-5/8" metal framing studs spaced 16" o.c., 3-1/2" batt insulation, one layer (1-hr fire rating) or two layers (2-hr fire rating) of 5/8" gypsum board
Operating & Fixed Windows ..... **26 STC**
Balcony Doors ..... **26 STC**

7.2.3 Building Construction Requirements

Minimum window (operating and fixed) and door STC rating requirements (where necessary) for the mixed-use residential building are presented by elevation (using the Niles Bolton Associates building elevations) on Drawing AC3.001, AC3.002, AC3.101 and AC3.102 of Appendix B. The varying colors shown on the elevations correspond to the window/door requirements necessary to maintain interior noise levels below the 45 dBA Ldn limit. In particular, note the following:

1. Unless noted with a higher STC rating requirement, a typical standard residential window/door (usually rated at 26 STC) can be used.

2. The highest window rating of 33 STC is required for units along the plan north, west, south, and east elevations. The exterior of these units will be exposed to the highest noise levels due to the proximity to the roadways and are composed with a larger percentage of glass.

3. STC ratings apply to the entire window/door unit; i.e. the installed window/door assembly, including all framing elements, hardware, mullions, and glazing (operating and fixed), must achieve the specified STC rating.

4. The variety of STC ratings (26, 28, 30, 32, and 33). Typically, such a detailed range of STC ratings is not available from a window/door supplier. Instead, suppliers can offer only a few STC ratings within a particular window/door product series. In this case, any window/door that requires an in-between rating must be increased to the next highest

available rating. For example, if a rating of 28 STC is specified and ratings of only 26 and 30 STC are available, the window/door with a 28 STC rating would need to be increased to 30 STC.

It is not expected that a window/door supplier be able to exactly match the STC rating requirements shown on the drawings. These are minimum requirements presented as a guide to the architect or builder when selecting a window/door product series. Calculating minimum STC ratings specific to each room reduces the amount of "overbuilding" (i.e. installing windows/doors with unnecessarily high STC ratings), thereby reducing overall window/door costs.

5. Not all windows and doors perform the same, two windows or doors can have the exact same STC rating, yet they do not provide the same amount of noise reduction. Due to the construction of a window or door assembly, two manufacturers or product lines from the same manufacturer can perform much differently than each other even though they may have similar STC ratings. This can be attributed to several factors that determine a window or door assembly's performance, such as its glazing combination, frame construction, and the ability for the sash or panel to seal to the frame. Therefore, it is strongly recommended that acoustical test data be requested from the manufacturer for the various window and patio door types being installed within the building. This will allow Phoenix Noise & Vibration to review the test data and verify whether there are any inconsistencies in the performance of the windows and patio doors.

8 CONCLUSION

Future transportation noise impact upon the proposed 9300 Largo Drive West multifamily will be above 65 dBA Ldn, with noise levels up to 72 dBA Ldn upon the plan north and east facade. While this represents a moderate level of noise impact, compliance with Prince George's County's 45 dBA Ldn interior noise requirement can be achieved through reasonable modifications to proposed building construction.

Residential units on the plan north, east, south, and west elevations will require windows and doors with increased STC ratings corresponding to the level of noise impact specific to each unit. Window and door ratings up to 33 and 30 STC, respectively, are required for those units exposed to the highest level of noise impact.

All remaining units, including most of the units on the plan south and courtyard elevations will not require any modifications to proposed building construction. For these units, the assumed standard building construction may be used without modification to maintain interior noise levels below Prince George's County's interior noise limit.

Noise impact at the ground level (5 feet above ground) will be below 65 dBA Ldn within the building's amenity courtyard (plan north courtyard). This outdoor activity area will comply with Prince George's County's requirements and will not require additional mitigation.

Please note: The results of this Phase I & II Noise Analysis have been based upon the proposed site plan, existing and proposed topography, MDOT SHA roadway traffic data, and architectural information available at the time of this study. Should any of this information be altered, additional analysis will be required to determine if the results and recommendations presented herein are capable of reducing outdoor and interior noise levels to comply with Prince George's County's typically used noise level guidelines for residential development.

APPENDIX A: TRANSPORTATION NOISE IMPACT



LEGEND	
NML #	NOISE MEASUREMENT LOCATION
	FUTURE BUILDINGS

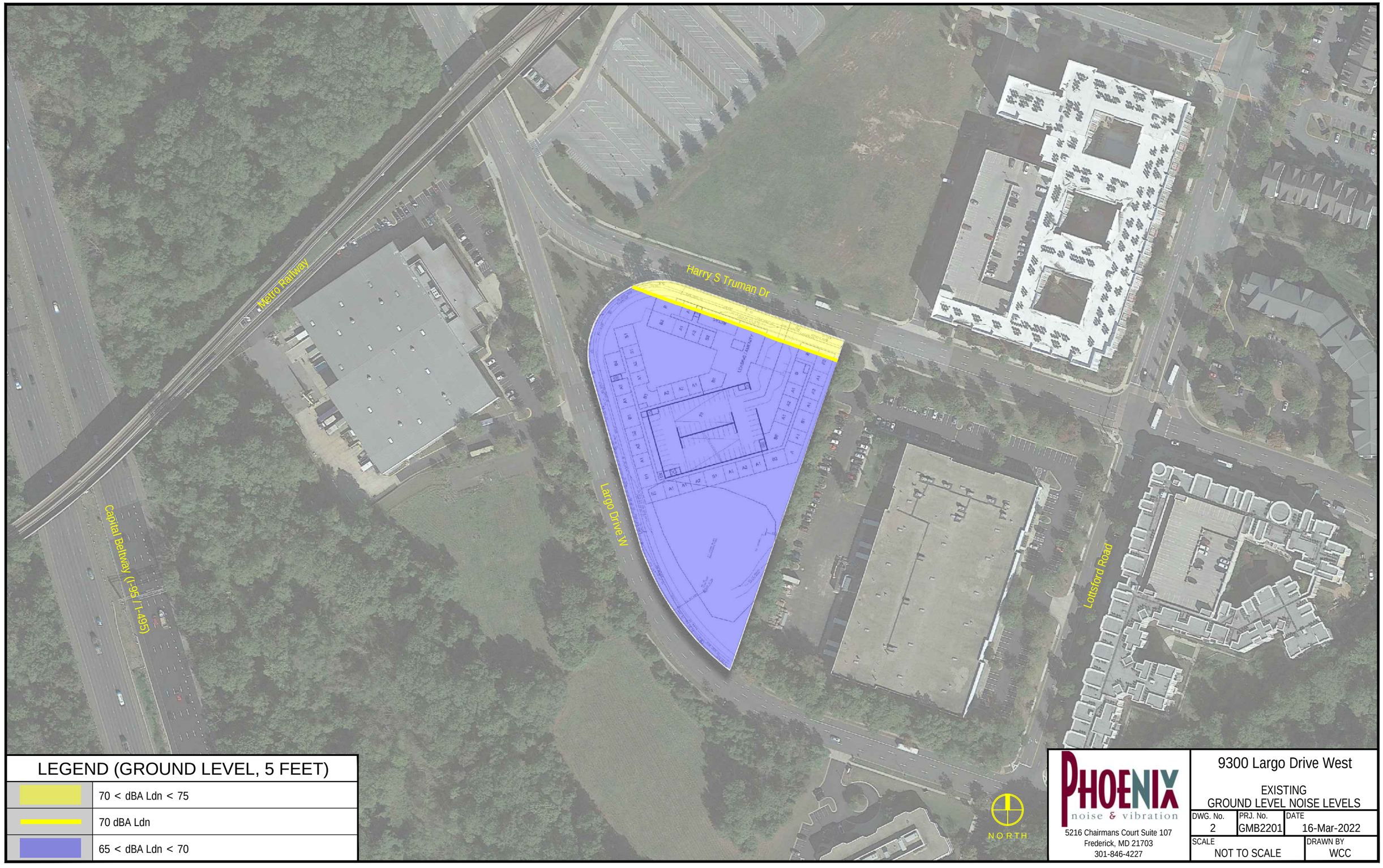
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

NOISE MEASUREMENT LOCATIONS

DWG. No.	PRJ. No.	DATE
1	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (GROUND LEVEL, 5 FEET)	
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

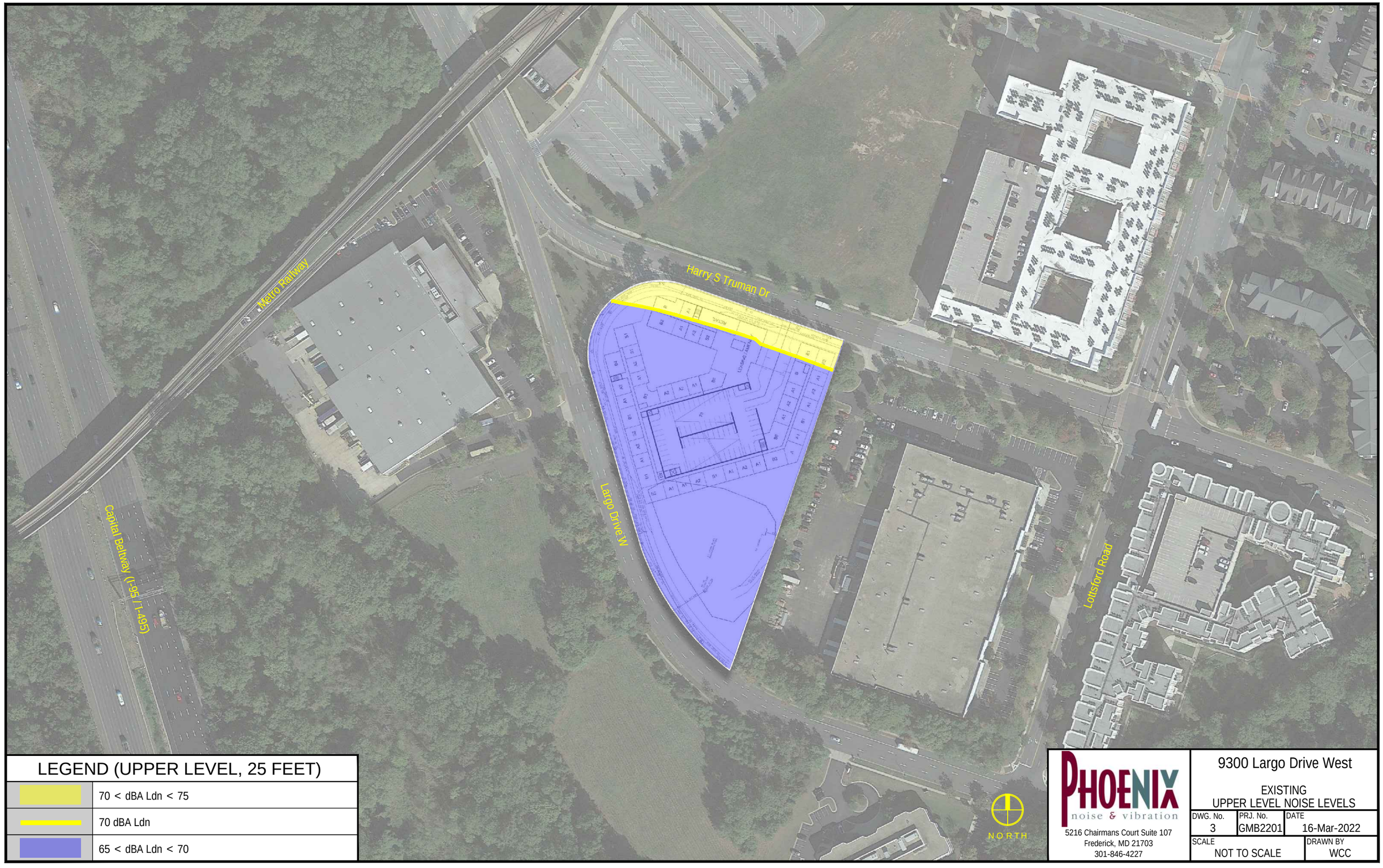
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

EXISTING
GROUND LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
2	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (UPPER LEVEL, 25 FEET)	
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

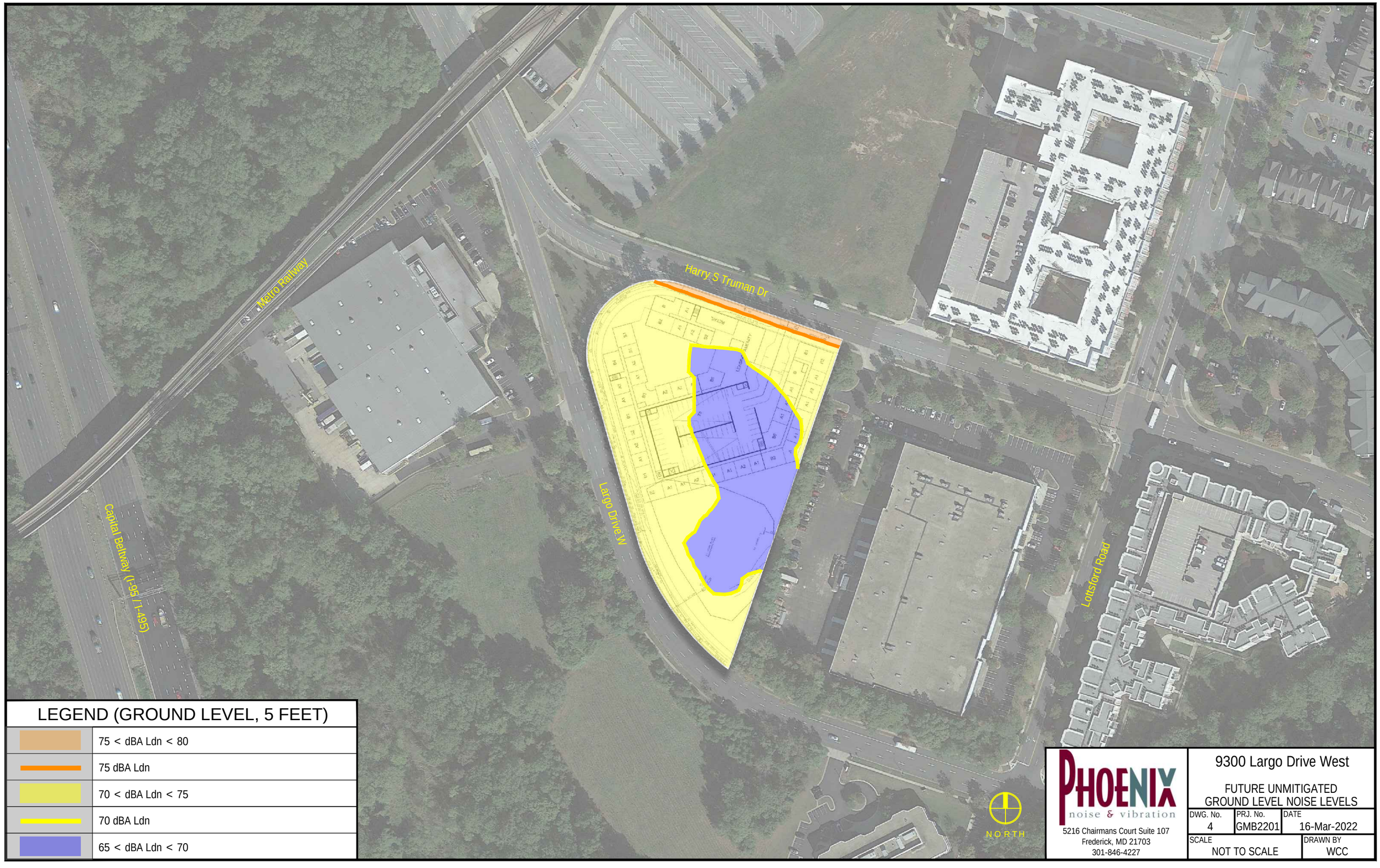
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

EXISTING
UPPER LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
3	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (GROUND LEVEL, 5 FEET)	
	75 < dBA Ldn < 80
	75 dBA Ldn
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

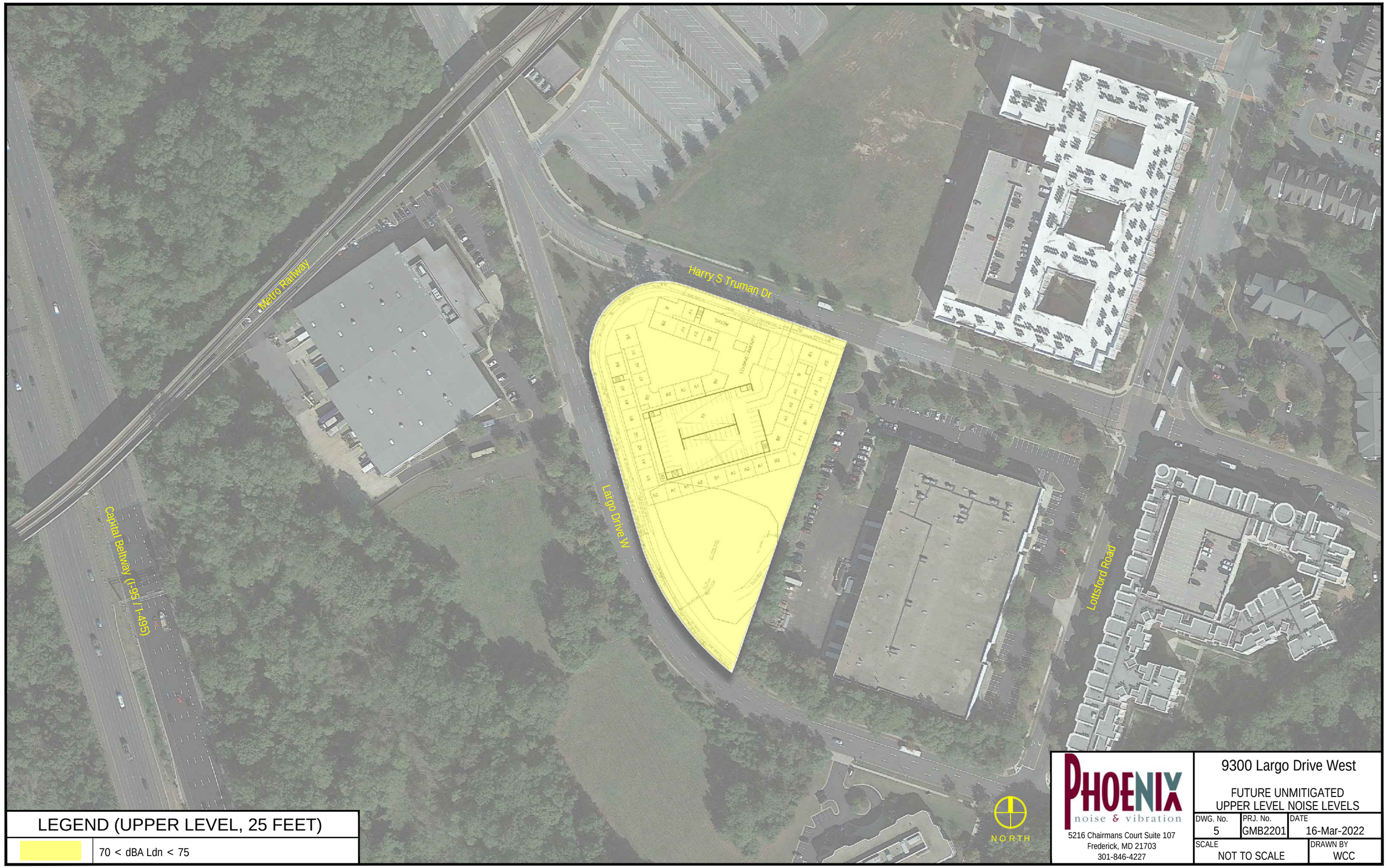
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

FUTURE UNMITIGATED GROUND LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
4	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (UPPER LEVEL, 25 FEET)

	70 < dBA Ldn < 75

PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

FUTURE UNMITIGATED
UPPER LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
5	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC

Metro Railway

Harry S Truman Dr

Largo Drive W

Capital Beltway (I-95 / I-495)

Lottsford Road

LEGEND (GROUND LEVEL, 5 FEET)	
	75 < dBA Ldn < 80
	75 dBA Ldn
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70
	65 dBA Ldn
	FUTURE BUILDING

NORTH

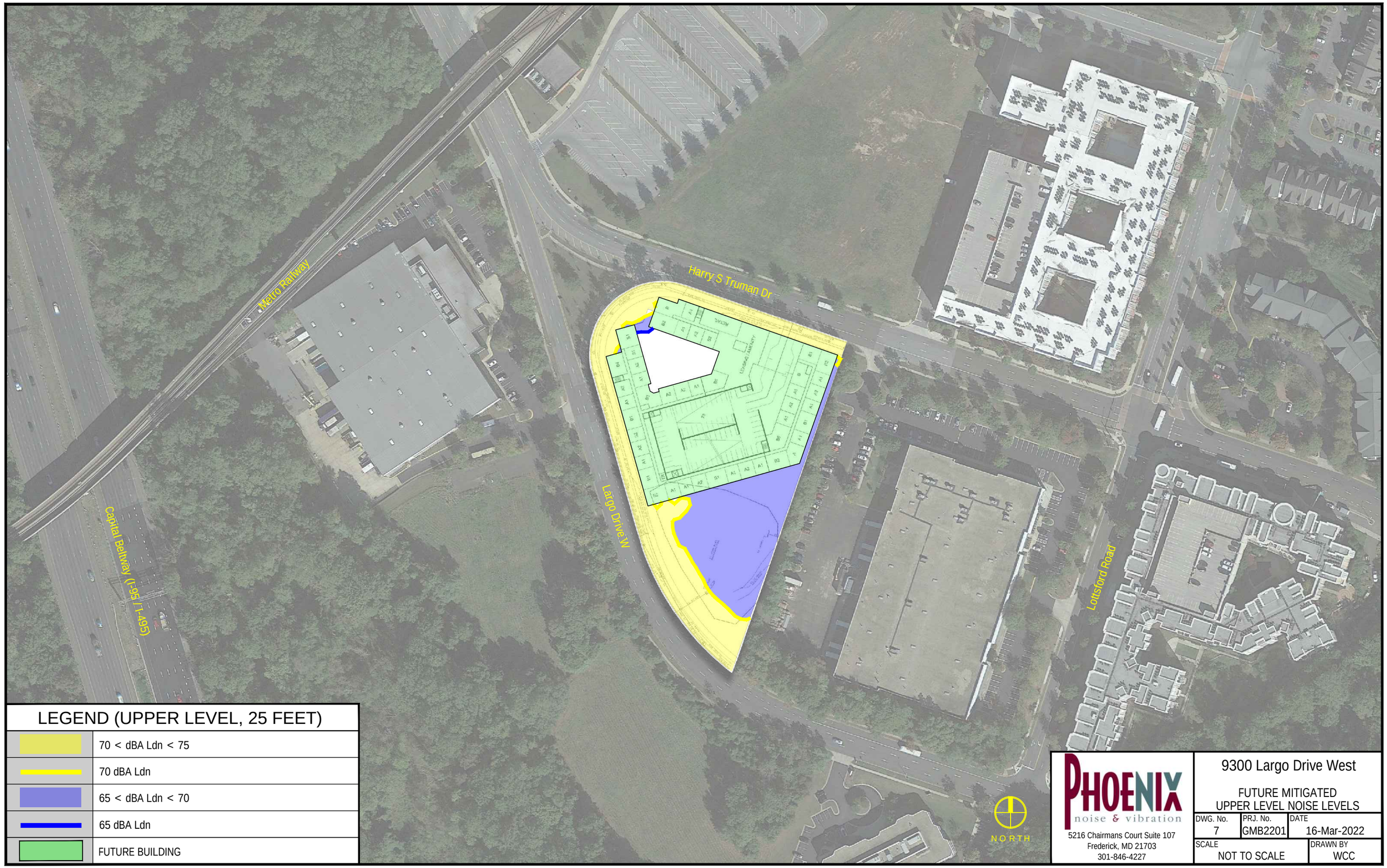
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

FUTURE MITIGATED GROUND LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
6	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC



LEGEND (UPPER LEVEL, 25 FEET)

	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70
	65 dBA Ldn
	FUTURE BUILDING

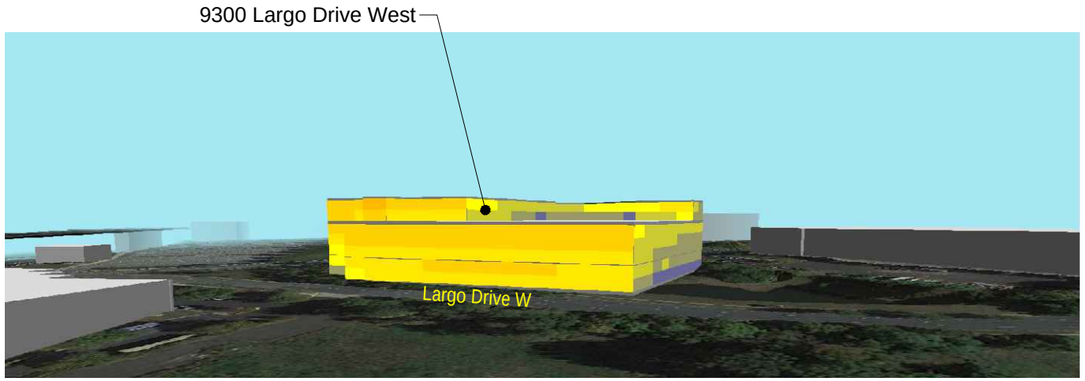
PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

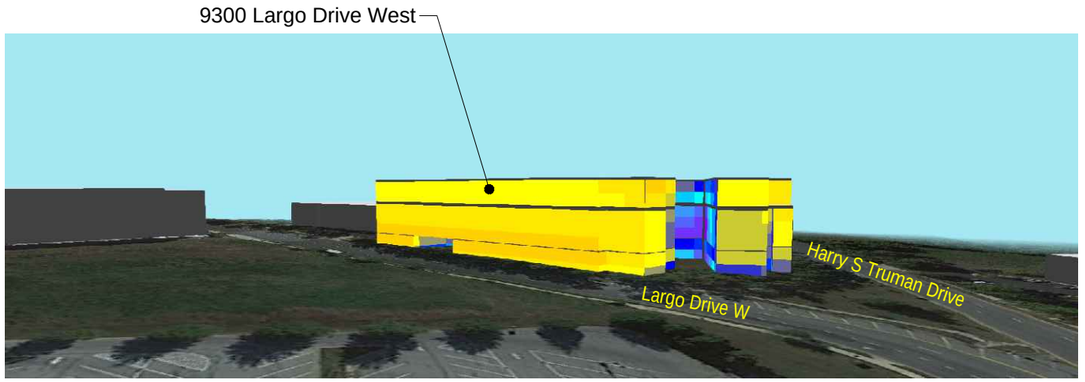
FUTURE MITIGATED
UPPER LEVEL NOISE LEVELS

DWG. No.	PRJ. No.	DATE
7	GMB2201	16-Mar-2022

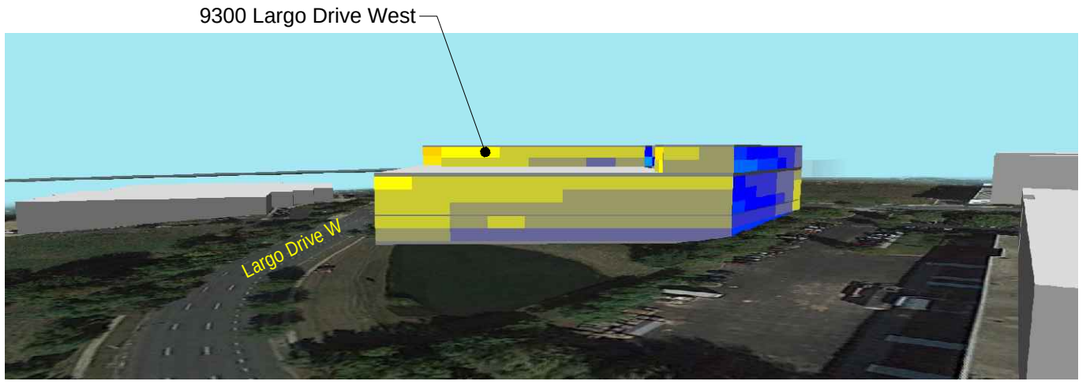
SCALE	DRAWN BY
NOT TO SCALE	WCC



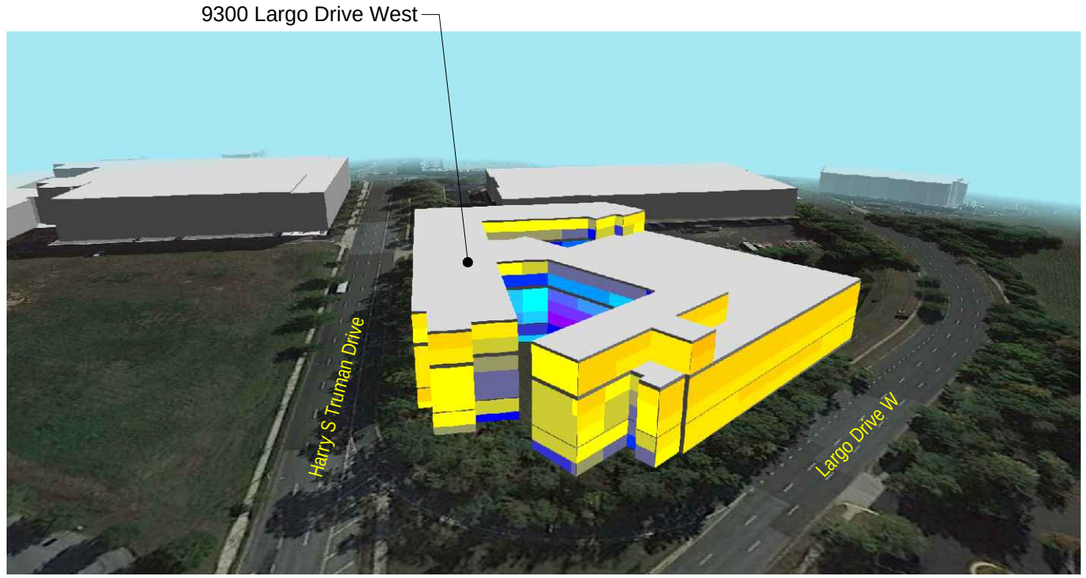
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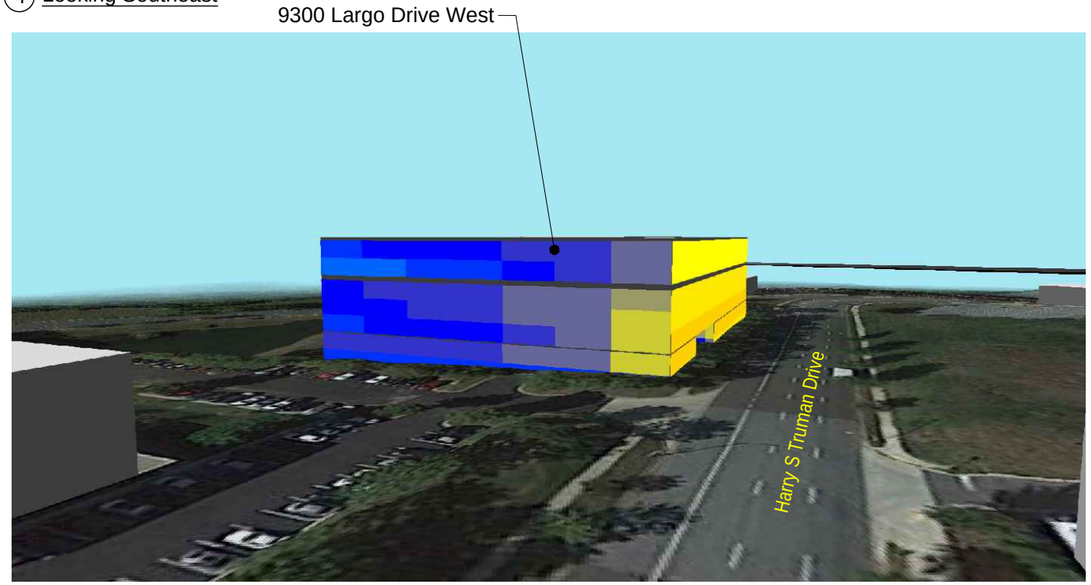
2 Looking South



3 Looking North



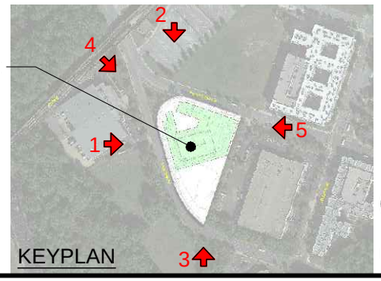
4 Looking Southeast



5 Looking West

Future Transportation Noise Levels (dBA Ldn)

72 71 70 69 68 67 66 65 64 63 62 61 60 59 58 57 56 55



NORTH

PHOENIX noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West

FUTURE TRANSPORTATION NOISE IMPACT

DWG. No.	PRJ. No.	DATE
8	GMB2201	16-Mar-2022

SCALE	DRAWN BY
NOT TO SCALE	WCC

APPENDIX B: STC RATING REQUIREMENTS

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

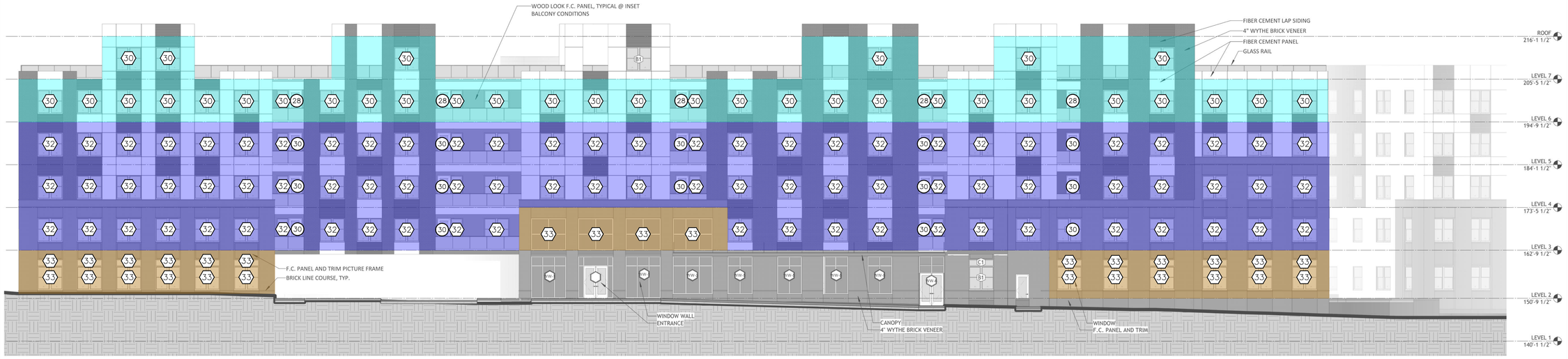
W	D
33	30
32	30
30	28
26	

NOTES:

1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



2 A3.001 ELEVATION- EXTERIOR- SOUTH
3/32" = 1'-0"



1 A3.001 ELEVATION- EXTERIOR- EAST
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

FIBER CEMENT LAP SIDING:
5/16" x 12' HARDIE PLANK LAP SIDING BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMING
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMING

6" EXPOSURE
SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

FIBER CEMENT PANEL:
5/16" x 4' x 8'/10'/12' HARDIE ARCHITECTURAL COLLECTION BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMED EXTERIOR WALLS
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMED EXTERIOR WALLS

SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

WOOD LOOK FIBER CEMENT PANEL:
5/8" x 17-7/8" x 119-5/16" AWP3030 VINTAGEWOOD SERIES MANUFACTURED BY NICHIHA
CEDAR COLOR
VERTICAL INSTALLATION

COPING:
PAC-CONTINUOUS CLEAT COPING MANUFACTURED BY PAC-CLAD PETERSON
FINISH TBD

F.C. PANEL TRIM:
XTREMETRIM REVEAL SYSTEM BY TAMLYN

GLASS RAILING:
G525 BY GRECO OR EQUIVALENT

WINDOWS AND PATIO DOORS:
SUPERA OPERABLE WINDOW MANUFACTURED BY INTUS WINDOWS
CONFIGURATION TO MIMIC SINGLE HUNG
APPEARANCE INDICATED IN ELEVATIONS
CW RATED
COLOR - DARK BRONZE OR ANTHRACITE GREY

WINDOW WALLS AND ENTRANCES (AMENITIES):
MANUFACTURED BY OLDCASTLE BUILDING ENVELOPE
- UNITIZED WINDOW WALLS: 2-1/4"x6" w/ 1" IGU SSG RELIANCE WW SYSTEM
- ENTRANCES: MS-375 STANDARD DOOR AND FRAME

CUSTOM FINISH - MATCH PROVIDED FACTORY STANDARD WINDOW FINISH

AIR BARRIER:
MANUFACTURED BY THE HENRY COMPANY AT GYPSUM SHEATHING: BLUESKIN VP 160 AT EXPOSED MASONRY: AIR-BLOC 33MR AT TRANSITIONS: BLUESKIN SA

WATERPROOFING:
MANUFACTURED BY THE HENRY COMPANY PRE-APPLIED: BLUESKIN PRESEAL POST-APPLIED: CM100 COLD FLUID APPLIED

ROOFING PAVERS/ TILES:
TPO ROOFING COMPATIBLE W/ AIR BARRIER SYSTEM
PEDESTALS:PB/BC SERIES MANUFACTURED BY BUZON
PEDESTAL PAVERS: TECH BASIC 24"X24" MANUFACTURED BY HDG BUILDING MATERIALS

CANOPIES AND CORNER MARQUIS:
CUSTOM CONSTRUCTION

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT # : 121051
DRAWN BY: SV
CHECKED BY: Checker

NILES BOLTON ASSOCIATES

PHOENIX noise & vibration
950 CHADDMAN COURT, SUITE 107
FREDERICK, MARYLAND 21701-2991
T: 301.966.4227
F: 301.966.4555
www.phoenixnv.com

COMPANY NAME
COMPANY AR NUM

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	SCHEMATIC DESIGN	02.17.22
	50% DD	03.18.22

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LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BUILDING ELEVATIONS - EAST & SOUTH

SHEET NUMBER:
AC3.001

04-08-2022

3/30/2022 12:53:17
Models:Docs://Largo Town Centre West Parcel/121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

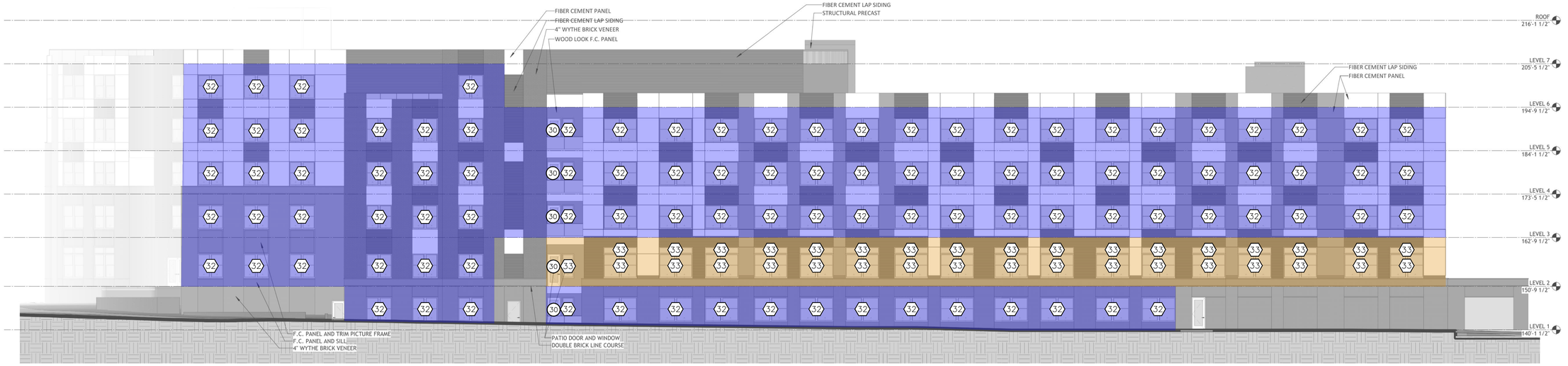
(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

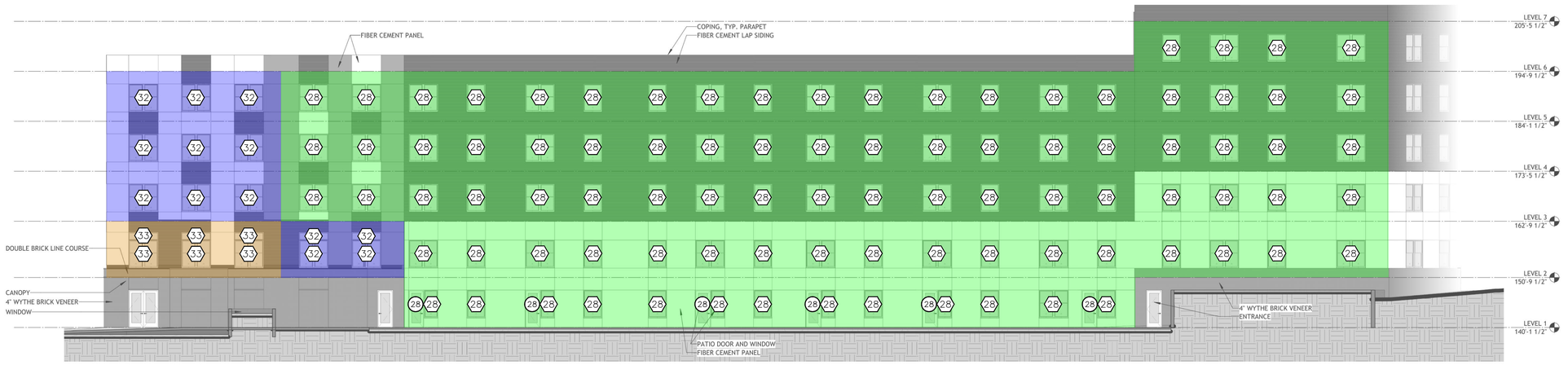
W	D
33	30
32	30
28	28
26	

NOTES:

1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



2 A3.002 ELEVATION- EXTERIOR- NORTH
3/32" = 1'-0"



1 A3.002 ELEVATION- EXTERIOR- WEST
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

FIBER CEMENT LAP SIDING:
5/16" x 12' HARDIE PLANK LAP SIDING BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMING
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMING

6" EXPOSURE
SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

FIBER CEMENT PANEL:
5/16" x 4' x 8'/10'/12' HARDIE ARCHITECTURAL COLLECTION BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMED EXTERIOR WALLS
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMED EXTERIOR WALLS

SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

WOOD LOOK FIBER CEMENT PANEL:
5/8" x 17-7/8" x 119-5/16" AWP3030
VINTAGEWOOD SERIES MANUFACTURED BY NICHIHA
CEDAR COLOR
VERTICAL INSTALLATION

COPING:
PAC-CONTINUOUS CLEAT COPING
MANUFACTURED BY PAC-CLAD PETERSON
FINISH TBD

F.C. PANEL TRIM:
XTREMETRIM REVEAL SYSTEM BY TAMLYN

GLASS RAILING:
G525 BY GRECO OR EQUIVALENT

WINDOWS AND PATIO DOORS:
SUPERA OPERABLE WINDOW MANUFACTURED BY INTUS WINDOWS
CONFIGURATION TO MIMIC SINGLE HUNG APPEARANCE INDICATED IN ELEVATIONS
CW RATED
COLOR - DARK BRONZE OR ANTHRACITE GREY

WINDOW WALLS AND ENTRANCES (AMENITIES):
MANUFACTURED BY OLDCASTLE BUILDING ENVELOPE
- UNITIZED WINDOW WALLS: 2-1/4"x6" w/ 1" IGU SSG RELIANCE WW SYSTEM
- ENTRANCES: MS-375 STANDARD DOOR AND FRAME

CUSTOM FINISH - MATCH PROVIDED FACTORY STANDARD WINDOW FINISH

AIR BARRIER:
MANUFACTURED BY THE HENRY COMPANY
AT GYPSUM SHEATHING: BLUESKIN VP 160
AT EXPOSED MASONRY: AIR-BLOC 33MR
AT TRANSITIONS: BLUESKIN SA

WATERPROOFING:
MANUFACTURED BY THE HENRY COMPANY
PRE-APPLIED: BLUESKIN PRESEAL
POST-APPLIED: CM100 COLD FLUID APPLIED

ROOFING PAVERS/ TILES:
TPO ROOFING COMPATIBLE W/ AIR BARRIER SYSTEM
PEDESTALS:PB/BC SERIES MANUFACTURED BY BUZON
PEDESTAL PAVERS: TECH BASIC 24"X24"
MANUFACTURED BY HDG BUILDING MATERIALS

CANOPIES AND CORNER MARQUIS:
CUSTOM CONSTRUCTION

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT # : 121051
DRAWN BY: SV
CHECKED BY: Checker

NILES BOLTON ASSOCIATES

PHOENIX noise & vibration
950 CHAMBERS COURT, SUITE 107
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COMPANY NAME
COMPANY AR NUM

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

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No.	Description	Date
	SCHEMATIC DESIGN	02.17.22
	50% DD	03.18.22
	100% DD	04.08.22

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LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BUILDING ELEVATIONS - WEST & NORTH

SHEET NUMBER:
AC3.002

04-08-2022

3/30/2022 12:53:22
Autodesk Docs://Largo Town Centre West Parcel /121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

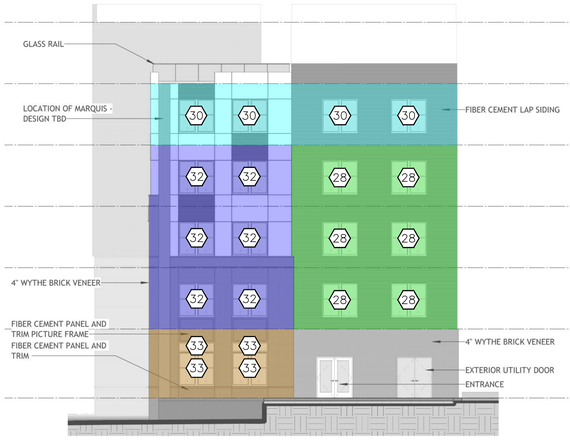
(##) DOOR - MINIMUM REQUIRED STC RATING

STC RATINGS

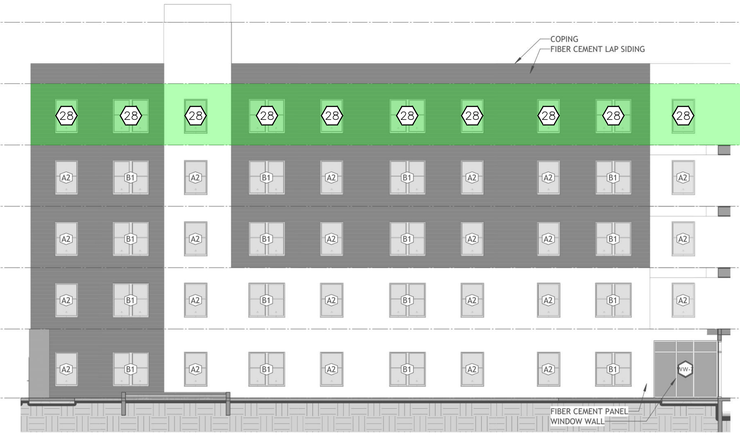
W	D
33	30
32	30
30	28
28	28
26	

NOTES:

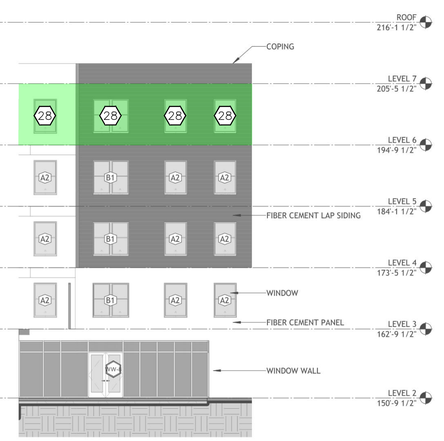
1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



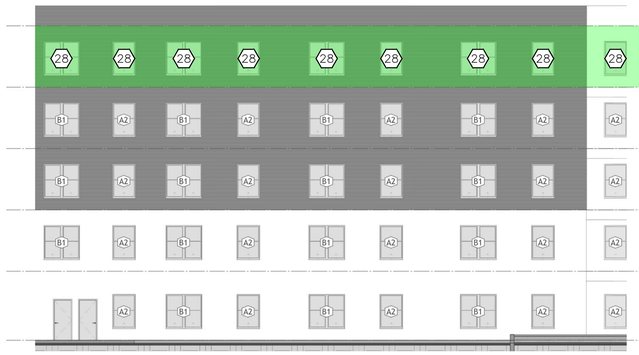
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3/32" = 1'-0"



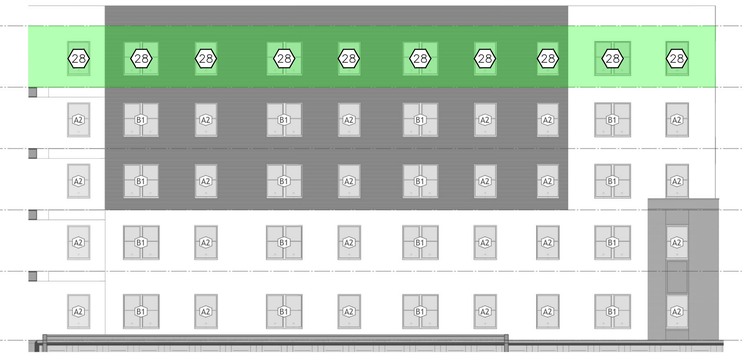
4 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- EAST
3/32" = 1'-0"



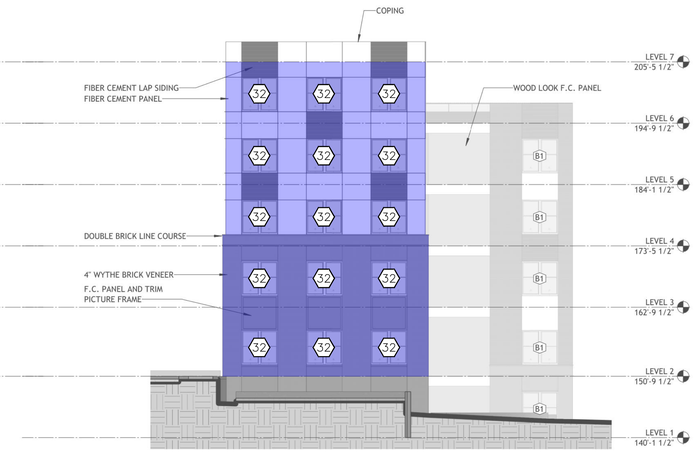
2 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- SOUTH
3/32" = 1'-0"



5 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- WEST
3/32" = 1'-0"



3 A3.101 ELEVATION- EXTERIOR- NORTH COURTYARD- NORTH
3/32" = 1'-0"



1 A3.101 ELEVATION- EXTERIOR- EAST A
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

FIBER CEMENT LAP SIDING:
5/16" x 12' HARDIE PLANK LAP SIDING BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMING
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMING

6" EXPOSURE
SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

FIBER CEMENT PANEL:
5/16" x 4' x 8'/10'/12' HARDIE ARCHITECTURAL COLLECTION BY JAMES HARDIE BUILDING PRODUCTS INC.
- RAINSCREEN 1/2" PT FURRING @ WOOD FRAMED EXTERIOR WALLS
- RAINSCREEN Z GIRT METAL FURRING @ METAL FRAMED EXTERIOR WALLS

SMOOTH FINISH
FACTORY PRIMED AND SHOP FINISHED

WOOD LOOK FIBER CEMENT PANEL:
5/8" x 17-7/8" x 119-5/16" AWP3030
VINTAGEWOOD SERIES MANUFACTURED BY NICHIHA
CEDAR COLOR
VERTICAL INSTALLATION

COPING:
PAC-CONTINUOUS CLEAT COPING MANUFACTURED BY PAC-CLAD PETERSON
FINISH TBD

F.C. PANEL TRIM:
XTREMETRIM REVEAL SYSTEM BY TAMLYN

GLASS RAILING:
G525 BY GRECO OR EQUIVALENT

WINDOWS AND PATIO DOORS:
SUPERA OPERABLE WINDOW MANUFACTURED BY INTUS WINDOWS
CONFIGURATION TO MIMIC SINGLE HUNG APPEARANCE INDICATED IN ELEVATIONS
CW RATED
COLOR - DARK BRONZE OR ANTHRACITE GREY

WINDOW WALLS AND ENTRANCES (AMENITIES):
MANUFACTURED BY OLDCASTLE BUILDING ENVELOPE
- UNITIZED WINDOW WALLS: 2-1/4"x6" w/ 1" IGU SSG RELIANCE WW SYSTEM
- ENTRANCES: MS-375 STANDARD DOOR AND FRAME

CUSTOM FINISH - MATCH PROVIDED FACTORY STANDARD WINDOW FINISH

AIR BARRIER:
MANUFACTURED BY THE HENRY COMPANY AT GYPSUM SHEATHING: BLUESKIN VP 160
AT EXPOSED MASONRY: AIR-BLOC 33MR
AT TRANSITIONS: BLUESKIN SA

WATERPROOFING:
MANUFACTURED BY THE HENRY COMPANY
PRE-APPLIED: BLUESKIN PRESEAL
POST-APPLIED: CM100 COLD FLUID APPLIED

ROOFING PAVERS/ TILES:
TPO ROOFING COMPATIBLE W/ AIR BARRIER SYSTEM
PEDESTALS:PB/BC SERIES MANUFACTURED BY BUZON
PEDESTAL PAVERS: TECH BASIC 24"X24"
MANUFACTURED BY HDG BUILDING MATERIALS

CANOPIES AND CORNER MARQUIS:
CUSTOM CONSTRUCTION

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT # : 121051
DRAWN BY: SV
CHECKED BY: Checker

NILES BOLTON ASSOCIATES

PHOENIX noise & vibration
1950 CHAIN BRIDGE COURT, SUITE 107
VIENNA, VA 22182-2001
T: 703.904.9337
F: 703.904.9339
www.phoenixnv.com

COMPANY NAME
COMPANY AR NUM

3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305

T 404 365 7600

www.nilesbolton.com

No.	Description	Date
	SCHEMATIC DESIGN	02.17.22
	50% DD	03.18.22

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LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BLDG ELEVATIONS - MARQUIS & NORTH COURTYARD

SHEET NUMBER:
AC3.101

04-08-2022

3/30/2022 12:52:25
Autodesk Docs://Largo Town Centre West Parcel/121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

GMB22314_220412.zip

LEGEND

(##) WINDOW - MINIMUM REQUIRED STC RATING

(##) DOOR - MINIMUM REQUIRED STC RATING

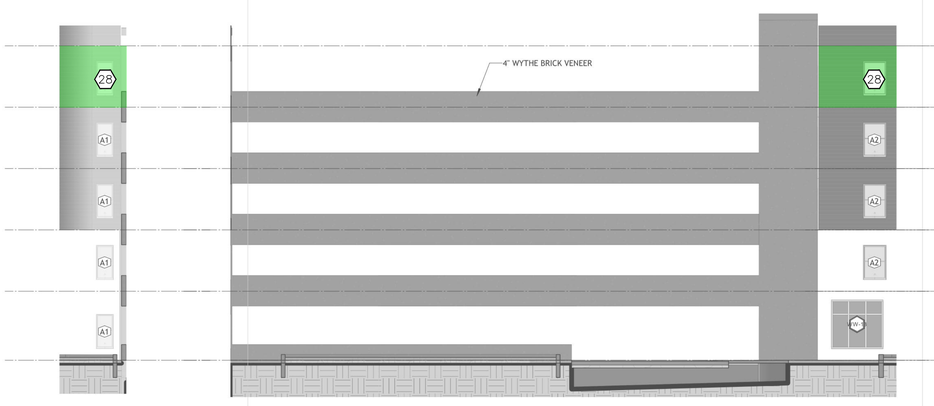
STC RATINGS

W	D
28	28

W	D
26	

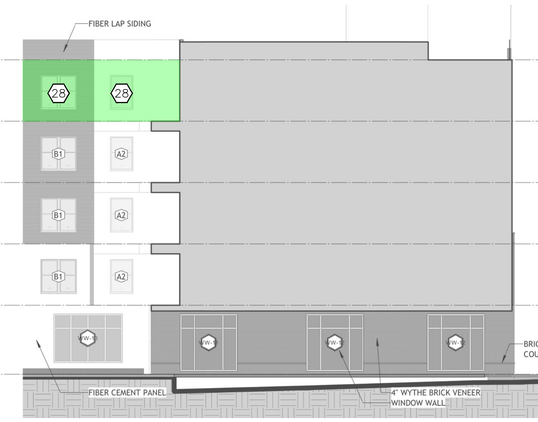
NOTES:

1. RESIDENTIAL UNITS NOT INDICATED WITH A WINDOW/DOOR STC RATING REQUIREMENT CAN BE CONSTRUCTED WITH A MINIMUM RATING OF 26 STC.
2. STC RATINGS APPLY TO THE ENTIRE WINDOW/DOOR UNIT: I.E. THE INSTALLED WINDOW / DOOR ASSEMBLY, INCLUDING ALL FRAMING ELEMENTS AND GLAZING (OPERATING AND FIXED), MUST ACHIEVE THE SPECIFIC STC RATING.



5 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- SOUTH WEST
3/32" = 1'-0"

4 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- NORTH WEST
3/32" = 1'-0"



3 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- NORTH
3/32" = 1'-0"



2 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- EAST
3/32" = 1'-0"



1 A3.102 ELEVATION- EXTERIOR- SOUTH COURTYARD- SOUTH
3/32" = 1'-0"

GENERAL ELEVATION NOTES

ENVELOPE BASIS OF DESIGN NOTES:

MASONRY:
BRICK MANUFACTURER AND MODEL TBD.
4" WYTHE BRICK VENEER 3-5/8"x2 1/4"x7-5/8"
3 COURSES PER 8" VERTICAL
RAIN SCREEN
BRICK RETURNS AT STOREFRONT, WINDOW AND DOOR OPENINGS.
COLORED MORTAR FLAMINGO BRIXMENT OR EQUIVALENT.

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NILES BOLTON ASSOCIATES

PHOENIX noise & vibration
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FREDERICK, MARYLAND 21703-2001
P: 301.966.4227
F: 301.966.4555
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COMPANY NAME
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20774

GATEWAY MERCHANT BANKING

BUILDING CONSTRUCTION REQUIREMENTS

SHEET TITLE:
BUILDING ELEVATIONS - SOUTH COURTYARD

SHEET NUMBER:
AC3.102

04-08-2022

3/30/2022 12:52:27
Autodesk Docs://Largo Town Centre West Parcel/121051_R22_LARGO TOWN CENTRE WEST PARCEL_CENTRAL_MODEL.rvt

Prince George's County, MD
Approved by EMM 10/27/2022
Recordation Tax Paid $0.00
Transfer Tax Paid $0.00

BOOK: 48254 PAGE: 1
Prince George's Cty Cir Crt
IMP FD SURE $40.00
RECORDING FEE $20.00

TOTAL $60.00
ME CW
Oct 27, 2022 09:18 am

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department

14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

PRIVATE RECREATION FACILITIES AGREEMENT

Largo, Parcel "O"
Preliminary Plan 4-21060
Detailed Site Plan DSP-21049

THIS AGREEMENT, made this 10th day of October, 2022, by and between **THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION** (hereinafter the "**Commission**"), a public body corporate, and **Largo QOZB JV LLC, a Delaware limited liability company** (hereinafter the "**Developer**") with its principal offices located at 4909 North Monroe Avenue, Tallahassee, FL 32303. The Commission and the Developer are collectively referred to in this Agreement as the **"parties."**

WHEREAS, the Commission is a public body corporate, created by the State of Maryland and authorized by Division II of the Land Use Article of the Annotated Code of Maryland, to maintain and operate a park system within the Metropolitan District; and

WHEREAS, the Commission has delegated authority over the operation of parks and recreation in Prince George's County to the Prince George's County Planning Board ("**Planning Board**"); and

WHEREAS, the Planning Board is charged by Division II of the Land Use Article, of the Annotated Code of Maryland with the authority to approve subdivision plats for recordation in the designated sections of the Maryland-Washington Regional District located in Prince George's County; and

WHEREAS, Section 24-135 of the prior Subdivision Regulations of the Prince George's County Code provides that, in conjunction with certain types of development, recreation facilities which equal or exceed the requirements for mandatory dedication may be provided by a subdivision applicant to satisfy the mandatory dedication requirement of the Subdivision Regulations; and

WHEREAS, the Developer is the contract purchaser of certain property that is the subject of Preliminary Plat of Subdivision 4-21060, and Detailed Site Plan DSP-21049, each entitled "Largo, Parcel 'O'". The property being the same land conveyed by BE Largo Parcel O LLC to Developer by deed August 19, 2022, which is recorded among the Land Records of Prince George's County, Maryland, in Book 48080 Page 247, being in the Thirteenth (13th) Election District, Prince George's County, Maryland; (the "Property"); and

WHEREAS, the Developer has proposed to provide recreational facilities to satisfy the requirements of mandatory dedication; and

WHEREAS, the Commission has accepted the Developer's proposal, as evidenced by Planning Board Resolutions PGCPB No. 2022-69 (4-21060) and PGCPB No. 2022-72 (DSP-21049).

NOW THEREFORE, in consideration of the acceptance by the Commission of the Developer's offer to provide private recreational facilities in lieu of mandatory dedication, the mutual promises and obligations contained herein, and for other good and valuable consideration which is hereby acknowledged, the parties agree to the following provisions:

1. **Recreational Facilities.**
   a. The Developer shall construct on that portion of the property being subdivided in compliance with approved plan, Largo, Parcel "O", DSP-21049, and this Agreement.

   b. Timing for construction of the recreational facilities shall be in accordance with Condition 2 of the approved DSP-21049, or as amended by any subsequent revision thereto.

2. **Performance Bonds for Private Recreation Facilities.**

   (a). To guarantee the prompt and satisfactory construction of the recreation facilities referred to in paragraph 1, the Developer, its heirs, successors and assigns, will deliver to the Planning Department, prior to the application for any building permits, a suitable financial guarantee as defined in 2(f) of this Agreement. The amount of the performance bond shall be determined by the Planning Department. The Developer will request in writing from the Planning Department a determination as to the amount of the required performance bond not less than two weeks prior to filing an application for building permits.

   (b) The performance bond will run to the benefit of the Commission and not be conditional. It is agreed by the parties that if the Commission finds that the Developer has failed to satisfactorily construct the recreation facilities as required by this Agreement, the Commission may choose, in its sole discretion, to construct the recreation facilities in accordance with the plans filed by the Developer by drawing on the performance bond. The Commission's decision as to the satisfaction of the construction or completion of the facilities shall be binding on all parties. All recreation facilities shall be constructed in accordance with the standards in the Parks and Recreation Facilities Guidelines, the manufacturer's specifications and the guidelines in the latest edition of the Handbook for Public Playground Safety published by the Consumer Products Safety Commission, American Society of Testing and Materials (ASTM) standards, and the Americans with Disabilities Act (ADA).

(c) In the event that the performance bond is used by the Commission for the failure to satisfactorily complete construction of any recreation facilities, the Commission shall not incur any liability for the construction or completion of said recreation facilities.

(d) At such time that the Commission determines the recreation facilities have been completed, and the Developer has executed a Recreation Facility Certification, the performance bond or any remainder thereof shall be returned to the Developer.

(e) If the construction of the recreation facilities specified in paragraph 1, above, is not completed within five (5) years from the date the performance bond was issued, the Commission reserves the right to re-evaluate the amount of the performance bond and to require that the Developer post an additional bond amount.

(f) Definition: For purposes of this Agreement, adequate financial security means a surety bond, letter of credit, escrow agreement or other suitable financial guarantee as determined by the Commission's Office of the General Counsel.

3. **Non-discrimination.** The Developer will not discriminate against any employee or applicant for employment due to age, sex, race, creed, color, national origin, or disability.

4. **Indemnification.** The Developer will indemnify, save harmless and defend the Commission from and against all actions, liability, claims, suits, damages, cost or expenses of any kind that may arise, or be alleged to have arisen, out of or in connection with the Developer's performance of, or failure to perform, any of the obligations under the terms of this Agreement.

5. **Binding Covenant.** The provisions of this RFA will be a covenant which runs with the land and is binding on the Developer, its heirs, successors and assigns. In the event that the Developer assigns this RFA to more than one successor, the Commission reserves the right to require a new or amended RFA for each successor.

6. **Recordation.** This Agreement will be recorded in the Land Records of Prince George's County prior to the acceptance of the above-referenced plat by the Development Review Division. All recording fees will be paid by the Developer. The original recorded RFA shall be returned to the Development Review Division. The failure of the Developer to record this RFA shall preclude the issuance of any building permits for the above-named subdivision.

7. **Modification.** Any substantial modification to this Agreement, as determined by the Commission, will be permitted only upon the filing of a new preliminary plat or site plan by the Developer, approval by the Planning Board or its designee, and the recording of an Amended Recreation Facilities Agreement.

8. **Entire Agreement.** This instrument contains the entire Agreement between the parties and will not be modified except by written agreement signed by the parties.

9. **Severability.** The invalidity or illegality of any provision of this Agreement will not affect the remainder of this Agreement or any other provision.

10. **Applicable Law and Forum.** This Agreement will be interpreted and enforced in accordance with the laws of the State of Maryland.

11. **Waiver.** The failure of the Commission to enforce any part of this Agreement shall not be deemed as a waiver thereof.

12. **Termination.** This Agreement will extend for twenty-five (25) years from the date of execution. All obligations of the Developer under this Agreement will become due one (1) year prior to the expiration of this Agreement.

13. **Recitals.** The Recitals are hereby incorporated in this RFA.

IN WITNESS WHEREOF, the parties have caused this Agreement to be properly executed on the day and year first written above.

SIGNATURE PAGES FOLLOW

SEAL/WITNESS

LARGO QOZB JV LLC
A Delaware limited liability company

Terrence Murray
Managing Member

STATE OF Essex/New Jersey

COUNTY OF Essex **} ss.:**

I HEREBY CERTIFY that on this 12 day of September, 2022, before me, the subscriber, a Notary Public in the State and County aforesaid that Terrence Murray personally appeared before me in said jurisdiction, who, being by me first duly sworn, acknowledged said instrument to be the act and deed thereof, and that by virtue of the authority conferred upon him as Managing Manager of Largo QOZB JV LLC executed and delivered the same as such for the purposes therein contained by signing in my presence.

In witness whereof, I hereunto set my hand and official seal.

Notary Public, ~~Maryland~~ New Jersey

SHERIDA A JONES
Notary Public
State of New Jersey
My Commission Expires July 06, 2026
I.D.# 2416159

ATTEST:

Chip Bennett

Gavin Cohen
Secretary-Treasurer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Asuntha Chiang-Smith
Executive Director

My Commission Expires:

STATE OF MARYLAND }
COUNTY OF Montgomery } ss.

On this 13th day of October, 2022, before me, the undersigned officer, personally appeared Asuntha Chiang-Smith, who acknowledged herself to be the EXECUTIVE DIRECTOR OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, and that she, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained.

In witness whereof, I hereunto set my hand and official seal.

Notary Public, Maryland

STEPHANIE L. AKERLEY NOTARY PUBLIC MY COMMISSION EXPIRES 1/14/2023 MONTGOMERY COUNTY, MD

My commission expires: 1/14/2023

Approved for Legal Sufficiency
M-NCPPC Office of General Counsel
Dated 9/19/22

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, Maryland 20774
(301) 883-5710

STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: PEER REVIEW-LARGO CENTRE WEST, PARCEL O CASE #: 173-2022-00

APPLICANT'S NAME: Gateway Merchant Banking

ENGINEER : VIKA Maryland LLC

REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is not designated.

These additional approvals are required: None.

These fees apply: REVIEW.

These bonds apply: None.

Required water quality controls: MICRO-BIORETENTIONS.

Required water quantity controls: 5, 100 YEAR ATTENUATION(S).

No maintenance agreement is required.

No special conditions apply.

Required easements: None.

Storm Water Management fee payment of none in lieu of providing on-site attenuation/quality control measures.
(Fee-In-Lieu subject to change during technical review.)

CONDITIONS OF APPROVAL:

Please see second page.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: June 2, 2025
EXPIRATION DATE: June 2, 2028

FOR OFFICE USE ONLY

ADC MAP: 5531 F-7 200' SHEET: 201NE08
STREET NAME: LARGO DR
WATERSHED: 23-Southwest Branch (Western)
NUMBER OF DU'S: 0 COST PER DWELLING: 0

CC: APPLICANT, SCD, PERMITS

P.G.C. FORM #3693 (REV 04/93)

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, Maryland 20774
(301) 883-5710

STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: PEER REVIEW-LARGO CENTRE WEST, PARCEL O CASE #: 173-2022-00

CONDITIONS OF APPROVAL:

1. THIS PROJECT INVOLVES REDEVELOPMENT OF AN EXISTING DEVELOPED SITE. SITE SHALL BE DESIGNED TO TREAT FOR 100% WQv OF THE IMPERVIOUS AREA WITHIN THE PROPOSED DISTURBED AREA AND 100% WQv AND CPV FOR NEW IMPERVIOUS AREA USING ESD PRACTICES AND TECHNIQUES.
2. AT THE TIME OF BUILDING PERMIT REVIEW, PLEASE PROVIDE THE REVIEWER WITH A GEOTECHNICAL REPORT TO DETERMINE UNDERGROUND WATER TABLE AS PER CB-94-2004.
3. LANDSCAPE PLANS ARE REQUIRED AT TECHNICAL REVIEW.
4. THIS PROJECT WILL REQUIRE A SITE DEVELOPMENT FINE GRADING PERMIT.
5. PROJECT COMPRISES OF A NEW MULTI FAMILY DEVELOPMENT ON PARCEL O.
6. EXISTING WET POND PROVIDES SWM FOR FOR BOTH THE PARCELS. RECORDS OF EX POND ARE NOT AVAILABLE.
IT IS UNDERSTOOD THAT MAX SWM PROVIDED BY POND IS NOT MORE THAN 1/2", PROJECT WILL PROVIDE ADDITIONAL TO MAKE IT 1".
7. PROJECT IS CONSIDERED REDEVELOPMENT. POND WILL BE RETROFITTED TO PROVIDE MINIMUM 1" OF WATER QUALITY FOR BOTH THE PARCELS.
8. FOR NEW DEVELOPED AREAS, ESDV IS TO BE PROVIDED USING 9 MICRO-BIORETENTION PLANTERS. ANY ESDV SHORTAGE TO BE PROVIDED WITH WET POND.
9. 10 AND 100-YEAR CONTROL REQUIRED TO BE PROVIDED WITH POND RETROFIT.
10. GEOTECH BORINGS TO CERTIFY THAT 10YEAR WSEL IS AT/BELOW TOP OF EXISTING IMPERVIOUS CORE. A PE CERTIFIED LETTER REQUIRED TO CONFIRM EXISTING CLAY CORE IS IN ADEQUATE
SAFE CONDITION TO SERVE THE RETROFITTED POND.
11. FPS 870002 GOVERNS, FP EASEMENT MAY BE REQUIRED IF ITS ONSITE.
12. DETAILED OUTFALL ANLAYSIS REQUIRED AT TECHNICAL REVIEW. ENGINEER TO INVESTIGATE AND CERTIFY THE STRUCTURAL CONDITIONS OF PIPE AND OUTFALL ALONG WITH TECHNICAL SUBMISSION.
REVIEWED BY CV / SGS.
EXTENSION ONLY.SUPERSEDES PREVIOUS APPROVAL DATED 6-2-22. REVIEWED BY DW.

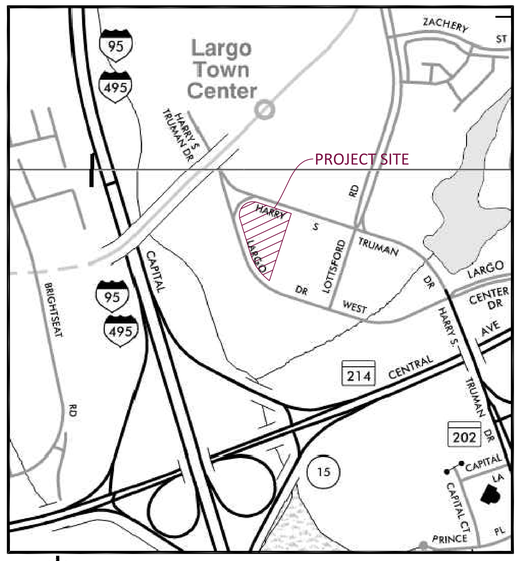
SITE DEVELOPMENT CONCEPT PLAN

LARGO PARCEL O

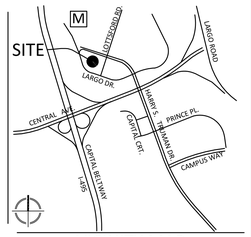
13th ELECTION DISTRICT

PRINCE GEORGE'S COUNTY, MARYLAND

DPIE No. 173-2022-0



PROJECT LOCATION MAP
SCALE: 1" = 500'
SHA GRID MAP F11D & G11B



VICINITY MAP
SCALE: 1" = 2000'

GENERAL NOTES

1. THE SUBJECT PROPERTY AREA IS 3.67 ACRES (159,840 S.F.).
2. THE SUBJECT PROPERTY IS DESCRIBED AS PARCEL O OF THE LARGO CENTRE WEST SUBDIVISION (P.B. 180 PG. 35).
3. THE SUBJECT PROPERTY IS LOCATED IN COUNTY ELECTION DISTRICT 13, AND THE TAX ACCOUNT NUMBER IS 3106234.
4. THE SUBJECT PROPERTY PREMISE ADDRESS IS 9300 LARGO DRIVE W, UPPER MARLBORO, MD 20774.
5. THE SUBJECT PROPERTY IS ZONED M-U-I (MIXED USE INFILL), AND IS WITHIN THE LARGO TOWN CENTER SECTOR PLAN AND SMA DEVELOPMENT DISTRICT OVERLAY.
6. THE SUBJECT PROPERTY IS LOCATED ON TAX MAP 067-D3.
7. THE SUBJECT PROPERTY IS LOCATED ON WSSC GRID 201NE08.
8. THE SUBJECT PROPERTY IS LOCATED WITHIN THE SOUTHWEST BRANCH WATERSHED, WHICH IS PART OF THE DEPARTMENT OF NATURAL RESOURCES WESTERN BRANCH WATERSHED 12-DIGIT DESIGNATION 021311030924.
9. THE SUBJECT PROPERTY IS LOCATED WITHIN A WATERSHED WITH TMDL FOR SEDIMENT, NITROGEN, PHOSPHORUS, AND BOD.
10. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A TIER II CATCHMENT.
11. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A STRONGHOLD WATERSHED.
12. THE SUBJECT PROPERTY IS LOCATED IN ZONE 'X', AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) 24033C0165E, EFFECTIVE SEPTEMBER 16, 2016.
13. THE SUBJECT PROPERTY DOES NOT CONTAIN WETLANDS OF SPECIAL STATE CONCERN AS DEFINED IN COMAR 26.23.06.01.
14. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA (CBCA).
15. THERE ARE NO MARLBORO OR CHRISTIANA COMPLEX CLAYS LOCATED ON OR ADJACENT TO THE SUBJECT PROPERTY.
16. THERE ARE NO HIGHLY ERODIBLE SOILS LOCATED ON OR ADJACENT TO THE SUBJECT PROPERTY.
17. THERE ARE NO SPECIMEN, CHAMPION OR HISTORIC TREES LOCATED ON THE SUBJECT PROPERTY.
18. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN AN AVIATION POLICY AREA (APA).
19. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN MILITARY INSTALLATION OVERLAY.
20. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A REGISTERED HISTORIC DISTRICT.
21. THERE ARE NO SCENIC OR HISTORIC ROADS LOCATED ON OR ADJACENT TO THE SUBJECT PROPERTY.
22. EXISTING WATER DESIGNATION: W-3
    EXISTING SEWER DESIGNATION: S-3
23. APPLICANT: GATEWAY PROPERTIES LARGO, LLC
    230 PARK AVENUE
    THIRD FLOOR WEST, SUITE 302
    NEW YORK, NY 10162
    347-528-4354
    TERRENCE MURRAY
22. PROPERTY OWNER: BE LARGO PARCEL O LLC
    5410 EDSON LANE
    ROCKVILLE, MD 20852
    301-816-1584
    BRIAN BERMAN
23. ENGINEER: VIKA MARYLAND, LLC
    20251 CENTURY BLVD
    SUITE 400
    GERMANTOWN, MD 20874
    301-916-4100
    DON NELSON

SHEET INDEX

SDCP-1 COVER SHEET
SDCP-2 EXISTING CONDITIONS
SDCP-3 SITE DEVELOPMENT CONCEPT PLAN
SDCP-4 EXISTING DRAINAGE AREA MAP
SDCP-5 PROPOSED DRAINAGE AREA MAP
SDCP-6 SIGHT DISTANCE EXHIBIT DRIVEWAY-1
SDCP-7 SIGHT DISTANCE EXHIBIT SERVICE DRIVEWAY

Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, MD 20774
Concept Plan BMP Summary Table
DPIE Revision Date: May 30, 2014

Project Name: Largo Parcel O | **Concept No.:** 173-2022-0 | **Permit No.:** | **Total Site Acreage:** 4.53

POI	LABEL	NAME	MD NORTH	MD EAST	LAND USE	CONSTRUCTION PURPOSE	DRAINAGE AREA (ACRES)	TOTAL IMPERVIOUS AREA (ACRES)	NEW IMPERVIOUS AREA (ACRES)	EXISTING IMPERVIOUS AREA (ACRES)	PERCENT IMPERVIOUS	Rv	TARGET P_E (IN)	TARGET VOLUME (FT^3)	DESIGN VOLUME (FT^3) USING ESD PRACTICES	DESIGN VOLUME (FT^3) USING STRUCTURAL PRACTICES	MAX ESD VOLUME (ESD max) (CF)	RCN	ON/OFF SITE?
1	MBF-1	PLANTER BOX MICRO-BIORETENTION	448,436	1,356,227	RESIDENTIAL	DEVELOPMENT	0.36	0.36	0.36	0.00	100	0.95	2.2	2,731	841	0	3,326	58	ON
1	MBF-2	PLANTER BOX MICRO-BIORETENTION	448,413	1,356,302	RESIDENTIAL	DEVELOPMENT	0.11	0.11	0.11	0.00	100	0.95	2.2	835	287	0	3,326	58	ON
1	MBF-3	PLANTER BOX MICRO-BIORETENTION	448,477	1,356,311	RESIDENTIAL	DEVELOPMENT	0.07	0.07	0.07	0.00	100	0.95	2.2	531	160	0	3,326	58	ON
1	MBF-4	PLANTER BOX MICRO-BIORETENTION	448,401	1,356,209	RESIDENTIAL	DEVELOPMENT	0.23	0.23	0.23	0.00	100	0.95	2.2	1,745	975	0	3,326	58	ON
1	MBF-5	PLANTER BOX MICRO-BIORETENTION	448,355	1,356,454	RESIDENTIAL	DEVELOPMENT	0.20	0.2	0.2	0.00	100	0.95	2.2	1,517	473	0	3,326	58	ON
1	MBF-6	PLANTER BOX MICRO-BIORETENTION	448,286	1,356,487	RESIDENTIAL	DEVELOPMENT	0.44	0.44	0.44	0.00	100	0.95	2.2	3,338	3,180	0	3,326	58	ON
1	MBF-7	PLANTER BOX MICRO-BIORETENTION	448,150	1,356,414	RESIDENTIAL	DEVELOPMENT	0.40	0.4	0.4	0.00	100	0.95	2.2	3,035	3,215	0	3,326	58	ON
1	MBF-8	PLANTER BOX MICRO-BIORETENTION	448,176	1,356,514	RESIDENTIAL	DEVELOPMENT	0.18	0.18	0.18	0.00	100	0.95	2.2	1,366	1,446	0	3,326	58	ON
						TOTAL	**1.99**	**1.99**	**1.99**					**15,098**	**10,576**				
						TOTAL TARGET VOLUME REQUIRED BASED ON LIMIT OF DISTURBANCE								**22,106**					

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman
DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT (DPIE)
PRINCE GEORGE'S COUNTY, MARYLAND

PEER REVIEW APPROVAL STAMP

"I hereby certify that I have successfully completed participation in DPIE's Peer Review Program. I have reviewed these plans in detail and they are in conformance with the DPIE's General Specifications and Standards."

APPROVAL DATE: 05/20/2022
PEER REVIEWER: Chinmay Vyas
COMPANY NAME: CV, Inc.
PERMIT NUMBER: 173-2022-00

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

Jason Evans
Digitally signed by Jason Evans
DN: CN=Jason Evans, E=jevans@vika.com, C=US
Date: 2022.04.27 16:11:13-04'00'

PROFESSIONAL SEAL
STATE OF MARYLAND
JASON A. EVANS
No. 39885
PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39885
EXPIRATION DATE: JANUARY 16, 2023

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

APPLICANT:
GATEWAY PROPERTIES LARGO, LLC
230 PARK AVENUE
THIRD FLOOR WEST, SUITE 302
NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 | tmuarray@gatewaymb.com

REVISIONS | DATE

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COVER SHEET

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08 TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY: SD
DESIGNED BY: DN
DATE ISSUED: MARCH 2022
VIKA PROJECT: VM50556A
DRAWING No. SDCP-1
SHEET No.

LAYOUT: SDCP-1, Plotted By: nelson

PLAN LEGEND

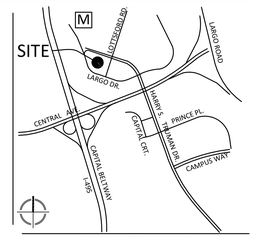
- PROPERTY LINES
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- EXISTING ELECTRICAL CONDUIT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE LINE
- EXISTING NATURAL GAS CONDUIT
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- STEEP SLOPES GREATER THAN 15%
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- SOIL BORING
- PROPOSED RIP-RAP PROTECTION
- PROPOSED STANDARD MICRO-BIORETENTION FACILITY WITH UNDERDRAIN
- PROPOSED PLANTER BOX MICRO-BIORETENTION FACILITY WITH UNDERDRAIN
- 100-YR OVERFLOW PATH

EXISTING SOILS

MAP SYMBOL	MAPPING UNIT	SOIL TYPE
CoB	COLLINGTON-WIST URBAN LAND COMPLEX 0 TO 5 PERCENT SLOPES	A
UrdB	URBAN LAND-COLLINGTON-WIST COMPLEX 0 TO 5 PERCENT SLOPES	D

H: NAD83/2011
V: NGVD29

30 15 0 30 60 90
SCALE: 1"=30'



VICINITY MAP
SCALE: 1" = 2000'

PARCEL 3, PLAT 242080
TAX ACCT: 13-5570076
OWNER: COMMONS AT LARGO LP
9420 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

N 448,724.2303
E 1,356,465.7851

HARRY S. TRUMAN DRIVE
(80' R/W, PB 104 PLAT NO. 28) (PUBLIC)

PARCEL A, PLAT 242080
TAX ACCT: 13-5570087
OWNER: COMMONS AT LARGO LP
GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

PARCEL O
LARGO CENTRE WEST
P.B. 180 PG. 35
BE LARGO PARCEL O, LLC
9300 LARGO DRIVE W,
UPPER MARLBORO, MD
LIBER 30229 FOLIO 569
AREA: 159,840 S.F. OR 3.67 AC.

FOREST STAND AREA A
15,084 SF OR
0.35 ACRES

EX WET POND
TOP=138.9
NWL=132.4
BOT=129.5

10' PUBLIC UTILITY EASEMENT
PLAT BOOK 115 PLAT NO. 14
L.3703 F.748

LARGO DRIVE WEST
(80' R/W, PB 104 PLAT NO. 27) (PUBLIC)

PARCEL N, PLAT 180035
TAX ACCT: 13-3106226
OWNER: 8800 LOTTSFORD LLC
8800 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 41515 FOLIO 598

1-STORY DISTRIBUTION WAREHOUSE

N 448,000
E 1,356,600

EXISTING PARKING LOT

PARCEL M, PLAT 135069
TAX ACCT: 13-1475292
OWNER: LARGO WAREHOUSE LLC
9301 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 32038 FOLIO 351

N 448,600
E 1,356,000

PARCEL B, PLAT 135069
TAX ACCT: 13-1475268
OWNER: LARGO CENTRE WEST ASLI VLLLP
9307 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

PARCEL C, PLAT 135069
TAX ACCT: 13-1438597
OWNER: LARGO CENTRE WEST ASLI VLLLP
9311 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

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Prince George's County Maryland
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APPROVED PLAN SET

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Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman

DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By:
Discipline: SITE/ROADS
Date: 05/20/2022

PROFESSIONAL SEAL
STATE OF MARYLAND · JASON A. EVANS · No. 39884 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39884
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
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APPLICANT:
GATEWAY PROPERTIES LARGO, LLC
230 PARK AVENUE
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TERRENCE MURRAY | 347.528.4354 |tmuarray@gatewaymb.com

REVISIONS | DATE

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EXISTING CONDITIONS PLAN

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 12NE05 TAX MAP: 067 D3
PARCEL NO: 13-3106234

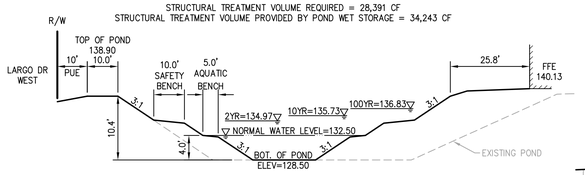
DRAWN BY: SD
DESIGNED BY: DN
DATE ISSUED: MARCH 2022
VIKA PROJECT: VM50556A
DRAWING No.
SHEET No. SDCP-2

LAYOUT: SDCP-2, Plotted By: nelson

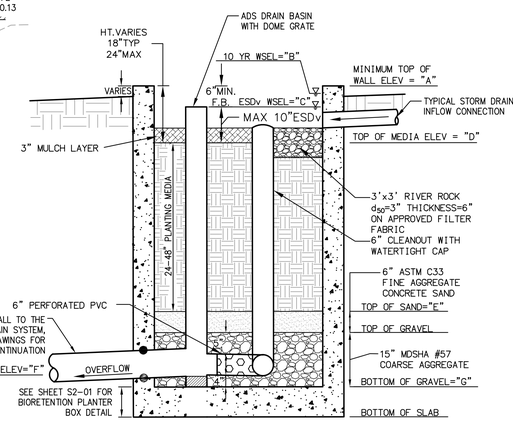
PLAN LEGEND

- PROPERTY LINES
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- EXISTING ELECTRICAL CONDUIT
- EXISTING EDGE OF PAVEMENT
- EXISTING FENCE LINE
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- 100-YR OVERFLOW PATH

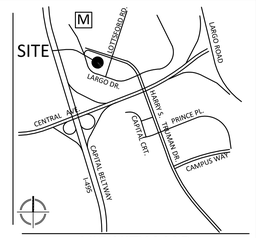
STRUCTURAL TREATMENT VOLUME REQUIRED = 28,391 CF
STRUCTURAL TREATMENT VOLUME PROVIDED BY POND WET STORAGE = 34,243 CF



TYPICAL POND SECTION
N.T.S.



PLANTER BOX MICRO-BIORETENTION DETAIL
NOT TO SCALE



VICINITY MAP
SCALE: 1" = 2000'

N 448,724.2303
E 1,356,465.7851

PARCEL 3, PLAT 242080
TAX ACCT: 13-5570076
OWNER: COMMONS AT LARGO LP
9420 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

RIGHT-IN/RIGHT-OUT DRIVEWAY CHANNELIZATION ISLAND TO BE INSTALLED BY OTHERS WHEN HARRY S. TRUMAN DR IS CONVERTED FROM ONE-WAY TO TWO-WAY TRAFFIC

PROP. CONC. DRIVEWAY PER DPWT STD. 200.03

HARRY S. TRUMAN DRIVE
(80' R/W, PB 104 PLAT NO. 28) (PUBLIC)

EX.40.0' R/W

8' SIDEWALK

FF = 150.8
LL = 140.2

SIX-STORY RESIDENTIAL BUILDING

BUILDING ABOVE

LEASING & AMENITY

GARAGE ENTRY

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

RETAIL

LOBBY

COURTYARD

MULTI-LEVEL PARKING

FOREST STAND AREA A
15,084 SF OR
0.35 ACRES

FF = 150.8
LL = 140.2

FIRE PUMP
MAIN ELEC.
TRASH
LOADING
WATER METER

PARCEL O
LARGO CENTRE WEST
P.B. 180 PG. 35
BE LARGO PARCEL O, LLC
9300 LARGO DRIVE W,
UPPER MARLBORO, MD
LIBER 30229 FOLIO 569
AREA: 159,840 S.F. OR 3.67 AC.

PARCEL A, PLAT 242080
TAX ACCT: 13-5570087
OWNER: COMMONS AT LARGO LP
GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

MBF OUTFALL TO POND VIA BUILDING STORM DRAIN, SEE PLUMBING DRAWINGS

100YR OVERFLOW PATH (TYP)

PARCEL N, PLAT 180035
TAX ACCT: 13-3106226
OWNER: 8800 LOTTSFORD LLC
8800 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 41515 FOLIO 598

EXISTING PARKING LOT

N 448,000
E 1,356,600

GABION FOREBAY

WET POND
TOP=138.9
NWL=132.5
BOT=128.5

MIN. 10FT SAFETY BENCH

10' SET AQUATIC BENCH

NEW POND RISER
2X 6" LOW FLOW ORIFICE @NVI=132.50
63"Wx35"H WEIR@135.00
TOP SLAB@138.50

REMOVEABLE BOLLARDS

15:1 ACCESS

10' PAVED ACCESS

POI-1
POND OUTFALL

EX. IMPERVIOUS CORE

PAD MOUNT TRANSFORMERS

PROP. CONC. DRIVEWAYS PER DPWT STD. 200.01

LARGO DRIVE WEST
(80' R/W, PB 104 PLAT NO. 27) (PUBLIC)

N 448,600
E 1,356,000

PARCEL M, PLAT 135069
TAX ACCT: 13-1475292
OWNER: LARGO WAREHOUSE LLC
9301 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 32038 FOLIO 351

PARCEL B, PLAT 135069
TAX ACCT: 13-1475268
OWNER: LARGO CENTRE WEST ASLI VLLLP
9307 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

PARCEL C, PLAT 135069
TAX ACCT: 13-1438597
OWNER: LARGO CENTRE WEST ASLI VLLLP
9311 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

H: NAD83/2011
V: NGVD29

30 15 0 30 60 90
SCALE: 1"=30'

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

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Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman

DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By:

Discipline:
SITE/ROADS

Date:
05/20/2022

PROFESSIONAL SEAL
STATE OF MARYLAND · JASON A EVANS · No. 39885 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39885
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans
Digitally signed by Jason Evans
DN: c=US, o=VIKA, ou=VIKA MARYLAND, cn=Jason Evans, email=jevans@vika.com
Date: 2022.04.19 14:11:04-04'00'

"FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO www.call811.com or http://www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

APPLICANT:
GATEWAY PROPERTIES LARGO, LLC
230 PARK AVENUE
THIRD FLOOR WEST, SUITE 302
NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 |tmuarray@gatewaymb.com

REVISIONS	DATE

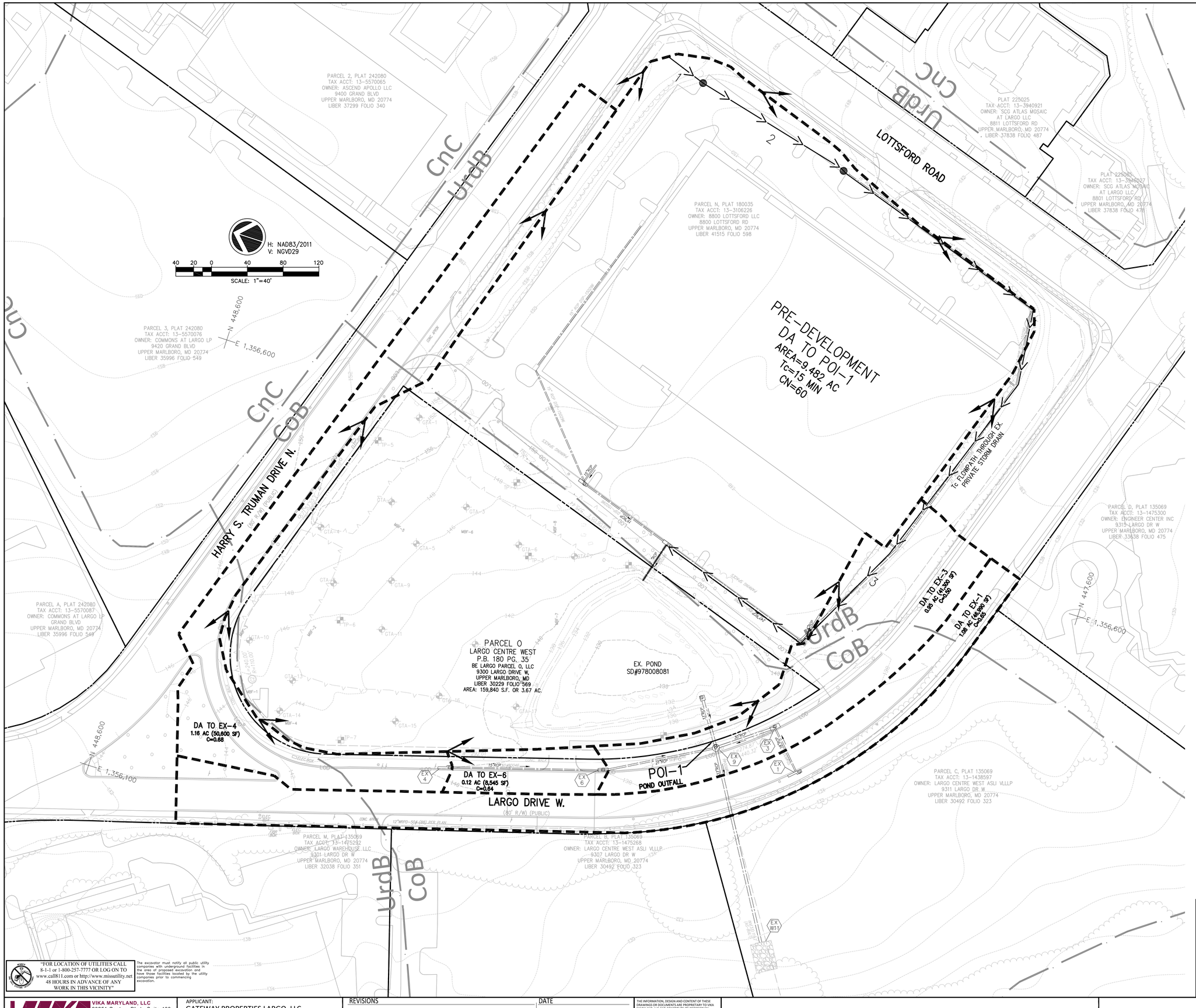
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SITE DEVELOPMENT CONCEPT PLAN

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: DE UNEOS TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY:	SD
DESIGNED BY:	DN
DATE ISSUED:	MARCH 2022
VIKA PROJECT:	VM50556A
DRAWING No.	
SHEET No.	SDCP-3

LAYOUT: SDCP--3, Plotted By: nelson



Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
Case Type: PSWM
Issuance Date: 6/2/2022
Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Rey De Guzman
DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By: CV
Discipline: SITE/ROADS
Date: 05/20/2022

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PROFESSIONAL SEAL
STATE OF MARYLAND · JASON A. EVANS · No. 39859 · PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39859
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans — Digitally signed by Jason Evans, DN: CN=Jason Evans, E=jevans@vika.com, OU=Civil, Date: 2022.04.27 16:12:09-04'00'

VIKA MARYLAND, LLC
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Germantown, MD 20874
301.916.4100 | vika.com
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NEW YORK, NY 10162
TERRENCE MURRAY | 347.528.4354 |tmuarray@gatewaymb.com

REVISIONS | DATE

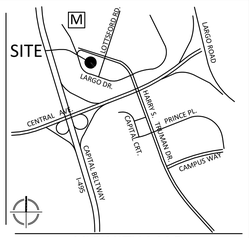
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EXISTING DRAINAGE AREA MAP

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08 TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY: SD
DESIGNED BY: DN
DATE ISSUED: MARCH 2022
VIKA PROJECT: VM50556A
DRAWING No. SDCP-4
SHEET No.

LAYOUT: SDCP--4, Plotted By: nelson



VICINITY MAP
SCALE: 1" = 2000'

PARCEL 2, PLAT 242080
TAX ACCT: 13-5570065
OWNER: ASCEND APOLLO LLC
9400 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 37299 FOLIO 340

PARCEL 3, PLAT 242080
TAX ACCT: 13-5570076
OWNER: COMMONS AT LARGO LP
9420 GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

PARCEL A, PLAT 242080
TAX ACCT: 13-5570087
OWNER: COMMONS AT LARGO LP
GRAND BLVD
UPPER MARLBORO, MD 20774
LIBER 35996 FOLIO 549

PARCEL N, PLAT 180035
TAX ACCT: 13-3106226
OWNER: 8800 LOTTSFORD LLC
8800 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 41515 FOLIO 598

PLAT 225025
TAX ACCT: 13-3940921
OWNER: SCG ATLAS MOSAIC AT LARGO LLC
8811 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 37838 FOLIO 487

PLAT 225025
TAX ACCT: 13-3940927
OWNER: SCG ATLAS MOSAIC AT LARGO LLC
8801 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LIBER 37838 FOLIO 475

PARCEL D, PLAT 135069
TAX ACCT: 13-1475300
OWNER: ENGINEER CENTER INC
9315 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 33438 FOLIO 475

PARCEL C, PLAT 135069
TAX ACCT: 13-1438597
OWNER: LARGO CENTRE WEST ASLI VLLLP
9311 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

PARCEL M, PLAT 135069
TAX ACCT: 13-1475232
OWNER: LARGO WAREHOUSE LLC
9301 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 32038 FOLIO 351

PARCEL B, PLAT 135069
TAX ACCT: 13-1475268
OWNER: LARGO CENTRE WEST ASLI VLLLP
9307 LARGO DR W
UPPER MARLBORO, MD 20774
LIBER 30492 FOLIO 323

H: NAD83/2011
V: NGVD29

40 20 0 40 80 120
SCALE: 1"=40'

N 448,600
E 1,356,600

N 448,600
E 1,356,100

N 441,600
E 1,356,600

POST-DEVELOPMENT
DA TO POI-1
AREA=9.204 AC
IMP AREA=7.459 AC
TC=15 MIN
CN=93

DA TO MBF-1
0.36AC (15,561 SF)
100% IMP.

DA TO MBF-2
0.11AC (4,872 SF)
100% IMP.

DA TO MBF-3
0.07AC (2,939 SF)
100% IMP.

DA TO MBF-4
0.23AC (10,129 SF)
100% IMP.

DA TO MBF-5
0.20AC (8,622 SF)
100% IMP.

DA TO MBF-6
0.44AC (18,993 SF)
100% IMP.

DA TO MBF-7
0.40AC (17,496 SF)
100% IMP.

DA TO MBF-8
0.18AC (7,853 SF)
100% IMP.

PARCEL O
LARGO CENTRE WEST
P.B. 180 PG. 35
BE LARGO PARCEL O, LLC
9300 LARGO DRIVE W,
UPPER MARLBORO, MD
LIBER 30229 FOLIO 569
AREA: 159,840 S.F. OR 3.67 AC.

RETROFIT OF
EX. POND
SD#978008081

DA TO EX-1
1.08 AC (46,900 SF)
C=0.85

DA TO EX-3
0.95 AC (41,500 SF)
C=0.82

DA TO EX-4
1.43 AC (62,360 SF)
C=0.64

DA TO EX-6
0.20 AC (8,900 SF)
C=0.71

POI-1
POND OUTFALL

TO FLOWPATH THROUGH EX. PRIVATE STORM DRAIN

CnC
UrdB
CoB

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW-LARGO CENTRE WEST, PARCEL O
Case Number (Plan Approval #): 173-2022-0
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Address: 9300 W LARGO DR UPPER MARLBORO , Maryland 20774
Lot(s) and Block(s): Parcel O
Reviewed by CV / SGS

APPROVED BY:
Ray-Da Guzman
DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By:
Discipline: SITE/ROADS
Date: 05/20/2022

PROFESSIONAL SEAL
STATE OF MARYLAND
JASON A EVANS
No. 39881
PROFESSIONAL ENGINEER

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED, PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
ENGINEER'S NAME: JASON A. EVANS, P.E.
LICENSE NUMBER: 39881
EXPIRATION DATE: JANUARY 16, 2023

Jason Evans
Digitally signed by Jason Evans
DN: CN=Jason Evans, O=VIKA Maryland, L.L.C., OU=Engineering, E=jevans@vika.com, C=US
Date: 2022.05.27 16:12:21 -04'00'

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REVISIONS	DATE

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PROPOSED DRAINAGE AREA MAP

LARGO PARCEL O
13TH ELECTION DISTRICTS
PRINCE GEORGE'S COUNTY, MARYLAND
WSSC GRID: 201NE08 TAX MAP: 067 D3
PARCEL NO: 13-3106234

DRAWN BY:	SD
DESIGNED BY:	DN
DATE ISSUED:	MARCH 2022
VIKA PROJECT:	VM50556A
DRAWING No.	SDCP-5
SHEET No.	

LAYOUT: SDCP-5, Plotted By: nelson

T:\50556\13-DOCS\50556_CADD\PLOT SHEETS\50556SDCP_P.dwg - Tuesday, April 26, 2022, 8:46:10 AM

Additional Back-up

For

DSP-2026-0009
Largo Station

APPLICANT'S PROPOSED
REVISIONS TO CONDITIONS
LARGO STATION
DETAILED SITE PLAN DSP-2026-009

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and

A. APPROVE THE ALTERNATIVE Development District Overlay Zone standards for:

1. **Street Design Criteria | Complete Streets** (page 143): To allow the applicant to provide improvements within the boundary of the site, as shown on the detailed site plan. Any improvements within the public rights-of-way of Harry S Truman Drive and Largo West Drive shall be approved by the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation.

2. **Architectural Design Criteria | Building Materials and Elements** (page 162): To allow the application of various exterior finish materials, including a combination of cementitious panel, siding, and brick, from as low as the second floor, with the first floor to be finished with complete brick, as shown on the elevations submitted with this detailed site plan.

B. APPROVAL of Detailed Site Plan DSP-2026-0009 and Type 2 Tree Conservation Plan TCP2-2026-0030, for Largo Station, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the following revisions shall be made or information provided:

   a. Revise the title of the project to Largo Station on all plan sheets.

   b. Revise the labeling of the dog park within landscape plans to be consistent with the site plans, to indicate dog run.

   c. Revise the Tree Canopy Coverage schedule to include the entire property in the tree canopy calculation.

   d. Provide notation within the plans that correspond to the details for site improvements, including furniture and kid zone amenities.

   e. Provide the materials and details of the finished surface within the kid zone.

f. Provide the location of electric vehicle charging stations and the general details of the equipment to be installed.

g. Provide an updated recreational facilities agreement that references the subject DSP number (DSP-2026-0009).

h. Provide details for the short- and long-term bicycle parking facilities, such as bicycle racks, repair stand, and air pump.

i. Provide a pedestrian and bikeway facilities plan that provides all of the details of the required improvements, consistent with the Largo Town Center Parcel O BPIS package provided **or as modified by any amendment to the Certificate of Adequacy**.

~~j. Provide details for the bus stop sitting wall included in the Largo Town Center Parcel O BPIS package provided.~~

~~k~~**j**. Add a general note to the coversheet of the DSP referring to the plan sheet where the calculation and details of proposed recreational facilities are provided.

~~l~~**k**. Make the parcel line bearings and distances legible, by removing overlapping text.

~~m~~**l**. On Sheet 3, provide the missing information for Curve C1.

~~n~~**m**. Revise the Type 2 tree conservation plan to complete the tree conservation plan (TCP) approval history table to identify the prior TCP approvals.

~~o~~**n**. Provide a parking schedule that identifies the size, type, and count of all proposed parking spaces, including Americans with Disabilities Act (ADA) and compact-type parking spaces.

~~p~~**o**. Provide the location and details of noise mitigation measures on the architectural elevations, and a certification from an acoustical engineer stating that building façades located within the unmitigated 65 dBA Ldn noise limit have been designed to reduce interior noise levels to 45 dBA Ldn or less.

2. Prior to issuance of the final certificate of occupancy for any residential units, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.