The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department

AGENDA ITEM: 10 & 11
AGENDA DATE: 9/4/2025

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

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

Detailed Site Plan DET-2023-013
Major Departure MJD-2024-004
Alternative Compliance ACL-2024-005
Largo Park, Lot 6

REQUEST	STAFF RECOMMENDATION
DET: Development of 398 multifamily dwelling units in one building, with associated infrastructure and amenities. **MJD:** A major departure from curb cut standards in Section 27-4204(b)(1)(B), and building entrances in Section 27-4204(b)(1)(F)(iii)(aa). **ACL**: Alternative compliance from the requirements of Section 4.6, Buffering Development from Streets, of the 2018 *Prince George's County Landscape Manual*.	With the conditions recommended herein: • Approval of Detailed Site Plan DET-2023-013 • Approval of Major Departure MJD-2024-004 • Approval of Alternative Compliance ACL-2024-005 • Approval of Type 2 Tree Conservation Plan TCP2-136-03-04 • Approval of a Variance to Section 27-4204(f)(3)

Location: South of the intersection of MD 202 (Landover Road) and Lottsford Road.	
Gross Acreage:	9.15
Zone:	RTO-H-E
Dwelling Units:	398
Gross Floor Area:	None
Planning Area:	73
Council District:	06
Municipality:	N/A
Applicant/Address: Lot 5B LLC 1300 Mercantile Lane, Suite 130 Largo, MD 20774	
Staff Reviewer: Te-Sheng (Emery) Huang **Phone Number:** 301-952-4534 **Email:** Tesheng.Huang@ppd.mncppc.org	

Planning Board Date:	09/04/2025
Planning Board Action Limit:	09/05/2025
Staff Report Date:	08/21/2025
Date Accepted:	05/27/2025
Informational Mailing:	03/08/2024
Acceptance Mailing:	05/23/2025
Sign Posting Deadline:	08/05/2025

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 DET-2023-013
Major Departure MJD-2024-004
Alternative Compliance ACL-2024-005
Type 2 Tree Conservation Plan TCP2-136-03-04
Variance to Section 27-4204(f)(3)
Largo Park, Lot 6

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

The subject property is located within the Regional Transit-Oriented, High–Intensity–Edge (RTO-H-E) Zone. This application is being reviewed under the requirements of Section 27-3605(e) of the Prince George's County Zoning Ordinance. Staff have considered the following criteria in reviewing this detailed site plan:

A. The Prince George's County Zoning Ordinance;

B. Preliminary Plan of Subdivision PPS-2023-027;

C. Certificate of Adequacy ADQ-2023-050;

D. The 2018 *Prince George's County Landscape Manual*;

E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

F. The Prince George's County Tree Canopy Coverage Ordinance;

G. Referral comments; and

H. Community feedback.

II. BACKGROUND

A. Request: The subject detailed site plan (DET) proposes development of 398 multifamily dwelling units with associated infrastructure and amenities, consisting of 42 studios, 162 one-bedroom, 175 two-bedroom, and 19 three-bedroom units, in

one building. As part of the application, the applicant has requested a major departure from standards in Section 27-4204(b)(1)(B) and Section 27-4204(b)(1)(F)(iii)(aa) of the Prince George's County Zoning Ordinance. The applicant also requests a variance to Section 27-4204(f)(3) of the Zoning Ordinance, for the minimum build-to-line for the proposed building, and an alternative compliance request from the requirements of Section 4.6, Buffering Development from Streets, of the 2018 *Prince George's County Landscape Manual*. In addition, the applicant requests a waiver from Section 27-6207(b)(1) of the Zoning Ordinance, to provide pedestrian connectivity to adjoining office development.

B. **Development Data Summary**: The proposed design includes a single development phase with 398 multifamily dwelling units.

	EXISTING	**EVALUATED**
Zone(s)	RTO-H-E	RTO-H-E
Use	Vacant	Dwelling, multifamily
Total Gross Acreage	9.15	9.15
Floodplain	2.10	2.10
Total Net Acreage	7.05	7.05
Lots	1	1
Dwelling Units	0	398
Studio Units	-	42
One-Bedroom Units	-	162
Two-Bedroom Units	-	175
Three-Bedroom Units	-	19

C. **Location**: The subject property is located south of the intersection of MD 202 (Landover Road) and Lottsford Road.

D. **Proposed Uses**: The subject DET proposes a single use on the property, multifamily residential. This use is permitted in the Regional Transit-Oriented, High–Intensity Edge (RTO-H-E) Zone, subject to the applicable standards found in Section 27-4204 of the Zoning Ordinance.

E. **Surrounding Uses**: The subject property is bound by MD 202 to the northeast, and beyond by single-family attached dwellings in the Legacy Comprehensive Design Zone. The property is bound by Lottsford Road to the northwest, and beyond by restaurants in the RTO-H-E Zone. All other boundaries of the site are surrounded by office buildings in the RTO-H-E Zone.

F. **Previous Approvals**: Prior to 1978, the subject property was zoned Rural Residential. With the adoption of the *Largo Lottsford Sectional Map Amendment* on June 27, 1978, the subject property was placed in the Planned Industrial/Employment Park (I-3) Zone.

Preliminary Plan of Subdivision (PPS) 4-79155 was approved by the Prince George's County Planning Board on December 13, 1979, for the initial subdivision of a larger 31.27-acre parcel, identified as Parcel 6, recorded in Plat Book 119, Plat No. 89.

Conceptual Site Plan CSP-87168 was approved by the Planning Board on August 3, 1989 (PGCPB Resolution No. 88-59). An amendment, CSP-87168-01, was also approved by the Planning Board (PGCPB Resolution No. 89-420) on August 3, 1989, for the realignment of Apollo Drive and Arena Drive.

Parcel 6 was later subdivided into four lots under PPS 4-98064, which was approved by the Planning Board on January 7, 1999 (PGCPB Resolution No. 98-324), which resulted in the creation of Lot 5, Block B, which is the subject property. The subject property was platted by a record plat entitled "Lot 5, Block B, Largo Park," recorded in Plat Book VJ 189, Plat No. 13. On July 14, 2005, a reconsideration of Finding 14 of PPS 4-98064 was approved by the Planning Board (PGCPB Resolution No. 98-324(A)), after expiration of a reservation for a future interchange, to grant a variation from Section 24-121of the prior Prince George's County Subdivision Regulations, to permit direct vehicular access to Lottsford Road from Lot 5, Block B. The subject property (Lot 5, Block B) was replatted pursuant to the reconsideration, in Plat Book REP 207, Plat No. 96.

Detailed Site Plan DSP-05014 was approved by the Planning Board on July 14, 2005 (PGCPB Resolution No. 05-148), for infrastructure and grading of the site. On December 21, 2006, amendment DSP-05014-01 was approved by the Planning Board (PGCPB Resolution No. 06-255(C)), for a 6-story office building in the I-3 Zone.

PPS-2023-027 will be reviewed by the Planning Board on September 4, 2025, for one lot in support of the development of 398 multifamily units. If approved, PPS-2023-027 will supersede the prior PPS for the subject site.

G. **Design Features**: The applicant proposes development of 398 multifamily units in one building, which contains three contiguous sub-buildings (Buildings 1, 2, and 3) separated by fire walls and wrapped around a parking garage, and associated site improvements. Microbioretention areas are incorporated throughout the proposed development and integrated into landscape design.

The proposed buildings are designed to be oriented toward MD 202 and Lottsford Road. The property has a single vehicular access point on Lottsford Road, located in its southern section, approximately 400 feet from the intersection of MD 202 and Lottsford Road. This access point serves a private, internal driveway that extends through the property and connects to Mercantile Lane. The proposed buildings, along with the parking garage, will occupy approximately two-thirds of the land between MD 202 and the internal driveway, and will be situated approximately 17 feet from Lottsford Road.

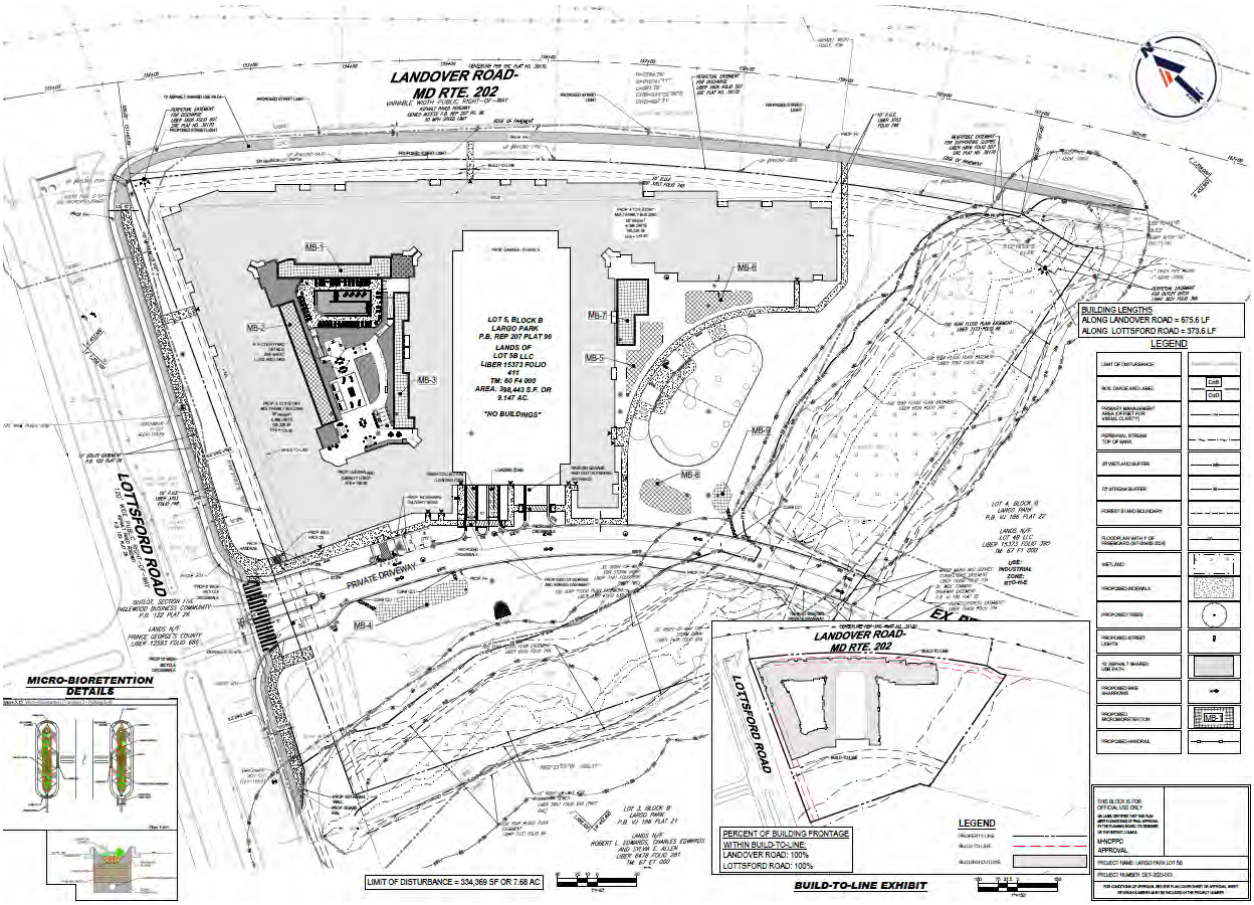


Figure 1: Illustrative Site Plan

Architecture

The proposed multifamily buildings will be four to five stories. Due to site topography, the facade of the buildings facing MD 202 will be four stories, while the facade of the buildings facing Lottsford Road and the courtyard areas interior to the site will have five stories. The proposed parking garage will be six stories.

The architectural design of the multifamily building is contemporary, with a generally flat roof, and is finished with a mix of fiber cement lap siding in a varied color palette. These materials are arranged in a geometric pattern and create visual interest through color blocking, clean lines, and material texture and contrast. Vertical and horizontal articulation in the form of recessed balconies, varied window groupings, and massing shifts helps break down the building's scale. Ample glazing at the ground level enhances transparency and promotes a pedestrian-friendly streetscape, while the corner elements and defined entry points create a strong urban presence that blends well into the surrounding environment.

Figure 2: Architectural Elevations of the Multifamily Building(s)

Figure 3: 3D Rendering of the Multifamily Development

Parking
The subject DET meets the parking requirements (234 spaces required and 553 spaces provided, including 20 guest parking spaces). Five hundred forty-seven parking spaces are located in the parking garage, while six on-street parking spaces are located along Mercantile Lane. Three bicycle racks for a total of six short-term bicycle parking spaces will be installed to the north of the access point on Lottsford Road. A bike room is located within the parking garage for 119 long-term bicycle parking spaces.

Signage
The subject DET includes four signs, including three wall-mounted building identification signs and one projecting real estate sign. Per Section 27-61505 of the Zoning Ordinance, building wall signs are only permitted to be located on the front wall(s) of the building. One building wall is located on the side wall, which is conditioned herein for removal. All wall-mounted signs proposed are of the same size of approximately 48 square feet and meet the sign area requirement. The projecting real estate sign is for a rental office in the proposed multifamily development and is required to comply with Section 27-61506(l) of the Zoning Ordinance. The real estate sign is approximately 6 square feet in size, which exceeds the maximum allowable area of 4 square feet. A condition is included herein requiring the applicant to reduce the sign area to meet the requirement. These signs will be designed with reverse channel letterforms with halo-illumination and painted aluminum letters.

Lighting
The subject DET includes both wall-mounted and pole-mounted lighting fixtures. Pole-mounted light fixtures are proposed along the internal driveway and the walkway around the proposed dog park, as well as within the courtyard. All proposed light fixtures will be full cut-off, and light will be directed downward. The submitted photometric plan demonstrates that the internal driveway and walkways of the site are adequately lit.

Recreation Facilities
PPS-2023-027 determined that the provision of recreational facilities for the proposed development, to meet the mandatory dedication of parkland requirement, shall be provided in accordance with Section 24-4601 of the Subdivision Regulations. As such, the applicant provides a list of recreation facilities, with quantity and unit cost, and the associated labeling on Sheets L-0101 and L-0102 of the plans to meet the requirements. Details of these facilities are shown on Sheets L-0501 through L-0504, which include benches along the walkway by the dog park, and a pool with pool chairs, as well as benches, dining sets and chairs, furniture sets, and a ping-pong table within the courtyard.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

The applicable standards of this Subtitle consist of standards applicable in the RTO-H Zone - Intensity and Dimensional Standards (Section 27-4204(f)(3)), and applicable Development Standards (Part 27-6).

Standards Applicable to all Transit-Oriented/Activity Center Base Zones (Section 27-4204(b)(1))

(A) **Connectivity:** The site has been designed with continuous internal vehicular, bicycle, and pedestrian circulation systems that allow opportunities for cross-access with the existing development of adjoining properties via the proposed 10-foot-wide sidepaths along MD 202 and Lottsford Road. Staff recommend a 6-foot-wide sidewalk along the eastern side of the driveway, known as Mercantile Lane, within the subject property.

(B) **Vehicular Access and Circulation:** The site has an existing driveway apron of approximately 59 feet, consisting of an inbound travel lane, outbound travel lane, and a median which meet the minimum requirements of Section 27-6206(I)(1) of the Zoning Ordinance. A median is permitted to be incorporated at driveway entrances, and the minimum driveway width is maintained for each travel and turning lane, as stated in Section 27-6206(l)(3)(C)(iii) of the Zoning Ordinance. Per Section 27-4204(b)(1)(B), the maximum width of curb cuts for properties in the RTO-H Zone is 24 feet. In order to meet the requirements for curb cut width in the RTO-H Zone, and satisfy the requirements for a driveway entrance incorporated with a median, staff determine the measurement of the curb cut width is based on the vehicular travel lanes. The incorporation of a median is intended to provide pedestrian refuge, shorten the crossing distance, and enhance pedestrian safety and comfort, consistent with the intent of Section 27-4204(b)(1)(B). Sheet C-301 shows the width of the existing curb cut is 48 feet, which exceeds the maximum requirement of 24 feet. As such, the applicant has requested a Major Departure (MJD-2024-004) from this standard, which requires the maximum curb cut width to be 24 feet, as the width of the existing curb cut is approximately 60 feet. The MJD is discussed in Finding III.C. below, and staff recommend approval.

(C) **Pedestrian Access and Circulation:** The DET shows that 10-foot-wide shared-use paths are provided along the frontage of both MD 202 and Lottsford Road, as well as the required minimum 5-foot-wide street tree planting area, with trees every 40 to 50 feet on center.

The plan also shows connections between each pedestrian building entrance and the adjacent sidewalk circulation system. Crosswalks will be provided at every sidewalk crossing of a drive aisle and will be marked with a change in paving material, color, height, decorative bollards, or similar elements.

(D) **Off-Street Parking:** The minimum number of off-street parking spaces required per Section 27-6305(a) of the Zoning Ordinance is 467 spaces. Since the subject property is located within the RTO-H-E Zone, it is subject to a 50 percent parking reduction, and the actual minimum number of spaces required is 234 spaces. In addition, 20 visitor spaces are also required per Section 27-6300(g) of the Zoning Ordinance. The project proposes to provide approximately 527 parking spaces in the garage, and 6 on-street parking spaces along Mercantile Lane. These spaces provided conform to the requirements shown on Table 27-6305(a).

As the property is located in the RTO-H-E Zone, the maximum number of off-street parking spaces shall be 150 percent of the minimum requirements calculated in accordance with Section 27-6305(a), which are approximately 351 spaces. In addition, spaces in structured parking facilities do not count toward the maximum allowed. The parking spaces included in this DET do not exceed the maximum allowed.

(E) **Arrangement and Design of Off-Street Vehicle Parking:** No surface parking is proposed with this DET because all proposed parking spaces are located within the proposed parking garage except for six on-street parking spaces, which are located along Mercantile Lane, in proximity to the leasing office. The parking garage is designed to be at the center of the development, surrounded on three sides by residential units. All bicycle parking facilities required in accordance with Section 27-3609 of the Zoning Ordinance are located within 50 feet of the primary pedestrian entrance to the proposed buildings.

(F) **Building Form Standards:**

(i) **Building Placement in Build-To Zone:** Per Section 27-4202(f) of the Zoning Ordinance, the minimum percentage of building width in the build-to zone is 70 percent for the RTO-H-E Zone. The building width along MD 202 is approximately 675 feet (approximately 69 percent), while the building width along Lottsford Road is approximately 374 feet (approximately 57 percent). A variance to this standard has been requested, as discussed in Finding III.B. below, and staff recommend approval.

(ii) **Building Massing and Scale:** The proposed development has a street-facing facade more than 60 feet wide. Per Section 27-4204(b)(1)(F)(ii) of the Zoning Ordinance, the applicant incorporated three design elements, including (aa) differences in roof form and parapet heights; (bb) recesses and/or projections in the wall plane; and (cc) distinct changes in texture and/or color of wall surface, to reduce the

perceived massing and scale of the buildings, as shown on Sheets A3-201 and A3-202.

(iii) **Building Entrances:** The subject property fronts both MD 202 and Lottsford Road. As such, the proposed development is required to provide at least one operable pedestrian entrance every 150 feet along the facade for both ingress and egress. The building width of the proposed development is approximately 675 feet along MD 202 and approximately 374 feet Lottsford Road, which requires at least 4 and 2 entrances, respectively. The proposed development is designed with one entrance on each road. As such, the applicant requests a departure from this regulation. The MJD is discussed in Finding III.C. below, and staff recommend approval.

(iv) **Windows and Doors:** Per Section 27-4204(b)(1)(F)(iv) of the Zoning Ordinance, the street-level facades of the proposed development are required to meet a minimum percentage of fenestration/transparency as established in Section 27-4204(f) of the Zoning Ordinance. Per Section 27-4204(f), there are no minimum building façade fenestration/transparency requirements for properties located in the RTO-H-E Zone. However, Section 27-6903(g) of the Zoning Ordinance requires at least 15 percent of the street-facing façade area of the ground-level floor of any multifamily building to be occupied by windows or doorways. As such, the facade of the proposed buildings is designed with approximately 22 percent of transparency along MD 202, and approximately 30 percent along Lottsford Road, as shown on Sheet A3-200. Sheet A3-200 also notes that all street-level openings counting for the transparency requirement will consist of glass that is relatively clear and non-reflective, with a minimum visible light transmittance of 0.65 and maximum visible light reflectance of 0.20.

(v) **Parking Structures in RTO-H and RTO-L Zones:** This standard is not applicable. The street-level facade of the parking structure does not abut or face a street frontage. Rather, it is oriented internally to the site, facing a proposed private driveway.

Standards applicable in the RTO-H Zone - Intensity and Dimensional Standards (Section 27-4204(f)(3))

The DET is in conformance with the applicable RTO-H-E Zone Intensity and Dimensional Standards, as shown below:

STANDARD	REQUIRED	PROPOSED
Block length, min.-max. (ft)*	400-800	MD 202: 983 Lottsford Road: 657
Net lot area, min. (sf)	5,000	398,443
Lot width, min. (ft)	50	512
Density, min.-max. (du/ac of net lot area)	20–175	56.45
Floor area ratio (FAR), min.-max.	None	1.13
Lot Coverage, min.-max. (% of net lot area)	None–90	45
Build-to-line, min.-max. (ft)	15–35	15-31
Building width in build-to zone, min. (% of lot width)**	70	MD 202: 69 Lottsford Road: 57
Front yard depth, min. (ft)	10	17.5
Side yard depth, min. (ft)	5	18
Rear yard depth, min. (ft)	0	189
Building façade fenestration/transparency min. (% of street-level façade area):		
Abutting or facing a street frontage or pedestrian way	None	MD 202: Approx. 22 Lottsford Road: Approx. 30
Facing a public gathering space	None	N/A
Principal structure height, min.-max. (ft)	35–182	65

Notes: *While the total frontage along MD 202 exceeds the maximum block length permitted, the presence of the floodplain on the subject property in proximity to MD 202 limits the developable portion of the frontage such that it would not be possible to meet the block length requirements without impacting the floodplain. Therefore, the applicant requested a modification from this block length standard, in accordance with Section 27-6206(k) of the Zoning Ordinance. In recognition of the environmental and topographic constraints affecting the site, staff support the applicant's requested modification.

**A variance has been requested and is discussed in Finding III.B. below.

Applicable Development Standards
The DET is consistent with the applicable standards in Part 27-6 of the Zoning Ordinance. The following analysis is offered:

a. **Section 27-6200—Roadway Access, Mobility, and Circulation**

The DET is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance, as follows:

Section 27-6202. Consistency with Plans
The design and construction of access and circulation systems associated with this DET is consistent with the transportation goals, objectives, and actions in the 2014 *Plan Prince George's 2035 Approved General Plan*, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan) addressing transportation.

Master Plan Right-of-Way
The subject property has frontage along MD 202 and Lottsford Road. Both are master-planned roadways. In the MPOT, MD 202 (E-6) is planned to be a 150- to 200-foot-wide right-of-way and Lottsford Road (A-26) is planned to be a 120-foot-wide right-of-way. The plan sheets delineate MD 202 with a 100-foot right-of-way from the centerline and Lottsford Road with a 120-foot-wide right-of-way, as recommended in the MPOT. Both roadways were previously dedicated, and no additional dedication is required with the current application.

Master Plan Pedestrian and Bike Facilities
The MPOT recommends the following facilities along the subject property's frontage:

- MD 202 (Landover Road): Side path
- Lottsford Road: Bicycle lane and shared-use path

A 10-foot-wide side path is proposed along the MD 202 frontage, while both a 10-foot-wide side path and a 6.5-foot-wide bicycle lane are shown along the site's frontage on Lottsford Road. These facilities meet the intent of the MPOT recommendation.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9-10):

> **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.**
>
> Continuous sidepaths are shown along MD 202 and Lottsford Road, and a bicycle lane is also proposed along Lottsford

Road. Americans with Disabilities Act (ADA)-compliant crosswalks are shown crossing the vehicular access point along Lottsford Road. The proposed facilities will support the policies and strategies of the MPOT.

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.

A bicycle lane is shown along the site's frontage of Lottsford Road. The proposed development includes reserved space for bicycle parking within the structured parking garage on the first floor near entrances to all buildings. Short-term parking is provided and consists of three inverted U-style bicycle racks within 50 feet of the entrance to the leasing and amenity lobby. Bicycle parking is located outside of the public right-of-way along Lottsford Road, near the site access and immediately adjacent to the side path. The proposed facilities will support the policies and strategies of the MPOT.

The sector plan includes the following recommendations applicable to the subject site:

"As development continues outside of the TOD core, an effort should be made to connect other streets as well, such as extending Mercantile Lane east of Lottsford Road through the Inglewood Restaurant Park and to the west, arriving at the UMUC Academic Center at Largo on McCormick Drive (page 71)."

The proposal includes a private driveway that will connect Mercantile Lane east of the site to Lottsford Road and meets the intent of the sector plan.

Goal: A Walkable and Accessible Community (page 72)

***Strategies*:**

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

The site plan includes sidewalks, side paths, and bicycle lanes along Lottsford Road and MD 202, and shared road markings (sharrows) along the internal driveway, and meets the intent of the sector plan.

Goal: A Safe and Healthy Community (page 82)

***Strategies*:**

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

- **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).**

Continuous sidewalks, side paths, bicycle lanes, and sharrows are shown and meet the intent of the sector plan. The side path and bicycle lane along Lottsford Road, and side path along MD 202, accommodate multimodal use. The side path along Lottsford Road will connect to the existing sidewalk network along Lottsford Road and provide convenient access for pedestrians and bicyclists south of the subject site. This connection will also provide access to existing bus stops along Lottsford Road for transit users.

Section 27-6203. Multimodal Transportation System
Access and circulation systems associated with development shall provide for multiple travel modes per this section. The applicant has submitted a bicycle and pedestrian facilities plan showing all on-site bicycle and pedestrian improvements, and the applicant is required to provide continuous sidewalks, side paths, bicycle lanes, and sharrows are shown and meet the intent of the sector plan. Staff find the facilities sufficient based on the development's size and its relationship to existing and planned transportation systems.

Section 27-6204. Circulation Plan or Site Plan Required
The submitted site plans demonstrate pedestrian and vehicular circulation through the site and meet the requirements of this section.

Section 27-6206. Vehicular Access and Circulation: The subject application proposes vehicular access via a private driveway along Lottsford Road. Section 27-6206(d) of the Zoning Ordinance limits access to properties with frontage on an arterial roadway to circumstances where no alternative direct vehicular access from a lower classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide.

The site has frontage on Lottsford Road, a classified arterial road, and MD 202, a designated expressway. Access is denied from

MD 202, and while an internal driveway will be extended through the property, Section 24-4204 of the Subdivision Regulations states that the sole means of vehicular access to any lot cannot be provided by a private right-of-way or easement that is not built to conform to the standards in Subtitle 23: Roads and Sidewalks. Therefore, access to Lottsford Road is required in this instance. Staff find the applicant meets the requirements of this section and support one two-way driveway for direct access to an arterial road.

The internal driveway will connect to the existing driveway on the abutting lot to the east, which extends to Mercantile Lane in a recorded easement. This approximately 30-foot-wide driveway meets the requirements in Section 27-6206(e)(2)(B) of the Zoning Ordinance, for cross-accessway width of two-way vehicular traffic to be at least 22 feet wide, and Section 27-6206(l)(1)(B) of the Zoning Ordinance, which requires the minimum width of a two-way driveway to be at least 22 feet wide. The requirements for providing vehicular cross-access and driveway widths have been met as required in Section 27-6206 of the Zoning Ordinance.

In addition, regarding Section 27-6903(a)(1) of the Zoning Ordinance, this internal driveway satisfies the requirement to provide a secondary point of access to ensure emergency vehicle access for new multifamily development.

Section 27-6207. Pedestrian Access and Circulation

The subject DET proposes a 10-foot-wide sidepath along MD 202, and to replace the existing sidewalk along Lottsford Road with a 10-foot-wide sidepath, along with a 6.5-foot-wide bike path, as shown on Sheet C-301. ADA-compliant crosswalks are shown crossing the vehicular access point along Lottsford Road. A network of 6-foot-wide sidewalks will be provided throughout the site that allows for pedestrian pathways to building entrances and common areas, thereby satisfying Section 27-6207(a) of the Zoning Ordinance.

The applicant requests a waiver for pedestrian cross-access, as required in Section 27-6207(b)(1), citing that there are regulated environmental features (REF) where the through-connection is proposed, such as a stream, wetlands, floodplain, and their associated buffers. The statement of justification (SOJ) provided by the applicant did not provide sufficient details to justify this request as topographical conditions do not prohibit this improvement. While there are no existing sidewalks or bicycle facilities on the adjacent properties, these sites are already well-developed and are expected to serve as employment centers for future residents. Given the anticipated pedestrian activity between the subject property and these southern properties, pedestrian cross-access will be essential to support both the vision of the sector plan and the intent of the underlying zone. Prior to certification of this DET, staff recommend

the plans be revised to include a 6-foot-wide sidewalk along the eastern side of the private internal driveway, to provide vehicular, bicycle, and pedestrian cross-access within the subject site, which is conditioned herein to satisfy the requirements of Section 27-6207(b)(1). With the provision of the sidewalk, any additional impacts to the primary management areas (PMAs) will need to be reviewed by the Environmental Planning Section, and any revisions to Type 2 Tree Conservation Plan TCP2-136-03-04 shall be complete prior to certification of this DET, which is conditioned herein. In addition, sidewalk connections will be provided for pedestrian pathways to the sidepath along the site's frontages, which will allow access to adjacent properties as well.

The subject DET includes a 6-story parking structure containing 547 parking spaces. Per Section 27-6207(b)(4) of the Zoning Ordinance, Sheet A1-200 shows that a clearly identified and protected pedestrian path is proposed between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas. However, the width of this walkway is not labelled on the plan, which is conditioned herein requiring the applicant to note it to be at least 6 feet wide on the plan.

Section 27-6208. Bicycle Access and Circulation
The proposed development includes 109 bicycle parking spaces within the structured parking garage on the first floor near entrances to all buildings. Short-term parking is provided for six bicycle parking spaces, within 50 feet of the entrance to the Leasing and Amenity Lobby. Bicycle cross-access is proposed to the abutting property (Lot 4) east of the subject site via sharrows along the internal driveway.

b. **Section 27-6300—Off-Street Parking and Loading**

The DET is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, including vehicular and bicycle parking requirements.

Section 27-6304. General Standards for Off-Street Parking and Loading Areas
Off-street parking is arranged for convenient access, with no conflicts with public streets and proposed sidewalks. Parking spaces are identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. However, the surface material(s) for parking are now shown on the plan, which is conditioned herein requiring the applicant to note/label them on the plan, in accordance with Section 27-6304(b) of the Zoning Ordinance.

Among 553 parking spaces provided, there are 12 accessible parking spaces for people with physical disabilities, in accordance with

Section 27-6304(g) of the Zoning Ordinance, as well as the standards in the Federal Americans with Disabilities Act Accessibility Guidelines. Two spaces, including one van-accessible space, are located along Mercantile Lane, while ten spaces, also including one van-accessible space, are available in the parking garage.

Section 27-6305. Off-Street Parking Space Standards
Off-Street Parking, including visitor, will be located in the parking structure and meet the minimum requirement, in accordance with Table 27-6305(a), based on the principal use and the extent of development.

Parking Tabulations			
Required (min.)			**Provided**
1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types) Section 27-6305	Studio: 42 One-Bedroom: 162 Two-Bedroom: 237 Three-Bedroom: 26 Total: 467	467 x 50%= 233.5*	527
1 Visitor Space/20 DU Section 27-6305(g)	395 DU/20=19.75	20	20
On-Street Parking	-	-	6**
Total Parking		**254**	**553**
Total Bicycle Space Section 27-6309(a)(2)	4 spaces + 2 spaces per 10 parking spaces	115	115***
Loading Space Section 27-6310(a)	1 space for units between 100 and 300 + 1 additional space for each additional 200 units	2	2

Notes: *Per Section 27-4204(b)(1)(D)(i) of the Zoning Ordinance, minimum parking is reduced by 50 percent.

**There are six on-street parking spaces along Mercantile Lane. Two spaces are for handicap-access, two spaces are for rideshare/delivery; and two spaces are for guests.

***Among 115 bicycle spaces, 109 long-term spaces are located in the parking garage, while 6 short-term spaces are located on the north side of the vehicular access point, on Lottsford Road.

Although this requirement will take effect on or after January 1, 2027, the applicant noted on the coversheet that eight electric vehicle (EV) stalls are included with this DET, for 16 parking spaces. The applicant also indicated that 32 EV stalls will be provided as project demand increases. A

condition is included herein requiring the applicant to note the location of the eight EV stalls provided.

Section 27-6306. Dimensional Standards for Parking Spaces and Aisles

All parking spaces and drive aisles meet the dimensional requirements outlined in Table 27-6306(a). However, there is discrepancy in the drive aisle width which is noted as 30 feet wide on the coversheet and approximately 24 to 25 feet of width is shown in the architectural plan. A condition is included herein requiring the applicant to correct it for consistency. Out of the 553 parking spaces provided, up to 276 spaces (or half) may be designated as compact. The subject DET includes 222 compact spaces.

Section 27-6309. Bicycle Parking Standards

The subject DET includes 115 bicycle parking spaces to meet the requirements of Section 27-6309(a)(2) of the Zoning Ordinance. All external U-shaped bicycle racks are on paved surfaces, at least 3 feet away from the principal buildings, but within 100 feet of the entrance, and will allow for at least 30 inches of spacing between each individual rack. Long-term bicycle parking will be located in the parking garage, as well as in the well-lit area that is conveniently accessible to future tenants of the proposed development.

Section 27-6310. Loading Area Standards

Two loading spaces are included in this DET and are 12 feet by 33 feet in size. These loading spaces are located by the entrance to the proposed parking garage and will not obstruct on-site vehicular circulation as shown on both the Pedestrian and bikeway facility plan and the Vehicle Turning Plan. Both spaces are also adequately setback from Lottsford Road to ensure that they are not visible from it and are not located within 50 feet of vacant land in a residential or rural and agriculture zone.

c. **Section 27-6400—Open Space Set-Asides**

Development subject to the standards of Section 27-6400 of the Zoning Ordinance shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, of the Zoning Ordinance, based on the use classification. Residential uses in a transit-oriented/activity center base zone have a 7.5 percent open space set-aside requirement. The applicant provided an open space set-aside plan showing approximately 23.6 percent of the site (2.16 acres) as open space being provided in active/passive recreational and required landscape areas. Given that the minimum open space set-aside area is based on the development site area, a condition is included herein requiring the applicant to correct the percentage of the open space set-aside area provided on the plan. The natural features located in the east and south of the

property can be counted as open space set-asides, but they were not included for calculation.

Section 27-6406. Design Standards for Open Space Set-Asides
The open space set-aside area is an interconnected system of usable recreational spaces and landscaped areas, which are primarily located east to the proposed building and include an internal walkway, along with seating areas, to connect to the sidewalks along the frontage of both MD 202 and Lottsford Road. As such, open space will be readily accessible and useable by occupants and users of the proposed development.

d. **Section 27-6500—Landscaping:**

The DET is in conformance with the applicable standards of the 2018 *Prince George's County Landscape Manual*, including Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, as shown on the landscape plans with this application. The applicant requests alternative compliance from Section 4.6, Buffering Development from Streets, which is further discussed below in Finding III.D.

e. **Section 27-6600—Fences and Walls**

This section is not applicable to the subject DET because no fences or walls are included.

f. **Section 27-6700—Exterior Lighting**

A photometric plan was submitted with this DET, demonstrating conformance to the applicable standards in this section, which is discussed above in Finding II. G. A detail is provided for the pole-mounted lights along the private roads.

Section 27-6704. Prohibited Lighting
No prohibited lighting types are proposed.

Section 27-6706. General Standards for Exterior Lighting
As shown on the photometric plan, all lighting will be full cut-off fixtures that are directed downward. Maximum illumination measured in foot-candles, at ground-level, at the lot lines will not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance. The proposed 9-foot-tall exterior lighting fixtures along the driveway and walkways are within the maximum height limit of 20 feet for the transit-oriented/activity center base zone. However, the proposed 22-foot-tall exterior lighting fixtures within the courtyard exceed this requirement, which is conditioned herein for correction.

g. **Section 27-6800—Environmental Protection and Noise Controls**

Section 27-6802. Natural Resources Inventory (NRI)
An approved Natural Resources Inventory, NRI-002-2023-01, was submitted with the application. The site contains 100-year floodplain, wetlands, streams, and steep slopes that comprise the PMA. The TCP2 and DET show all required information correctly in conformance with the NRI. No additional information is required regarding the NRI.

Section 27-6803. Trees and Vegetations
This DET complies with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code. See Findings IV and V below.

Section 27-6804. Floodplain Management
According to NRI-002-2023-01, the site statistics table shows 2.10 acres of 100-year floodplain on this site.

Section 27-6805. Erosion and Sedimentation Control
Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

The County requires the approval of an erosion and sediment control plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. An unapproved erosion and sediment control plan was submitted with this application. Prior to certification of the TCP2, a copy of the approved conceptual erosion and sediment control technical plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

Section 27-6806. Stormwater Management
An approved Site Development Concept Plan case (Application No. 17303-2023-SDC and Approval No. P02358-2025-SDC), issued on March 13, 2025, were submitted with this application. The site has an existing culvert under an existing entrance onto the property, as well as existing stormdrain that will remain. The stormwater concept proposes the use of micro-bioretention facilities to meet the environmental site design to the maximum extent possible requirement.

Section 27-6807. Chesapeake Bay Critical Area
The subject property is not within the Chesapeake Bay critical area. Therefore, Section 27-6807 of the Zoning Ordinance is inapplicable.

Section 27-6808. Regulated Environmental Features
The submitted TCP2-136-03-04 shows on-site REF include a stream, wetlands, floodplain, and their associated buffers. Four impacts are pending approval by the Planning Board with PPS-2023-027 for a roadway crossing, sewer connection, and construction of two sidewalks. There are no additional impacts proposed with this DET; however, this application is reliant on the REF impacts that are requested with the associated PPS.

Section 27-6809. Unsafe Lands
This application will use the current Subdivision Regulations, and Section 24-4101(c)(1) of the Subdivision Regulations states "The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to: a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes."

The predominant soils found to occur according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey include Collington-Wist complex, Urban land-Collington-Wist complex, Udorthents, highway, and Widewater and Issue soils. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property.

Section 27-6810. Noise Control
A Phase I noise study, dated June 27, 2025, was submitted with this DET to evaluate noise generated by MD 202 and Lottsford Road, which are classified as an expressway and an arterial road, respectively. The Phase I noise study identified those units that will be impacted by transportation noise levels above 65 dBA/Leq and up to 74 dBA/Leq during daytime hours. However, the applicant did not provide a Phase II noise study to demonstrate the method and design for interior noise mitigation, such as increased window/door Sound Transmission Class ratings and potential upgraded exterior wall construction. A condition is included herein requiring the applicant to provide a Phase II noise study prior to certification, demonstrating that outdoor activity areas will be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m., as well as demonstrating that the interiors of dwelling units will be mitigated to 45 dBA or less. Conditions are also included herein requiring the applicant to delineate the ground-level mitigated 65 dBA/Leq noise contour during the daytime, ground-level

mitigated 55 dBA/Leq noise contour during the nighttime, and upper-level mitigated 65 dBA/Leq noise contour(s) on the site plan, as well as to depict the building facades with mitigation measures (e.g. updated building materials, windows and doors) to reduce the interior noise to 45 dBA/Leq, as required by the Zoning Ordinance.

h. **Section 27-6903—Multifamily, Townhouse, and Three-Family Form and Design Standards**

Site Access
The subject DET includes one vehicular access point on Lottsford Road. A proposed private driveway, which connects to Mercantile Lane, will serve as the secondary point of vehicular access to/from the site.

Location of Off-Street Parking
As shown on the submitted site plans, parking spaces, except six on-street parking spaces, will be located within the proposed parking garage, which include guest and overflow parking.

Building Orientation and Configuration
The primary entrances of the proposed multifamily development are oriented towards internal private driveways and external roads.

Maximum Building Length
This regulation is not applicable to the subject DET as the property is located in the RTO-H-E Zone.

Building Facades
As shown in the submitted architectural elevations, the facades of the proposed multifamily development are designed with wall offsets in the form of projections or recesses, with a minimum depth of 2 feet and spaced ranged between 60 to 76 feet apart. Since the proposed building facades are spaced more than 50 feet apart, staff find that the design incorporates three elements to reduce the perceived massing and scale of the buildings, in accordance with Section 27-4204(b)(1)(F)(ii). As detailed on Sheets A3-201 and A3-202, staff recommend approval, noting that the resulting design is of similar or superior quality, in accordance with Section 27-6903(e)(1) of the Zoning Ordinance.

Pursuant to Section 27-6903(e)(3) of the Zoning Ordinance, the street-facing facades of multifamily buildings are designed with a minimum of three design features, such as raised corniced parapets over the entrance door; multiple windows with a minimum 4-inch-wide trim; and roof form and line changes consistent with the wall offsets.

Roofs
The proposed multifamily development is designed with a flat roof that is concealed by parapets extended at least 3 feet above the roof level. All roof-based mechanical equipment will be screened from the street.

Building Façade Fenestration/Transparency
The submitted architectural elevations show that at least 15 percent of the street-facing façade area of the ground-level floors of the proposed multifamily development will be occupied by windows and/or doorways, as shown on Sheet A3-200.

Materials
As shown on the architectural elevations, the proposed primary façade materials extend along any side façade that is visible from a street, for a minimum of 20 feet; and material changes occur along a horizontal line, where two forms meet, or where materials occur as accents.

Garage Standards
These regulations are not applicable to the subject DET because the proposed parking garage is not detached nor freestanding.

Outdoor Activity Areas
This regulation is not applicable to the subject DET because no single-family dwellings are adjacent to the subject site.

i. **Section 27-61200—Neighborhood Compatibility Standards**

The subject application is exempt because the property does not abut any single-family residential zones. Although there is vacant land in the Residential, Rural Zone across MD 202, MD 202 itself is an existing six-lane road with a median, in accordance with Section 27-61202(b), Exemptions, of the Zoning Ordinance.

j. **Section 27-61300—Agricultural Compatibility Standards**

The subject application is exempt per Section 27-61302 of the Zoning Ordinance because it is not adjacent to an on-going agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.

k. **Section 27-61400—Urban Agriculture Compatibility Standards**
The subject application is exempt because it is not adjacent to on-going urban agriculture use.

l. **Section 27-61500—Signage**
The subject DET includes four signs, of which three are wall-mounted signs and one is a projecting sign. Detailed discussions are addressed in Finding II, G. above. The one proposed projecting

sign extends no more than two inches from the vertical plane of the building facade. No animated illumination is proposed with this DET. Dimensions and materials of these signs are shown on Sheet L-0703, demonstrating conformance to the signage standards. A signage schedule is included on Sheet L-0701, showing that the signs do not exceed the maximum area allowed except for the one proposed projecting sign. However, some information included in this schedule is incorrect, including the refenced sections, the number of proposed multifamily dwelling units, and information related to projecting signs. A condition is included herein requiring the applicant to correct the schedule prior to certification. No free standing is proposed with this DET, but Sheet L-0401 contains one label noting "proposed monument sign". A condition is including herein requiring the applicant to remove this labeling and ensure no such labeling is included in other sheets.

m. **Section 27-61600—Green Building Standards**

The proposed development meets the minimum Green Building score requirement of 4.0 points for new residential development containing 25 or more units, as follows:

Table 27-61603(b): Green Building Point System	**Points Earned**
Development in a Transit-Oriented/Activity Center base zone	1.5
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater management requirements of the County Code	1.0
Retain at least 20% of existing pre-development natural vegetation	0.75
Total	4.0

Based on the analysis herein, in addition to the evidence filed in conjunction with this application, staff find that DET-2023-013 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses. Documentation has been provided with the submission of the DET.

(2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;

The DET will be subject to the conditions of approval of PPS-2023-027 and Certificate of Adequacy ADQ-2023-050. If the application is revised, as

conditioned herein, the proposed development will comply with all of the proposed relevant conditions of approval. If additional conditions are imposed upon approval of the PPS and ADQ, the DET will be revised to address those additional conditions. Pursuant to Section 27-1704(f)(1) of the Zoning Ordinance, CSP-87168 is inapplicable to the subject DET because the applicant is not proposing to utilize the CSP. However, because the proposed project will be integrated with other abutting development covered by the CSP, staff reviewed the relevant conditions:

Conceptual Site Plan CSP-87168-01
CSP-87168-01 was approved with nine conditions. The conditions relevant to this DET are listed below in bold text. Staff's analysis of the conditions, which follows each one in plain text, is for consistency with other developments under this CSP:

CSP 1. A minimum 30-foot landscape yard shall be provided along the property line adjacent to Route 202 (as reviewed by I-3 Zone regulations of the Zoning Ordinance, Subtitle 27).

This condition is not applicable to the subject DET, as the property is no longer zoned I-3, and this DET is being reviewed under the current Zoning Ordinance.

CSP 6. Individual trees on site that are worthy of saving will be flagged by staff from the Natural Resources Division and the Development Review Division.

The site was cleared as shown on approved TCP2-136-03-03. A revised NRI of the site was approved on January 22, 2025, which shows the individual specimen trees.

CSP 7. Every effort will be made to incorporate these trees into the overall building and parking lot layout. This could mean the reconfiguration of the building and parking lot to accomplish this goal. The possibility that drastic overall site grading will be necessary for drainage of surface waters will be carefully reviewed at Detailed Site Plan and would eliminate the tree-save requirement.

The proposed use and layout shown on the TCP2 for this DET has changed from the development proposed with previous approvals. The removal of three specimen trees is proposed and evaluated with PPS-2023-027 associated with this DET. The applicant has attempted to balance the grading needs of the site with the requirements of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and is providing the full WCO requirement on-site.

Preliminary Plan of Subdivision PPS-2023-027
PPS-2023-027 is to be heard prior to this DET application. The recommended conditions proposed by staff for the PPS that are relevant to the review of this DET are listed below in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one in plain text:

PPS 1. In accordance with Section 24-4601(b)(4)(C) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for and provide adequate on-site recreational facilities in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Design Guidelines.

Sheet L-0101 shows the required value of on-site recreational facilities that the applicant needs to provide to meet the mandatory parkland dedication requirement. Per PPS-2023-027, the required value of recreational facilities provided shall be based on the calculation of the land value of dedication which would normally be required, to meet the minimum recreation facility requirement, in accordance Section 24-4601(b)(4)(C) of the Subdivision Regulations and the Park and Recreation Facilities Design Guidelines. Therefore, a condition is included herein for correction. The subject DET includes a list of recreation facilities, with quantity and unit cost, and the associated labeling on Sheets L-0101 and L-0102 of the plans to meet the requirements, as discussed above in Finding II. G. Sheet L-0102 notes work pods as a recreation facility. However, they serve work-related purposes rather than recreation, which is conditioned herein for removal. While a dog park is included, details regarding the associated facilities and features provided within it are not provided. A condition is included herein requiring the applicant to provide this information. The submitted plan also shows labels for interior amenities but do not include their details. Page 8 of the SOJ for PPS-2023-027, which is concurrently reviewed with this DET, notes on-site recreational facilities provided to meet the parkland dedication includes, among other things, a fitness center, a resident lounge, and a swimming pool within an internal courtyard. A condition is included herein requiring the applicant to identify the location of the proposed fitness center and resident lounge, and to provide a list of the facilities, with details, within each space, if proposed.

PPS 7. At the time of the Type 2 tree conservation plan review, and in conformance with Section 25-119(d)(7) of County Code, the mitigation method (on-site individual tree

planting or fee-in-lieu) for the replacement of the three specimen trees shall be determined.

This condition is met with a combination of nine on-site trees greater than 2.5 inches caliper and 5,000-dollar fee-in-lieu.

PPS 8. In accordance with the *2013 Approved Largo Town Center Sector Plan* and the 2009 *Approved Countywide Master Plan of Transportation*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and show the locations and extent of the following facilities at the time of detailed site plan review:

a. A ten-foot-wide ADA-compliant side path along the site's frontage of MD 202, unless modified by the permitting agency with written correspondence. Any modifications shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

The submitted site plan shows a proposed 10-foot-wide Americans with Disabilities Act (ADA)-compliant side path along the site's frontage of MD 202.

b. A ten-foot-wide ADA-compliant side path and 6.5-foot-wide bicycle lane along the site's frontage of Lottsford Road, unless modified by the operating agency with written correspondence. Any modifications shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

The submitted site plan shows a 10-foot-wide ADA-compliant side path to replace the existing sidewalk, and a 6.5-foot-wide bicycle lane along the site's frontage of Lottsford Road.

c. Shared roadway markings (sharrows) along the internal driveway.

The submitted site plan shows sharrows along the internal driveway.

d. Direct pedestrian ADA-compliant connection from the side path along the site's frontages to the primary entrances of principal buildings.

Pedestrian connections to the entrances of buildings are subject to Section 27-4204(b)(1)(F)(iii)(aa), which requires a pedestrian entrance every 150 feet when the façade of a principal building abuts or faces a street frontage in the RTO-H Zone. The plan shows one pedestrian entrance along Lottsford Road (two are required) and one entrance along MD 202 (four are required). The applicant has filed a Major Departure (MJD-2024-004) from this standard. The MJD is discussed in Finding III.C. below, and staff recommend approval.

e. Continental-style crosswalks at the vehicular access points and crossing all drive aisles.

The submitted site plan shows sharrows continental-style crosswalks located at the vehicular access points and crossing all drive aisles.

f. Inverted-U style or similar bicycle racks are located no more than 50 feet from the primary entrance to building entrances.

Three inverted-U style bicycle racks for a total of six short-term bicycle parking spaces will be installed north of the access point on Lottsford Road. These bicycle racks will be within 50 feet from the primary entrance to building entrances.

g. Long-term bicycle parking within the building or parking garage located no more than 50 feet from the primary entrance to each building.

A long-term bicycle room for a total of 109 bicycle parking spaces will be located within the proposed parking garage. These bicycle parking spaces will be within 50 feet from the primary entrance to building entrances.

PPS 10. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for sufficiency and proper siting, in accordance with the Prince George's County Parks and Recreation Facilities Design Guidelines, with the review

of the site plan. Timing for construction shall also be determined at the time of the site plan.

The applicant provides a list of on-site recreation facilities, with details. These facilities are determined to be appropriate and sufficient for the proposed development, with the recommended conditions, as discussed in Finding II.G. above, and in the analysis related to Condition 1 of the PPS. However, the on-site recreational facilities proposed appear to primarily address the needs of young and older adults, with no facilities proposed for children. Per PPS-2023-027, staff recommend the inclusion of recreational amenities that serve a range of ages, abilities and interests. Additional lawn or open space area is shown near the dog park and the applicant should provide an architectural climbing feature or other play amenities. As timing for construction of these recreational facilities is not shown on the plan, a condition is included herein requiring the applicant to provide such information prior to certification.

Certificate of Adequacy ADQ-2023-050

If approved, the property will be subject to the conditions in ADQ-2023-050. This ADQ will be valid for 12 years from the date of approval of the associated PPS-2023-027, subject to the additional expiration provisions of Section 24-4503(c) of the Subdivision Regulations. ADQ-2022-010 is proposing three conditions. The conditions relevant to the review of this DET are listed below in bold text. Staff's analysis of the project's conformance to the condition follows in plain text:

ADQ 1. Total development within the subject property shall be limited to uses that would generate no more than 205 AM and 237 PM peak-hour vehicle trips.

The current proposal is consistent with the development evaluated under the ADQ, and the proposed development is within the established trip cap.

ADQ 2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle, and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.

A bicycle and pedestrian facilities plan was submitted with the subject DET, illustrating the location, limits, specifications and details of the on-site and off-site

pedestrian and bicycle adequacy improvements, thereby satisfying the condition.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

The REF on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the TCP2. No additional PMA impacts are proposed with this application.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

The proposed development is not located in a planned development zone. Therefore, this criterion is not applicable.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

The DET has a companion TCP2-136-03-04, which staff recommend be approved, with conditions, as included herein.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, 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;

The subject application is not a DET for infrastructure. Therefore, this provision does not apply.

(7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;

(B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be.

The proposed development does not include a place of worship. Therefore, this criterion is not applicable.

(8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.

The proposed development does not alter, expand, or enlarge existing structures or uses. Therefore, this criterion is not applicable.

B. Prince George's County Zoning Ordinance: Variance to Section 27-4204(f)(3).

In the RTO-H-E Zone, the minimum building width in the build-to zone is 70 percent of the lot width. The applicant has requested a variance to Section 27-4204(f)(3), to allow the minimum building width in build-to zone along MD 202 and Lottsford Road to be 69 percent and 57 percent, respectively. Section 27-3613(d) of the Zoning Ordinance contains the following required findings for approval of a variance:

(1) A specific parcel of land is physically unique and unusual in a manner different from the nature of surrounding properties with respect to exceptional narrowness, shallowness, shape, exceptional topographic conditions, or other extraordinary conditions peculiar to the specific parcel (such as historical significance or environmentally sensitive features);

The subject property comprises approximately 9.14 acres and is irregularly triangle-shaped in the northwest corner, in contrast to the more rectangular configurations of adjacent and nearby parcels. A 100-year floodplain runs along the site's southern boundary, extending west to the Lottsford Road frontage and east to the MD 202 frontage, resulting in greater environmental limitations than those on adjacent parcels. Page 9 of the SOJ notes that, approximately 23 percent of the subject property lies within a floodplain easement and is therefore undevelopable. To avoid impacting the floodplain area, the applicant has limited the proposed multifamily buildings' extension along MD 202 and restricted further development south of the existing driveway on Lottsford Road.

(2) The particular uniqueness and peculiarity of the specific property causes a zoning provision to impact disproportionately upon that property, such that strict application of the provision will result in peculiar and unusual practical difficulties to the owner of the property;

The floodplain is a unique and defining constraint of the subject property, preventing compliance with the building length requirements of the RTO-H-E Zone. The site is significantly more impacted by on-site floodplain and related environmental features than nearby or adjacent properties. Strict application of the build-to provision would impose peculiar and unusual practical difficulties on the property owner and render the project

infeasible, as compliance would require filling the floodplain, which is unlikely to be approved under the WCO and the 2018 *Environmental Technical Manual* (ETM).

(3) Such variance is the minimum reasonably necessary to overcome the exceptional physical conditions;

The requested variance is the minimum reasonably necessary. The proposed multifamily buildings are located at the very edge of the site's developable area, avoiding both the existing driveway apron and the floodplain. Within this developable portion, the building completely complies with the building length requirements.

(4) Such variance can be granted without substantial impairment to the intent, purpose and integrity of the General Plan or any Functional Master Plan, Area Master Plan, or Sector Plan affecting the subject property;

The 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan) and 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) encourage transit-oriented development near the Largo Metro Station. The proposed development supports the vision of an urban, pedestrian-friendly environment and is fully consistent with both plans. While not required, approval of the variance would further the intent, purpose, and integrity of the sector plan and Plan 2035 and would in no way impair them. Therefore, the variance can be granted without substantial impairment to either planning document.

(5) Such variance will not substantially impair the use and enjoyment of adjacent properties; and

The proposed development is consistent with the character of surrounding development and compatible with adjacent land uses, all of which are fully developed. Staff find that the requested variance will not substantially impair the use or enjoyment of neighboring properties. Instead, the proposed use will complement surrounding uses and contribute positively to the overall character of the area.

(6) A variance may not be granted if the practical difficulty is self-inflicted by the owner of the property.

Staff find that the practical difficulty is not self-inflicted but rather arises from the presence of sensitive environmental areas that significantly restrict the developable portion of the subject property. The applicant is obligated under applicable regulations to preserve these areas and has designed the proposed development in full compliance with those requirements.

C. Prince George's County Zoning Ordinance: Major Departure to Section 27-4204(b)(1)(B) and Section 27-4204(b)(1)(F)(iii)(aa).

The applicant has requested a major departure from standards in Section 27-4204(b)(1)(B) and Section 27-4204(b)(1)(F)(iii)(aa), to allow a curb cut wider than the maximum 24 feet in the RTO-H Zone, and to not provide a pedestrian entrance for every 150 feet of street-facing façades, respectively.

Section 27-3614(f) of the Zoning Ordinance contains the following required findings for approval of a major departure:

(1) The departure falls within the thresholds provided in Subsections 27-3614(b)(1), Minor Departures or 27-3614(b)(2), Major Departures, above, for the applicable type of departure;

Section 27-3614(b)(2) of the Zoning Ordinance permits an applicant to request a major departure up to 100 percent from all standards in Section 27-4204(b) of the Zoning Ordinance. Staff find that a major departure can be filed for these standards, as they are within Section 27-4204(b).

(2) The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;

The applicant requests a departure from Section 27-4204(b)(1)(B), which requires curb cuts for properties located in the RTO-H Zone be 24 feet in width (two 12-foot vehicular lanes). The proposed lane configuration of the site access is the same width and alignment as the entrance into Lottsford Court, directly across Lottsford Road. The site and surrounding area are zoned RTO-H-E and contain mixed-use development. The departure is consistent with the character of development in the area and compatible with surrounding land uses.

The applicant also requests a departure from Section 27-4204(b)(1)(F)(iii)(aa), which requires a pedestrian entrance every 150 feet when the façade of a principal building abuts or faces a street frontage in the RTO-H Zone. The standard would require four entrances along MD 202, and two along Lottsford Road, but only one entrance is provided along each roadway.

The subject DET will propose a 10-foot-wide sidepath along MD 202 and Lottsford Road. In addition, Lottsford Road will include a 6.5-foot-wide bike lane. These improvements are anticipated to enhance pedestrian activity along these two street frontages, in alignment with the goals of the transit-oriented zone. Building entrances play a vital role in fostering active street life. The applicant's request is to provide one building entrance along MD 202, in lieu of four required entrances, and one building entrance along Lottosford Road, in lieu of two required entrances. While reducing the required number of building entrances could potentially conflict with this objective, the adjacent developments were not built with entrances connecting to MD 202 and Lottsford Road. To maintain consistency with the character of surrounding development and to support the intent of the regulation, staff recommend approval of the requested departure, with a

condition included herein requiring the applicant to revise the site plan and architectural elevation to provide at least two building entrances along MD 202 and Lottsford Road, respectively.

(3) The departure:

(A) Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and

(B) Supports an objective or goal from the purpose and intent statements of the zone where it is located, or

(C) Saves healthy existing trees.

Relative to the curb cut standard, the subject site has frontage along an arterial roadway (Lottsford Road) to the west and an expressway (MD 202) to the north. REF exist in the eastern and southern portions of the site. This not only limits how much of the property along MD 202 and Lottsford Road can be developed, but also restricts where the proposed development and driveway entrance (curb cut) can be placed. In addition, the proposed driveway is in alignment with the existing driveway for the restaurant park on the opposite side of Lottsford Road, in accordance with Section 27-6206(l)(3)(A) of the Zoning Ordinance. As such, this helps achieve one purpose of the RTO-H Zone by promoting good integration with the surrounding environment, in terms of circulation and compatible design.

Relative to building entrances, the typical purpose of multiple building entrances is to enhance pedestrian connectivity. With the proposed frontage improvements along MD 202 and Lottsford Road, the required number of building entrances along both roadways is expected to help not only activate street life, but also enhance connectivity to surrounding properties and services in the area. However, these required building entrance may make the subject development inconsistent with other development along and across MD 202 and Lottsford Road. Since MD 202 is classified as an expressway and Lottsford Road as an arterial road, the high traffic speeds along the property's frontage create a unique circumstance that serves as a barrier to a walkable and pedestrian-friendly environment. Therefore, staff support the requested departure, with the condition that the applicant provides at least two buildings along each road. This requirement serves as an incremental step toward fulfilling the purpose of the RTO-H Zone, with the understanding that future development in the area will gradually close the remaining gaps and help achieve the RTO-H Zone's long-term goals. As the RTO-H Zone aims to “encourage development that is well integrated in terms of complementary uses, access and circulation, and compatible design,” the proposed building supports this purpose by introducing a residential use to an area of the Largo Metro Area currently dominated by office and retail development.

(4) The departure will not pose a danger to the public health or safety;

The departure for the curb cut location will not pose a danger to public health or safety as the site access is identical to the access across Lottsford Road in configuration and alignment. The existing access point provides for two lanes of both ingress and egress for the site, along with a small median. Section 27-4204(b)(1)(B) would allow for only one inbound and one outbound lane. If required to construct the access point to these standards, this would result in an offset intersection, which can result in motorists making undesirable driving maneuvers. This alignment was discussed during the scoping of the traffic impact study for ADQ-2023-050. The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation requested that the site access have the same width and alignment as the entrance into Lottsford Court.

ADQ-2023-050 includes an analysis of the existing curb cut as well as the recommended width per the guidance in Section 27-4204(b)(1)(B). While the traffic impact study found that a single-lane egress from the site along Lottsford Road would maintain an acceptable level of service, it is recommended that the current configuration be maintained in its current geometry. This will decrease driver decision-making while crossing Lottsford Road and decrease potential conflict points associated with an offset intersection.

Relative to building entrances, the departure for pedestrian entrances does not pose a danger to public health or safety. MD 202 is designated as an expressway. The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) describes an expressway as a divided highway for through traffic with full or partial control of access and interchanges at selected public roads. However, the subject DET proposes improvements along both frontages of MD 202 and Lottsford Road, including a 10-foot-wide sidepath that connects to the internal pedestrian network and adjacent properties. With the reasons discussed above, staff support the requested departure and recommend the applicant provide at least two building entrances on each roadway, instead of the four required along MD 202 alone, which will further support an active street life, contributing to public health and safety by promoting natural surveillance, commonly referred to as "eyes on the street."

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

There are no adverse impacts created by utilizing the existing curb cut width. The site access will maintain the existing symmetrical alignment for the intersection thereby meeting drivers' expectations.

There are no adverse impacts if additional pedestrian connections are not provided. However, providing only one building entrance along each road may undermine the intent of the RTO-H Zone, which aims to create a cohesive urban environment with active street life and robust pedestrian

activity. The applicant proposes a sidepath along the site's frontage of MD 202 and Lottsford Road, as recommended in the MPOT. Pedestrian connections leading from the building entrances to the sidepath will better facilitate pedestrian movement if a greater number of building entrances is provided. While recommending approval of this requested departure, staff recommend the applicant provide at least two building entrances along each roadway.

(6) The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and

In the SOJ, the applicant states that the site is not the subject of a series of multiple, incremental departures, which is agreed upon by staff.

(7) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

In the SOJ, the applicant states that the site is not the subject of a departure from a standard contained in the 2018 *Prince George's County Landscape Manual* (Landscape Manual), which is agreed upon by staff.

Conclusion

Based on the foregoing analysis, as well as the plans and supporting documentation filed in conjunction with this DET, staff recommend approval of a major departure from Section 27-4204(b)(1)(B), to allow a curb cut wider than the maximum 24 feet in the RTO-H Zone, in order to maintain existing curb cut of approximately 59 feet (two 24-foot-wide curb cuts with approximately an 11.5-foot-wide median) and from Section 27-4204(b)(1)(F)(iii)(aa), to reduce the required building entrances to two, along MD 202. A condition is included herein requiring the applicant to revise the site plan and architectural elevations to provide at least two building entrances along MD 202, and two entrances along Lottsford Road.

D. 2018 Prince George's County Landscape Manual: The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. As part of DET-2023-013, the applicant filed a request for Alternative Compliance (ACL-2024-005) from the requirements of Section 4.6, Buffering Development from Streets, of the Landscape Manual. Specifically, the applicant seeks relief, as follows:

Section 4.6, Buffering Development from Streets

The applicant has requested alternative compliance from the requirements of Section 4.6 of the Landscape Manual, along MD 202 (Landover Road) and Lottsford

Road, which are classified as an expressway and arterial road, respectively. As the subject property is located in a Transit-Oriented Zone, this requires the applicant to provide a minimum 40-foot-wide buffer to be planted, with 2 shade trees, 10 evergreen trees, and 30 shrubs, or an equivalency of 105 plant units per 100 linear feet along both frontages, excluding driveway openings. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along MD 202 (Landover Road)

Length of bufferyard	679 linear feet
Minimum buffer width	40 feet
Shade Trees	14
Evergreen Trees	68
Shrubs	204
Plant units (105 per 100 linear feet)	713

PROVIDED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along MD 202 (Landover Road)

Length of bufferyard	679 linear feet
Minimum buffer width	20 feet*
Shade Trees	7
Evergreen Trees	12
Ornamental Trees	24
Shrubs	376
Groundcover**	1200 sq. ft.
Plant units	866

Notes: * An additional 18 feet of buffer area is provided within the MD 202 right-of-way.

**Per Section 3.4(g) of the Landscape Manual, every 50 square feet of groundcover is equivalent to 10 plant units.

REQUIRED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along Lottsford Road

Length of bufferyard	373 linear feet
Minimum buffer width	40 feet
Shade Trees	8
Evergreen Trees	38
Shrubs	112
Plant units (105 per 100 linear feet)	392

PROVIDED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along Lottsford Road

Length of bufferyard	373 linear feet
Minimum buffer width	17 feet*

Plant Type	On-Site	Off-Site
Shade Trees	0	7
Evergreen Trees	5	0
Ornamental Trees	0	10
Shrubs	164	92
Groundcover**	0	950 sq. ft.
Plant units	189	402
Total plant units = 591		

Notes: * An additional 10 to 28 feet of buffer area is provided within the Lottsford Road right-of-way.

**Per Section 3.4(g) of the Landscape Manual, 50 square feet of groundcover is equivalent to 10 plant units.

Justification of Recommendation
The subject property is located within the RTO-H-E Zone, which requires a build-to line of no less than 15 feet and no more than 35 feet, in accordance with Section 27-4204(f). This regulation governs the siting of the proposed building. In addition, approximately 23 percent of the property is located within the floodplain area, primarily concentrated on the eastern portion. As a result, the proposed building is positioned closer to the west side of the property to accommodate these site constraints.

Along MD 202, the applicant provides a 20-foot-wide bufferyard, within the boundaries of the subject property. The applicant also noted the presence of an 18-foot-wide landscape strip within the MD 202 right-of-way. When combined with this off-site landscape area, there will be a total 38-foot-wide buffer between the building and the inner edge of the MD 202 sidewalk, which comes close to the required 40-foot buffer. In addition, the applicant provides 866 plant units within the provided 20-foot-wide buffer, which are 153 plants units more than the required 713 units.

Along Lottsford Road, the applicant provides a 17-foot-wide buffer, within the boundaries of the property. Similar to the MD 202 frontage, the applicant noted that a landscape area ranging between 10 to 28 feet is located within the Lottsford right-of-way. Combining this off-site landscape area, there will be a 27- to 45-foot-wide buffer between the building and the inner edge of the sidewalk along Lottsford Road. Within this off-site landscape area, the applicant plans to provide 7 shade trees, 10 ornamental trees, 92 shrubs, and 950 square feet of groundcover, for a total of 402 plants units, and will obtain a recorded maintenance agreement with DPIE, at the time of permitting, to maintain these provided off-site plants. With

the additional 402 plant units off-site, there will be a total of 591 plant units provided along Lottsford Road, which is 199 units more than the required 392 units.

Given the purposes and objectives of Section 4.6 of the Landscape Manual, and the additional landscape area and plant units provided between the development and the roadways, the Planning Director finds the applicant's proposal to be equally effective as normal compliance with Section 4.6 (c)(1)(B)(III) of the Landscape Manual, for both the MD 202 and Lottsford Road frontages, and recommends approval.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2024PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This property is subject to the WCO and the 2018 ETM. TCP2-136-03-04 was submitted with this application, showing that this 9.15-acre site contains 2.10 acres of floodplain for a net tract area of 7.05 acres, consistent with the site statistics of the NRI. The development is located within a Plan 2035 transit-oriented center. The site contains a total of 1.25 acres of net tract woodlands and 1.99 acres of wooded floodplain. The woodland conservation threshold of 15 percent of the site's net tract area is 1.06 acres. The plan shows a proposal to clear existing woodland, followed by reforestation in the clearing areas for grading necessity; however, the worksheet does not reflect this clearing and will have to be corrected prior to signature approval of the DET. As proposed, the development meets the 15 percent woodland conservation threshold on-site with woodland preservation and reforestation.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO 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." The removal of three specimen trees is pending approval by the Planning Board, with PPS-2023-027. No additional specimen trees are requested for removal with this application; however, this application is reliant on the variance to remove specimen trees requested with the associated PPS.

Riparian Stream Buffer

The site contains a riparian stream buffer that is required to be fully wooded in accordance with Section 25-121(c)(1)(C) of the WCO; however, this site qualifies for exceptions to this requirement based on criteria outlined in the Code. The TCP2 and SOJ for PMA impacts, submitted with PPS-2023-027, indicate that clearing is proposed within the stream buffer and is not proposed to be replaced. These areas are for a roadway, utility connections, and sidewalks. These impacts are pending approval with PPS-2023-027.

V. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY 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 2,500 square feet of gross floor area, or disturbance, and requires a building or grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions, until September 8, 2025, when Prince George's County Council Bill CB-046-2025 takes effect, and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved landscape plan demonstrating conformance to the Tree Canopy Coverage Ordinance. The subject site is in the RTO-H-E Zone, which requires a minimum of 15 percent of the net tract area to be covered by tree canopy. The subject site is 7.05 net acres and the required tree canopy coverage (TCC) is approximately 1.06 acres (or approximately 46,065 square feet). The site plan proposes sufficient TCC between on-site woodland conservation and proposed landscaped trees to meet the minimum requirement.

VI. REFERRAL COMMENTS

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

A. **Community Planning**—In a memorandum dated August 1, 2025 (Jones to Huang), the Community Planning Division indicated that master plan conformance is not required for this application.

B. **Transportation Planning**—In a memorandum dated August 6, 2025 (Patrick to Huang), the Transportation Planning Section provided a review of conditions attached to prior approvals, and a review of applicable Part 27-6 development standards, which are incorporated into the findings above. In addition, the Transportation Planning Section agreed with the departures requested by the applicant, as discussed above, in Finding III.C. Lastly, the Transportation Planning Section determined that the application is acceptable and meets the findings for pedestrian and bicycle transportation purposes.

C. **Environmental Planning**—In a memorandum dated August 1, 2025 (Rea to Huang), the Environmental Planning Section finds the application to be in conformance with Section 27-3605(e)(3) and (6), and Sections 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within Section 27-6800, Environmental Protection and Noise Controls, of the Zoning Ordinance, subject to the findings and conditions in the Recommendation section of this technical staff report.

D. **Historic Preservation**—In a memorandum dated July 9, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section indicated that the subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

E. **Permit Review**—In a memorandum dated August 1, 2025 (Jacobs to Huang), the Permit Review Section offered comments on the subject DET, which are included in the Recommendation section of this technical staff report.

F. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated July 30, 2025 (Thompson to Huang), DPR noted that the proffered

recreation facilities fulfill the requirements of Section 24-4601 of the Subdivision Regulations, per the recommendations of PPS-2023-027, and indicated that DPR has no additional comments.

G. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.

H. **Prince George's County Fire/EMS Department**—In a memorandum dated July 22, 2025 (Reilly to Huang), the Fire/EMS Department offered fire-related comments which are included in the Recommendation section of this technical staff report, and provided a list of parking restrictions which the applicant should consider incorporating into the homeowners association covenants. In addition, the Fire/EMS Department notes that no on-street parking will be allowed except where additional width is provided for designated on-street spaces because all drive aisles in the proposed parking garage are 22-foot-wide.

I. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

J. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on this application.

K. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated May 29, 2025 (Margolis to Summerlin), WSSC noted that a proposed site development project was conceptually approved by WSSC (DA7698Z24), and offered comments related to water and sewer mains, which will be addressed at the time of permitting.

L. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, no correspondence has been received from SHA.

M. **Public Utilities**—On May 27, 2025, the subject DET application was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company, and Washington Gas for review and comments. In an email dated May 28, 2025, Mr. Shea noted that AT&T LNS does not have any existing utilities at the location specified in the received documents. At the time of the writing of this technical staff report, no other correspondence has been received from these public utility companies.

N. **City of Glenarden**—The subject property is located within one mile of the geographical boundary of the city of Glenarden. The DET application was referred to the municipality for review on May 27, 2025. At the time of the writing of this technical staff report, the city of Glenarden did not offer comments on this application.

VII. COMMUNITY FEEDBACK

On Tuesday, October 24, 2023, the applicant conducted a pre-application neighborhood meeting virtually via Zoom at 6:30 p.m., in accordance with Section 27-3402 of the Zoning Ordinance. Prior to the meeting, the required mailing and sign posting were completed by the applicant. A written summary of the meeting was included in the DET submission. At the time of the writing of this technical staff report, staff did not receive any inquiries regarding the subject application.

VIII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2023-013, Major Departure MJD-2024-004, Alternative Compliance ACL-2024-005, Type 2 Tree Conservation Plan TCP2-136-03-04, and a Variance to Section 27-4204(f)(3), for Largo Park, Lot 6, subject to the following conditions:

1. Prior to certification of the detailed site plan (DET), the applicant and the applicant's heirs, successors, and/or assignees shall revise the DET, as follows, or provide the specific documentation:

    a. Note/label the surface material(s) for parking on the plans, in accordance with Section 27-6304(b) of the Prince George's County Zoning Ordinance.

    b. Correct the drive aisle width of the parking garage throughout the site plans for consistency.

    c. Correct the percentage of the open space set-aside area provided on the plan to reflect the minimum open space set-aside area, based on the development site area, in accordance with Section 27-6403 of the Prince George's County Zoning Ordinance.

    d. Correct the height of the light fixtures in the courtyard to be less than 22 feet, in accordance with Section 27-6706(d) of the Prince George's County Zoning Ordinance.

    e. Regarding signage standards:

        (1) Correct the information in the signage schedule on Sheet L-0701, including the refenced sections, the number of proposed multifamily dwelling units, and information related to projecting signs, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.

        (2) Remove the labeling of "proposed monument sign" on Sheet L-0401 and ensure no such labeling is included throughout the submission, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.

        (3) Remove one building wall sign located on the east side of the proposed building, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.

(4) Reduce the sign area of the proposed projecting sign to not more than 4 square feet, in accordance with Section 27-61506(l) of the Prince George's County Zoning Ordinance.

f. Delineate fire lanes on the DET, including marked curbs and clearly identified sign details and locations, in accordance with the memorandum provided by the Prince George's County Fire/EMS Department.

g. In accordance with Section 27-6810 of the Prince George's County Zoning Ordinance:

(1) Provide a Phase II noise study prior to certification, demonstrating how outdoor activity areas will be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m., as well as demonstrating that the interiors of dwelling units will be mitigated to 45 dBA or less.

(2) Delineate the ground-level mitigated 65 dBA/Leq noise contour during the daytime, ground-level mitigated 55 dBA/Leq noise contour during the nighttime, and upper-level mitigated 65 dBA/Leq noise contour(s) on the site plan.

(3) Depict the building facades requiring mitigation to reduce the interior noise to 45 dBA/Leq, as required by the Prince George's County Zoning Ordinance, and provide the recommended mitigation in the form of upgraded windows (operating and fixed) and doors that meet specific Sound Transmission Class rating requirements, labeling the upgraded materials to be used on the architectural elevations.

h. Clearly label the proposed development on the plan, including the exact dimensions for the buildings and parking garage.

i. Clearly mark the defining firewalls if the applicant intends to construct the proposed development, identified as three continuous buildings, under separate building permits.

j. Indicate the location of the eight electric vehicle (EV) stalls provided on the plan.

k. On the plan, note the proposed pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas to be at least 6 feet wide, in accordance with Section 27-6207(b)(4) of the Prince George's County Zoning Ordinance.

l. Regarding on-site recreational facilities:

(1) Revise the required value of recreational facilities based on the calculation of the land value of dedication, in accordance with Condition 1 of Preliminary Plan of Subdivision PPS-2023-027.

(2) Remove the proposed work pods from the list of recreation facilities on Sheet L-0102.

(3) Add details of the associated facilities and features to be provided within the proposed dog park to the site plan.

(4) Provide a floor plan to identify the location of the proposed fitness center and resident lounge, and provide a list of the facilities, with details, within each space, if proposed.

(5) Provide a consolidated table listing the provided recreation facilities and note that the timing for completion of construction of all on-site recreational facilities for the subject multifamily development shall be prior to use and occupancy permit, in accordance with Condition 10 of Preliminary Plan of Subdivision PPS-2023-027.

(6) Provide a climbing structure or other play amenity to accommodate the needs of children, in accordance with Condition 10 of Preliminary Plan of Subdivision PPS-2023-027.

m. Add a 6-foot-wide sidewalk on the eastern side of the internal driveway, Mercantile Lane, along with any associated easements for cross-access, as required in accordance with Section 27-6207(b)(1) of the Prince George's County Zoning Ordinance.

n. Revise the site plan and architectural elevations to provide at least two building entrances along MD 202 (Landover Road), and two entrances along Lottsford Road, in accordance with Section 27-4204(b)(1)(F)(iii)(aa) of the Prince George's County Zoning Ordinance.

2. Prior to certification of the detailed site plan (DET-2023-013), the applicant shall correct the numbers in Schedule 4.6 of the 2018 *Prince George's County Landscape Manual*, for Lottsford Road, to reflect the number of plants shown on the landscape plan.

3. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:

a. Correct the worksheet to reflect the clearing occurring on-site.

b. Add the following note below the specimen tree table:

"NOTE: This plan is in accordance with the following variance to the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE) with PPS-2023-027 for the removal of the following specified trees: ST-72, ST-73, and ST-74."

c. Have the TCP2 worksheet signed by the qualified professional who prepared it.

d. Revise TCP2-136-03-04 to reflect any additional impacts to the primary management areas resulting from the proposed 6-foot-wide sidewalk along the eastern side of Mercantile Lane.

4. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, and in conformance with Section 25-122(d) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

> "Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

5. Prior to certification of the Type 2 tree conservation plan (TCP2), a copy of the approved conceptual erosion and sediment control technical plan must be submitted so that the ultimate limits of disturbance for the project can be verified and shown on the TCP2.

6. Prior to issuance of the first building perming, in accordance with Section 27-6207(b)(3) of the Prince George's County Zoning Ordinance, the applicant shall demonstrate that the associated easements have been established for the proposed 6-foot-wide sidewalk as pedestrian cross-access.

LARGO PARK LOT 6

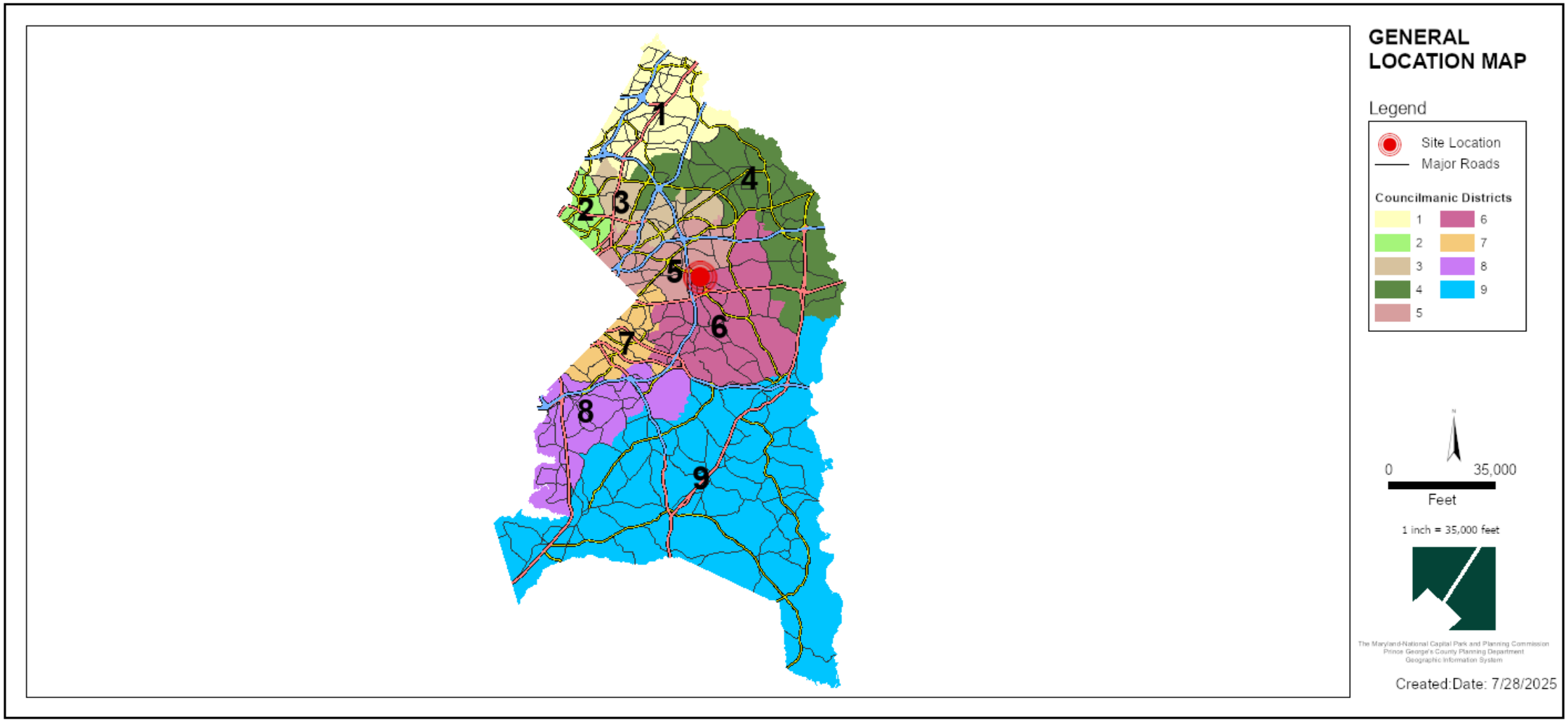
Detailed Site Plan, TCP2, Major Departure,
Alternative Compliance and Variance

Staff Recommendation: APPROVAL with conditions

GENERAL LOCATION MAP

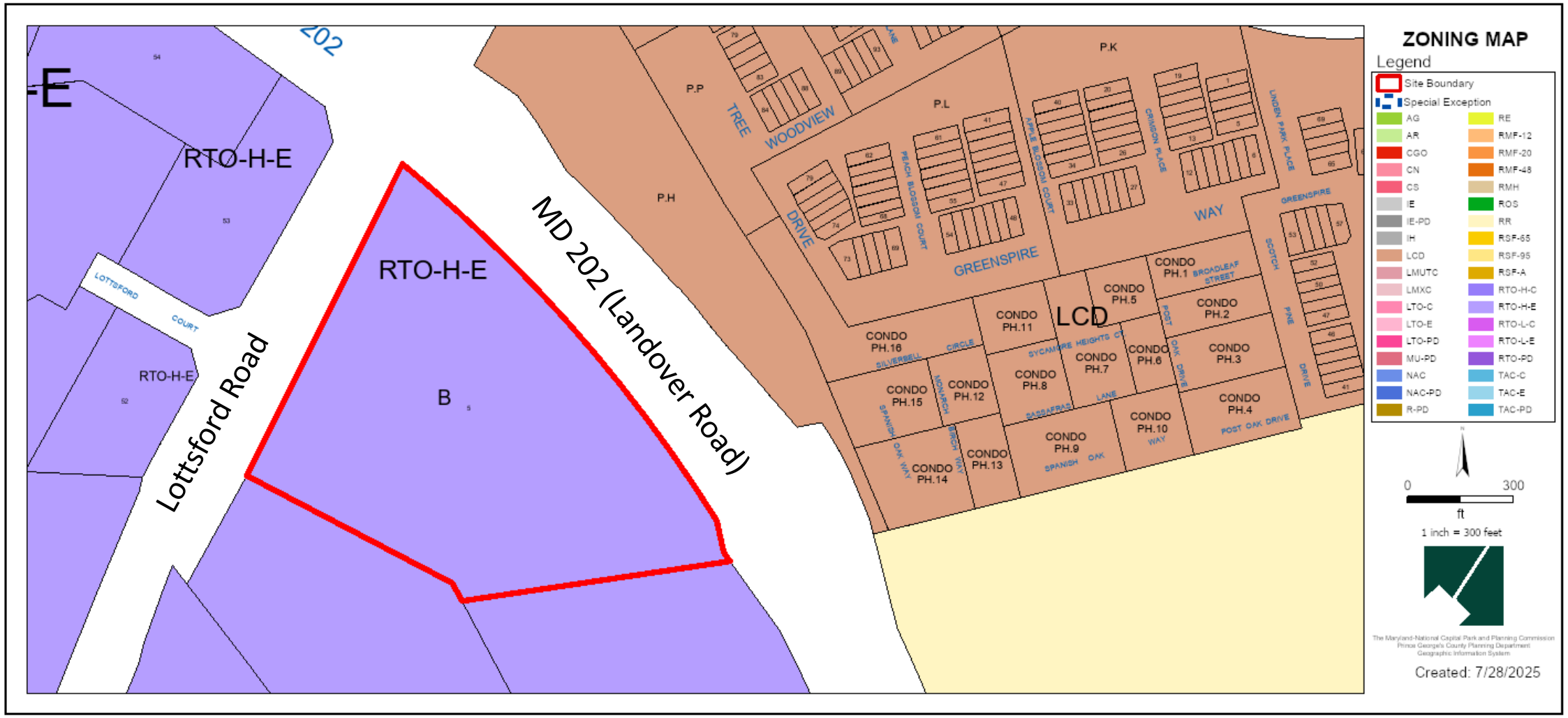
Council District: 06

Planning Area: 073

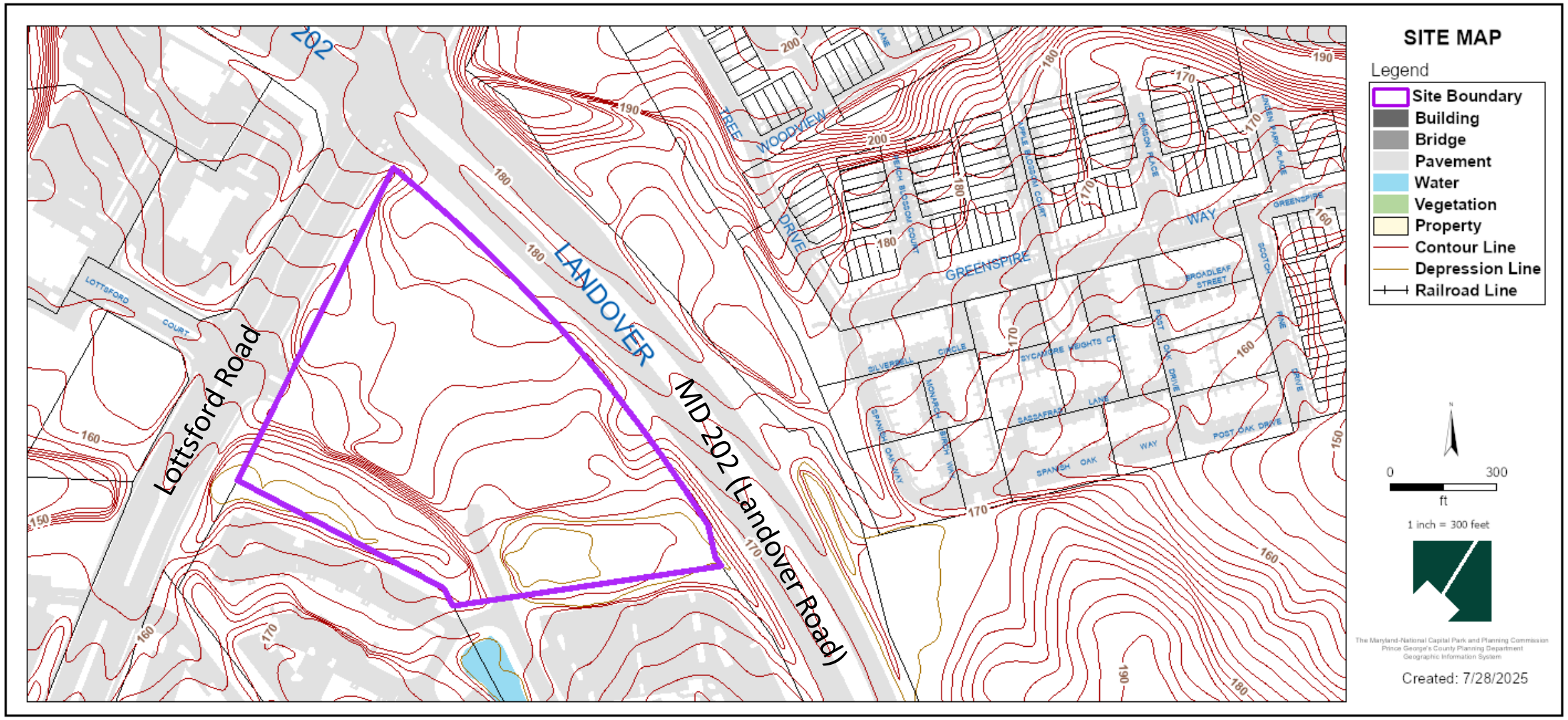


ZONING MAP

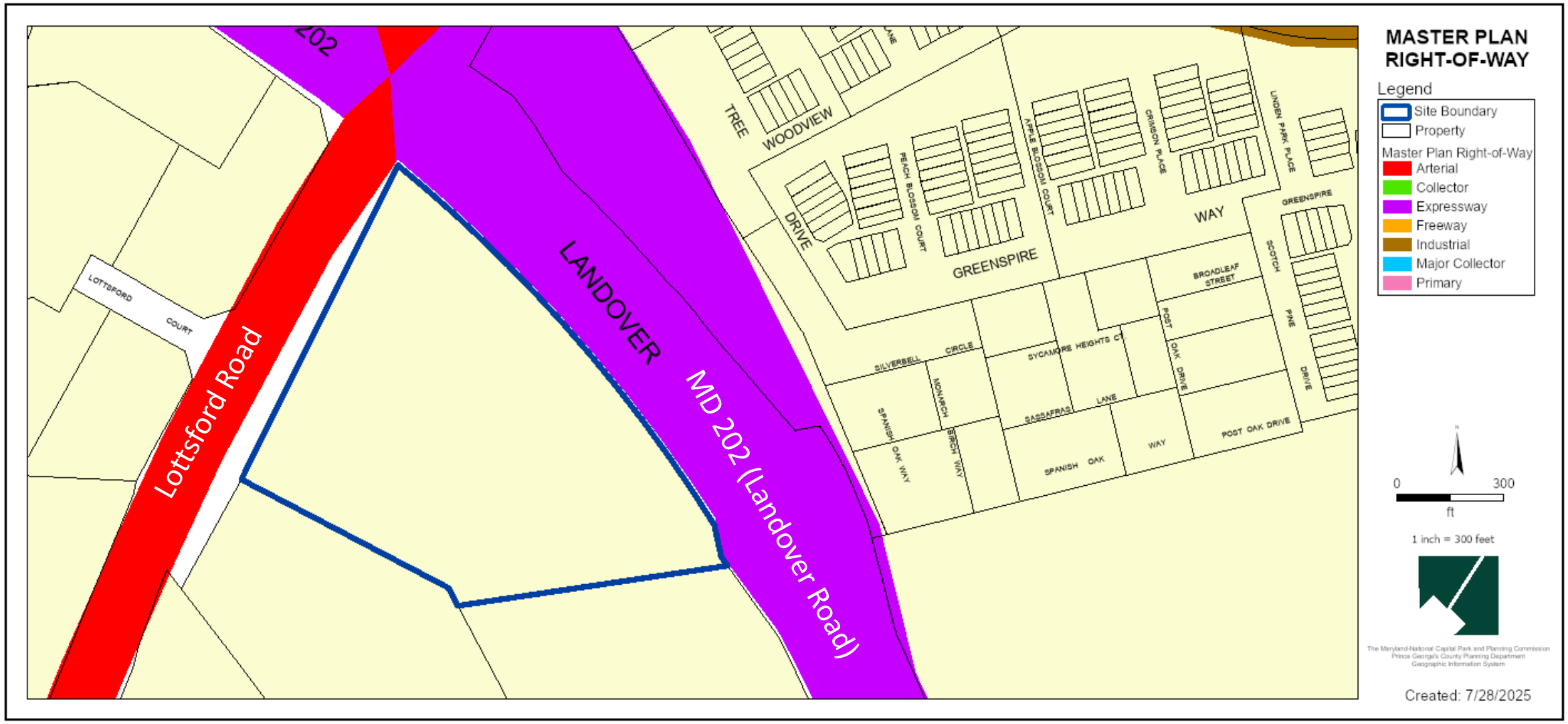
Current Zoning Map: RTO-H-e



SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
Lottsford Road
LANDOVER
MD 202 (Landover Road)
202
GREENSPIRE
WAY
WOODVIEW
DRIVE
LOTTSFORD
COURT
0
300
ft
1 inch = 300 feet
Created: 7/28/2025

MASTER PLAN RIGHT-OF-WAY MAP

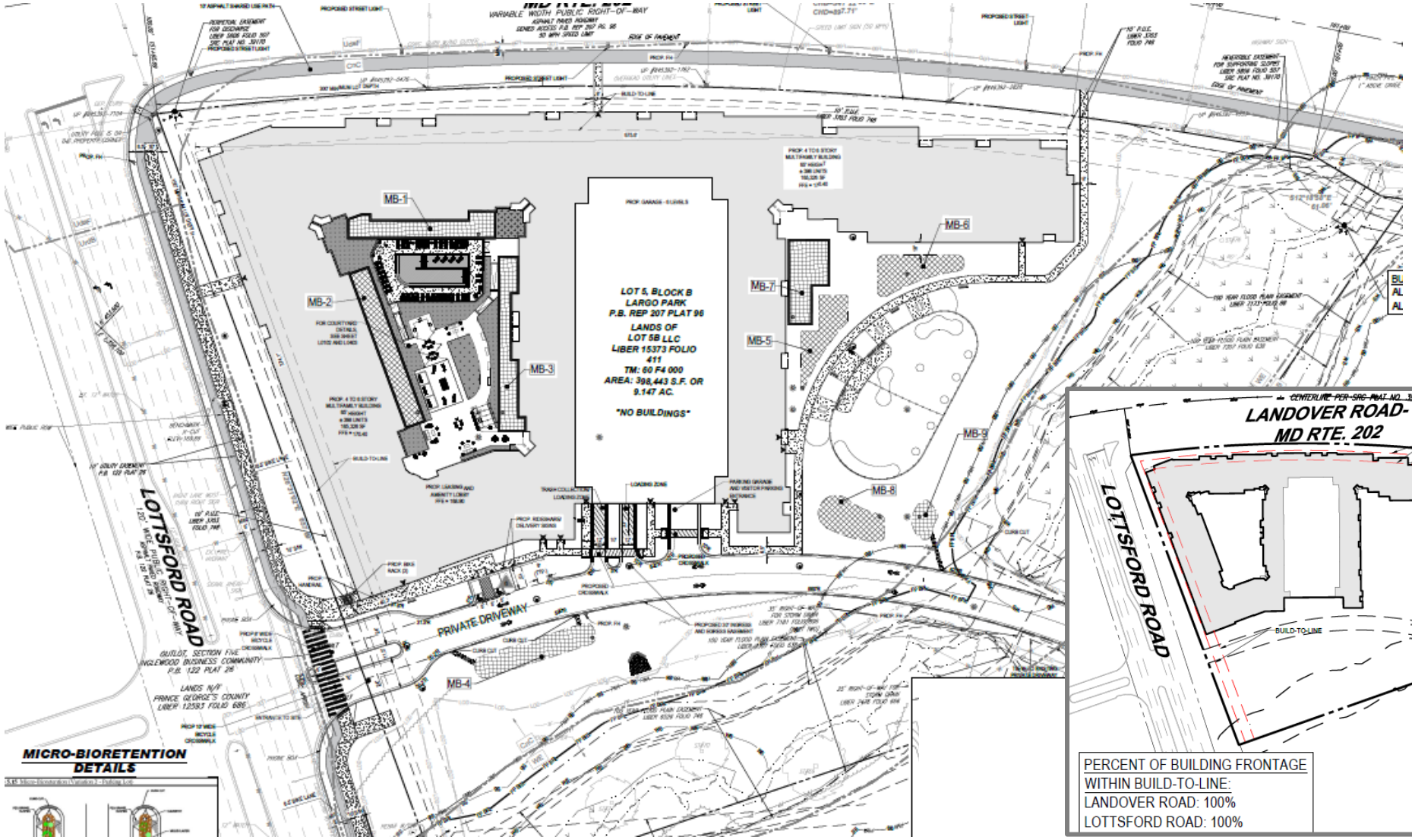


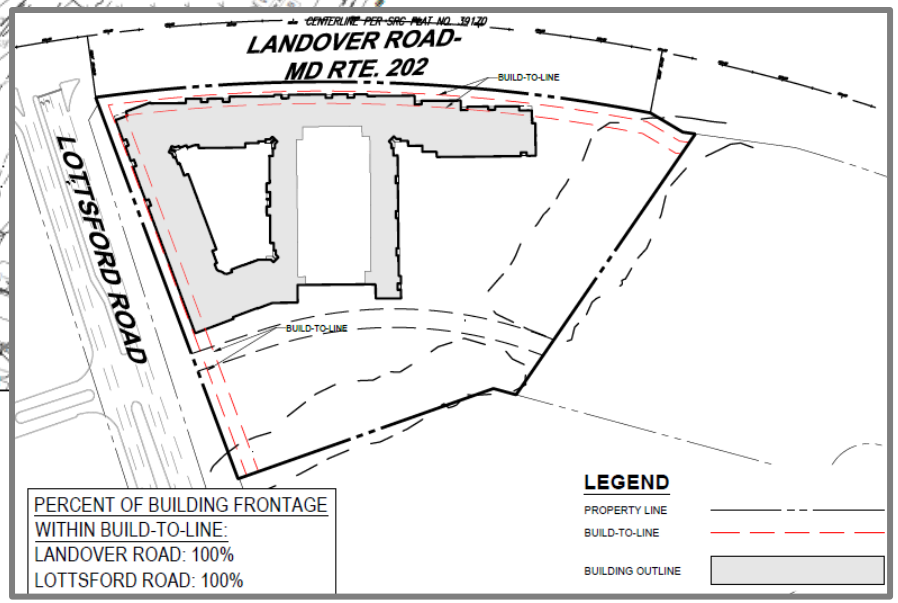
3D ARCHITECTURAL RENDERING

LEASING ENTRY CORNER RENDERING

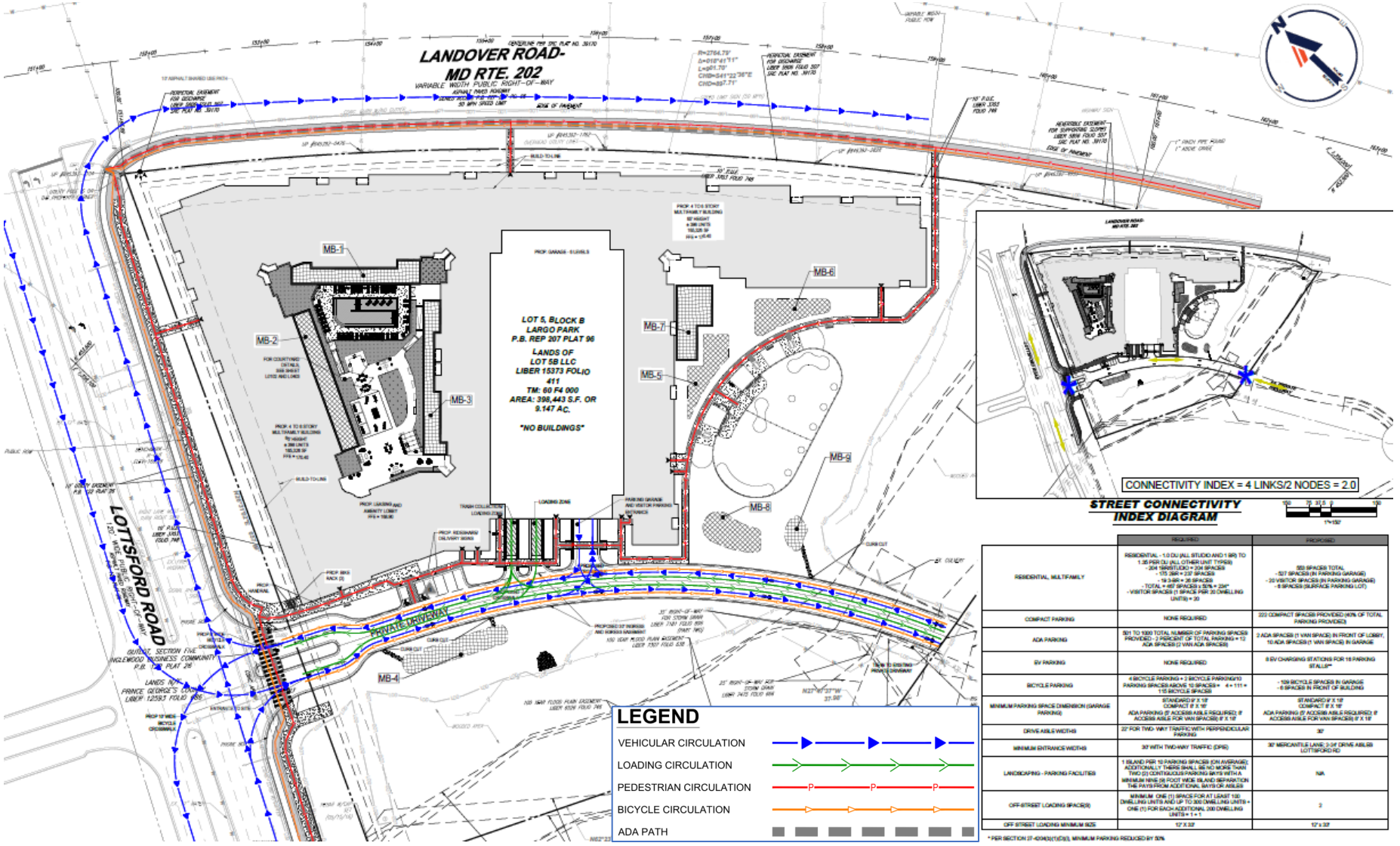
Signage name "woodmore vista" is shown for illustrative purposes only and is subject to change.

DETAILED SITE PLAN

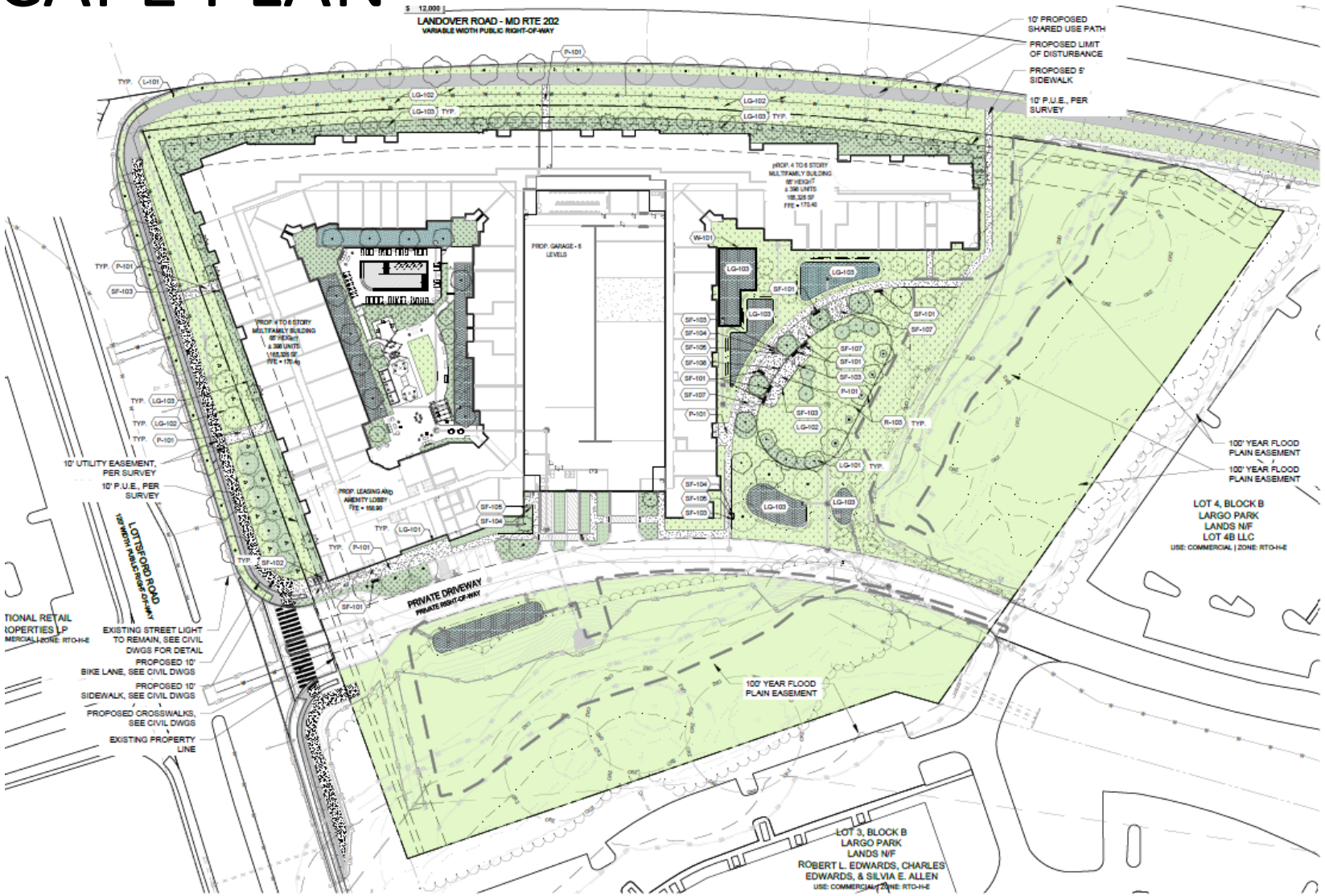




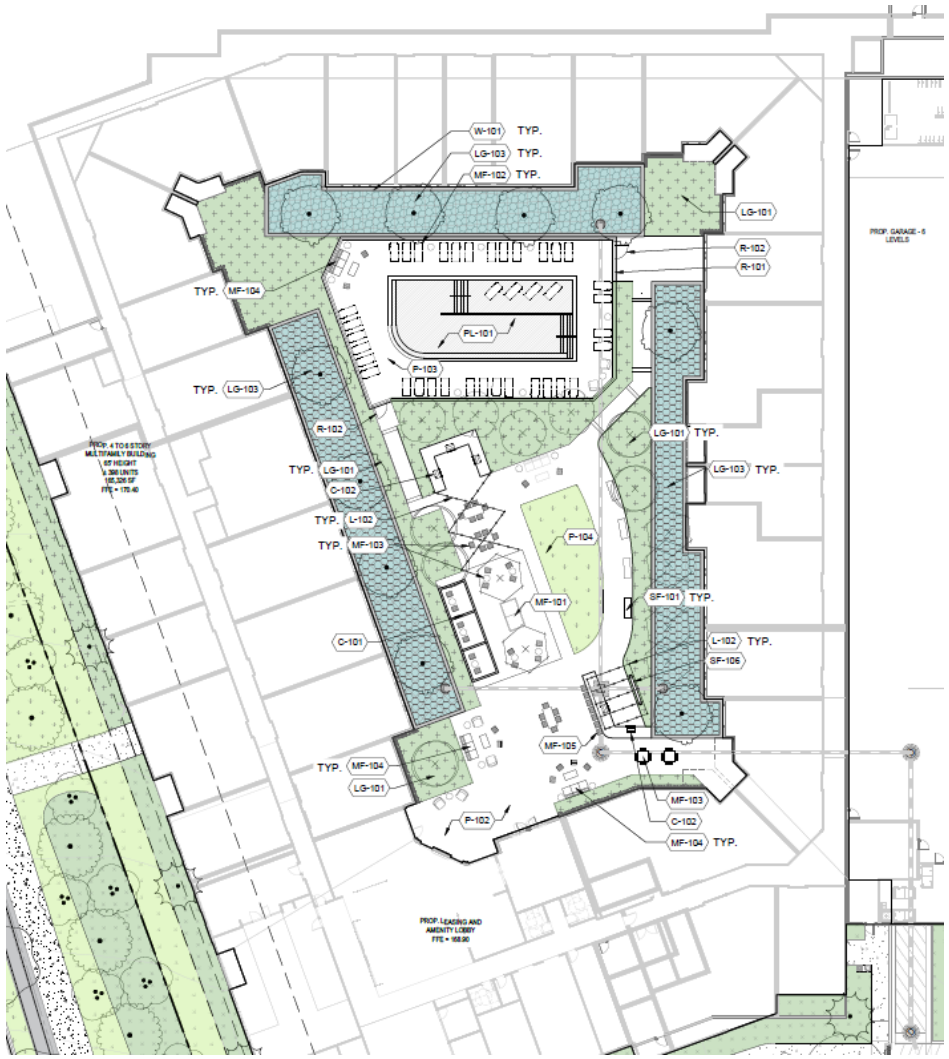
PEDESTRIAN AND BIKEWAY FACILITIES PLAN

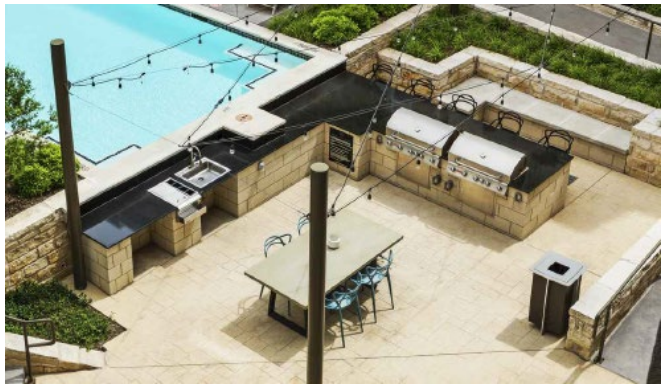


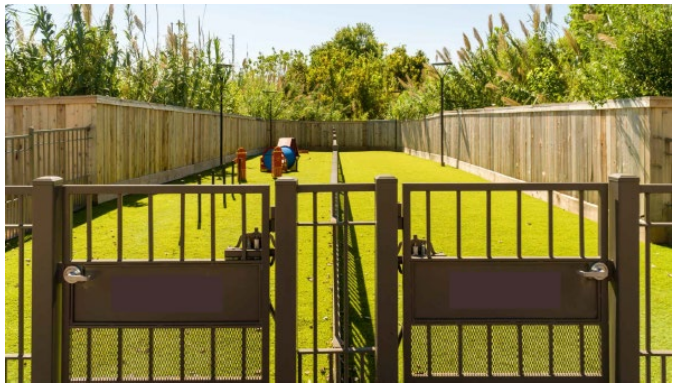
LANDSCAPE PLAN



RECREATIONAL FACILITIES



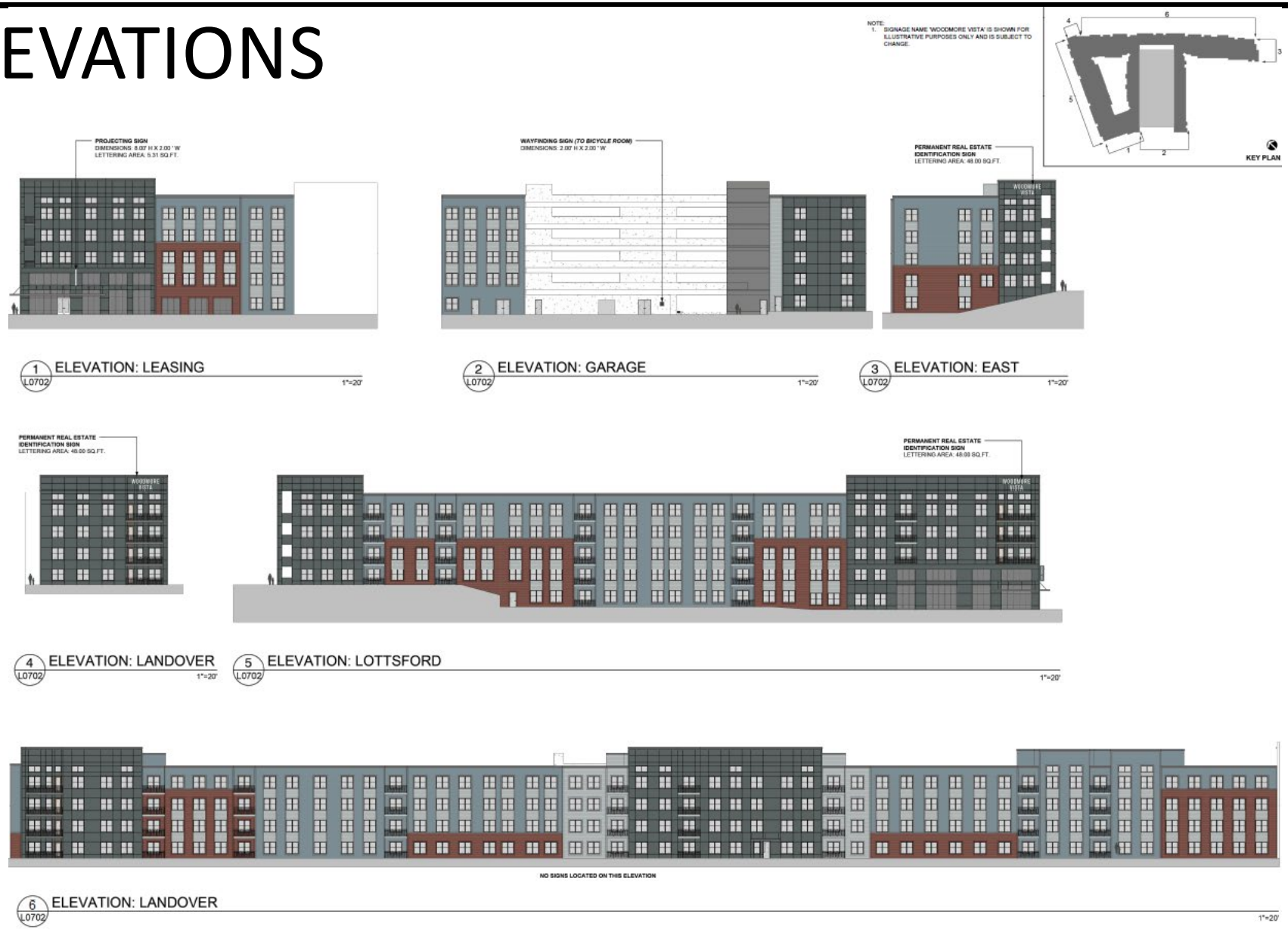




3D ARCHITECTURAL RENDERING

LANDOVER-LOTTSFORD CORNER RENDERING

ELEVATIONS



COUNTRY LANE RED -
FIBER CEMENT LAP SIDING
FIBER CEMENT ARTISAN SIDING

IRON GRAY -
FIBER CEMENT PANEL
FIBER CEMENT LAP SIDING

BOOTHBAY BLUE -
FIBER CEMENT LAP SIDING

LIGHT MIST -
FIBER CEMENT LAP SIDING

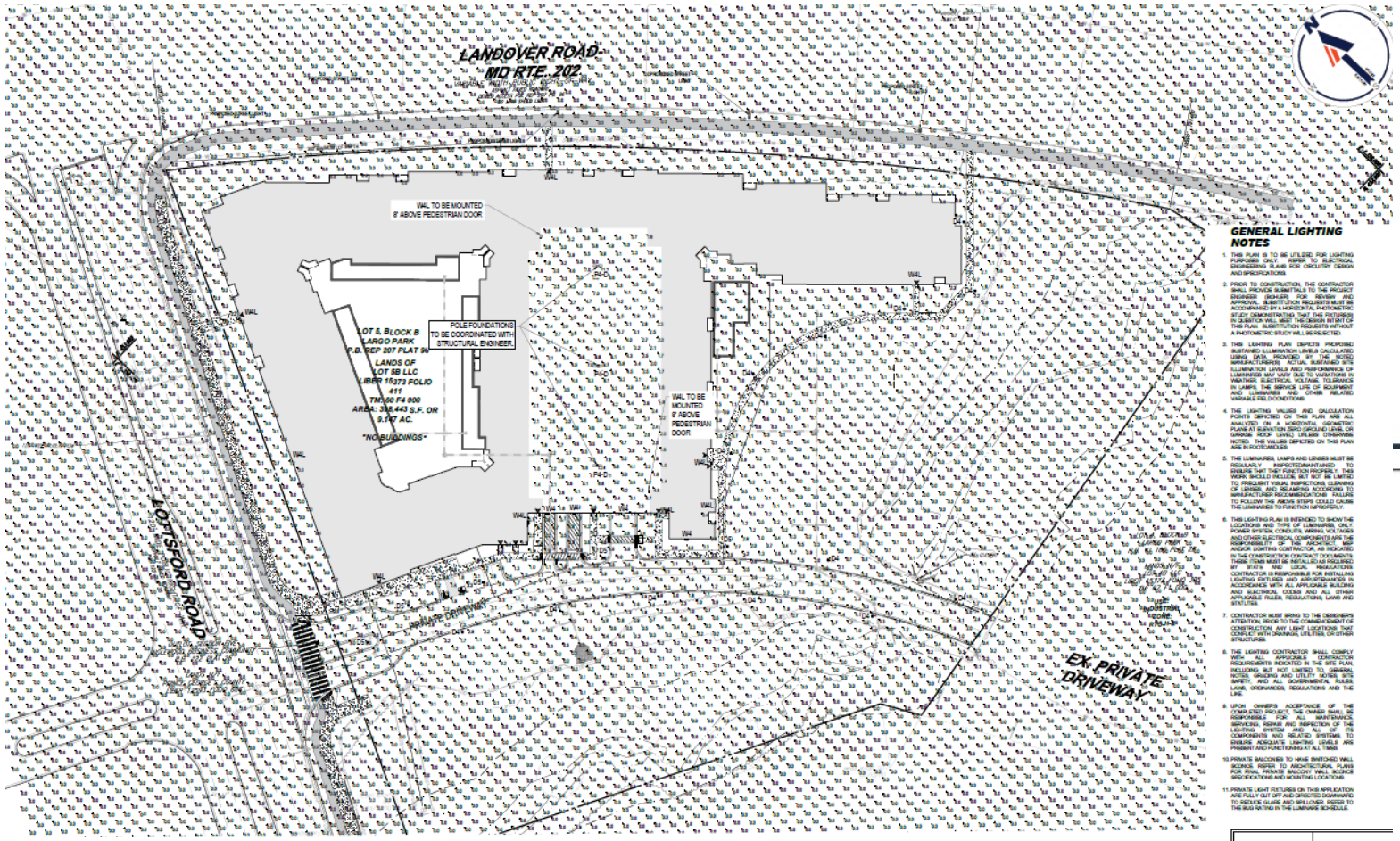
WHITE -
FIBER CEMENT LAP SIDING

SIGNAGE

1 L0703 PERMANENT REAL ESTATE IDENTITY SIGN 1/4"=1'-0"

2 L0703 PROJECTING SIGN 1/4"=1'-0"

LIGHTING PLAN



GENERAL LIGHTING NOTES

1. THIS PLAN IS TO BE UTILIZED FOR LIGHTING PURPOSES ONLY. REFER TO ELECTRICAL ENGINEERING PLANS FOR CIRCUITRY DESIGN AND SPECIFICATIONS.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE SUBMITTALS TO THE PROJECT ENGINEER (ENGLER) FOR REVIEW AND APPROVAL. ALL SUBMITTALS REQUESTED MUST BE ACCOMPANIED BY A HORIZONTAL PHOTOMETRIC STUDY DEMONSTRATING THAT FIXTURES(S) IN QUESTION WILL MEET THE DESIGN INTENT OF THIS PLAN. SUBMITTALS FROM REQUESTS WITHOUT A PHOTOMETRIC STUDY WILL BE REJECTED.
3. THIS LIGHTING PLAN DEPICTS PROPOSED SUSTAINED ILLUMINATION LEVELS CALCULATED USING DATA PROVIDED BY THE NOTED MANUFACTURER(S). ACTUAL SUSTAINED SITE ILLUMINATION LEVELS AND PERFORMANCE OF LUMINAIRES MAY VARY DUE TO VARIATIONS IN WEATHER, ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, THE SERVICE LIFE OF EQUIPMENT AND LUMINAIRES AND OTHER RELATED VARIABLE FIELD CONDITIONS.
4. THE LIGHTING VALUES AND CALCULATION POINTS DEPICTED ON THIS PLAN ARE ALL ANALYZED ON A HORIZONTAL GEOMETRIC PLANE AT ELEVATION ZERO (GROUND LEVEL OR GARAGE ROOF LEVEL) UNLESS OTHERWISE NOTED. THE VALUES DEPICTED ON THIS PLAN ARE IN FOOTCANDLES.
5. THE LUMINAIRES, LAMPS AND LENSES MUST BE REGULARLY INSPECTED/MAINTAINED TO ENSURE THAT THEY FUNCTION PROPERLY. THIS WORK SHOULD INCLUDE, BUT NOT BE LIMITED TO, FREQUENT VISUAL INSPECTIONS, CLEANING OF LENSES, AND RELAMPING ACCORDING TO MANUFACTURER RECOMMENDATIONS. FAILURE TO FOLLOW THE ABOVE STEPS COULD CAUSE THE LUMINAIRES TO FUNCTION IMPROPERLY.
6. THIS LIGHTING PLAN IS INTENDED TO SHOW THE LOCATIONS AND TYPE OF LUMINAIRES ONLY. POWER SYSTEM, CONDUITS, WIRING, VOLTAGES AND OTHER ELECTRICAL COMPONENTS ARE THE RESPONSIBILITY OF THE ARCHITECT AND/OR LIGHTING CONTRACTOR, AS INDICATED IN THE CONSTRUCTION CONTRACT DOCUMENTS. THESE ITEMS MUST BE INSTALLED AS REQUIRED BY STATE AND LOCAL REGULATIONS. CONTRACTOR IS RESPONSIBLE FOR INSTALLING LIGHTING FIXTURES AND APPURTENANCES IN ACCORDANCE WITH ALL APPLICABLE BUILDING AND ELECTRICAL CODES AND ALL OTHER APPLICABLE RULES, REGULATIONS, LAWS AND STATUTES.
7. CONTRACTOR MUST BRING TO THE DESIGNER'S ATTENTION, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, ANY LIGHT LOCATIONS THAT CONFLICT WITH DRAINAGE PATTERNS, OR OTHER SITE FEATURES.
8. THE LIGHTING CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE CONTRACTOR REQUIREMENTS INDICATED IN THE SITE PLAN, INCLUDING BUT NOT LIMITED TO, GRADING, NOTICE, GROUNDING AND UTILITY NOTES, BOY, SAFETY, AND ALL GOVERNMENTAL RULES, LAWS, ORDINANCES, REGULATIONS AND THE LIKE.
9. UPON OWNER'S ACCEPTANCE OF THE COMPLETED PROJECT, THE OWNER SHALL BE RESPONSIBLE FOR ALL MAINTENANCE, SERVICING, REPAIR AND REPLACEMENT OF THE LIGHTING SYSTEM AND ALL OF ITS COMPONENTS AND RELATED SYSTEMS, TO ENSURE ADEQUATE LIGHTING LEVELS ARE PRESENT AND FUNCTIONING AT ALL TIMES.
10. PRIVATE BALCONIES TO HAVE SWITCHED WALL SCONCE. REFER TO ARCHITECTURAL PLANS FOR PRIVATE BALCONY WALL SCONCE SPECIFICATIONS AND MOUNTING LOCATION.
11. PRIVATE LIGHT FIXTURES ON THIS APPLICATION ARE FULLY CUT OFF AND DIRECTED DOWNWARD TO REDUCE GLARE AND SPILLOVER. REFER TO THE BUG RATING IN THE LUMINAIRE SCHEDULE.

LUMINAIRE SCHEDULE

LABEL	QTY	MOUNTING HEIGHT	ARRANGEMENT	LUM / LAMP(S)	LLF	BUG RATING	DESCRIPTION	POLE	FOUNDATION
SA	5	12'-0" AFG	SINGLE	EQUAL	0.900	B3-U0-G2	COOPER LIGHTING, LUMISCAPE DECORATIVE LED LUMINAIRE, TYPE AST, 3ARO LPU/HST 3,000 HEW 4000 K 4	COOPER LIGHTING, ROUND STRAIGHT STEEL POLE, 8'-0" LANDSCAPE MOUNTING HEIGHT	DETAIL PA-STD-02
SB	1	12'-0" AFG	SINGLE	EQUAL	0.900	B3-U0-G2	COOPER LIGHTING, LUMISCAPE DECORATIVE LED LUMINAIRE, TYPE STBL, 3ARO LPU/HST 3,000 HEW 4000 K 4	COOPER LIGHTING, ROUND STRAIGHT STEEL POLE, 8'-0" LANDSCAPE MOUNTING HEIGHT	DETAIL PA-STD-02
PAD	3	20' AFF OF PARKING GARAGE ROOF	WALL MOUNT	27,000	0.900	B3-U0-G4	MCGRAW-EDISON 80° (COOPER) LIGHTING, GALLEON II LED AREA LUMINAIRE, TYPE 4ST, 3ARO LPU/HST 3,000 HEW 4000 K 4	COOPER LIGHTING, ROUND STRAIGHT STEEL POLE, 20'-0" LANDSCAPE MOUNTING HEIGHT	DETAIL PA-STD-02
WP	1	20'-0" AFF	SINGLE	4,000	0.900	B2-U0-G2	COOPER LIGHTING, LUMARK CROSSTOUR MAXX LED WALLPACK, 3ARO LPU/HST		
WP	10	10'-0" AFF, UNLESS OTHERWISE NOTED ON PLAN	SINGLE	13W	0.900	B1-U0-G1	COOPER LIGHTING, LUMARK CROSSTOUR MAXX LED WALLPACK, 3ARO LPU/HST (STAINED White)		

* REFER TO ARCHITECTURAL PLANS FOR FINAL MOUNTING LOCATIONS.

CALCULATION SUMMARY

LABEL	CALCTYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
OVERALL	ILLUMINANCE	FC	0.72	12.9	0.0	N.A.	N.A.
PARKING GARAGE - ROOF	ILLUMINANCE	FC	3.79	12.9	1.4	2.70	9.36
PAVED AREA	ILLUMINANCE	FC	3.79	7.2	0.5	6.46	14.40
SECURITY	ILLUMINANCE	FC	3.79	7.2	1.1	3.38	7.15

NOTE: ALL LIGHTING WILL BE FULL CUT-OFF FIXTURES AND DIRECTED DOWNWARD

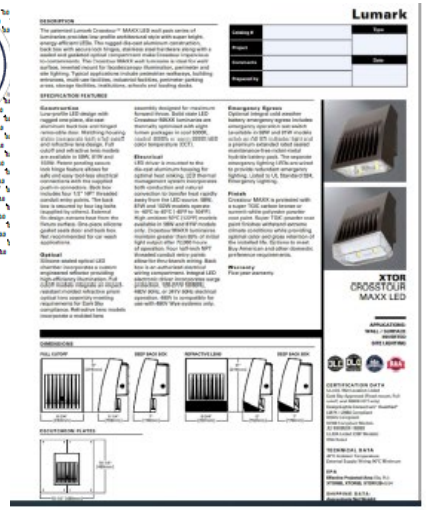
1"=40'

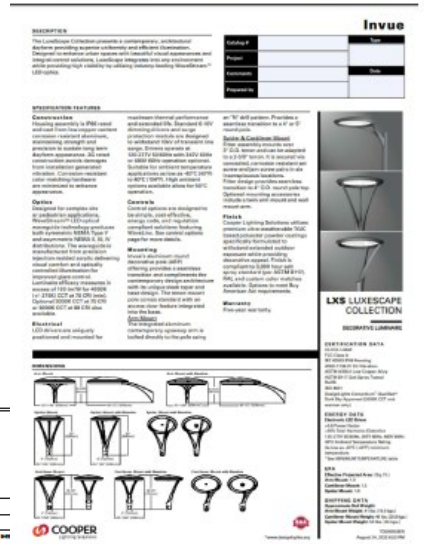
THIS BLOCK IS FOR OFFICIAL USE ONLY

M-NCPPC APPROVAL

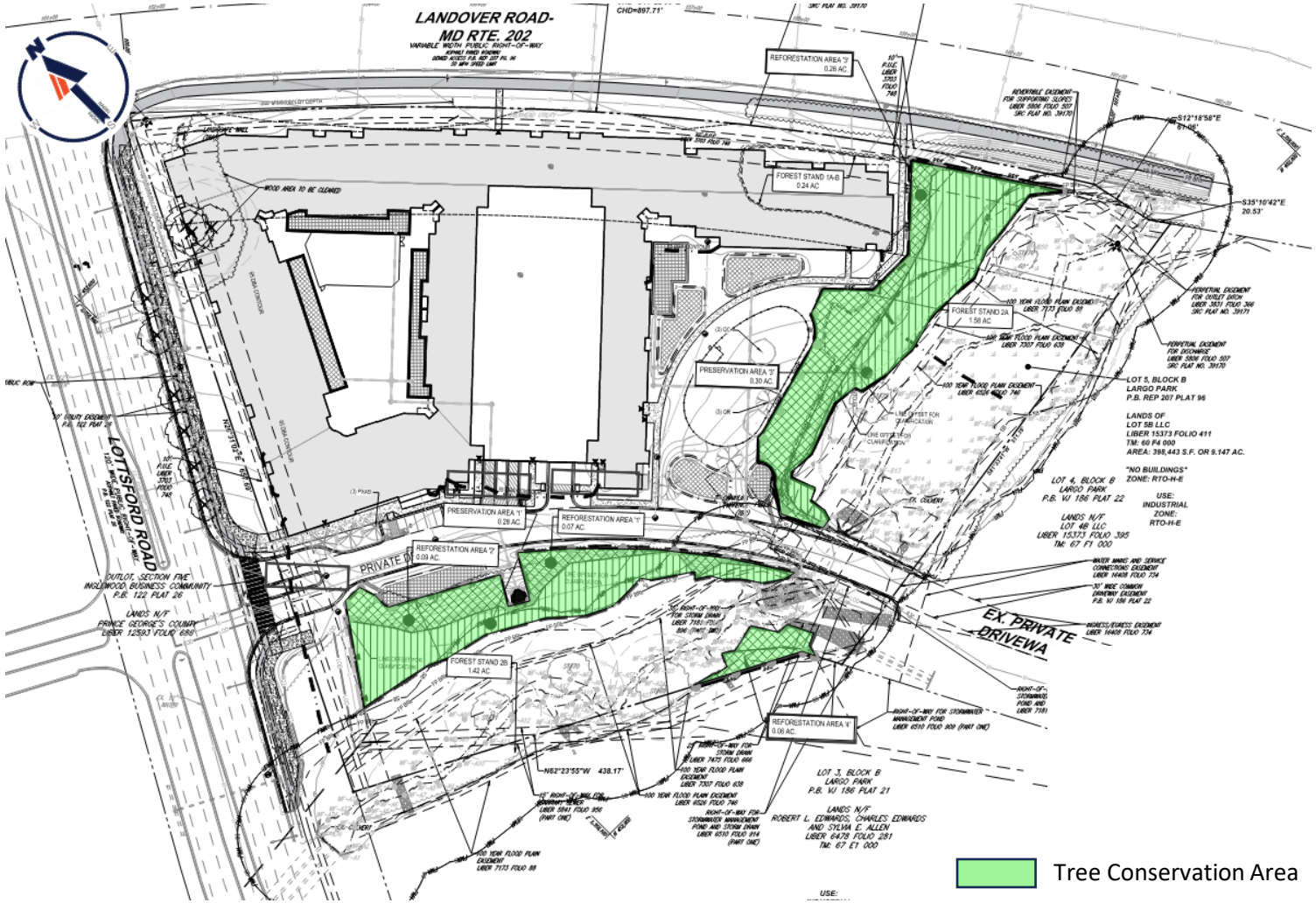
PROJECT NAME: LARGO PARK LOT 5B

PROJECT NUMBER: DET-2023-013





TYPE 2 TREE CONSERVATION PLAN



	SECTION I-Establishing Site Information- (Enter acres for each zone)				
1	Zone (s):	RTO-H			
2	Gross Tract:	9.15			
3	Floodplain:	2.10	0.00		
4	Previously Dedicated Land:	0.00			Total Net Tract Area:
5	Net Tract (NTA):	7.05	0.00	0.00	7.05

6	TCP Number	TCP2-136-03-04	Revision #	0
7	Property Description or Subdivision Name:			
8	Location/Address of Project			
9	Is this a Stream Restoration Project? (Y/N)	N		
10	Plan 2035 Transit oriented Center (T-O-C)? (Y/N)	N		
11	Priority Funding Area (PFA)? (Y/N)	Y		
12	Is any portion of the property in a WC Bank? (Y/N)	N		
13	Is the net tract area 5.00 acres or greater, and clearing 75% or more of existing woodlands is proposed? (Y/N)	N		

	SECTION II-Determining Requirements (Enter acres for each corresponding column)	Column A WCT/AFT %	Column B Net Tract	Column C Floodplain	Column D Off-Site	Column E Total
14	Existing Woodland outside of T-O-C		0.00	0.00	0.00	0.00
15	Existing Woodland inside of T-O-C (if applicable)		1.25	1.99	0.00	3.24
16	Total Existing Woodland		1.25	1.99	0.00	3.24
17	Woodland Conservation Threshold (WCT)=	15.00%	1.06			
18	Smaller of 16 and 17		1.06			
19	Woodland Cleared outside of T-O-C		0.00	0.00	0.00	0.00
20	Woodland Cleared within the T-O-C (if applicable)		0.00	0.00	0.00	0.00
21	Replacement Required (1:1 Outside T-O-C, 0.25:1 Inside T-O-C)		0.00	0.00	0.00	0.00
22	Afforestation Threshold (AFT) =	15.00%	0.00			
23	Off-site WCA (preservation)being provided on this property		0.00			
24	Off-site WCA (afforestation) being provided on this property		0.00			
25	**Woodland Conservation Requirement**		**1.06**	acres		

	SECTION III-Meeting the Requirements (Enter acres for each corresponding column)				
26	On-site Woodland Preservation		0.58		
27	Adjusted Stream Buffer Afforestation (calculated below)		0.44		Bond amount:
28	On-site Afforestation / Reforestation		0.48		$12,022.56
29	On-site Natural Regeneration		0.00		
30	Specimen/Historic Tree Credit (Unimpacted CRZ area * 1.0)		0.00		
31	Off-site WCA (preservation) provided on this property		0.00		
32	Off-site WCA (afforestation) provided on this property		0.00		
33	Forest Enhancement Credit (Credit 50% of area provided)	0.00	0.00		
34	On-site Landscaping		0.00		
35	Street Tree Credit (Existing or 10-year canopy coverage)		0.00		
36	Off-site Woodland Conservation Credits Required		0.00		Fee amount:
37	Area provided in fee-in-lieu (One acre or less, unless in a T-O-C)		0.00		$0.00
38	**Woodland Conservation Provided**		**1.50**	acres	

39	Area of woodland not cleared	1.25	acres
40	Net tract woodland retained not part of requirements:	0.67	acres
41	100-year floodplain woodland retained	1.99	acres
42	On-site woodland conservation provided	1.50	acres
43	On-site woodland conservation alternatives provided	0.00	acres
44	On-site woodland retained not credited	2.66	acres
45	Off-site WC credits allowed in preservation (Up to 60% of Replacement Required per Line 23)	0.63	acres

	Regulated Stream Buffer (RSB) Afforestation Requirement		
46	On-site regulated stream buffer (RSB) area (See NRI Site Statistics Table)	2.72	acres
47	On-site unforested RSB area(See NRI Site Statistics Table)	0.44	acres
48	Has the applicant demonstrated why full buffer afforestation cannot be provided? (See required SOJ)		(Y/N)
49	Adjustment granted to RSB Afforestation Requirement based on SOJ?	0.00	acres
50	**Adjusted Regulated Stream Buffer Afforestation Required**	0.44	acres
51	Does on-site WC afforestation/reforestation satisfy the adjusted RSB requirement?		(Y/N)
52	Additional on-site afforestation/reforestation required (not credited as on-site WC)	0.00	acres

07/18/2025

STAFF RECOMMENDATION

APPROVAL with conditions

- Detailed Site Plan DET-2023-013
- Type 2 Tree Conservation Plan TCP2-136-03-04
- Major Departure MJD-2024-004
- Alternative Compliance ACL-2024-005
- Variance to Section 27-4204(f)(3)

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 03/08/2024
- Acceptance Mailing: 05/23/2025

STATEMENT OF JUSTIFICATION
LARGO PARK, LOT 6
DETAILED SITE PLAN
DET-2023-013
REVISED JULY 2025

Applicant
Lot 5B LLC
c/o Knollwood Development Corporation
1300 Mercantile Lane
Suite 130
Largo, Maryland 20774-6931
Attn: Gary Rentsch and Sean Cohen
Email: grentsch@kdclargo.com and scohen@kdclargo.com

Attorney
Wire Gill LLP
4800 Hampden Lane, Suite 200
Bethesda, MD 20814
Contact: Heather Dlhopolsky
301-263-6275

Engineer
9711 Washingtonian Boulevard, Suite 400
Gaithersburg, Maryland 20878
Contact: Bob Kyte
301-809-4500

Architect
Niles Bolton Associates
300 N Lee Street, Suite 502
Alexandria, VA 22314
Contact: Andrea Huldtgren
703-836-0915

OVERVIEW

Detailed Site Plan DET-2023-013 is filed on behalf of Lot 5B LLC (the "Applicant"). The property that is the subject of the Detailed Site Plan consists of approximately 9.147 acres and is located at 9611 Lottsford Road in Largo. The property is more particularly described as Lot 5, Block B depicted on a plat of subdivision recorded among the Land Records of Prince George's County at Plat Book REP 207, Plat 96 (the "Subject Property").

The Subject Property is located in the southeast quadrant of the intersection of Lottsford Road and Landover Road (MD Route 202). The Subject Property is zoned RTO-H-e (Regional Transit Oriented – High - edge) and is located in Largo Town Center, a designated Regional Transit Center in the General Plan. Prior to the adoption of the current Zoning Ordinance, the Subject Property was zoned M-U-I/DDOZ. This application is filed pursuant to the provisions of the current Zoning Ordinance.

SUMMARY OF DEVELOPMENT PROPOSAL

The Subject Property is currently a subdivided lot of record. The property was initially platted on February 25, 2000 pursuant to the approval of Preliminary Plan of Subdivision 4-98014.It was later revised pursuant to the current record plat, referenced above. The Applicant does not propose to further subdivide the Subject Property. However, the prior preliminary plan was approved for the construction of a commercial office building. Pursuant to Section 24-1401(a)(2) of the Subdivision Regulations, a new preliminary plan is required when a conversion of use from nonresidential to residential is proposed. As a result, the Preliminary Plan of Subdivision application is being filed to support the proposed development.

The project will include a mix of unit types ranging from studio apartments to three-bedroom apartments. The proposed building

will be four and five stories, due to the topography of the site. The facade facing Landover Road will be four stories, while the façade facing Lottsford Road and the courtyard areas interior to the site will have five stories. An approximately six-level parking garage will be constructed which will largely be wrapped with units. Approximately six surface parking spaces will be provided in the front of the leasing office for the convenience of prospective renters.

DEVELOPMENT HISTORY

Prior to 1978, the Subject Property was zoned R-R. With the adoption of the Largo Lottsford Sectional Map Amendment on June 27, 1978, the Subject Property was placed in the I-3 Zone. It was first subdivided pursuant to Preliminary Plan of Subdivision 4-79155 and was platted as part of a larger 31.27-acre parcel, referenced as Parcel 6 depicted on a plat of subdivision entitled "Largo Park", which plat was recorded among the Land Records of Prince George's County at Plat Book 119, Plat No. 89. Parcel 6 was later subdivided into two lots pursuant to Preliminary Plan of Subdivision 4-98064. The Subject Property was then platted as Lot 5, Block B pursuant to a plat entitled "Lot 5, Block B, Largo Park", which plat was recorded among the Land Records of Prince George's County at Plat Book 189, Plat No. 13. When the lot was initially platted, access to Lottsford Road was denied, as the property was placed in reservation for a future interchange. After the reservation expired, a reconsideration of 4-89064 was approved and a variation was granted to allow Lot 5 to access Lottsford Road. Upon approval of the variation, the Subject Property was replatted pursuant to Plat Book REP 207, Plat No. 96.

In addition to the prior subdivision history, the Subject Property was the subject of approved Conceptual Site Plan CSP-87168 and Detailed Site Plan-05014. The Detailed Site Plan was approved in July of 2005 for the construction of a six-story office building with surface

parking containing a total of 144,000 square feet. The Subject Property was graded for development in accordance with a prior approved Detailed Site Plan. The site work included installation of a curb cut for the approved access onto Lottsford Road. Despite being a finished lot immediately available for development, no market existed, nor exists today, for a new office building. The Detailed Site Plan expired on December 31, 2021.

SUMMARY OF REQUIRED VARIANCES, DEPARTURES & WAIVERS

The Zoning Ordinance contains specific regulations for each zone, development standards which are applicable to all transit-oriented zoning categories, and general development standards which are set forth in Part 27-6 of the Zoning Ordinance. In certain instances, variances, departures, or Planning Director waivers are authorized where a project cannot comply. In the instant application the Applicant is requesting modifications to certain standards. Set forth below is a summary of the variances, departures, waivers and/or alternate standards requested:

MODIFICATION REQUSTED	ZONING ORDINANCE SECTION	COMMENT
Variance	Section 27-4204(f)(3)—Build-to- width in the build-to zone	Variance authorized per Section 27-3613(b)(1)(A)
Departure	Section 27-4204(b)(1)(B) – Vehicular access and circulation	Departure authorized per Section 27-3614(b)(2)
Departure	Section 27-4204(b)(1)(F)(iii)(aa)—provide one operable pedestrian entrance every 150 feet	Departure authorized per Section 27-3614(b)(2)
Planning Director Waiver	Section 27-6207(b)(1)--provide pedestrian connectivity to adjoining office development	Planning Director authorized to waive per Section 27-6207(b)(2)
Alternate Standard	Section 27-6903(e)(1) requires wall offsets every 50’	Section 27-6903(e)(1) allows an alternate standard if the applicant provides a design of similar or

		superior quality
Alternative Compliance	Section 4.6 of the Landscape Manual	A separate Alternative Compliance application has been submitted.

CONFORMANCE WITH THE REQUIREMENTS OF THE RTO-H-e ZONE

The Zoning Ordinance contains regulations for each zoning category. These regulations outline the purpose of the zone and include Intensity and Dimensional Standards. For the RTO-H-e zone, these provisions are found in Section 27-4204(f) of the Zoning Ordinance. In addition, there are several other development standards which are applicable to all transit-oriented zoning categories (Section 27-4204(b)) as well as other development standards applicable to certain types of development such as multifamily. Section 27-4204(f)(1) sets forth the purposes of the RTO Zone. The purposes are as follows:

(A) To provide lands for high-intensity, vibrant, mixed-use centers that are intended to capture the majority of the County's future residential and employment growth and development;

COMMENT: Largo Town Center is the site of the Largo Metro Station and the home of the new UM Capital Region Medical Center. Since the adoption of the Largo Town Center Sector Plan in 2004, it has been transitioning from a low intensity suburban office park to the high-intensity mixed use center envisioned by the General Plan. The proposed development will introduce residential uses at an entrance into the metro center, easily accessible to the Largo Town Center Restaurant Park. The RTO-H Zone facilitates and encourages such a proposal.

(B) To incorporate walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options;

COMMENT: The proposed development will promote this purpose by

extending an existing private right of way to allow additional connectivity which will link this portion of the Largo Town Center to the additional retail and office areas. Lottsford Road is currently proposed to be improved with bicycle lanes, and the proposed development will be well positioned to allow residents to easily access the Metro Station, and retail and employment centers within the Metro Center. In addition, as part of its BPIS improvements, the Applicant is proposing to install bus shelters at appropriate locations. Bus shelters will enhance the transit options available throughout the Largo Area.

(C) To provide a mix of uses that serve regional needs; and

COMMENT: Largo Metro Center is expanding its mix of uses. In addition to retail, restaurants and office uses, residential uses have been more recently developed, with several Class A multi-family projects. The proposed development will add to the mix of uses and will be easily accessible to the non-residential uses in vicinity.

(D) To encourage development that is well integrated in terms of complementary uses, access and circulation and compatible design.

COMMENT: As noted above, the proposed development integrates well into the surrounding developments and will improve access and inter-parcel connectivity.

Section 27-4204(f)(2) describes the methodology by which the Core and Edges of the RTO Zone are established. The Subject Property is clearly located within the edge of the RTO-H zone at the Largo Metro Station.

Section 27-4204(f)(3) sets forth the Intensity and Dimensional Standards. As reflected on the Detailed Site Plan, and as addressed in greater detail below, the proposed development conforms with the Intensity and Dimensional Standards to the extent possible. For ease of reference, the applicable Intensity and Dimensional Standards are set forth below:

- Block length: minimum 400 feet; maximum 800 feet.

COMMENT: The Subject Property, which is a record lot, has 657 feet of frontage on Lottsford Road and 983 feet of frontage on Landover Road. The frontage on Landover Road exceeds the block length permitted, although due to the floodplain the developable frontage of the Subject Property conforms to the block length maximum. Section 27-6206(k) permits the Planning Director to modify the block length under circumstances outlined in that Section. The Applicant has requested such a modification, as set forth more fully below.

- Minimum lot area: 5,000 square feet.

COMMENT: The proposed development conforms to the minimum area requirements as it contains 9.14 acres.

- Lot Width, Minimum: 50 feet.

COMMENT: Proposed lot width is approximately 512 feet.

- Density; Minimum 20 dwelling units/acre; Maximum 175 dwelling units/acre.

COMMENT: The proposed density is approximately 56 dwelling units/net acres, which is within the maximum and minimum density standards.

- Lot Coverage: Minimum: No requirement; Maximum 80 percent of net lot area.

COMMENT: The proposed lot coverage is approximately 45 percent, which conforms to the maximum lot coverage requirement.

- Build-to line: Minimum 15 feet; Maximum 35 feet.

COMMENT: Minimum 15-foot and maximum 35-foot build-to lines are provided on site.

- Building width in build-to zone: Minimum 70 percent of lot width.

COMMENT: The minimum building width in the build-to zone along

Landover Road is approximately 69%. The minimum building width in the build-to zone on Lottsford Road is approximately 57%. A variance from this standard is requested. While the Applicant is not providing the required building length percentage in the build-to zone, the existing sensitive environmental areas prevent compliance. The Subject Property is impacted by floodplain along the eastern property line and along the southern property line. The only developable area of the site is the land north of the existing driveway apron and west of the floodplain along the eastern property line. However, impacting sensitive environmental areas to expand the building or to construct additional development south of the driveway is not supportable under the standards of the Environmental Technical Manual. Therefore, the Applicant has no option but to seek a variance.

Section 27-3613(b)(1)(A) states that variances are permitted from the Intensity and Dimensional Standards set forth in Part 27-4. Section 27-4204(f) contains the Intensity and Dimensional Standards for the RTO Zone. Section 27-3613(d) provides the decision standards for variances to the intensity and dimensional standards in Part 27-4.

27-3613(d) Variance Decision Standards. A variance may only be granted when the review board or official, as appropriate, finds that:

> (1) A specific parcel of land is physically unique and unusual in a manner different from the nature of surrounding properties with respect to exceptional narrowness, shallowness, shape, exceptional topographic conditions, or other extraordinary conditions peculiar to the specific parcel (such as historical significance or environmentally sensitive features);

COMMENT: The Subject Property is approximately 9.14 acres and is oddly shaped roughly in the form of a triangle rather than rectangular as are nearby and adjacent properties. A 100-year floodplain is

located along the southern boundary extending through to the western property frontage on Lottsford Road and eastern property frontage on Landover Road. The 100-year floodplain is also the subject of a recorded floodplain easement. The Applicant is avoiding impacts to the floodplain, and this prevents both the extension of the multifamily building along the Landover Road frontage as well as the construction of additional development on the Lottsford Road frontage south of the existing driveway apron.

While the properties to the south and east of the Subject Property are also impacted by PMA, the subject stream and wetlands are located on the Subject Property itself, and thus the Subject Property is significantly more impacted by environmental constraints than adjacent properties. In total, 23% of the Subject Property is not developable because it is located within a floodplain easement.

> (2) The particular uniqueness and peculiarity of the specific property causes a zoning provision to impact disproportionately upon that property, such that strict application of the provision will result in peculiar and unusual practical difficulties to the owner of the property;

COMMENT: As referenced above, the floodplain is the particular uniqueness and peculiarity of the Subject Property and prevents compliance with the building length requirements of the RTO-H-e Zone. The Subject Property is impacted by the floodplain easement and related environmental features significantly more than nearby and adjacent properties. Strict application of the build-to

provision would place the Applicant in a position where the project could not proceed unless permission were obtained to fill the floodplain, which permission would not likely be granted under the standards of the Environmental Technical Manual. Since there is no basis for doing so other than to comply with the building length requirement, which is in direct contradiction with the provisions of the Environmental Technical Manual, the Applicant would be prevented from developing the Subject Property. This presents a peculiar and unusual practical difficulty to the Applicant.

(3) Such variance is the minimum reasonably necessary to overcome the exceptional physical conditions;

COMMENT: The requested variance is the minimum reasonably necessary. The building is proposed up to the very limits of the developable area of the site, avoiding the existing driveway apron and floodplain. The building fully conforms with the building length requirements within the developable portion of the Subject Property.

(4) Such variance can be granted without substantial impairment to the intent, purpose and integrity of the General Plan or any Functional Master Plan, Area Master Plan, or Sector Plan affecting the subject property;

COMMENT: The Sector Plan and General Plan encourage the development of transit-oriented projects in proximity to the Largo Metro Station. The Subject Property is also located at a gateway to Largo. Providing development that conforms to the vision of an urban, pedestrian friendly environment is fully consistent with the Sector Plan and

General Plan. Although not required, the approval of the variance advances the intent, purpose and integrity of the Sector Plan and General Plan, and certainly does not impair it. Thus, the variance can be granted without substantial impairment to the intent, purpose and integrity of the General Plan or Sector Plan.

(5) Such variance will not substantially impair the use and enjoyment of adjacent properties; and

COMMENT: There is no doubt that the proposed development is consistent with the character of development on surrounding land and is compatible with surrounding land uses. All surrounding land is fully developed. To the north, across Landover Road, is the Woodview Village development, to the east and south are office buildings within the Largo Park development. These developments are also fully buffered by the floodplain area which creates the need for this variance. To the west, across Lottsford Road, is the Inglewood Restaurant Park. The proposed use will complement such surrounding uses.

(6) A variance may not be granted if the practical difficulty is self-inflicted by the owner of the property.

COMMENT: The practical difficulty is not self-inflicted. The practical difficulty stems from the existence of sensitive environmental areas which limit the developable area of the Subject Property. The Applicant is required by other regulations to preserve sensitive environmental areas and is doing so with the development of the Subject Property.

- Building façade fenestration/transparency minimum (% of street-level façade area): No Requirement

COMMENT: There is no requirement in the RTO-H-e.

- Principal structure height: Minimum 35 feet; Maximum 182 feet.

COMMENT: The proposed building is approximately 65 feet in height from average grade plain, which conforms to the standards for height.

CONFORMANCE WITH THE REQUIREMENTS OF DEVELOPMENT STANDARDS CONTAINED IN THE ZONING ORDINANCE

Detailed Development Standards are set forth in Part 27-6 of the Zoning Ordinance. Per Section 27-6101, these standards are applicable to all development projects in Prince George's County. Section 27-6102 further provides that development within the Transit-Oriented/ Activity Center base zones and Planned Development zones is subject to Section 27-4204(b), Standards Applicable to all Transit-Oriented/Activity Center Base Zones. As such, the Development Standards contained in Section 27-4204(b) as well as the Development Standards set forth in Part 27-6 will be addressed below.

Section 27-4204(b), Standards Applicable to all Transit-Oriented/Activity Center Base Zones

(A) Connectivity

(i) The internal vehicular, bicycle, and pedestrian circulation systems of development shall be designed to allow vehicular, bicycle, and pedestrian cross-access between the internal system and any internal vehicular, bicycle, and pedestrian circulation systems of existing or approved future development on adjoining lots.

(ii) Easements allowing vehicular, bicycle, or pedestrian cross-access between adjoining lots, along with agreements defining maintenance responsibilities of the property owners, shall be recorded in the land records of Prince George's County, Maryland.

COMMENT: The Detailed Site Plan conforms to the requirements for connectivity. The internal vehicular, bicycle and pedestrian circulation systems connect to the extent possible with adjoining lots. The site will connect with the sidewalk system on Lottsford Road and will enhance the existing pedestrian facilities by increasing the

width of the sidewalks on Lottsford Road and introducing a shared use path on Landover Road. The internal driveway will connect to the existing driveway on the adjoining lot which extends to Mercantile Lane on a recorded easement. There is no sidewalk on the existing driveway on Lot 4 and adding a sidewalk on the Subject Property would impact sensitive environmental areas. Impacting the environmental features may be allowable if the sidewalk existed to the east, but it does not. A Planning Director waiver has been requested.

(B) Vehicular Access and Circulation

Table 27-4204(b)(1)(B): Curb Cut Standards: Transit-Oriented/Activity Center Zones			
Zone	**Minimum Distance from Street Intersection (ft)**	**Minimum Distance from Other Curb Cuts on Same Block Face (ft)**	**Maximum Curb Cut Width (ft)**
RTO-H and RTO-L Core and Edge areas	Curb-cuts allowed only if adequate parcel access cannot be provided by alleys or secondary street system. If curb-cuts are necessary, they shall be shared between sites and parcels to minimize their use (as appropriate), and shall comply with the curb-cut standards for the NAC, TAC and LTO Core area.		

COMMENT: An existing curb cut and divided entrance will be used to provide access into the site. Adequate parcel access cannot be provided by the proposed extension of a private right of way as its only connection to a public right of way is to Lottsford Road. As a result, pursuant to Section 27-3614(b)(2), the Applicant is requesting a departure from this base zone regulation. In support of the same, the Applicant offers the following.

Section 27-3614(f). Departure (Minor and Major) Decision Standards.

> The Planning Director or Planning Board, as appropriate, may approve a departure (minor or major) upon a finding that the applicant demonstrates the proposed departure complies with the following:
>
> (1) The departure falls within the thresholds provided in Subsection 27-3614(b)(2), Major Departures, above, for the applicable type of departure;

COMMENT: This criterion is met. The requested departure is pursuant to

Section 27-3614(b)(2) and requests a departure from Section 27-4204(b)(1)(B) where curb-cuts are allowed only if adequate parcel access cannot be provided by alleys or a secondary street system, and where, if curb-cuts are necessary, "they shall be shared between sites and parcels to minimize their use (as appropriate), and shall comply with the curb-cut standards for the NAC, TAC and LTO Core area." Section 27-4204(b)(1)(B)) requires that curb cuts for properties under the RTO-H zoning be 24 feet in width (two 12-foot vehicular lanes), while the existing curb cub of 58 feet provides for two lanes of both ingress and egress for the site along with a small median.

Table 27-3614(b)(2): Major Departures		
Standard	Maximum Departure (percentage from standard)	
	Transit-Oriented/Activity Center Base Zones and Base Zones Inside the Interstate Capital Beltway	All Other Base Zones
compliance is not possible and there is no feasible proposal for alternative compliance that can be approved	100	100
All standards in Section 27-4204(b), Standards Applicable to all Transit-Oriented/Activity Center Base Zones	100	Not Applicable
Standards or guidelines specified in any Mixed-Use Town Center Development Plan (LMUTC Zone Only)	Not Applicable	100
Where not otherwise specified, any departure necessary to ensure Neighborhood Compatibility Standards control in the event of conflict with other standards of this Ordinance per Section 27-61202(c), Conflict, in the Neighborhood Compatibility Standards	100	100

(2) The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;

COMMENT: This criterion is met. There is no doubt that the proposed development is consistent with the character of development on surrounding land and is compatible with surrounding land uses. The Subject Property is unique, being located on two major roadways at a gateway location leading directly to the Largo Metro Station. Access to an expressway is prohibited and access to an arterial is restricted. The sole access to the site is proposed from an existing driveway apron

which aligns with the entrance to the Inglewood Restaurant Park across the street. In fact, the existing curb cut and divided entrance is completely consistent with the curb cut and divided entrance directly across Lottsford Road into Lottsford Court. The proposed configuration of the site access has the same width and lane alignment as the entrance into Lottsford Court directly across Lottsford Road.

(3) The departure:

(A) Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and

(B) Supports an objective or goal from the purpose and intent statements of the zone where it is located, or

(C) Saves healthy existing trees.

COMMENT: The site is unique in several aspects and the departure compensates for these unique circumstances. First, as noted above, the Subject Property is a corner lot fronting two major roadways where access is either limited or prohibited. Second, the property is impacted by substantial floodplain areas which separate it from the abutting development to the east and abutting development to the south. Thus, while the Subject Property is within the Transit Oriented Zone and subject to its standards, it is physically isolated by the roadways and floodplain.

The development that the Subject Property is closest to is the Inglewood Restaurant Park directly across Lottsford Road, and the stub access on the Subject Property today aligns physically as well as in width with the access into the development across Lottsford Road. This fact furthers purpose (D) of Section 27-4204(f)(1) of the Zoning Ordinance (purposes of the RTO-L and RTO-H zones – "[t]o encourage development that is well

integrated in terms of complementary uses, access and circulation and compatible design,") in that safe access and circulation is best promoted with the Subject Property's access in alignment with that directly across the street, and the site access is not only compatible but identical to the access across the street.

(4) The departure will not pose a danger to the public health or safety;

COMMENT: The departure will not pose a danger to the public health or safety and no adverse impacts exists based on the requested departure. In fact, the proposed departure is in furtherance of public health and safety. As noted above, the curb cut width and lane configuration aligns exactly with that directly across Lottsford Road from the site, into Lottsford Court. Maintaining the existing curb cut for the site access driveway will maintain the existing symmetrical alignment for the intersection thereby meeting driver expectations and in furtherance of driver safety.

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

COMMENT: As mentioned above, no adverse impacts are created by utilizing the existing curb cut width, which aligns exactly with the width and lane alignment of the curb cut directly across Lottsford Road from the site.

(6) The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and

COMMENT: Not applicable. The site is not the subject of a series of multiple, incremental departures.

(7) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

COMMENT: Not applicable. The requested departure is not from a standard contained in the Landscape Manual.

Thus, based on the foregoing, the Applicant contends that the decision standards for the requested departure from Section 27-4204(b)(1)(B) are met.

(C) Pedestrian Access and Circulation
Sidewalks shall be provided on both sides of the street. Sidewalk widths shall comply with the standards in Table 27-4204(b)(1)(C): Sidewalk Widths: Transit-Oriented/Activity Center Zones.

Table 27-4204(b)(1)(C): Sidewalk Widths: Transit-Oriented/Activity Center Zones

Zone	Width (ft)	Sidewalk Pedestrian Clearance Zone Required?	Sidewalk Pedestrian Clearance Zone Minimum Width (ft)
RTO-H Core area RTO-L Core area LTO Core area	20 (1)	Yes	8
RTO-H Edge area RTO-L Edge area LTO Edge area TAC Core area NAC	10 (2)	Yes	8

(i) In addition:

(aa) In the RTO-H, RTO-L, LTO, and TAC Core areas, a 5-foot deep by 8-foot-wide street tree planting area shall be provided for the location of street trees, planted every 40-50 feet on center; and

(bb) In the RTO-H, RTO-L, LTO, and TAC edge areas and the NAC, a sidewalk planting strip at least 5 feet wide between the sidewalk and the street shall be provided, with street trees planted every 40-50 feet on center.

(ii) At least one walkway shall be provided from an adjacent sidewalk to each pedestrian entrance required in Section 27-4204(b)(1)(F)(iii), Building Entrances.

(iii) Where a sidewalk, greenway path, or other walkway in the RTO-H, RTO-L, LTO, or NCO zones, or the Core area of the TAC zone, crosses a street, driveway, drive aisle, or parking lot, the crossing shall be clearly marked with a change in paving material, color, or height, decorative bollards, or similar elements.

COMMENT: A 10-foot wide sidewalk is provided along Lottsford Road. On Landover Road, a 10-foot asphalt shared use path is provided as per the Master Plan recommendation, except where impacted by environmental constraints. Sidewalks are only provided on one side of the access driveway adjacent to the building. There is nowhere for the sidewalk to connect if placed on the south side. Sidewalks adjacent to street trees in the public right-of-way also provide the 5-foot wide planting strips. Where the sidewalk crosses a driveway or drive aisle, the crossing shall be clearly marked as required.

(D) Off-Street Parking

(i) Reduced Minimum Vehicle Parking Space Requirements

Development in the Core area of the RTO-H, RTO-L, or LTO zones shall be exempt from the off-street vehicular parking standards in Section 27-6305(a), Minimum Number of Off-Street Vehicle Parking Spaces.

The minimum required number of off-street vehicle parking spaces for development in the Edge area of the RTO-H, RTO-L, or LTO zones, the Core area of the TAC zone, and the NAC zone, shall be 50 percent of the minimum requirements in Section 27-6305(a), Minimum Number of Off-Street Vehicle Parking Spaces.

COMMENT: The minimum number of parking spaces required per Section 27-6305(a) is 467 spaces. Since the Subject Property is located within the RTO-H Edge Zone it is subject to a 50% reduction, and the actual minimum number of spaces required is 234 spaces. In addition, 20 visitor spaces are also required per Section 27-6300(g). The project is providing approximately 527 parking spaces in the

garage in addition to 20 visitor spaces in the garage and 6 surface parking spaces. These spaces conform to the requirements shown on Table 27-6305(a).

(ii) Maximum Off-Street Vehicle Parking Spaces

In the Edge area of the RTO-H, RTO-L, or LTO zones, and in the TAC and NAC zones, the maximum number of off-street vehicle parking spaces for development shall be 150 percent of the minimum requirements calculated in accordance with Section 27-6305(a), Minimum Number of Off-Street Parking Spaces. Spaces in structured parking facilities do not count toward the maximum allowed.

COMMENT: As noted above, the minimum number of parking spaces required per Section 27-6305(a) is 467. Thus, the maximum number of spaces permitted is 701. The project is providing no fewer than 553 parking spaces (approximately 547 internal to the garage and approximately six surface parking spaces) and no more than 696, which conforms to the requirements shown on Table 27-6305(a).

(E) Arrangement and Design of Off-Street Vehicle Parking

(i) Location: Within the RTO-H, RTO-L, LTO, or NAC zones, and in the Core area of the TAC zone, all proposed new or additional surface vehicle parking shall be located to the rear or side of the development's principal building(s), or in a parking structure built in accordance with Section 27-4204(b)(1)(F)(v), Parking Structures in RTO-H and RTO-L Zones or Section 27-4204(b)(1)(F)(vi), Parking Structures in Other Transit-Oriented/ Activity Center Zones, as applicable. Parking may, and is encouraged to be, provided along the street (on-street parking), subject to the approval of the appropriate operating agency (see Section 27-6307(e), On-Street Parking).

COMMENT: Approximately six surface parking spaces are provided at the leasing office, which is accessed from the internal driveway. The building fronts on Lottsford Road and the parking is located on the side of the principal building. The structured parking garage is

designed to be at the center of the development surrounded on three sides by residential units.

(ii) Break-Up of Large Parking Lots: Surface parking lots with more than 100 parking spaces shall be organized into smaller modules that contain 50 or fewer spaces each and are visually separated by buildings, pedestrian walkways, or landscaped areas in accordance with the Landscape Manual.

COMMENT: Not applicable. No surface parking lot with more than 100 parking spaces is proposed.

(iii) Pedestrian Walkways Through Parking Areas: All vehicle parking lots and structures containing more than 50 parking spaces shall provide clearly identified pedestrian routes between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas that are designed and located to minimize the interface between pedestrian routes and traffic circulation routes, and provide pedestrian walkways with direct pedestrian and ADA access to the primary building entrance(s).

COMMENT: Not applicable. No vehicle parking lot with more than 50 parking spaces is proposed.

(iv) Bicycle Parking: Bicycle parking facilities required in accordance with Section 27-6309, Bicycle Parking Standards, shall be located within 50 feet of the primary pedestrian entrance(s) to the development's principal building(s).

COMMENT: Bicycle parking is provided in the garage's 1st floor. Per 27-6309(b)(2), these spaces do not need to be located within 50 feet of the development's principal entry.

(F) Building Form Standards

(i) Building Placement in Build-To Zone: Where the façades of principal buildings face a street frontage and are required to be located within a build-to zone, the buildings shall be located such that the façades occupy a minimum percentage of the

build-to zone along the street frontage. Minimum percentages are as shown as the minimum building width in the build-to zone standards in the Intensity and Dimensional Standards tables for each transit-oriented/activity center zone.

COMMENT: Per Section 27-4204(f), the minimum percentage of building width required in the built-to zone is 70% for the RTO-H-e Zone. The building frontage is approximately 373 feet on Lottsford Road, which is approximately 57%, and approximately 675 feet on Landover Road, which is approximately 69%. A variance from this standard is requested and is addressed above. Both areas are short of the minimum requirement due to environmental constraints on site, including a recorded floodplain easement. As noted previously, the proposed building is, however, located within the build-to zone along Lottsford Road and Landover Road.

(ii) Building Massing and Scale: If the street-facing façade of a building is more than 60 feet wide, the perceived massing and scale of the building shall be reduced by incorporating at least 3 of the following design elements to create distinctive differences in façade design or composition, spaced no more than 60 feet apart:

(aa) Differences in roof form and parapet heights;
(bb) Recesses (at least one foot deep) and/or projections (not created by windows) in the wall plane;
(cc) Distinct changes in texture and/or color of wall surfaces;
(dd) Pilasters that are at least 8 inches deep and at least 8 inches wide, that have a height equal to at least 80 percent of the façade's height;
(ee) Ground level arcades, awnings, or similar overhangs;
(ff) Second floor galleries/balconies;
(gg) Cornices;
(hh) Projected and recessed entries; or
(ii) Vertical accents or focal points.

COMMENT: The building façade uses (aa) differences in roof form and parapet heights, (bb) recesses of at least one foot depth, and (cc) distinct changes in texture and color of the wall surfaces to meet this requirement. See Sheets A3-201 and A3-202 for keyed elevations.

(iii) Building Entrances

(aa) Where the façade of a principal building abuts or faces a street frontage in the RTO-H, RTO-L, LTO, TAC, or NAC zone, at least one operable pedestrian entrance providing both ingress and egress shall be provided for every 150 feet, or major fraction thereof, along the façade. An angled entrance at the corner of the building may count toward satisfying this requirement on both sides of the entrance.

(bb) If a façade in the RTO-H, RTO-L, LTO, TAC, or NAC zone includes multiple tenant spaces, at least one such entrance shall be provided for each street-level tenant space that is at least 25 feet wide.

(cc) These required pedestrian entrances shall open directly to the street sidewalk without requiring pedestrians to pass through a garage, parking lot, or other non-pedestrian area.

(dd) All primary pedestrian entrances into principal buildings shall be clearly defined and emphasized using changes in the wall plane or façade material, lintels, pediments, pilasters, awnings, canopies, porches, or other additional architectural elements.

COMMENT: The Subject Property fronts on two public roadways. Under the RTO-H Zone, the building façade is to be constructed in the build-to zone and to be articulated to provide architectural interest and diversity. The proposed building satisfies these requirements. The building length along Landover Road is approximately 662.4 feet and the building length along Lottsford Road is approximately 375 feet. Under Subsection (aa) above, two entrances would be required on

Lottsford Road and four would be required along Landover Road. The proposed building has one entrance on each road. As a result, pursuant to Section 27-3614(b)(2), the Applicant is requesting a departure from this base zone regulation. In support of the same, the Applicant offers the following.

Section 27-3614(f). Departure (Minor and Major) Decision Standards.

> The Planning Director or Planning Board, as appropriate, may approve a departure (minor or major) upon a finding that the applicant demonstrates the proposed departure complies with the following:
>
> (1) The departure falls within the thresholds provided in Subsection 27-3614(b)(2), Major Departures, above, for the applicable type of departure;

COMMENT: This criterion is met. The requested departure is pursuant to Section 27-3614(b)(2) and requests a departure from Section 27-4204(b)(1)(F)(iii)(aa) where the façade of a principal building abuts or faces a street frontage in the RTO-H zone, at least one operable pedestrian entrance providing both ingress and egress shall be provided for every 150 feet, or major fraction thereof, along the façade). As stated above, one pedestrian entrance is provided along Lottsford Road (two are required) and one entrance is provided along Landover Road (four are required).

Table 27-3614(b)(2): Major Departures		
Standard	Maximum Departure (percentage from standard)	
	Transit-Oriented/Activity Center Base Zones and Base Zones Inside the Interstate Capital Beltway	All Other Base Zones
compliance is not possible and there is no feasible proposal for alternative compliance that can be approved	100	100
All standards in Section 27-4204(b), Standards Applicable to all Transit-Oriented/Activity Center Base Zones	100	Not Applicable
Standards or guidelines specified in any Mixed-Use Town Center Development Plan (LMUTC Zone Only)	Not Applicable	100
Where not otherwise specified, any departure necessary to ensure Neighborhood Compatibility Standards control in the event of conflict with other standards of this Ordinance per Section 27-61202(c), Conflict, in the Neighborhood Compatibility Standards	100	100

(2) The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;

COMMENT: This criterion is met. There is no doubt that the proposed development is consistent with the character of development on surrounding land and is compatible with surrounding land uses. The Subject Property is unique, being located on two major roadways at a gateway location leading directly to the Largo Metro Station. Access to an expressway is prohibited and access to an arterial is restricted. The sole access to the site is proposed from an existing driveway apron which aligns with the entrance to the Inglewood Restaurant Park across the street. The main entrance to the proposed multifamily building, and its leasing office, will be from this driveway. Landover Road is an expressway with no sidewalks and no pedestrian presence. The Master Plan of Transportation recommends a sidepath on Landover Road, and the Applicant is proposing to provide a sidepath along the building frontage. The sidewalk leading from the entrance on Landover Road will connect to this sidepath. Given that there is no pedestrian system on Landover Road, additional entrances would not conform to the existing built environment, and the granting of the departure is consistent with the surrounding land uses. On Lottsford Road, while

sidewalks currently exist, they lead to Landover Road where they terminate. The Applicant is proposing to enhance the sidewalk along Lottsford Road to the standards applicable in the RTO-H-e Zone, but they will not lead to the frontage of another property. Placing multiple building entrances on Lottsford Road will not be compatible with the existing condition and they would serve no function as they do not facilitate pedestrian movement or enhance connectivity. Approving the requested departure will, therefore, be consistent with the character of development on surrounding land, and will be compatible with surrounding land uses.

(3) The departure:

(A) Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and

(B) Supports an objective or goal from the purpose and intent statements of the zone where it is located, or

(C) Saves healthy existing trees.

COMMENT: The site is unique in several aspects and the departure compensates for these unique circumstances. First, as noted above, the Subject Property is a corner lot fronting two major roadways where access is either limited or prohibited. Second, the property is impacted by substantial floodplain areas which separate it from the abutting development to the east and abutting development to the south. Thus, while the Subject Property is within the Transit Oriented Zone and subject to its standards, it is physically isolated by the roadways and floodplain. In addition, one of the primary purposes of providing additional entrances is to enhance connectivity for occupants of the building. There is no need or reason for occupants of the proposed building to have multiple entrances on Lottsford Road north of the driveway entrance or along Landover Road, as those entrances would not connect to any other development or services.

Development of the Subject Property is important, however, as one of the purposes of the RTO-H Zone is "to encourage development that is well integrated in terms of complementary uses, access and circulation and compatible design." The proposed building will be a compatible use, adding a residential component to a part of the Largo Metro Area currently occupied by office and retail uses. The building will be walkable to employment and to restaurants, and is also easily accessible to the Metro Station one mile away. The proposed departure compensates for these unique qualities and supports the goal of the zone to provide complementary and compatible uses.

(4) The departure will not pose a danger to the public health or safety;

COMMENT: The departure will not pose a danger to the public health or safety and no adverse impacts exists based on the requested departure. The design and layout of the development is purposely oriented with the main building entrance facing inwards - towards the access driveway – to help promote and ensure the highest level of safety for future residents, provide accessibility to the leasing office and to provide access to the parking garage. None of these functions can occur on Lottsford Road or Landover Road. The entrances which are proposed on each road are provided to ensure the safety of the residents and to provide ingress and egress from the building if necessary, but due to the nature of the road frontages and the impact of the floodplain, there is no public health or safety need to provide the additional entrances.

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

COMMENT: As mentioned above, no adverse impacts are created by not providing multiple pedestrian access points from Landover Road, a designated expressway, or Lottsford Road, a designated arterial roadway. Instead, and as described in more detail herein and

depicted on the Detailed Site Plan, pedestrian circulation will be enhanced by upgrading the sidewalks and streetscape along Lottsford Road, adding a sidepath along Landover Road and constructing a building which conforms to the maximum extent possible to the design standards in the Zoning Ordinance.

> (6) The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and

COMMENT: Not applicable. The site is not the subject of a series of multiple, incremental departures.

> (7) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

COMMENT: Not applicable. The requested departure is not from a standard contained in the Landscape Manual.

Thus, based on the foregoing, the Applicant contends that the decision standards for the requested departure from Section 27-4204(b)(1)(F)(iii)(aa) are met.

(iv) Windows and Doors

(aa) Where the façade of a principal building other than a single-family or two-family dwelling abuts or faces a street frontage or an adjoining public gathering space in the RTO-H, RTO-L, LTO, or NAC zones, and in the Core area of the TAC zone, a minimum percentage of the street-level façade area shall consist of transparent window or door openings to allow views of interior spaces and merchandise so as to enhance safety and create a more inviting environment for

pedestrians. Minimum percentages are as shown as the minimum building façade fenestration/transparency standard in the Intensity and Dimensional Standards table for each individual transit-oriented/ activity center zone.

(bb) Window and door openings counting toward meeting this transparency requirement shall consist of glass that is relatively clear and non-reflective, with a minimum visible light transmittance of 0.65 and maximum visible light reflectance of 0.20.

COMMENT: (aa) While the RTO-H-E zone has no requirement, approximately 24% glazing is provided along Lottsford and Landover Roads. (bb) Windows will meet or exceed the minimum visible light transmittance and maximum visible light reflectance requirements. See Sheet A3-200 for transparency calculations.

(v) Parking Structures in RTO-H and RTO-L Zones: In the RTO-H and RTO-L zones, where the street-level façade of a parking structure abuts or faces a street frontage….

COMMENT: Not applicable. The street level façade of the parking structure does not abut or face a street frontage. Rather, it is oriented internally to the site.

PART 27-6: DEVELOPMENT STANDARDS

Section 27-6206(c) Required Vehicular Access and Circulation: A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

COMMENT: The Detailed Site Plan complies with this requirement.

The proposed development is served by an existing curb cut from Lottsford Road. The driveway extending from the curb cut further extends through the site to connect to another private driveway which connects to Mercantile Place. This connection is depicted in the Largo Town Center Sector Plan to improve vehicular circulation within the Town Center.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:

(A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;

(B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and

(C) The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.

COMMENT: As shown on the Detailed Site Plan, the Subject Property is proposed to utilize the existing curb cut to access Lottsford Road, a designated arterial roadway. As set forth in subsection (1)(A) above, such access is only permitted if no alternative direct vehicular access from a lower-classified accessway is available or feasible to provide. The Applicant submits that the proposed access is allowable pursuant to this provision. While it is noted that the driveway accessing the Subject Property is proposed to connect to a driveway on the adjacent property and ultimately connect to Mercantile Lane, such an access is not a viable alternative direct vehicular access.

Section 20-504 of the Land Use Article of the Annotated Code of Maryland provides that a building in a subdivision may not obtain a building permit "unless the road giving access to the lot where the building or structure is proposed to be located…has the legal status of a public road or was dedicated to public use."

Notwithstanding the reference in Section (d)(1)(A) to a "driveway or alley" being a potential alternative, the driveway is not a private right of way or easement which is adequate to provide access and therefore is not a feasible alternative. The Applicant would also note that Section 27-6903(a)(1), applicable to multifamily buildings, requires "[a]t least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible." Thus, a second point of access to the site is required, where feasible. In this case, the driveway connection to the adjacent property will satisfy the requirement of Section 27-6903(a)(1), but cannot be utilized as the sole means of access to the Subject Property. It is also noted that the access via Lottsford Road is the lesser roadway classification of the two bordering roadways. Given that there are not any lower classification roadways along the frontage of the site, the

vehicular access for the proposed development satisfies condition (a).

The proposed access is one two-way driveway along Lottsford Road. The property has approximately 657 feet of frontage along Lottsford Road and therefore condition (b) is met.

The property has a previously approved and recorded final plat for a 159,000 square foot general office building which generates more peak hour trips than the proposed up to 398 residential units. Therefore, the proposed development access driveway can be reasonably assumed to operate safely compared to the previously approved land use. The presence of the traffic signal just to the north of the site access at the intersection of MD 202 and Lottsford Road will result in frequent gaps in traffic along Lottsford Road for vehicles to make turns in/out of the site in a safe manner. The proposed access utilizes the existing stub access point along Lottsford Road which is aligned with an access driveway on the west side of Lottsford Road which will further facilitate safe and efficient operations. In addition, the intersection of MD 202 and Lottsford Road has a previously conducted turning movement count (September 2022) and Level of Service (LOS) analysis conducted by MDOT SHA that indicates the intersection operates at LOS A during the AM peak hour and LOS B during the PM peak hour. Therefore, it can be reasonably assumed that the increase in traffic due to the proposed development of the site will not result in operations along Lottsford Road falling below acceptable LOS standards. Given the above, the proposed vehicular access for the development satisfies condition (c).

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular

access along a street other than an arterial street.

* * *

(B) For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.

(C) Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

COMMENT: The proposed multifamily dwellings will access the internal driveway which connects to Lottsford Road. The Subject Property is a corner lot which fronts on an expressway and an arterial roadway. The access proposed is from the lower-classified fronting street, which in this instance is Lottsford Road.

(3) Shared Driveways

(A) Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.

(B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince

George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: The Detailed Site Plan conforms with the provisions for shared driveways. As noted in subsection (A), shared driveways are "encouraged" between adjoining lots. The Subject Property adjoins Lot 4, Block B, Largo Park, which is recorded at Plat Book VJ 186 Plat No. 22. The easement for access is depicted on this plat, and is also depicted on the record plat for the Subject Property. The easement is 30 feet. The driveway is fully constructed through Lot 4 and extends approximately 125 feet into the Subject Property as depicted on the Existing Conditions/Demolition Plan.

Section 27-6206(e)(2) Cross-Access Between Adjoining Developments: To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

(A) The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).

COMMENT: The proposed development complies with this requirement. As discussed above, cross-access is provided between the proposed new development and the non-residential (office) use on the

adjoining parcel.

(B) Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.

COMMENT: The cross-accessway proposed is 30 feet wide, therefore conforming to this requirement.

(C) The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.

COMMENT: Not applicable. The Applicant is not seeking a waiver of this requirement.

(D) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.

COMMENT: An easement establishing this access is already recorded on Plat Book VJ 186 Plat No. 22.

Section 27-6206(k), Block Design: (1) Block Length: Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that: (A) Environmental or topographic constraints exist; (B) The site has an irregular shape; (C) A longer block will reduce the number of railroad grade or water body crossings; or (D) Longer blocks will result in less traffic through

residential subdivisions from adjoining businesses or areas.

COMMENT: As noted above, the Subject Property, which is a record lot, has approximately 657 feet of frontage on Lottsford Road and approximately 983 feet of frontage on Landover Road. The frontage on Landover Road exceeds the block length permitted. As noted above, the Planning Director (or DPIE Director) may allow modifications to these block length standards.

The Applicant submits that a modification of the block length standards is appropriate in this instance. First, the Subject Property is a subdivided lot and is surrounded by existing development or roadways. Second, the portion of the Subject Property that exceeds the block length standard on Landover Road is undevelopable floodplain. The developable frontage of the Subject Property conforms to the block length maximum. Third, Landover Road is an expressway, and no access to the roadway is permitted to allow the block to be reduced in size. Finally, the site does have an irregular shape. The northern boundary on Landover Road is curved with the roadway, extending the property frontage. For all these reasons, the Applicant submits that a modification to allow a block length of 983 feet, rather than a block length of 800 feet, is appropriate in this instance.

Section 27-6206(l): Driveway Layout and Design

(1) Driveway Width: All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

(A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a

typical tangent section that does not include corner radii.

(2) Dead-End Driveway Length: Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

(3) Driveway Intersections: Driveway intersections shall also comply with the following standards:

(A) Alignment: To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

(B) Proximity to Adjoining Land: Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

(C) Medians in Driveway Entrances: Medians may be incorporated at driveway entrances provided:

(1) No signage is included within the median otherthan traffic signs and a single monument sign;

(2) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and

(3) The minimum driveway width is maintained for each travel and turning lane.

COMMENT: The driveway providing access to Lottsford Road conforms to each of these standards. The driveway entrance includes a median, which is permitted. The ingress and egress driveways are

each 24 feet in width, which exceeds the minimum of 11 feet required. The driveway is aligned with the existing driveway on the west side of Lottsford Road and matches its design. Finally, the driveway is more than two feet from an adjoining property line.

Section 27-6207. Pedestrian Access and Circulation.

(a) Required Pedestrian Access.

(1) General Pedestrian Access: All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

(A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);

(B) Off-street parking bays;

(C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and

(D) Recreation facilities and other common use areas and amenities.

(2) Sidewalks Required.

(A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an

existing street (unless an existing sidewalk meeting County standards is already in place).

(B) Where a development site fronts an existing street with insufficient right- of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.

COMMENT: An internal pedestrian circulation network is proposed within the site, along with a 10-foot-wide sidewalk connection to the private driveway. A 10-foot sidewalk is proposed along the frontage of Lottsford Road and a 10-foot wide sidepath on Landover Road extends along the entire length of the building.

(b) Pedestrian Connectivity. All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions

or parking space locations that create traffic hazards, or the existence of mature or protected trees.

(3) Easements allowing cross-access to and from properties served by a pedestrian cross- access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of building permit for the development.

(4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garage

(A) General Standards

(i) All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).

(ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27- 6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.

(iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be

extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27- 6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.

COMMENT: Pedestrian access is provided along the building entrance, and the sidewalk encircles the building. The Applicant is not proposing to provide a pedestrian walkway from the building or parking garage to the office buildings located east of the environmental area. The width of the connecting easement is 30 feet, and this area is fully paved for vehicular access. Any additional pedestrian connection would require an encroachment into the PMA. In addition, the driveway on the adjoining property is located within a 30-foot easement. The Applicant does not own the adjoining property and could not construct an extension of the sidewalk to the public right of way. As stated above, the Planning Director can waive the requirement for pedestrian cross-access where the applicant demonstrates that there are topographic or environmental constraints which make such cross- access impractical or infeasible. Due to the environmental separation, the need to protect the PMA, and the inability to extend a pedestrian walkway beyond the property boundary, the Applicant requests that the Planning Director waive the connection between the proposed residential uses on the Subject Property and the office uses on the adjoining lot. Further, there is no connection on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development.

(B) Walkway Standards: Required pedestrian walkways shall:

(i) Be at least five feet wide in Residential base zones and six feet

wide in the Transit- Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;

(ii) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

(iii) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

COMMENT: Sidewalks within the site are proposed to be 6 feet wide.

Section 27-6208. Bicycle Access and Circulation.

(a) Required Bicycle Access.

(1) Internal and Adjoining Bicycle Access: All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

(A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;

(B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street

bicycle facilities outside the development, or internal bicycle systems in adjacent developments;

(C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street);

COMMENT: Three bike racks are provided near the entrance to the multifamily building as shown on the Detailed Site Plan. In addition, the Applicant is providing a bike room in the garage which will accommodate bicycles for use by the residents.

(2) Required Bikeway Network Improvements

(A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

(B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.

(C) Where a development site fronts an existing street with insufficient right- of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public

street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: A CIP project is currently in place to provide coordinated bicycle lanes along the entire length of Lottsford Road. The project is currently under design.

(b) Bicycle Connectivity Between Developments: All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

COMMENT: The internal driveway will include "share the road markings" to allow bicyclists to access the parking garage and to ride through the site on the driveway connecting to the property to the east.

Section 27-6300 Off-Street Parking and Loading.

27-6304. General Standards for Off-Street Parking and Loading Areas

(b) Surfacing.

(1) General. (A) Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These

surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.

COMMENT: This regulation is met, as the parking surface of the exterior spaces will consist of asphalt. The parking garage will be concrete.

(c) Location and Arrangement.

(1) Safe and Convenient Access.

(A) Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

COMMENT: This regulation is met. Please see the circulation plan submitted with the Detailed Site Plan for all accessible routes.

(2) Backing onto Streets Prohibited: Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: This regulation is met. No parking or loading areas are arranged in such a way that vehicles are required to back out from such areas onto a street.

(d) Markings.

(1) Each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. Such markings—including striping, directional arrows, lettering on signs and in disabled-designated areas,

and labeling of the pavement—shall be maintained so as to be readily visible at all times.

COMMENT: This regulation is met.

(g) Accessible Parking for Persons with Physical Disabilities: Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: This regulation is met as reflected on the Detailed Site Plan. There are two handicap spaces shown provided in front of the leasing office and additional spaces are provided in the garage.

(i) Large Vehicular Use Areas (300 or More Spaces): Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

COMMENT: It is the Applicant's understanding that this provision is not applicable to the Subject Property as there are no surface parking areas exceeding 300 spaces. In this instance, the primary drive aisle into the development which leads to the parking garage will mirror the drive which accesses the restaurant park across Lottsford Road. At Lottsford Road, there are two one-way driveways, each 24 feet wide separated by a median. Beyond the median, the driveway narrows to 30 feet in width and extends from the public right-of-way along the full length of the primary facades of structures being served by the drive and connects to the existing 30-foot-wide driveway extending through Lot 4 to the east. The driveway provides access to a small number of surface parking spaces in front of the leasing office and the garage. A sidewalk is proposed along the north side of the

drive aisle for pedestrian access from Lottsford Road to the proposed buildings. Sidewalks are not proposed on the south side of the driveway because this area is impacted by floodplain and is undevelopable.

27-6305. Off-Street Parking Space Standards.

a. Minimum Number of Off-Street Parking Spaces. New development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a).

COMMENT: See response to Section 27-4204(b)(1)(D) above, and the Detailed Site Plan that has been filed concurrently.

e. Electric Vehicle (EV) Charging Stations: Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non- electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

COMMENT: This requirement is met. The project will provide 8 dual headed EV chargers that will service 16 parking stalls, which will be operational upon initial occupancy. The infrastructure necessary to add an additional 8 dual headed EV chargers that will service 16 additional parking stalls will also be installed as demand increases. Thus, a total of 32 EV parking stalls will ultimately be available within the project. See Sheet A1-200 for the preliminary location of these spaces.

(g) Visitor Parking: Visitor parking spaces shall be provided for all residential and mixed- use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: This requirement is met. The project will provide 20

visitor parking stalls (1/every 20 units). See Sheet A1-200 for preliminary locations.

27-6306. Dimensional Standards for Parking Spaces and Aisles.

(a) General: Except as otherwise provided in Section 27- 6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles.

COMMENT: The Detailed Site Plan conforms to this regulation as all parking spaces and parking lot aisles comply with the minimum dimensional standards established in Table 27-6306(a). See Sheet G0-201 for the parking space dimensions.

(d) Compact Parking Spaces.

(1) Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.

(2) All compact car spaces shall be marked as such.

COMMENT: The Applicant is proposing that fewer than one-half of the required number of parking spaces will be compact parking spaces, in compliance with this section.

Section 27-6309. Bicycle Parking Standards.

(a) Bicycle Racks or Lockers Required.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof,

above ten spaces.

COMMENT: Section 27-6309(a)(2) requires bicycle racks or lockers for at least four (4) bikes, with two (2) additional bike parking spaces for every ten (10) parking spaces more than ten (10) spaces. Based on the number of parking spaces required, a total of 115 bicycle spaces are required, as reflected on the Coversheet (C-101). The Applicant is proposing at least 109 bicycle spaces in the garage storage room and an additional 3 u-shaped bike racks to accommodate 6 bicycles near the leasing office.

(b) Bike Parking Rack or Locker Location.

(1) Required bicycle racks shall be installed on a paved surface and located in visible, well- lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

(3) Long-term parking facilities should be

provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

(A) Be located in a secure, clean and well- lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;

(B) Protect bicycles from weather and debris;

(C) Be signed so that directions to entrances of related uses are clearly understood;

(D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;

(E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);

(F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);

(G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.

(4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

COMMENT: Bike racks are proposed at the entrance to the leasing office and in a secured bike storage room inside the garage. The bike room is approximately 1,200 square feet and will only be accessible to those authorized to use the space. The bike storage room will also include a bike repair station. Given the location of the Subject Property (1 mile from the Largo Metro Station), it is anticipated that bicycles will be used by many of the residents.

Section 27-6310. Loading Area Standards.

(a) Minimum Number of Off-Street Loading Berths: Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off- Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

COMMENT: A total of two loading spaces are required to serve the development. Two loading spaces are provided at the front of the parking garage. One area will accommodate trash pickup and the other area will accommodate general loading.

(b) Dimensional Standards for Loading Areas: Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general

industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

COMMENT: Two 12’ by 33’ loading zones are provided in the front of the garage. See Sheet A1-200 for locations.

(c) Location of Loading Areas.

(1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).

(2) Loading areas shall be located adjacent to the building’s loading doors, in an area that promotes their practical use.

(3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.

(4) Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

COMMENT: Two 12’ by 33’ loading zones are provided in front of the garage next to the vehicle entrance. Given the abutting roadways and the environmental constraints along the eastern portion of the Subject Property, there is no other location to place the loading spaces. These loading spaces are adequately setback from the public street to ensure that they are not visible and are not located within 50 feet of vacant land in a residential or rural and agriculture zone.

Sec. 27-6400. Open Space Set-Asides: 27-6403. Amount of Open Space Set-Asides Required. Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

COMMENT: Per Table 27-6403, 7.5% of the Subject Site Area must be set aside as open space, and per Section 27-6404(a)(1), 15% of the total required minimum open space set-aside area shall consist of active recreational areas. The eastern and southern portions of the site within the Woodland Preservation Area as well as the courtyards where active and passive open space are provided will meet the open space set-aside and active recreational area requirements.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(a) Location: Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

(b) Configuration.

(1) Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.

(2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin,

extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

(c) Orientation of Adjacent Buildings: To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

COMMENT: Open space is proposed in the eastern and southern portions of the Subject Property within the Woodland Preservation Area and active recreation is provided in the courtyard area as well per Section 27-6404(a).

Section 27-6407. Development in Open Space Set-Asides: Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

COMMENT: No development is proposed within the environmentally sensitive open space areas. The courtyard will include both active and passive recreational functions for the benefit of the residents.

Section 27-6700 Exterior Lighting: 27-6705. Private Street Lighting.

(a) All private street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.

(b) The light fixture and light color of private street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.

(c) Correlated color temperature (CCT) of street lights shall not exceed 3000K.

COMMENT: In conjunction with the Detailed Site Plan, the Applicant has provided a lighting/photometric plan with details of all light fixtures. These plans meet this requirement.

Section 27-6706. General Standards for Exterior Lighting: Development subject to this Section shall comply with the following standards:

(a) Hours of Illumination: Public, civic, and institutional uses, commercial uses, mixed-uses, and industrial uses that are adjacent to existing residential development …

COMMENT: Not applicable. The proposed development is not a public, civic, institutional, commercial, mixed-use, or industrial use.

(b) Shielding with Full Cut-off Fixtures: All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward, consistent with Figure 27-6706(b).1: Full Cut-off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture (see Section 27-6706(b).2: Examples of Fully-Shielded Light Fixtures).

COMMENT: In conjunction with the Detailed Site Plan, the Applicant has provided a lighting/photometric plan with details of all light fixtures. These plans meet this requirement.

(c) Maximum Illumination Levels: Except for private street lighting (see Section 27-6705, Private Street Lighting), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in foot-candles at ground

level at a lot line shall not exceed the standards in Table 27-6706(c).1: Maximum Illumination Levels. See Figure 27-6706(c).2: Maximum Illumination Levels.

COMMENT: A photometric plan has been provided and is in conformance with this requirement.

(d) Maximum Height: Except for athletic field lighting fixtures, which shall not exceed 95 feet in height, and private street lighting (see Section 27-6705, Private Street Lighting), the height of exterior light fixtures, whether mounted on poles, walls, or by other means, shall comply with the standards in Table 27-6706(d): Maximum Height for Exterior Lighting.

COMMENT: A photometric plan has been provided and is in conformance with this requirement.

Section 27-6707. Lighting Design Standards for Specific Uses and Site Features.

(d) Wall Pack Lights: Wall packs on the exterior of the building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and be of low wattage (100 watts or lower).

COMMENT: A photometric plan has been provided and is in conformance with this requirement.

(e) Pedestrian Lighting: Pedestrian light fixtures shall comply with the following:

(1) Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.

(2) Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-6707(e): Examples of Pedestrian Bollard

Lamps).

COMMENT: A photometric plan and fixture list have been provided and are in conformance with this requirement.

(f) Decorative Landscaping and Lighting: Outdoor light fixtures used for decorative effects shall comply with the following standards.

(1) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.

(2) Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.

COMMENT: No landscape up lights are proposed with this development. The building sconce lights on multiple stories of the building are all designed to illuminate downwards. The decorative lighting on site does not exceed 100 watts.

Sec. 27-6900. Multifamily, Townhouse, and Three-Family Form and Design Standards

Section 27-6903. Multifamily, Townhouse, and Three-Family Form and Design Standards: Development subject to this Section shall comply with the following standards.

(a) Site Access: New multifamily, townhouse, or three-family development with 20 or more dwelling units shall have:

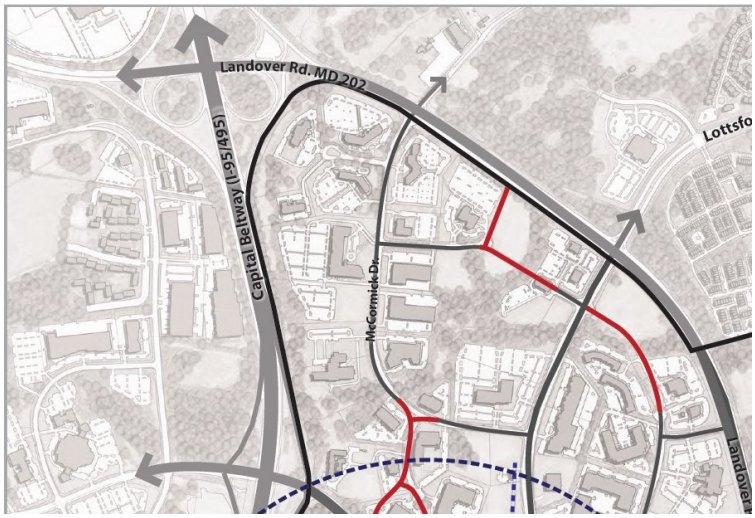
(1) At least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible.

(2) No primary vehicular access along a local street serving existing single-

family detached dwellings—provided, however, that secondary vehicle access for emergency vehicles may be provided along such a local street if other points of access are not available.

COMMENT: As discussed above, the driveway providing access to Lottsford Road will be extended to connect to the 30-foot-wide easement which is constructed from Mercantile Lane and extends through Lot 4. This extension was recommended by the Largo Town Center Sector Plan, as shown on Map 22, which contains the Illustrative Street Network, below:

Map 22: Illustrative Street Network



By extending this roadway connection, the Applicant can provide a secondary point of vehicular access to the proposed development.

(b) Location of Off-Street Parking.

(1) For multifamily dwellings only, no more than 50 percent of off- street surface parking may be located between a building and the street it faces unless the parking bays are screened from view from the street by another building. Interior structures within a multi-building development served by a central, private driveway are exempted from this requirement. (see

Figure 27- 6903(b): Multifamily, Townhouse, or Three-Family Parking Location).

COMMENT: This regulation is not applicable as all but six parking spaces are being provided in the garage.

(2) For all multifamily, townhouse, and three-family buildings:

(A) Guest and overflow parking within a development subject to these standards shall be located to the side or rear of the building containing the units, to the maximum extent practicable.

(B) Off-street surface parking located beside a building shall not occupy more than 35 percent of the parcel's street frontage. Associated driving areas shall be included as part of such off-street surface parking.

COMMENT: This regulation is met. All guest and overflow parking are provided within the parking garage on site. The parking garage is located in the center of the main building and is easily accessible.

(c) Building Orientation and Configuration.

(2) Multi-Building Development: Multifamily, townhouse, and three-family developments with more than one building shall be configured so that primary building entrances are oriented towards external streets, internal streets, or open space areas (like mews or courtyards). Buildings may be oriented towards off-street parking lots only in cases where no other practical alternative exists. (see Figure 27-6903(c)(2): Multi-Building Orientation)

COMMENT: The multifamily building is configured so that the primary building entrances are either oriented toward the internal driveway or the external streets.

(d) Maximum Building Length.

* * *

COMMENT: This regulation is not applicable since the Property is in the RTO-H Zone.

(e) Building Facades. For all multifamily, townhouse, and three-family buildings, except as noted in Section 27-6903(e)(3) below:

(1) Façades of all buildings subject to these standards that face a street shall incorporate wall offsets, in the form of projections or recesses in the façade plane, spaced no more than 50 feet apart (see Figure 27-6903(e)(1): Changes in Building Façade), unless the applicant provides a design of similar or superior quality.

(2) Wall offsets shall have a minimum depth of two feet.

(3) In addition to wall offsets, street-facing façades of multifamily, townhouse, and three- family buildings shall provide a minimum of three of the following design features for each residential building fronting onto a public street (see Figure 27-6903(e)(3): Examples of Front Façades):

(A) One or more dormer windows or cupolas;

(B) A recessed entrance;

(C) A covered porch;

(D) Pillars, posts, or columns next to the doorway

(E) One or more bay windows projecting at least twelve inches from the façade plane;

(F) Eaves projecting at least six inches from the façade plane;

(G) Raised corniced parapets over the entrance door;

(H) Multiple windows with a minimum four-inch- wide trim;

(I) Integrated planters that incorporate landscaped areas or places for sitting; or

(J) Roof form and line changes consistent with the wall offsets.

Multifamily buildings are grouped in Section 27-6903(e)(3) with smaller scale three-family buildings and townhouses. The features required on this list are more meaningful when applied to these smaller buildings. The community has asked for this project to be taller (5 stories) and have an urban look and feel. The project meets the requirement of having 3 features from the list: (G)raised parapets over entrance doors, (H) multiple windows with a four inch trim, and (J) roof form and line changes consistent with the wall offsets. The proposed height of the building along Landover Road is approximately 55 feet, and when applying the maximum 50-foot length develops a narrow residential scale and contradicts with the intent for a larger, more urban streetwall. When extended to the proposed 60-foot to 76-foot, 6-inch length, the Applicant can more easily develop the desired scale the community has requested.

(f) Roofs. For all multifamily dwellings:

(2) Flat roofs shall be concealed by parapets that extend at least three feet above the roof level and have three-dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.

COMMENT: Three-foot parapets are provided above the roof level.

(4) All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite

dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured and screened (if necessary) to have a minimal visual impact as seen from the street.

COMMENT: All roof-based mechanical equipment will be screened from the street.

(g) Building Façade Fenestration/Transparency: At least 15 percent of the street-facing façade area of the ground-level floor of any multifamily, townhouse, or three-family building (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

COMMENT: While only 15% is required, the proposed multifamily building is providing approximately 24% glazing on the ground-level street facing facades. See sheet A3-200 for transparency diagrams.

(h) Materials: For all multifamily, townhouse, and three-family buildings:

(1) Primary façade materials shall not change at outside corners, but extend along any side façade that is visible from a street. In all instances the extension shall be a minimum of 20 feet, with the exception that materials may change where side or rear wings meet the main body of the structure.

(2) Material changes shall occur along a horizontal line or where two forms meet. It is acceptable, however, that change of materials occur as accents around windows, doors, cornices, at corners, or as a repetitive pattern. See Figure 27-6903(h): Example of Building Façade, Roof, Fenestration/Transparency, and Materials Requirements for Multifamily Building.

COMMENT: Material changes comply with Subsections (1) and (2)

above.

(i) Garage Standards. For all multifamily, townhouse, and three-family buildings

(1) Detached garages or carports shall be located to the side or rear of the building(s) containing the dwellings. A parking structure is exempt from this requirement. (see Figure 27-6903(i): Garage Placement.)

(2) Freestanding garages or carports visible from public streets outside the development shall be oriented perpendicular to the street, or the façade facing the street shall be configured to comply with the required wall offsets and façade design features in Section 27-6903(e), Building Façades.

(3) The exterior materials, design features, and roof forms detached garages or carports should generally be compatible with the building(s) they serve.

COMMENT: Not applicable. No detached garages or carports are proposed.

(j) Outdoor Activity Areas.

For all multifamily, townhouse, and three-family buildings, ground- level outdoor activity areas, porches, decks, vending areas, and other similar site attributes shall be screened from adjacent single-family dwellings with a perimeter buffer in accordance with Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.

COMMENT: There are no single-family dwellings adjacent to the Subject Property. All 4.7 buffer requirements are met.

Sec. 27-61200. Neighborhood Compatibility Standards.

COMMENT: This section is not applicable. The Property does not abut any single-family residentially zoned land, and while there

is vacant R-R zoned land southeast of the Property across Landover Road, Landover Road is an existing street with a median and six lanes (per Section (b)(1) of the listed Exemptions).

Sec. 27-61500. Signage.

27-61504. General Standards.

(a) Illumination.

(1) Static Illumination.

Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.

(2) Animated Illumination.

COMMENT: No animated illumination is proposed. Static Halo-illumination is proposed for 3 permanent real estate identification signs and 1 projecting sign.

(b) Materials.

Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.

COMMENT: Permanent signs will meet this requirement.

(c) Digital Display.

COMMENT: Not applicable. The applicant is not proposing to provide any digital displays on its sign(s).

(d) Signs Within Proposed Right-of-Way.

COMMENT: Not applicable. No signage is proposed within the right-of-way.

Section 27-61505. Standards for Specific Sign Types: Unless exempted in accordance with Section 27-61502(b), Exemptions, all signs except special purpose signs (see Section 27-61506, Standards for Special Purpose Signs) and temporary signs (see Section 27-61507, Standards for Temporary Signs) shall comply with the standards in Table 27-61505: Standards for Specific Sign Types, based on the zone in which the sign is located.

COMMENT: Three real estate signs are provided.

Section 27-61506. Standards for Special Purpose Signs.

(a) Permanent Real Estate Identification Sign.

(1) Permanent signs identifying multifamily development are allowed if they comply with the following standards:

(A) Location: on the building or premises.

(B) Number: one for the first 100 dwelling units, plus one for each additional 100 dwelling units, up to a maximum of four signs.

(C) Area (maximum): 48 square feet for each sign, except if fewer sign(s) are erected than allowed, the square footage of the sign(s) not erected can be applied to the signs erected. (For example, if three signs are allowed but only one identification sign is used, that sign may be 144 square feet in area).

COMMENT: Three permanent real estate signs are proposed as permitted. The building qualifies for up to 398 units. The three signs mounted on the building will each be a maximum of 48 square feet.

Section 27-61600. Green Building Standards. 27-61603. Green Building Standards.

(a) Minimum Amount of Points Required.

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

(1) Minimum Requirements for Residential Development.

(A) 10 to 25 units: 3 points.

(B) 25 or more units: 4 points.

(b) Green Building Point System.

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

COMMENT: This regulation is met, as the project will obtain at least 4 points, in the following categories:

- The proposed development is within a transit-oriented base zone (RTO-H-e) and therefore qualifies for 1.5 points.
- Air conditioner with stated efficiency greater than 14 SEER is included as standard for 0.75 points.
- Environmental site design will be used for 1.0 points.
- At least 20% of the existing pre-development vegetation will be retained for 0.75 points.

LANDSCAPE MANUAL

Plan 2035 emphasizes Regional Transit Districts, the Innovation Corridor, and Local Centers as the focus for more intense mixed-use and walkable development within the County. These areas are the primary targets for future County growth. The Zoning Ordinance builds on this policy guidance by establishing Transit-Oriented/Activity Center zones to implement the desired development patterns for these Regional Transit Districts, the

Innovation Corridor, and Local Centers.

The Transit-Oriented/Activity Center zones established in the Zoning Ordinance support mixed-use, transit-oriented, and pedestrian-friendly development, that includes a pattern of walkable streets and blocks, integrated open spaces, buildings facing the street with parking in the rear and/or within parking structures, and streets and streetscapes that will be engaging, attractive, and vibrant. As a result, the Landscape Manual has been updated to include standards that specifically address the unique landscape features and arrangements needed to support the urbanized character of the Transit-Oriented/Activity Center zones.

This updated Landscape Manual adds specific multifamily requirements to the Residential section, creates an entirely new section for Nonresidential landscape requirements, and adds specific requirements for the new Transit-Oriented/Activity Center zones to ensure attractive and high-quality designed landscapes, streetscapes, and public spaces. A new subsection, Section 4.8: Building Frontage Zone, has been added to include nuanced planting requirements along a building's frontage to contribute and enhance the streetscape, for all buildings within the Transit- Oriented/Activity Center zones, as well as for multifamily, nonresidential, and mixed-use buildings that may occur in other zones.

a. Section 4.1 – Residential Requirements.

(c)(5) For multifamily dwellings in all zones, plant a minimum of 1 major shade tree and 25 plant units of understory per every 1,000 square feet (or fraction thereof, rounding up) of green area provided.

COMMENT: A Section 4.1-4 chart demonstrating conformance with

this requirement is provided on the Landscape Plan.

b. Section 4.2 – Requirements for Landscape Strips Along Streets.

COMMENT: Section 4.2-1 is not applicable per M-NCPPC's SDRC comments.

c. Section 4.3 – Parking Lot Requirements

COMMENT: Section 4.3 is not applicable per M-NCPPC's SDRC comments.

d. Section 4.4 – Screening Requirements.

COMMENT: Section 4.4 does not apply since all trash and recycling facilities, and loading areas are interior to the parking garage.

e. Section 4.6-1 – Buffering Development from Streets.

COMMENT: Please see the Alternative Compliance application ACP-2024-005 and justification regarding Section 4.6 of the Landscape Manual (Buffering Development from Streets).

f. Section 4.7 – Buffering Incompatible Uses.

COMMENT: Not applicable. Within a Transit-Oriented/Activity Center base or Planned Development zone, bufferyards shall be required only on the perimeter of the zone, adjacent to vacant land or development outside the zone. The Subject Property is not adjacent to vacant land or development outside of the zone.

g. Section 4.8 – Building Frontage Landscape Requirements.

COMMENT: A Section 4.8-2 chart demonstrating conformance with this requirement is provided on the Landscape Plan.

h. Section 4.9 – Sustainable Landscaping Requirements

COMMENT: A Section 4.9-1 chart demonstrating conformance with

this requirement is provided on the Landscape Plan.

TREE CANOPY COVERAGE REQUIREMENTS

The Prince George's County Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. Properties that are zoned RTO-H-e are required to provide a minimum of 10 percent of the gross tract area in TCC. As provided on the TCP 1, 2.78 acres (or 30.4% of the site area) are being preserved or afforested/ reforested on site, which satisfies the tree canopy coverage based on Section 25-129(a). (The 2.78 acres is composed of 1.15 acres of woodland conservation/reforestation area, and 1.63 acres woodland retained but not credited because it is in the floodplain).

ZONING ORDINANCE DETAILED SITE PLAN CRITERIA

Pursuant to Section 27-3605(a)(1) of the Zoning Ordinance, a Detailed Site Plan must be approved prior to issuance of a building permit for any development, unless the development is among the exemptions listed in Section 27-3605(a)(2). Section 27-3605(a)(2)(N) provides that the construction, expansion, or alteration of townhouse and/or multifamily dwelling development of less than ten (10) units is exempt from the Detailed Site Plan requirement. Given that the proposed development exceeds 10 dwelling units, a Detailed Site Plan is necessary.

The Detailed Site Plan submittal requirements are enumerated in Section 27-3605(c)(5)(F)(ix) requires the filing of a statement of justification detailing:

(aa) How the property conforms to the requirements of the Zoning Ordinance and Subdivision Regulations, as applicable, including all conditions of approval in any development approvals and permits to which the detailed site plan is subject.

COMMENT: The Detailed Site Plan conforms to the Zoning Ordinance by proposing uses on the Property which are permitted in the RTO-H-e Zone, as discussed herein. Further, the site plan and landscape plan submitted with this application further demonstrate conformance with all applicable requirements of the Zoning Ordinance and Landscape Manual, including but not limited to density, build-to-lines, yard requirements, building height, parking and loading standards, etc. In this instance, no prior approvals for the project have been obtained that imposed conditions of approval. Any conditions applicable to the pending preliminary plan of subdivision will be addressed once that application is approved.

(bb) How the proposed design preserves and restores the regulated environmental features in a natural state to the fullest extent possible, in accordance with the requirements of Subtitle 24: Subdivision Regulations.

COMMENT: A Natural Resource Inventory was approved on February 16, 2023 and has been submitted with the Preliminary Plan of Subdivision. A Type 2 Tree Conservation Plan has been submitted with this application. No impact to sensitive environmental areas is proposed as part of this development. As a result, the Planning Board can find that the regulated environmental features are being preserved in a natural state to the fullest extent possible, and this finding will be made as part of the approval of the Preliminary Plan of Subdivision.

(cc) How any land intended for public use, but not proposed to be in public ownership, will be held, owned and maintained for the indicated purpose (including any proposed covenants or other documents);

and

COMMENT: This provision is inapplicable as there is no land intended for public use as part of this proposal.

(dd) How the development proposed in the detailed site plan can exist as a unit capable of sustaining an environment of continuing quality and stability.

COMMENT: This proposal will certainly provide a quality and stable environment. First, the uses proposed are permitted in the underlying RTO-H-E Zone. The zoning of the Property, and the proposed use of the Property, are both consistent with the recommendations of applicable planning documents. The building will be constructed using the highest quality building materials and will provide housing in a regional center with access to mass transit. Finally, the Property will be owned and operated by an entity with substantial experience nationally, and a highly-qualified local development team, in the operation of rental communities.

In addition to the above criteria, there are also Detailed Site Plan Decision Standards found in Section 27-3605(e). This Section provides that a Detailed Site Plan may only be approved if the following standards are met:

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

COMMENT: As can be seen from a review of the Site Plan package filed with this application, the proposed development conforms to most of the applicable Zoning Ordinance requirements. Where it does not apply, modifications of the requirements, in the form of variances and major departures, are requested. As proposed, the development promotes smart growth

through efficient land use, increasing connectivity to the local community and regional mass transit. Furthering neighborhood connectivity, the buildings' architecture focuses on contextual design through a consistent use of well-proportioned massing and high-quality construction materials. The parking structure is concealed from view from the adjacent major streets and houses ample vehicle and bicycle parking for building staff, residents, and their guests. A safe and efficient system of circulation and access is also provided.

(2) All conditions of approval in any development approvals previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;

COMMENT: There are no prior conditions which impact the review and approval of this Detailed Site Plan.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 27-4303(D)(5) of Subtitle 24: Subdivision Regulations;

COMMENT: A Site Development Concept Plan, referenced as SDCP #17303-2023 has been submitted and will be approved prior to the acceptance of this application. In addition, a Natural Resources Inventory has been approved and a Type 2 Tree Conservation Plan has been submitted with this application. No regulated environmental features are proposed to be disturbed as part of the development of the Subject Property. As a result, the Planning Board can make the required finding.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

COMMENT: This provision is inapplicable as the Property is not

located within a Planned Development (PD) Zone.

(5) The proposed development conforms to a Tree Conservation Plan, if applicable.

COMMENT: A Type 1 Tree Conservation Plan has been submitted and will be approved as part of the Preliminary Plan of Subdivision. A Type 2 Tree Conservation Plan consistent with the Type 1 TCP is submitted with this application.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, 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;

COMMENT: This provision is inapplicable as this is not a Detailed Site Plan for Infrastructure.

(7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

COMMENT: This provision is inapplicable as no place of worship is proposed on the Property.

CONCLUSION

The Applicant respectfully submits that all the criteria for granting the proposed detailed site plan have been met, and as such, the plan does represent a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

Respectfully submitted,

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Heather Dlhopolsky

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STATEMENT OF JUSTIFICATION
LARGO PARK LOT 6
ALTERNATIVE COMPLIANCE FOR DETAILED SITE PLAN DET-2023-013
REVISED JULY 2025

Applicant
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Landscape Architect
LandDesign
200 South Peyton Street
Alexandria, Virginia 22314
Contact: Andrea Crossett
703-283-0771

PROPERTY OVERVIEW

A Detailed Site Plan DET-2023-013 was filed on behalf of Lot 5B LLC c/o Knollwood Development Corporation (the "Applicant"). The property that is the subject of the Detailed Site Plan consists of approximately 9.147 acres and is located at 9611 Lottsford Road in Largo, Maryland. The property is more particularly described as Lot 5, Block B depicted on a plat of subdivision recorded among the Land Records of Prince George's County at Plat Book REP 207, Plat 96 (the "Subject Property").

The Subject Property is located in the southeast quadrant of the intersection of Lottsford Road and Landover Road (MD Route 202). The Subject Property is zoned RTO-H-e (Regional Transit Oriented – High - edge) and is located in Largo Town Center, a designated Regional Transit Center in the General Plan. Prior to the adoption of the current Zoning Ordinance, the Subject Property was zoned M-U-I/DDOZ. The application was filed pursuant to the provisions of the current Zoning Ordinance.

This Statement of Justification for Alternative Compliance accompanies the Detailed Site Plan application.

LANDSCAPE MANUAL

Alternative Compliance is being requested with respect to Section 4.6 of the Landscape Manual – Buffering Development from Streets. Section 4.6 of the Landscape Manual provides that when any yard of a multifamily is oriented toward a major collector, an arterial, a freeway, or an expressway, a buffer shall be provided between the development and the street, as part of the common open space. Further, all plant material required for the buffer shall be located outside of public utility easements adjacent to the right-of-way. For properties in Transit-Oriented / Activity Center Zones, the width of the buffer is a minimum of 40 feet, although a six-foot-tall fence can reduce the width and the number of plants required in half.

Requiring a 40-foot buffer would prevent the Applicant from complying with the build-to zone requirements. Adding a six-foot-tall fence along all of Landover Road and Lottsford Road would be contrary to the intent of providing a pedestrian friendly, urban streetscape.

The Applicant is seeking alternative compliance based on the following conditions, as outlined in Section 1.3 Alternative Compliance(A)(2) of the Prince George's County Landscape Manual:

> 2 - Space limitations, unusually shaped lots, prevailing practices in the surrounding neighborhood, in-fill sites, or improvements and redevelopment in older communities support alternative compliance.

EXISTING CONDITIONS AND DESIGN CONSTRAINTS

A 10' Wide Public Utility Easement (P.U.E.) exists within the property. Section 4.6 ©(1)(B) states "All plant material required for this buffer shall be located outside of public utility easements adjacent to the right-of-way." Landover Road is considered an Expressway and Lottsford Road an Arterial Road. The following buffer and plant material requirements for each are per Section 4.6 (c)(1)(B)(III):

(III) Freeway, Expressway, or Arterial (Transit-Oriented/Activity Center Zones):

A minimum of a 40-foot-wide buffer with the following plant materials per 100 linear feet of property line adjacent to the street.

Two shade trees; and

Ten evergreen trees; and

Thirty shrubs; or

An equivalency of 105 Plant units

For B.I-B.III above: up to one-quarter of the number of required shade trees may be satisfied on a two-to-one basis by the use of ornamental trees.

Alongside the existing 10' P.U.E., utilities must be accessible to the project site and the proposed waterline is located outside the 10' P.U.E. and property line. It is recommended that all proposed trees are planted at a 5' minimum distance from the center of an underground utility line to prevent mature tree roots from damaging utility lines. This creates an additional 10' width zone where trees cannot be placed.

Exhibit 'A' displays the 10' P.U.E., waterline and stormwater pipe 5'offsets which reduce the available planting area by 50% along Landover Road and Lottsford Road.

Of the buffer's requirements, the site constraints limit the available plant bed space to a 7'width along Lottsford Road and 10'-20' varied widths along Landover Road. This is the only width available for buffer planting along the building frontage.

The total number of plant material/plant units required for each road are listed below per 100 linear feet of property line adjacent to each street.

Lottsford Road Arterial	**Landover Road Expressway**	**Total Required Planting Buffer**
+/- 373' linear ft	+/- 679' linear ft	
7 shade trees	14 shade trees	21 shade trees
37 evergreen trees	68 evergreen trees	105 evergreen trees
112 shrubs	204 shrubs	316 shrubs
=392 Plant units	=713 Plant units	=1,105 Plant units

The shade trees and evergreen trees are less desirable abutting the building façade in the available space shown on Exhibit 'A'. The applicant is supplementing the plant palette with ornamental trees, shrubs, and ground covers to meet the required plant units. The following Plant Unit Definition is listed below from the Prince George's County Landscape Manual April 2022 Glossary of terms.

PLANT UNIT Plant unit equivalencies are as follows:

- One shade tree = Ten plant units
- One minor shade tree = Five plant units
- One evergreen tree = Five plant units
- One ornamental tree = Five plant units
- One shrub = One plant unit
- Fifty square feet groundcover = Ten plant units

ALTERNATIVE COMPLIANCE

The Landscape Planting Plan L0402, displays the required buffer planting with reduced quantities of shade and evergreen trees. At the buffer capacity, the site is shown to meet 100% of the required plant units with an adjusted ratio of plant types. Since the space available is close to the building façade, it favors the use of ornamental trees, shrubs and groundcover rather than deciduous and evergreen trees in a residential setting. Lottsford Road's plant buffer width of 7' is too restrictive to meet the required 420 plant units; therefore, additional plant units were added along the Landover Road Buffer. In addition, plantings were added outside of the right-of-way along Lottsford Road, and these plantings will be included in a maintenance agreement. In total, the overall plant unit requirement is being exceeded.

Required Planting Buffer	**Proposed Planting Buffer**
21 shade trees	14 shade trees & 34 ornamental trees
105 evergreen trees	17 evergreen trees
316 shrubs	632 shrubs
groundcover	2,150 sf groundcover
=1,105 Plant units	=1,286 Plant units

Andrea R. Crossett
ISA Certified Arborist MA-5499A

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

August 1, 2025

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, Development Review Division

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

VIA: Adam Dodgshon, Supervisor, Placemaking, Community Planning Division

FROM: Dennae Jones, Planner II, Placemaking, Community Planning Division NAB for DJ

SUBJECT: DET-2023-013 (MJD-2024-004) Vista Largo

FINDINGS

Community Planning Division staff find that, pursuant to Section 27-3605(e) Detailed Site Plan Decision Standards of the Zoning Ordinance, this detailed site plan to construct 398 multifamily dwelling units is not required to conform to the Master or Sector Plan.

BACKGROUND

Application Type: Detailed Site Plan (DET) with a Major Departure

Planning Area: 73

Community: Largo-Lottsford

Location: The subject property is located at Southeast quadrant of the intersection of Landover Road (MD Route 202) and Lottsford Road.

Size: 9.14 acres

Existing Use: Vacant

Future Land Use: Mixed-Use (Office/Institutional)

Proposal: Development of 398 multifamily dwelling units.

Zoning: Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) Zone

Applicable Ordinance: Current Zoning Ordinance

GENERAL PLAN, SECTOR PLAN, AND SMA

General Plan:
This application is within the Largo Town Center Metro Regional Transit District. Regional Transit Districts are "high-density, vibrant, and transit-rich mixed-use areas envisioned to capture the majority of the future residential and employment growth and development in the County" (p. 106). The application is consistent with the General Plan and its vision for these districts to "provide a range of housing options to appeal to different income levels, household types, and existing and future residents" (p. 19).

This application is also consistent with Plan 2035's urban design principles and policies and strategies, as it demonstrates thoughtful, high-quality, compact, sustainable transit-oriented design in a regional transit center. The application proposes a transit-oriented project in proximity to the Largo Metro Station and public transportation, that provides connections to surrounding retail and civic uses. The building has been designed with careful attention given to the building material, building mass, and character (see Strategies HD 9.3, 9.4, 9.6, 9.7 and urban design principles pp. 204-207).

Sector Plan:
The 2013 *Approved Largo Town Center Sector Plan* ("Sector Plan") recommends **Mixed-Use (Office/Institutional)** land uses on the subject property (Map 25, p. 103). The proposed use does not conform with the recommended land use; however, the application is consistent with the Sector Plan's vision that "focuses on fostering compact, mixed-use TOD around both the Morgan Boulevard and Largo Town Center Metro stations" (p. 10), and supports the development of denser housing with mixed housing typologies, such as is proposed in this application. This property is within the northeast quadrant of the Sector Plan area and is just outside the half-mile radius to the metro station. The general plan describes mixed use in regional transit districts as uses that are organized in a vertical or horizontal arrangement (p.109). The surrounding properties include commercial, office and residential uses and will support the proposed residential use on the property. In addition, the multifamily dwellings are permitted in the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) zone by-right and contribute to the zone's intended purpose to provide lands for high-intensity, vibrant, mixed-use centers.

The Sector Plan envisions the transformation of the Largo Town Center Metro Station area into one of Prince George's County's premiere mixed-use "downtowns" and 24-hour activity centers by 2035 (p. 21).

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

CHAPTER 4: RECOMMENDATIONS

Development Type

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

Strategy:

- Discourage new retail uses outside of the TOD core.

Analysis: The proposed multifamily building is a residential use and meets the recommendation to discourage new retail uses outside of the TOD core.

Connectivity

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

Strategies:

- Require the dedication of new public rights-of-way as part of future development to improve street connectivity in the areas north of [Medical Center] Drive.

- 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 property is bounded by Lottsford Road on the west and MD 202 (Landover Road) on the north. No new rights-of-way are proposed with this application. A master planned sidepath is proposed on Landover Road, and the application proposes a 10-foot concrete sidewalk along the frontage of the property to improve connectivity. No new traffic-calming measures are proposed and should be considered to improve pedestrian safety. Traffic calming measures might include special paving, raised crosswalks, signage, or on-street parking.

Goal: A Walkable and Accessible Community (p.72)

Strategies:

- Replace the sector plan area's existing superblocks and culs-de-sac with a network of smaller, interconnected blocks.

- Facilitate new street connections north of Arena Drive to improve the accessibility of land uses in the northeast and northwest quadrants of the sector plan area.

Analysis: The site plan proposes a private driveway on the southern portion of the site connecting to Mercantile Lane but does not propose a publicly dedicated inter-parcel connection. A dedicated public roadway would improve connectivity in the area and provide an alternative to using MD 202 (Landover Road).

Urban Design (pp.70-71)

- 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 building has frontage on Landover and Lottsford Road and proposes architectural materials and elements such as balconies and metal awnings on the building facades to activate the streetscape and provide visual interest. Structured parking is proposed for the residents and is not visible from the street. Open spaces are proposed on site in courtyards that allow for a range of passive and active recreational opportunities.

Accessibility

"For all open spaces, accessibility should be provided throughout the public realm, ensuring all spaces meet or exceed Americans with Disabilities Act requirements." (p. 73)

Analysis: ADA compliance should be followed for all open spaces on the property, including the courtyard. These measures include, but are not limited to, accessibility ramps for wheelchairs and spaces for wheelchair users to access appropriate-height tables.

Environmental Recommendations

Goal: A Green and Sustainable Community

Strategies (p.81)

- Preserve the woodlands along streams as woodland conservation to meet their own requirements or those of adjacent sites.

- Implement environmental site design techniques on-site to the maximum extent practicable with special attention being paid to quantity controls.

Analysis: A stream is located on the southern portion of the property. The application is protecting this stream corridor by proposing woodland conservation adjacent to the stream which will preserve the existing woodlands on site.

In addition, it is noted that the applicant has submitted a stormwater management plan SDCP #17303-2023, and this application will be reviewed by DPIE to determine if the proposed stormwater techniques proposed on site are adequate. The applicant is encouraged to integrate stormwater management facilities into the site design, so they become amenities for the community.

- Identify suitable sites for and construct replacement green infrastructure elements within the Southwest Branch Watershed.

- Integrate stormwater management and environmental site design features with complete street designs for all new and reconstructed interior streets within the sector plan area.

Analysis: Figure 5.15 on Sheet C-301 of the detailed site plan civil drawings shows micro-bioretention details. These bio-retention areas should be included as much as possible on the site, particularly along streets for stormwater management. The applicant is encouraged to include

educational signage near some of the more prominent areas for public education on the role of, and importance of, bio-retention sites and stormwater management.

Environmental design is a primary objective of the Sector plan whose vision is to construct "all new public buildings and most—if not all—new privately built buildings in the sector plan area are designed to qualify for Leadership in Energy and Environmental Design (LEED) certification (LEED Gold or better for public buildings)." (p. 25) The applicant should ensure the building is designed to qualify for LEED certification, and work with Environmental and Urban Design staff to ensure eco-friendly building practices and strategies are employed as much as possible.

In addition, it is noted in the implementation section of the plan that "The Largo Town Center Sector Plan encourages the use of environmentally-sensitive urban and architectural design, using the best practices in the leadership through energy and environmental design." (p. 94)

Noise Levels

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

Strategy:

- 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. (p.82)

Analysis: The north side of the property abuts Landover Road (MD Route 202), which is classified as an Expressway. The subject property is within the 373 feet of the modeled 65 dBA Ldn noise contour from the Segment 3 noise corridor shown on Table 7 (p. 40). According to the June 27, 2025 Phase I Noise Analysis, Elevations B (Lottsford Rd), C (Landover Corner North), and D (Landover Rd) all show facades with a noise impact of over 65 dBA.

Community Planning staff recommend that the building and site configuration could be designed to address noise impacts. This could include increasing setbacks or installing other mitigation techniques, such as a noise wall, landscape berm, or an extensive landscaping buffer. Currently, the building is located too close to both street edges for sufficient setback and landscaping mitigation techniques to be effective. While mitigation can be achieved through building insulation, the applicant should consider allowing more space for vegetation-based barriers instead of solely relying on building materials. This would be in line with the Sector Plan encouraging "the use of environmentally-sensitive urban...design" (p. 94) and create a more visually interesting public realm connected to nature. It would also help with the interior courtyard noise levels, which, while currently not unsafe, could be improved by less street noise.

Streets and People-Friendly Realm

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

Strategy:

- 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: The location of the separated bike lane is shown on this site plan, and the detailed site plan does not include a sidewalk detail or cross section of these roadways. Community Planning recommends that the roadways be designed to Complete Street principles and include design elements such as pedestrian-friendly sidewalks and protected bicycle lanes. See Street Design Criteria: Complete Streets on pages 143-152 of the Sector Plan. The property owner should maintain streetscape improvements bordering the property within the sidewalk zone, including widened sidewalks, landscaping, and street furnishings, for an improved public realm and desirable walkable community.

Where possible, the property owner should support DPIE and DPW&T in any efforts to (re)develop existing streets as Complete Streets (detailed on pages 143-147 of the Sector Plan).

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

Analysis: Map 24: Illustrative Community Space and Bicycle Path Plan. (p.85) shows a planned bike lane along the western side of the property, as well as a proposed trail/side-path to the north. In a previous memo, the applicant was advised to work with the Department of Permitting Inspections and Enforcement (DPIE) and the operating agencies to ensure that adequate right-of-way dedication is made to provide these facilities.

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

SMA/Zoning:
On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the Mixed Use Infill (M-U-I) zone with a D-D-O Overlay to the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) 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

August 5, 2025

MEMORANDUM

TO: Emery Huang, Urban Design Section, Development Review Division

FROM: BHP Ben Patrick, Transportation Planning Section, Countywide Planning Division

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

CSH Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DET-2023-013 Vista Largo

Proposal

The subject Detailed Site Plan (DET) application proposes the construction of 395 multifamily dwelling units within the Regional Transit – Oriented, High-Intensity- Edge (RTO-H-E) zone. The Transportation Planning Section's (TPS) review of the subject application has been evaluated under the current Zoning Ordinance.

Prior Conditions of Approval

The site is subject to the following pending prior approvals related to this application which includes the following conditions:

PPS-2023-027

1. At the time of DET, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following on a site plan:
   a. A ten-foot-wide ADA-compliant side path along the site's frontage of MD 202, unless modified by the permitting agency with written correspondence.
   b. A ten-foot-wide ADA-compliant side path and 6.5-foot-wide bicycle lane along the site's frontage of Lottsford Road, unless modified by the operating agency with written correspondence.
   c. Shared roadway markings (sharrows) along the internal driveway.
   d. Direct pedestrian ADA-compliant connection from the side path along the site's frontages to the primary entrances of principal buildings.
   e. Continental-style crosswalks all at the vehicular access points and crossing all drive aisles.
   f. Inverted-U style or similar bicycle racks located no more than 50 feet from the primary entrance to building entrances.
   g. Long-term bicycle parking within the building or parking garage located no more than 50 feet from the primary entrance to each building entrances.

Comment: The above conditions were imposed in order for the staff to make a finding that the subject site conforms to the applicable Area Master Plan, Sector Plan, and/or Functional Master Plan during the review of the preliminary plan of subdivision (PPS). All facilities and improvements conditioned under PPS-2023-027 are shown on the plan and further discussed in the applicable sections of Zoning Ordinance Compliance below. All conditions of PPS-2023-027 have been met.

Of note, condition 1d, regarding pedestrian connections to the entrances of buildings, is subject to Section 27-4204(b)(1)(F)(iii)(aa) which requires a pedestrian entrance every 150 feet when the façade of a principal building abuts or faces a street frontage in the RTO-H zone. The plan shows one pedestrian entrance along Lottsford Road (two are required) and one entrance along Landover Road (four are required). The applicant has filed a major departure (MJD-2024-004) from this base zone standard which is further evaluated below.

Additionally, as required in Section 24-4203 of the Subdivision Regulations, the PPS was required to comply with all applicable standards in Section 27-6207, Pedestrian Access and Circulation. Compliance to Section 27-6206 discussed below.

ADQ-2022-012

1. Total development within the subject property shall be limited to uses that would generate no more than 205 AM and 237 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.

Comment: The current proposal is consistent with the pending approval and the proposed development is within the established trip cap.

2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.

Comment: The applicant has submitted a bicycle, and pedestrian facilities plan thereby satisfying the condition.

3. 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 24-4506 of the 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. Apollo Drive and Mercantile Lane
        i. Install an ADA compliant bus shelter with concrete pad in the southwest quadrant of the intersection at Apollo Drive & Mercantile Lane.

ii. Provide a continental crosswalk along the northern leg of the intersection at Apollo Drive and Mercantile Lane.

b. Lottsford Road and Medical Center Drive
   i. Install two ADA compliant bus shelters with concrete pads along the east and west sides of Lottsford Road just north of Medical Center Drive.

c. Ruby Lockhart Boulevard and Cross Church Way
   i. Install two ADA compliant bus shelters with concrete pads along Ruby Lockhart Boulevard at the intersection of Ruby Lockhart Boulevard & Cross Church Way.

In the event that any of the above improvements do not receive approval for permit, and the funding is available, the applicant shall provide the following alternative improvements below:

d. Lottsford Road and Apollo Drive
   i. Remove and replace the existing 4-foot sidewalk with ADA compliant 5-foot sidewalk along the east side of Lottsford Road between Apollo Drive and the driveway located approximately 350 feet to the south.
   ii. Provide a continental crosswalk along the eastern leg of the intersection at Lottsford Road and Apollo Drive.

e. Ruby Lockhart Boulevard and Ruby Turn
   i. Install two ADA compliant bus shelters with concrete pad along Ruby Lockhart Boulevard at the intersection of Ruby Lockhart Boulevard & Ruby Turn.

Comment: This condition will be imposed at the time of building permit.

Master Plan Compliance

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

Master Planned Right-of-Way (ROW)

The site has frontage along Lottsford Road and Landover Road (MD 202) which are both master planned roadways.

Landover Road, MD 202 (E-6)

MPOT: 150 to 200-foot ROW

Comment: The plan sheets delineate the ROW, 100 feet from the centerline, as recommended in the MPOT. This ROW was previously dedicated, and no additional dedication is required with the current application.

Lottsford Road (A-26)

MPOT: 120-foot ROW

Comment: The plan sheets delineate the 120-foot ROW as recommended in the MPOT. This ROW was previously dedicated, and no additional dedication is required with the current application.

Master Plan Pedestrian and Bicycle Facilities

Landover Road, MD 202 (E-6)

MPOT: Side path

Comment: A 10-foot-wide side path is shown along the frontage of MD 202 that meets the intent of the MPOT recommendation.

Lottsford Road (A-26)

MPOT: Bicycle lane and shared use path

Comment: A 10-foot-wide side path and 6.5-foot-wide bicycle lane are shown along the site's frontage of Lottsford Road that meets the intent of the MPOT recommendation.

Recommendations, Policies and Goals
MPOT Complete Streets Policies:

> **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: Continuous sidewalks are shown along MD 202 and Lottsford Road and a bicycle lane is also proposed along Lottsford Road. ADA compliant crosswalks are shown crossing the vehicular access point along Lottsford Road. The proposed facilities will support the policies and strategies of the MPOT.

> **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: A bicycle lane is shown along the site's frontage of Lottsford Road. The proposed development includes reserved space for bicycle parking within the structured parking garage on the first floor near entrances to all buildings. Short-term parking is provided and consist of three inverted u-style bicycle racks within 50 feet of the entrance to the Leasing and Amenity Lobby. Bicycle parking is located outside of the public ROW along Lottsford Road, near the site access and immediately adjacent to the side path. The proposed facilities will support the policies and strategies of the MPOT.

The 2013 *Approved Largo Town Center Approved Sector Plan and Sectional Map Amendment* includes the following recommendations applicable to the subject site:

> **As development continues outside of the TOD core, an effort should be made to connect other streets as well such as extending Mercantile Lane east of Lottsford Road through the Inglewood Restaurant Park and to the west, arriving at the UMUC Academic Center at Largo on McCormick Drive. (p71)**

Comment: The proposal includes a private driveway that will connect Mercantile Drive east of the site to Lottsford Road and meets the intent of the sector plan.

Goal: A Walkable and Accessible Community (p72)

> **Strategies: Apply complete street principles and traffic calming measures to all new and improved streets within the sector plan area.**

Comment: The site plan includes sidewalks, side paths, bicycle lanes along Lottsford Road and MD 202 and shared road markings (sharrows) along the internal driveway and meet the intent of the sector plan.

Goal: A Safe and Healthy Community (p82)

> **Strategies: Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclists.**
>
> **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).**

Comment: Continuous sidewalks, side paths, bicycle lanes and sharrows are shown and meet the intent of the sector plan. The side path and bicycle lane along Lottsford Road and side path along MD 202 accommodate multimodal use. The side path along Lottsford Road will connect to the existing sidewalk network along Lottsford Road and provide convenient access for pedestrians and bicyclists south of the subject site. This connection will also provide access to existing bus stops along Lottsford Road for transit users.

Transportation Planning Review

Zoning Ordinance Compliance
Section 27-3605 provides specific requirements for detailed site plans. Additionally, the proposed development was evaluated using the design guidelines described in Sections 27-6200, 27-6900, and 27-4204 of the Zoning Ordinance. The requirements of these sections are evaluated below.

Regarding Section 27-6204, the submitted plans demonstrate pedestrian and vehicular circulation through the site and meet the requirements of this section.

Regarding Section 27-6206, the subject application proposes vehicular access via a private driveway along Lottsford Road. Section 27-6206(d) limits access to properties with frontage on an arterial roadway to circumstances where no alternative direct vehicular access from a lower classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide.

The site has frontage on Lottsford Road, a classified arterial and MD 202, a designated expressway. Access is denied from MD 202 and while an internal driveway will be extended through the property, Section 24-4204 states that the sole means of vehicular access to any lot cannot be provided by a private right-of-way or easement that is not built to conform to the standards in Subtitle 23: Roads and Sidewalks. Therefore, access to Lottsford Road is required in this instance. Staff find the applicant meets the requirements of this section and support one two-way driveway for direct access to an arterial road.

The internal driveway will connect to the existing driveway on the abutting lot to the east which extends to Mercantile Lane in a recorded easement. This driveway is approximately 30-feet-wide which exceeds the requirements in Section 27-6206(e)(2)(B) for cross-accessway width providing two-way vehicular traffic and Section 27-6206(l)(1)(B) the minimum width of a two-way driveway. The requirements for providing vehicular cross-access and driveway widths have been met as required in Section 27-6206.

Additionally, regarding Section 27-6903(a)(1), this internal driveway satisfies the requirement to provide a secondary point of access to ensure emergency vehicle access for new multifamily development.

Regarding Section 27-6207, continuous sidewalks are shown along MD 202 and Lottsford Road. ADA compliant crosswalks are shown crossing the vehicular access point along Lottsford Road. A network of six-foot-wide sidewalks have been provided throughout the site that allow for pedestrian pathways to building entrances and common areas, thereby satisfying Section 27-6207(a).

Regarding Section 27-6207(b)(1), staff are requesting a 6-foot wide sidewalk be provided along the eastern side of the private driveway, along with any associated easements required for pedestrian cross-access. Any additional impacts to the Primary Management Areas (PMA) will need to be reviewed by the Environmental Planning Section and shown on the appropriate plan.

While there are no existing sidewalks or bicycle facilities on the abutting site the adjoining properties arewell-developed and expected to serve as employment centers for future residents. Given the anticipated pedestrian activity between the subject site and these southern properties along Mercantile Lane, pedestrian cross-access will be essential to support both the vision of the sector plan and the intent of the underlying zone. Staff recommend, prior to the certification of the DET, the plan be updated to include a sidewalk proving pedestrian cross-access along the private driveway within the subject site.

Regarding Section 27-6208, the proposed development includes 109 bicycle parking spaces within the structured parking garage on the first floor near entrances to all buildings. Short-term parking is provided for 6 bicycle parking spaces, within 50 feet of the entrance to the Leasing and Amenity Lobby. Bicycle cross-access is proposed to the abutting property (Lot 4) east of the subject site via sharrows along the internal driveway.

In addition to the standards in Section 27-6200, the site is subject to supplemental development standards within a Transit-Oriented/Activity Center base zones.

Regarding Section 27-4204, the internal vehicular, bicycle and pedestrian circulation systems connect to the extent possible with adjoining lots or frontage improvements. The site will connect to the existing sidewalk system along Lottsford Road and provide convenient access for pedestrians and bicyclists south of the subject site. The internal driveway will connect to the existing driveway on the adjoining lot which extends to Mercantile Lane. Staff support the applicants request to waive pedestrian cross-access. The requirements for Section 27-4204(b)(A) related to connectivity have been met.

The site access point along Lottsford Road has an existing driveway apron of approximately 59 feet consisting of an inbound travel lane, outbound travel lane, and a median which meets the minimum requirements in Section 27-6206(I)(1). A median is permitted in driveway entrances provided the minimum driveway width is maintain as stated in Section276206(l)(3)(C)(iii)The requirements per Section 27-4204(b)(1)(B) state that curb cuts for properties in RTO-H zoning be a maximum of 24 feet. Therefore, the existing curb cut exceeds this requirement and a departure is required.

In order to meet the requirements for curb cut width in the RTO-H zone and satisfy the requirements for a driveway entrance with median, staff determination is based on the vehicular travel lanes when analyzing the width of the curb cut. The median will provide for pedestrian refuge and shorten the crossing distance and improve pedestrian safety and comfort which is the intent of Section 27-4204(b)(1)(B). Further, the proposed driveway is in alignment with the existing driveway for the restaurant park on the opposite side of Lottsford Road; thereby satisfying the requirements in Section 27-6206(l)(3)(A).

The below-listed criteria must be met for a departure to be granted. The criteria, with discussion, are noted below:

> **(1) The departure falls within the thresholds provided in Subsections 27-3614(b)(1), Minor Departures or 27-3614(b)(2), Major Departures, above, for the applicable type of departure;**

Comment: An applicant may request a 100 percent departure from all standards in Section 27-4204(b), Standards Applicable to all Transit-Oriented/Activity Center Base Zones. Section 27-4204(b)(1)(B) requires that curb cuts for properties under the RTO-H zoning be 24 feet in width (two 12-foot vehicular lanes). The applicant has proposed two 24-foot wide curb cuts with an approximately 11.5-foot wide median. The criterion has been met.

> **(2) The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;**

Comment: The proposed lane configuration of the site access has the same width and alignment as the entrance into Lottsford Court, directly across Lottsford Road. The site and surrounding area are zoned RTO-H-E and contain mix-used development. The departure is consistent with the character of development in the area and compatible with surrounding land uses. The criterion has been met.

> **(3) The departure:**

(A) Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and
(B) Supports an objective or goal from the purpose and intent statements of the zone where it is located, or
(C) Saves healthy existing trees.

Comment: The subject site has frontage along an arterial roadway to the west and an expressway to the north. Regulated environmental features exist on the eastern and southern portion of the site. Public ROW and environmental features are unusual aspects of the site that are not shared by landowners in general.

(4) The departure will not pose a danger to the public health or safety;

Comment: The site access is identical to the access across Lottsford Road in configuration and alignment. The existing access point provides for two lanes of both ingress and egress for the site along with a small median. Section 27-4204(b)(1)(B) would allow for only one inbound and one outbound lane. If required to construct the access point to these standards, this would result in an offset intersection, which can result in motorists making undesirable driving maneuvers. This alignment was discussed during the scoping of the traffic impact study (TIS) for ADQ-2023-050. The Department of Permitting, Inspections and Enforcement (DPIE) and the Department of Public Works and Transportation (DPW&T) requested that the site access have the same width and alignment as the entrance into Lottsford Court.

ADQ-2023-050 included an analysis of the existing curb cut as well as the recommended width per the guidance in section 27-4204(b)(1)(B). While the TIS found a single-lane egress from the site along Lottsford Road would maintain acceptable level of service, it is recommended that the configuration be maintained in its current geometry. This will decrease driver decision-making while crossing Lottsford Road and decrease potential conflicts points associated with an offset intersection. This criterion has been met.

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

Comment: There are no adverse impacts created by utilizing the existing curb cut width. The site access will maintain the existing symmetrical alignment for the intersection thereby meeting driver expectations. This criterion has been met.

(6) The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and

Comment: The site is not the subject of a series of multiple, incremental departures.

(7) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

Comment: The requested departure is not from a standard contained in the Landscape Manual.

Staff support the location and geometry of the proposed access and recommend approval for the departure from Section 27-4204(b)(1)(B) for curb cut standards.

The applicant has also requested a departure from Section 27-4204(b)(1)(F)(iii)(aa) which requires a pedestrian entrance every 150 feet when the façade of a principal building abuts or faces a street frontage in the RTO-H zone. Specific criteria must be met for a departure to be granted. The criteria relevant to TPS staff review of this departure are noted below related to Section 27-4204(b)(1)(F), Building Form Standards.

(4) The departure will not pose a danger to the public health or safety;

Comment: MD 202 is designated as an expressway. The MPOT describes an expressway as a divided highway for through traffic with full or partial control of access and interchanges at selected public roads. There are no sidewalks or side paths along MD 202 within the vicinity of the subject site. A 10-foot-wide side path is shown along the site's frontage of Lottsford Road. A pedestrian crossing is accessible at the signalized intersection of MD 202 and Lottsford Road via the provided side paths along the site's frontage. The departure will not pose a danger to the public health or safety based on the requested departure. This criterion has been met.

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

Comment: There are no adverse impacts if additional pedestrian connections are not provided. The applicant is proposing a side path along the site's frontage of MD 202 and Lottsford Road as recommended in the MPOT. The pedestrian connection leading from the entrances will connect to this side path will facilitate pedestrian movement regardless of the number of pedestrian connections from the building. This criterion has been met.

Staff find that the proposed development meets all applicable standards of Section 27-6200, 27-6900 and 27-4204 for connectivity, access, and circulation.

Conclusion

Based on the findings presented above, staff concludes that the vehicular, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27 and meet the findings for vehicular, pedestrian and bicycle transportation purposes, subject to the following condition:

1. Prior to the certification of the DET, update the plan to include a 6-foot wide sidewalk on the eastern side of the internal driveway, along with any associated easements for cross-access as required in Section 27-6207(b)(1).

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Countywide Planning Division
Environmental Planning Section 301-952-3650

August 1, 2025

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, DRD

VIA: Tom Burke, Planning Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MR*

SUBJECT: **Largo Park: DET-2023-013 and TCP2-136-03-04**

The Environmental Planning Section (EPS) has reviewed the above-referenced detailed site plan (DET) application received on May 27, 2025. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on June 6, 2025. Revised plans were received on July 22, 2025. The EPS finds the application in conformance with Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within the Sec. 27-6800 Environmental Protection and Noise Control section of the Zoning Ordinance of the County Code and recommends approval of DET-2023-013 and TCP2-136-03-04, 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
CSP-87168-01	N/A	Planning Board	Approved	8/3/1989	89-420
4-98064	N/A	Planning Board	Approved	12/10/1998	98-324
N/A	TCP2-136-03	Staff	Approved	8/25/2003	N/A
N/A	TCP2-136-03-01	Staff	Approved	3/15/2004	N/A
DSP-05014	TCP2-136-03-02	Planning Board	Approved	6/23/2005	05-148
DSP-05014-01	TCP2-136-03-03	Planning Board	Approved	11/9/2006	06-255 (C)
NRI-002-2023	N/A	Staff	Approved	2/16/2023	N/A
NRI-002-2023-01	N/A	Staff	Approved	1/22/2025	N/A
PPS-2023-027	TCP1-019-2025	Planning Board	Pending	Pending	Pending
DET-2023-013	TCP2-136-03-04	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The DET application proposes the development of 398 multifamily residential development and associated infrastructure.

APPLICABLE WOODLAND CONSERVATION ORDINANCE
The project is subject to Division 2 of the Woodland Conservation Ordinance (WCO), the 2018 Environmental Technical Manual (ETM), and the environmental regulations contained in Subtitles 24 and 27.

SITE DESCRIPTION
This 9.15-acre property in the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) zone is in the southeast quadrant of the intersection of Lottsford Road and Landover Road (MD Route 202). A review of available information, and as shown on the approved natural resources inventory (NRI), indicates that 100-year floodplain, wetlands, streams, and steep slopes are found to occur on the property. The site does not contain any Wetlands of Special State Concern. The site is in the Southwest Branch watershed of the Western Branch which drains to the Patuxent River, as identified by the Maryland Department of Natural Resources (DNR). According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened, and endangered (RTE) species are not found to occur on-site. The site fronts on Lottsford Road, a Master Plan of Transportation designated arterial roadway, and it fronts on Landover Road, an historic road and Master Plan of Transportation designated Expressway.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS
The current DET proposes multifamily residential units within an area subject to a prior concept site plan (CSP), preliminary plan of subdivision (PPS), and detailed site plan (DSP) approvals. The below conditions associated with the previous CSP, PPS, and DSP were addressed prior to signature approval and final plat. The text in **BOLD** quotes the conditions from the resolution and the plain text provides comments on status of conformance.

Concept Site Plan CSP-87168-01
The DET is in general conformance to the conceptual site plan, CSP-87168-01, approved by the Planning Board on August 3, 1989, with nine conditions. Two conditions of the conceptual site plan are applicable to this review. They are as follows:

6. Individual trees on site that are worthy of saving will be flagged by staff from the Natural Resources Division and the Development Review Division.

The site was cleared as shown on approved TCP2-136-03-03. A revised natural resources inventory of the site was approved on January 22, 2025, which shows the individual specimen trees.

7. Every effort will be made to incorporate these trees into the overall building and parking lot layout. This could mean the reconfiguration of the building and parking lot to accomplish this goal. The possibility that drastic overall site grading will be necessary for drainage of surface waters will be carefully reviewed at Detailed Site Plan and would eliminate the tree-save requirement.

The proposed use and layout shown on the Type 2 tree conservation plan (TCP2) for this DET has changed from the development proposed with previous approvals. The removal of three specimen trees is proposed and evaluated with PPS-2023-027 associated with this DET. The applicant has attempted to balance the grading needs of the site with the requirements of the WCO and is providing the full WCO requirement on site.

Preliminary Plan of Subdivision 4-98064
The PPS was approved by the Planning Board on December 10, 1998 (PGCPB Resolution No. 98-324). Previous conditions of approval related to 4-9864 are not applicable to this application because the use and site design have changed. The approval of PPS-2023-027 will supersede the prior approval.

Detailed Site Plan DSP-05014
The DSP was approved by the Planning Board on June 23, 2005 (PGCPB Resolution No. 05-148). The two environmental conditions of approval found in the DSP were addressed prior to certification.

2. Prior to certificate approval of the detailed site plan, the forest stand delineation shall be revised as follows:

> **a. Add a specimen tree table to the FSD plan sheet that includes the specimen tree identifier, size, species, and condition.**
>
> **b. Delineate the critical root zone for all specimen trees located outside of the 100-year floodplain easement.**
>
> **c. Have the revised FSD plan signed and dated by the qualified professional who prepared it.**

3. When the detailed site plan is revised to allow for development of the site beyond infrastructure, the specimen trees to remain shall be reevaluated by a licensed or certified arborist. The TCPII shall be revised to incorporate the recommendation of the licensed or certified arborist, which may include, but not be limited to, specific management notes and details related to the retention of specimen trees, such as pruning, aeration, fertilization, or other appropriate arboricultural practices.

Detailed Site Plan DSP-05014 -01
The DSP revision was approved by the Planning Board on November 9, 2006 (PGCPB Resolution No. 06-255 (C)). The one environmental condition of approval found in the DSP was addressed prior to certification.

1. Prior to certification of the detailed site plan, the TCPII shall be revised to include the specific recommendation of the "Evaluation Report of the Specimen Trees in Preservation Area 2" prepared by Zimar & Associates and dated October 2006, along with a schedule for implementation. Certification from a licensed arborist shall be required at significant points identified in the specimen tree preservation schedule (i.e., placement of tree protection fence, mulching, pruning, etc.)

ENVIRONMENTAL REVIEW

Natural Resources Inventory
Section 27-6802 requires an approved NRI plan with DET applications. An approved Natural Resource Inventory (NRI-002-2023-01) was submitted with the application.

The site contains 100-year floodplain, wetlands, streams, and steep slopes that comprise the Primary Management Area (PMA). The TCP2 and the DET show all required information correctly in conformance with the NRI. No additional information is required regarding the NRI.

Woodland Conservation
This property is subject to Division 2 of the WCO and the Environmental Technical Manual (ETM). TCP2-136-03-04 was submitted with this application, showing that this 9.15-acre site contains 2.10 acres of floodplain for a net tract area of 7.05 acres, consistent with the site statistics of the NRI. The development is located within a Plan 2035 transit-oriented center. The site contains a total of 1.25 acres of net tract woodlands and 1.99 acres of wooded floodplain. The woodland conservation threshold of 15 percent of the site's net tract area is 1.06 acres. The plan shows a proposal to clear existing woodland followed by reforestation in the clearing areas for grading necessity; however, the worksheet does not reflect this clearing and will have to be corrected prior to signature approval of the DET. As proposed, the development meets the 15 percent woodland conservation threshold on-site with woodland preservation and reforestation.

Riparian Stream Buffer
The site contains a riparian stream buffer that is required to be fully wooded in accordance with Section 25-121(c)(1)(C) of County Code; however, this site qualifies for exceptions to this requirement based on criteria outlined in the code. The TCP2 and the PMA statement of justification indicate that clearing is proposed within the stream buffer and is not proposed to be replaced. These areas are for a roadway, utility connection and sidewalks. These impacts are pending approval with PPS-2023-027.

Specimen Trees
Section 25-122(b)(1)(G) 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." The removal of three specimen trees is pending approval by the Planning Board with PPS-2023-027. No additional specimen trees are requested for removal with this application: however, this application is reliant on the variance to remove specimen trees requested with the associated PPS.

Regulated Environmental Features
This site contains Regulated Environmental Features **(**REF) that are required to be preserved and/or restored to the fullest extent possible under Section 27-6808 the Zoning Ordinance. The on-site REF include a stream, wetlands, floodplain, and their associated buffers. Four impacts are pending approval by the Planning Board with PPS-2023-027 for a roadway crossing, sewer connection, and construction of two sidewalks. There are no additional impacts proposed with this DET: however, this application is reliant on the REF impacts that are requested with the associated PPS.

Stormwater Management
Section 24-4303(b) of the Subdivision Regulations requires a stormwater management concept approval prior to the approval of a PPS. Approved Site Development Concept Plan case #17303-2023-SDC/P02358-2025-SDC was submitted with the current application.

The site has an existing culvert under an existing entrance onto the property, as well as existing stormdrain that will remain. The stormwater concept proposes the use of micro-bioretention facilities to meet the environmental site design to the maximum extent possible requirement.

Soils

Section 27-6809, Unsafe Lands of the Zoning Ordinance, states that "all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations". This application will use the current Subdivision Regulations, and Section 24-4101(c) (1) states "The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development.

The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes."

The predominant soils found to occur according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey include Collington-Wist complex, Urban land-Collington-Wist complex, Udorthents, highway, and Widewater and Issue soils. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property.

Erosion and Sediment Control

Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

The County requires the approval of an Erosion and Sediment Control Plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. An unapproved erosion and sediment control plan was submitted with this application. Prior to certification of the TCP2, a copy of the approved conceptual Erosion and Sediment Control Technical Plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of DET-2023-013 and TCP2-136-03-04, and recommends approval, subject to the following findings and conditions:

Recommended Findings

1. No additional specimen trees are proposed for removal with this application.

2. No additional impacts are requested with this application.

Recommended Conditions:

1. Prior to signature approval of the preliminary plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:

   a. Correct the worksheet to reflect the clearing occurring on-site.

   b. Add the following note below the specimen tree table:

      "NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE) with PPS-2023-027 for the removal of the following specified trees: ST-72, ST-73, and ST-74."

   c. Have the Type 2 Tree Conservation Worksheet signed by the qualified professional who prepared it.

2. Prior to the certification of the Type 2 tree conservation plan (TCP2) for this site, and in conformance with Section 25-122(d) of the County Code, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

   "Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

3. Prior to certification of the Type 2 tree conservation plan (TCP2), a copy of the approved conceptual Erosion and Sediment Control Technical Plan must be submitted so that the ultimate limits of disturbance for the project can be verified and shown on the TCP2.

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Countywide Planning Division
Historic Preservation Section 301-952-3680

July 9, 2025

MEMORANDUM

TO: Emery Huang, Subdivision 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: **DET-2023-013, ACL-2024-005 + MJD-2024-004 Vista Largo**

The subject property comprises approximately 9.15 acres and is located in the southern quadrant of the intersection of Lottsford Road and Landover Road (MD Route 202) in Largo. The subject property is zoned Regional Transit - Oriented, High – Intensity – Edge (RTO-H-E) and located within the *2013 Approved Largo Town Center Sector Plan* area. The subject application proposes one lot for the development of 395 multifamily dwelling units. The major departure is requesting to provide three entrances along Lottsford Road and Landover Road instead of the required one entrance every 150 feet.

The *2013 Approved Largo Town Center Sector Plan* includes minimal goals, objectives, concepts, recommendations, and guidelines for historic preservation, and these are not specific to the subject site or relevant to this application. 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. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources.

Historic Preservation staff recommends approval of DET-2023-013, ACL-2024-005, and MJD-2024-004, Vista Largo, with no conditions.

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August 1, 2025

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section

SUBJECT: DET-2023-013 (MJD-2024-004) — Vista Largo

1. Exact building dimensions should be added to the site plan sheet.

2. This building is identified as three continuous buildings. If the applicant intends to construct under separate building permits, the defining firewalls should be clearly marked.

3. On Sheet L0701 the applicant is proposing a sign listed as not permitted in this zone. Correct the note.

4. Correct the unit count in the signage chart.

5. Remove the two monument sign labels on Sheet L0401 and C-301, as they are no longer proposed.

6. The Permit Review Section offers no further comments on this application at this time.

Outlook

DET-2023-013 Largo Park Lot 5B

From Thompson, Ivy <Ivy.Thompson@pgparks.com>
Date Wed 2025-07-30 6:28 PM
To Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>
Cc Holley, Edward <Edward.Holley@Pgparks.com>; Quattrocchi, Dominic <Dominic.Quattrocchi@pgparks.com>; Smith, Jameka <Jameka.Smith@pgparks.com>

DPR staff has reviewed and evaluated DET-2023-013 for conformance with the requirements considered in our recommendations of PPS-2023-027 as they pertain to public parks and recreation. This DET application covers approximately 9.15 -acres and is zoned RTO-H-e. The property is located on the southeast quadrant of Lottsford Road and Landover Road (MD 202). This application is for the development of 395 dwelling units in one building with associated infrastructure. Preliminary Plan of Subdivision (PPS-2023-027) recommends onsite private recreational facilities to be reviewed by the Urban Design Section of the Development Review Division (DRD). The Detailed Site Plan Landscape Plan details the proposed recreation facilities, site circulation and landscaping. DPR staff find the proffered recreation facilities fulfill the requirements of 24-4601 per the recommendations of PPS-2023-013.

DPR staff has no additional comments.

Ivy R. Thompson, AICP. Planner III
Park Planning and Environmental Stewardship Division
M-NCPPC, Department of Parks and Recreation, Prince George's County
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THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

July 22, 2025

Te-Sheng (Emery) Huang, Planner III
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Mr. Huang:

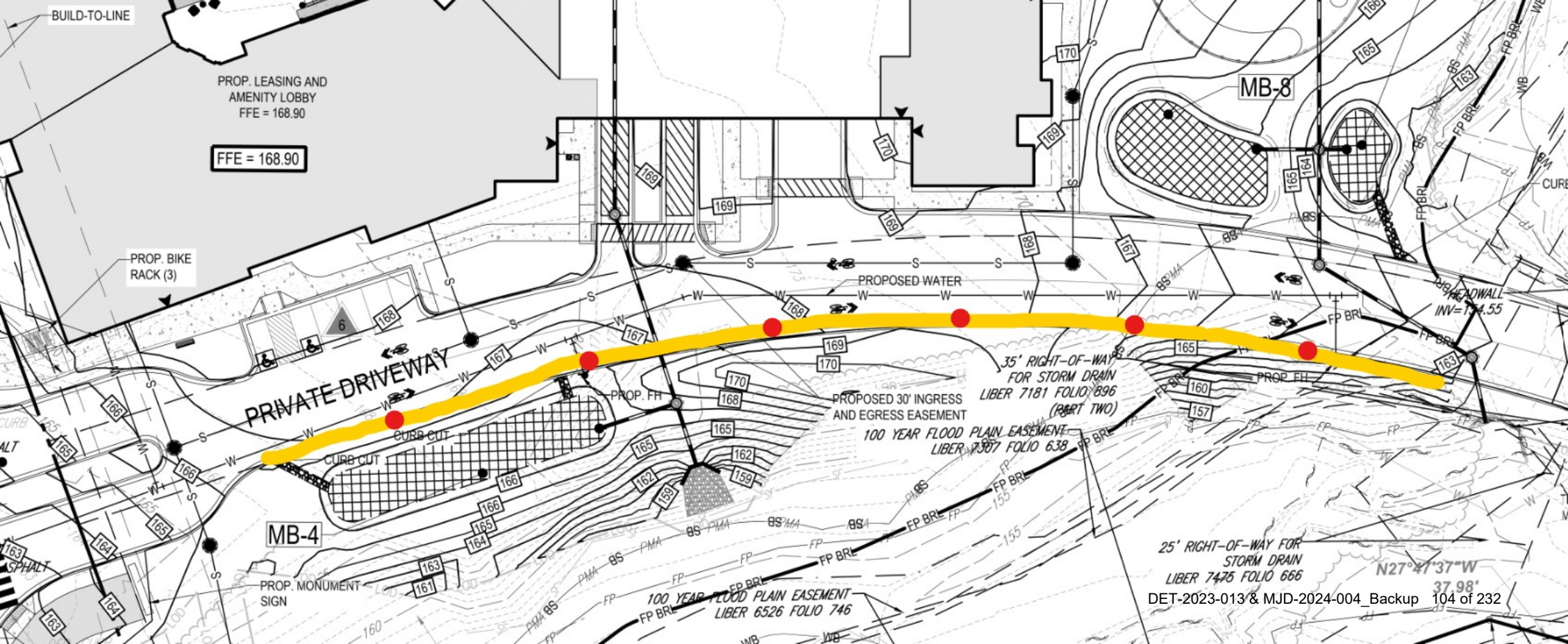
The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DET-2023-013 (MJD-2024-004) Vista Largo (Companion to PPS-2023-027). These are our 1st comments:

1) The applicant should direct their site-civil team to reach out to the Office of the Fire Marshal to coordinate the delineation of fire lanes required by Subtitle 11-277. The delineated fire lanes should be shown on the detailed site plan to include curbs to be marked as well as sign details and locations. A copy of the DSP with proposed fire lane markings and sign locations is attached. Sign details and marking specifications are included in a separate attachment. The applicant may reach out to me directly at jvreilly@co.pg.md.us or at 240-508-4931 to initiate this coordination.

2) Ideally, the fire department connection (FDC) would be shown on the DSP to verify placement on the front/address side of the building and to verify there is a hydrant within 200' as are required by Subtitle 4-167. In this case, hydrant placement appears to meet this requirement if the FDC is placed on the Lottsford Road face of the building.

Sincerely,

James V. Reilly
Project Coordinator III


BUILD-TO-LINE
PROP. LEASING AND AMENITY LOBBY FFE = 168.90
FFE = 168.90
PROP. BIKE RACK (3)
PRIVATE DRIVEWAY
CURB CUT
CURB CUT
PROP. FH
PROPOSED WATER
PROPOSED 30' INGRESS AND EGRESS EASEMENT
35' RIGHT-OF-WAY FOR STORM DRAIN LIBER 7181 FOLIO 896 (PART TWO)
100 YEAR FLOOD PLAIN EASEMENT LIBER 7307 FOLIO 638
MB-8
MB-4
PROP. MONUMENT SIGN
100 YEAR FLOOD PLAIN EASEMENT LIBER 6526 FOLIO 746
25' RIGHT-OF-WAY FOR STORM DRAIN LIBER 7475 FOLIO 666
N27°47'37"W
37.98'
HEADWALL INV=164.55
PROP. FH
FP BRL
ASPHALT

Prince George's County Fire/EMS Department
Office of the Fire Marshal
Fire Prevention and Life Safety Inspections

9400 Peppercorn Place
Fifth Floor
Largo, MD 20774

301-583-1830

FIRE LANES

Fire lanes, indicated by painted curbs and signage, are required at new and existing buildings to ensure fire access is not compromised by parked cars or other obstructions. The following information is provided to guide property owners and managers through the Fire Marshal process for inspecting and installing fire lanes.

FIRE LANES:

Fire lanes are fire access roads, drive aisles, and roadways that the Office of the Fire Marshal has declared or designated as fire lanes, requiring the application of paint and the installation of signs to preserve fire access to the building. This designation must come at the direction of the fire marshal who will maintain a file of the designated fire lanes for the property. A property owner cannot create a fire lane by applying paint and signage. To be enforceable, the fire lane must be declared and recorded by the fire marshal.

The fire marshal has authority to declare fire lanes on private property such as shopping centers, apartments, and townhome developments with privately owned roads. The fire marshal cannot declare fire lanes on State, County, or municipal roads.

FIRE LANE INSPECTIONS:

For new buildings, the owner or general contractor should request a fire lane inspection from the Office of the Fire Marshal at least 60 days prior to their intended occupancy date. There is a $150.00 fee for the fire lane inspection. Payment for the fire inspection can be made online at the link below. Select “Fire Lanes” as your inspection type.

https://www.velocitypayment.com/client/princegeorges/fire/index.html

Once payment is made, a case will be created and assigned the inspector for that area. The inspector will call the provided contact to schedule the inspection.

FIRE LANE STANDARDS:

In order to preserve a 22’ wide drive aisle free of obstructions for fire access to a building, the fire inspector will ask for fire lane markings (paint and signage) along the most likely path or paths of fire apparatus access leading to and adjacent to the building.

Width: Fire Lanes shall be 22’ wide. Smaller driveways and aisles may still be declared as fire lanes at the discretion of the inspector.

Roads < 29’ shall be painted and signed on both sides.
Roads < 36’ shall be painted and signed on one side.
Roads > 36’ may not require markings. The inspector will determine the need for markings on a case by case basis.

Paint: Fire Lanes shall be painted with yellow DOT grade traffic paint meeting the Federal Specification TT-P-1952D, Type II requirements.

Curbs: Paint will be applied to the cap and face but not the pan of the curb. No Stenciling is required. No hatching or striping of the pavement is required.

Signage: Signage with the language specified in County Subtitle 11-277 shall be provided (see cut sheet below.) Signs must be mounted on appropriate posts or channel such that the bottom of the sign is 7’ from the finished ground. Sufficient signs shall be provided so that every portion of the fire lane will be within 35’ of a sign. Typically, signs will be placed at the curbline. The fire inspector can make case by case determinations for unique sign placement situations.

12.00”
18”
3.50”
3.00”
2.02”
1.94”
0.39”
NO
PARKING
FIRE LANE
$200 FINE
BY ORDER OF
PRINCE GEORGE’S COUNTY FIRE/EMS DEPT.

November 6, 2024

Vista Residential Partners – Mid Atlantic LLC.
c/o Ben Lazarus
325 Ellington Road
Gaithersburg, MD 20878

Re: Letter of Findings, WSSC Project No. DA7698Z24, Woodmore Vista

Dear Mr. Lazarus:

A hydraulic planning analysis has been completed on the Woodmore Vista project. The project has been conceptually approved. Please refer to the enclosed sketch along with the summary table and list of conditions included in this letter, which provide the results of our analysis.

HYDRAULIC SUMMARY TABLE	
Proposed Development: 395 Multifamily Dwelling Units	
200-ft Sheet: 202NE09/203NE09	
SEWER	**WATER**
WRRF Service Area: Western Branch	Hydraulic Zone Group: Prince George's High
Mini-Basin Number: 14-146	Pressure Zone: 317A
	High Grade: 355 feet
	Low Grade: 283 feet

The following is a list of conditions that apply to this project and must be met before a Systems Extension Permit (SEP) will be issued.

SERVICE CATEGORY REQUIRMENT

Design plans cannot be signed until a property is designated as water and sewer service categories 3 or less. If this property is in a service category greater than 3, contact the Prince George's County Department of Permitting, Inspections & Enforcement (DPIE) at 301-636-2060 for more information on changing a property's service category.

MANDATORY REFERRAL PROCESS

This project may be subject to the Maryland-National Capital Park and Planning Commission's Mandatory Referral Program, depending on its planned water / sewer infrastructures and associated appurtenances. It is the Applicant's responsibility to contact the appropriate County's Department of Park and Planning for specific guidance and their

standards for Mandatory Referral Review. During Phase 2 Design Review, WSSC must be notified, if the project is subject to the Mandatory Referral Process.

SUBMIT SHEETING AND SHORING PLAN
Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan must be submitted as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC.

CORROSION CONTROL
In accordance with the requirements of the latest approved WSSC Pipeline Design Manual Part 3 Section 28, the Form "B" Corrosion Documentation would be required to be submitted as part of the design. If you would like to discuss the corrosion control requirements for this project prior to the submission of the design plans, please contact the Development Services Division's Project Manager.

SANITARY SEWER CONDITIONS

SEWER AVAILABLE
An existing sanitary sewer (1981-5135C) is available to provide service to this project. Sanitary sewer service may be obtained by constructing service connections without a public extension. Private sewers extension within the property will be required.

REQUIRED SANITARY SEWER MAIN SIZES
All mainline sewers shall be 8-inch diameter gravity sewer.

EXTRA-DEPTH SEWER
Due to the topography / grade of the street, it may be necessary to construct sewer deeper than 10 feet. See the latest approved WSSC Pipeline Design Manual, Section C-2.2, for easement width requirements (if applicable) for deep sewers. Any pipe deeper than 20 feet (trench bottom) will require a special design that takes into consideration future maintenance of the deep sewer.

WATER MAIN EXTENSION CONDITIONS

LARGE DIAMETER WATER MAINS IN THE VICINITY
There is a 24-inch diameter water main located in the vicinity of this project. WSSC records indicate that the pipe material is Asphaltic Ductile Iron (DI) old type.

Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify

the type of pipe material. ***The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.*** Results of the test pit findings must be accurately depicted on ALL Phase 2 plan submittals and support documents.

Please refer to the latest approved WSSC Pipeline Design Manual, Part 3, Section 11, Loading Analysis, for additional general information and guidance.

WATER AVAILABLE

An existing water main is available to provide service to this project. Water service may be obtained by constructing service connections without a public extension. Private water mains extension within the site will be quired.

REQUIRED WATER MAIN SIZES

The diameters of the proposed mains, **10 and 8 inches**, are shown on the attached sketch.

ISOLATION VALVES

Provide enough isolation valves on new mains to provide redundancy. Isolation valves are required on existing public mains when a proposed main connects to an existing public main. Keep valves *Open*. Numbers and exact location of valves will be determined during the Design phase.

EXCESSIVE WATER PRESSURE

Pressure reducing valve/regulator may be required. Static pressure may exceed 80 psi below an elevation of 170 feet.

INSUFFICIENT WATER PRESSURE

Booster pumps may be required. Water main pressures fluctuate. The pressure may be lower than 40 psi at elevations greater than 191 feet. The pressure may be lower than 25 psi at elevations greater than 225 feet.

OUTSIDE METERS

WSSC prefers outside meters, however indoor meters may be allowed under certain conditions. See WSSC Plumbing and Fuel Gas Code Section 112.5.2.

USE OF MASTER METERS FOR RESIDENTIAL UNITS IN PRINCE GEORGE'S COUNTY

Pursuant to HB218, which was enacted June 1, 2018, condominium or cooperative ownership property projects located in Prince George's County may not be served by a master meter for billing purposes. Each unit shall be provided with a separate billing meter. Any SU, MSU, SEP or Plumbing Plan that has not been submitted prior to this date is required to follow the new law, unless it is associated with a grandfathered HPA or SEP project. See the 2019 WSSC PLUMBING & FUEL GAS CODE for more information.

RIGHT OF ENTRY EASEMENT
WSSC Right Of Entry Easement should be executed before Site Utility approval; or
A Right Of Entry Easement paragraph should be added to the Condo Association Document.

EASEMENT CONDITIONS

GENERAL
WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the latest approved WSSC Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

COORDINATION WITH OTHER BURIED UTILITIES
Refer to the latest approved WSSC Pipeline Design Manual, pages G-7 and G-8 for utility coordination requirements. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC easement unless specifically approved by WSSC. Longitudinal occupancy of WSSC easements (by other utilities) is not permitted. Proposed utility crossings of WSSC pipelines or easements that do not adhere to WSSC's pipeline crossing and clearance standards will be rejected at the design plan review phase. Refer to the latest approved WSSC Pipeline Design Manual, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

The applicant must provide a separate "Utility Plan" to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and easements. Upon completion of the site construction, any utilities that are found to be located within WSSC's easements (or in conflict with WSSC pipelines) must be removed and relocated at the applicant's expense.

IMPACTS DUE TO GRADING / PIPE LOADING CHANGES
Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC easement requires **advance approval** by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street easement requires WSSC

approval directly on the original GEP **prior to** approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation, or abandonment) of existing WSSC facilities is done at the sole expense of the applicant / builder / developer. For Relocations work associated with a Systems Extension Project or a Site Utility Project, contact the Development Services Division. Please arrange for this review before plan submittal. See WSSC Design Manual C-11.

PROVIDE ADDITIONAL EASEMENT TO WSSC
Additional easement may be required to adequately maintain an existing main. The additional easement must be provided at no cost to WSSC.

CONNECTION AND SITE UTILITY CONDITIONS

SERVICE CONNECTION PERMIT FOR NEW AND ABANDONMENT REQUIREMENTS
Individual permit numbers will be required for both new service connections and the abandonment of existing service connections, whether for new, replacement and/or relocation service mains as well as for non-SEP projects.

SITE UTILITY PROCESS REQUIRED
The Site Utility process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of Site Utility plans.

MULTIPLE BUILDINGS AND COVENANT REQUIRMENT
In general, where multiple properties or buildings under single ownership are served by water and sewer services connections as allowed or required, a multiple building covenant shall be submitted for the Commission's approval. The covenant shall require the property owner to notify the Commission prior to any subdivision or sale of any or all of the properties covered by the multiple building covenant. Such action may require the property owner to obtain separate water and sewer connections or a Shared Site Utility System Agreement.

ENVIRONMENTAL CONDITIONS
The applicant must resolve all environmental issues directly with the Environmental reviewer. All outstanding environmental issues must be resolved prior to the Design Phase.

The next step in the process is Phase 2, Review for System Integrity. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of System Integrity Review Packages. Should you wish to schedule a pre-design meeting, please contact Shanta Katwal at (301) 206-7202 or Shanta.Katwal@wsscwater.com.

This Letter of Findings will expire if no "actions" are taken by the applicant over the 3-year period following the date of this letter. For definition of "actions", see the latest Development Services Code, Section 405.1.1.

If you have any questions or concerns, please feel free to contact me at 301-206-7202 or Shanta.Katwal@wsscwater.com.

Sincerely,

Shanta Katwal, P.E.
Project Manager
Development Services Division

Enclosure: sketch

cc: Mr. Michael J. Birkland – Bohler Engineering VA, LLC.
Mr. Fred Mejias (Fred.Mejias@wsscwater.com) - Development Section Manager
Ms. Shirley Branch (sabranch@co.pg.md.us) - Department of Permitting, Inspections & Enforcement (DPIE)

LANDOVER ROAD- MD RTE. 202

VARIABLE WIDTH PUBLIC RIGHT-OF-WAY

ASPHALT PAVED ROADWAY

DENIED ACCESS P.B. REP 207 PG. 96

50 MPH SPEED LIMIT

CENTERLINE PER SRC PLAT NO. 39170

R=2764.79'
Δ=018°41'11"
L=901.70'
CHB=S41°22'36"E
CHD=897.71'

LOTTSFORD ROAD

120' WIDE PUBLIC RIGHT-OF-WAY
SIGNATURE TRACT
P.B. 122 PLAT 26

OUTLOT, SECTION FIVE
INGLEWOOD BUSINESS COMMUNITY
P.B. 122 PLAT 26

LANDS N/F
PRINCE GEORGE'S COUNTY
LIBER 12593 FOLIO 686

PRIVATE DRIVEWAY

LOT 5, BLOCK B
LARGO PARK
P.B. REP 207 PLAT 96

LANDS OF
LOT 5B LLC
LIBER 15373 FOLIO 411
TM: 60 F4 000
AREA: 398,443 S.F. OR 9.147 AC.

"NO BUILDINGS"

PROP. 4 TO 6 STORY MULTIFAMILY BUILDING
65' HEIGHT
± 398 UNITS
120,772 SF
FFE = 170.40

PROP. 4 TO 6 STORY MULTIFAMILY BUILDING
65' HEIGHT
± 398 UNITS
120,772 SF
FFE = 170.40

PROP. GARAGE - 6 LEVELS

PROP. LEASING AND AMENITY LOBBY
FFE = 168.90

MB-1 MB-2 MB-3 MB-4 MB-5 MB-6 MB-7 MB-8 MB-9

FOR COURTYARD DETAILS, SEE SHEET L0102 AND L0403

TRASH COLLECTION / LOADING ZONE

LOADING ZONE

PARKING GARAGE AND VISITOR PARKING ENTRANCE

PROPOSED CROSSWALK

PROP. BIKE RACK (3)

PROP. HANDRAIL

PROP 8' WIDE CONTINENTAL CROSSWALK

PROP. MONUMENT SIGN

ENTRANCE TO SITE

BUILD-TO-LINE

6.5' BIKE LANE

10' UTILITY EASEMENT P.B. 122 PLAT 26

10' P.U.E. LIBER 3703 FOLIO 748

PROP. RETAINING WALL

PROP. GUARD RAIL

15' RIGHT-OF-WAY FOR SANITARY SEWER LIBER 5841 FOLIO 956 (PART ONE)

100 YEAR FLOOD PLAIN EASEMENT LIBER 7173 FOLIO 88

100 YEAR FLOOD PLAIN EASEMENT LIBER 6526 FOLIO 746

100 YEAR-FLOOD PLAIN EASEMENT LIBER 7307 FOLIO 638

100 YEAR FLOOD PLAIN EASEMENT LIBER 7173 FOLIO 88

PROPOSED 30' INGRESS AND EGRESS EASEMENT 100 YEAR FLOOD PLAIN EASEMENT LIBER 7307 FOLIO 638

35' RIGHT-OF-WAY FOR STORM DRAIN LIBER 7181 FOLIO 896 (PART TWO)

REVERSIBLE EASEMENT FOR SUPPORTING SLOPES LIBER 5806 FOLIO 507 SRC PLAT NO. 39170

PERPETUAL EASEMENT FOR DISCHARGE LIBER 5806 FOLIO 507 SRC PLAT NO. 39170

PERPETUAL EASEMENT FOR OUTLET DITCH LIBER 3831 FOLIO 366

WATER MAINS, AND SERVICE CONNECTIONS EASEMENT LIBER 16408 FOLIO 734

50' WIDE COMMON DRIVEWAY EASEMENT P.B. VJ 186 PLAT 22

INGRESS/EGRESS EASEMENT LIBER 16408 FOLIO 734

TIE-IN TO EXISTING MERCANTILE LANE

LOT 4, BLOCK B
LARGO PARK
P.B. VJ 186 PLAT 22

LANDS N/F
LOT 4B LLC
LIBER 15373 FOLIO 395
TM: 67 F1 000

USE:
INDUSTRIAL

CURB CUT

EX. CULVERT

1" PINCH PIT FOUND 1" ABOVE GRADE

1" PINCH PIPE FOUND 1" ABOVE GRADE

S35°10'42"E 30.53'

S12°18'58"E 61.06'

N62°23'55"W 438.17'

S61°15'41"W 311.59'

BUILDING LENGTHS
ALONG LANDOVER ROAD = 675.6 LF
ALONG LOTTSFORD ROAD = 373.6 LF

LIMIT OF DISTURBANCE = 334,369 SF OR 7.68 AC

PERCENT OF BUILDING FRONTAGE WITHIN BUILD-TO-LINE:
LANDOVER ROAD: 100%
LOTTSFORD ROAD: 100%

40 20 10 0 40
1"= 40'

BUILD-TO-LINE EXHIBIT

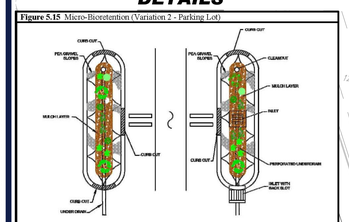
150 75 37.5 0 150
1"=150'

LEGEND

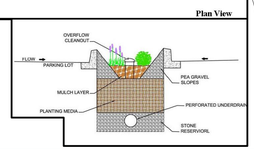
PROPERTY LINE
BUILD-TO-LINE
BUILDING OUTLINE

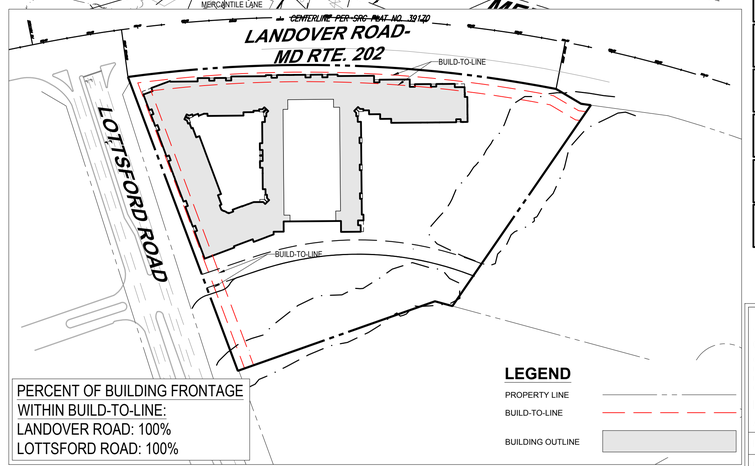
MICRO-BIORETENTION DETAILS

Figure 5.15 Micro-Bioretention (Variation 2 - Parking Lot)



Plan View





PERCENT OF BUILDING FRONTAGE WITHIN BUILD-TO-LINE:
LANDOVER ROAD: 100%
LOTTSFORD ROAD: 100%

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL SERVICES
PERMITTING SERVICES
TRANSPORTATION SERVICES

THE BOHLER CIVIL DESIGN AND CONTENT OF THIS PLAN IS PROPRIETARY AND SHALL NOT BE COPIED OR USED FOR ANY PURPOSE, WITHOUT THE EXPRESS AUTHORIZATION FROM BOHLER. ONLY APPROVED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES. © BOHLER, PE

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY
1	5/14/2024	COMMENTS FROM MNCPPC	NG / BK
2	10/11/2024	COMMENTS FROM MNCPPC	NG / BK

Know what's below. Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	PROP

PROJECT:

DETAILED SITE PLAN
DET-2023-013

FOR

LARGO PARK
LOT 5B

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

M. J. BIRKLAND
04/29/25
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I, MICHAEL J. BIRKLAND, 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 NO. 34261, EXPIRATION DATE: 05/14/2025

THIS BLOCK IS 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: LARGO PARK LOT 5B

PROJECT NUMBER: DET-2023-013

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

SHEET TITLE:

DETAILED SITE PLAN

SHEET NUMBER:

C-301

REVISION 2 - 10/11/2024

Apr 28, 2025
H:\2022\MDB220104.09\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - PROP - 0---1-LAYOUT PROPOSED CONDITIONS NG

1 - Created by: Garrett Watkins on 6/6/25 7:14 AM
Title: WSSC Comments., Department Review, DSD - Project Manager
WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

Coordination with other buried utilities:

a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Permit Services Section at (301) 206-8650 or visit our website at MASTER - HPA Checklist for ePlan.xlsx (wsscwater.com) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services Section at (301) 206-4003.

Show and label easement limits on plan for all existing and proposed water mains.

Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

Condominiums or Cooperative Ownership Properties that abut a public water main, are constructed as row style townhomes (one-unit bottom to top) and utilize a 13D or 13R type fire sprinkler system may be served with individual WSSC Water Service Connection outfitted with and outside meter or curb valve. See WSSC 2021 Plumbing and Fuel Gas Code 111.2.1.8

Condominiums in Prince Georges County. Pursuant to State law, condominium or cooperative ownership projects in Prince Georges County (or conversions to

condominium or cooperative ownership) may not be served by a master meter. Each unit must have a separate meter, account and shutoff valve in accordance with the WSSC 2021 Plumbing and Fuel Gas Code. See WSSC 2022 Development Service Code 702.5.1

METERING - Multi-Unit Buildings. In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince Georges County. For all other multi-unit properties, WSSC shall allow either Master Metering or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 112.5.8.2 and 112.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2021 Plumbing and Fuel Gas Code 112.5.8

METERING, Mixed-Use Buildings. Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince Georges County, each residential unit must be metered separately. See 2021 Plumbing and Fuel Gas Code 112.5.8.1

The minimum size new water service connection for Group R-3 occupancies shall be 1.5 inches. Water service connections that are already buried may be utilized provided they are deemed adequate to serve the greater demand of either the total proposed fixture load or the fire sprinkler system. See WSSC 2021 WSSC Plumbing and Fuel Gas Code 112.1.1.1

Existing sewer mains shown on plan should be labeled with correct material and WSSC contract number.

Show and label easement limits on plan for all existing and proposed sewer mains.

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., except for allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case-by-case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.
WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20 feet.

Submit an Excavation Support System (ESS) Plan to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of design plan submission. If, however, the excavation support work will be done before the design plan submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

A proposed site development project was previously submitted to WSSC (DA7698Z24) and is a conceptually approved project. Contact Mr. Shanta Katwal at (301) 206-7202 or shanta.katwal@wsscwater.com for information.

Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Section at (301) 206-8672 for review procedures and fee requirements.
See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 and Section 11.

WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE.

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Section at (301) 206-8650 for submittal requirements or view our website.

Outlook

RE: EPlan Acceptance Referral for DET-2023-013 (MJD-2024-004) Vista Largo (Companion to PPS-2023-027)

From SHEA, CHARLES <cs239m@att.com>

Date Wed 2025-05-28 10:59 AM

To AZZAM, ABDULKADER <aa9168@att.com>; LANGHORNE, DANIEL <dl9346@att.com>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>; scohen@kdclargo.com <SCohen@kdclargo.com>

Cc HWARY, AHMED ED <ah5959@att.com>; IBRAHIM, WALID <wi340d@att.com>; HWARY, SARA <sh3700@att.com>; HASSAN, HATIM <hh9514@att.com>

2 attachments (135 KB)

DET-2023-013.pdf; MJD-2024-004.pdf;

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Based on the location listed in the attached documents I do not believe at&t LNS has any existing utilities at that location. Without actual plans/overview map I cannot rule it out. I cannot open the dropbox link due to firewalls.

Regards ,

Charles P. Shea

Desk: 703.288.9400 Ext. 1006

Mobile: 703-338-8024

Email: cs239m@att.com

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

PGCPB No. 89-420 SP-87168/01

CORRECTED RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on August 3, 1989, regarding *Conceptual Site Plan 87168/01 for the Largo Park Revised Concept Plan, the Planning Board finds:

1. The Conceptual Site Plan was reviewed for compliance with the conditions of District Council Zoning Ordinance No. 92-1988. Condition 1 of that ordinance is deemed to be fulfilled by this application. Condition 2 is fulfilled and is dealt with in further detail by Preliminary Plat 4-89129. Conditions 3 through 8 are adopted or revised by the Planning Board in the conditions of this resolution.

2. The Conceptual Site Plan will represent a reasonable and workable resolution of the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code;

3. A reduction in the yard requirements for the I-3 Zone was requested by the applicant due to financial hardship and compensation for a voluntary road dedication.

4. To minimize negative impacts on the transportation network, conditions relating to vehicular ingress/egress for the lots should be established;

5. Conditions are necessary to ensure proper development of the site in relationship to environmental concerns;

6. The width of the greenspace within the public right-of-way along the north side of Arena Drive may not be adequate for construction of an 8-foot trail plus street lights, utilities, and street trees.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and approved the *Conceptual Site Plan for the above-described land, subject to the following conditions:

* Denotes correction

1. A minimum 30-foot landscaped yard shall be provided along the property line adjacent to Route 202 (as required by I-3 Zone regulations of the Zoning Ordinance, Subtitle 27).

2. A minimum 30-foot landscaped yard shall be provided along the property line adjacent to Arena Drive (as required by I-3 Zone standards).

3. A minimum 10-foot landscaped yard shall be provided along Apollo Drive (reduced from 30 feet per I-3 zone standards).

4. A reduction of the requirement for a yard adjoining non-residential property from 20 feet to 10 feet, shall be granted, as set forth in Section 27-474(b). Except as to Conditions 3 and 4, all other standards for building and parking setbacks, yards, building coverage and green area, and amount of parking in main entrance yard that are set for the in Subtitle 27 must be complied with at Detailed Site Plan.

5. Access to Lots 1 and 2 shall be limited to Apollo Drive.

6. Individual trees on site that are worthy of saving will be flagged by staff from the Natural Resources Division and the Development Review Division.

7. Every effort will be made to incorporate these trees into the overall building and parking lot layout. This could mean the reconfiguration of the building and parking lot to accomplish this goal. The possibility that drastic overall site grading will be necessary for drainage of surface waters will be carefully reviewed at Detailed Site Plan and would eliminate the tree-save requirement.

9. The exact location of the 8-foot biker trail shall be determined at Detailed Site Plan. It may be either inside or outside of the public right-of-way for Arena Drive. The 8-foot wide hard-surfaced trail shall be constructed by applicant along the property's entire frontage on Arena Drive.

* * * * * * *

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Botts, seconded by Commissioner Wootten, with Commissioners Dabney,

Botts, and Wootten voting in favor of the motion, with Commissioner Yewell opposed, and with Commissioner Rhoads temporarily absent, at its regular meeting held on Thursday, August 3, 1989, in Upper Marlboro, Maryland.

John F. Downs, Jr.
Executive Director

By Jacqueline Coachman
Planning Board Administrator

JFD:JC:FH:sc

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date 8/02/89

Prince George's County Planning Department
John F. Downs, Jr., County Planning Director

BOARD ACTION AND VOTE

DEVELOPMENT ITEMS

PRELIMINARY PLANS

14. 4-79155 - LARGO PARK (PA 73)
Lots 1-3, Block A, Lots 1-8, Block B, Lots 1-5, Block C & Lots 1 & 2, Block D (Landover Road, Route 202 & Arena Drive)
18 Lots - I-3 Zone (110.3 acres)
Northampton Corporation & Allen Edwards Company, Owner
Ben Dyer Associates, Engineer

Action must be taken on or before 12/28/79 (waived)

STAFF RECOMMENDATION:

APPROVAL, as revised to provide for the extension of Metro thru Lots 1 & 2, Block D; confirmation of the flood plain by the Department of Public Works & Transportation; subject to CR 59-1979 (Ten Year Water & Sewer Plan) taking effect on January 9, 1980 in regard to a systems area change on this property; access to Route 202 being via public streets; and also subject to the Department of Parks & Recreation memorandum of September 28, 1979. (ARMSTRONG/FEY)

Motion: Brown/Churchill

Vote: 3-0

Yea:

Nay:

Other: Shoch absent

Action: Approved staff recommendation

DET-2023-013 & MJD-2024-004_Backup 122 of 232

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

PGCPB No. 98-324(A) File No. 4-98064

RESOLUTION

WHEREAS, Mercantile Place #1, LTD is the owner of a 31.27-acre parcel of land known as Largo Park (Lots 2-5, Block B), said property being in the 5th Election District of Prince George's County, Maryland, and being zoned I-3; and

WHEREAS, on September 16,1998, Knollwood Development Corp. filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for four lots; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-98064, 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 December 10, 1998, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the applicant also filed variance application VP-98064A, pursuant to Section 27-230 of the Prince George's County Zoning Ordinance; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the preliminary plat and variance applications with conditions; and

WHEREAS, on December 10, 1998, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

*WHEREAS, on June 9, 2005 the Planning Board granted the applicant's request for a reconsideration of Finding 14 and matters relating to vehicular access to Lot 5 on the basis of mistake and other good cause.

*WHEREAS, on June 23, 2005 the Planning Board granted a VARIATION to Section 24-121 to permit direct vehicular access to Lottsford Road from Lot 5 only.

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 Variance Application VP-98064A and Preliminary Plat of Subdivision 4-98064 with the following conditions:

1. Prior to signature approval, the preliminary plat shall be revised:

   a. To include the correct water and sewer category number.

*Denotes Amendment
Underlining indicates new language
[Brackets} indicate deleted language

*[b. To include an access easement across Lot 4 to serve Lot 5, a note that the easement shall remain in effect until Lot 5 is purchased for interchange improvements and a note that the easement is provided pursuant to Section 24-128(b)(9) of the Subdivision Regulations.]

*b. To remove reference that the access easement crossing Lot 4 to the south is pursuant to Section 24-128(b)(9). The easement is to remain and be utilized as a secondary point of access.

2. Total development of Lots 2 and 3, as shown on the preliminary plat, shall be limited to the general office buildings which currently exist on the site, or other permitted uses which generate no more peak hour vehicle trips than the uses which exist. Any development other than that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.

3. Total development of Lot 4, as shown on the preliminary plat, shall be limited to permitted uses which generate no more than 414 AM and 552 PM peak hour vehicle trips. Any development over that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.

4. The following notes shall appear on the final plat:

a. "An automatic fire suppression system shall be provided in all proposed buildings."

[b. The access easement on Lot 4, serving Lot 5 shall remain in effect until Lot 5 is purchased for interchange improvements.

c. The access easement on Lot 4, serving Lot 5, is provided pursuant to Section 24-128(b)(9) of the Subdivision Regulations.]

5. Prior to the approval of the final plat, a revision of SP-86096/02 and SP-88063 shall be obtained. This revision shall include the new lot lines created by this approval.

*6. Prior to the issuance of permits for Lot 5, the applicant shall file a new final plat of subdivision for Lot 5 removing the denial of access along the property frontage of Lottsford Road. The final plat shall remove reference to access authorized pursuant to Section 24-128(b)(9).

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

*Denotes Amendment
Underlining indicates new language
[Brackets} indicate deleted language

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

2. The property lies in the northeastern section of Largo Park. It is located in the southern quadrant of the Landover Road/Lottsford Road intersection in Largo. Mercantile Lane and Technology Way, existing streets in Largo Park, provide access to the site from the south. West of Landover Road, the property is surrounded by commercial office uses and undeveloped land in the I-3 Zone. Across Landover Road to the east is undeveloped land in the R-R Zone.

3. The site is exempt from the requirements of the Prince George's County Woodland Conservation Ordinance, because there is less than 10,000 square feet of woodland. A new exemption letter based on this fact will be needed prior to permit application. The exemption letter attached to the preliminary plan application is no longer valid.

   Most of the soils on the site are from the Collington Series and should not cause any problems for construction. The floodplain contains Shrewsbury Soils, which are restrictive to development. Although the site is within the Southwest Branch of the Patuxent River watershed, a Patuxent River Primary Management Area (PMA) should not be imposed. The environmentally sensitive areas on proposed Lots 2 - 4, including hydric soils, wetlands, trees and floodplain have been protected within previously recorded easements. These easements shall remain in effect.

   There are no issues with Marlboro Clay, scenic or historic roads, wildlife or noise associated with this proposal.

   The preliminary plat notes indicate that the property is in Water and Sewer Category 1. There is no longer a Category 1. The property is in Water and Sewer Category 3 and is served by public systems. The notes on the plat should be changed to reflect the correct category.

4. The applicant has filed a companion variance application, VP-98064. Section 27-474(b) of the Zoning Ordinance requires a 20-foot side yard setback in the I-3 Zone. The existing building on proposed Lot 3 is 17.5 feet from the proposed lot line between Lots 2 and 3. A variance of 2.5 feet is required.

   The requested variance is approved. This proposed lot line causing the need for the variance has been a lease line for a number of years. Its location has been established by the lease line. The relationship between the buildings on the two lots will not change with the creation of an invisible lot line.

   Section 27-230 of the Subdivision Regulations sets forth the required findings for approval of variance requests. The applicant addressed the required findings in the statement of justification. A variance may only be approved if:

a. **A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions.** The parcel is oddly-shaped and developed in accordance with various approvals, including Detailed Site Plans and permit applications.

b. **The strict application of Zoning Ordinance requirements will result in peculiar and unusual practical difficulties to or exceptional or undue hardship upon the owner of the property.** The strict application of this setback requirement would present an undue hardship to the owner. Creating a lot line which recognizes current development patterns is desirable.

c. **The variance will not substantially impair the integrity of the General Plan or Master Plan.** The 1990 *Approved Master Plan for Largo-Lottsford and Vicinity* does not specifically address the issue of setbacks in Largo Park. It is unlikely that the creation of a lot line 17.5 feet from an existing structure in the I-3 Zoned Largo Park will have any impact whatsoever on the integrity of the master plan.

5. The 1990 *Approved Master Plan for Largo-Lottsford and Vicinity* recommends "employment" land use for the property. The 1990 Adopted Sectional Map Amendment retained the I-3 Zone as part of Employment Area 1, the Capital Center Triangle.

6. The property is exempt from the requirements of Section 24-134 of the Subdivision Regulations for mandatory park dedication because it is industrially zoned.

7. There are no master plan trails issues associated with this application.

8. The existing parcel is recorded, and two of the proposed lots are improved with office buildings and related parking. Further development of the existing parcel was anticipated and is permitted without new preliminary plat approval. Proposed Lot 4, with a total area of 8.3371 acres, is currently unimproved.

   The subdivision would generate no new net trips (over that which could be generated without preliminary plat approval) as a result of the resubdivision. There would be no resulting impact on traffic operations at the MD 202/Technology Way intersection, which is the development's critical intersection, as a result of the resubdivision.

   Proposed Lot 4, if developed with a floor-to-area ratio (FAR) of 0.4, could contain up to 145,265 square feet of medical/professional office space. This quantity of development could generate as many as 414 AM and 552 PM peak hour vehicle trips. The transportation staff would propose limiting development on proposed Lot 4 to permitted uses which would generate no more than this number of peak hour trips.

Based on these findings, adequate access roads will exist as required by Section 24-124 of the Prince George's County Code if the application is approved with conditions limiting development to that which will generate no more trips than already accounted for.

9. The property is exempt from the requirements of Section 24-122.02 for adequacy of public schools because it is in an industrial zone and no dwelling units are proposed.

10. The Countywide Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following.

    a. The existing fire engine service at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service response time of 2.37 minutes, which is within the 3.25 minutes response time guideline.

    b. The existing ambulance service at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service response time of 2.37 minutes, which is within the 4.25 minutes response time guideline.

    c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service response time of 2.37 minutes, which is within the 7.25 minutes response time guideline.

    d. The existing ladder truck service at Kentland Station, Company 33, located at 7701 Landover Road has a service response time of 4.78 minutes, which is beyond the 4.25 minutes response time guideline.

    These findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinkled in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Laws.

11. The proposed development is within the service area of the District II-Bowie police station. In accordance with Section 24-122.01(c)(1)(A) and (B) of the Subdivision Regulations of Prince George's County, the existing County police facilities will be adequate to serve the proposed Largo Park development. This police facility will adequately serve the proposed subdivision.

12. The Health Department reviewed the application and offered no comment.

13. The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is not required. A Stormwater Management Concept Plan, #918001350, was previously approved and remains valid

through September 2, 2001. To ensure that development of this site does not result in on-site or downstream flooding development must be in accordance with this approved plan.

*14. This subdivision application is a resubdivision of Parcel 6. Proposed Lot 5 [is currently in] was in reservation for a planned interchange of Landover Road and Lottsford Road. The reservation period has [been extended and remains in effect] expired. [Should the reservation period expire and not be renewed,] Parcel 5 will have frontage only on Lottsford and Landover Roads, two planned arterial roadways. Therefore, to avoid the need for variations to allow access to arterials, an easement [should be] was placed over proposed Lot 4 to allow access to proposed Lot 5, in the event the property is ever proposed for development.

This easement [would be] was created to allow access to a property with road frontage under the provisions of Section 24-128(b)(9). [Direct access to these arterials would be considered dangerous. If all of proposed Lot 5 is purchased for the interchange, the easement can be removed.]

On June 23, 2005 the Planning Board heard the applicants request for a reconsideration to allow for direct access from Lot 5 to Lottsford Road only. The Planning Board's approval of the variation to Section 24-121 is based on the following:

By letter dated May 27, 2005, the representative for the applicant requested a reconsideration of Finding 14 of the resolution of approval and matters relating to access from Lot 5 to Lottsford Road. Finding 14 and conditions of the Planning Board's approval of the preliminary plan denied direct vehicular access from Lot 5 to Landover Road (MD 202) and Lottsford Road. At the Planning Board hearing of June 9, 2005, the Planning Board granted the applicant's request for reconsideration based on mistake and other good cause.

Specifically, Section 24-121 of the Subdivision Regulations requires that when lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or a service road. In this case, Lot 5 is located in the southern quadrant of the intersection of Landover Road (MD 202) and Lottsford Road. Both of these facilities are of arterial classification. In order to be granted the ability to have direct access onto an arterial facility, the Planning Board, through the preliminary plan process, must grant a variation to Section 24-121 pursuant to making the required findings of Section 24-113 of the Subdivision Regulations.

*Denotes Amendment
Underlining indicates new language
[Brackets} indicate deleted language

* In the case of the original preliminary plan the applicant did not request the review of a variation for direct access from Lot 5 to Lotttsford Road. There were a number of issues at that time that contributed to concerns of safety if the applicant were to propose direct access to Lottsford Road. As a result, in part, the applicant did not request a variation and access was denied to both Lottsford Road and Landover Road from Lot 5. Therefore, pursuant to Section 24-128(b)(9) of the Subdivision Regulations vehicular access was granted via a 30-foot-wide easement across Lot 4 (VJ 186@22) to the south, connecting to Mercantile Lane a 70-foot-wide dedicated public right-of-way. The access driveway has been constructed and is to remain and serve as a secondary point of access to Lot 5, but no longer authorized pursuant to Section 24-128(b)(9).

The reconsideation evaluated matters relating to direct access to Lottsford Road from Lot 5 only. The review of the reconsideration did not call into question any other finding of fact or conditions of the original approval of the preliminary plan and as contained in the original PGCPB Resolution 98-324.

15. **Transportation**—The site is governed by Preliminary Plan of Subdivision 4-98064. Although it is noted that the associated resolution includes conditions involving trip caps, neither condition relates to Lot 5. Nonetheless, Lot 5 was created under the 1998 preliminary plan from a partly developed platted parcel recorded pursuant to Preliminary Plan of Subdivision 4-79155, and while no trip cap is specified, it is a legal and developable lot. From the standpoint of transportation, other traffic studies have assumed the development of 159,000 square feet of general office space on this lot.

It is noted that access is proposed via an existing easement across adjacent Lot 4 and also proposed via direct driveway connection onto Lottsford Road. The easement was created pursuant to 4-98064 for the specific purpose of serving Lot 5. However, Lottsford Road is an arterial facility, and driveway access onto arterial and higher facilities is controlled by the subdivision ordinance. Specifically, Subtitle 24 allows such driveway access only by a variation. Such a variation was not granted during the subdivision process.

As discussed, Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for lots that front on roadways of arterial classification or higher. This section requires that these lots be developed to provide direct vehicular access to either a service road or an interior street, and not to be developed with direct driveway access onto a higher-classification roadway. Lot 5 has frontage on MD 202 and Lottsford Road, and both are arterial or higher facilities. The applicant proposes direct vehicular access to Lottsford Road only.

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*Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation request. In consideration of the variation, the Transportation Planning Section additionally notes the following:

a. Several other individual lots have been granted driveway access onto Lottsford Road between Arena Drive and MD 202. Although Lottsford Road is built with multiple travel lanes and a median and clearly functions as an arterial, the presence of other driveways along with a slightly slower posted speed suggest that its function is more to connect major traffic generators with major traffic routes, and less to expedite the movement of through traffic.

b. Much concern with granting driveway access along arterial facilities involves the presence of the median and the likelihood that driveways would normally not be situated at median breaks, resulting in large numbers of U-turns at adjacent median breaks. Added U-turns would clearly pose additional safety and capacity concerns. However, the subject driveway is located at a median break and opposite an existing public street, thereby minimizing the safety and capacity concerns associated with U-turns.

c. The addition of a driveway onto Lottsford Road from Lot 5 will offer two ways for traffic generated by Lot 5 to enter and leave. This will generally improve circulation within the immediate area, and may possibly improve capacity and safety by not concentrating all traffic from Lots 4 and 5 at a single location.

d. A factor which complicated access to Lot 5 in 1998 was the possibility of future construction of an interchange at MD 202 and Lottsford Road. In fact, Lot 5 was in reservation for several years, now expired. If an interchange were to have been built, driveway access onto Lot 5 from Lottsford Road could not have been accommodated. Since 1998, a minor public facility amendment to the Largo-Lottsford master plan deleted that interchange. Deletion of that interchange would appear to allow consideration of access for this lot along its lengthy frontage of Lottsford Road.

e. A major factor in consideration of any sort of driveway access onto an arterial roadway is the stance of the associated operating agency. The county Department of Public Works and Transportation (DPW&T) has reviewed this driveway access and approved an access permit.

Given these facts, the Transportation Planning Section believes that the findings required under Section 24-113 for granting the variation are met and support the variation.

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Underlining indicates new language
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*The subject property was given subdivision approval pursuant to a finding of adequate transportation facilities made in 1979 for Preliminary Plan of Subdivision 4-79155 and reiterated in 1998 for Preliminary Plan of Subdivision 4-98064.

16. **Variation to Section 24-121(a)(3)**—The Subdivision Regulations establish design guidelines for lots that front on arterial roadways. This section requires that these lots be developed to provide direct vehicular access to either a service road or an interior driveway when feasible. This design guideline encourages an applicant to develop alternatives to direct access onto an arterial roadway.

The subject property has frontage on Landover Road (MD 202) and Lottsford Road, both arterial facilities. The applicant proposes direct vehicular access to Lottsford Road only.

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation requests. Staff supports the variation to allow access to Lottsford Road in this case and makes the following findings:

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

The approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-121(a)(3) could result in practical difficulties to the applicant that could result in undue restrictions for the development of this property.

a. **That the granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.** One of the purposes of limiting access to an arterial is to enhance public safety, health and welfare. Although Lottsford Road occupies an arterial classification due to its right-of-way width, it does not function fully as an arterial roadway. Essentially, it serves as a thoroughfare into the Largo Park office/industrial enclave. The road is monitored by a moderate speed limit. Also, several other lots along Lottsford Road have been accorded direct driveway connections.

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*b. **The conditions of which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.** When the Preliminary Subdivision Plan was approved, Lot 5 was in reservation for a proposed new interchange. Now that the interchange will no longer be constructed and the property is not in reservation, new circumstances are present. Lot 5 is served by a private easement adjoining Lot 4. It is submitted that direct access onto Lottsford Road will actually be more beneficial in promoting safe vehicular circulation. Also, the instant situation is unique in that a driveway connection directly to Lot 5 from Lottsford Road has already been constructed pursuant to a permit issued by the DPW&T.

c. **The variation does not constitute a violation of any other applicable law, ordinance, or regulation.** This will not result in a violation of other applicable laws, ordinances or regulations. In fact DPW&T has already issued an access permit for Lot 5 onto Lottsford Road. This issue was thoroughly reviewed by DPW&T for conformance to all applicable laws, ordinances and regulations under their authority prior to the issuance of the access permit.

d. **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.** The applicant would suffer a particular hardship if the only access to this property were to be via a 30-foot access easement from the south. The site has a significant amount of street frontage; to allow the applicant to have one point of access to Lottsford Road at the medium break would reduce the existing circuitous manner in which this property must be accessed from only the easement across Lot 4. Direct access to Lottsford Road will avoid the necessity for cars to exclusively navigate through the access easement across Lot 4, which will shortly be improved with a multistory office building and associated parking compound.

[15] *17. Development of this property is governed by approval of SP-86096/02 and SP-88063. Development has proceeded in conformance with those DSPs. However, the new lot lines are not shown on either of the DSPs. Prior to approval of the final plat, the applicant should revise the DSPs to include the new lot line. This would be handled as an administrative review and approval of the revision.

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 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 Harley, seconded by Commissioner Vaughns, with Commissioners Harley, Vaughns, Eley, Squire and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, June 23, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of July 2005.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:WC:rmk

APPROVED AS TO LEGAL SUFFICIENCY.
M-NCPPC Legal Department
Date 7/6/05

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

PGCPB No. 05-148 File No. DSP-05014

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on June 23, 2005 regarding Detailed Site Plan DSP-05014 for Largo Park, Lot 5B, the Planning Board finds:

1. **Request:** The subject application is for infrastructure and grading of the site.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	I-3	I-3
Use(s)	Vacant	Infrastructure
Acreage	9.15	9.15
Lots	1	1
Parcels	0	0
Square Footage/GFA	0	0
Dwelling Units:	N/A	N/A

3. **Location:** The site is in Planning Area 73, Council District 6. More specifically, it is located in the southwest quadrant of the intersection of Landover Road (MD 202) and Lottsford Road.

4. **Surroundings and Use:** The subject property is bounded to the northwest by Lottsford Road; to the southwest by existing office use; to the northeast by Landover Road (MD 202); and to the southeast, vacant I-3-zoned land.

COMPLIANCE WITH EVALUATION CRITERIA

5. The detailed site plan is in general conformance to the conceptual site plan, CSP-87168/01, approved by the Planning Board on August 3, 1989, with nine conditions. Two conditions of the conceptual site plan are applicable to this review. They are as follows:

5. Individual trees on site that are worthy of saving will be flagged by staff from the Natural Resources Division and the Development Review Division.

6. Every effort will be made to incorporate these trees into the overall building and parking lot layout. This could mean the reconfiguration of the building and parking lot to accomplish this goal. The possibility that drastic overall site grading will be necessary for drainage of surface waters will be carefully reviewed at Detailed Site

Plan and would eliminate the tree-save requirement.

The applicant has attempted to balance the grading needs of the site with the requirements of the Woodland Conservation Ordinance. The detailed site plan meets the requirements of woodland conservation on the site. For more information regarding this issue, see Finding 7 below.

6. The detailed site plan is in general conformance with the preliminary plan, 4-98064, and applicable conditions of approval. In a memorandum dated May 2, 2005 (Thompson to Wagner), the Subdivision Section offered the following comments with regard to access and trip caps:

"The property is the subject of Preliminary Plan 4-98064, approved by the Planning Board on December 10, 1998. The resolution of approval, PGCPB Resolution 98-324, was adopted on January 7, 1999. The property is the subject of record plat VJ 189@13.

The property is subject to the conditions contained in the resolution of approval, PGCPB Resolution 98-324. The following conditions relate to the review of the detailed site plan (DSP). Additional comments are provided where appropriate:

"1. **Prior to signature approval, the preliminary plat shall be revised:**

"b. **To include an access easement across Lot 4 to serve Lot 5, a note that the easement shall remain in effect until Lot 5 is purchased for interchange improvements and a note that the easement is provided pursuant to Section 24-128(b)(9) of the Subdivision Regulations.**

"Comment: The property was the subject of a plat of reservation VJ 161@69 that has expired. Direct access to both Lottsford Road and Landover Road was denied at the time of the approved preliminary plan. The DSP must be revised to remove direct access to Lottsford Road. Access is granted via an ingress/egress easement crossing Lot 4 (VJ 186@22) pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

"2. **Total development of Lots 2 and 3, as shown on the preliminary plat, shall be limited to the general office buildings, which currently exist on the site, or other permitted uses which generate no more peak hour vehicle trips than the uses which exist. Any development other than that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.**

"3. **Total development of Lot 4, as shown on the preliminary plat, shall be limited to permitted uses which generate no more than 414 AM and 552 PM peak hour vehicle trips. Any development over that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.**

"Comment: Conditions 2 and 3 establish caps for development on abutting lots. However, there are no caps on Lot 5 development. This issue should be referred to the Transportation Planning Section to determine if a new preliminary plan is required for future development on Lot 5 based on adequate transportation facilities."

For further information regarding these issues, see the Transportation Planning Section referral information under Finding 9.

7. The detailed site plan is in general conformance to the requirements of the Woodland Conservation Ordinance. In a memorandum dated June 14, 2005 (Finch to Wagner), the Environmental Planning Section offered the following comments:

"The Environmental Planning Section has reviewed the revised TCPII for the above-referenced detailed site plan date stamped received by the Environmental Planning Section on June 8, 2005, and the forest stand delineation plan received on April 11, 2005.

"The Environmental Planning Section recommends approval of detailed site plan DSP-05014 and TCPII/136/03-02 subject to conditions listed at the end of this memorandum.

"**BACKGROUND**

"The Environmental Planning Section previously reviewed this site in conjunction with the approval of preliminary plan of subdivision 4-98064 and Type II Tree Conservation Plans TCPII/136/03 and TCPII/136/03-01.

"**Site Description**

"This 9.15-acre property in the I-3 Zone is located on the northeast quadrant of the intersection of MD 202 and Lottsford Road. A review of the available information indicates that a stream and 100-year floodplain are found to occur along the southern and southeastern property boundary. Although MD 202 is a transportation-related noise generator, the site does not exceed the State of Maryland noise standards for commercial and industrial uses. The soil series found to occur according to the Prince George=s County Soil Survey is Collington fine sandy loam and Shrewsbury, which have no significant limitations that could affect the development of this property. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George=s Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic or historic roads located in the vicinity of this property. This property is located in the Southwest Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

"**ENVIRONMENTAL REVIEW**

"As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

"1. The Subdivision Ordinance provides for the protection of streams, 50-foot stream buffers, wetlands, 25-foot wetland buffers, 100-year floodplain, adjacent areas of slopes in excess of 25 percent, and adjacent areas of slopes between 15 and 25 percent with highly erodible soils. When a property is located within the Patuxent River watershed these features compose the Patuxent River Primary Management Area (PMA) that is to be protected to the fullest extent possible.

"During the review of preliminary plan 4-98064, a Patuxent River Primary Management Area consisting of a stream, a stream buffer, 100-year floodplain, nontidal wetlands, and wetland buffers was identified on Lots 2 through 4, but Lot 5 was previously placed in reservation for planned interchange improvements although a 100-year floodplain easement was previously recorded for Lot 5 (L. 7307 F. 638). At time of final plat for Lot 5, after expiration of the reservation plat, the PMA was not placed in a conservation easement on VJ 189-13 because it was not delineated during the subdivision review process.

"No PMA impacts were proposed or approved during the review of preliminary plan of subdivision 4-98064 and as such the detailed site plan cannot show any impacts.

"The revised TCPII correctly delineates the PMA, and no impacts to the PMA are proposed.

"**Discussion**: No further information is required with regard to the delineation of the PMA on the TCPII.

"2. A forest stand delineation (FSD) that was prepared in August 8, 1989, and updated in September 10, 1998, for submittal with preliminary plan of subdivision 4-98064 has been submitted. In a memorandum dated September 22, 1998, from Stacy Miller to Alan Hirsch, it was stated that there were less than 10,000 square feet of woodlands on the site, and the site was therefore exempt from the Woodland Conservation Ordinance.

"A new FSD was submitted in February 2003 with an application for approval of a Type II Tree Conservation Plan, TCPII/136/03, after it was determined that woodlands on the site had regenerated and that the subject property was now subject to the Woodland Conservation Ordinance. A subsequent revision to the TCPII was approved on March 15, 2004, which revised the plan to add clearing required for the widening of Landover Road (MD 202).

"The FSD identified three separate woodland stands on the site totaling 5.19 acres of woodland. Forest Stand A, totaling 2.37 acres, is a mature, bottomland, mixed-hardwood forest dominated by tulip poplar, red maple, and Southern red oak with an average DBH of 18 to 29.9 inches, and no specimen trees were identified in this stand. The forest structure analysis sheet indicates that this stand has a structural value of 19, which is a "priority" rating. Stand A also contains significant environmental features (wetlands, intermittent stream channel, PMA buffer, specimen trees) and is classified as a Priority 1 retention area.

"Forest Stand B, totaling 0.69 acre, is a mature, upland-hardwood forest dominated by ash white oak and American beech an average DBH greater than 30 inches. There were four specimen trees noted in this stand, of which three were ash trees between 30 and 40 inches in diameter, and one White oak measured 50 inches diameter at breast height. The forest structure analysis sheet indicates that this stand has a structural value of 18, which is a "priority" rating.

"Forest Stand C, totaling 2.11 acres, is an immature, upland-hardwood forest dominated by black locust and has an average DBH of 1 to 5.9 inches caliper. The forest stand analysis sheet indicates that Stand C has a structural value of 11 and has a "Good" rating. Due to the small diameters, low species diversity, and quantity of invasive species (Japanese honeysuckle), Stand C is considered to have a low retention priority.

"Five specimen trees have been identified on the FSD. One is located within the floodplain easement, and the other three are located in the southeast quadrant of the intersection of Lottsford Road and Landover Road. The specimen trees are identified on the FSD plan by number, but there is no specimen tree table on the plan sheet, and the critical root zones for specimen trees located outside of the 100-year floodplain easement have not been delineated.

"**Recommended Condition:** Prior to certificate approval of the detailed site plan, the forest stand delineation shall be revised as follows:

"a. Add a specimen tree table to the FSD plan sheet which includes the specimen tree identifier, size, species, and condition.
"b. Delineate the critical root zone for all specimen trees located outside of the 100-year floodplain easement.

"c Have the revised FSD plan signed and dated by the qualified professional who prepared it.

"3. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property has a previously approved tree conservation plan.

"The Environmental Planning Section does not support the clearing of woodlands for grading and infrastructure purposes unless there is an overall development proposal indicating the elements for which the clearing is proposed. A review of files indicates that although conceptual development was previously proposed and approved on an adjacent site, because this site was in reservation for highway improvement, no development plan has been approved for this site. Approval of a tree conservation plan in conjunction with a "real" development proposal is especially important on sites where priority woodlands exist; until the footprint of structures and the layout of site elements is understood, unnecessary clearing of woodlands may be proposed. In the case of this lot, access roads have already been constructed and utilities are in place and readily accessible for development. Grading for infrastructure in the absence of a development proposal is generally considered unnecessary.

"The previously approved TCPII, as described below, proposed to fulfill all woodland conservation requirements on-site. The applicant provided information that the need for grading the site at this time is to balance the earthwork required for development of the adjacent site.

"**Discussion:** The applicant has provided additional information concerning the proposed development for Lot 5, Block B, and provided justification as to why grading of Lot 5 is desirable in conjunction with development of the adjacent lot and prior to approval of a detailed site plan for development. No further information is required at this time.

"4. A Type II tree conservation plan, TCPII/136/03, was originally reviewed and approved on August 25, 2003, to allow for the construction of a driveway entrance and stockpile. The woodland conservation threshold for this site is 1.12 acres (15 percent of the net tract). The amount of required woodland conservation based on the amount of clearing proposed at that time was 1.22 acres. The TCPII proposed to meet the requirement with 1.22 acres of on-site preservation, which met the requirements of the Woodland Conservation Ordinance.

"The TCPII was revised and approved on March 15, 2004, in order to include additional off-site clearing required for the widening of Landover Road (MD 202). As a result, the amount of required woodland conservation based on the amount of clearing was 1.84 acres. The revised TCPII proposed to meet the requirement with 1.84 acres of on-site preservation, which also met the requirements of the Woodland Conservation Ordinance.

"The current revision to the TCPII is for infrastructure and grading only. The revised TCPII proposes to clear 2.65 acres of woodland, resulting in a woodland conservation requirement of 2.45 acres. The revised TCPII proposes to meet the requirement with 1.12 acres (the woodland conservation threshold) of on-site preservation, and 1.33 acres of off-site mitigation, which meets the requirement of the Woodland Conservation Ordinance.

"Three areas of preservation are proposed on the revised plan. Preservation Area #1 is a 0.52-acre area of priority woodlands adjacent to the 100-year floodplain easement and PMA. The TCPII shows the preservation of priority woodlands (Stand A) within the minimum 50-foot-wide stream buffer/Patuxent River Primary Management Area located on the site and as a landscape buffer adjacent to Landover Road.

"Preservation Area #2 is located adjacent to Lottsford Road and contains four of the five specimen trees located on the site. The area proposed for protection during construction and preservation includes the on-site critical root zone to support the survivability of the specimen trees. In addition, Stand B is also priority woodlands. The TCPII includes specific management notes and details related to fertilization and aeration for the retention of specimen trees. When the TCPII is revised for development, addition techniques, such as pruning, aeration, fertilization, top dressing, or other appropriate arboricultural practices, should be readdressed. A split rail fence is proposed as a permanent tree protection device for this area.

"Preservation Area #3 is a 0.47-acre area of priority woodlands adjacent to the 100-year floodplain easement and PMA. The TCPII shows the preservation of priority woodlands (Stand A) within the minimum 50-foot-wide stream buffer/Patuxent River Primary Management Area located on the site.

"**Recommended Condition:** When the detailed site plan is revised to allow for development of the site beyond infrastructure, the specimen trees to remain shall be re-evaluated by a licensed or certified arborist. The TCPII shall be revised to incorporate the recommendation of the licensed or certified arborist, which may include, but not be limited to, specific management notes and details related to the retention of specimen trees, such as pruning, aeration, fertilization or other appropriate arboricultural practices.

"5. The final plat for Lot 5, Block B (VJ 189-13) includes the following note:

"'3). Development of this property must conform to the Conceptual Site Development Plan which was approved by Prince George's County on 10-11-79 No. P-79029 or as amended by any subsequent revisions thereto, including that variance numbered VP-98054 (A) approved by Prince George's County Planning Board together with Preliminary Plan No. 4-98064.'

"The Planning Board approved the revised concept plan for Largo Park (SP-87168/01) on August 3, 1989. The CSP indicates an existing tree line in the area at the intersection of Lottsford Road and Landover Road, which would later become Lot 5, and includes the following note:

"'Mixed hardwoods 50' – 60' high (oaks, sweetgums and poplars). Selectively maintain specimens in site integration and lot separation.'

"It appears that the specimen trees were intended to be preserved on Lot 5. For the proposed detailed site plan to be found in conformance with the conceptual site plan, a finding of conformance must be made. The revised TCPII proposes to maintain select specimen trees in conformance with (C)SP-87168/01.

"**Discussion:** No further information is required to find general conformance with the approved conceptual site plan, CSP-87168/01.

"6. The final plat for Lot 5, Block B (VJ 189-13) includes that following note:

"'No access shall be permitted along Maryland Route 202 and/or Lottsford Road.'

"The TCPII shows the location of a major access point onto Lottsford Road, which does not appear to conform to the final plat.

"**Discussion:** The Transportation Planning Section and the Development Review Division need to determine whether the detailed site plan can be found in conformance with this plat note. If a revision to the detailed site plan is required to find conformance, which results in a revision to the TCPII, then the revised plan shall be forwarded to the Environmental Planning Section for review and comment.

"7. The applicant has submitted a reapproved stormwater management (SWM) concept approval, #8000070-1992-01, for Largo Park, Parcel 6, Site 3, which was originally approved July 8, 1992, and remains valid through July 20, 2007. The SWM approval is based on the old stormwater management regulations, but is grandfathered through re-approval by the Department of Environmental Resources.

"The Environmental Planning Section has not been able to verify that the SWM concept approval letter submitted is for the parcel in question, since no plans were submitted. Previously, the applicant provided an approved stormwater management concept plan, #918001350, that was valid through September 2, 2001.

"**Recommended Condition:** Prior to certificate approval of the detailed site plan, a copy of the stormwater management concept approval plan or other documentation shall be submitted that confirms that there is an approved and valid stormwater management concept approval for the subject property.

8. The detailed site plan for infrastructure is not subject to the *Landscape Manual* at this time, since this application is for infrastructure and grading only.

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

Archeology In comments dated June 14, 2005, the staff archeologist stated that no archeological investigations would be suggested for the proposed project.

Transportation In a memorandum dated June 13, 2005, the Transportation Planning Section stated the following:

"The site is governed by preliminary plan of subdivision 4-98064. While it is noted that the associated resolution includes conditions involving trip caps, neither condition relates to Lot 5. Nonetheless, Lot 5 was created under the 1998 preliminary plan from a partly developed platted parcel recorded pursuant to preliminary plan of subdivision 4-79155, and while no trip cap is specified, it is a legal and developable lot. From the standpoint of transportation, other traffic studies have assumed the development of 159,000 square feet of general office space on this lot. As no development is proposed at this time, however, the Transportation Planning Section would offer no further comment on this issue.

"It is noted that access is proposed via an easement across adjacent Lot 4 and via direct driveway access onto Lottsford Road. The easement was created under 4-98064 for the specific purpose of serving Lot 5. However, Lottsford Road is an arterial facility, and driveway access onto arterial and higher facilities is controlled by the Subdivision Ordinance. Specifically, Subtitle 24 allows such driveway access only by a variation. Such a variation was not granted during the subdivision process, and is reviewed further below.

"Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for lots that front on roadways of arterial classification or higher. This section requires that these lots be developed to provide direct vehicular access to either a service road or an interior street and to not be developed with direct driveway access onto a higher-classification roadway. Lot 5 has frontage on MD 202 and Lottsford Road, and both are arterial or higher facilities. The applicant proposes direct vehicular access to Lottsford Road only.

"Insofar as this plan proposes only grading, the transportation staff finds that the subject property meets the requirements of Section 27-285 regarding transportation adequacy if the development is approved. This finding is conditional upon the granting of a variation to Section 24-121(a)(3), a variation that is supported by the Transportation Planning Section, for driveway access onto Lottsford Road."

Department of Environmental Resources (DER) In a memorandum dated April 29, 2005, the Department of Environmental Resources (DER) has indicated that the site plan is consistent with the approved stormwater concept plan, # 8000076-1992-01.

Department of Public Works & Transportation (DPW&T) As of the writing of this staff report, DPW&T has not offered comment on the proposed project.

City of Glenarden The City of Glenarden has indicated that they have no objections to the proposed project.

10. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/136/03-02) and further APPROVED Detailed Site Plan DSP-05014 for the above-described land, subject to the following conditions:

1. Unless a variation to Section 24-121(a)(3) of the Subdivision Regulations is granted, the access to Lottsford Road shall be eliminated.

2. Prior to certificate approval of the detailed site plan, the forest stand delineation shall be revised as follows:

   a. Add a specimen tree table to the FSD plan sheet that includes the specimen tree identifier, size, species, and condition.

   b. Delineate the critical root zone for all specimen trees located outside of the 100-year floodplain easement.

   c. Have the revised FSD plan signed and dated by the qualified professional who prepared it.

3. When the detailed site plan is revised to allow for development of the site beyond infrastructure, the specimen trees to remain shall be reevaluated by a licensed or certified arborist. The TCPII shall be revised to incorporate the recommendation of the licensed or certified arborist, which may include, but not be limited to, specific management notes and details related to the retention of specimen trees, such as pruning, aeration, fertilization, or other appropriate arboricultural practices.

4. Prior to certificate approval of the detailed site plan, a copy of the stormwater management concept approval plan or other documentation shall be submitted that confirms that there is an approved and valid stormwater management concept approval for the subject property.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Harley, with Commissioners Squire, Harley, Vaughns, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, June 23, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of July 2005.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:GW:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

M-NCPPC Legal Department

Date 7/6/05

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

PGCPB No. 06-255(C)

File No. DSP-05014/01 and VD-05014/01

CORRECTED RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on November 9, 2006 regarding Detailed Site Plan DSP-05014/01 for Largo Park, Lot 5B, the Planning Board finds:

1. **Request**: The subject application is for approval of a detailed site plan for a six-story office building in the I-3 Zone.
2. **Development Data Summary**

	Existing	**Proposed**
Zone(s)	I-3	I-3
Use(s)	N/A	Office
Acreage	9.14	9.14
Lots	1	1
Parcels	1	1
Square Footage/GFA	N/A	144,000 square feet

Other Development Data

	Required	**Provided**
Total parking spaces	363	461
Of which standard spaces	242	269
Handicapped spaces	8	9
Loading Space	2	2

3. **Location:** The site is in Planning Area 73, Council District 6. More specifically, it is located in the southwest quadrant of the intersection of Landover Road (MD 202) and Lottsford Road.

4. **Surroundings and Use:** The subject property is bounded to the northwest by Lottsford Road; to the southwest by existing office use; to the northeast by Landover Road (MD 202); and to the southeast, by vacant I-3-zoned land.

5. **Previous Approvals:** The subject site has a previously approved Conceptual Site Plan, CSP-87168/01, Preliminary Plan of Subdivision 4-98064, Infrastructure DSP-05014, and Stormwater Management Concept Plan 8000070-1992-01.

6. **Design Features:** The proposed office building is a six-story steel frame building with a gross floor area of 144,000 square feet and a building height of 85 feet. It is located on the northwest

end of the site facing Lottsford Road and is surrounded on four sides by surface parking areas. Two driveways provide the access to the site from Lottsford Road and Mercantile Lane.

The office building facade consists of two primary features. The main entrances of the building are composed of six-story glass and precast concrete walls with a recessed two-story arcade centered on the front and rear elevations that front Lottsford Road and the rear parking area. The remaining front and sides of the building elevations are a composition of a glass curtain wall with articulated columns and horizontal bands forming a grid pattern that clads the front and rear facades. The roof of the building is a flat roof. The roofline is primarily a straight parapet with a featured arch on the entrance parapet designed to articulate the building entrance glass curtain wall. The building is rectangular in shape with equal lengths on each side. The ground level has an arcade with piers that articulation the building facades.

The office building has achieved a unity of design through compatible materials and colors; selected building materials that are durable, attractive and have low maintenance requirements; and utilize colors that reflect natural tones. The building is constructed and clad with materials that are of a quality that will retain their appearance over time, including precast concrete, aluminum, painted steel and glass.

A signage package was submitted for the office building. The signage is scaled appropriately to appeal to both pedestrians walking on the adjacent sidewalks and to vehicles driving at reduced speeds. The signs are aesthetically pleasing and cohesive. The signage on the street frontages is integrated into the overall design of the buildings. The signs comply with Subtitle 27 Zoning, Part 12, Signs criteria.

Five signage types are included in the package. They consist of the following:

Type A- Freestanding Site Monumental ID Sign
Cast in Place Concrete Wall (or sheet metal finished to match) Color to match building
Recessed sign panel; Color to match building glass
Brass or Chrome Copy
Sign Area: 45 S.F.
Quantity: 1
Location: Intersection of Lottsford Road and Landover Road (MD202)

Type B- Freestanding Site Monumental ID Sign
Cast in Place Concrete Wall (or sheet metal finished to match) Color to match building
Recessed sign panel; Color to match building glass
Brass or Chrome Copy
Sign Area: 26 S.F.
Quantity: 2
Location: Entrance driveway at Lottsford Road

Type C-Building Mounted Building Address
Non-Illuminated 30" High Address Numbers with 3" Return
(Material not identified)
Sign Area: 11.25 S.F.
Quantity: 2
Location: Center Parapet of East and West Walls

Type D-Building Mounted First Floor Tenant Name
Illuminated 10' x 1'-6" Box Sign
(Material not identified)
Sign Area: 15 S.F.
Quantity: 8
Location: First Floor Window Bays

Type E-Building Mounted Major Tenant
4'-4"x 17'-4" x .5" Area for Mounted Letters and/or Logo
(Material not identified)
Sign Area: 11.25 S.F.
Quantity: 4
Location: Center Parapet of East and West Walls

COMPLIANCE WITH EVALUATION CRITERIA:

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-3 Zone and the site plan design guidelines of the Zoning Ordinance.

Conformance with Section 27-471. I-3 (Planned Industrial/Employment Park)

The subject application is in general conformance with Section 27-471. Office parks are a permitted use in the I-3 Zone (Planned Industrial/Employment Park). Staff offers the following more detailed comments regarding compliance with the subject section:

The proposed project is in conformance with Section 27-471(a), Purposes. Likewise, the proposed project is generally in compliance with Section 27-471(b), Landscaping, Screening and Buffering (see more detailed discussion under "*Landscape Manual*" below). Section 27-471(c) prohibits outdoor storage, which should not be a problem given the proposed office use. Section 27-471(d) requires that both a conceptual and detailed site plan be approved for all uses and improvements on the subject property. Such a conceptual plan has been approved for the project. (Please see Finding 5, Previous Approvals) At time of detailed site plan review, Section 27-471(d) stipulates that landscaping and the design and size of lettering, lighting and all other features of signs proposed will be evaluated. Section 27-471(e) and the Table of Uses (Division 3, Part 7) include professional offices as a permitted use for the subject property. Section 27-471(f), Regulations, citing requirements in Divisions I and 5 of Part 7, the Regulations Tables

(Division 4, Part 7), General (Part 2), Off -Street Parking and Loading (Part 12), and the *Landscape Manual* specifically requires that not more than 25 percent of any parking lot and no loading spaces be located in the yard to which the building's main entrance is oriented, except a 15 percent increase may be approved by the Planning Board in accordance with guidance from the Zoning Ordinance. The site plan is in accordance with the 25 percent requirement. Additionally, Section 27-471(f), as applied to the subject application, prohibits the location of loading docks on any side of a building facing a street. Section 27-471(g) is inapplicable to the subject application as it establishes requirements for warehousing, not an anticipated use on the subject site. Section 27-471(h) reiterates and expounds on the requirements of 27-455.01 (infra.), stating that each planned industrial/employment park shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least 70 feet. The proposed project meets the requirements of Section 27-471(i) since the Largo Park development measures in excess of 25 gross acres.

8. **Requirements of the Zoning Ordinance for the Granting of a Variance:** The applicant has requested a variance from Section 27-474(b) to reduce the setback requirements from the street. The request is seeking approval of a 20-foot variance. Staff has listed each required finding for the granting of a variance as stated in Section 27-230 of the Zoning Ordinance, followed by staff comment.

"(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions:"

"(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and"

Urban Design Comment: The applicant argues that the specific parcel of land has extraordinary situations or conditions that apply to this case. Recent actions have been taken which create a more substantial right-of-way for Lottsford Road than previously existed. The applicant also submits that other combined factors will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property as well.

Staff determined that the quantity of parking spaces provided on the detailed site plan would produce a surplus of 98 spaces more than the required quantity of parking spaces. Twenty-six spaces are located within the required 30-foot setback from Lottsford Road. Removing the spaces within the setback will maintain a surplus quantity of parking spaces, reducing the surplus parking to a quantity of 72 spaces. Staff does not agree with the applicant's contention that loss of 26 spaces on a site with such a large amount of excess parking will result in undue hardship or practical difficulty.

The removal of 26 spaces in the front of the office building facing Lottsford Road will offer the opportunity for a more attractive landscape yard, provided additional trees, shrubs, lawn and groundcover are added to the proposed landscaping. The additional landscape yard will contribute

to the enhancement of the gateway to the Inglewood Business Community development at the intersection of Lottsford Road and Landover Road (MD202).

"(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or master plan."

Urban Design Comment: The Community Planning staff has indicated this application for a commercial office building is in harmony with the applicable master plans. Staff does not contend that approval of the variance would substantially impair the intent, purpose, or integrity of the General Plan or the master plan.

9. **The requirements of Conceptual Site Plan CSP-87168/01:** The detailed site plan is in general conformance to the conceptual site plan, CSP-87168/01, approved by the Planning Board on August 3, 1989, with nine conditions. Three conditions of the conceptual site plan are applicable to this review. They are as follows:

1. A minimum 30-foot landscaped yard shall be provided along the property line adjacent to Route 202 (as required by I-3 Zone regulations of the Zoning Ordinance, Subtitle 27)

The applicant has provided the required landscaped yard along MD 202. The detailed site plan meets the landscape yard requirements of the I-3 Zone.

6. Individual trees on site that are worthy of saving will be flagged by staff from the Natural Resources Division and the Development Review Division.

7. Every effort will be made to incorporate these trees into the overall building and parking lot layout. This could mean the reconfiguration of the building and parking lot to accomplish this goal. The possibility that drastic overall site grading will be necessary for drainage of surface waters will be carefully reviewed at Detailed Site Plan and would eliminate the tree-save requirement.

The applicant has attempted to balance the grading needs of the site with the requirements of the Woodland Conservation and Tree Preservation Ordinance. The detailed site plan meets the requirements of woodland conservation on the site. For more information regarding this issue, see Finding 13 below.

10. **Preliminary Plan of Subdivision:** The detailed site plan is in general conformance with the preliminary plan, 4-98064, and applicable conditions of approval. In a memorandum dated October 2, 2006 (Lockard to Estes), the Subdivision Section offered the following comments with regard to access and trip caps:

The property is the subject of Preliminary Plan 4-98064, approved by the Planning Board on December 10, 1998. The resolution of approval, PGCPB Resolution No. 98-324 was adopted on January 7, 1999. The property is the subject of record plat VJ 189@13. This site was later re-

platted by record plat 207@96 in 2005 following a reconsideration of the original approval to allow for access to Lottsford Road.

The property is subject to the conditions contained in the resolution of approval, PGCPB Resolution No. 98-324(A), that resolution contains six conditions. There are no conditions related directly to the review of the DSP, but there have been some changes as a result of the reconsideration:

1. Prior to signature approval, the preliminary plat shall be revised:

   b. To include an access easement across Lot 4 to serve Lot 5, a note that the easement shall remain in effect until Lot 5 is purchased for interchange improvements and a note that the easement is provided pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

The property was the subject of a plat of reservation VJ 161@69 that has since expired. Direct access to both Lottsford Road and Landover Road was denied at the time of the approved preliminary plan. On June 23, 2005, the Planning Board granted a reconsideration and approved a variation to permit direct vehicular access to Lottsford Road. At that time, this condition was removed. The access easement from Lot 4 to the south was to be retained as a secondary access point.

2. Total development of Lots 2 and 3, as shown on the preliminary plat, shall be limited to the general office buildings, which currently exist on the site, or other permitted uses which generate no more peak hour vehicle trips than the uses which exist. Any development other than that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.

3. Total development of Lot 4, as shown on the preliminary plat, shall be limited to permitted uses which generate no more than 414 AM and 552 PM peak hour vehicle trips. Any development over that identified herein above shall require an additional preliminary plat of subdivision with a new determination of the adequacy of transportation facilities.

Conditions 2 and 3 establish caps for development on abutting lots. However, there are apparently no caps on Lot 5 development. This issue should be referred to the Transportation Section to determine if a new preliminary plan is required for future development on Lot 5 based on adequate transportation facilities.

6. **Prior to the issuance of permits for Lot 5, the applicant shall file a new final plat of subdivision for Lot 5 removing the denial of access along the property frontage of Lottsford Road. The final plat shall remove reference to access authorized pursuant to Section 24-128(b)(9).**

This condition was satisfied with the recording of the new plat previously mentioned (207@96).

There are no other subdivision issues at this time.

11. ***Landscape Manual*:** The proposed development is subject to the requirements of Section 4.2, Commercial and Industrial Landscaped Strip, 4.3.a Parking Lot Landscape Strip, 4.3.b, Parking Lot Perimeter Strip and 4.7, Buffering Incompatible Uses, of the *Landscape Manual.*

The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in general compliance with the applicable sections of the *Landscape Manual.*

12. **Woodland Conservation Ordinance:** The property on which the detailed site plan is proposed is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the entire site has over 40,000 square feet of gross tract area and contains more than 10,000 square feet of existing woodland.

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

Historic Preservation—In a memorandum dated August 8, 2006, the Historic Preservation Planning Section stated the proposed project would have no effect on designated historic resources.

Archeology—In a memorandum dated August 8, 2006, the archeological reviewer stated that no archeological review is required at detailed site plan.

Community Planning—In a memorandum dated September 11, 2006, the Community Planning Division stated that the application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier and that the application is in conformance with the land use recommendations of the *Approved Master Plan and Sectional Map Amendment for Largo-Lottsford, Planning Area 73* (1990) for employment uses. The 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* contains no land use recommendation for this site.

Transportation—In a memorandum dated November 2, 2006, the Transportation Planning Section stated that the Preliminary Plan of Subdivision 4-98064 governs the proposed Detailed Site Plan (DSP-05014/01) site. While it is noted that the associated resolution includes conditions involving trip caps, neither condition relates to Lot 5. Nonetheless, Lot 5 was created under the 1998 preliminary plan from a partly developed platted parcel recorded pursuant to Preliminary Plan of Subdivision 4-79155, and while no trip cap is specified, it is a legal and developable lot. From the standpoint of transportation, other traffic studies have assumed the development of

159,000 square feet of general office space on this lot. Since the proposed development of 144,000 square feet of office space is less than the assumed level of 159,000 gross square feet, the Transportation Planning Section would offer no further comment on this issue.

The Preliminary Plan of Subdivision 4-98064, recommends denial of access to both Lottsford Road and Landover Road. But on June 23, 2005, the Planning Board approved a variation request to permit direct vehicular access to Lottsford Road, in addition to retaining access from Lot 4. As a result, the subject property is proposed to have two access points, one will be via an easement across adjacent Lot 4 and the other via direct driveway onto Lottsford Road.

Review Comments—Variation Request

With this application, the applicant is also seeking approval of a variation from the 30-foot setback requirement along Lottsford Road. The plan proposes only 10-foot setback, or 20 foot less than the required amount. Given the requested setback is outside the established and required rights-of-way for Lottsford Road, the Transportation Planning Section offers no additional comments.

The subject property was given subdivision approval pursuant to a finding of adequate transportation facilities made in 1979 for Preliminary Plan of Subdivision 4-79155 and reiterated in the approval of the 1998 for Preliminary Plan of Subdivision 4-98064, as well the 2005 approval of variation to permit access to Lottsford Road.

Subdivision Section—In a memorandum dated October 2, 2006, the Subdivision Section staff listed all conditions attached to the approval of Preliminary Plan of Subdivision 4-98064 that are applicable to the review of this DSP (Detailed discussion of the conditions are in Findings 9).

There are no other subdivision issues at this time.

Permits—In a memorandum dated August 14, 2006, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the recommended conditions below.

The State Highway Administration stated the following in a memo dated August 24, 2006: "Based upon available information, we have no objection with respect to proposed improvements for Detailed Site Plan DSP-0501/01 and Variance VD 0501/01 approval."

Environmental Planning—In a memorandum dated September 26, 2006, the case reviewer stated that the Environmental Planning Section has reviewed the revised TCPII for the above referenced Detailed Site Plan and Evaluation Report of Specimen Trees, date stamped received by the Environmental Planning Section on October 20, 2006. The Environmental Planning Section recommends approval of Detailed Site Plan DSP-05014/01 and TCPII/136/03-03 subject to conditions listed in this memorandum. This memorandum supercedes the previous memorandum on the subject application.

BACKGROUND

The Environmental Planning Section previously reviewed this site in conjunction with the approval of the Preliminary Plan of Subdivision, 4-98064; Type II Tree Conservation Plans TCPII/136/03 and TCPII/136/03-01; and DSP-05014 and TCPII/136/03-02 for rough grading and infrastructure. Construction of a six-story high office building and associated site development is now proposed.

ENVIRONMENTAL REVIEW

As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

1. **The Subdivision Ordinance provides for the protection of streams, 50-foot stream buffers, wetlands, 25-foot wetland buffers, 100-year floodplain, adjacent areas of slopes in excess of 25 percent, and adjacent areas of slopes between 15 and 25 percent with highly erodible soils. When a property is located within the Patuxent River watershed these features comprise the Patuxent River Primary Management Area (PMA) that is to be protected to the fullest extent possible.**

During the review of Preliminary Plan 4-98064, a Patuxent River primary management area consisting of a stream, a stream buffer, 100-year floodplain, nontidal wetlands, and wetland buffers was identified on Lots 2 through 4, but Lot 5 was previously placed in reservation for planned interchange improvements, although a 100-year floodplain easement was previously recorded for Lot 5 (L. 7307 F. 638). At time of final plat for Lot 5, after expiration of the reservation plat, the PMA was not placed in a conservation easement on VJ 189-13 because it was not delineated during the subdivision review process due to the proposed use.

No PMA impacts were proposed or approved during the review of Preliminary Plan of Subdivision 4-98064 and as such the detailed site plan cannot show any impacts. The revised TCPII correctly delineates the PMA, and no impacts to the PMA are proposed.

Comment: No further information is required with regard to the delineation of the PMA on the TCPII.

2. **A forest stand delineation (FSD) was prepared in August 8, 1989, and updated on September 10, 1998 for submittal with Preliminary Plan of Subdivision 4-98064. In a memorandum dated September 22, 1998 from Stacy Miller to Alan Hirsch, it was stated that there were less than 10,000 square feet of woodlands on the site, and the site was therefore exempt from the Woodland Conservation and Tree Preservation Ordinance.**

A new FSD was submitted in February 2003, with an application for approval of a Type II Tree Conservation Plan, TCPII/136/03, which determined that woodlands on the site had regenerated and that the subject property was now subject to the Woodland Conservation and Tree Preservation Ordinance. A subsequent revision to the TCPII was approved on March 15, 2004, to add clearing required for the widening of Landover Road (MD 202).

The FSD identified three separate woodland stands on the site totaling 5.19 acres of woodland. There were five specimen trees noted, of which three were ash trees between 30 and 40 inches in diameter, an American elm with a diameter of 34 inches, and a white oak measuring 50 inches in diameter at breast height. One of the trees is located within the floodplain easement, and the other four are located in the southeast quadrant of the intersection of Lottsford Road and Landover Road.

The final plat for Lot 5, Block B (VJ 189-13) includes the following note:

"3). Development of this property must conform to the conceptual site development plan which was approved by Prince George's County on 10-11-79 No. P-79029 or as amended by any subsequent revisions thereto, including that variance numbered VP-98054(A) approved by Prince George's County Planning Board together with Preliminary Plan No. 4-98064.

The Planning Board approved the revised concept site plan for Largo Park (SP-87168/01) on August 3, 1989, which indicated an existing tree line in the area at the intersection of Lottsford Road and Landover Road (Lot 5) and included the following note:

> "Mixed hardwoods 50' – 60' high (oaks, sweet gums and poplars). Selectively maintain specimens in site integration and lot separation."

It appears that the intent of the CSP was for specimen trees to be preserved on Lot 5. The revised TCPII proposes to maintain select specimen trees in conformance with CSP-87168/01.

Comment: No further information is required to find general conformance with the approved Conceptual Site Plan SP-87168/01.

This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the property has a previously approved Tree Conservation Plan. A Type II Tree Conservation Plan TCPII/136/03 was originally reviewed and approved on August 25, 2003 to allow for the construction of a driveway entrance and stockpile. The TCPII was revised and approved on March 15, 2004 in order to include additional off-site clearing required for the widening of Landover Road (MD 202), and subsequently revised in conjunction with the approval of DSP-05014 for infrastructure and grading only.

The current revised TCPII proposes to clear 2.93 acres of woodland including off-site clearing, resulting in a woodland conservation requirement of 2.52 acres, and proposes to meet the

requirement with 0.68 acres of on-site preservation, 0.51 acres of reforestation, and 1.33 acres of off-site mitigation, which meets the requirements of the Woodland Conservation Ordinance.

Three areas of preservation were proposed on that plan. Preservation Area 1 was a 0.28 acre area of priority woodlands adjacent to the 100-year floodplain easement and PMA. The current TCPII shows the preservation of priority woodlands (Stand "A") within the minimum 50-foot-wide stream buffer/Patuxent River primary management area located on the site and as a landscape buffer adjacent to Landover Road.

Preservation Area 2 was located adjacent to Lottsford Road and contains four of the five specimen trees located on the site. The area proposed for protection during construction and preservation includes the on-site critical root zone required to support the survivability of the specimen trees. The TCPII included specific management notes and details related to fertilization and aeration for the retention of specimen trees. A condition of approval, stated in PGCPB Resolution No. 05-148, reads as follows:

3. **When the Detailed Site Plan is revised to allow for development of the site beyond infrastructure, the specimen trees to remain shall be re-evaluated by a licensed or certified arborist. The TCPII shall be revised to incorporate the recommendation of the licensed or certified arborist, which may include, but not be limited to specific management notes and details related to the retention of specimen trees, such as pruning, aeration, fertilization or other appropriate arboricultural practices.**

"An Evaluation Report of the Specimen Trees in Preservation Area 2" prepared by Zimar & Associates and dated October 2006 was submitted. The submitted evaluation report has determined that the four specimen trees were incorrectly located, and incorrectly identified. The four trees were identified as a 41 inch dbh white ask, a 36 inch dbh bitternut hickory, a 30 inch dbh American beech and a 30 inch dbh black gum; the trees were correctly located on the plan, which resulted in minor revisions to the parking layout in order to limit disturbance of the critical root zone.

The condition of the four specimen trees was evaluated, and specific recommendations were made for each tree to enhance long-term viability.

Recommended Condition: Prior to signature approval of the detailed site plan, the TCPII shall be revised to include the specific recommendation of the "Evaluation Report of the Specimen Trees in Preservation Area 2" prepared by Zimar & Associates and dated October 2006, along with a schedule for implementation. Certification from a licensed arborist shall be required at significant points identified in the specimen tree preservation schedule (i.e. placement of tree protection fence, mulching, pruning, etc.)

The final plat for Lot 5, Block B (VJ 189-13) includes that following note:

> "No access shall be permitted along Maryland Route 202 and/or Lottsford Road."

The TCPII shows the location of a major access point onto Lottsford Road.

Comment: The Transportation Planning Section and the Development Review Division will determine whether the Detailed Site Plan can be found in conformance with this plat note. If a revision to the Detailed Site Plan is required to find conformance, which results in a revision to the TCPII, then the revised plan shall be forwarded to the Environmental Planning Section for review and comment.

A revised Stormwater Management Concept Approval 8000070-1992-01 for Largo Park, Parcel 6, Site 3 was submitted, which was originally approved July 8, 1992, and remains valid through July 20, 2007. This approval is based on the old stormwater management regulations, but is grandfathered through re-approval by the Department of Environmental Resources.

It is not possible to verify that the concept approval letter submitted is for the parcel in question, since no plans were submitted, and the case name states that it is "Parcel 6, Site 3."

Recommended Condition: Prior to certification approval of the detailed site plan, a copy of the stormwater management concept approval plan and plans, or other documentation that confirms that there is an approved and valid stormwater management concept approval for the subject property shall be submitted.

Department of Environmental Resources (DER)—In comments dated August 30, 2006, DER stated that the site plan for Largo Park, Lot 5B is consistent with the approved stormwater concept 8000070-1992-01.

Fire Department—In a memorandum dated August 20, 2006, the Specials Operation Command Bureau of Fire Prevention Special Hazards Section provided comments that require incorporation into the final plat and a condition of release of the use and occupancy permit.

Department of Public Works & Transportation (DPW&T)—In a memorandum dated August 16, 2006, DPW&T offered the following:

> Frontage improvements in accordance with DPW&T's urban arterial road standards have been provided for Lottsford Road. MD 202 is under the jurisdiction of the Maryland State Highway Administration, who will determine frontage improvements for Landover Road. Full width, 2-inch mill and overlay for all county roadway frontages is required. Street trees and streetlights have been provided along Lottsford Road frontage. The developer will be required to place additional lights and trees in conformance with DPW&T's standards.

Sidewalks are required along the roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.

All storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of Environmental Resources' requirements.

A site entrance from Lottsford Road has been constructed under a DPW&T permit.

***The Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated August 28, 2006, staff commented that water and sewer *[extensions would be required. An on-site review package should be submitted and Project DA3882z04 is approved within the limits of this proposed site. In addition, the engineer should submit and amendment review package to add the equestrian facility and community center to this project] *is available to the site. Additionally, they stated that because existing WSSC facilities are located in the site, a submission should be made to the Relocations Unit at WSSC and provided appropriate contact information. Additionally, they required that an onsite plan review package be submitted because onsite project #890S0061 shows a 10-inch stub for water, proposed on-site pipeline alignments are not shown on the plans and on-site water and sewer piping may impact woodland preservation, reforestation, stream and floodplain area.

14. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/136/03-03) and APPROVED Variance Application No. VD-05014/01, and further APPROVED Detailed Site Plan DSP-05014/01 for the above-described land, subject to the following conditions:

1. Prior to certification of the detailed site plan, the TCPII shall be revised to include the specific recommendation of the "Evaluation Report of the Specimen Trees in Preservation Area 2" prepared by Zimar & Associates and dated October 2006, along with a schedule for implementation. Certification from a licensed arborist shall be required at significant points identified in the specimen tree preservation schedule (i.e. placement of tree protection fence, mulching, pruning, etc.)

*Denotes correction
[Brackets] denotes deletion
Underlining denotes addition

2. Prior to certification of the detailed site plan, a copy of the stormwater management concept approval plan and plans, or other documentation that confirm that there is an approved and valid stormwater management concept approval for the subject property shall be submitted.

3. Prior to the certification of the detailed site plan, the site plan and elevations shall be revised with the following conditions:

   a. Provide screening for all rooftop equipment.

   b. Provide parapets concealing flat roof and rooftop equipment such as HVAC units from public view area. (Provide detailed sections illustrating the height of the parapet and setback of rooftop mechanical equipment that complies with this condition).

   c. Provide ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers at the building foundations.

   *[d. Provide a landscape yard within the 30-foot setback of Lottsford Road and landscape with trees, shrubs, lawn and groundcover.]

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Eley and Parker voting in favor of the motion, and with Commissioner Vaughns opposing the motion at its regular meeting held on Thursday, November 9, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of December 2006.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:RG:bjs

*Denotes correction
[Brackets] denotes deletion
Underlining denotes addition

APPROVED AS TO LEGAL SUFFICIENCY.

George Johnson
M-NCPPC Legal Department

Date 1/31/07

PRE-APPLICATION NEIGHBORHOOD MEETING
WRITTEN SUMMARY
DETAILED SITE PLAN DET-2023-013

Pursuant to Section 27-3402 of the new Zoning Ordinance, a Pre-Application Neighborhood Meeting was held on October 24, 2023 at 6:30 p.m. regarding Detailed Site Plan DET-2023-013. The Applicant, Vista Residential Partners Mid-Atlantic LLC, is the contract purchaser of property located at 9611 Lottsford Road in Largo, MD ("Vista"). Vista is proposing the construction of a 350 unit multifamily rental facility. The property comprises approximately 9.14 acres and is depicted as Lot 5, Block B on a Plat of Subdivision entitled "Largo Park", which plat is recorded among the Land Records of Prince George's County at Plat Book 207 Plat No. The property is zoned RTO-H-e. A Detailed Site Plan must be approved in accordance with Section 27-3605 of the Zoning Ordinance because the development proposal is for more than ten (10) multifamily dwelling units.

As required by Section 27-3401, the applicant attended a Pre-Application Conference with staff on September 8, 2023. Thereafter, staff provided comments as well as a mailing list and Zoning Sketch Map for the Pre-Application Neighborhood Meeting. Section 27-3402(c) requires the applicant to provide mailing notice and post the property at least 30 days in advance of the Pre-Application Neighborhood Meeting. On September 22, 2023, the applicant provided mailing notice of the Pre-Application Neighborhood Meeting utilizing the sample mailing letter provided by the Maryland-National Capital Park and Planning Commission ("M-NCPPC"). The mailing notice was sent to all recipients identified on the mailing list provided by staff. Copies of the affidavit of mailing, the mailing letter, Zoning Sketch Map, list of recipients and mailing list receipt are attached collectively as Exhibit "A." Signs were also posted on the property on November 22, 2023. The signs were prepared utilizing the sign template provided by M-NCPPC. Section 27-3407(b)(6)(A) sets forth the posting requirements. In accordance therewith, two signs were posted, one along the property frontage on Landover Road (MD 202) and the other along the property frontage on Lottsford Road. Photographs depicting the signs are marked Exhibit "B" and attached hereto. Pursuant to an inspection of the signs on October 16, 2023, it was found that the sign on Lottsford Road had been removed. As a result, this sign was reposted on October 17, 2023. A photograph of the

replaced sign is attached hereto as Exhibit “C”. The signs were reinspected on October 23, 2023 and found to be in place.

The applicant was unable to secure a neutral location to host the Pre-Application Neighborhood Meeting in person. Therefore, the Pre-Application Neighborhood Meeting was hosted virtually via Zoom. As seen on Exhibits "A" and "B," a Zoom meeting link was provided in the mailing letter as well as on the sign posting. The meeting began promptly at 6:30 p.m., but a presentation did not begin until approximately 6:36 p.m. to allow members of the community to join. The applicant's attorney, Thomas H. Haller, provided a detailed description of the development history of the site. Alex Barrosso, President of Development, Mid-Atlantic for Vista Residential Partners, provided a description of the proposed building, the total number of units proposed, and the proposed unit mix. The meeting also featured a visual presentation. The visual presentation included several documents, such as maps depicting the site aerial photography and the site vicinity, a proposed site plan as well as renderings and elevations of the proposed building. Mr. Barossa reviewed each of the documents in the presentation. Finally, a summary of the development review process was provided by Mr. Haller. Each of these documents were required to be presented pursuant to Section 27-3402(c)(3)(B). Copies of all documents presented during the meeting are attached as Exhibit "D."

Despite the public notice provided, the meeting was sparsely attended. Aside from members of the applicant's development team, the only additional attendees were: Valentin Craciun and Gabriella Craciun, the owners of a townhouse located in the Woodview Village development at 1710 Sycamore Heights Court (on the north side of MD 202), and Michelle Jones, the General Manager of the Staybridge Suites Hotel locate at 9401 Lottsford Road. Due to the virtual nature of the meeting, a traditional sign in sheet could not be utilized. Instead, the applicant's verified that it had the contact information for each property/owner. A list of meeting attendees is marked Exhibit "E" and attached hereto.

Following the presentation, attendees were offered the opportunity to ask questions and provide comments. Mr. and Mrs. Craniun were the first to provide input. Their questions, and the applicant's responses, are highlighted below:

Craniun Question 1: Will the proposed units be for sale condominiums or rental apartments?

Applicant's Response: The units will all be market rate rental apartments.

Craniun Question 2: How did you arrive and the unit mix. Was it based on studies you did?

Applicant's Response: Yes, we do market studies. We expect young professionals or young married couples seeking proximity to the metro who may work in Washington D.C. or nearby.

Cranium Question 3: Was surprised there are not more three bedrooms because their existing tenant works for home and could not live in less than a three bedroom.

Applicant's Response: Many properties have no three bedrooms at all, but Vista is offering three-bedroom units to capture all prospective residents.

In addition to the questions from Mr. and Mrs. Craniun, Ms. Jones commented that she is excited and can’t wait for it to get started. She said there is a need for more places to live.

In sum, while attendance and comments were minimal, it appears that there is general support for this proposal and no one expressed opposition. The Applicant endeavors to develop a high-quality development which appropriate for a gateway property entering the Largo Town Center Metro area.

EXHIBIT "A"

Thomas Dernoga
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Wanika Fisher
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Eric Olson
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Ingrid Watson
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Jolene Ivey
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Wala Blegay
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Krystal Oriadha
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Edward Burroughs III
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Sydney Harrison
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Mel Franklin
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Clavin Hawkins, II
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, MD 20774

Charles & Robert L. Charles Et Al.
1300 Mercantile Lane #130
Largo, MD 20774

Lot 4B LLC
Suite 130
1300 Mercantile Lane #130
Largo, MD 20774

Woodview Village W. Comm Assoc.
Suite 10
6300 Woodside Court
Columbia, MD 21046

Ernestine Mayi Et Al.
9503 Tulip Tree Drive
Bowie, MD 20721

Alicia R. Baker
3724 Wesley Ridge Drive
Apex, NC 27539

Marcie L Edwards
9908 Greenspire Way
Bowie, MD 20721

Darlene Daniels
9804 Spanish Oak Way
Mitchellville, MD 20721

Kory Michelle Saunders
1602 Monarch Birch Way #115
Bowie, MD 20721

Joi C. Ridley
9808 Spanish Oak Way, Unit 114
Bowie, MD 20721

Jessica N. Washington
1600 Monarch Birch Way, Unit 117
Bowie, MD 20721

Abubakary Kaba
9812 Spanish Oak Way, #118
Bowie, MD 20721

Anita R. Holland
49 Woodhaven Drive
Palm Coast, FL 32164

Family Service Foundation Inc.
5301 76th Avenue
Landover Hills, MD 20748

Latonya D. Hayes
1712 Sycamore Heights Court #103
Mitchellville, MD 20721

Tiffany Chestnut
1611 Monarch Birch Way
Mitchellville, MD 20721

Ruby Tuesday Operations LLC
333 East Broadway Avenue
Maryville, TN 37804

National Retail Properties LP
2202 N. West Shore Blvd Fl 5
Tampa, FL 33607

Henry & Leo Leonnig Et Al.
2330 Columbine Court
Gambrills, MD 21054

Pamela Oji
1700 Peach Blossom Ct.
Bowie, MD 20721

Reyna L Camacho
2615 Day Lily Road
Gambrills, MD 21054

Devender Verma Et Al.
12150 Annapolis Rad, Apt 104
Glenn Dale, MD 20769

Reginald Turner
1700 Silverbell Circle, #137
Bowie, MD 20721

Lisa Claudine Jenkins
1613 Monarch Birch Way, #100
Bowie, MD 20721

Prince George's County
1400 McCormick
Largo, MD 20774

Mae H Best
1702 Peach Blossom Ct.
Mitchellville, MD 20721

Israel G. Mallard
1606 Monarch Birch Way, Unit 125
Bowie, MD 20721

Otero Tinker
1702 Silverbell Circle
Mitchellville, MD 20721

Alan Holman Et Al.
14200 Dormansville Blvd.
Upper Marlboro, MD 20774

Joseph Ricot
1608 Monarch Way
Mitchellville, MD 20721

Yvette M. Smith
1604 Monarch Birch Way
Bowie, MD 20721

Luther R Clark
1706 Silverbell Circle #131
Bowie, MD 20721

Levonia Moore Parker
9905 Greenspire Way, Unit 134
Mitchellville, MD 20721

Valentin Craciun
6701 Sloane Place
Naples, FL 34104

Brynda S. Lucas
1607 Monarch Birch Way, Unit 106
Bowie, MD 20721

Beulah and Julius Ade
9600 Woodview Drive
Bowie, MD 20721

9620 Investments LLC
3104 Appian Way
Bowie, MD 20716

Woodmore Overlook Comm LLC
4326 Mountain Road
Pasadena, MD 21122

Money One Federal Credit Union
9800 Technology Way
Largo, MD 20774

Wynter Clarke
9802 Spanish Oak Way, Unit 122
Bowie, MD 20721

Candace C. Gale
6542 Buckland Court
Fort Washington, MD 20744

Jessica O. Baker
1609 Monarch Birch Way, Unit 104
Bowie, MD 20721

Kari N. Gaskins
9904 Sassafras Lane #107
Bowie, MD 20721

Theressa Winstead
9902 Sassafras Lane, Unit 109
Bowie, MD 20721

George Rouse III
PO Box 1071
Temple Hills, MD 20757

NSR Petro Services, LLC
7303 Hanover Parkway Suite A
Greenbelt, MD 20770

Angela Renee Edwards Living
9505 Tulip Tree Drive
Bowie, MD 20721

Marquita J. Randolph
9902 Greenspire Way
Mitchellville, MD 20721

Kimberly Cashwell
1610 Monarch Birch Way
Bowie, MD 20721

David A. Ritter
1710 Silverbell Circle
Bowie, MD 20721

Barry Holland II
Unit 110
1603 Monarch Birch Way
Mitchellville, MD 20721

Paul and Annie Southerland
13012 Fox Bow Drive
Upper Marlboro, MD 20774

Entertainment Restaurants, LLC
9640 Lottsford Court
Largo, MD 20774

Lot 5B LLC
Suite 130
1300 Mercantile Lane #130
Largo, MD 20774

Jacqueline A. Wyndham
9603 Tulip Tree Drive
Mitchellville, MD 20721

Debrah & Mark Coleman
9906 Greenspire Way
Bowie, MD 20721

Sharu Verma Et. Al.
12806 Odens Bequest Drive
Bowie, MD 20720

Marsha Hudgens
9907 Greenspire Way
Mitchellville, MD 20721

Albert C. Doby Jr.
9901 Greenspire Way, Unit 138
Bowie, MD 20721

Barry Johnson
1605 Monarch Birch Way
Bowie, MD 20721

Dellene R. Webb
1409 Loblolly Drive
Harker Heights, TX 76548

BEXT LLC
8324 Raymond Lane
Rockville, MD 20854

Alexis Y. Crawford
9509 Tulip Tree Drive
Bowie, MD 20721

Lottsford of Landover LLC
5272 River Road, Suite 110 LL
Bethesda, MD 20816

Woodstream Church Inc.
9800 Lottsford Road
Mitchellville, MD 20721

Frances I Christian Et. Al.
9601 Tulip Tree Drive
Bowie, MD 20721

Tracy Williams
9900 Greenspire Way
Bowie, MD 20721

Bolade Ojo
9904 Greenspire Way
Bowie, MD 20721

Cassandra L. Freeman
9806 Spanish Oak Way, #126
Bowie, MD 20721

Sabrina A. Byrd
1704 Silverbell Circle
Mitchellville, MD 20721

Rihana T. Miller
9909 Greenspire Way #130
Bowie, MD 20721

Andre M. Thompson
9903 Greenspire Way
Bowie, MD 20721

Derek Graves
15506 Glastonbury Way
Bowie, MD 20721

Cashenna A. Cross
8600 Glenarden Parkway
Glenarden, MD 20706

Largo Town Center Dev Board
11509 Coralroot Court
C/O Jacqueline Brown
Bowie, MD 20721

Millwood Community Assoc. Inc.
306 Shady Glen Drive
Capitol Heights, MD 20773

Little Washington Civic Assoc.
PO Box 383
Upper Marlboro, MD 20773

Millwood-Waterford Citizens Association, Inc.
C/O Margaret White
1005 Elderberry Place
Capitol Heights, MD 20743

Perrywood Community Assoc. Inc.
13200 Trumpeter Swan Court
Upper Marlboro, MD 20772

Ritchie Heights/Ritchie Manor Civic Association
C/O Mallory Johnson
1224 Darlington Street
District Heights, MD 20747

Holmehurst West Civic Assoc.
C/O Carolyn Wood
11808 Parallel Road
Bowie, MD 20720

The Park at Addison Metro HOA
C/O Layla Brown
3414 Morningwood Drive
Olney, MD 20832

Lanham Station Area Citizens Association
5308 Lanham Station Road
Lanham, MD 20706

Enterprise Estates Civic Asssoc.
11704 Whittier Road
Bowie, MD 20721

Lake Largo Townhouses Assoc.
9011 Lake Largo Drive
Upper Marlboro, MD 20774

Randolph Village Association
C/O Herman Privott, JR
8422 Dunbar Avenue
Hyattsville, MD 20785

Roblee Citizens Association
C/O John Tillery
4815 Woodford Lane
Upper Marlboro, MD 20772

Lake Arbor Foundation, Inc.
12138 Central Avenue, Suite 884
Bowie, MD 20721

Clagett Landing Association
1209 Heritage Hills Drive
Upper Marlboro, MD 20774

Fairwood Community Assoc., Inc.
C/O Jenn Gilmore
12600 Fairwood Parkway
Bowie, MD 20720

Collington HOA
312 Marshall Avenue, Suite 1006
C/O Sabrena Gasken T&A Cov. Sol.
Laurel, MD 20707

Forestville Estates Civic Assoc.
C/O Walter Redmond
2005 Overton Drive
District Heights, MD 20747

Forestville Knolls
1811 Altamount Place
District Heights, MD 20747

The Woods of Woodmore
C/O Kym Taylor
3003 Westbrook Lane
Bowie, MD 20721

St. Margaret's of Scotland Catholic Church
408 Addison Road
Capitol Heights, MD 20743

Coalition of Central PGC Community Associations
708 Quarry Avenue
Capitol Heights, MD 20743

Palisades HOA
14106 Jones Bridge Road
C/O Andrea Clark – Chambers Mgmt
Upper Marlboro, MD 20774

Westlake at Lake Arbor HOA
4307 Gallatin Street
C/O Benjamin Cobert, Metropolis
Hyattsville, MD 20781

Woodmore Estates HOA
C/O George Oyegoke
14302 Driftwood Road
Bowie, MD 20721

Central Civic Association of the Wilburn Community
C/O Daisy Cherry Maggot
6616 Sisalbed Drive
Capitol Heights, MD 20743

Lake Arbor Civic Association
C/O Thelma Murray-Fisher
1603 Pebble Beach Drive
Bowie, MD 20721

Melwood Road Civic Association
4110 Melwood Road
Upper Marlboro, MD 20772

Rustic Ridge HOA
2200 Defense Highway
C/O Sentry Management
Crofton, MD 21114

Marlborough Single Family Assoc.
C/O Sandra Motz
4703 Colonel Darnell Place
Upper Marlboro, MD 20772

Addison Woods HOA
c/o Cortez Harrington
6718 Mountain Lake Place
Capitol Heights, MD 20743

Delight 1A Condo Assoc. (Fairwood)
12530 Fairwood Parkway, Suite 103
Bowie, MD 20720

Enterprise Road Corridor Dev.
Review District
1400 Rosemary Court
Bowie, MD 20716

Belmont Crest HOA
10416 Marlboro Pike
Upper Marlboro, MD 20772

Prince George's County
Educator's Association (PGCEA)
8008 Marlboro Pike
District Heights, MD 20747

Capitol Court HOA, Inc.
C/O Frank Cassagnol
9502 Capital Court
Upper Marlboro, MD 20774

The Knolls at Cabin Branch
3311 Altair Lane
Upper Marlboro, MD 20774

Hills Over Mullikan Station HOA
16606 Peach Street
Bowie, MD 20716

Foxchase II HOA
C/O Elaine Hart
4208 Dutchess Court
Upper Marlboro, MD 20772

Suitland Civic Association, Inc.
C/O Charlotte Williams
4801 Tangier Place
Suitland, MD 20746

Canterbury Estates Civic Association
C/O Margo Nelson
1802 Albert Court
Bowie, MD 20721

Exhibit "B"
Lottsford Road

EXHIBIT "B"
MD 202

EXHIBIT "C"
Lottsford Road Reposting

EXHIBIT "D"

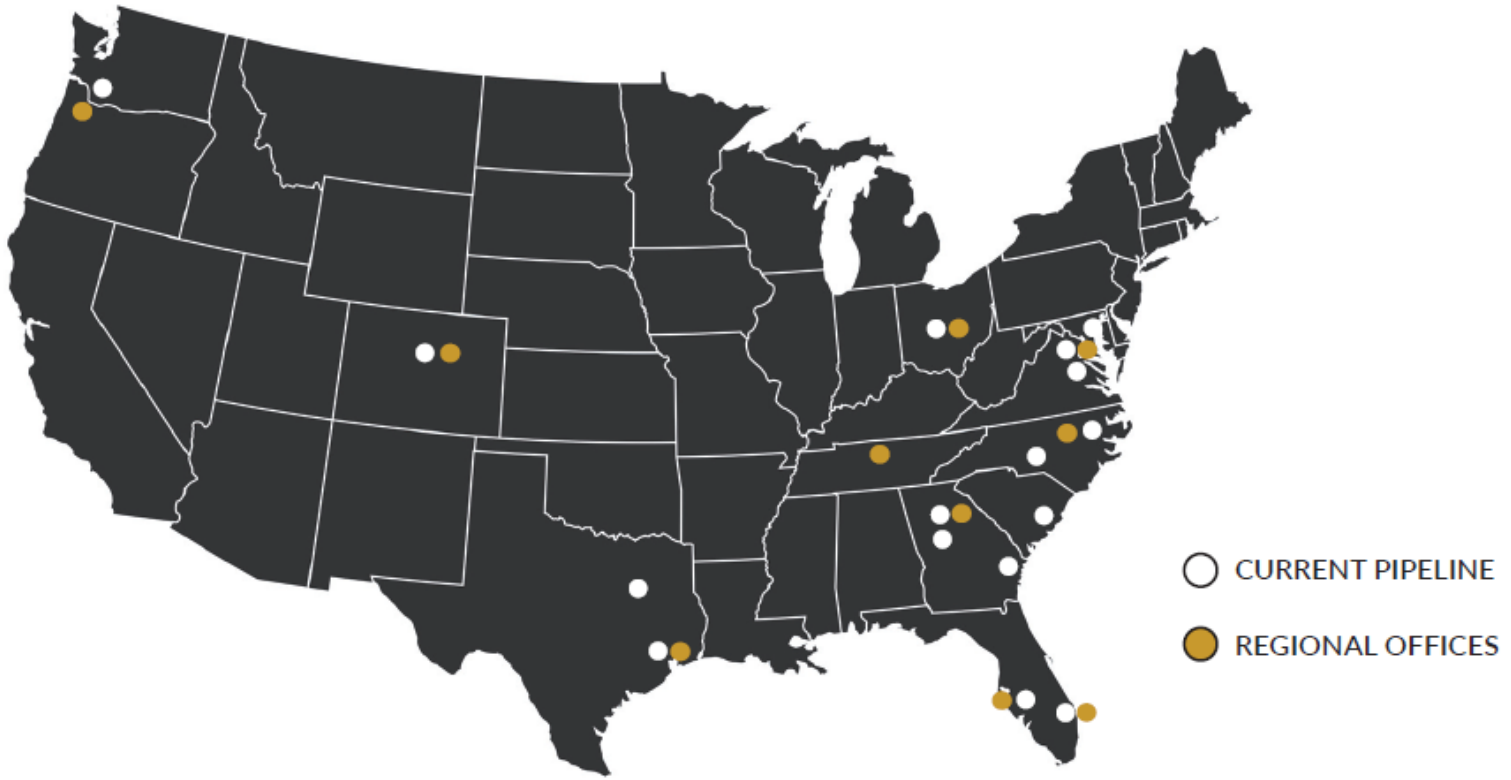
9611 LOTTSFORD ROAD
UPPER MARLBORO, MD

A Residential Community Developed by Vista Residential Partners

October 2023

Bohler Engineering

Vista currently has 9 regional offices throughout the USA, in addition to its headquarters in Atlanta, Ga. Each office is headed by experienced, best-in-class developers carefully recruited and vetted from other well known multifamily development companies.



LEADERSHIP TEAM

EDUARDO DE GUARDIOLA
CHIEF EXECUTIVE OFFICER

ALEX BARROSO
PRESIDENT OF DEVELOPMENT, MID-ATLANTIC OFFICE

LEE NOVAK
MANAGING DIRECTOR, PACIFIC NW AND MOUNTAIN WEST

MICHAEL NEYHART
CHIEF INVESTMENT OFFICER

NEILL B. FAUCETT
BOARD MEMBER

MANAGING DIRECTORS - REGIONAL PARTNERS

CHASE BEASLEY
MANAGING DIRECTOR, ATLANTA REGIONAL PARTNER

VINCENT SPENCER
MANAGING DIRECTOR , TEXAS REGIONAL PARTNER

TYLER ERICKSON
MANAGING DIRECTOR, COLORADO REGIONAL PARTNER

SCOTT HARTLEY
MANAGING DIRECTOR, REGIONAL PARTNER

BECK DANIEL
MANAGING DIRECTOR, CENTRAL FL REGIONAL PARTNER

CONSTRUCTION

ANDREW BRUHN
VP OF CONSTRUCTION, SOUTH EAST REGION

ACCOUNTING - FINANCE

JOHN BUSH
VICE PRESIDENT OF FINANCE AND ACCOUNTING

ASSET MANAGEMENT - MARKETING

NATALIE DE GUARDIOLA
DIRECTOR OF ASSET MANAGEMENT

LAND ACQUISITION / DEVELOPMENT

DAVE SKELTON
SENIOR VICE PRESIDENT OF CONSTRUCTION DEVELOPMENT

MARCOS VIDAL
DEVELOPMENT MANAGER, CAROLINAS

ANDREW COULTON
DEVELOPMENT MANAGER, TENNESSEE

OPERATIONS

GABRIELLE HOWARD
EXECUTIVE VICE PRESIDENT OF OPERATIONS

PROVEN EXPERIENCE

Eduardo de Guardiola
30 years
15,000 units
$1.6 Billion in Capitalization

Michael Neyhart
10 years
5,000 units
$800 Million in Capitalization

Alex Barroso
25 years
10,000+ units
$3 Billion in Capitalization

Lee Novak
25 years
4,000 units
$1 Billion in Capitalization

Chase Beasley
10 years
1,200 units
$1 Billion in Capitalization

Vincent Spencer
20 years
3,800 units
$495 Million in Capitalization

Tyler Erickson
11 years
1,800 units
$600 Million in Capitalization

Scott Hartley
11 Years
26,000 units
$1.8 Billion in Capitalization

Beck Daniel
19 Years
4,500 units
$1.5 Billion in Capitalization

TOTAL

73,000+ Units
Over $12 Billion in Capitalization

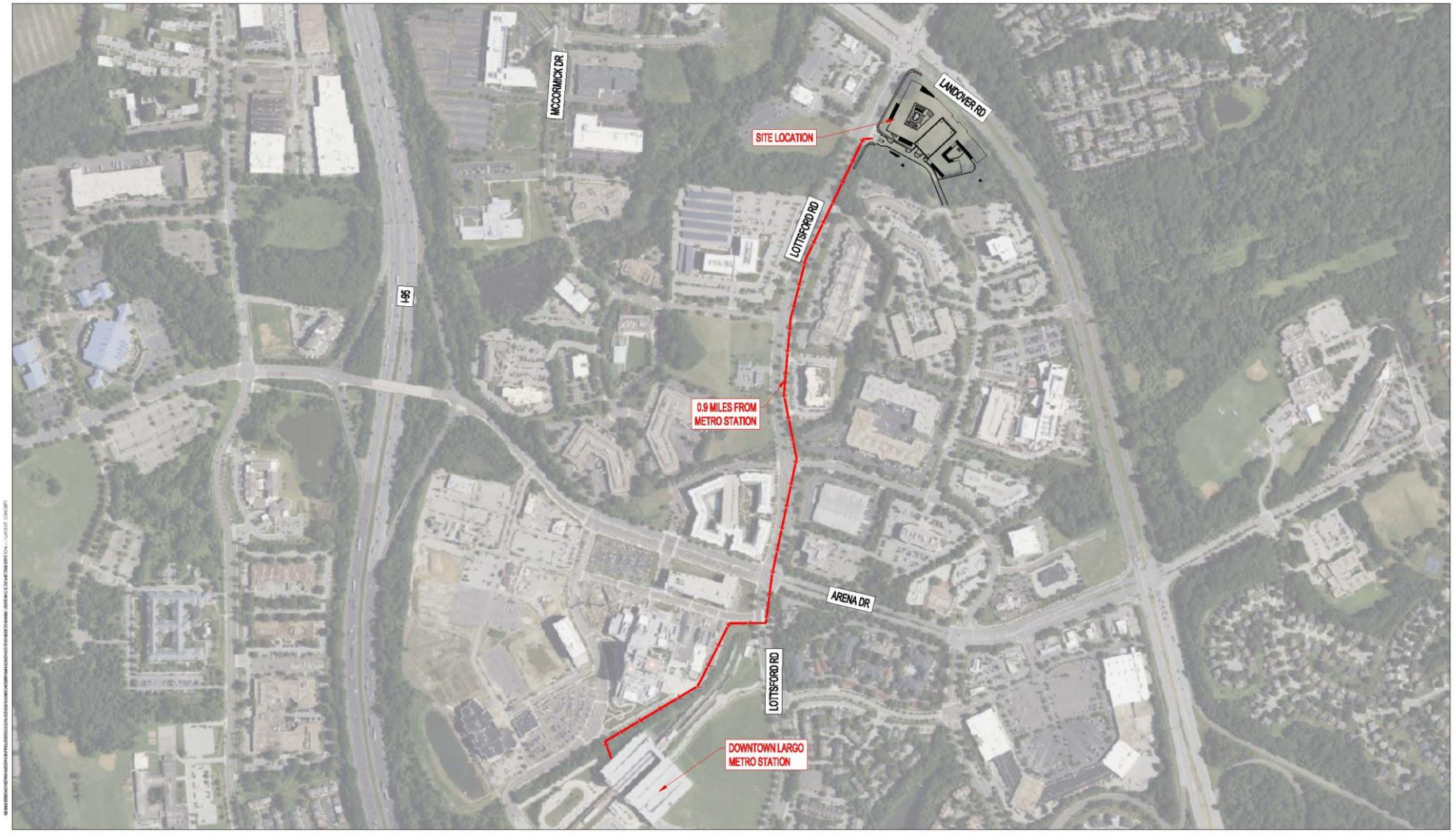
CURRENT PIPELINE

Region	Developement	Start Date	Units	Total Capitalization
Georgia	Oakgrove Vista	9/15/23	302	$73,368,000
PNW/Mountain	Vancouver Vista	11/15/23	238	$72,200,000
Carolinas	Main Street Vista	12/15/23	277	$80,713,000
Carolinas	McAlpine Vista	1/15/24	320	$81,000,000
Georgia	Mosaic Vista	2/1/24	300	$73,408,000
Georgia	Reeves Creek Phase I	4/1/24	335	$75,726,000
Mid-Atlantic	Largo Vista	4/1/24	350	$120,294,000
Denver	Littleton Vista	4/15/24	166	$57,088,000
Texas	Houston Vista	4/30/24	350	$65,000,000
Midwest	Trailhead Vista	5/1/24	310	$63,693,000
Texas	Boerne Vista	5/9/24	368	$81,009,000
Carolinas	Creedmoor Vista	5/15/24	285	$88,302,000
Florida	Gardens Vista	6/15/24	220	$85,011,000
Florida	Sarasota Vista	7/1/24	288	$89,856,000
Mid-Atlantic	Centerpark Vista	12/1/24	274	$96,535,000
Mid-Atlantic	Springfield Vista	4/1/25	237	$96,408,000
TOTALS:	**16**		**4,620**	

MAIN STREET VISTA
Raliegh, NC
277 Units
Class A 4-Story Surface
Breaking Ground December 2023

OAK GROVE VISTA

McDonough, GA
302 Units
Class A 3 Story Surface Mixed Use
Breaking Ground September 2023



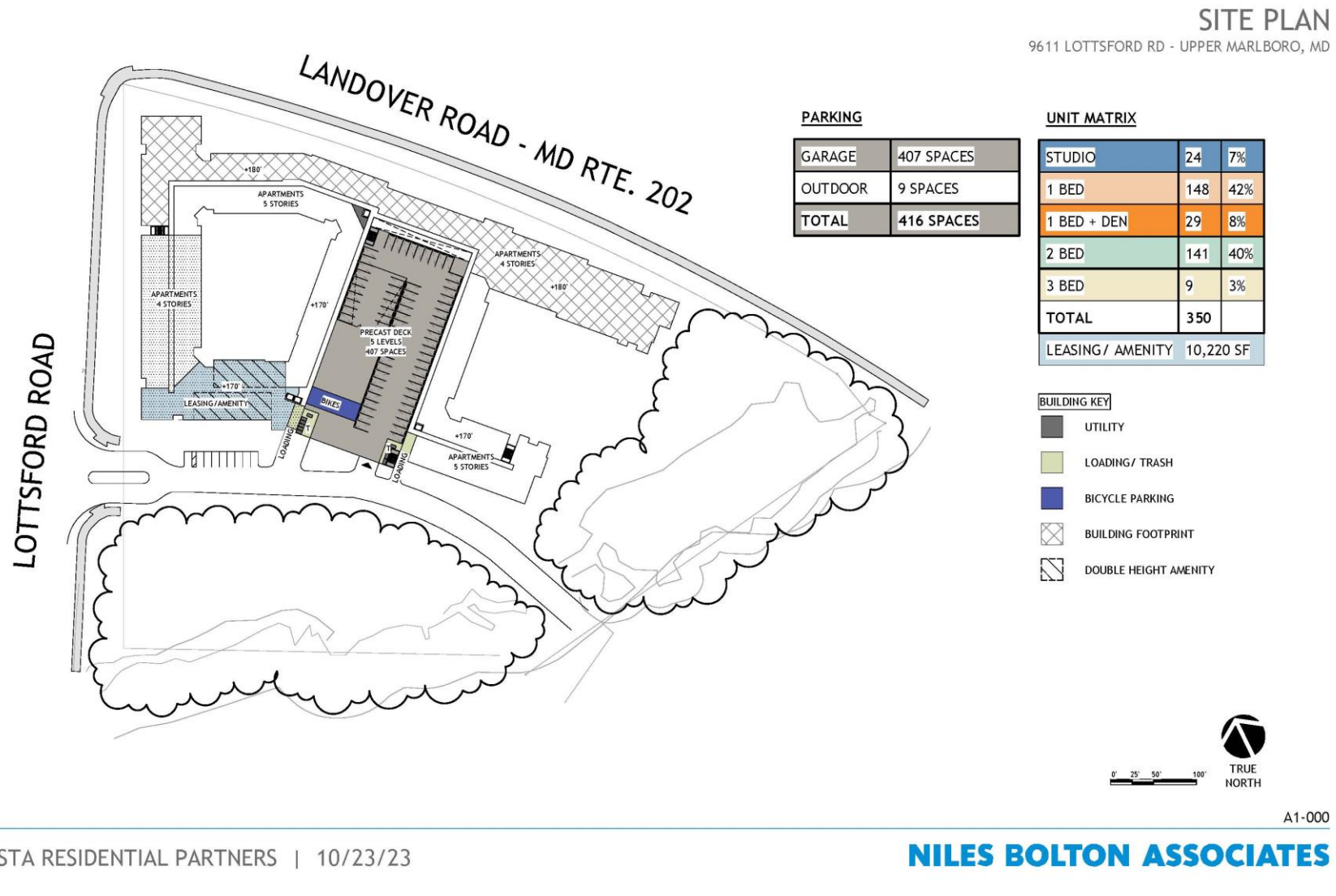
BOHLER //
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

AERIAL EXHIBIT

VISTA RESIDENTIAL
PARTNERS, LLC

UPPER MARLBORO, MD 20774

Site Aerial

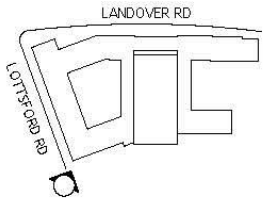


Proposed Site Plan

ARCHITECTURAL RENDERINGS

LOTTSFORD RD ENTRANCE RENDERING - COLOR SCHEME 01

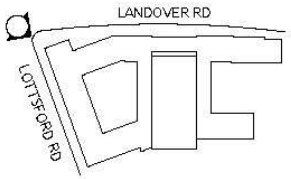
9611 LOTTSFORD RD - UPPER MARLBORO, MD



A3-001

LANDOVER-LOTTSFORD RD CORNER RENDERING - COLOR SCHEME 01

9611 LOTTSFORD RD - UPPER MARLBORO, MD



A3-002

LANDOVER RD RENDERING - COLOR SCHEME 01

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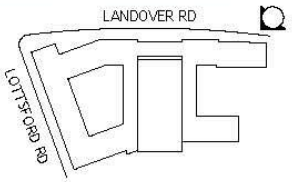
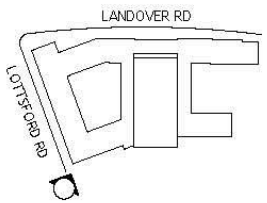


A3-003

LOTTSFORD RD ENTRANCE RENDERING - COLOR SCHEME 02

9611 LOTTSFORD RD - UPPER MARLBORO, MD



A3-004

LANDOVER-LOTTSFORD RD CORNER RENDERING - COLOR SCHEME 02

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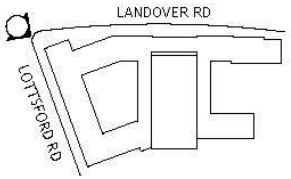
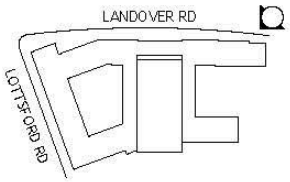


A3-005

LANDOVER RD RENDERING - COLOR SCHEME 02

9611 LOTTSFORD RD - UPPER MARLBORO, MD



A3-006

EXHIBIT "E"

List of Attendees
Pre-Application Neighborhood Meeting
Vista Largo
Preliminary Plan of Subdivision 4-2023-32
October 24, 2023

Development Team:

- Alex Barosso, Vista Residential;
- Robert Kyte, Bohler Engineering;
- Walter Ploskon, Niles Bolton Architects;
- Thomas H. Haller, Attorney

Other Attendees:

- Valentin Craciun, co-owner of 1710 Sycamore Heights Court, Bowie MD 20721;
- Gabriella Craciun, co-owner of 1710 Sycamore Heights Court, Bowie MD 20721;
- Michelle Jones, Staybridge Suites, 9401 Lottsford Road, Largo MD 20774;

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
1616 McCormick Drive
Largo, Maryland 20774

DATE: August 18, 2025

TO: Lakisha Hull, Planning Director

VIA: Jill Kosack, Chair, Alternative Compliance Committee

FROM: Te-Sheng (Emery) Huang, Alternative Compliance Committee Member

PROJECT NAME: Largo Park Lot 6

PROJECT NUMBER: Alternative Compliance ACL-2024-005

COMPANION CASE: Detailed Site Plan DET-2023-013

ALTERNATIVE COMPLIANCE

Recommendation: __X__ Approval ____ Denial

Justification: SEE ATTACHED

Te-Sheng (Emery) Huang

Te-Sheng Huang

Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

___ Final Decision ____ Approval ____ Denial

__X__ Recommendation __X__ Approval ____ Denial

__X__ To Planning Board

___ To Zoning Hearing Examiner

Planning Director's Signature Lakisha Hull (Aug 20, 2025 11:19:39 EDT)

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: ____ Approval ____ Denial

Resolution Number:

Alternative Compliance: ACL-2024-005
Name of Project: Largo Park Lot 6
Companion Case: Detailed Site Plan DET-2023-013
Date: August 18, 2025

Alternative compliance (AC) is requested from the requirements of the 2018 *Prince George's County Landscape Manual* (Landscape Manual) for Section 4.6, Buffering Development from Streets along both the MD 202 (Landover Road) and Lottsford Road frontages.

This AC request is a companion to Detailed Site Plan DET-2023-013, for Largo Park Lot 6, which is for the development of 398 multifamily dwelling units in one building, with associated infrastructure and amenities.

Location
The subject property is in Planning Area 73 and Council District 6. Geographically, it is located in the southeast quadrant of the intersection of MD 202 and Lottsford Road. The property consists of approximately 9.15 acres within the Edge area of the Regional Transit–Oriented, High–Intensity (RTO-H-E) Zone.

Section 4.6, Buffering Development from Streets
The applicant has requested AC from the requirements of Section 4.6 of the Landscape Manual, along MD 202 (Landover Road) and Lottsford Road, which are classified as an expressway and an arterial road, respectively. As the subject property is located in a Transit-Oriented Zone, this requires the applicant to provide a minimum 40-foot-wide buffer to be planted with 2 shade trees, 10 evergreen trees, and 30 shrubs, or an equivalency of 105 plant units per 100 linear feet along both frontages, excluding driveway openings. The applicant is seeking relief from these requirements, as follows:

REQUIRED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along MD 202 (Landover Road)

Length of bufferyard	679 linear feet
Minimum buffer width	40 feet
Shade Trees	14
Evergreen Trees	68
Shrubs	204
Plant units (105 per 100 linear feet)	713

PROVIDED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along MD 202 (Landover Road)

Length of bufferyard	679 linear feet
Minimum buffer width	20 feet*
Shade Trees	7
Evergreen Trees	12
Ornamental Trees	24
Shrubs	376

Groundcover**	1200 sq. ft.
Plant units	866

Note: * An additional 18 feet of buffer area is provided within the MD 202 right-of-way (ROW).
**Per Section 3.4(g) of the Landscape Manual, every 50 square feet of groundcover is equivalent to 10 plant units.

REQUIRED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along Lottsford Road

Length of bufferyard	373 linear feet
Minimum buffer width	40 feet
Shade Trees	8
Evergreen Trees	38
Shrubs	112
Plant units (105 per 100 linear feet)	392

PROVIDED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along Lottsford Road

Length of bufferyard	373 linear feet
Minimum buffer width	17 feet*

Plant Type	On-Site	Off-Site
Shade Trees	0	7
Evergreen Trees	5	0
Ornamental Trees	0	10
Shrubs	164	92
Groundcover**	0	950 sq. ft.
Plant units	189	402
Total plant units = 591		

Note: * An additional 10–28 feet of buffer area is provided within the Lottsford Road ROW.
**Per Section 3.4(g) of the Landscape Manual, 50 square feet of groundcover is equivalent to 10 plant units.

Justification of Recommendation

The subject property is located within the RTO-H-E Zone, which requires a build-to line of no less than 15 feet and no more than 35 feet, in accordance with Section 27-4204(f) of the Prince George's County Zoning Ordinance. This regulation governs the siting of the proposed building. In addition, approximately 23 percent of the property is located within the floodplain area, primarily concentrated on the eastern portion. As a result, the proposed building is positioned closer to the west side of the property to accommodate these site constraints.

Along MD 202, the applicant provides a 20-foot-wide bufferyard, within the boundaries of the subject property. The applicant also noted the presence of an 18-foot-wide landscape strip within the MD 202 ROW. When combined with this off-site landscape area, there will be a total 38-foot-wide buffer between the building and the inner edge of the MD 202 sidewalk, which comes close to the required 40-foot buffer. In addition, the applicant provides 866 plant units within the provided 20-foot-wide buffer, which is 153 plants units more than the required 713 units.

Along Lottsford Road, the applicant provides a 17-foot-wide buffer, within the boundaries of the property. Similar to the MD 202 frontage, the applicant noted that a landscape area ranging between 10 to 28 feet is located within the Lottsford Road ROW. Combining this off-site landscape area, there will be a 27- to 45-foot-wide buffer between the building and the inner edge of the sidewalk along Lottsford Road. Within this off-site landscape area, the applicant plans to provide 7 shade trees, 10 ornamental trees, 92 shrubs, and 950 square feet of groundcover, for a total of 402 plants units, and will obtain a recorded maintenance agreement with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), at the time of permitting, to maintain these provided off-site plants. With the additional 402 plant units off-site, there will be a total of 591 plant units provided along Lottsford Road, which is 199 units more than the required 392 units.

Given the purposes and objectives of Section 4.6 of the Landscape Manual, and the additional landscape area and plant units provided between the development and the roadways, the Alternative Compliance Committee finds the applicant's proposal to be equally effective as normal compliance with Section 4.6 (c)(1)(B)(III) of the Landscape Manual, for both the MD 202 and Lottsford Road frontages.

Recommendation

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance ACL-2024-005, from the 2018 *Prince George's County Landscape Manual* for Section 4.6, Buffering Development from Streets, along both the MD 202 (Landover Road) and Lottsford Road frontages, subject to the following condition:

1. Prior to certification of DET-2023-013, the applicant needs to correct the numbers in Schedule 4.6 for Lottsford Road, to reflect the number of plants shown on the landscape plan.

DETAILED SITE PLAN

LARGO PARK LOT 6

DET-2023-013

LOCATION OF SITE

9611 LOTTSFORD ROAD
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM:60, GRID: F4

STANDARD DRAWING LEGEND

FOR ENTIRE PLAN SET
(NOT TO SCALE)

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
	ONSITE PROPERTY LINE / R.O.W. LINE	
	NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE	
	EASEMENT LINE	
	SETBACK LINE	
	CONCRETE CURB & GUTTER	CURB AND GUTTER; SPILL CURB / TRANSITION CURB; DEPRESSED CURB AND GUTTER
	UTILITY POLE WITH LIGHT	
	POLE LIGHT	
	TRAFFIC LIGHT	
	UTILITY POLE	
	TYPICAL LIGHT	
	ACORN LIGHT	
	TYPICAL SIGN	
X	PARKING COUNTS	X
120 / 125	CONTOUR LINE	120 / 125
TC 516.0 / GR 516.4	SPOT ELEVATIONS	TC 516.00 BC 515.55 / TC 516.00
SAN #	SANITARY LABEL	SAN #
STM #	STORM LABEL	STM #
SL	SANITARY SEWER LATERAL	SL
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
G	UNDERGROUND GAS LINE	G
OH	OVERHEAD WIRE	OH
T	UNDERGROUND TELEPHONE LINE	T
C	UNDERGROUND CABLE LINE	C
	STORM SEWER	
S	SANITARY SEWER MAIN	S
	HYDRANT	
S	SANITARY MANHOLE	
D	STORM MANHOLE	
WM	WATER METER	
WV	WATER VALVE	
	GAS VALVE	
	GAS METER	
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	YARD INLET	
	CURB INLET	
	CLEAN OUT	
E	ELECTRIC MANHOLE	
T	TELEPHONE MANHOLE	
EB	ELECTRIC BOX	
EP	ELECTRIC PEDESTAL	
	MONITORING WELL	
	TEST PIT	
	BENCHMARK	
	TEST PIT	

STANDARD ABBREVIATIONS

FOR ENTIRE PLAN SET

AC	ACRES	POG	POINT OF GRADE
ADA	AMERICANS WITH DISABILITY ACT	PROP	PROPOSED
ARCH	ARCHITECTURAL	PT	POINT OF TANGENCY
BC	BOTTOM OF CURB	PTCR	POINT OF TANGENCY, CURB RETURN
BF	BASEMENT FLOOR	PVC	POLYVINYL CHLORIDE PIPE
BK	BLOCK	PVI	POINT OF VERTICAL INTERSECTION
BL	BASELINE	PVT	POINT OF VERTICAL TANGENCY
BLDG	BUILDING	R	RADIUS
BM	BUILDING BENCHMARK	RCP	REINFORCED CONCRETE PIPE
BRL	BUILDING RESTRICTION LINE	RET WALL	RETAINING WALL
CF	CUBIC FEET	R/W	RIGHT OF WAY
CL	CENTERLINE	S	SLOPE
CMP	CORRUGATED METAL PIPE	SAN	SANITARY SEWER
CONN	CONNECTION	SF	SQUARE FEET
CONC	CONCRETE	STA	STATION
CPP	CORRUGATED PLASTIC PIPE	STM	STORM
CY	CUBIC YARDS	S/W	SIDEWALK
DEC	DECORATIVE	TBR	TO BE REMOVED
DEP	DEPRESSED	TBRL	TO BE RELOCATED
DIP	DUCTILE IRON PIPE	TC	TOP OF CURB
DOM	DOMESTIC	TELE	TELEPHONE
ELEC	ELECTRIC	TPF	TREE PROTECTION FENCE
ELEV	ELEVATION	TW	TOP OF WALL
EP	EDGE OF PAVEMENT	TYP	TYPICAL
ES	EDGE OF SHOULDER	UG	UNDERGROUND
EW	END WALL	UP	UTILITY POLE
EX	EXISTING	W	WIDE
FES	FLARED END SECTION	W/L	WATER LINE
FF	FINISHED FLOOR	W/M	WATER METER
FH	FIRE HYDRANT	±	PLUS OR MINUS
FG	FINISHED GRADE	°	DEGREE
G	GRADE	Ø	DIAMETER
GF	GARAGE FLOOR (AT DOOR)	#	NUMBER
GH	GRADE HIGHER SIDE OF WALL		
GL	GRADE LOWER SIDE OF WALL		
GRT	GRATE		
GV	GATE VALVE		
HDPE	HIGH DENSITY POLYETHYLENE PIPE		
HP	HIGH POINT		
HOR	HORIZONTAL		
HW	HEADWALL		
INT	INTERSECTION		
INV	INVERT		
LF	LINEAR FOOT		
LOC	LIMITS OF CLEARING		
LOD	LIMITS OF DISTURBANCE		
LOS	LINE OF SIGHT		
LP	LOW POINT		
L/S	LANDSCAPE		
MAX	MAXIMUM		
MIN	MINIMUM		
MH	MANHOLE		
MJ	MECHANICAL JOINT		
OC	ON CENTER		
PA	POINT OF ANALYSIS		
PC	POINT CURVATURE		
PCCR	POINT OF COMPOUND CURVATURE, CURB RETURN		
PI	POINT OF INTERSECTION		

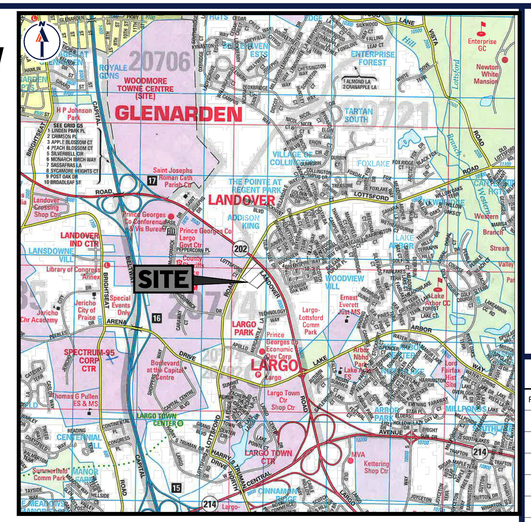
PARKING AND LOADING TABULATIONS

	REQUIRED	PROPOSED
RESIDENTIAL, MULTIFAMILY	RESIDENTIAL - 1.0 DU (ALL STUDIO AND 1 BR) TO 1.35 PER DU (ALL OTHER UNIT TYPES) - 204 1BR/STUDIO = 204 SPACES - 175 2BR = 237 SPACES - 19 3-BR = 26 SPACES - TOTAL = 467 SPACES x 50% = 234* - VISITOR SPACES (1 SPACE PER 20 DWELLING UNITS) = 20	553 SPACES TOTAL - 527 SPACES (IN PARKING GARAGE) - 20 VISITOR SPACES (IN PARKING GARAGE) - 6 SPACES (SURFACE PARKING LOT)
COMPACT PARKING	NONE REQUIRED	222 COMPACT SPACES PROVIDED (40% OF TOTAL PARKING PROVIDED)
ADA PARKING	501 TO 1000 TOTAL NUMBER OF PARKING SPACES PROVIDED - 2 PERCENT OF TOTAL PARKING = 12 ADA SPACES (2 VAN ADA SPACES)	2 ADA SPACES (1 VAN SPACE) IN FRONT OF LOBBY, 10 ADA SPACES (1 VAN SPACE) IN GARAGE
EV PARKING	NONE REQUIRED	8 EV CHARGING STATIONS FOR 16 PARKING STALLS**
BICYCLE PARKING	4 BICYCLE PARKING + 2 BICYCLE PARKING/10 PARKING SPACES ABOVE 10 SPACES = 4 + 111 = 115 BICYCLE SPACES	- 109 BICYCLE SPACES IN GARAGE - 6 SPACES IN FRONT OF BUILDING
MINIMUM PARKING SPACE DIMENSION (GARAGE PARKING)	STANDARD 9' X 18' COMPACT 8' X 16' ADA PARKING (5' ACCESS AISLE REQUIRED; 8' ACCESS AISLE FOR VAN SPACES) 8' X 18'	STANDARD 9' X 18' COMPACT 8' X 16' ADA PARKING (5' ACCESS AISLE REQUIRED; 8' ACCESS AISLE FOR VAN SPACES) 8' X 18'
DRIVE AISLE WIDTHS	22' FOR TWO- WAY TRAFFIC WITH PERPENDICULAR PARKING	30'
MINIMUM ENTRANCE WIDTHS	30' WITH TWO-WAY TRAFFIC (DPIE)	30' MERCANTILE LANE; 2-24' DRIVE AISLES LOTTSFORD RD
LANDSCAPING - PARKING FACILITIES	1 ISLAND PER 10 PARKING SPACES (ON AVERAGE); ADDITIONALLY THERE SHALL BE NO MORE THAN TWO (2) CONTIGUOUS PARKING BAYS WITH A MINIMUM NINE (9) FOOT WIDE ISLAND SEPARATION THE PAYS FROM ADDITIONAL BAYS OR AISLES	N/A
OFF-STREET LOADING SPACE(S)	MINIMUM ONE (1) SPACE FOR AT LEAST 100 DWELLING UNITS AND UP TO 300 DWELLING UNITS + ONE (1) FOR EACH ADDITIONAL 200 DWELLING UNITS = 1 + 1	2
OFF STREET LOADING MINIMUM SIZE	12' X 33'	12' x 33'

* PER SECTION 27-4204(b)(1)(D)(ii), MINIMUM PARKING REDUCED BY 50%
** 32 EV PARKING STALLS TO BE PROVIDED AS PROJECT DEMAND INCREASES

RTO-H-E ZONING REQUIREMENTS

	REQUIRED	PROPOSED
PRINCIPAL BUILDING HEIGHT	35' - 182'	65'
LOT SIZE	MINIMUM: 5,000 SF	398,443 SF
LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET	MINIMUM: 50'	512'
FRONT YARD SETBACK	MINIMUM: 10'	17.5'
SIDE YARD SETBACK	MINIMUM: 5'	18'
REAR YARD SETBACK	MINIMUM: 0'	189'
DENSITY (DU/AC OF NET LOT AREA)	20 - 175	56.45
LOT COVERAGE	NO MINIMUM COVERAGE	45%
BUILD-TO LINE	15' - 35'	15' - 31'
BUILDING WIDTH IN BUILD-TO-ZONE (% OF LOT WIDTH)	MINIMUM: 70%	69% ON LANDOVER ROAD; 57% ON LOTTSFORD ROAD


SITE
GLENARDEN
LANDOVER
LARGO
LARGO PARK
WOODMORE TOWNE CENTRE (SITE)
LANDOVER MD CTR
SPECTRUM 95 CORP CTR
LARGO TOWN CTR
LARGO TOWN CTR
ENTERPRISE FOREST
TARYAN SOUTH
VILLAGE OF COLLINGTON
THE POINTE AT TRESENT PARK
ADDISON KING
WOODVIEW VILL
LANSDOWN VILL
CENTENNIAL VILL
MANOR VILLAGE
Prince Georges Co Largo Town Ctr
Largo-Lottsford Comm Park
Boulevard at the Capital Centre
Prince Georges Co Economic Dev
Thomas G Pullen ES & MS
Saint Josephs Roman Cath Parish Ctr
Prince Georges Co Courthouse
Library of Congress Annex
Jericho City of Praise
Landover Crossing Shop Ctr
Landover Mall
Enterprise 6C
Newton White Mansion
N P Johnson Park
Woodmore Branch
Largo Shop Ctr
Ketteringg Shop Ctr
Summerhills Comm Park
Largo
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202
214
15
17
16
ROUTE 202
LOTTSFORD ROAD
LANDOVER ROAD
ARENA DRIVE
HARRY S TRUMAN DRIVE
CENTRAL AVENUE
KENILWORTH AVENUE
ENTERPRISE ROAD
MARTIN LUTHER KING JR HIGHWAY
CAMPUS WAY NORTH
CAMPUS WAY SOUTH
GARRETT A MORGAN BLVD
HILLTOP ROAD
FOXLAKE DRIVE
WOODVIEW DRIVE
LARGO DRIVE
LARGO CENTER DRIVE
LARGO TOWN CENTER
LARGO TOWN CTR
LARGO CENTER DRIVE EAST
LARGO CENTER DRIVE SOUTH
LARGO CENTER DRIVE WEST
ARENA DRIVE
ARENA PARK DRIVE
ARENA PARK AVENUE
HILLTOP ROAD
HILLTOP CIRCLE
HILLTOP COURT
HILLTOP LANE
HILLTOP PLACE
HILLTOP TERRACE
HILLTOP WAY
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LOTTSFORD VISTA DRIVE
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LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

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PROJECT No.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	CNDS - 0

PROJECT:

DETAILED SITE PLAN
DET-2023-013

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

M.J. BIRKLAND
07/18/2025
PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 34261
PROFESSIONAL CERTIFICATION
I, MICHAEL J. BIRKLAND, 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 NO. 34261, EXPIRATION DATE: 05/14/27

SHEET TITLE:

APPROVALS SHEET

SHEET NUMBER:

C-102

REVISION 2 - 10/11/2024

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QR LABEL CERTIFIES THAT THIS PLAN MEETS CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNEE OR THE DISTRICT COUNCIL.

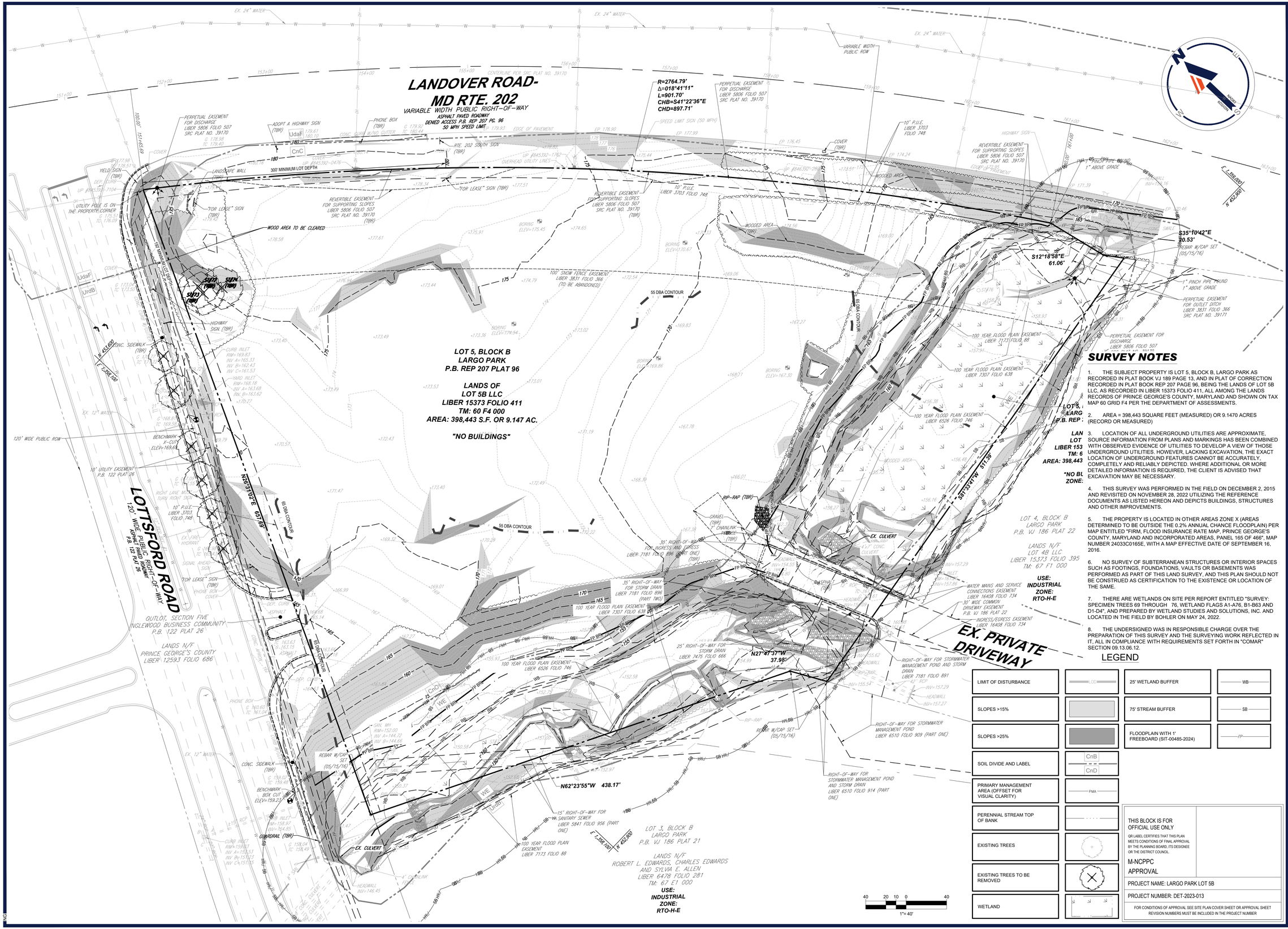
M-NCPPC APPROVAL

PROJECT NAME: LARGO PARK LOT 5B

PROJECT NUMBER: DET-2023-013

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

Jul 18, 2025
H:\2022\MDB220104.00\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - CNDS - 0---LAYOUT: APPROVALS SHEET
NG



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PROJECT No.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	EXST

PROJECT:
DETAILED SITE PLAN DET-2023-013
FOR
LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

M.J. BIRKLAND
07/18/2025
PROFESSIONAL ENGINEER
MARYLAND LICENSE NO. 34261
PROFESSIONAL CERTIFICATION
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SHEET TITLE:
EXISTING CONDITIONS/ DEMOLITION PLAN

SHEET NUMBER:
C-201

REVISION 2 - 10/11/2024

Jul 18, 2025
H:\2022\MDB220104\05\24\DRAWINGS\PLAN SET\DETAILED SITE PLAN\MDB220104 - EXST - 01----LAYOUT EXISTING CONDITIONS

LANDOVER ROAD- MD RTE. 202

VARIABLE WIDTH PUBLIC RIGHT-OF-WAY

ASPHALT PAVED ROADWAY
DENIED ACCESS P.B. REP 207 PG. 96
50 MPH SPEED LIMIT

CENTERLINE PER SRC PLAT NO. 39170

R=2764.79'
Δ=018°41'11"
L=901.70'
CHB=S41°22'36"E
CHD=897.71'

LOTTSFORD ROAD

120' WIDE PUBLIC RIGHT-OF-WAY
ASPHALT PAVED ROADWAY
P.B. 122 PLAT 26

RIGHT LANE MUST TURN RIGHT SIGN

PRIVATE DRIVEWAY

LOT 5, BLOCK B
LARGO PARK
P.B. REP 207 PLAT 96

LANDS OF
LOT 5B LLC
LIBER 15373 FOLIO 411
TM: 60 F4 000
AREA: 398,443 S.F. OR 9.147 AC.

"NO BUILDINGS"

PROP. 4 TO 6 STORY MULTIFAMILY BUILDING
65' HEIGHT
± 398 UNITS
165,326 SF
FFE = 170.40

MB-1 MB-2 MB-3 MB-4 MB-5 MB-6 MB-7 MB-8 MB-9

PROP. GARAGE - 6 LEVELS

PROP. LEASING AND AMENITY LOBBY
FFE = 168.90

TRASH COLLECTION/ LOADING ZONE

LOADING ZONE

PARKING GARAGE AND VISITOR PARKING ENTRANCE

PROP. RIDESHARE/ DELIVERY SIGNS

PROP. BIKE RACK (3)

PROP. HANDRAIL

PROP. RETAINING WALL

PROP. GUARD RAIL

PROPOSED CROSSWALK

PROP. 6' WIDE BICYCLE CROSSWALK

PROP 10' WIDE BICYCLE CROSSWALK

ENTRANCE TO SITE

BUILD-TO-LINE

FOR COURTYARD DETAILS, SEE SHEET L0102 AND L0403

10' ASPHALT SHARED USE PATH

PERPETUAL EASEMENT FOR DISCHARGE LIBER 5806 FOLIO 507 SRC PLAT NO. 39170

PROPOSED STREET LIGHT

EDGE OF PAVEMENT

CONC. CURB AND GUTTER

CONC. SWALE

PROP. FH

300' MINIMUM LOT DEPTH

6' BUILD-TO-LINE

675.6'

10' P.U.E. LIBER 3703 FOLIO 748

UP #845392-0476

UP #845392-1762

UP #846392-2828

OVERHEAD UTILITY LINES

DEP. CURB

UP #845393-7104

UTILITY POLE IS ON THE PROPERTY CORNER

6.5' BIKE LANE

10' UTILITY EASEMENT P.B. 122 PLAT 26

46.5' BIKE LANE

N26°37'10"E 651.49'

10' P.U.E. LIBER 3703 FOLIO 748

10' S/W

EX. FIRE HYDRANT

SIGNAL AHEAD SIGN

PHONE BOX

OUTLOT, SECTION FIVE INGLEWOOD BUSINESS COMMUNITY P.B. 122 PLAT 26

LANDS N/F PRINCE GEORGE'S COUNTY LIBER 12593 FOLIO 686

CONC. APRON

ASPHALT

6.5 BIKE LANE

12" WATER

BENCHMARK X-CUT ELEV= 159.23

REBAR W/CAP #5171

N62°23'55"W 438.17'

15' RIGHT-OF-WAY FOR SANITARY SEWER LIBER 5941 FOLIO 956 (PART ONE)

100 YEAR FLOOD PLAIN EASEMENT LIBER 7173 FOLIO 88

LOT 3, BLOCK B
LARGO PARK
P.B. WJ 186 PLAT 21

LANDS N/F
ROBERT L. EDWARDS, CHARLES EDWARDS AND SYLVIA E. ALLEN
LIBER 6478 FOLIO 281
TM: 67 E1 000

E 1,458,100
N 452,900

E 1,459,000
N 452,580

VARIABLE WIDTH PUBLIC R/W

EX. 24" WATER

SPEED LIMIT SIGN (50 MPH)

HIGHWAY SIGN

REVERSIBLE EASEMENT FOR SUPPORTING SLOPES LIBER 5806 FOLIO 507 SRC PLAT NO. 39170

EDGE OF PAVEMENT

1" PINCH PIPE FOUND 1" ABOVE GRADE

S35°10'42"E 30.53'

5/8"REBAR W/CAP SET (05/15/16)

S12°18'58"E 61.06'

PERPETUAL EASEMENT FOR OUTLET DITCH LIBER 3831 FOLIO 366

100 YEAR FLOOD PLAIN EASEMENT LIBER 7173 FOLIO 88

100 YEAR-FLOOD PLAIN EASEMENT LIBER 7307 FOLIO 638

100 YEAR FLOOD PLAIN EASEMENT LIBER 6526 FOLIO 746

W-WOODED AREA

S01°15'41"W 911.59'

CURB CUT

EX. CULVERT

LOT 4, BLOCK B
LARGO PARK
P.B. WJ 186 PLAT 22

LANDS N/F
LOT 4B LLC
LIBER 15373 FOLIO 395
TM: 67 F1 000

USE: INDUSTRIAL
ZONE: RTO-H-E

WATER MAINS AND SERVICE CONNECTIONS EASEMENT LIBER 16408 FOLIO 734

30' WIDE COMMON DRIVEWAY EASEMENT P.B. WJ 186 PLAT 22

INGRESS/EGRESS EASEMENT LIBER 16408 FOLIO 734

TIE-IN TO EXISTING PRIVATE DRIVEWAY

EX. PR

35' RIGHT-OF-WAY FOR STORM DRAIN LIBER 7181 FOLIO 896 (PART TWO)

PROPOSED 30' INGRESS AND EGRESS EASEMENT

100 YEAR FLOOD PLAIN EASEMENT LIBER 7307 FOLIO 638

25' RIGHT-OF-WAY FOR STORM DRAIN LIBER 7425 FOLIO 666

100 YEAR FLOOD PLAIN EASEMENT LIBER 6526 FOLIO 746

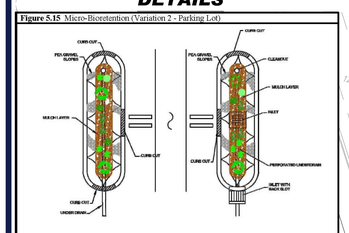
BUILDING LENGTHS
ALONG LANDOVER ROAD = 675.6 LF
ALONG LOTTSFORD ROAD = 373.6 LF

LIMIT OF DISTURBANCE = 334,369 SF OR 7.68 AC

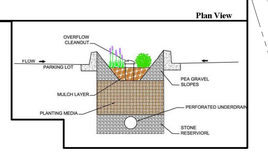
40 20 10 0 40
1"= 40'

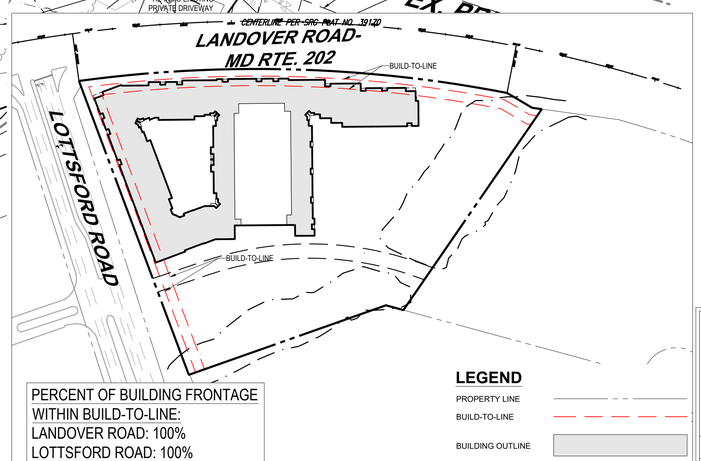
MICRO-BIORETENTION DETAILS

Figure 5.15 Micro-Bioretention (Variation 2 - Parking Lot)



Plan View





PERCENT OF BUILDING FRONTAGE WITHIN BUILD-TO-LINE:
LANDOVER ROAD: 100%
LOTTSFORD ROAD: 100%

BUILD-TO-LINE EXHIBIT

150 75 37.5 0 150
1"=150'

LEGEND

PROPERTY LINE
BUILD-TO-LINE
BUILDING OUTLINE

LIMIT OF DISTURBANCE	LOD
SOIL DIVIDE AND LABEL	CnB / CnD
PRIMARY MANAGEMENT AREA (OFFSET FOR VISUAL CLARITY)	PMA
PERENNIAL STREAM TOP OF BANK	
25' WETLAND BUFFER	WB
75' STREAM BUFFER	SB
FOREST STAND BOUNDARY	
FLOODPLAIN WITH 1' OF FREEBOARD (SIT-00485-2024)	FP
WETLAND	
PROPOSED SIDEWALK	
PROPOSED TREES	
PROPOSED STREET LIGHTS	
10' ASPHALT SHARED USE PATH	
PROPOSED BIKE SHARROWS	
PROPOSED MICROBIORETENTION	MB-1
PROPOSED HANDRAIL	

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M-NCPPC APPROVAL

PROJECT NAME: LARGO PARK LOT 5B

PROJECT NUMBER: DET-2023-013

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

Jul 18, 2025
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CAD I.D.:	PROP

PROJECT:

DETAILED SITE PLAN
DET-2023-013

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
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SHEET TITLE:

DETAILED SITE PLAN

SHEET NUMBER:

C-301

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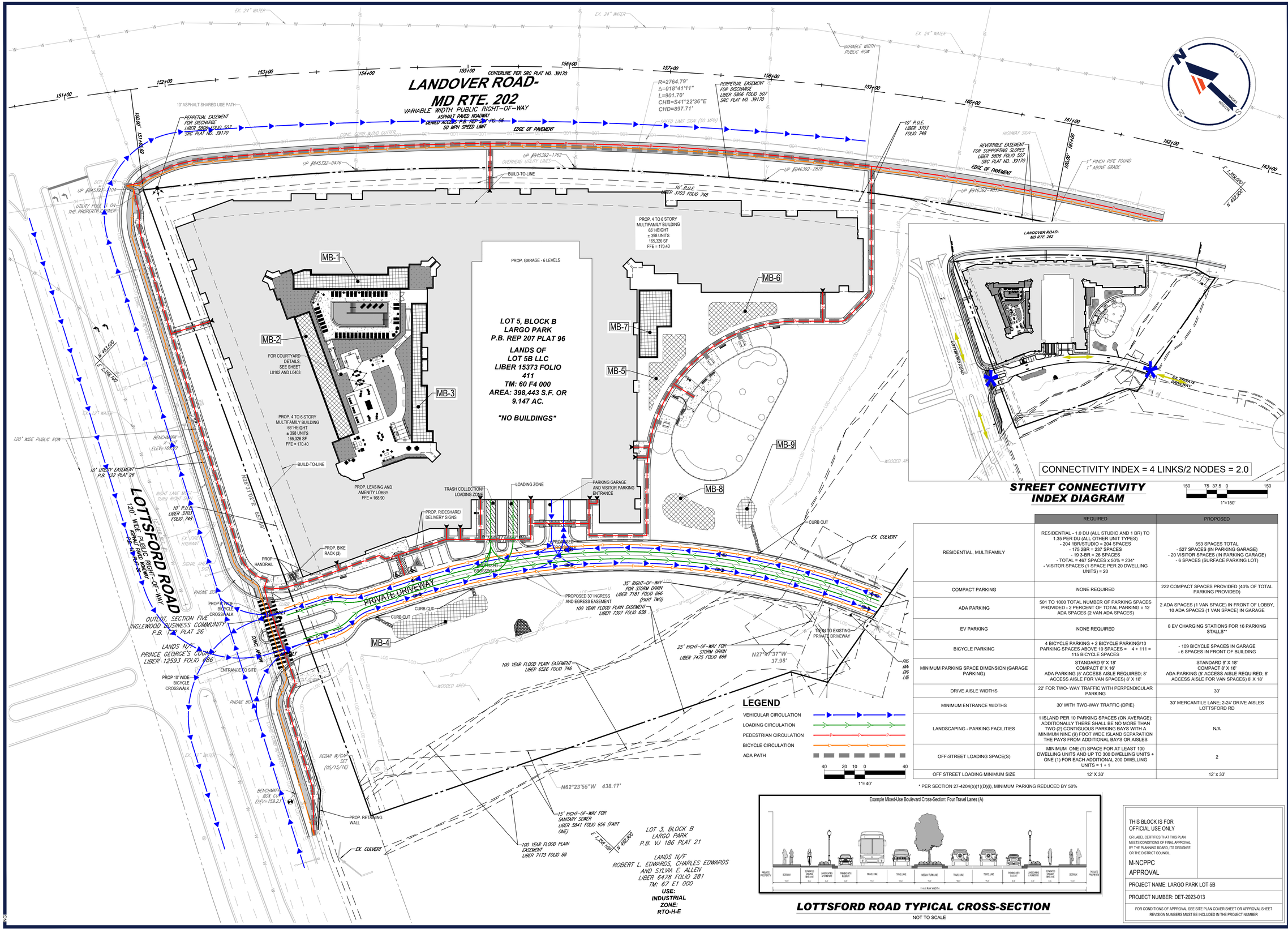

	REQUIRED	PROPOSED
RESIDENTIAL, MULTIFAMILY	RESIDENTIAL - 1.0 DU (ALL STUDIO AND 1 BR) TO 1.35 PER DU (ALL OTHER UNIT TYPES) - 204 1BR/STUDIO = 204 SPACES - 175 2BR = 237 SPACES - 19 3-BR = 26 SPACES - TOTAL = 467 SPACES x 50% = 234* - VISITOR SPACES (1 SPACE PER 20 DWELLING UNITS) = 20	553 SPACES TOTAL - 527 SPACES (IN PARKING GARAGE) - 20 VISITOR SPACES (IN PARKING GARAGE) - 6 SPACES (SURFACE PARKING LOT)
COMPACT PARKING	NONE REQUIRED	222 COMPACT SPACES PROVIDED (40% OF TOTAL PARKING PROVIDED)
ADA PARKING	501 TO 1000 TOTAL NUMBER OF PARKING SPACES PROVIDED - 2 PERCENT OF TOTAL PARKING = 12 ADA SPACES (2 VAN ADA SPACES)	2 ADA SPACES (1 VAN SPACE) IN FRONT OF LOBBY, 10 ADA SPACES (1 VAN SPACE) IN GARAGE
EV PARKING	NONE REQUIRED	8 EV CHARGING STATIONS FOR 16 PARKING STALLS**
BICYCLE PARKING	4 BICYCLE PARKING + 2 BICYCLE PARKING/10 PARKING SPACES ABOVE 10 SPACES = 4 + 111 = 115 BICYCLE SPACES	- 109 BICYCLE SPACES IN GARAGE - 6 SPACES IN FRONT OF BUILDING
MINIMUM PARKING SPACE DIMENSION (GARAGE PARKING)	STANDARD 9' X 18' COMPACT 8' X 16' ADA PARKING (5' ACCESS AISLE REQUIRED; 8' ACCESS AISLE FOR VAN SPACES) 8' X 18'	STANDARD 9' X 18' COMPACT 8' X 16' ADA PARKING (5' ACCESS AISLE REQUIRED; 8' ACCESS AISLE FOR VAN SPACES) 8' X 18'
DRIVE AISLE WIDTHS	22' FOR TWO- WAY TRAFFIC WITH PERPENDICULAR PARKING	30'
MINIMUM ENTRANCE WIDTHS	30' WITH TWO-WAY TRAFFIC (DPIE)	30' MERCANTILE LANE; 2-24' DRIVE AISLES LOTTSFORD RD
LANDSCAPING - PARKING FACILITIES	1 ISLAND PER 10 PARKING SPACES (ON AVERAGE); ADDITIONALLY THERE SHALL BE NO MORE THAN TWO (2) CONTIGUOUS PARKING BAYS WITH A MINIMUM NINE (9) FOOT WIDE ISLAND SEPARATION THE PAYS FROM ADDITIONAL BAYS OR AISLES	N/A
OFF-STREET LOADING SPACE(S)	MINIMUM ONE (1) SPACE FOR AT LEAST 100 DWELLING UNITS AND UP TO 300 DWELLING UNITS + ONE (1) FOR EACH ADDITIONAL 200 DWELLING UNITS = 1 + 1	2
OFF STREET LOADING MINIMUM SIZE	12' X 33'	12' X 33'

* PER SECTION 27-4204(b)(1)(D)(i), MINIMUM PARKING REDUCED BY 50%

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M-NCPPC APPROVAL

PROJECT NAME: LARGO PARK LOT 5B

PROJECT NUMBER: DET-2023-013

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
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PROJECT No.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	VEHP

PROJECT:
DETAILED SITE PLAN DET-2023-013
FOR
LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

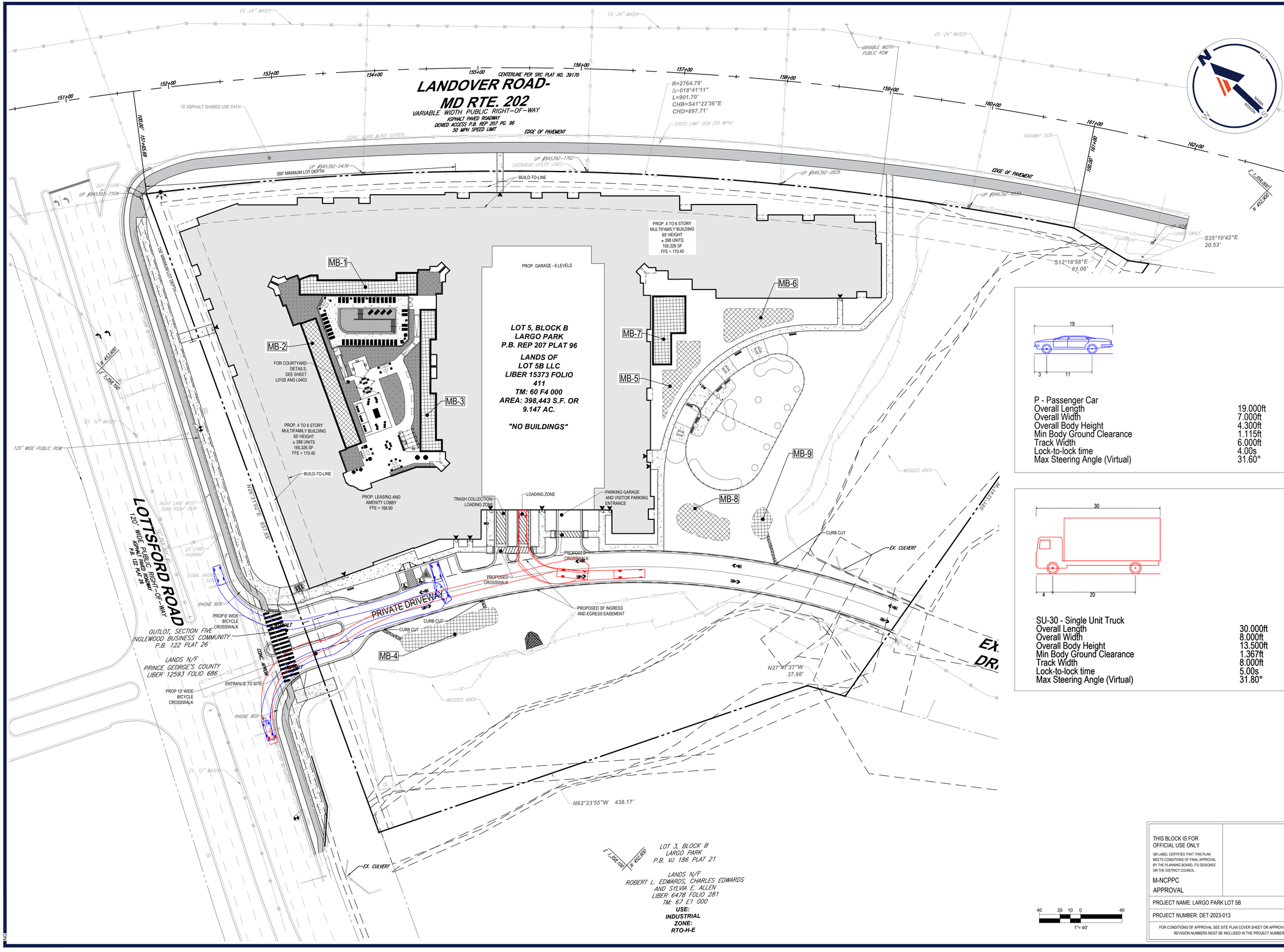
M.J. BIRKLAND
07/18/2025
PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 34261
PROFESSIONAL CERTIFICATION
I, MICHAEL J. BIRKLAND, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 34261, EXPIRATION DATE: 05/14/27

SHEET TITLE:
PEDESTRIAN AND BIKEWAY FACILITIES PLAN

SHEET NUMBER:
C-302

REVISION 2 - 10/11/2024

Jul 18, 2025
H:\2022\MDB220104.00\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - VEHP - 0----LAYOUT CIRCULATION PLAN
NG



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DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	VEHP

PROJECT:
DETAILED SITE PLAN DET-2023-013
FOR
LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
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SHEET TITLE:
VEHICLE TURNING PLAN

SHEET NUMBER:
C-303

REVISION 2 - 10/11/2024

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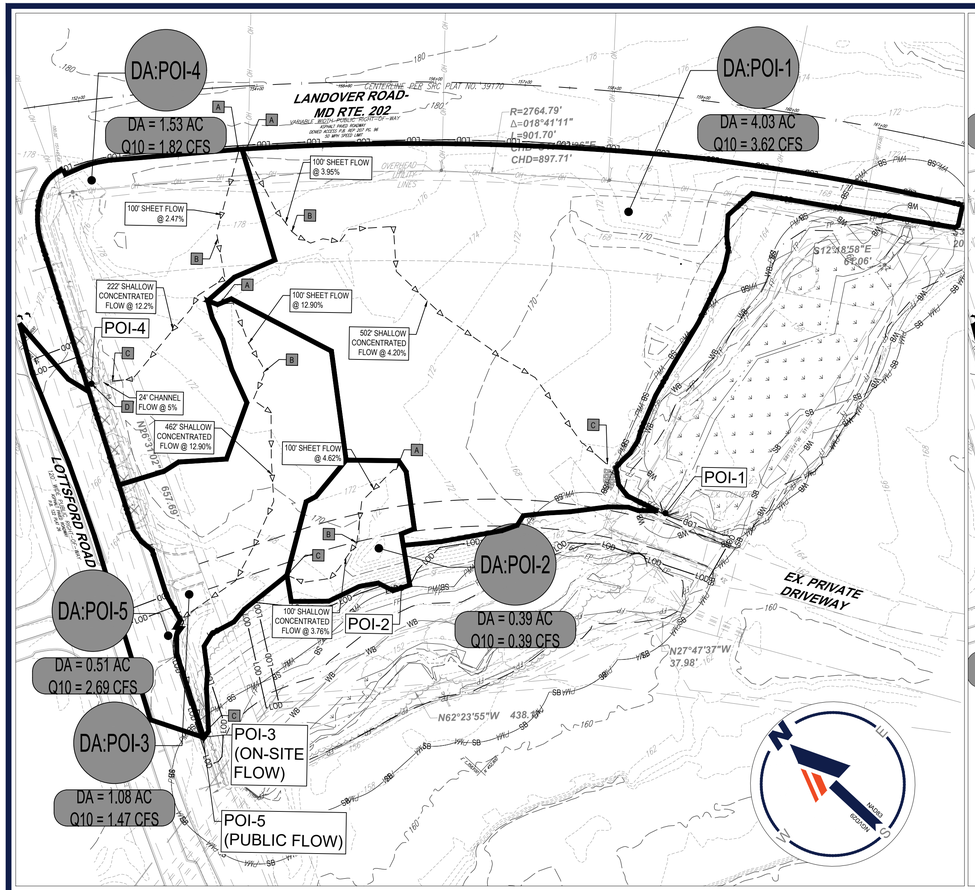
PROJECT NAME: LARGO PARK LOT 5B	
PROJECT NUMBER: DET-2023-013	
FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER	

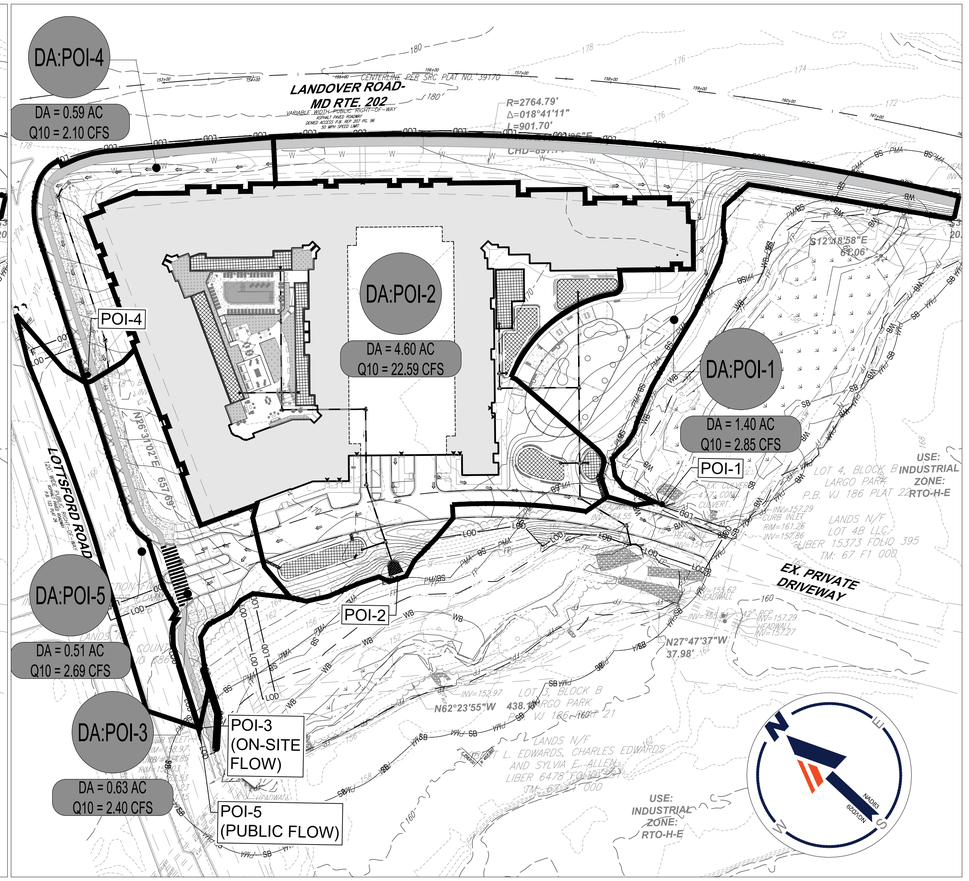
Jul 18, 2025
\BOHLERENG\NETSHARES\MD-PROJECTS\2022\MDB220104 00\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - VEHP - G---4 LAYOUT VEHICLE TURN



PRE-DEVELOPMENT

80 40 20 0 80

1"= 80'



POST-DEVELOPMENT

80 40 20 0 80

1"= 80'

PRE DEVELOPMENT 10-YR ANALYSIS

POI	DESCRIPTION OF LOCATION	DA #	AREA (ACRES)	CN	10 YR FLOW (CFS)
1	CULVERT UNDER MERCANTILE LANE	DA:POI-1	4.03	58	3.62
2	STORM DRAIN OUTFALL FROM SITE	DA:POI-2	0.39	58	0.39
3	THE EXISTING INLET SOUTHWEST OF THE SITE	DA:POI-3	1.08	61	1.47
4	THE EXISTING INLET NORTHWEST OF THE SITE	DA:POI-4	1.53	62	1.82
5	THE EXISTING INLET SOUTHWEST OF THE SITE	DA:POI-5	0.51	98	2.69

LEGEND

DRAINAGE DIVIDES	
DRAINAGE AREA SUB-DIVIDES	
Tc PATH	
DRAINAGE LABELS	A AREA = 3.38 AC Q10 = 9.01 CFS RCN = 76
100-YR OVERLAND RELIEF ARROWS	⇒

POST DEVELOPMENT 10-YR ANALYSIS

POI	DESCRIPTION OF LOCATION	DA #	AREA (ACRES)	CN	10 YR FLOW (CFS)	RESULTS
1	CULVERT UNDER MERCANTILE LANE	DA:POI-1	1.40	65	2.85	DECREASE IN 10-YEAR DISCHARGE TO THIS POI
2	STORM DRAIN OUTFALL FROM SITE	DA:POI-2	4.60	92	22.59	SITE IS EXEMPT FROM PROVIDING ON-SITE STORMWATER QUANTITY CONTROL DUE TO A PREVIOUS FEE-IN-LIEU PAID.
3	THE EXISTING INLET SOUTHWEST OF THE SITE	DA:POI-3	0.63	81	2.40	10-YEAR DISCHARGE IN PRE-DEVELOPMENT IS 1.47 CFS 10-YEAR DISCHARGE IN POST-DEVELOPMENT IS 2.40 CFS 15" RCP AT 1.36% HAS A CAPACITY OF 7.53 CFS. STORM DRAIN IN PUBLIC ROW IS REQUIRED TO BE DESIGNED FOR DEVELOPED 10-YEAR CONDITION.
4	THE EXISTING INLET NORTHWEST OF THE SITE	DA:POI-4	0.59	79	2.10	10-YEAR DISCHARGE IN PRE-DEVELOPMENT IS 1.82 CFS 10-YEAR DISCHARGE IN POST-DEVELOPMENT IS 2.10 CFS 18" RCP AT 5.85% HAS A CAPACITY OF 25.41 CFS. STORM DRAIN IN PUBLIC ROW IS REQUIRED TO BE DESIGNED FOR DEVELOPED 10-YEAR CONDITION.
5	THE EXISTING INLET SOUTHWEST OF THE SITE	DA:POI-5	0.51	98	2.69	PUBLIC FLOW TO THE EXISTING INLET SOUTHWEST OF SITE IS UNCHANGED.

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M-NCPPC APPROVAL

PROJECT NAME: LARGO PARK LOT 5B

PROJECT NUMBER: DET-2023-013

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

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SITE CIVIL AND CONSULTING ENGINEERING
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PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABILITY DESIGN
PERMITTING SERVICES
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PROJECT No.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	DRIN - 0

PROJECT:

DETAILED SITE PLAN
DET-2023-013

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER

9711 WASHINGTONIAN BLVD. SUITE 375
GAITHERSBURG, MARYLAND 20878
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07/18/2025
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MARYLAND LICENSE No. 34261
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SHEET TITLE:

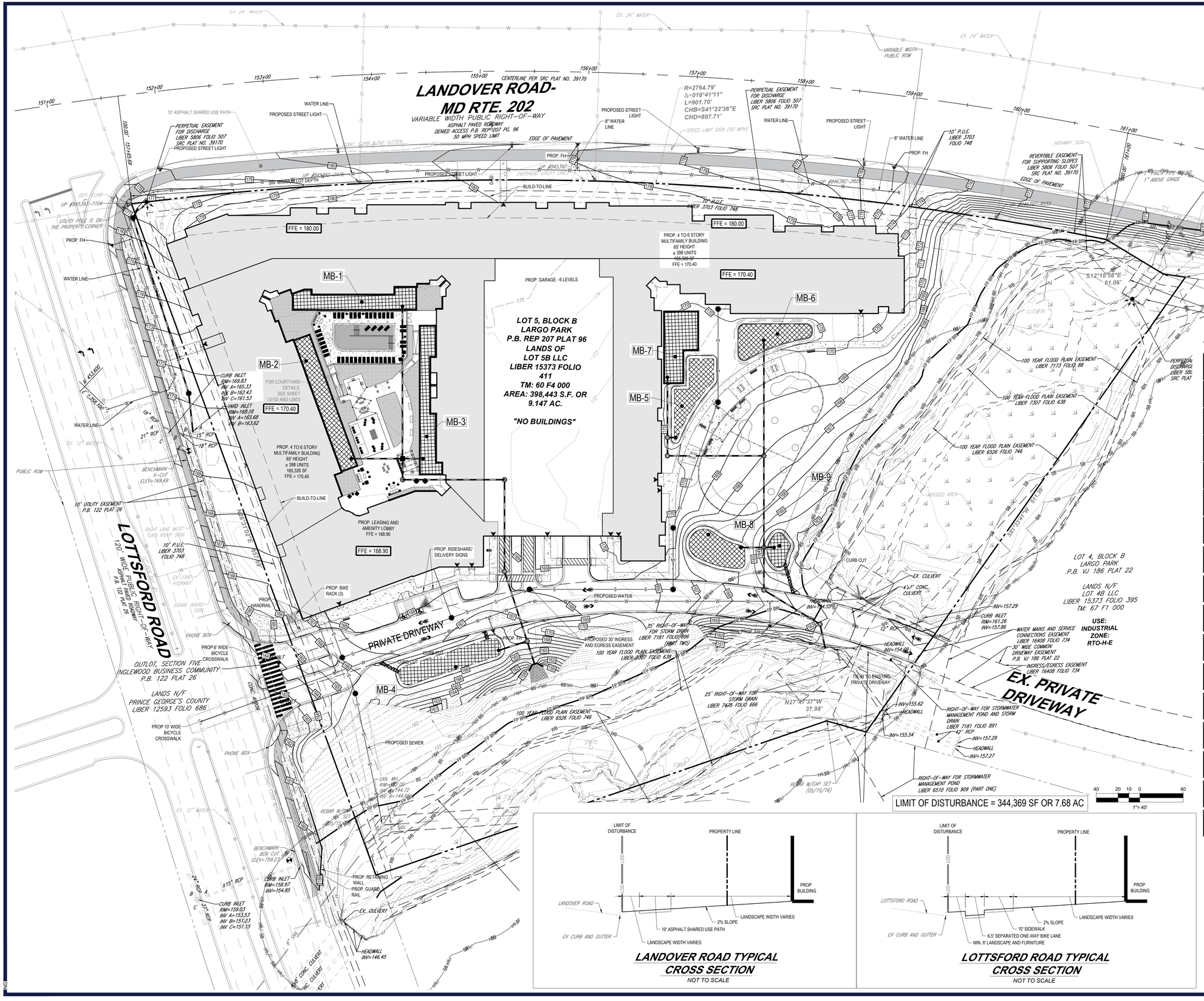
DRAINAGE AREA MAP

SHEET NUMBER:

C-401

REVISION 2 - 10/11/2024

Jul 18, 2025
\\BOHLERENG.NET\SHARES\MD-PROJECTS\2022\MDB220104.00\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - DRIN - DL---LAYOUT - 03 - DRIN AREAS



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PROJECT No.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	GRAD

PROJECT:

DETAILED SITE PLAN DET-2023-013

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
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M-NCPPC APPROVAL	
PROJECT NAME: LARGO PARK LOT 5B	
PROJECT NUMBER: DET-2023-013	
FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER	

SHEET TITLE:

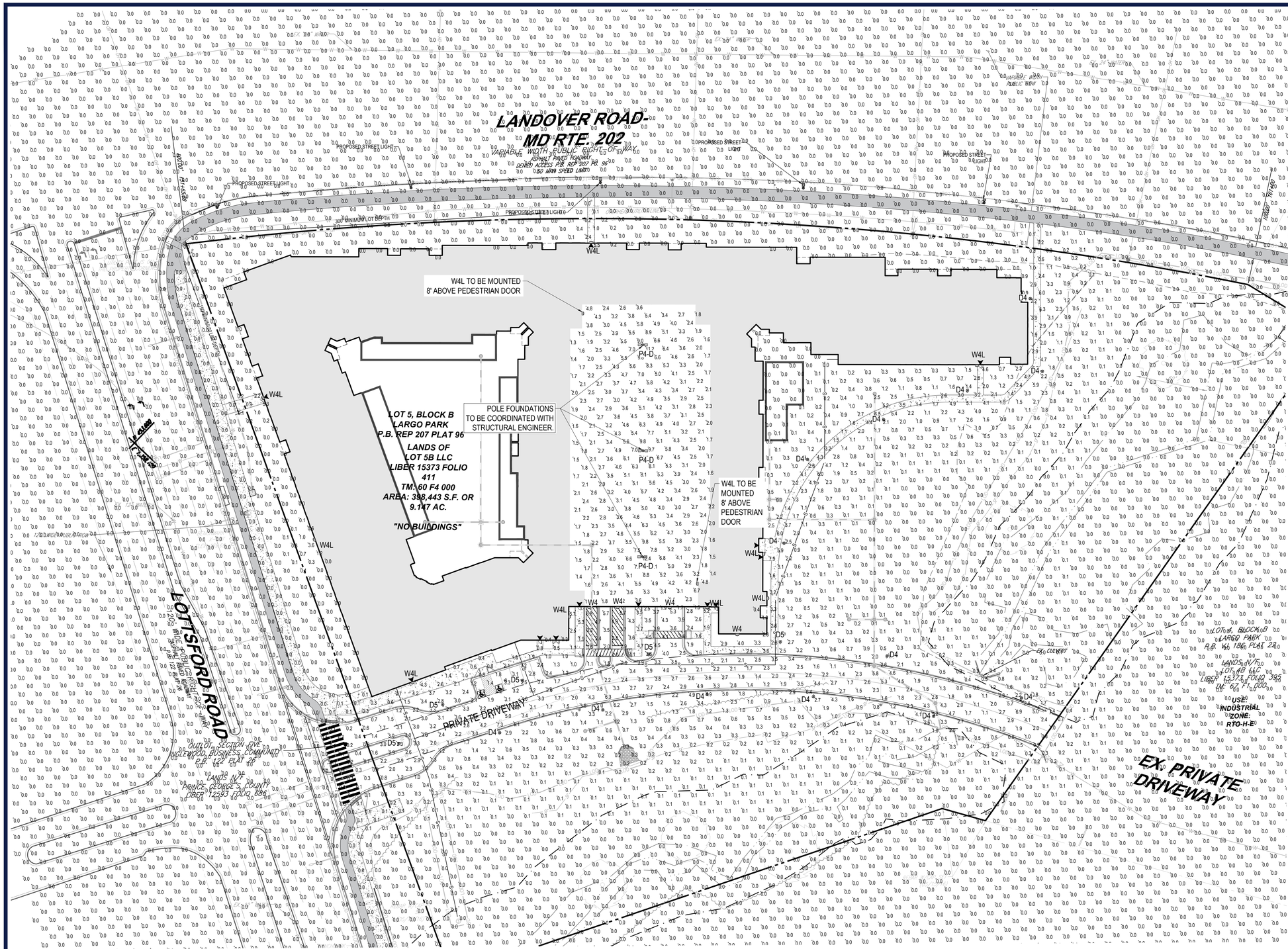
GRADING & UTILITY PLAN

SHEET NUMBER:

C-402

REVISION 2 - 10/11/2024

JUL 18, 2025
\\BOHLERENG.NET\SHARES\MD-PROJECTS\2022\MDB220104.00\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - GRAD - D-----LAYOUT GRADING & UTILITY PLAN



LUMINAIRE SCHEDULE

LABEL	QTY	MOUNTING HEIGHT	ARRANGEMENT	LUM. LUMENS	LLF	BUG RATING	DESCRIPTION	POLE	FOUNDATION
D4	13	12'-6" AFG	SINGLE	8200	0.900	B2-U0-G3	COOPER LIGHTING, LUXESCAPE DECORATIVE LED LUMINAIRE, TYPE AST, ZERO UP-LIGHT (LXS-VA3-740-x-AST-S-x)	COOPER LIGHTING, ROUND STRAIGHT STEEL POLE, 9'-0" LENGTH (RSS-4-A-9-S-x-A-x-x-x)	DETAIL PA-I010103
D5	5	12'-6" AFG	SINGLE	9131	0.900	B3-U0-G3	COOPER LIGHTING, LUXESCAPE DECORATIVE LED LUMINAIRE, TYPE SYM, ZERO UP-LIGHT (LXS-VA3-740-x-SYM-S-x)	COOPER LIGHTING, ROUND STRAIGHT STEEL POLE, 9'-0" LENGTH (RSS-4-A-9-S-x-A-x-x-x)	DETAIL PA-I010103
P4-D	3	25' AFF OF PARKING GARAGE ROOF	BACK-BACK	27751	0.900	B3-U0-G4	MCGRAW EDISON BY COOPER LIGHTING, GALLEON II LED AREA LUMINAIRE, TYPE 4FT, ZERO UP-LIGHT (GALN-S4AC-740-x-T4FT-x-x)	COOPER LIGHTING, ROUND STRAIGHT STEEL POLE, 22'-6" LENGTH (RSS-4-M-22.5-S-x-A-2-2-V)	DETAIL PA-I010101
W4*	4	22'-0" AFF	SINGLE	4205	0.900	B2-U0-G0	COOPER LIGHTING, LUMARK CROSSTOUR MAXX LED WALLPACK, ZERO UP-LIGHT (XTOR4B-W-x-x)	-----	-----
W4L*	11	10'-0" AFF UNLESS OTHERWISE NOTED ON PLAN	SINGLE	1397	0.900	B1-U0-G0	COOPER LIGHTING, LUMARK CROSSTOUR MAXX LED WALLPACK, ZERO UP-LIGHT (XTOR1B-W-x-x)	-----	-----

* REFER TO ARCHITECTURAL PLANS FOR FINAL MOUNTING LOCATIONS.

CALCULATION SUMMARY

LABEL	CALCTYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
OVERALL	ILLUMINANCE	Fc	0.12	12.4	0.0	N.A.	N.A.
PARKING GARAGE - ROOF	ILLUMINANCE	Fc	3.78	12.4	1.4	2.70	8.86
PAVED AREA	ILLUMINANCE	Fc	2.73	7.3	0.5	5.46	14.60
SIDEWALK	ILLUMINANCE	Fc	3.73	7.9	1.1	3.39	7.18

NOTE: ALL LIGHTING WILL BE FULL CUT-OFF FIXTURES AND DIRECTED DOWNWARD

40 20 10 0 40
1"= 40'

GENERAL LIGHTING NOTES

1. THIS PLAN IS TO BE UTILIZED FOR LIGHTING PURPOSES ONLY. REFER TO ELECTRICAL ENGINEERING PLANS FOR CIRCUITRY DESIGN AND SPECIFICATIONS.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE SUBMITTALS TO THE PROJECT ENGINEER (BOHLER) FOR REVIEW AND APPROVAL. SUBSTITUTION REQUESTS MUST BE ACCOMPANIED BY A HORIZONTAL PHOTOMETRIC STUDY DEMONSTRATING THAT THE FIXTURE(S) IN QUESTION WILL MEET THE DESIGN INTENT OF THIS PLAN. SUBSTITUTION REQUESTS WITHOUT A PHOTOMETRIC STUDY WILL BE REJECTED.
3. THIS LIGHTING PLAN DEPICTS PROPOSED SUSTAINED ILLUMINATION LEVELS CALCULATED USING DATA PROVIDED BY THE NOTED MANUFACTURER(S). ACTUAL SUSTAINED SITE ILLUMINATION LEVELS AND PERFORMANCE OF LUMINAIRES MAY VARY DUE TO VARIATIONS IN WEATHER, ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, THE SERVICE LIFE OF EQUIPMENT AND LUMINAIRES AND OTHER RELATED VARIABLE FIELD CONDITIONS.
4. THE LIGHTING VALUES AND CALCULATION POINTS DEPICTED ON THIS PLAN ARE ALL ANALYZED ON A HORIZONTAL GEOMETRIC PLANE AT ELEVATION ZERO (GROUND LEVEL OR GARAGE ROOF LEVEL) UNLESS OTHERWISE NOTED. THE VALUES DEPICTED ON THIS PLAN ARE IN FOOTCANDLES.
5. THE LUMINAIRES, LAMPS AND LENSES MUST BE REGULARLY INSPECTED/MAINTAINED TO ENSURE THAT THEY FUNCTION PROPERLY. THIS WORK SHOULD INCLUDE, BUT NOT BE LIMITED TO, FREQUENT VISUAL INSPECTIONS, CLEANING OF LENSES, AND RELAMPING ACCORDING TO MANUFACTURER RECOMMENDATIONS. FAILURE TO FOLLOW THE ABOVE STEPS COULD CAUSE THE LUMINARIES TO FUNCTION IMPROPERLY.
6. THIS LIGHTING PLAN IS INTENDED TO SHOW THE LOCATIONS AND TYPE OF LUMINAIRES, ONLY. POWER SYSTEM, CONDUITS, WIRING, VOLTAGES AND OTHER ELECTRICAL COMPONENTS ARE THE RESPONSIBILITY OF THE ARCHITECT, MEP AND/OR LIGHTING CONTRACTOR, AS INDICATED IN THE CONSTRUCTION CONTRACT DOCUMENTS. THESE ITEMS MUST BE INSTALLED AS REQUIRED BY STATE AND LOCAL REGULATIONS. CONTRACTOR IS RESPONSIBLE FOR INSTALLING LIGHTING FIXTURES AND APPURTENANCES IN ACCORDANCE WITH ALL APPLICABLE BUILDING AND ELECTRICAL CODES AND ALL OTHER APPLICABLE RULES, REGULATIONS, LAWS AND STATUTES.
7. CONTRACTOR MUST BRING TO THE DESIGNER'S ATTENTION, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, ANY LIGHT LOCATIONS THAT CONFLICT WITH DRAINAGE, UTILITIES, OR OTHER STRUCTURES.
8. THE LIGHTING CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE CONTRACTOR REQUIREMENTS INDICATED IN THE SITE PLAN, INCLUDING BUT LIMITED TO, GENERAL NOTES, GRADING AND UTILITY NOTES, SITE SAFETY, AND ALL GOVERNMENTAL RULES, LAWS, ORDINANCES, REGULATIONS AND THE LIKE.
9. UPON OWNER'S ACCEPTANCE OF THE COMPLETED PROJECT, THE OWNER SHALL BE RESPONSIBLE FOR ALL MAINTENANCE, SERVICING, REPAIR AND INSPECTION OF THE LIGHTING SYSTEM AND ALL OF ITS COMPONENTS AND RELATED SYSTEMS, TO ENSURE ADEQUATE LIGHTING LEVELS ARE PRESENT AND FUNCTIONING AT ALL TIMES.
10. PRIVATE BALCONIES TO HAVE SWITCHED WALL SCONCE, REFER TO ARCHITECTURAL PLANS FOR FINAL PRIVATE BALCONY WALL SCONCE SPECIFICATIONS AND MOUNTING LOCATIONS.
11. PRIVATE LIGHT FIXTURES ON THIS APPLICATION ARE FULLY CUT OFF AND DIRECTED DOWNWARD TO REDUCE GLARE AND SPILLOVER. REFER TO THE BUG RATINGS IN THE LUMINARE SCHEDULE.

THIS BLOCK IS 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: LARGO PARK LOT 5B

PROJECT NUMBER: DET-2023-013

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
STORMWATER MANAGEMENT
PERMITTING SERVICES
TRANSPORTATION SERVICES

THE SEDIMENT CONTROL DESIGN AND CONTENTS OF THESE PLANS SHALL NOT BE EXPIRED OR USED FOR ANY PURPOSE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED AND SIGNED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES.

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY
1	5/14/2024	COMMENTS FROM MNCPPC	NG / BK
2	10/11/2024	COMMENTS FROM MNCPPC	NG / BK

811 Know what's below. Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT NO.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	LGHT

PROJECT:

DETAILED SITE PLAN DET-2023-013

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

E.R. McWILLIAMS
07/18/2025
REGISTERED LANDSCAPE ARCHITECT
MARYLAND LICENSE NO. 3697
PROFESSIONAL CERTIFICATION
I, ERIC R. MCWILLIAMS, 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 NO. 3697, EXPIRATION DATE: 9/20/26

SHEET TITLE:

LIGHTING PLAN

SHEET NUMBER:

C-702

REVISION 2 - 10/11/2024

Jul 18, 2025
H:\2022\MDB220104.09\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - LGHT - 0---1\LAYOUT\ LIGHTING PLAN
BSA

Lumark

DESCRIPTION

The patented Lumark Crosstour™ MAXX LED wall pack series of luminaries provides low-profile architectural style with super bright, energy-efficient LEDs. The rugged die-cast aluminum construction, back box with secure lock hinges, stainless steel hardware along with a sealed and gasketed optical compartment make Crosstour impervious to contaminants. The Crosstour MAXX wall luminaire is ideal for wall/surface, inverted mount for facade/canopy illumination, perimeter and site lighting. Typical applications include pedestrian walkways, building entrances, multi-use facilities, industrial facilities, perimeter parking areas, storage facilities, institutions, schools and loading docks.

Catalog #	Type
Project	
Comments	Date
Prepared by	

SPECIFICATION FEATURES

Construction
Low-profile LED design with rugged one-piece, die-cast aluminum back box and hinged removable door. Matching housing styles incorporate both a full cutoff and refractive lens design. Full cutoff and refractive lens models are available in 58W, 81W and 103W. Patent pending secure lock hinge feature allows for safe and easy tool-less electrical connections with the supplied push-in connectors. Back box includes four 1/2" NPT threaded conduit entry points. The back box is secured by four lag bolts (supplied by others). External fin design extracts heat from the fixture surface. One-piece silicone gasket seals door and back box. Not recommended for car wash applications.

Optical
Silicone sealed optical LED chamber incorporates a custom engineered reflector providing high-efficiency illumination. Full cutoff models integrate an impact-resistant molded refractive prism optical lens assembly meeting requirements for Dark Sky compliance. Refractive lens models incorporate a molded lens assembly designed for maximum forward throw. Solid state LED Crosstour MAXX luminaries are thermally optimized with eight lumen packages in cool 5000K, neutral 4000K, or warm 3000K LED color temperature (CCT).

Electrical
LED driver is mounted to the die-cast aluminum housing for optimal heat sinking. LED thermal management system incorporates both conduction and natural convection to transfer heat rapidly away from the LED source. 58W, 81W and 102W models operate in -40°C to 40°C [-40°F to 104°F]. High ambient 50°C [122°F] models available in 58W and 81W models only. Crosstour MAXX luminaires maintain greater than 85% of initial light output after 72,000 hours of operation. Four half-inch NPT threaded conduit entry points allow for thru-branch wiring. Back box is an authorized electrical wiring compartment. Integral LED electronic driver incorporates surge protection. 120-277V 50/60Hz, 480V 60Hz, or 347V 60Hz electrical operation. 480V is compatible for use with 480V Wye systems only.

Emergency Egress
Optional integral cold weather battery emergency egress includes emergency operation test switch (available in 58W and 81W models only), an AC-ON indicator light and a premium extended rated sealed maintenance-free nickel-metal hydride battery pack. The separate emergency lighting LEDs are wired to provide redundant emergency lighting. Listed to UL Standard 924, Emergency Lighting.

Finish
Crosstour MAXX is protected with a super TGIC carbon bronze or summit white polyester powder coat paint. Super TGIC powder coat paint finishes withstand extreme climate conditions while providing optimal color and gloss retention of the installed life. Options to meet Buy American and other domestic preference requirements.

Warranty
Five-year warranty.

XTOR
CROSSTOUR
MAXX LED

APPLICATIONS:
WALL / SURFACE
INVERTED
SITE LIGHTING

DIMENSIONS

FULL CUTOFF — 9-3/4" [222mm]; 6-1/4" [159mm]; 11" [279mm]
DEEP BACK BOX — 11" [279mm]; 6-3/4" [171mm]
REFRACTIVE LENS — 11" [279mm]; 9-3/4" [222mm]; 6" [152mm]
DEEP BACK BOX — 11" [279mm]; 7" [178mm]

ESCUTCHEON PLATES

19-1/4" [489mm]; 19-1/4" [489mm]

CERTIFICATION DATA
UL/cUL Wet Location Listed
Dark Sky Approved (Fixed mount, Full cutoff, and 3000K CCT only)
DesignLights Consortium® Qualified*
LM79 / LM80 Compliant
RoHS Compliant
NOM-Compliant Models
3G Vibration Tested
UL924 Listed (CBP Models)
IP66 Rated

TECHNICAL DATA
40°C Ambient Temperature
External Supply Wiring 90°C Minimum

EPA
Effective Projected Area (Sq. Ft.):
XTOR6B, XTOR8B, XTOR12B=0.54

SHIPPING DATA:
Approximate Net Weight:

Project		Catalog #		Type	
Prepared by		Notes		Date	

McGraw-Edison

GALN Galleon II

Area / Site Luminaire

Product Features

Light Ahhdirect™ · BAA

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 5
- Product Specifications page 5
- Energy and Performance Data page 6
- Control Options page 11

Product Certifications

DSH · DLC Premium · DLC Premium Flex · 3G VIB · IP66 · cULus Wet · BAA · 5 YEAR

Quick Facts

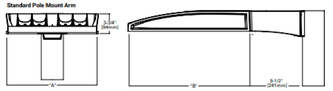
- Lumen packages range from 3,300 - 73,500 (33W - 552W)
- 17 optical distributions
- Efficacy up to 159 lumens per watt

Connected Systems

- WaveLinx Lite
- WaveLinx

Dimensional Details

Standard Pole Mount Arm



Pole Drilling Pattern

Number of Light Squares	Width "A"	Housing Length "B"	Weight with Standard or QM Arm	EPA with Standard or QM Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28-1/8"	48 lb	1.1

NOTES:
1. See area selection requirements and additional line art, see Mounting Details section.

NOTES:
1. Visit https://www.designlights.org/search/ to confirm qualification. Not all product variations are DLC qualified.
2. IDA Certified (3000K CCT and warmer only, fixed mounting options)

COOPER Lighting Solutions

PSS0005ZEN page 1
September 29, 2023 1:22 PM

Invue

DESCRIPTION

The LuxeScape Collection presents a contemporary, architectural dayform providing superior uniformity and efficient illumination. Designed to enhance urban spaces with beautiful visual appearances and integral control solutions, LuxeScape integrates into any environment while providing high visibility by utilizing industry-leading WaveStream™ LED optics.

Catalog #	Type
Project	
Comments	Date
Prepared by	

SPECIFICATION FEATURES

Construction
Housing assembly is IP66 rated and cast from low copper content corrosion resistant aluminum, maintaining strength and precision to sustain long term dayform appearance. 3G rated construction avoids damages from installation generated vibration. Corrosion-resistant color matching hardware are minimized to enhance appearance.

Optics
Designed for complex site or pedestrian applications, WaveStream™ LED optical waveguide technology produces both symmetric NEMA Type V and asymmetric NEMA II, III, IV distributions. The waveguide is manufactured from precision injection molded acrylic delivering visual comfort and optically controlled illumination for improved glare control. Luminaire efficacy measures in excess of 100 lm/W for 4000K (+/- 275K) CCT at 70 CRI (min). Optional 3000K CCT at 70 CRI or 3000K CCT at 80 CRI also available.

Electrical
LED drivers are uniquely positioned and mounted for maximum thermal performance and extended life. Standard 0-10V dimming drivers and surge protection module are designed to withstand 10kV of transient line surge. Drivers operate at 120-277V 50/60Hz with 347V 60Hz or 480V 60Hz operation optional. Suitable for ambient temperature applications as low as -40°C (-40°F) to 40°C (104°F). High ambient options available allow for 50°C operation.

Controls
Control options are designed to be simple, cost-effective, energy code, and regulation compliant solutions featuring WaveLinx. See control options page for more details.

Mounting
Invue's aluminum round decorative pole (ARP) offering provides a seamless transition and compliments the contemporary design architecture with its unique sleek taper and base design. The tenon mount pole comes standard with an access door feature integrated into the base.
Arm Mount
The integrated aluminum contemporary upsweep arm is bolted directly to the pole using an "N" drill pattern. Provides a seamless transition to a 4" or 5" round pole.
Spider & Cantilever Mount
Fitter assembly mounts over 3" O.D. tenon and can be adapted to a 2-3/8" tenon. It is secured via concealed, corrosion resistant set screw and jam screw pairs in six inconspicuous locations.
Fitter design provides seamless transition to 4" O.D. round pole top. Optional mounting accessories include a twin arm mount and wall mount arm.

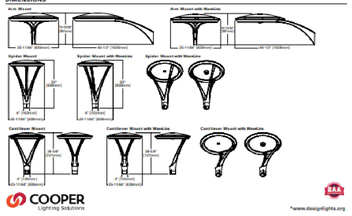
Finish
Cooper Lighting Solutions utilizes premium ultra-weatherable TGIC based polyester powder coatings specifically formulated to withstand extended outdoor exposure while providing decorative appeal. Finish is compliant to 3,000 hour salt spray standard (per ASTM B117). RAL and custom color matches available. Options to meet Buy American Act requirements.

Warranty
Five-year warranty.

LXS LUXESCAPE COLLECTION

DECORATIVE LUMINAIRE

DIMENSIONS



CERTIFICATION DATA
UL/cUL Listed
FCC Class A
IEC 60529 IP66 Housing
ANSI C136.31 3G Vibration
ASTM A356.0 Low Copper Alloy
ASTM B117 Salt Spray Tested
RoHS
ISO 9001
DesignLights Consortium® Qualified*
Dark Sky Approved (3000K CCT and warmer only)

ENERGY DATA
Electronic LED Driver
-Class 2 Operation
-20% Total Harmonic Distortion
120-277V 50/60Hz, 347V 60Hz, 480V 60Hz
40°C Ambient Temperature Rating
As low as -40°C (-40°F) minimum temperature
*See MINIMUM TEMPERATURE table

EPA
Effective Projected Area: (Sq. Ft.)
Arm Mount: 1.0
Cantilever Mount: 1.3
Spider Mount: 1.6

SHIPPING DATA
Approximate Net Weight:
Arm Mount Weight: 41 lbs. (18.6 kgs.)
Cantilever Mount Weight: 46 lbs. (20.8 kgs.)
Spider Mount Weight: 53 lbs. (24 kgs.)

COOPER Lighting Solutions

*www.designlights.org

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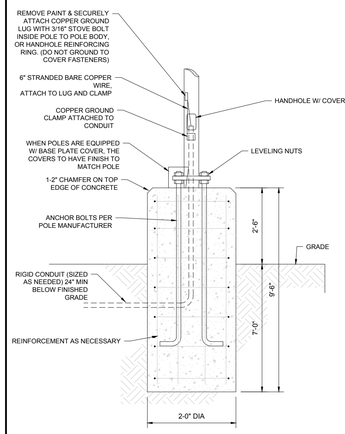
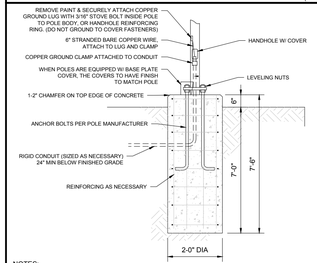
August 24, 2022 6:02 PM



NOTES:
1. THIS DETAIL IS FOR BID AND BUDGETARY PURPOSES ONLY. CONTRACTOR SHALL ENSURE DESIGN IS PREPARED BY A QUALIFIED STRUCTURAL ENGINEER CONSIDERING LIGHTING MANUFACTURER REQUIREMENTS, LOCAL WIND LOADS, SITE SPECIFIC SOIL PARAMETERS.
   A. SOME SITE LOCATIONS AND/OR CONDITIONS MAY REQUIRE VIBRATION DAMPENING MEASURES AS DETERMINED BY A STRUCTURAL ENGINEER.
   B. THE STRUCTURAL ENGINEER SHALL BE NOTIFIED OF THE INTENT TO MOUNT ANYTHING ASIDE FROM THE LIGHT FIXTURE INCLUDING (BUT NOT LIMITED TO) CAMERAS, BANNERS, FLAGS, SIGNAGE, ETC AS IT WILL IMPACT THE POLE AND FOUNDATION DESIGN.
2. ALL REBAR SHALL HAVE A YIELD STRENGTH OF 60ksi, AND MAINTAIN A 3" MIN CLEARANCE FROM SURFACES.

LIGHT POLE FOUNDATION

NOT TO SCALE (PA-I010101 - 11/2023)



NOTES:
1. THIS DETAIL IS FOR BID AND BUDGETARY PURPOSES ONLY. CONTRACTOR SHALL ENSURE DESIGN IS PREPARED BY A QUALIFIED STRUCTURAL ENGINEER CONSIDERING LIGHTING MANUFACTURER REQUIREMENTS, LOCAL WIND LOADS, SITE SPECIFIC SOIL PARAMETERS.
   A. SOME SITE LOCATIONS AND/OR CONDITIONS MAY REQUIRE VIBRATION DAMPENING MEASURES AS DETERMINED BY A STRUCTURAL ENGINEER.
   B. THE STRUCTURAL ENGINEER SHALL BE NOTIFIED OF THE INTENT TO MOUNT ANYTHING ASIDE FROM THE LIGHT FIXTURE INCLUDING (BUT NOT LIMITED TO) CAMERAS, BANNERS, FLAGS, SIGNAGE, ETC AS IT WILL IMPACT THE POLE AND FOUNDATION DESIGN.
2. ALL REBAR SHALL HAVE A YIELD STRENGTH OF 60ksi, AND MAINTAIN A 3" MIN CLEARANCE FROM SURFACES.

LIGHT POLE 6" REVEAL FOUNDATION

NOT TO SCALE (PA-I010103 - 11/2023)

THIS BLOCK IS 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: LARGO PARK LOT 5B	
PROJECT NUMBER: DET-2023-013	
FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER	

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
LAND DEVELOPMENT
PERMITTING SERVICES
TRANSPORTATION SERVICES

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REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY
1	5/14/2024	COMMENTS FROM MNCPPC	NG / BK
2	10/11/2024	COMMENTS FROM MNCPPC	NG / BK

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NOT APPROVED FOR CONSTRUCTION

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PROJECT No.:	MDB220104
DRAWN BY:	NRG
CHECKED BY:	RK
DATE:	02/14/2024
CAD I.D.:	LGHT

PROJECT:

DETAILED SITE PLAN
DET-2023-013

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

E.R. McWILLIAMS
STATE OF MARYLAND
07/18/2025
REGISTERED LANDSCAPE ARCHITECT
PROFESSIONAL CERTIFICATION
I, ERIC R. McWILLIAMS, 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 NO. 3697, EXPIRATION DATE: 9/20/26

SHEET TITLE:

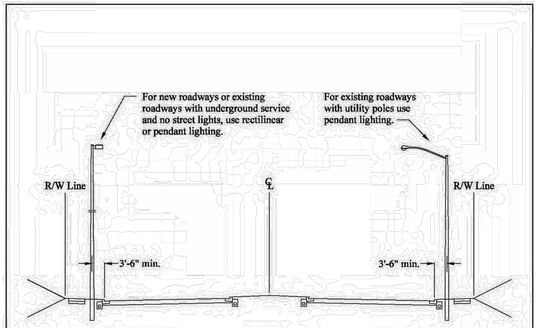
LIGHTING DETAILS

SHEET NUMBER:

C-703

REVISION 2 - 10/11/2024

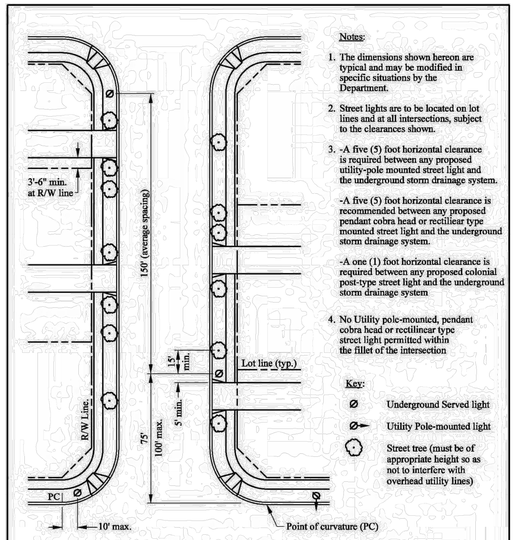
Jul 18, 2025
11:20224MDB220104 00\CAD\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MDB220104 - LGHT- 0---LAYOUT LIGHTING DETAILS



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 on both sides of roadway (opposite), unless otherwise approved by the Department.

APPROVED:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATE:	APPROVED BY:	Street Light Location Urban Arterial	STD. 500.01



Notes:

1. The dimensions shown hereon are typical and may be modified in specific situations by the Department.
2. Street lights are to be located on lot lines and at all intersections, subject to the clearances shown.
3. -A five (5) foot horizontal clearance is required between any proposed utility-pole mounted street light and the underground storm drainage system.

   -A five (5) foot horizontal clearance is recommended between any proposed pendant cobra head or rectilinear type mounted street light and the underground storm drainage system.

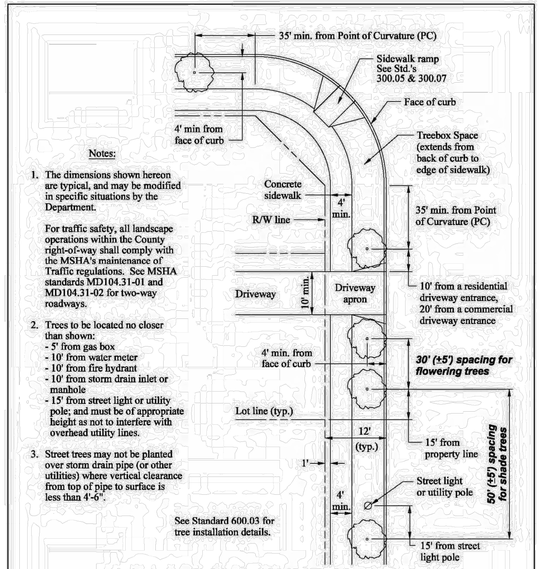
   -A one (1) foot horizontal clearance is required between any proposed colonial post-type street light and the underground storm drainage system
4. No Utility pole-mounted, pendant cobra head or rectilinear type street light permitted within the fillet of the intersection

Key:

- Underground Served light
- Utility Pole-mounted light
- Street tree (must be of appropriate height so as not to interfere with overhead utility lines)

Call "Miss Utility" at 1-800-257-7777 for utility location 48 hours prior to disturbing the existing ground within the County right-of-way.

APPROVED:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATE:	APPROVED BY:	Street Light Spacing (Urban Area)	STD. 500.12



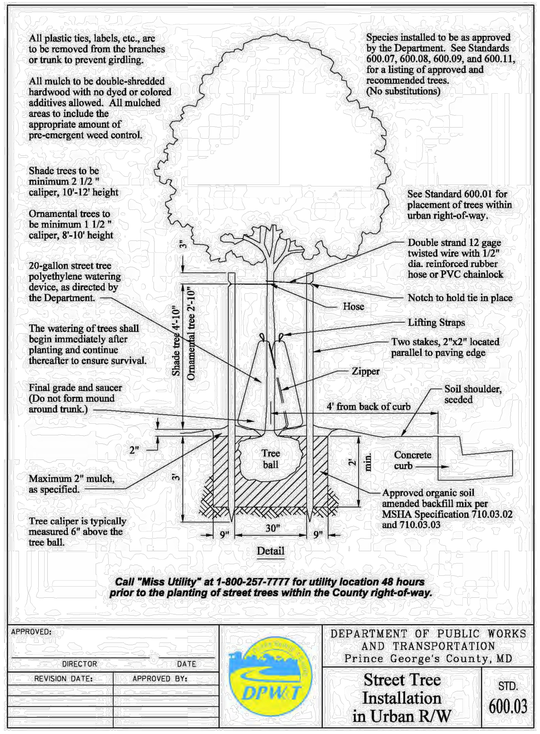
Notes:

1. The dimensions shown hereon are typical, and may be modified in specific situations by the Department.

   For traffic safety, all landscape operations within the County right-of-way shall comply with the MSHA's maintenance of Traffic regulations. See MSHA standards MD104.31-01 and MD104.31-02 for two-way roadways.
2. Trees to be located no closer than shown:
   - 5' from gas box
   - 10' from water meter
   - 10' from fire hydrant
   - 10' from storm drain inlet or manhole
   - 15' from street light or utility pole; and must be of appropriate height as not to interfere with overhead utility lines.
3. Street trees may not be planted over storm drain pipe (or other utilities) where vertical clearance from top of pipe to surface is less than 4'-6".

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.

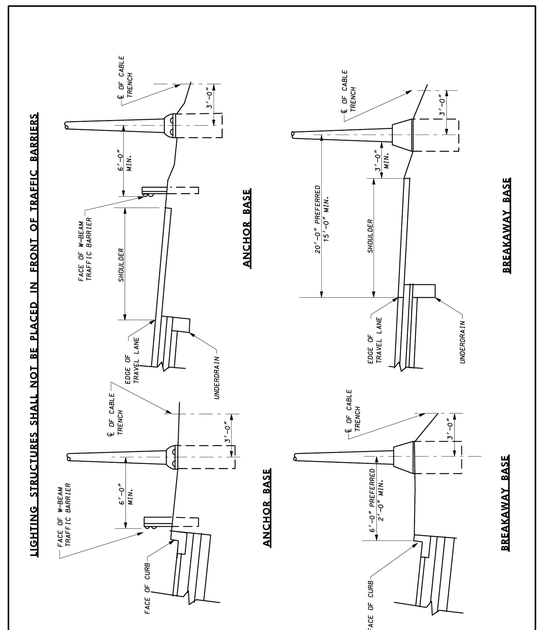
APPROVED:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATE:	APPROVED BY:	Street Tree Placement in Urban R/W	STD. 600.01



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:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATE:	APPROVED BY:	Street Tree Installation in Urban R/W	STD. 600.03



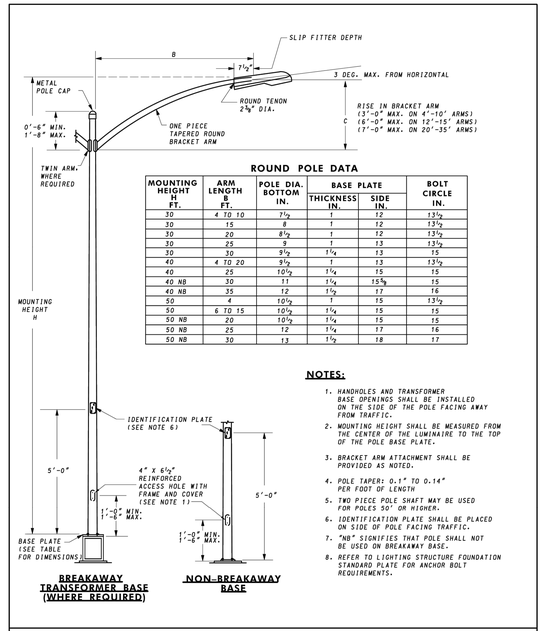
SPECIFICATION	CATEGORY CODE ITEMS
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY

SHA State Highway Administration	APPROVAL • SHA REVISIONS		APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL	7-1-94	APPROVAL	7-1-94
	REVISED	5-17-07	REVISED	5-2-07
	REVISED		REVISED	
	REVISED		REVISED	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

LIGHTING STRUCTURE PLACEMENT

STANDARD NO. MD 800.02-01



ROUND POLE DATA

MOUNTING HEIGHT H FT.	ARM LENGTH B FT.	POLE DIA. BOTTOM IN.	BASE PLATE THICKNESS IN.	BASE PLATE SIDE IN.	BOLT CIRCLE IN.
30	4 TO 10	7	1	12	13½
30	15	8	1	12	13½
30	20	8½	1	12	13½
30	25	9	1	13	13½
30	30	9½	1¼	13	15
40	4 TO 20	9½	1	13	13½
40	25	10½	1¼	15	15
40 NB	30	11	1¼	15½	15
40 NB	35	12	1½	17	16
50	4	10½	1	15	13½
50	6 TO 15	10½	1¼	15	15
50 NB	20	10½	1¼	15	15
50 NB	25	12	1¼	17	16
50 NB	30	13	1½	18	17

NOTES:

1. HANDHOLES AND TRANSFORMER BASE OPENINGS SHALL BE INSTALLED ON THE SIDE OF THE POLE FACING AWAY FROM TRAFFIC.
2. MOUNTING HEIGHT SHALL BE MEASURED FROM THE CENTER OF THE LUMINAIRE TO THE TOP OF THE POLE BASE PLATE.
3. BRACKET ARM ATTACHMENT SHALL BE PROVIDED AS NOTED.
4. POLE TAPER: 0.1" TO 0.14" PER FOOT OF LENGTH
5. TWO PIECE POLE SHAFT MAY BE USED FOR POLES 50' OR HIGHER.
6. IDENTIFICATION PLATE SHALL BE PLACED ON SIDE OF POLE FACING TRAFFIC.
7. "NB" SIGNIFIES THAT POLE SHALL NOT BE USED ON BREAKAWAY BASE.
8. REFER TO LIGHTING STRUCTURE FOUNDATION STANDARD PLATE FOR ANCHOR BOLT REQUIREMENTS.

BREAKAWAY TRANSFORMER BASE (WHERE REQUIRED)

NON-BREAKAWAY BASE

SPECIFICATION 808	CATEGORY CODE ITEMS
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY

APPROVAL SHA REVISIONS		APPROVAL FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	7-1-94	APPROVAL	7-1-94
REVISED	5-17-07	REVISED	5-2-07
REVISED	4-16-19	REVISED	4-1-19
REVISED		REVISED	

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

LIGHTING STRUCTURE WITH BRACKET ARM

STANDARD NO. MD 808.01

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
URBAN PLANNING & DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES
THE BOHLER CIVIL DESIGN AND CONTENT OF THIS PLAN IS PROPRIETARY AND SHALL NOT BE USED OR USED FOR ANY PURPOSE, WITHOUT PRIOR WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES. © BOHLER

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY
1	5/14/2024	COMMENTS FROM MNCPPC	NG / BK
2	10/11/2024	COMMENTS FROM MNCPPC	NG / BK

Know what's below. Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: MDB220104
DRAWN BY: NRG
CHECKED BY: RK
DATE: 02/14/2024
CAD I.D.: CNDS - 0

PROJECT:

DETAILED SITE PLAN DET-2023-013

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
9711 WASHINGTONIAN BLVD, SUITE 375
GAITHERSBURG, MARYLAND 20878
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

M.J. BIRKLAND 07/18/2025
PROFESSIONAL ENGINEER
MARYLAND LICENSE NO. 34351
PROFESSIONAL CERTIFICATION
I, MICHAEL J. BIRKLAND, 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 NO. 34351, EXPIRATION DATE: 05/14/27

SHEET TITLE:

STREET TREE AND LIGHTING DETAILS

SHEET NUMBER:

C-703

REVISION 2 - 10/11/2024

THIS BLOCK IS 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: LARGO PARK LOT 5B	
PROJECT NUMBER: DET-2023-013	
FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER	

Jul 18, 2025
I:\BOHLER\NG NET\SHARES\MD-PROJECTS\2022\MDB220104 (ONCAD)\DRAWINGS\PLAN SET\DETAILED SITE PLAN\MDB220104 - CNDS - 0---LAYOUT STREET TREE AND LIGHTING DETAILS

ABBREVIATIONS

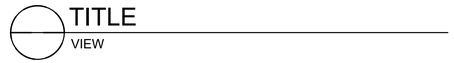
A	AD	AREA DRAIN
	ADJ	ADJACENT
	AFG	ABOVE FINISHED GRADE
	ALT	ALTERNATE
	ALUM	ALUMINUM
	APPROX	APPROXIMATE
	ARCH	ARCHITECT(URAL)
B	BC	BOTTOM OF CURB
	BLDG	BUILDING
	BLKG	BLOCKING
	BOC	BACK OF CURB
	BOT	BOTTOM
	BR	BOTTOM OF RAMP
	BS	BOTTOM OF STAIR
	BW	BOTTOM OF WALL
C	CEM	CEMENT
	CIP	CAST IN PLACE
	CJ	CONTROL JOINT
	CMU	CONCRETE MASONRY UNIT
	CO	CLEANOUT
	COL	COLUMN
	CONT	CONTINUOUS
	CONC	CONCRETE
	CU FT	CUBIC FEET
D	DD	DECK DRAIN
	DE	DRAINAGE EASEMENT
	DI	DRAIN INLET
	DIA	DIAMETER
	DIAG	DIAGONAL
	DIM	DIMENSION
	DN	DOWN
	DS	DOWN SPOUT
	DWG(S)	DRAWING(S)
E	E	EAST
	EA	EACH
	EJ	EXPANSION JOINT
	EL	ELEVATION
	ELEC	ELECTRIC(AL)
	EOP	EDGE OF PAVEMENT
	EQ	EQUAL
	EQUIP	EQUIPMENT
	ESMT	EASEMENT
	EW	EACH WAY
	EXP	EXPANSION
	EXIST	EXISTING
	EXT	EXTERIOR
F	FAB	FABRIC
	FDC	FIRE DEPT. CONNECTION
	FG	FINISHED GRADE
	FH	FIRE HYDRANT
	FIN	FINISH
	FOC	FACE OF CURB
	FT	FOOT, FEET
	FTG	FOOTING
G	GA	GAUGE
	GAL	GALLON
	GALV	GALVANIZED
	GC	GENERAL CONTRACTOR
	GV	GATE VALVE
H	HDW	HARDWARE
	HDWD	HARDWOOD
	HORZ	HORIZONTAL
	HP	HIGH POINT
	HT	HEIGHT
I	ID	INSIDE DIAMETER
	INCL	INCLUDE
	INSUL	INSULATION
	INT	INTERIOR
	INV	INVERT
J	JB	JUNCTION BOX
	JT	JOINT
K	KO	KNOCK OUT
L	L	LENGTH
	LT	LIGHT
	LP	LOW POINT

NOTE: ABBREVIATIONS APPLY TO LANDDESIGN NOTATIONS ONLY.
SURVEY, ARCHITECTURAL AND OTHER ABBREVIATIONS MAY VARY.

L	L	LENGTH
	LT	LIGHT
	LP	LOW POINT
M	MAS	MASONRY
	MATL	MATERIAL
	MAX	MAXIMUM
	MECH	MECHANICAL
	MED	MEDIUM
	MFR	MANUFACTURER
	MIN	MINIMUM
	MISC	MISCELLANEOUS
	MTL	METAL
N	N	NORTH
	NIC	NOT IN CONTRACT
	NO	NUMBER
	NOM	NOMINAL
	NTS	NOT TO SCALE
O	OC	ON CENTER
	OD	OUTSIDE DIAMETER
	OPNG	OPENING
	OPP	OPPOSITE
P	PB	PLANT BED
	PERF	PERFORATED
	PNL	PANEL
	PNT	PAINT(ED)
	PSI	POUNDS/SQUARE INCH
	PT	PRESSURE TREATED
	POB	POINT OF BEGINNING
	POC	POINT OF CURVATURE
	PROP	PROPOSED
Q	QTY	QUANTITY
R	RAD	RADIUS
	REINF	REINFORC(E), (ING)
	REQD	REQUIRED
	REV	REVISION
	R.O.W	RIGHT OF WAY
S	S	SOUTH
	SB	SETBACK
	SCHED	SCHEDUL(E), (ED)
	SD	STORM DRAIN
	SF	SQUARE FOOT, FEET
	SIM	SIMILAR
	SQ	SQUARE
	SSMH	SANITARY SEWER MANHOLE
	STL	STEEL
	SSTL	STAINLESS STEEL
	STD	STANDARD
	SUSP	SUSPENDED
	SW	SIDEWALK
	SYM	SYMBOL
T	TBD	TO BE DETERMINED
	TC	TOP OF CURB
	THK	THICK(NESS)
	TR	TOP OF RAMP
	TS	TOP OF STAIR
	TW	TOP OF WALL
	TYP	TYPICAL
U	UE	UTILITY EASEMENT
	U.N.O	UNLESS NOTED OTHERWISE
V	VERT	VERTICAL
	VIF	VERIFY IN FIELD
W	W	WEST, WIDE, WIDTH
	W/	WITH
	W/O	WITHOUT
	WD	WOOD
	WL	WATER LINE
	WM	WATER METER
	WT	WEIGHT
	WWM	WELDED WIRE MESH

SYMBOLS

DRAWING TITLE

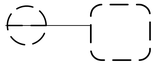


SECTION REFERENCE

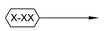
ELEVATION OR VIEW REFERENCE

DETAIL REFERENCE

ENLARGEMENT REFERENCE



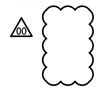
DETAIL KEYNOTE INDICATOR



NORTH ARROW

GRAPHIC SCALE

REVISION



SPOT ELEVATION

LINETYPE LEGEND

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KEY MAP

SEAL

07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#
2025066

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	DETAILED SITE PLAN SUBMISSION	03/21/2024
2	DETAILED SITE PLAN RESUBMISSION	05/10/2024
3	DETAILED SITE PLAN RESUBMISSION	10/11/2024
4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

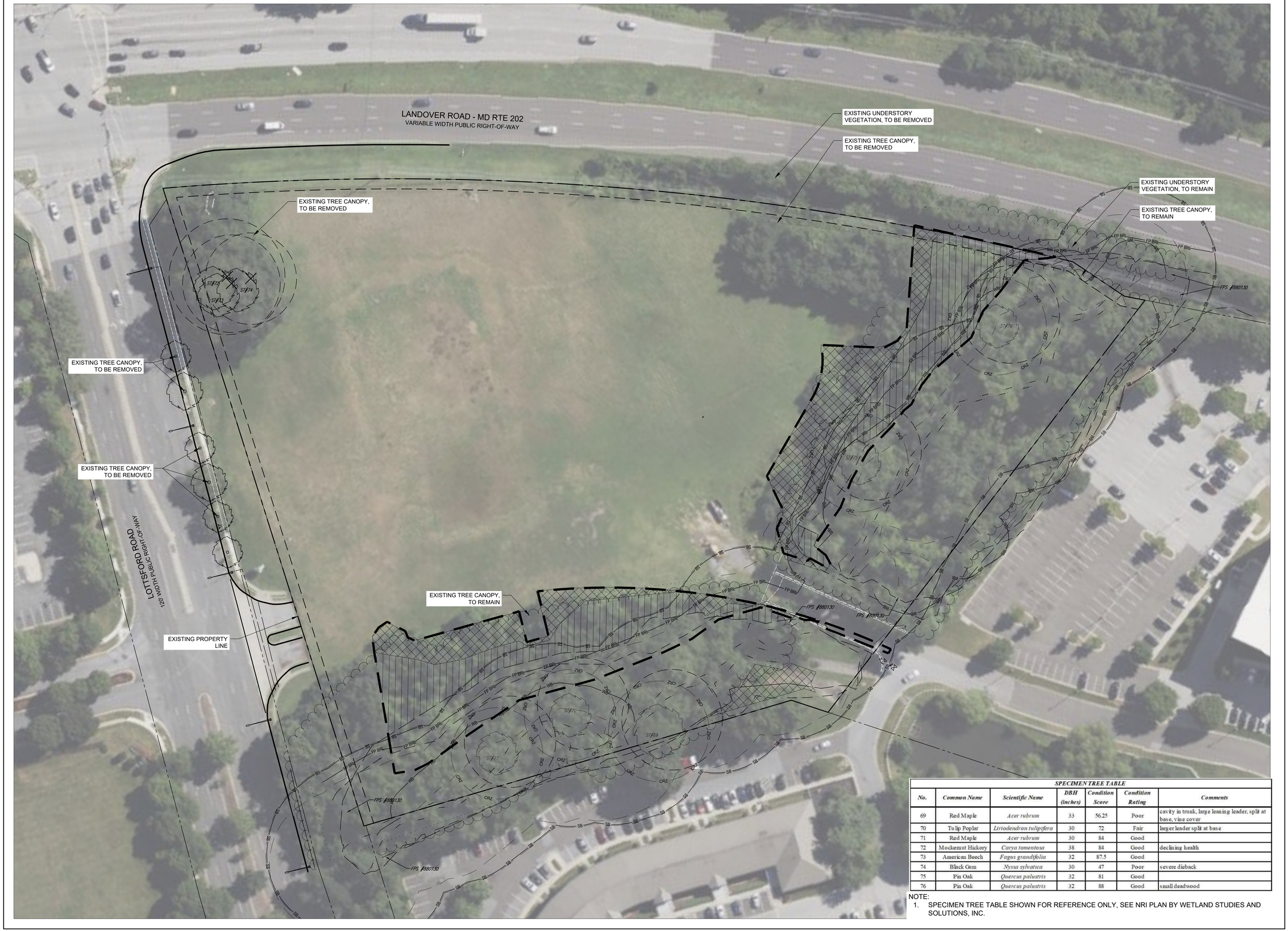
VERT: N/A
HORZ: N/A

SHEET TITLE

GENERAL LEGEND

SHEET NUMBER

L0003



SPECIMEN TREE TABLE						
No.	*Common Name*	*Scientific Name*	*DBH (inches)*	*Condition Score*	*Condition Rating*	*Comments*
69	Red Maple	*Acer rubrum*	33	56.25	Poor	cavity in trunk, large leaning leader, split at base, vine cover
70	Tulip Poplar	*Liriodendron tulipifera*	30	72	Fair	larger leader split at base
71	Red Maple	*Acer rubrum*	30	84	Good	
72	Mockernut Hickory	*Carya tomentosa*	38	84	Good	declining health
73	American Beech	*Fagus grandifolia*	32	87.5	Good	
74	Black Gum	*Nyssa sylvatica*	30	47	Poor	severe dieback
75	Pin Oak	*Quercus palustris*	32	81	Good	
76	Pin Oak	*Quercus palustris*	32	88	Good	small deadwood

NOTE:
1. SPECIMEN TREE TABLE SHOWN FOR REFERENCE ONLY, SEE NRI PLAN BY WETLAND STUDIES AND SOLUTIONS, INC.

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KEY MAP

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LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

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5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE
VERT: N/A
HORZ: 1" = 40'
0 20 40 80

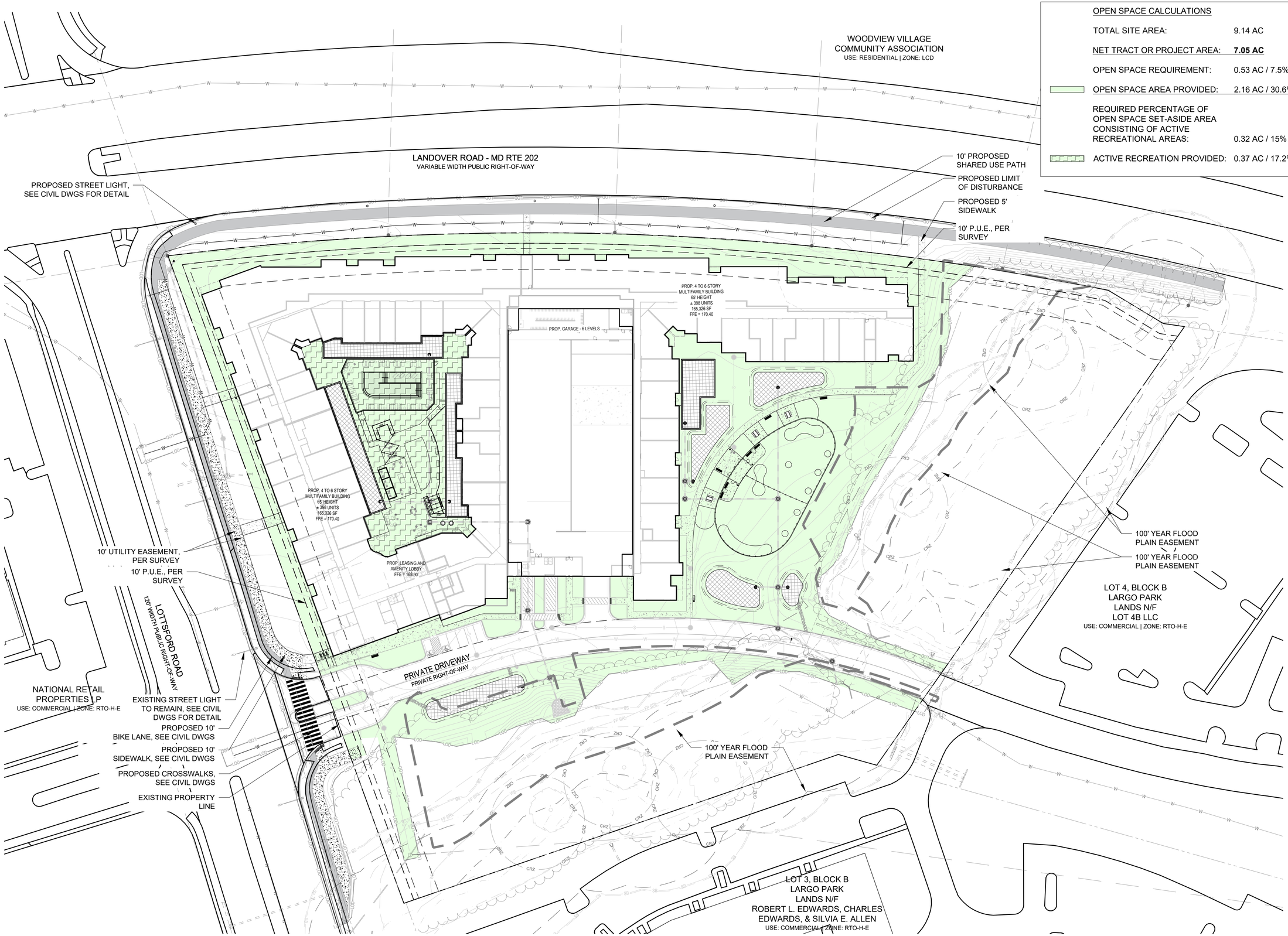
NORTH

SHEET TITLE

EXISTING VEGETATION MAP

SHEET NUMBER

L0004



OPEN SPACE CALCULATIONS		
	TOTAL SITE AREA:	9.14 AC
	NET TRACT OR PROJECT AREA:	**7.05 AC**
	OPEN SPACE REQUIREMENT:	0.53 AC / 7.5%
	OPEN SPACE AREA PROVIDED:	2.16 AC / 30.6%
	REQUIRED PERCENTAGE OF OPEN SPACE SET-ASIDE AREA CONSISTING OF ACTIVE RECREATIONAL AREAS:	0.32 AC / 15%
	ACTIVE RECREATION PROVIDED:	0.37 AC / 17.2%

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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
REGISTERED LANDSCAPE ARCHITECT
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#
2025066

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5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE
VERT: N/A
HORZ: 1" = 40'
0 20 40 80

NORTH

SHEET TITLE

OPEN SPACE PLAN

SHEET NUMBER

L0100

REFERENCE NOTES SCHEDULE

CODE	DESCRIPTION
LIGHTING & ELECTRICAL	
L-101	STREET LIGHT - SEE CIVIL DWGS.
LANDSCAPE GROUND	
LG-101	PLANT BED
LG-102	LAWN
LG-103	BIORETENTION PLANTING
PAVING & CURBS	
P-101	SIDEWALK PAVING
RAILINGS & FENCES	
R-103	DOG PARK FENCE AND GATES
FURNISHINGS	
SF-101	BENCH 1
SF-102	BIKE RACK
SF-103	PET WASTE STATION
SF-104	WASTE RECEPTACLE
SF-105	RECYCLING RECEPTACLE
SF-107	PICNIC TABLE
SF-108	PET WATER FOUNTAIN
WALLS & STAIRS	
W-101	WALL 1

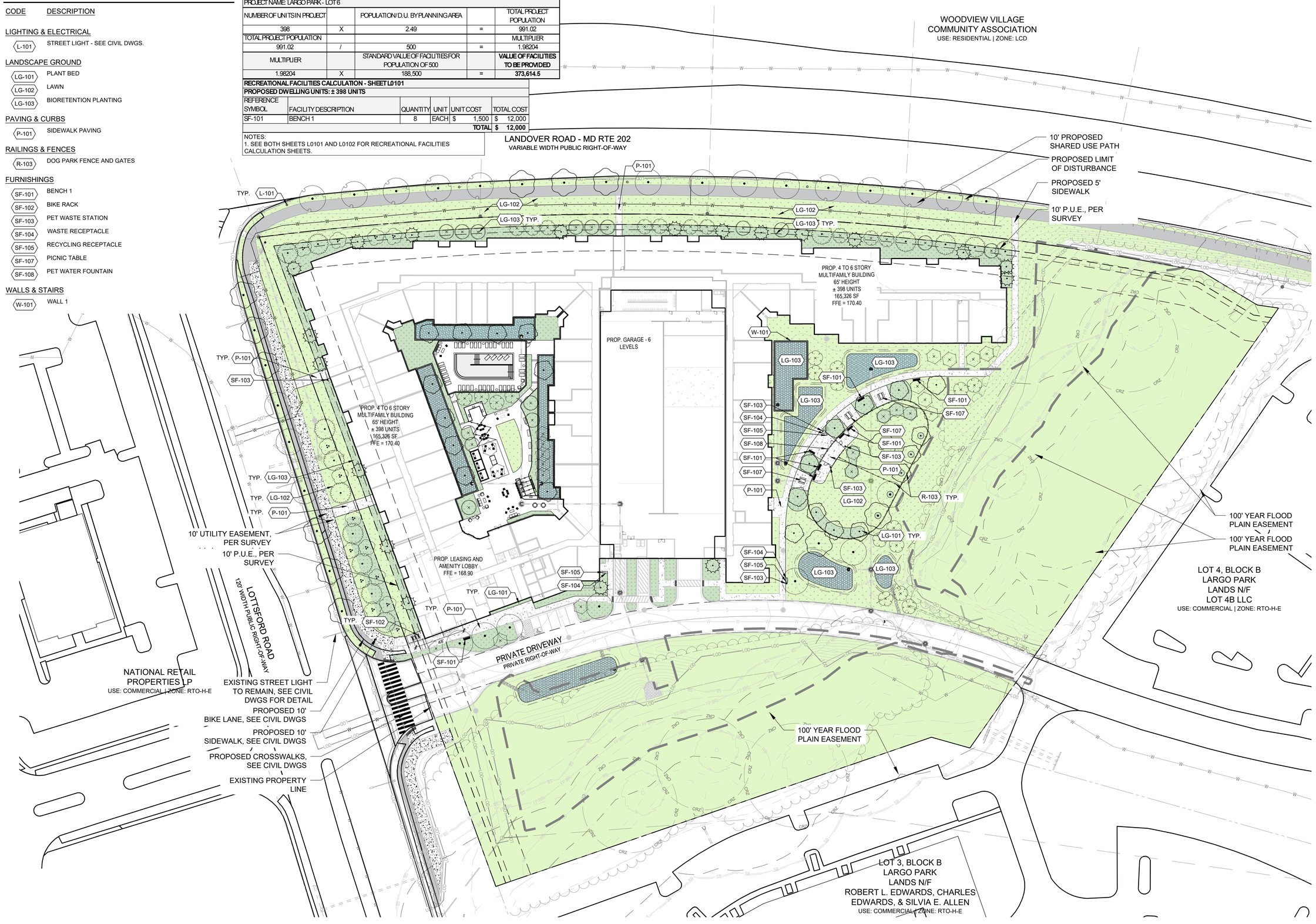
FORMULA FOR DETERMINING THE VALUE OF RECREATIONAL FACILITIES TO BE PROVIDED IN SUBDIVISIONS
(POPULATIONS UP TO 1000)
PROJECT NAME: LARGO PARK - LOT 6

NUMBER OF UNITS IN PROJECT		POPULATION/D.U. BY PLANNING AREA		TOTAL PROJECT POPULATION
398	X	2.49	=	991.02
TOTAL PROJECT POPULATION				MULTIPLIER
991.02	/	500	=	1.98204
MULTIPLIER		STANDARD VALUE OF FACILITIES FOR POPULATION OF 500		**VALUE OF FACILITIES TO BE PROVIDED**
1.98204	X	188,500	=	**373,614.5**

RECREATIONAL FACILITIES CALCULATION - SHEET L0101
PROPOSED DWELLING UNITS: ± 398 UNITS

REFERENCE SYMBOL	FACILITY DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
SF-101	BENCH 1	8	EACH	$ 1,500	$ 12,000
				TOTAL	**$ 12,000**

NOTES:
1. SEE BOTH SHEETS L0101 AND L0102 FOR RECREATIONAL FACILITIES CALCULATION SHEETS.



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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#
2025066

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5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE
VERT: N/A
HORZ: 1:40_XREF
0 20 40 80

NORTH

SHEET TITLE
OVERALL MATERIALS PLAN

SHEET NUMBER
L0101

REFERENCE NOTES SCHEDULE

CODE	DESCRIPTION
CUSTOM	
C-101	WORK PODS
C-102	GRILLING AREA
LIGHTING & ELECTRICAL	
L-101	STREET LIGHT - SEE CIVIL DWGS.
L-102	STRING LIGHT- 10' POLE HT
LANDSCAPE GROUND	
LG-101	PLANT BED
LG-102	LAWN
LG-103	BIORETENTION PLANTING
MOVEABLE FURNISHINGS	
MF-101	PING PONG TABLE
MF-102	POOL CHAISE
MF-103	DINING SET
MF-104	FURNITURE SET
MF-105	DINING CHAIR
PAVING & CURBS	
P-101	SIDEWALK PAVING
P-102	PAVING
P-103	POOL DECK
P-104	ARTIFICIAL LAWN
POOL	
PL-101	POOL
RAILINGS & FENCES	
R-101	POOL FENCE
R-102	POOL GATE SINGLE
R-103	DOG PARK FENCE AND GATES
FURNISHINGS	
SF-101	BENCH 1
SF-102	BIKE RACK
SF-103	PET WASTE STATION
SF-104	WASTE RECEPTACLE
SF-105	RECYCLING RECEPTACLE
SF-106	TV
SF-107	PICNIC TABLE
SF-108	PET WATER FOUNTAIN
WALLS & STAIRS	
W-101	WALL 1

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TOTAL PROJECT POPULATION				MULTIPLIER
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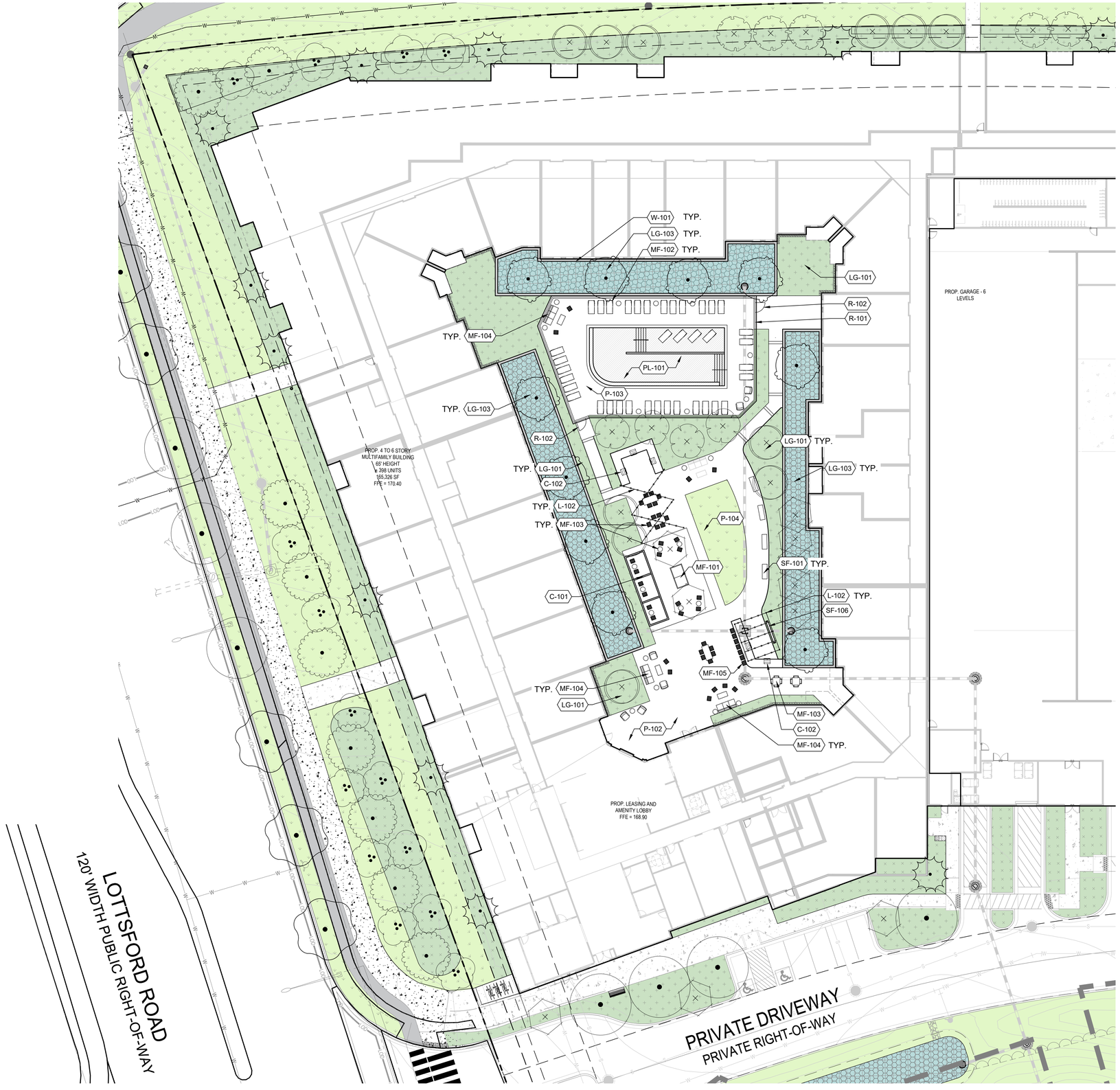
MULTIPLIER		STANDARD VALUE OF FACILITIES FOR POPULATION OF 500		**VALUE OF FACILITIES TO BE PROVIDED**
1.98204	X	188,500	=	**373,614.5**

RECREATIONAL FACILITIES CALCULATION - SHEET L0102					
PROPOSED DWELLING UNITS: ± 398 UNITS					
REFERENCE SYMBOL	FACILITY DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
C-101	WORK PODS	1	EACH	$ 5,000	$ 5,000
C-102	GRILLING AREA	2	EACH	$ 15,000	$ 30,000
L-102	STRING LIGHT	115	LF	$ 150	$ 17,250
P-103	POOL DECK	1	EACH	$ 100,000	$ 100,000
P-104	ARTIFICIAL LAWN	750	SF	$ 10	$ 7,500
PL-101	POOL	1	EACH	$ 350,000	$ 350,000
SF-101	BENCH 1	4	EACH	$ 1,500	$ 6,000
SF-106	TV	1	EACH	$ 6,000	$ 6,000
MF-101	PING PONG TABLE	1	EACH	$ 2,000	$ 2,000
MD-102	POOL CHAISE	38	EACH	$ 1,000	$ 38,000
MF-103	DINING SET	9	EACH	$ 2,500	$ 22,500
MF-104	FURNITURE SET	7	EACH	$ 5,000	$ 35,000
MF-105	DINING CHAIR	8	EACH	$ 350	$ 2,800
				TOTAL	**$ 622,050**

NOTES:
1. SEE BOTH SHEETS L0101 AND L0102 FOR RECREATIONAL FACILITIES CALCULATION SHEETS.



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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#
2025066

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	DETAILED SITE PLAN SUBMISSION	03/21/2024
2	DETAILED SITE PLAN RESUBMISSION	05/10/2024
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4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE
VERT: N/A
HORZ: 1" = 20'
0 10 20 40

NORTH

SHEET TITLE
COURTYARD MATERIALS PLAN

SHEET NUMBER
L0102

STREET TREE CHART		
STREET NAME:	REQUIRED:	PROVIDED:
LANDOVER ROAD - MD RTE 202 (PUBLIC R.O.W.) (679 LF/40)	17 TREES	17 TREES
LOTTSFORD ROAD (PUBLIC R.O.W.) (373 LF/40)	9 TREES	9 TREES
TOTAL TREES	26 TREES	26 TREES

PLANT SCHEDULE R.O.W.

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME
EVERGREEN TREES			
	JUEA	1	JUNIPERUS VIRGINIANA
ORNAMENTAL TREES			
	CAAM	4	CARPINUS CAROLINIANA / AMERICAN HORNBEAM
SHADE TREES			
	PLAC	4	PLATANUS X ACERIFOLIA / LONDON PLANE TREE
	QUBI	10	QUERCUS BICOLOR / SWAMP WHITE OAK
	QUCO	9	QUERCUS COCCINEA / SCARLET OAK
	QURU	7	QUERCUS RUBRA / NORTHERN RED OAK

WOODVIEW VILLAGE
COMMUNITY ASSOCIATION
USE: RESIDENTIAL | ZONE: LCD

LANDOVER ROAD - MD RTE 202
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY

679'

PROPOSED STREET LIGHT, SEE CIVIL DWGS FOR DETAIL

(5) QUBI

(3) QUCO

18' BUFFERYARD OFF-SITE

BUFFERYARD WIDTH REFERENCED ON SCHEDULE 4.6-1, SEE SHEET L0404

(4) QURU

(5) QUBI

BUILDING FRONTAGE ZONE - 39,594 SF

10' P.U.E. LIBER 3703 FOLIO 748

20' BUFFERYARD ON-SITE

PROPOSED MONUMENT SIGN (SEE L0701)

BUILDING FRONTAGE ZONE - 22,994 SF

(3) QUCO

(3) QURU

EXISTING STREET LIGHT TO REMAIN, SEE CIVIL DWGS FOR DETAIL

BUFFERYARD WIDTH REFERENCED ON SCHEDULE 4.6-1, SEE SHEET L0404

24' BUFFERYARD OFF-SITE

17' BUFFERYARD ON-SITE

(3) QUCO

10' P.U.E. LIBER 3703 FOLIO 748

LOTTSFORD ROAD
120' WIDTH PUBLIC RIGHT-OF-WAY

NATIONAL RETAIL PROPERTIES LP
USE: COMMERCIAL | ZONE: RTO-H-E

PROP. 4 TO 6 STORY MULTIFAMILY BUILDING
65' HEIGHT
± 398 UNITS
165,326 SF
FFE = 170.40

PROP. GARAGE - 6 LEVELS

(1)JUEA

(4)CAAM

(4)PLAC

PRIVATE DRIVEWAY
PRIVATE RIGHT-OF-WAY
175'

BUILDING FRONTAGE ZONE - 4,020 SF
MIN. 8% PLANTED AREA REQUIRED

PROPOSED MONUMENT SIGN (SEE L0701)

100' YEAR FLOOD PLAIN EASEMENT

100' YEAR FLOOD PLAIN EASEMENT

LOT 4, BLOCK B
LARGO PARK
LANDS N/F
LOT 4B LLC
USE: COMMERCIAL | ZONE: RTO-H-E

LOT 3, BLOCK B
LARGO PARK
LANDS N/F
ROBERT L. EDWARDS, CHARLES EDWARDS, & SILVIA E. ALLEN
USE: COMMERCIAL | ZONE: RTO-H-E

CRZ

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703.549.7784
WWW.LANDDESIGN.COM

KEY MAP

SEAL

LANDSCAPE ARCHITECT
STEPHANIE LA CHANCE
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#
2025066

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	DETAILED SITE PLAN SUBMISSION	03/21/2024
2	DETAILED SITE PLAN RESUBMISSION	05/10/2024
3	DETAILED SITE PLAN RESUBMISSION	10/11/2024
4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE
VERT: N/A
HORZ: 1" = 40'
0 20 40 80

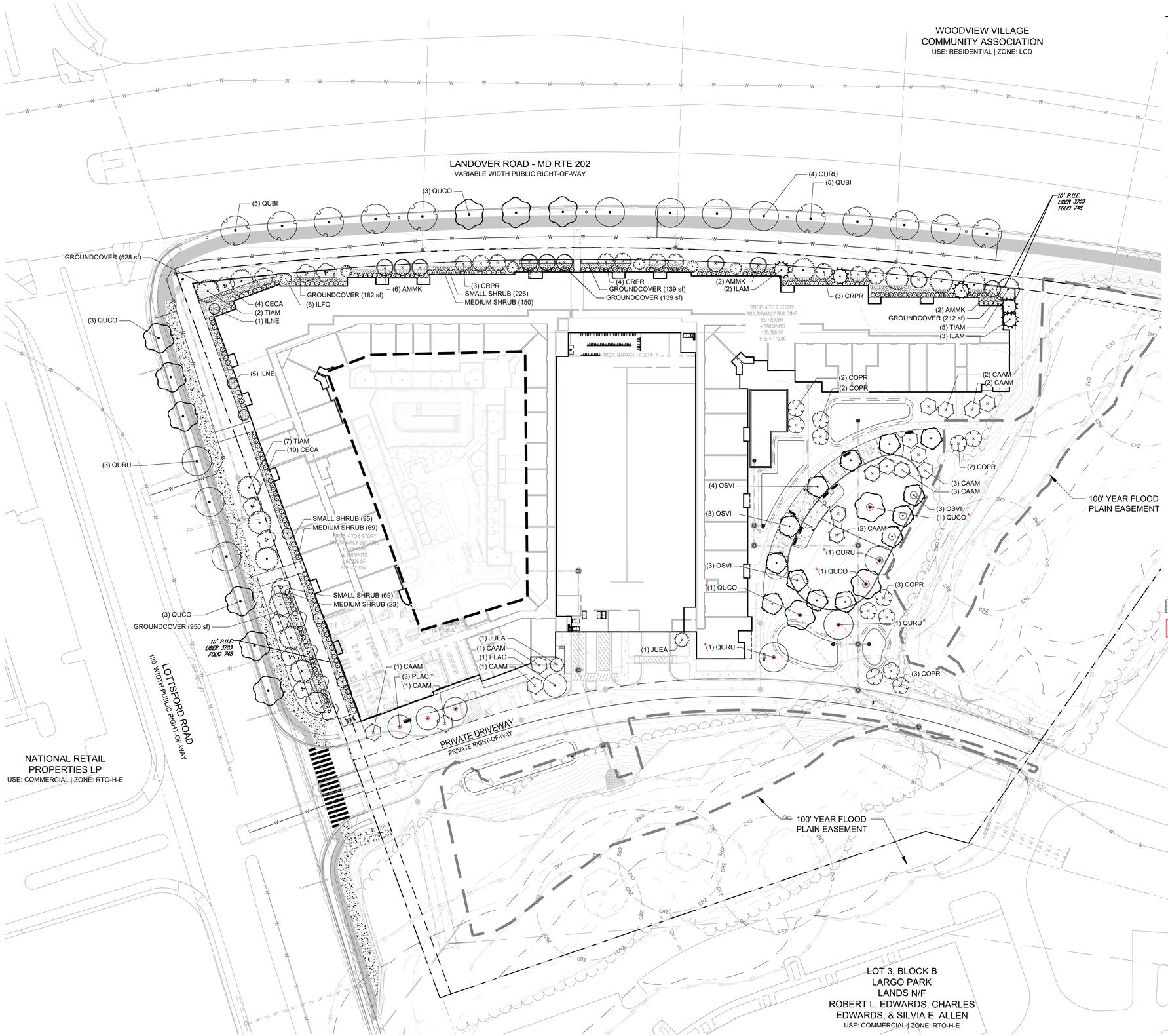
NORTH

SHEET TITLE

PUBLIC STREET TREE PLAN

SHEET NUMBER

L0401



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME
EVERGREEN TREES			
	ILAM	5	ILEX OPACA
	ILNE	6	ILEX X 'NELLIE R. STEVENS'
	ILFO	6	ILEX X ATTENUATA 'FOSTERI'
	JUEA	2	JUNIPERUS VIRGINIANA
ORNAMENTAL TREES			
	AMMK	10	AMELANCHIER CANADENSIS
	CAAM	16	CARPINUS CAROLINIANA
	CECA	14	CERCIS CANADENSIS
	COPR	12	CORNUS FLORIDA 'CHEROKEE PRINCESS'
	CRPR	10	CRATAEGUS PHAENOPYRUM 'PRINCETON SENTRY'
SHADE TREES			
	BECU	0	BETULA NIGRA 'CULLY'
	OSVI	13	OSTRYA VIRGINIANA
	PLAC	4	PLATANUS X ACERIFOLIA 'BLOODGOOD'
	QUBI	10	QUERCUS BICOLOR
	QUCO	12	QUERCUS COCCINEA
	QURU	10	QUERCUS RUBRA
	TIAM	14	TILIA AMERICANA
SHRUBS			
		242	MEDIUM SHRUB
		390	SMALL SHRUB
GROUND COVERS			
		2,150 SF	GROUNDCOVER

NOTE:
* PLANT USED FOR TREE MITIGATION

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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
CECILIA A. CONRAD TRAN
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#
2025066

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
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4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE
VERT: N/A
HORZ: 1" = 40'
0 20 40 80

NORTH

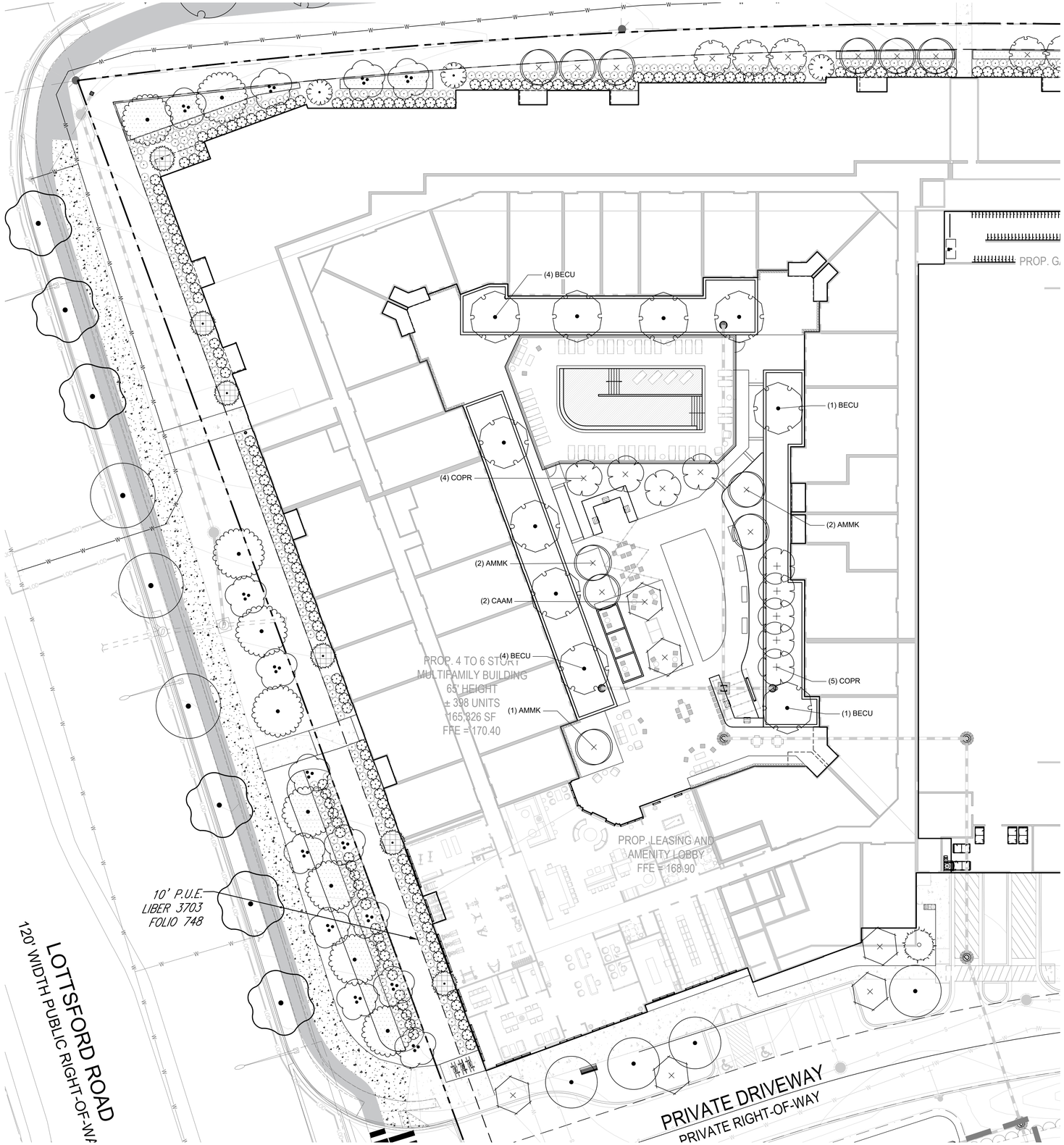
SHEET TITLE

OVERALL LANDSCAPE PLAN

SHEET NUMBER

L0402

7/24/2025 4:08 PM CECILIA TRAN P:\ALX_2023\2023211\CAD\DOCUMENTATION\ENTITLEMENTS\DSP2023211_PLN_PLNT.DWG
ORIGINAL SHEET SIZE: 24" X 36"



PLANT SCHEDULE COURTYARD

SYMBOL	CODE	QTY	BOTANICAL NAME
ORNAMENTAL TREES			
	AMMK	5	AMELANCHIER CANADENSIS
	CAAM	2	CARPINUS CAROLINIANA
	COPR	9	CORNUS FLORIDA 'CHEROKEE PRINCESS'
SHADE TREES			
	BECU	10	BETULA NIGRA 'CULLY'

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KEY MAP

SEAL

07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#

2025066

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	DETAILED SITE PLAN SUBMISSION	03/21/2024
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3	DETAILED SITE PLAN RESUBMISSION	10/11/2024
4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE

VERT: N/A
HORZ: 1" = 20'

0 10 20 40

NORTH

SHEET TITLE

COURTYARD LANDSCAPE PLAN

SHEET NUMBER

L0403

PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CAL	HT.	REMARKS
EVERGREEN TREES								
	ILAM	5	ILEX OPACA	AMERICAN HOLLY	B&B		6` - 8`	NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022
	ILNE	6	ILEX X 'NELLIE R. STEVENS'	NELLIE R. STEVENS HOLLY	B&B		6` - 8`	
	ILFO	6	ILEX X ATTENUATA 'FOSTERI'	FOSTER'S HOLLY	B&B		6` - 8`	
	JUEA	2	JUNIPERUS VIRGINIANA	EASTERN REDCEDAR	B&B		8` - 10`	NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022
ORNAMENTAL TREES								
	AMMK	15	AMELANCHIER CANADENSIS	CANADIAN SERVICEBERRY MULTI-TRUNK	B&B	MULTI-STEMMED 3 STEM MIN., 1" CAL. MIN. PER STEM.	7` - 9`	NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022.
	CAAM	18	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	B&B	1 1/2" - 1 3/4"	7` - 9`	NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022.
	CECA	14	CERCIS CANADENSIS	EASTERN REDBUD	B&B	1 1/2" - 1 3/4"	7`-9`	NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022.
	COPR	21	CORNUS FLORIDA 'CHEROKEE PRINCESS'	CHEROKEE PRINCESS DOGWOOD	B&B	1 1/2" - 1 3/4"	7` - 9`	NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022.
	CRPR	10	CRATAEGUS PHAENOPYRUM 'PRINCETON SENTRY'	WASHINGTON PRINCETON SENTRY HAWTHORN	B&B	1 1/2" - 1 3/4"	7` - 9`	OR OTHER THORNLESS VARIETY EQUIVALENT; NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022.
SHADE TREES								
	BECU	10	BETULA NIGRA 'CULLY'	HERITAGE® RIVER BIRCH	B&B	2-1/2"-3"	8` - 10`	MINOR SHADE TREE; NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022
	OSVI	13	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM	B&B	2-1/2"-3"	8` - 10`	MINOR SHADE TREE; NATIVE PER PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022.
	PLAC	4	PLATANUS X ACERIFOLIA 'BLOODGOOD' *3 OF 4 PLAC ARE USED FOR TREE MITIGATION	BLOODGOOD LONDON PLANE TREE	B&B	2-1/2"-3"	12` - 14`	MAJOR SHADE TREE; NATIVE PER PRINCE GEORGES COUNTY MANUAL APRIL 2022. SINGLE STEM.
	QUBI	10	QUERCUS BICOLOR	SWAMP WHITE OAK	B&B	2-1/2"-3"	12` - 14`	MAJOR SHADE TREE; NATIVE PER PRINCE GEORGES COUNTY MANUAL APRIL 2022.
	QUCO	12	QUERCUS COCCINEA *3 OF 12 QUCO ARE USED FOR TREE MITIGATION	SCARLET OAK	B&B	2-1/2"-3"	12` - 14`	MAJOR SHADE TREE; NATIVE PER PRINCE GEORGES COUNTY MANUAL APRIL 2022.
	QURU	10	QUERCUS RUBRA *3 OF 10 QURU ARE USED FOR TREE MITIGATION	NORTHERN RED OAK	B&B	2-1/2"-3"	12` - 14`	MAJOR SHADE TREE; NATIVE PER PRINCE GEORGES COUNTY MANUAL APRIL 2022.
	TIAM	14	TILIA AMERICANA	AMERICAN LINDEN	B&B	2-1/2"-3"	12` - 14`	MAJOR SHADE TREE; NATIVE PER PRINCE GEORGES COUNTY MANUAL APRIL 2022.

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPREAD	REMARKS
SHRUBS								
		242	MEDIUM SHRUB					CONCEPT SHURB TO BE COMPRISED OF A MINIMUM OF 7 SHRUBS PER BIODIVERSITY REQUIREMENT
		390	SMALL SHRUB					CONCEPT SHURB TO BE COMPRISED OF A MINIMUM OF 5 SHRUBS PER BIODIVERSITY REQUIREMENT

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COLOR	BLOOMS	REMARKS
GROUND COVERS								
		2,150 SF	GROUNDCOVER					

*PLANTS LISTED ARE ALL NATIVE SPECIES AS REFERENCED IN PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022, APPENDIX 3: PLANT LISTS.

CONCEPT PLANT PALETTE:

MAJOR SHADE TREES
Acer rubrum and cultivars*
Gleditsiia triacanthos var. inermis 'Skyline'*
Liquidambar styraciflua 'Rotundiloba'*
Platanus x acerifolia 'Blooggood', 'Columbia', or 'Exclamation'*
Quercus bicolor*
Quercus coccinea*
Quercus michauxii*
Quercus palustris*
Quercus phellos*
Quercus prinus*
Quercus rubra (borealis)*
Tilia americana*

MINOR SHADE TREES
Betula nigra 'Cully' or 'DuraHeat'*
Ostrya virginiana*

ORNAMENTAL TREES
Amelanchier canadensis*
Carpinus caroliniana*
Cercis canadensis*
Chionanthus virginicus*
Cornus florida 'Cherokee series'*
Crataegus phaenopyrum (Thornless var.)*
Crataegus viridis 'Winter King'*
Hamamelis virginiana*
Magnolia virginiana*

EVERGREEN TREES
Chamacyparis thyoides*
Ilex opaca*
Juniperus virginiana*
Magnolia grandiflora*
Pinus spp.*
Thuja occidentalis*
Tsuga canadensis*

SHRUBS
Callicarpa americana*
Clethra alnifolia 'Compacta' or 'Hummingbird'*
Cornus amomum*
Cornus sericea 'Kelseyi' or 'Arctic Fire'*
Hydrangea arborescens 'Annabelle'*
Ilex glabra 'Shamrock' or 'Compacta'*
Ilex verticillata 'Jim Dandy' or 'Red Sprite'*
Itea virginica 'Sprich'*
Kalmia latifolia*
Leucothoe spp.*
Myrica pensylvanica*
Rhododendron spp.*
Rhus aromatica 'Gro-Low'*
Vaccinium angustifolium*
Vaccinium corymbosum*
Viburnum acerifolium*
Viburnum dentatum*

NATIVE PLANTS LISTED BELOW ARE NOT REFERENCED IN PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL APRIL 2022.

CONCEPT PLANT PALETTE CONTINUED:

ORNAMENTAL GRASSES
Calamagrostis x acutiflora 'Karl Foerster'
Carex aurea
Carex stricta
Chasmanthium latifolium
Deschampsia flexuosa
Juncus effusus
Panicum virgatum 'Shenandoah'
Pennisetum alopecuroides 'Hameln'
Schizachyrium scoparium
Sporobolus heterolepis

PERENNIALS
Asclepias incarnata
Chelone glabra
Echinacea purpurea
Iris versicolor
Leucanthemum x superbum 'Becky'
Geranium maculatum
Rudbeckia fulgida 'Goldstrum'
Osmunda cinnamomea
Osmunda regalis
Penstemon digitalis 'Husker's Red'

GROUNDCOVERS
Gaultheria procumbens
Phlox sublata

SHRUBS
Abelia x grandiflora 'Kaleidoscope'
Buxus x 'Green Mound' or 'Green Velvet'
Ceananthus americanus
Cephalanthus occidentalis
Distylium x Piidist-i' TM
Fothergilla x intermedia 'Mount Airy'
Leucothoe fontanesiana 'Zeblid'
Ilex cornuta 'Burfordii 'Nana'
Ilex cornuta 'Carissa'
Ilex crenata 'Soft Touch'
Juniperus horizontalis 'Wiltonii'
Prunus laurocerasus 'Otto Luyken'
Prunus laurocerasus 'Schipkaensis'
Sarcococca humilis

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	**TCP2#:**	**DRD Case #:**	**Area (acres)**
Lot 6	**RTO-H-E**	DET-2023-013	
Site Calculations:	**Zone 1:**		7.05
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		7.05
Total Acres (gross acres)	**% of TCC required**	**TCC Required (Acres)**	**TCC Required in (SF)**
	15.00%	**1.06**	46065
A. TOTAL ON-SITE WC PROVIDED (acres) =	**1.15** acres		50094
B. TOTAL AREA EXISTING TREES (non-WC acres) =	**0.00** acres		0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			13365
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			63459
E. TOTAL SQUARE FOOTAGE REQUIRED =			46065
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4" = 75**	68	5100
	2 - 2 1/2" = 100		0
	2 -1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**	23	3680
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**	17	3825
	3 - 3 1/2" = 250		0
	6 - 8' = 40	19	760
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**8 - 10' = 50**		0
	10 - 12' = 75		0
	6 - 8' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**8 - 10' = 100**		0
	10 - 12' = 125		0
	6 - 8' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**8 - 10' = 150**		0
	10 - 12' = 175		0
	6 - 8' = 150		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**8 - 10' = 200**		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		127	13365
(Manually enter information/figures into shaded areas)			

SCHEDULE 4.1-4
RESIDENTIAL REQUIREMENTS FOR MULTIFAMILY DWELLINGS

Green Area provided:	*25,770 sq. ft.*
Total number of Shade Trees required:	26 qty (1:1,000 SF)
Total number of Planting Units required:	*645*
Total number of Shade Trees provided:	73
Total number of existing Shade Trees to be saved (min. 2.5" dbh and located within	n/a
Total number of Ornamental and Evergreen trees provided:	485 PUs
Total number of Shrubs and Perennials provided:	540 PUs
Total number of Planting Units provided:	1,025 PUs
CHECKLIST OF AREAS PLANTED	

SCHEDULE 4.6 -1
BUFFERING RESIDENTIAL DEVELOPMENT FROM STREETS

Name of street adjacent to Rear Yard			Landover Road
Type of street adjacent to Rear Yard			Expressway
Linear feet of street frontage toward which required rear yard is oriented, not including driveway openings			*679 Feet*
Percentage of required buffer strip occupied by existing trees:			*0%*
Invasive species in the buffer area?	☐ Yes		☑ No
Six-foot-high fence or wall included in bufferyard?	☐ Yes		☑ No
	REQUIRED	**PROVIDED ON-SITE**	**PROVIDED OFF-SITE**
Minimum Width of Buffer	40	20'	18'
Shade Trees	14	7	n/a
Evergreen Trees	68	12	n/a
Ornamental Trees	0	24	n/a
Shrubs	204	376	n/a
Groundcover	0	1,200	n/a
Plant Units	713	866	n/a

SCHEDULE 4.6 -1
BUFFERING RESIDENTIAL DEVELOPMENT FROM STREETS

Name of street adjacent to Rear Yard			Lottsford Road
Type of street adjacent to Rear Yard			Arterial Road
Linear feet of street frontage toward which required rear yard is oriented, not including driveway openings			*373 Feet*
Percentage of required buffer strip occupied by existing trees:			*0%*
Invasive species in the buffer area?	☐ Yes		☑ No
Six-foot-high fence or wall included in bufferyard?	☐ Yes		☑ No
	REQUIRED	**PROVIDED ON-SITE**	**PROVIDED OFF-SITE**
Minimum Width of Buffer	40	17'	24'
Shade Trees	7	n/a	7
Evergreen Trees	37	5	n/a
Ornamental Trees	0	n/a	10
Shrubs	112	164	92
Groundcover	0	n/a	950
Plant Units	392	189	231

NOTES:
1. FOR SCHEDULES 4.6-1, REFERENCE THE ASSOCIATED ALTERNATIVE COMPLIANCE ACL-2024-005.
2. ON-SITE AND OFF-SITE BUFFERYARD WIDTH REFERENCED ON SHEET L0401.
3. FOR OFF-SITE PLANTS WITHIN LOTTSFORD ROAD, REFERENCE MAINTENANCE AGREEMENT.

SCHEDULE 4.8 -2
BUILDING FRONTAGE ZONE (RESIDENTIAL USE)

Total length of Building Frontage	*1052 linear feet*	
Number of Shade Trees required at 1 per 30 linear feet	36 *shade trees*	
Number of Shade Trees provided in the right-of-way or per Section 4.10, if applicable	26 shade trees	
Number of Shade Trees required less those within R'WOr per Section 4.10	4 *shade trees*	
Total number of Shade Trees provided	40 shade trees	
Building Frontage Zone greater than 25 feet in depth	62588 *sq. ft.*	
Number of Ornamental Trees required at 1 per 1,000 sf	34 *qty*	
Number of Ornamental Trees Substitutes		
Total number of Ornamental Trees provided	165 *planting units*	
Building Frontage Zone at Private Driveway 14 feet or less	*n/a* sf x 8%	___ *sf of planted* ___ *area req.*
Building Frontage Zone 14 to 25 feet	*n/a* sf x 60%	*sf of planted area req.*
Building Frontage Zone 25 to 40 feet	*66609* sf x 70%	*50,800 sf of planted* *46,626 area req.*
Total square feet of planted area required		*50,800 sf of planted* *46,626 area req.*
Tree planters		*sf of planted area provided*
Tree grates	*0 sf*	*no planting required*
Total area of shrubs and/or perennials provided in tree planters	*0 sf x 50%*	*Sf of provided*
All other planted areas	_____ sf x 100%	*sf of planted* _____ *area provided*

NOTE: LINEAR FEET REPRESENTS TOTAL LENGTH OF BUILDING FRONTAGE ON LANDOVER ROAD, LOTTSFORD ROAD, AND PRIVATE DRIVEWAY, SEE DIMENSIONS ON SHEET L0401. BUILDING FRONTAGE ZONE AREAS ARE HATCHED ON SHEET L0401.

SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQUIREMENTS

% OF NATIVE PLANTS					
	# Plants Provided	Total Native		Native % Required	% Native Provided
Shade Trees	73	73		80%	100%
Ornamental Trees	78	78		70%	100%
Evergreen Trees	19	9		40%	47%
Shrubs	540	324		60%	60%
MINIMUM # SPECIES REQUIRED					
	Total # Provided	Predominant Species (Name)	# Predominant Species	% Predominant Species	% Predominant Species
Shade Trees	73	Tilia Americana	14	19.2%	50% max.
Ornamental Trees	78	Cornus florida	21	26.9%	30% max.
Evergreen Trees	19	Ilex x attenuata 'Fosteri'	6	31.6%	40% max.
Shrubs	540	To be provided	53	9.8%	10% max.
1. Are invasive species proposed?				☐ Yes	☑ No
2. Are existing on-site invasive species in areas proposed to fulfill the requirements of this Manual				☐ Yes	☑ No
3 If 'yes' is checked in numbers 1 or 2, is a note included on the plan requiring removal of invasive species prior to certification in accordance with Section 1.5, Certification of Installation of Plant				☐ Yes	☐ No
4. Are trees proposed to be planted on slopes greater than 3:1?				☐ Yes	☑ No

NOTE: REFERENCE CONCEPT PLANT PALETTE OF NATIVE SPECIES TO BE USED FOR SITE LANDSCAPING REQUIREMENTS. SEE SHEET L0601-L0602 FOR PLANTING DETAILS AND PLANTING NOTES. PLANTING PLAN TO BE DEVELOPED IN FUTURE SUBMISSION.

TABLE 4.3-1: PARKING LOT INTERIOR PLANTING REQUIREMENTS

PARKING LOT AREA	PERCENT OF INTERIOR PLANTING AREA REQUIRED
0-6,999 sq. ft.	0
7,000-49,999 sq. ft.	8
50,000-99,999 sq. ft.	10
100,000-149,999 sq. ft.	13
150,000 sq. ft. or larger	15

NOTE: SECTION 4.3 PARKING LOT TABLE IS NOT PROVIDED BECAUSE THE TOTAL SURFACE PARKING LOT AREA IS LESS THAN 6,999 SQFT.

NOTE: SECTION 4.3 PARKING LOT TABLE IS NOT PROVIDED BECAUSE THE TOTAL SURFACE PARKING LOT AREA IS LESS THAN 6,999 SQFT.

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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE REGISTERED PROFESSIONAL ENGINEER STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.# 2025066

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	DETAILED SITE PLAN SUBMISSION	03/21/2024
2	DETAILED SITE PLAN RESUBMISSION	05/10/2024
3	DETAILED SITE PLAN RESUBMISSION	10/11/2024
4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

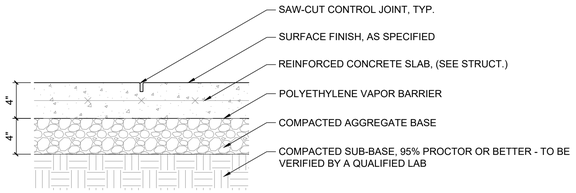
VERT: N/A
HORZ: N/A

SHEET TITLE

LANDSCAPE CALCULATIONS

SHEET NUMBER

L0404



1 L0501 SECTION — SIDEWALK PAVING (P-101) — 1 1/2" = 1'-0"

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. MATERIAL, FINISH AND COLOR TBD

4 L0501 PICTORIAL — WASTE RECEPTACLE (SF-104) — NTS

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
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3. MATERIAL, FINISH AND COLOR TBD

7 L0501 PICTORIAL — WALL 1 (W-101) — NTS

NOTES:
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2 L0501 PICTORIAL — BENCH 1 (SF-101) — NTS

NOTES:
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5 L0501 PICTORIAL — RECYCLING RECEPTACLE (SF-105) — NTS

NOTES:
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2. OR APPROVED EQUAL
3. MATERIAL, FINISH AND COLOR TBD

3 L0501 PICTORIAL — BIKE RACK (SF-102) — NTS

NOTES:
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3. MATERIAL, FINISH AND COLOR TBD

6 L0501 PICTORIAL — PICNIC TABLE (SF-107) — NTS

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KEY MAP

SEAL

LANDSCAPE ARCHITECT — CECILIA CONSTANZA TRAN — STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

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LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LANDDESIGN PROJ.#
2025066

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE — NORTH

VERT: N/A
HORZ: AS NOTED

SHEET TITLE
DETAILS - STREETSCAPE & OPEN AREA

SHEET NUMBER
L0501

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. FINISH AND COLOR TBD

1 L0502 PET WASTE STATION (SF-103)

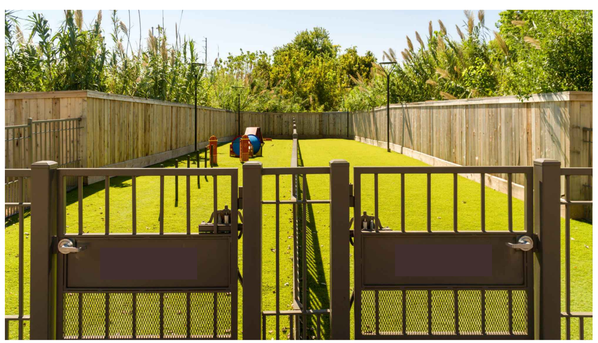
PICTORIAL NTS

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. FINISH AND COLOR TBD

2 L0502 PET WATER FOUNTAIN (SF-108)

PICTORIAL NTS

TYP FENCE PANEL - 5' HEIGHT

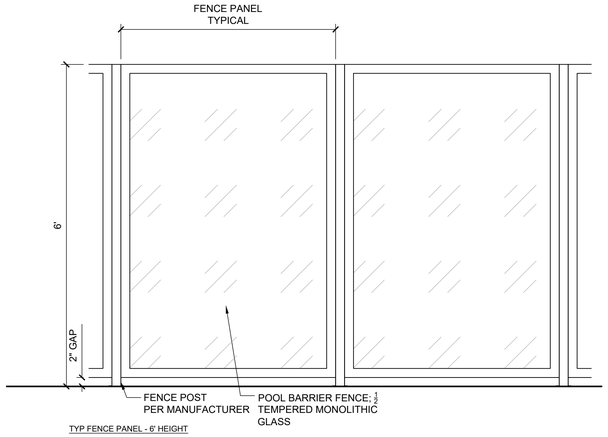


TYP GATE - 5' HEIGHT

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. FINISH AND COLOR TBD

3 L0502 DOG PARK FENCE AND GATES (R-103)

PICTORIAL NTS



TYP FENCE PANEL - 6' HEIGHT

PRECEDENT IMAGE

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
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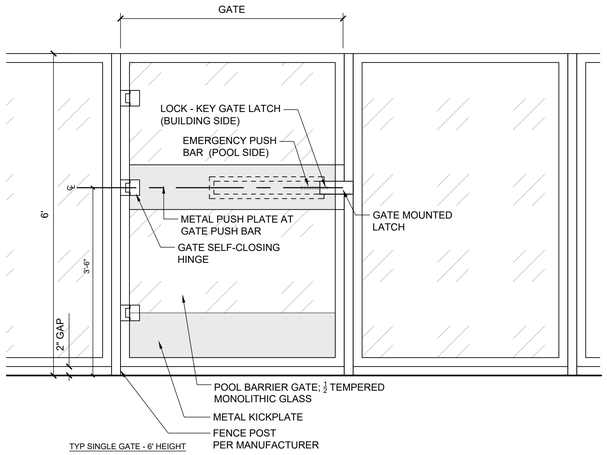
3. FINISH AND COLOR TBD

5 L0502 POOL FENCE (R-101)

ELEVATION/PICTORIAL 3/4" = 1'-0"



TYP SINGLE GATE - 6' HEIGHT

7 L0502 POOL GATE SINGLE (R-102)

ELEVATION 3/4" = 1'-0"

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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
REGISTERED LANDSCAPE ARCHITECT
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

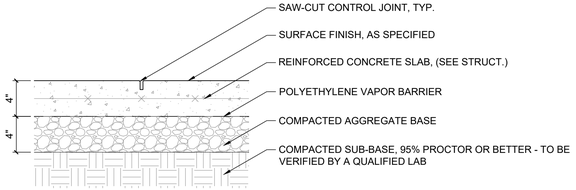
VERT: N/A
HORZ: AS NOTED

SHEET TITLE

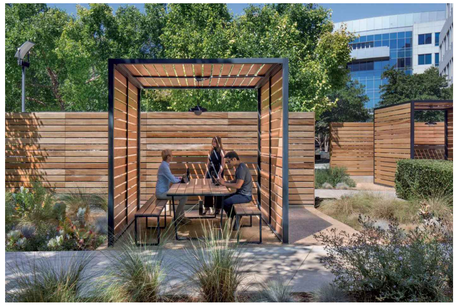
DETAILS - DOG PARK, FENCE AND GATES

SHEET NUMBER

L0502



1 L0503 PAVING (P-102)
SECTION 1 1/2" = 1'-0"



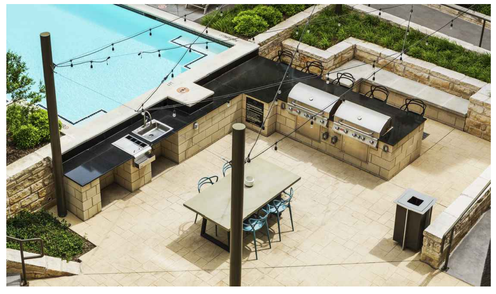
NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. MATERIALS, FINISH AND COLOR TBD

4 L0503 WORK PODS (C-101)
PICTORIAL NTS

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. FINISH AND COLOR TBD

7 L0503 STRING LIGHT (L-102)
PICTORIAL NTS

2 L0503 POOL DECK (P-103)
SECTION 1 1/2" = 1'-0"



NOTES:
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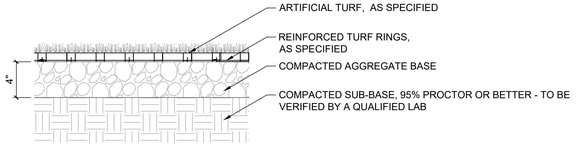
5 L0503 GRILLING AREA (C-102)
PICTORIAL NTS



3 L0503 ARTIFICIAL LAWN (P-104)
SECTION 1 1/2" = 1'-0"

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. MATERIALS, FINISH AND COLOR TBD

6 L0503 TV WALL (SF-106)
PICTORIAL NTS

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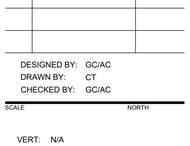
KEY MAP

SEAL



07/11/2025

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PROJECT

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LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

VERT: N/A
HORZ: AS NOTED

SHEET TITLE

DETAILS - COURTYARD

SHEET NUMBER

L0503

NOTES:
1. IMAGE FOR DESIGN INTENT ONLY
2. OR APPROVED EQUAL
3. MATERIALS, FINISH AND COLOR TBD

1 / L0504 PING PONG TABLE (MF-101)

PICTORIAL NTS

NOTES:
1. TO BE PROVIDED BY INTERIOR DESIGNER AND/OR FFE
2. IMAGE FOR DESIGN INTENT ONLY
3. OR APPROVED EQUAL
4. MATERIALS, FINISH AND COLOR TBD

2 / L0504 POOL CHAISE (MF-102)

PICTORIAL NTS

NOTES:
1. TO BE PROVIDED BY INTERIOR DESIGNER AND/OR FFE
2. IMAGE FOR DESIGN INTENT ONLY
3. OR APPROVED EQUAL
4. MATERIALS, FINISH AND COLOR TBD

3 / L0504 DINING SET (MF-103)

PICTORIAL NTS

NOTES:
1. TO BE PROVIDED BY INTERIOR DESIGNER AND/OR FFE
2. IMAGE FOR DESIGN INTENT ONLY
3. OR APPROVED EQUAL
4. MATERIALS, FINISH AND COLOR TBD

4 / L0504 FURNITURE SET (MF-104)

PICTORIAL NTS

NOTES:
1. TO BE PROVIDED BY INTERIOR DESIGNER AND/OR FFE
2. IMAGE FOR DESIGN INTENT ONLY
3. OR APPROVED EQUAL
4. MATERIALS, FINISH AND COLOR TBD

5 / L0504 DINING CHAIR (MF-105)

PICTORIAL NTS

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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
CHRISTELLA CHIRAMBA
STATE OF MARYLAND
07/11/2025

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: AC

SCALE NORTH

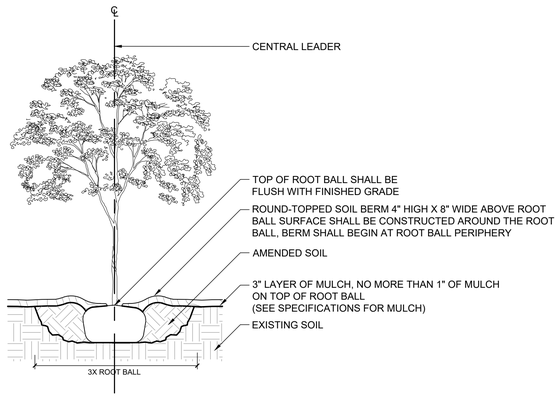
VERT: N/A
HORZ: AS NOTED

SHEET TITLE

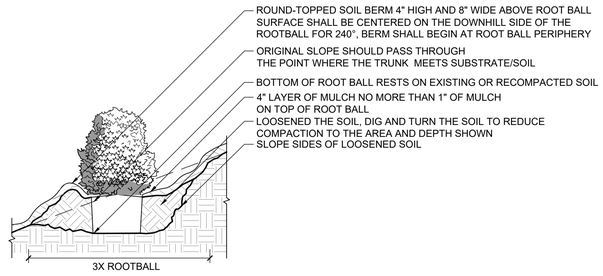
DETAILS - FURNISHINGS

SHEET NUMBER

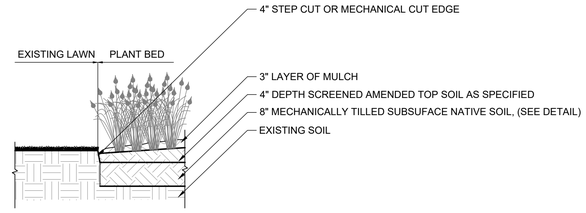
L0504



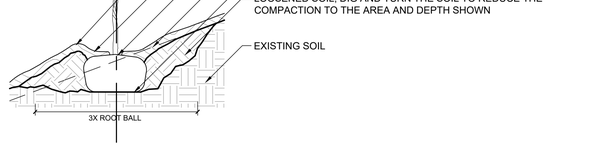
1 L0601 TREE PLANTING
SECTION 3/8" = 1'-0"



4 L0601 SHRUB PLANTING ON SLOPE
SECTION 1/2" = 1'-0"



7 L0601 STEEL CUT EDGE
SECTION 1/2" = 1'-0"



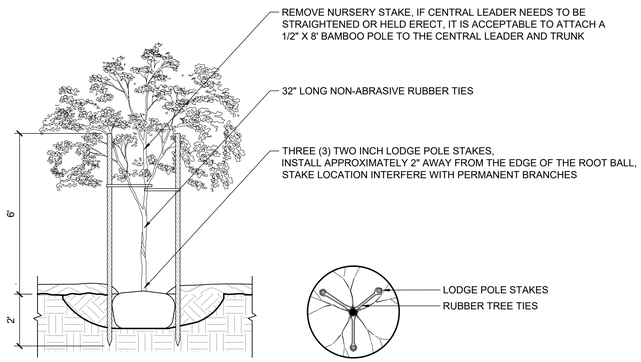
2 L0601 TREE PLANTING ON SLOPE
SECTION 3/8" = 1'-0"

PLANT SPACING CHART

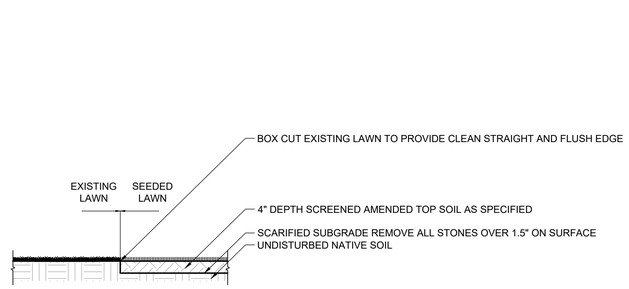
SPACING "D"	ROW "A"	PLANTS / S.F.
6" O.C.	5.20" O.C.	4.61
8" O.C.	6.93" O.C.	2.60
10" O.C.	8.66" O.C.	1.66
12" O.C.	10.40" O.C.	1.15
15" O.C.	13.00" O.C.	0.73
18" O.C.	15.60" O.C.	0.51
24" O.C.	20.80" O.C.	0.29

5 L0601 GROUNDCOVER SPACING - TRIANGULAR
SECTION 1/2" = 1'-0"

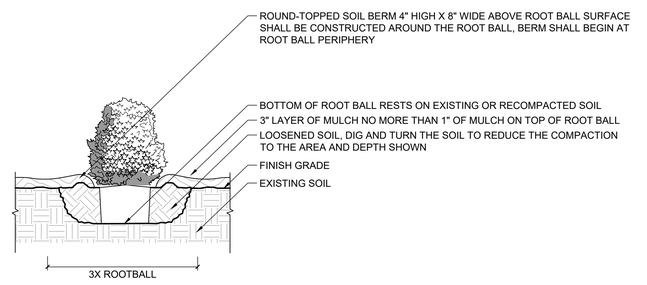
8 L0601 BED PREP
SECTION 1/2" = 1'-0"



3 L0601 TREE STAKING
SECTION 3/8" = 1'-0"



6 L0601 SEEDED LAWN
SECTION 1/2" = 1'-0"



9 L0601 SHRUB PLANTING
SECTION 1/2" = 1'-0"

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KEY MAP

SEAL

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07/11/2025

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PROJECT

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

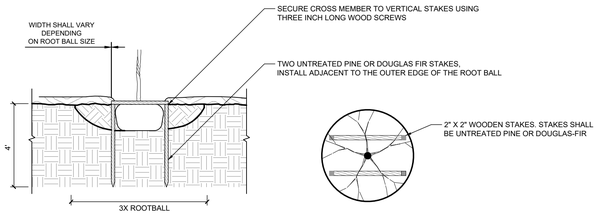
VERT: N/A
HORZ:

SHEET TITLE

DETAILS - PLANTING

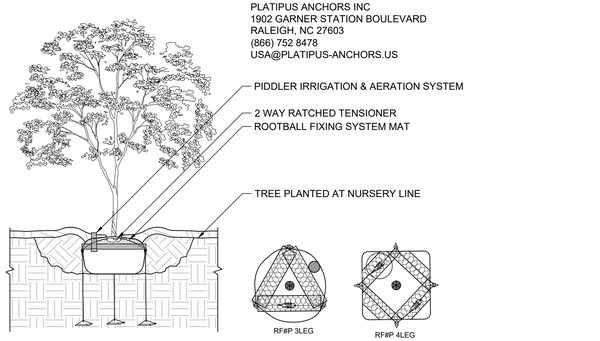
SHEET NUMBER

L0601



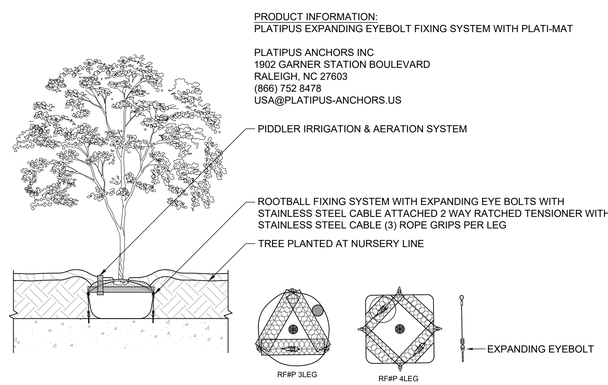
1 L0602 STAKING BELOW GROUND

SECTION 3/8" = 1'-0"



2 L0602 ROOTBALL FIXING SYSTEM W/ MAT

SECTION 3/8" = 1'-0"



3 L0602 EXPANDING EYEBOLT FIXING SYSTEM W/ MAT

SECTION 3/8" = 1'-0"

APPENDIX 4
LANDSCAPE SPECIFICATIONS AND PLANTING DETAILS

LANDSCAPE SPECIFICATIONS

LANDSCAPE SPECIFICATIONS SHALL BE AS OUTLINED BELOW OR AS SPECIFIED AS BEST PRACTICES IN THE INDUSTRY. ANY ITEM OR PROCEDURE NOT MENTIONED BELOW SHALL BE AS SPECIFIED IN THE LANDSCAPE SPECIFICATION GUIDELINES PUBLISHED BY THE LANDSCAPE CONTRACTORS ASSOCIATION (LATEST EDITION) OR AS SUBSEQUENTLY AMENDED.

(A) PLANT MATERIALS

THE LANDSCAPE CONTRACTOR SHALL FURNISH AND INSTALL AND/OR DIG, BALL, BURLAP, AND TRANSPLANT ALL OF THE PLANT MATERIALS CALLED FOR ON THE DRAWINGS AND/OR LISTED IN THE PLANT SCHEDULE.

(B) PLANT NAMES

PLANT NAMES USED IN THE PLANT SCHEDULE SHALL BE IDENTIFIED IN ACCORDANCE WITH HORTUS THIRD, BY L. H. BAILEY, 1976 OR ANY SUBSEQUENT EDITION.

(C) PLANT STANDARDS

ALL PLANT MATERIALS SHALL BE EQUAL TO OR BETTER THAN THE REQUIREMENTS OF THE "AMERICAN STANDARD FOR NURSERY STOCK," LATEST EDITION, AS PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION (HEREAFTER REFERRED TO AS "ANLA STANDARDS"). ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES AND VARIETY, SHALL HAVE A NORMAL HABIT OF GROWTH, AND SHALL BE FIRST QUALITY, SOUND, VIGOROUS, WELL-BRANCHED, AND WITH HEALTHY WELL-FURNISHED ROOT SYSTEMS. THEY SHALL BE FREE OF DISEASE, INSECT PESTS, AND MECHANICAL INJURIES.

(1) ALL PLANTS SHALL BE NURSERY GROWN AND SHALL HAVE BEEN GROWN UNDER THE SAME CLIMATIC CONDITIONS AS THE LOCATION OF THIS PROJECT FOR AT LEAST TWO YEARS BEFORE PLANTING. NEITHER HEELED-IN PLANTS NOR PLANTS FROM COLD STORAGE WILL BE ACCEPTED.

(2) COLLECTED PLANTS OR TRANSPLANTED TREES MAY BE CALLED FOR BY THE LANDSCAPE ARCHITECT AND USED, PROVIDED, HOWEVER, THAT LOCATIONS AND SOIL CONDITIONS WILL PERMIT PROPER BALLING.

(D) PLANT MEASUREMENTS

ALL PLANTS SHALL CONFORM TO THE MEASUREMENTS SPECIFIED IN THE PLANT SCHEDULE.

(1) CALIPER MEASUREMENTS SHALL BE TAKEN SIX (6) INCHES ABOVE GRADE FOR TREES UNDER FOUR (4) INCH CALIPER AND TWELVE (12) INCHES ABOVE GRADE FOR TREES FOUR (4) INCHES CALIPER AND OVER.

(2) MINIMUM BRANCHING HEIGHT FOR ALL SHADE TREES SHALL BE SIX (6) TO EIGHT (8) FEET.

(3) MINIMUM SIZE FOR PLANTING SHADE TREES SHALL BE TWO AND ONE HALF TO THREE (2-1/2–3) INCHES CALIPER, TWELVE TO FOURTEEN (12–14) FEET IN HEIGHT.

(1) MINIMUM SIZE FOR PLANTING MINOR SHADE TREES SHALL BE TWO AND ONE HALF TO THREE (2-1/2–3) INCHES CALIPER, EIGHT TO TEN (8–10) FEET IN HEIGHT.

(2) MINIMUM SIZE FOR PLANTING ORNAMENTAL TREES SHALL BE ONE AND A HALF TO ONE AND THREE-FOURTHS (1-1/2–1-3/4) INCHES CALIPER, SEVEN TO NINE (7–9) FEET IN HEIGHT.

(3) MINIMUM SIZE FOR PLANTING EVERGREEN TREES SHALL BE SIX TO EIGHT (6–8) FEET IN

(7) CALIPER, HEIGHT, AND SPREAD SHALL BE GENERALLY AS FOLLOWS:

CALIPER HEIGHT SPREAD
2–2-1/2" 12'–14' 6'–8'
2-1/2"–3" 12'–14' 6'–8'
3"–3-1/2" 14'–16' 6'–8'
3-1/2"–4" 14'–16' 8'–10'
4"–4-1/2" 16'–18' 8'–10'
4-1/2"–5" 16'–18' 10'–12'
5"–5-1/2" 18'–20' 10'–12'
5-1/2"–6" 18'–20' 12'–14'

ALL PLANT MATERIAL SHALL GENERALLY AVERAGE THE MEDIAN FOR THE SIZE RANGES INDICATED ABOVE AND AS INDICATED IN THE ANLA STANDARDS.

(8) MINIMUM SIZE FOR PLANTING SHRUBS SHALL BE, IN GENERAL, EIGHTEEN TO TWENTY-FOUR (18-24) INCHES IN HEIGHT OR SPREAD, AS APPROPRIATE, EXCEPT THAT A LARGER SIZE MAY BE REQUIRED WHEN DEEMED APPROPRIATE BY THE PLANNING DIRECTOR (OR DESIGNEE) IN THE CASE OF PARTICULAR SPECIES OR PLANTING SITUATIONS.

(E) PLANTING METHODS

ALL PROPOSED PLANT MATERIAL THAT MEETS THE SPECIFICATIONS IN APPENDIX 4, SECTION (A), PLANT MATERIALS, ARE TO BE PLANTED IN ACCORDANCE WITH THE FOLLOWING PLANTING METHODS DURING THE PROPER SEASONS AS DESCRIBED BELOW.

(1) PLANTING SEASONS

A PROFESSIONAL HORTICULTURALIST/NURSERYMAN SHALL BE CONSULTED TO DETERMINE THE PROPER TIME, BASED ON PLANT SPECIES AND WEATHER CONDITIONS, TO MOVE AND INSTALL PARTICULAR PLANT MATERIAL TO MINIMIZE STRESS TO THE PLANT. PLANTING OF DECIDUOUS MATERIAL MAY BE CONTINUED DURING THE WINTER MONTHS PROVIDED THERE IS NO FROST IN THE GROUND AND FROST-FREE TOP SOIL PLANTING MIXTURES ARE USED.

(2) DIGGING

ALL PLANT MATERIAL SHALL BE DUG, BALLED, AND BURLAPPED OR BARE ROOT IN ACCORDANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.

(3) EXCAVATION OF PLANT PITS

THE LANDSCAPE CONTRACTOR SHALL EXCAVATE ALL PLANT PITS, VINE PITS, HEDGE TRENCHES AND SHRUB BEDS AS FOLLOWS:

(A) ALL PITS SHALL BE GENERALLY CIRCULAR IN OUTLINE, WITH BOWL SHAPED SIDES. THE TREE PIT SHALL BE DEEP ENOUGH TO ALLOW ONE-EIGHTH (1/8) OF THE BALL TO BE ABOVE THE EXISTING GRADE. PLANTS SHALL REST ON UNDISTURBED EXISTING SOIL OR WELL-COMPACTED BACKFILL. THE TREE PIT MUST BE A MINIMUM OF NINE (9) INCHES LARGER ON EVERY SIDE THAN THE BALL OF THE TREE.

(B) IF AREAS ARE DESIGNATED AS SHRUB BEDS OR HEDGE TRENCHES, THEY SHALL BE CULTIVATED TO AT LEAST AN EIGHTEEN (18) INCHES IN DEPTH MINIMUM. AREAS DESIGNATED FOR GROUND COVERS AND VINES SHALL BE CULTIVATED TO AT LEAST TWELVE (12) INCHES IN DEPTH MINIMUM.

(4) STAKING, GUYING, AND WRAPPING

SEE THE LANDSCAPE SPECIFICATION GUIDELINES.

(5) PLANT PRUNING, EDGING, AND MULCHING

(A) EACH TREE, SHRUB, OR VINE SHALL BE PRUNED IN AN APPROPRIATE MANNER TO ITS PARTICULAR REQUIREMENTS IN ACCORDANCE WITH ACCEPTED STANDARD PRACTICES AS STATED IN ANSI STANDARDS A300 FOR PRUNING. BROKEN OR BRUISED BRANCHES SHALL BE REMOVED WITH CLEAN CUTS MADE ON AN ANGLE FROM THE BARK RIDGE TO THE BRANCH COLLAR, NO FLUSH CUTS, TO MINIMIZE THE AREA CUT. ALL CUTS SHALL BE MADE WITH SHARP TOOLS. TRIM ALL EDGES SMOOTH. NO TREE WOUND DRESSINGS SHALL BE APPLIED.

(B) ALL TRENCHES AND SHRUB BEDS SHALL BE EDGED AND CULTIVATED TO THE LINES SHOWN ON THE DRAWING. THE AREAS AROUND ISOLATED PLANTS SHALL BE EDGED AND CULTIVATED TO THE FULL DIAMETER OF THE PIT. SOD THAT HAS BEEN REMOVED AND STACKED SHALL BE USED TO TRIM THE EDGES OF ALL EXCAVATED AREAS TO THE NEAT LINES OF THE PLANT PIT SAUCERS, THE EDGES OF SHRUB AREAS, HEDGE TRENCHES AND VINE POCKETS.

(C) AFTER CULTIVATION, ALL PLANT MATERIALS SHALL BE MULCHED WITH A TWO TO THREE (2–3) INCH LAYER OF TAN BARK, PEAT MOSS, OR ANOTHER APPROVED MATERIAL OVER THE ENTIRE AREA OF THE BED OR SAUCER.

(F) SEEDING AND SODDING

ALL SEEDING AND SODDING SHALL BE AS PER 1994 STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL OR THE LATEST EDITION.

(G) TOP SOIL

TOP SOIL SHALL BE RETAINED AND/OR PROVIDED ON ALL SITES AND SPREAD OVER ALL UNIMPROVED AREAS.

PLANTING DETAILS

SHALL BE IN ACCORDANCE WITH STANDARD PRACTICES IN THE INDUSTRY.

TREE PRESERVATION MEASURES

FOR MORE INFORMATION ON THIS SUBJECT, CONTACT THE ENVIRONMENTAL PLANNING SECTION, COUNTYWIDE PLANNING DIVISION OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION.

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
www.pgplanning.org

LandDesign.
200 S. PEYTON STREET
ALEXANDRIA, VA 22314
703.549.7784
WWW.LANDDESIGN.COM

KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.# 2025066

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	DETAILED SITE PLAN SUBMISSION	03/21/2024
2	DETAILED SITE PLAN RESUBMISSION	05/10/2024
3	DETAILED SITE PLAN RESUBMISSION	10/11/2024
4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

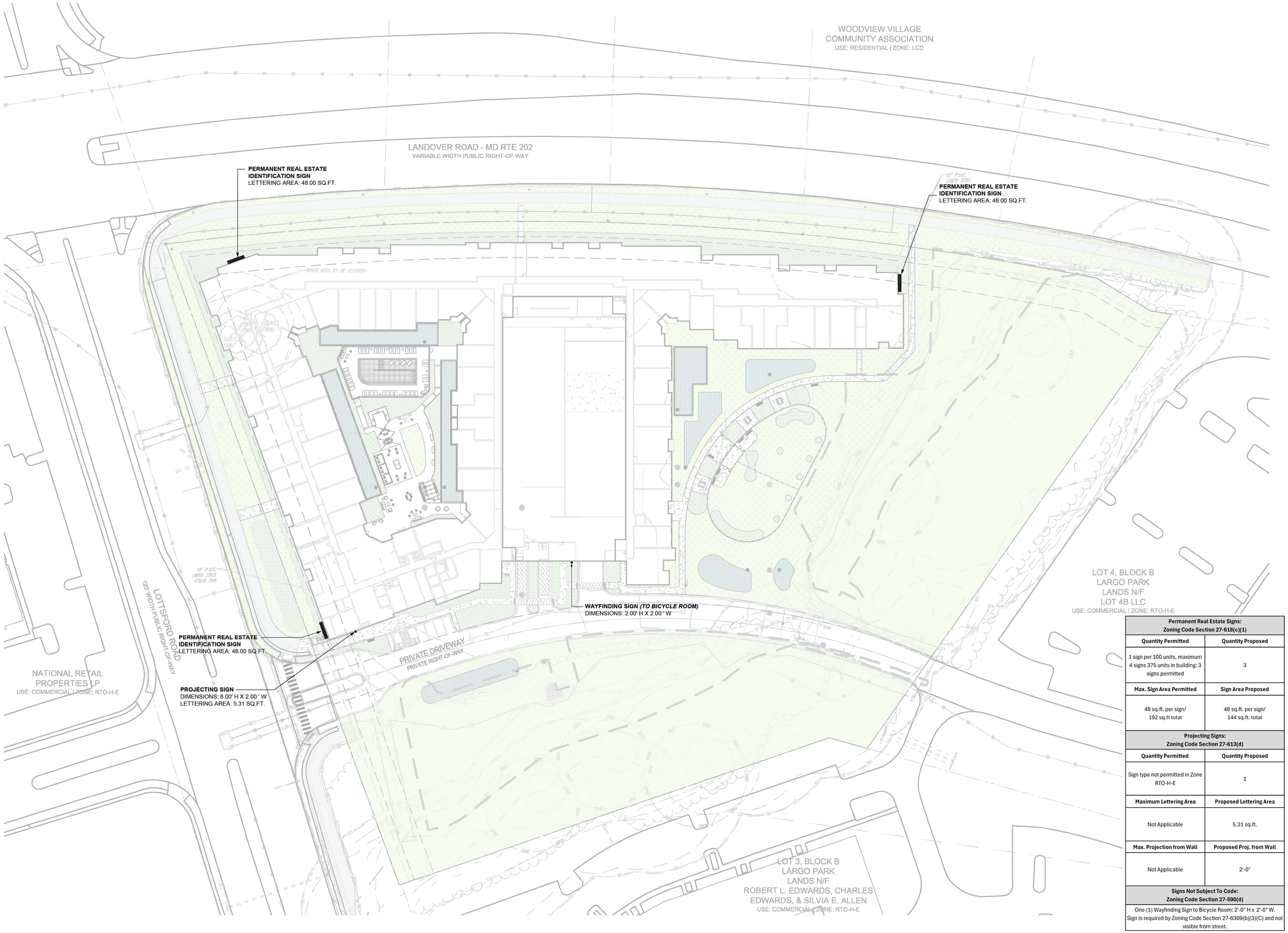
VERT: N/A
HORZ:

SHEET TITLE

DETAILS - PLANTING

SHEET NUMBER

L0602



Permanent Real Estate Signs: Zoning Code Section 27-618(c)(1)	
Quantity Permitted	**Quantity Proposed**
1 sign per 100 units, maximum 4 signs 375 units in building: 3 signs permitted	3
Max. Sign Area Permitted	**Sign Area Proposed**
48 sq.ft. per sign/ 192 sq.ft total	48 sq.ft. per sign/ 144 sq.ft. total

Projecting Signs: Zoning Code Section 27-613(d)	
Quantity Permitted	**Quantity Proposed**
Sign type not permitted in Zone RTO-H-E	1
Maximum Lettering Area	**Proposed Lettering Area**
Not Applicable	5.31 sq.ft.
Max. Projection from Wall	**Proposed Proj. from Wall**
Not Applicable	2'-0"

Signs Not Subject To Code: Zoning Code Section 27-590(d)
One (1) Wayfinding Sign to Bicycle Room: 2'-0" H x 2'-0" W. Sign is required by Zoning Code Section 27-6309(b)(3)(C) and not visible from street.

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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
REGISTERED LANDSCAPE ARCHITECT
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

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4	DETAILED SITE PLAN RESUBMISSION	04/28/2025
5	DETAILED SITE PLAN RESUBMISSION	07/11/2025

DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

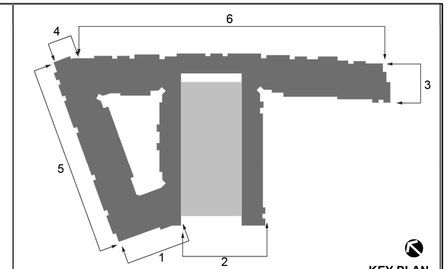
SCALE
VERT: N/A
HORZ: 1" = 40'
0 20 40 80

NORTH

SHEET TITLE
SIGNAGE PLAN

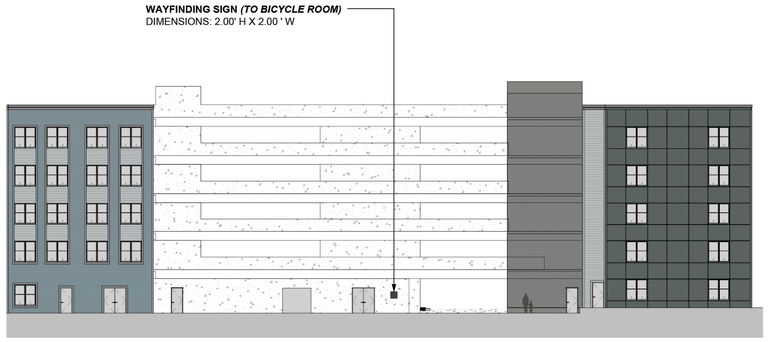
SHEET NUMBER
L0701

NOTE:
1. SIGNAGE NAME 'WOODMORE VISTA' IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE.



KEY PLAN

1 L0702 ELEVATION: LEASING 1"=20'



2 L0702 ELEVATION: GARAGE 1"=20'

3 L0702 ELEVATION: EAST 1"=20'

4 L0702 ELEVATION: LANDOVER 1"=20'

5 L0702 ELEVATION: LOTTSFORD 1"=20'

NO SIGNS LOCATED ON THIS ELEVATION

6 L0702 ELEVATION: LANDOVER 1"=20'

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KEY MAP

SEAL

LANDSCAPE ARCHITECTURE
STATE OF MARYLAND
07/11/2025

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PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

VERT: N/A
HORZ:

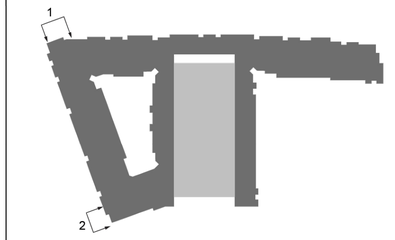
SHEET TITLE

SIGNAGE ELEVATIONS

SHEET NUMBER

L0702

NOTE:
1. SIGNAGE NAME 'WOODMORE VISTA' IS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE.



KEY PLAN

NOTE: Design shown is typical for all locations.

Reverse channel letterforms with halo-illumination. Painted aluminum letters.

LETTERING AREA: 48.00 SQ.FT.

1 L0703 PERMANENT REAL ESTATE IDENTITY SIGN

1/4"=1'-0"

Reverse channel letterforms with halo-illumination. Painted aluminum letters.

LETTERING AREA: 5.31 SQ.FT.

Painted aluminum sign cabinet.

2 L0703 PROJECTING SIGN

1/4"=1'-0"

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703.549.7784
WWW.LANDDESIGN.COM

KEY MAP

SEAL

LANDSCAPE ARCHITECT
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

LANDDESIGN PROJ.#

2025066

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: GC/AC

SCALE NORTH

VERT: N/A
HORZ:

SHEET TITLE

SIGNAGE DETAILS

SHEET NUMBER

L0703

LandDesign.
200 S. PEYTON STREET
ALEXANDRIA, VA 22314
703.549.7784
WWW.LANDDESIGN.COM

KEY MAP

SEAL

LANDSCAPE ARCHITECT
ISABELLA CASSANO
STATE OF MARYLAND
07/11/2025

NOT FOR CONSTRUCTION

PROJECT

DETAILED SITE PLAN: LARGO PARK LOT 6

LOT 5B LLC C/O KNOLLWOOD DEVELOPMENT CORPORATION

9611 LOTTSFORD RD

LARGO, MD 20774

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DESIGNED BY: GC/AC
DRAWN BY: CT
CHECKED BY: AC

SCALE
VERT: N/A
HORZ: 1" = 40'
0 20 40 80

NORTH

SHEET TITLE

LOT 5B EXHIBIT

GENERAL NOTES

9611 LOTTSFORD RD - UPPER MARLBORO, MD

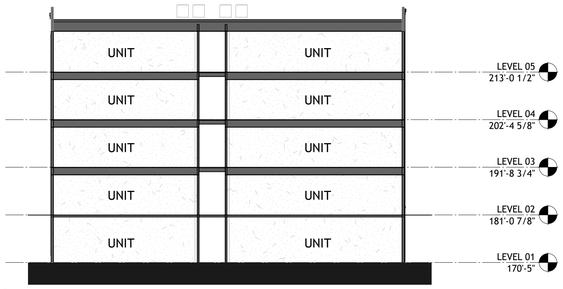
DET-2023-013

SECTION 27-6903(f) - ROOFS

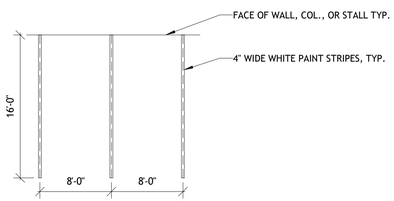
FOR ALL MULTIFAMILY DWELLINGS:

1. SLOPED ROOFS ON BUILDINGS OVER 100 FEET IN LENGTH SHALL INCLUDE TWO OR MORE DIFFERENT SLOPING ROOF PLANES, EACH WITH A MINIMUM PITCH BETWEEN 3:12 AND 12:12.
2. FLAT ROOFS SHALL BE CONCEALED BY PARAPETS THAT EXTEND AT LEAST THREE FEET ABOVE THE ROOF LEVEL AND HAVE THREE DIMENSIONAL CORNICE TREATMENTS THAT PROJECT AT LEAST EIGHT INCHES OUTWARD FROM THE PARAPET FACADE PLANE.
3. ALTERNATE ROOF FORMS OR PITCHES MAY BE ALLOWED FOR SMALL ROOF SECTIONS OVER PORCHES, ENTRYWAYS, OR SIMILAR FEATURES.
4. ALL ROOF-BASED MECHANICAL EQUIPMENT, AS WELL AS VENTS, PIPES, ANTENNAS, SATELLITE DISHES, AND OTHER ROOF PENETRATIONS (EXCEPT CHIMNEYS), SHALL BE LOCATED ON THE REAR ELEVATIONS OR OTHERWISE BE CONFIGURED AND SCREENED (IF NECESSARY) TO HAVE A MINIMAL VISUAL IMPACT AS SEEN FROM THE STREET.

* ALL ROOFS FOR THIS PROJECT TO BE FLAT ROOFS WITH PARAPETS. PARAPETS TO BE 3'-0" MIN TYPICAL TO SCREEN ALL ROOFTOP MECHANICAL EQUIPMENT.



2 G0-201 TYPICAL BUILDING SECTION
1/16" = 1'-0"

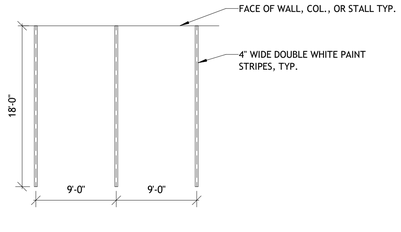


5 G0-201 SITE DETAILS-PARKING-COMPACT STALL DETAIL
1/8" = 1'-0"

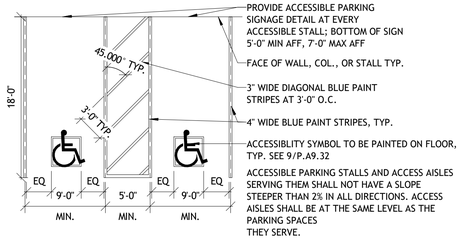
PARKING COUNT

STANDARD	311
COMPACT	216
ACCESSIBLE	10
ELECTRIC	16
TOTAL	553

* THE MINIMUM NUMBER OF PARKING SPACES REQUIRED PER SECTION 27-6305(a) IS 467. PER THE RTO-H EDGE ZONE 50% REDUCTION THE REQUIRED NUMBER OF SPACES IS 234. THE PROJECT IS PROVIDING NO FEWER THAN 553 PARKING SPACES (APPROXIMATELY 547 GARAGE PARKING SPACES AND 6 SURFACE PARKING SPACES) AND NO MORE THAN 696, WHICH CONFORMS TO THE REQUIREMENTS SHOWN ON TABLE 27-6305(a).



3 G0-201 SITE DETAILS-PARKING-REGULAR STALL DETAIL
1/8" = 1'-0"



4 G0-201 SITE DETAILS-PARKING-ACCESSIBLE STALL STRIPING DETAIL
1/8" = 1'-0"

PER SECTION 27-6309(a)(2) - 4 BICYCLE PARKING SPACES ARE REQUIRED AND AN ADDITIONAL 2 FOR EVERY 10 PARKING SPACES PROVIDED.

553 PARKING SPACES - 111 SPACES + 4 SPACES = 115 BICYCLE PARKING SPACES REQUIRED

PROJECT DESCRIPTION

3 CONTIGUOUS RESIDENTIAL BUILDINGS SEPARATED BY FIREWALLS WRAPPED AROUND A PRECAST GARAGE.

BLDG 1 IS A 5 STORY TYPE VA OVER PODIUM BUILDING WITH APARTMENTS, LEASING AND AMENITIES SUCH AS A CLUBROOM AND GYM.

BLDG 2 IS A 4 STORY PLUS BASEMENT TYPE VA BUILDING WITH APARTMENT UNITS.

BLDG 3 IS A 4 STORY PLUS BASEMENT TYPE VA BUILDING WITH APARTMENT UNITS.

THE PARKING GARAGE IS A 6 STORY TYPE IA BUILDING MADE OF PRECAST CONCRETE.

APPLICABLE CODES & AMENDMENTS
2018 NFPA 101 LIFE SAFETY CODE AND SUBTITLE 11 (NFPA 101-2018)
2021 INTERNATIONAL BUILDING CODE AND SUBTITLE 4 PRINCE GEORGE'S COUNTY BUILDING CODE
2021 INTERNATIONAL MECHANICAL CODE
2021 INTERNATIONAL PLUMBING CODE
2017 NFPA 70 NATIONAL ELECTRICAL CODE AND SUBTITLE 9 PRINCE GEORGE'S COUNTY ELECTRICAL CODE (NFPA 70 - 2017)
2019 WASHINGTON SUBURBAN SANITARY COMMISSION PLUMBING AND FUEL GAS CODE
MARYLAND STATE FIRE PREVENTION CODE
2018 NFPA 1 FIRE CODE (NFPA 1-2018)
2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC-2018)
2021 INTERNATIONAL SWIMMING POOL AND SPA CODE
2010 ADA STANDARDS
PRINCE GEORGE'S COUNTY SUBTITLE 4, SEC. 4-180 CHAPTER 11 - ACCESSIBILITY (ANSI A117.1-1986)
COMAR 9.12.53 MARYLAND ACCESSIBILITY CODE

UNIT MATRIX

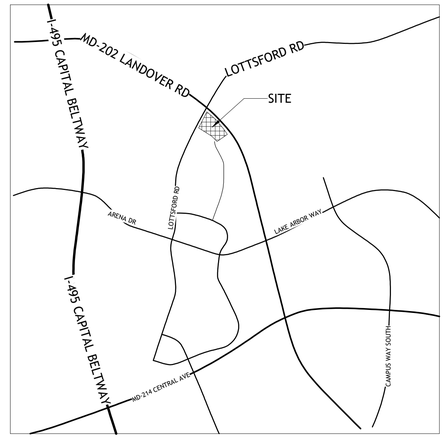
STUDIO	42
1 BED	162
2 BED	175
3 BED	19
TOTAL	398

GROSS BUILDING AREA SCHEDULE

NAME	AREA
BLDG 1	
BUILDING 1 - Level 1	26359 SF
BUILDING 1 - Level 2	26592 SF
BUILDING 1 - Level 3	26330 SF
BUILDING 1 - Level 4	26330 SF
BUILDING 1 - Level 5	26330 SF
	131941 SF
BLDG 2	
BUILDING 2 - Basement	20043 SF
BUILDING 2 - Level 1	32794 SF
BUILDING 2 - Level 2	32794 SF
BUILDING 2 - Level 3	32794 SF
BUILDING 2 - Level 4	32794 SF
	151220 SF
BLDG 3	
BUILDING 3 - Basement	23776 SF
BUILDING 3 - Level 1	35388 SF
BUILDING 3 - Level 2	35388 SF
BUILDING 3 - Level 3	35388 SF
BUILDING 3 - Level 4	35388 SF
	165326 SF
Grand total	448487 SF

GARAGE GROSS AREA SCHEDULE

NAME	AREA
GARAGE	
GARAGE - Level 1	30720 SF
GARAGE LEVEL 1 UNDER RAMP	846 SF
GARAGE - Level 2	30720 SF
GARAGE - Level 3	30720 SF
GARAGE - Level 4	30720 SF
GARAGE - Level 5	30720 SF
GARAGE - Level 6	22413 SF
	176859 SF



1 G0-201 VICINITY MAP
NOT TO SCALE

G0-201

NILES BOLTON ASSOCIATES

PRINCE GEORGE'S COUNTY ZONING			
SECTION 27-6903: MULTIFAMILY, TOWNHOUSE AND THREE-FAMILY FORM AND DESIGN STANDARDS			
ITEM	SECTION	REQUIREMENT	COMPLIANCE PATH
SITE ACCESS	27-6903(a)(1)	At least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible.	THE PRIVATE DRIVEWAY THAT CONNECTS TO LOTTSFORD ROAD WILL BE EXTENDED TO CONNECT TO MERCANTILE DRIVE AS RECOMMENDED BY THE LARGO TOWN CENTER SECTOR PLAN TO ALLOW FOR A SECONDARY POINT OF ACCESS. SEE SOJ PAGE 26 FOR FURTHER INFORMATION.
	27-6903(a)(2)	No primary vehicular access along a local street serving existing single-family detached dwellings—provided, however, that secondary vehicle access for emergency vehicles may be provided along such a local street if other points of access are not available.	
LOCATION OF OFF STREET PARKING	27-6903(b)(1)	For multifamily dwellings only, no more than 50 percent of off-street surface parking may be located between a building and the street it faces unless the parking bays are screened from view from the street by another building. Interior structures within a multi-building development served by a central, private driveway are exempted from this requirement. (see Figure 27-6903(b): Multifamily, Townhouse, or Three-Family Parking Location).	N/A PROJECT IS SERVED BY A 6 STORY GARAGE WRAPPED BY THE BUILDING
	27-6903(b)(2)	For all multifamily, townhouse, and three-family buildings: (A) Guest and overflow parking within a development subject to these standards shall be located to the side or rear of the building containing the units, to the maximum extent practicable. (B) Off-street surface parking located beside a building shall not occupy more than 35 percent of the parcel's street frontage. Associated driving areas shall be included as part of such off-street surface parking.	N/A ALL GUEST AND OVERFLOW PARKING ARE PROVIDED IN THE GARAGE
BUILDING ORIENTATION AND CONFIGURATION	27-6903(c)(1)	Single-Building Development The primary entrance of a multifamily, townhouse, or three-family single-building development shall face the street or a common open space such as a mews.	N/A MULTI-BUILDING DEVELOPMENT
	27-6903(c)(2)	Multi-Building Development Multifamily, townhouse, and three-family developments with more than one building shall be configured so that primary building entrances are oriented towards external streets, internal streets, or open space areas (like mews or courtyards). Buildings may be oriented towards off-street parking lots only in cases where no other practical alternative exists. (see Figure 27-6903(c)(2): Multi-Building Orientation)	BUILDING PRIMARY ENTRANCES ARE ORIENTED TOWARD THE INTERNAL DRIVEWAY OR EXTERNAL STREETS.
MAXIMUM BUILDING LENGTH	27-6903(d)(1)	The maximum length of any multifamily, townhouse, or three-family building shall be 150 linear feet in the RSF-A and RMF□12 zones; and 250 linear feet in the RMF-20, RMF-48, and CGO zones, regardless of the number of units.	N/A BUILDNG IS IN THE RTO-H ZONE.
BUILDING FAÇADES: For all multifamily, townhouse, and three-family buildings, except as noted in Section 27-6903(e)(3) below:	27-6903(e)(1)	Façades of all buildings subject to these standards that face a street shall incorporate wall offsets, in the form of projections or recesses in the façade plane, spaced no more than 50 feet apart (see Figure 27-6903(e)(1): Changes in Building Façade), unless the applicant provides a design of similar or superior quality.	THE BUILDING INCORPORATES FAÇADE CHANGES IN INTERVALS OF 60'-76' ON THE STREET FACING FAÇADE PER SECTION 27-4204(F)(ii). SEE PAGE 56 OF SOJ FOR FURTHER EXPLANATION.
	27-6903(e)(2)	Wall offsets shall have a minimum depth of two feet.	WALL OFFSETS MEET THIS REQUIREMENT
	27-6903(e)(3)	In addition to wall offsets, street-facing façades of multifamily, townhouse, and three-family buildings shall provide a minimum of three of the following design features for each residential building fronting onto a public street (see Figure 27-6903(e)(3): Examples of Front Façades): (A) One or more dormer windows or cupolas; (B) A recessed entrance; (C) A covered porch; (D) Pillars, posts, or columns next to the doorway; (E) One or more bay windows projecting at least twelve inches from the façade plane; (F) Eaves projecting at least six inches from the façade plane; (G) Raised corniced parapets over the entrance door; (H) Multiple windows with a minimum four-inch-wide trim; (I) Integrated planters that incorporate landscaped areas or places for sitting; or (J) Roof form and line changes consistent with the wall offsets.	SEE A3-201 AND A3-202 ELEVATION SHEETS FOR FAÇADE DESIGN. THEY MEET REQUIREMENTS (G), (H) AND (J).
ROOFS: For all multifamily dwellings:	27-6903(f)(1)	Sloped roofs on buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.	N/A THE PROPOSED BUILDING HAS A FLAT ROOF
	27-6903(f)(2)	Flat roofs shall be concealed by parapets that extend at least three feet above the roof level and have three-dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.	THREE FOOT PARAPETS ARE PROVIDED ABOVE THE ROOF LEVEL.
	27-6903(f)(3)	Alternative roof forms or pitches may be allowed for small roof sections over porches, entryways, or similar features.	N/A
	27-6903(f)(4)	All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured and screened (if necessary) to have a minimal visual impact as seen from the street.	ALL ROOF-BASED MECHANICAL EQUIPMENT WILL BE SCREENED FROM THE STREET.
BUILDING FAÇADE FENESTRATION/TRANSPARENCY	27-6903(g)	At least 15 percent of the street-facing façade area of the ground-level floor of any multifamily, townhouse, or three-family building (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.	SEE SHEET A3-200 FOR TRANSPARENCY DIAGRAM AND CALCULATION.

PRINCE GEORGE'S COUNTY ZONING			
SECTION 27-6903: MULTIFAMILY, TOWNHOUSE AND THREE-FAMILY FORM AND DESIGN STANDARDS			
ITEM	SECTION	REQUIREMENT	COMPLIANCE PATH
MATERIALS: For all multifamily, townhouse, and three-family buildings:	27-6903(h)(1)	Primary façade materials shall not change at outside corners, but extend along any side façade that is visible from a street. In all instances the extension shall be a minimum of 20 feet, with the exception that materials may change where side or rear wings meet the main body of the structure.	SEE A3-201 AND A3-202 ELEVATION SHEETS FOR CONFORMANCE WITH THIS REGULATION
	27-6903(h)(2)	Material changes shall occur along a horizontal line or where two forms meet. It is acceptable, however, that change of materials occur as accents around windows, doors, cornices, at corners, or as a repetitive pattern. See Figure 27-6903(h): Example of Building Façade, Roof, Fenestration/Transparency, and Materials Requirements for Multifamily Building.	SEE A3-201 AND A3-202 ELEVATION SHEETS FOR CONFORMANCE WITH THIS REGULATION
	27-6903(h)(3)	Townhouse development shall conform with the building material requirements set forth in Section 27-61203(d), Building Materials, of this Subtitle.	N/A THERE ARE NO TOWNHOUSES IN THIS PROJECT.
GARAGE STANDARDS: For all multifamily, townhouse, and three-family buildings:	27-6903(i)(1)	Detached garages or carports shall be located to the side or rear of the building(s) containing the dwellings. A parking structure is exempt from this requirement. (see Figure 27-6903(i): Garage Placement.)	N/A NO DETACHED GARAGES OR CARPORTS
	27-6903(i)(2)	Freestanding garages or carports visible from public streets outside the development shall be oriented perpendicular to the street, or the façade facing the street shall be configured to comply with the required wall offsets and façade design features in Section 27-6903(e), Building Façades.	
	27-6903(i)(3)	The exterior materials, design features, and roof forms detached garages or carports should generally be compatible with the building(s) they serve.	
OUTDOOR ACTIVITY AREAS	27-6903(j)	For all multifamily, townhouse, and three-family buildings, ground-level outdoor activity areas, porches, decks, vending areas, and other similar site attributes shall be screened from adjacent single-family dwellings with a perimeter buffer in accordance with Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.	N/A NO SINGLE FAMILY DWELLINGS ARE ADJACENT TO THE SITE.
BUILDING MASSING AND SCALE	27-4204(F)(ii)	If the street-facing façade of a building is more than 60 feet wide, the perceived massing and scale of the building shall be reduced by incorporating at least 3 of the following design elements to create distinctive differences in façade design or composition, spaced no more than 60 feet apart: (aa) Differences in roof form and parapet heights; (bb) Recesses (at least one foot deep) and/or projections (not created by windows) in the wall plane; (cc) Distinct changes in texture and/or color of wall surfaces; (dd) Pilasters that are at least 8 inches deep and at least 8 inches wide, that have a height equal to at least 80 percent of the façade's height; (ee) Ground level arcades, awnings, or similar overhangs; (ff) Second floor galleries/balconies; (gg) Cornices; (hh) Projected and recessed entries; or (ii) Vertical accents or focal points.	Building façade uses the following 3 items to meet this requirement. (aa) differences in roof form and parapet heights, (bb) recesses of at least one foot depth and (cc) distinct changes in texture and color of the wall surfaces

TABLE 27-61603b - GREEN BUILDING POINT SYSTEM

9611 LOTTSFORD RD - UPPER MARLBORO, MD

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Table 27-61603(b): Green Building Point System	Points Earned	
Location of Development and Redevelopment/Adaptive Reuse		
Development in a Transit-Oriented/Activity Center base zone	1.5	1.5
Development on previously used or developed land that is contaminated with waste or pollution (brownfield site)	1	
Development as a Transit-Oriented/Activity Center Planned Development (PD) zone	1.25	
Redevelopment of an existing parcel within a Neighborhood Reinvestment Area as designated on the Strategic Investment Map in the General Plan, a designated Priority Funding Area, or an area targeted for reinvestment by the Federal, State, or County government	1	
Adaptive reuse of a designated historic building	1	
Preservation of a designated historic or archeological site	1	
Energy Conservation		
Meet ASHRAE standards for lighting (1)	0.75	
Meet Energy Star standards for low-rise residential or exceed ASHRAE efficiency standards by 15 percent(2)	1	
Home energy rating system (HERS) index greater than 60 and less than or equal to 75	0.5	
HERS index greater than 40 and less than or equal to 60	0.75	
HERS index greater than 20 and less than or equal to 40	1	
HERS index less than or equal to 20	1.5	
Stated water heater efficiency between 0.675 to 0.82	0.75	
Stated water heater efficiency of 0.82 or more	1.25	
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75	0.75
Air conditioner with stated efficiency greater than 16 SEER is included as standard	1.25	
Install a cool roof on a minimum of 50% of the single-family dwellings in the development or subdivision. The cool roof shall cover the entire roof of the dwelling	1.5	
Provide skylights in an amount necessary to ensure natural lighting is provided to at least 15% of the habitable rooms in the structure	0.5	
Use central air conditioners that are Energy Star-qualified	0.5	
Use only solar or tank-less water heating systems throughout the structure	0.5	
Alternative Energy		
Generate or acquire a minimum of 50% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	2	
Generate or acquire a minimum of 25% of the electricity needed by the development from alternative energy sources (e.g., solar, wind, geothermal)	1	
Pre-wire a minimum of 75% of residential dwelling units in the development for solar panels	1	
Pre-wire a minimum of 50% of residential dwelling units in the development for solar panels	0.5	
Pre-wire a minimum of 25% of residential dwelling units for solar panels	0.25	
Install solar panels on a minimum of 25% of dwelling units contained in single-family, two-family, or townhouse dwellings	0.5	
Install solar panels on primary structure, or at least 50% of buildings in a multi-building complex	0.75	
Install small-scale wind energy conversion systems to provide electricity for 25% of single-family, two-family, or townhouse dwellings in development	1	
LEED Certification		
Construct the principal building(s) to meet or exceed LEED® Bronze certification or equivalent standards of the National Green Building Standard™/NGBS Green or the...	0.75	
Construct the principal building(s) to meet or exceed LEED® Silver certification or equivalent standards of the National Green Building Standard™/NGBS Green or the...	1	
Passive Solar		
Orient a minimum of 50% of the single-family detached dwellings or lots in the development within 20% of the east-west axis for maximum passive solar exposure	1.5	
Orient a minimum of 25% of the single-family detached dwellings or lots in the development within 20% of east-west for maximum passive solar exposure	0.75	
Orient at least 25% of the non-residential buildings with an axis oriented east-west for maximum solar exposure	1	
Water Conservation and Water Quality		
Design all areas required to be landscaped in accordance with this Ordinance and the Landscape Manual as an integrated system to meet on-site stormwater quality requirements for the lot through incorporation of environmental site design principles and use of best management practices for on-site stormwater management. These areas shall use vegetated pervious surfaces or other measures such as permeable pavements to infiltrate the capture of water volume on-site. Piped connections from roofs and downspouts and other impervious areas to storm drains are prohibited. Piped conveyances on lots must discharge to pervious areas.	2	
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1	1
Install a green vegetated roof on the primary structure, or on at least 50% of primary buildings in a multi-building complex – green or vegetated roofs shall include vegetation on at least 50% of the roof area (25% for renovated buildings) and shall use only plant materials permitted by the landscaping standards in the Landscape Manual	2	
All showerheads and handheld showers are 2.0 GPM or less	0.5	
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.5	
All toilets are 1.28 GPF or less	0.5	
All toilets have dual activated flushing	1	
Include rainwater capture and re-use devices such as cisterns, rain filters, and underground storage basins for residential development with a minimum storage capacity of 500 gallons for every two residential units	0.5	
Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff	1	
Incorporation of greywater reuse systems	0.5	
Reduction of existing impervious surfaces by at least 50 percent of the existing paved surface area on the site.	1	
Vegetation		
Retain at least 20% of existing pre-development natural vegetation	0.75	0.75
Remove all lawn or turf in favor of ground cover consisting of plant material or mulch	0.75	
Limit turf grass to 40% of the landscaped area.	0.25	
Urban Agriculture		
Provide a fenced, centrally located community garden space (which may be located as a rooftop garden) for residents and for urban gardening purposes at a minimum ratio of 50 square feet per dwelling unit	1	
Provide a minimum of one on-site composting station for every 25 units	0.25	
Building Materials		
Source a minimum of 20%, by cost, of construction materials from recycled products or products manufactured, extracted, harvested, or recovered with 250 miles of the site	1.5	

Table 27-61603(b): Green Building Point System - Cont'	Points Earned	
Universal Design		
Provide the following universal design features in 33% of the residential units in the development:	0.75	
A no-step entry on an accessible route to the unit;		
First floor kitchen, bathroom and a bedroom;		
The following elements to allow maneuvering space:		
A 32" clear opening at doorways;		
A 36" clear passage;		
42" wide hallways; and		
30" X 48" clear space next to bathroom sink, tub/shower and toilet;		
Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and		
Reachable outlets and switches.		
Provide the following universal design features in 50% of the residential units in the development:	1	
A no-step entry on an accessible route to the unit;		
First floor kitchen, bathroom and a bedroom;		
The following elements to allow maneuvering space:		
A 32" clear opening at doorways;		
A 36" clear passage;		
42" wide hallways; and		
30" X 48" clear space next to bathroom sink, tub/shower and toilet;		
Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and		
Reachable outlets and switches.		
Provide the following universal design features in 66% of the residential units in the development:	1.5	
A no-step entry on an accessible route to the unit;		
First floor kitchen, bathroom and a bedroom;		
The following elements to allow maneuvering space:		
A 32" clear opening at doorways;		
A 36" clear passage;		
42" wide hallways; and		
30" X 48" clear space next to bathroom sink, tub/shower and toilet;		
Blocking in bathroom walls to accommodate grab bars, and grab bars in first floor bathroom; and		
Grab bars in first floor bathroom(s) by commode and in shower(s);		
Handicap accessible shower in first floor bathroom(s);		
Raised toilet seats in first floor bathroom(s); and		
Reachable outlets and switches.		
Transportation		
Provide a minimum of 5% of required automobile parking spaces that are signed and reserved for carpool/vanpool/hybrid/electric/low-energy vehicles in preferred locations near the primary building entrance	0.25	
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	0.75	
Provide an electric vehicle (EV) level 3 charging station that is made available to those using the building	1	
Include showering and dressing facilities in nonresidential developments for employees walking or bicycling to work	0.75	
Provide a covered and secure bicycle parking room that protects parked bicycles from the elements and from theft	1	
TOTAL POINTS	**4 POINTS MIN REQUIRED**	**4**

ARCHITECTURE SITE PLAN

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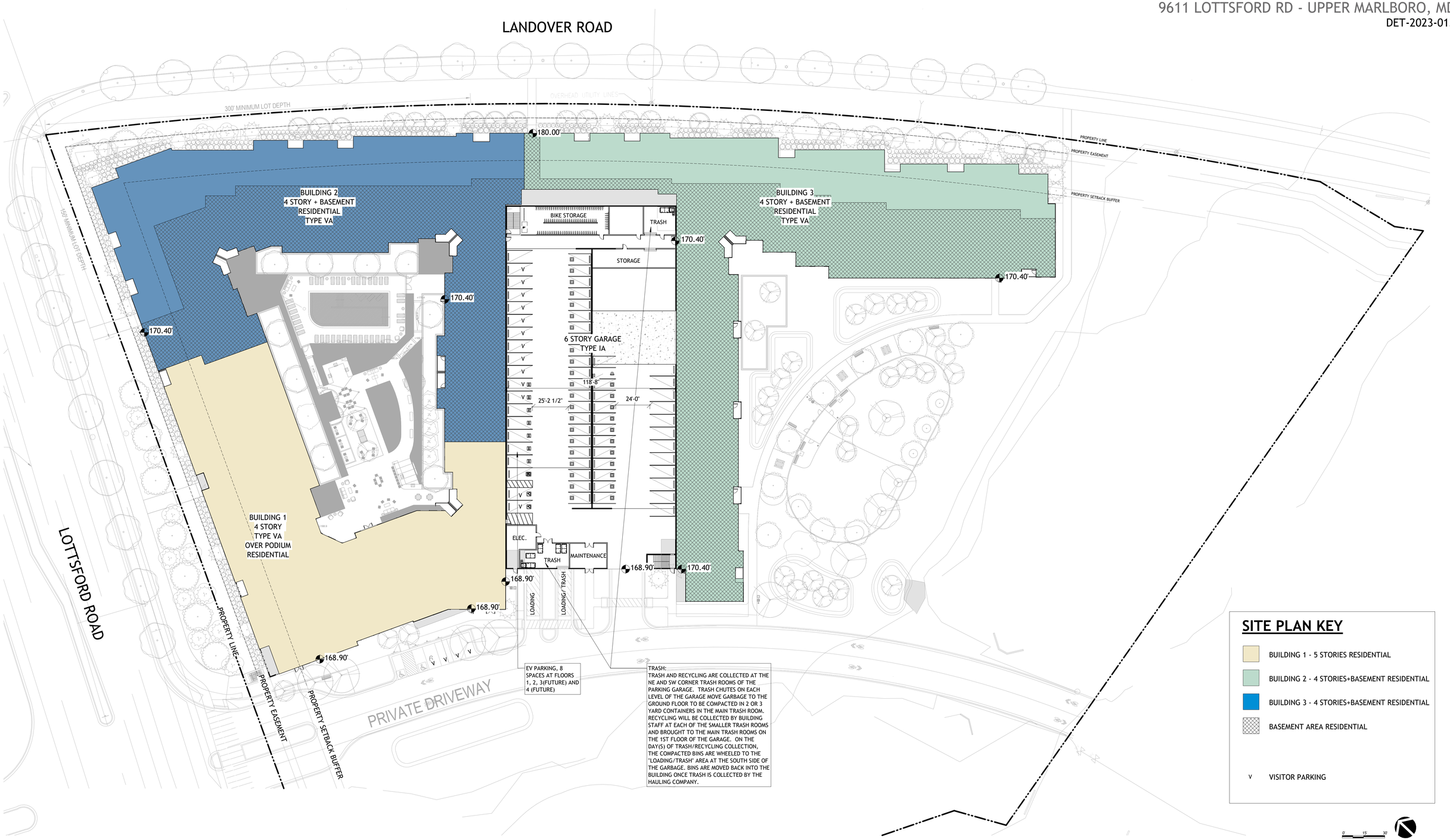

A1-200

LARGO PARK LOT 6 | 7.11.2025

NILES BOLTON ASSOCIATES

BUILDING TRANSPARENCY

9611 LOTTSFORD RD - UPPER MARLBORO, MD

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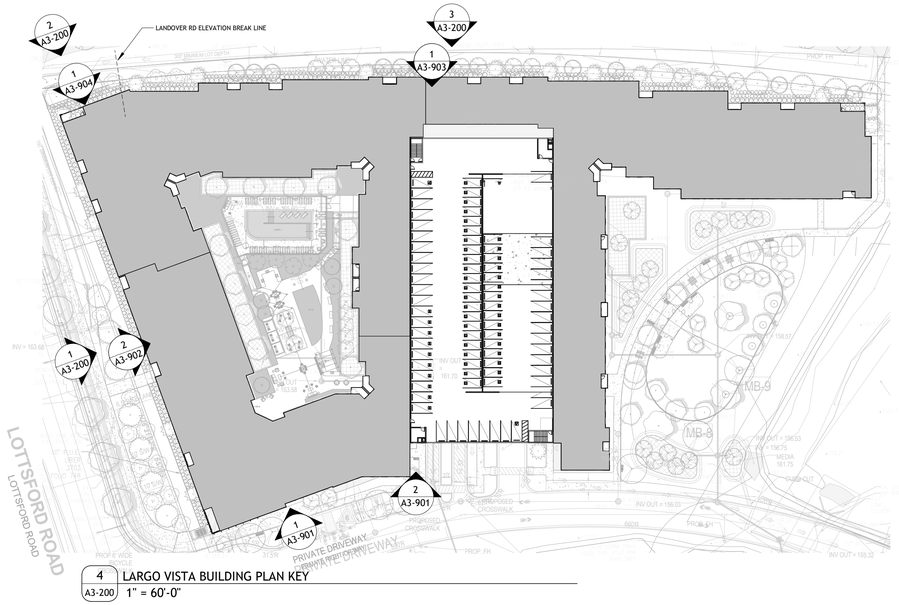

4 A3-200 LARGO VISTA BUILDING PLAN KEY
1" = 60'-0"

SECTION 27-6903(g) - BUILDING FACADE FENESTRATION/ TRANSPARENCY

AT LEAST 15 PERCENT OF THE STREET-FACING FACADE AREA OF THE GROUND-LEVEL FLOOR OF ANY MULTIFAMILY, TOWNHOUSE, OR THREE-FAMILY BUILDING (AS MEASURED FROM THE GRADE TO THE UNDERSIDE OF THE EAVE, TOP OF THE PARAPET, OR THE STORY LINE DENOTING THE SECOND FLOOR) SHALL BE OCCUPIED BY WINDOWS OR DOORWAYS.

TOTAL LEVEL 01 STREET FACING OPENINGS -	2,845.90 SF
TOTAL LEVEL 01 STREET FACING GROUND LEVEL FACADE -	11,475.75 SF
PERCENTAGE GROUND LEVEL TRANSPARENCY -	24.79%

SECTION 27-4204(B)(1)(f)(iv) - WINDOWS AND DOORS

(aa) WHERE THE FACADE OF A PRINCIPAL BUILDING OTHER THAN A SINGLE-FAMILY OR TWO-FAMILY DWELLING ABUTS OR FACES A STREET FRONTAGE OR AN ADJOINING PUBLIC GATHERING SPACE IN THE RTO-H, RTO-L, LTO, OR NAC ZONES, AND IN THE CORE AREA OF THE TAC ZONE, A MINIMUM PERCENTAGE OF THE STREET-LEVEL FACADE AREA SHALL CONSIST OF TRANSPARENT WINDOW OR DOOR OPENINGS TO ALLOW VIEWS OF INTERIOR SPACES AND MERCHANDISE SO AS TO ENHANCE SAFETY AND CREATE A MORE INVITING ENVIRONMENT FOR PEDESTRIANS. MINIMUM PERCENTAGES ARE AS SHOWN AS THE MINIMUM BUILDING FACADE FENESTRATION/TRANSPARENCY STANDARD IN THE INTENSITY AND DIMENSIONAL STANDARDS TABLE FOR EACH INDIVIDUAL TRANSIT-ORIENTED/ACTIVITY CENTER ZONE.

(bb) WINDOW AND DOOR OPENINGS COUNTING TOWARD MEETING THIS TRANSPARENCY REQUIREMENT SHALL CONSIST OF GLASS THAT IS RELATIVELY CLEAR AND NON-REFLECTIVE, WITH A MINIMUM VISISLBE LIGHT TRANSMITTANCE OF 0.65 AND MAXIMUM VISISIBLE LIGHT REFLECTANCE OF 0.20.

* ALL STREET-LEVEL OPENINGS WILL MEET THE REQUIREMENTS OF SECTION 27-4204(B)(1)(f)(iv)

3 A3-200 LANDOVER ROAD ELEVATION
1" = 30'-0"

2 A3-200 LANDOVER RD CONTINUED
1" = 30'-0"

1 A3-200 LOTTSFORD ROAD ELEVATION
1" = 30'-0"

LOTTSFORD RD LEVEL 1

1,268.85 SF OPEN
4,237.74 SF FACADE

29.94% TRANSPARENT

LANDOVER RD LEVEL 01

1,577.05 SF OPEN
7,238.01 SF FACADE

21.79% TRANSPARENT

ELEVATIONS

9611 LOTTSFORD RD - UPPER MARLBORO, MD

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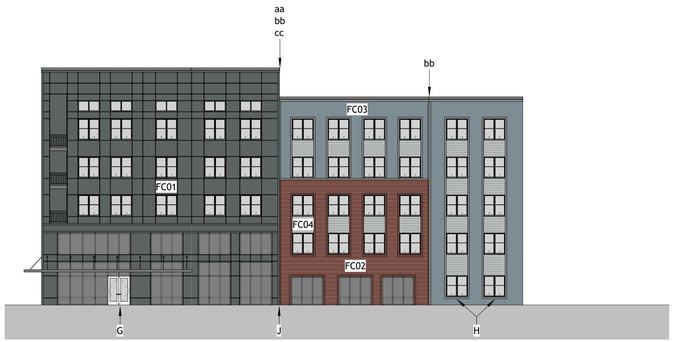
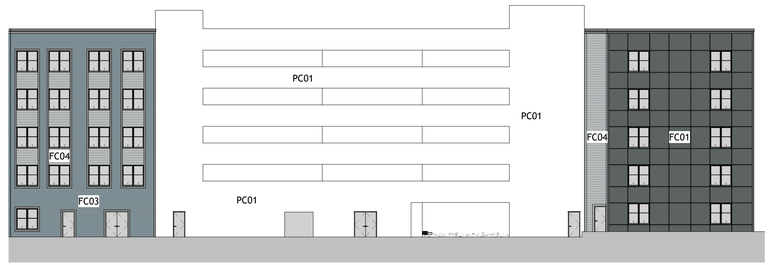


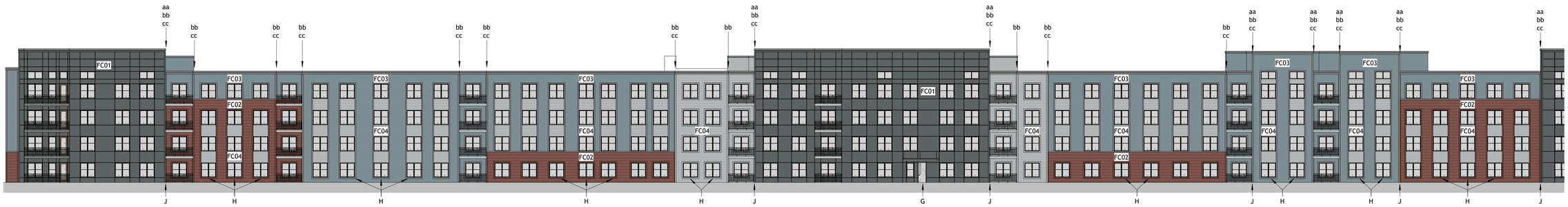
2 A3-201 ELEVATION - LEASING (ELEVATION A)
1" = 20'-0"



1 A3-201 ELEVATION - GARAGE ELEVATION (ELEVATION H)
1" = 20'-0"

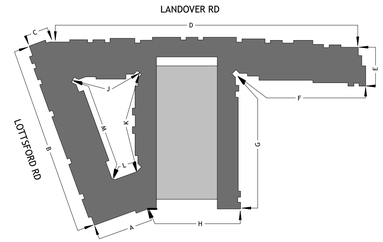
4 A3-201 ELEVATION - LANDOVER CORNER NORTH (ELEVATION C)
1" = 20'-0"
NOTE: PER THE NOISE STUDY THIS ELEVATION WILL NEED TO BE ANALYZED FOR REQUIRED SOUND MITIGATION.

3 A3-201 ELEVATION - LOTTSFORD RD (ELEVATION B)
1" = 20'-0"
NOTE: PER THE NOISE STUDY THIS ELEVATION WILL NEED TO BE ANALYZED FOR REQUIRED SOUND MITIGATION.



5 A3-201 ELEVATION - LANDOVER RD (ELEVATION D)
1" = 20'-0"
NOTE: PER THE NOISE STUDY THIS ELEVATION WILL NEED TO BE ANALYZED FOR REQUIRED SOUND MITIGATION.

ELEVATIONS BUILDING KEY



MATERIAL KEY

FC01 - FIBER CEMENT PANEL, IRON GRAY
FC02 - FIBER CEMENT ARTISAN SIDING, RED BARN
FC03 - FIBER CEMENT LAP SIDING, BOOTHBAY BLUE
FC04 - FIBER CEMENT LAP SIDING, LIGHT MIST
FC05 - FIBER CEMENT LAP SIDING, WHITE
FC06 - FIBER CEMENT LAP SIDING, RED BARN
PC01 - PRECAST CONCRETE

SECTION 27-4204(F)(ii) BUILDING MASSING AND SCALE

IF THE STREET-FACING FACADE OF A BUILDING IS MORE THAN 60 FEET WIDE, THE PERCEIVED MASSING AND SCALE OF THE BUILDING SHALL BE REDUCED BY INCORPORATING AT LEAST 3 OF THE FOLLOWING DESIGN ELEMENTS TO CREATE DISTINCTIVE DIFFERENCES IN FACADE DESIGN OR COMPOSITION, SPACED NO MORE THAN 60 FEET APART:

(aa) DIFFERENCES IN ROOF FORM AND PARAPET HEIGHTS
(bb) RECESSES (AT LEAST ONE FOOT DEEP) AND/ OR PROJECTSIONS (NOT CREATED BY WINDOWS) IN THE WALL PLANE
(cc) DISTINCT CHANGES IN TEXTURE AND/ OR COLOR OF WALL SURFACES
(dd) PILASTERS THAT ARE AT LEAST 8 INCHES DEEP AND AT LEAST 8 INCHES WIDE, THAT HAVE A HEIGHT EQUAL TO AT LEAST 80 PERCENT OF THE FACADE'S HEIGHT
(ee) GROUND LEVEL ARCADES, AWNINGS, OR SIMILAR OVERHANGS
(ff) SECOND FLOOR GALLERIES/ BALCONIES
(gg) CORNICES
(hh) PROJECTED AND RECESSED ENTRIES
(ii) VERTICAL ACCENTS OR FOCAL POINTS

SECTION 27-6903(e) BUILDING FACADES

1. FACADES OF ALL BUILDINGS SUBJECT TO THESE STANDARDS THAT FACE A STREET SHALL INCOPORATE WALL OFFSETS, IN THE FORM OF PROJECTIONS OR RECESSES IN THE FACADE PLANE, SPACED NO MORE THAN 50 FEET APART, UNLESS THE APPLICANT PROVIDES A DESIGN OF SIMILAR OR SUPERIOR QUALITY.
2. WALL OFFSETS SHALL HAVE A MINIMUM DEPTH OF TWO FEET.
3. IN ADDITION TO WALL OFFSETS, STREET-FACING FACADES OF MULTIFAMILY, TOWNHOUSE, AND THREE-FAMILY BUILDINGS SHALL PROVIDE A MINIMUM OF THREE OF THE FOLLOWING DEISGN FEATURES FOR EACH RESIDENTIAL BUILDING FRONTING ONTO A PUBLIC STREET.
   - (A) ONE OR MORE DORMER WINDOWS OR CUPOLAS
   - (B) A RECESSED ENTRANCE
   - (C) A COVERED PORCH
   - (D) PILLARS, POSTS, OR COLUMNS NEXT TO THE DOORWAY
   - (E) ONE OR MORE BAY WINDOWS PROJECTING AT LEAST 12 INCHES FROM THE FACADE PLANE
   - (F) EAVES PROJECTING AT LEAST 6 INCHES FROM THE FACADE PLANE
   - ***(G) RAISED CORNICED PARAPETS OVER THE ENTRANCE DOOR***
   - ***(H) MULTIPLE WINDOWS WITH A MINIMUM FOUR INCH WIDE TRIM***
   - (I) INTEGRATED PLANTERS THAT INCORPORATE LANDSCAPED AREAS OR PLACES FOR SITTING
   - ***(J) ROOF FORM AND LINE CHANGES CONSISTNET WITH THE WALL OFFSETS.***

COURTYARD ELEVATIONS

9611 LOTTSFORD RD - UPPER MARLBORO, MD

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2 A3-202 ELEVATION - COURTYARD NORTH (ELEVATION J)
1" = 20'-0"

1 A3-202 ELEVATION - COURTYARD EAST (ELEVATION K)
1" = 20'-0"

3 A3-202 ELEVATION - COURTYARD SOUTH (ELEVATION L)
1" = 20'-0"

4 A3-202 ELEVATION - COURTYARD WEST (ELEVATION M)
1" = 20'-0"

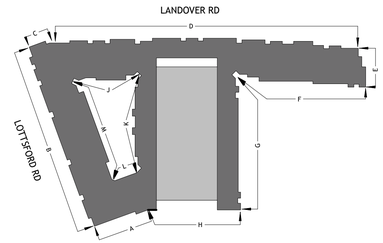
5 A3-202 LEVATION - OPEN COURTYARD WEST (ELEVATION G)
1" = 20'-0"

6 A3-202 ELEVATION - OPEN COURTYARD NORTH (ELEVATION F)
NOT TO SCALE

7 A3-202 ELEVATION - LANDOVER CORNER WEST (ELEVATION E)
1" = 20'-0"

NOTE: PER THE NOISE STUDY THIS ELEVATION WILL NEED TO BE ANALYZED FOR REQUIRED SOUND MITIGATION.

ELEVATIONS BUILDING KEY



MATERIAL KEY

FC01 - FIBER CEMENT PANEL, IRON GRAY
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FC04 - FIBER CEMENT LAP SIDING, LIGHT MIST
FC05 - FIBER CEMENT LAP SIDING, WHITE
FC06 - FIBER CEMENT LAP SIDING, RED BARN
PC01 - PRECAST CONCRETE

SECTION 27-4204(F)(ii) BUILDING MASSING AND SCALE

IF THE STREET-FACING FACADE OF A BUILDING IS MORE THAN 60 FEET WIDE, THE PERCEIVED MASSING AND SCALE OF THE BUILDING SHALL BE REDUCED BY INCORPORATING AT LEAST 3 OF THE FOLLOWING DESIGN ELEMENTS TO CREATE DISTINCTIVE DIFFERENCES IN FACADE DESIGN OR COMPOSITION, SPACED NO MORE THAN 60 FEET APART:

(aa) DIFFERENCES IN ROOF FORM AND PARAPET HEIGHTS
(bb) RECESSES (AT LEAST ONE FOOT DEEP) AND/ OR PROJECTSIONS (NOT CREATED BY WINDOWS) IN THE WALL PLANE
(cc) DISTINCT CHANGES IN TEXTURE AND/ OR COLOR OF WALL SURFACES
(dd) PILASTERS THAT ARE AT LEAST 8 INCHES DEEP AND AT LEAST 8 INCHES WIDE, THAT HAVE A HEIGHT EQUAL TO AT LEAST 80 PERCENT OF THE FACADE'S HEIGHT
(ee) GROUND LEVEL ARCADES, AWNINGS, OR SIMILAR OVERHANGS
(ff) SECOND FLOOR GALLERIES/ BALCONIES
(gg) CORNICES
(hh) PROJECTED AND RECESSED ENTRIES
(ii) VERTICAL ACCENTS OR FOCAL POINTS

SECTION 27-6903(e) BUILDING FACADES

1. FACADES OF ALL BUILDINGS SUBJECT TO THESE STANDARDS THAT FACE A STREET SHALL INCOPORATE WALL OFFSETS, IN THE FORM OF PROJECTIONS OR RECESSES IN THE FACADE PLANE, SPACED NO MORE THAN 50 FEET APART, UNLESS THE APPLICANT PROVIDES A DESIGN OF SIMILAR OR SUPERIOR QUALITY.
2. WALL OFFSETS SHALL HAVE A MINIMUM DEPTH OF TWO FEET.
3. IN ADDITION TO WALL OFFSETS, STREET-FACING FACADES OF MULTIFAMILY, TOWNHOUSE, AND THREE-FAMILY BUILDINGS SHALL PROVIDE A MINIMUM OF THREE OF THE FOLLOWING DEISGN FEATURES FOR EACH RESIDENTIAL BUILDING FRONTING ONTO A PUBLIC STREET.
   - (A) ONE OR MORE DORMER WINDOWS OR CUPOLAS
   - (B) A RECESSED ENTRANCE
   - (C) A COVERED PORCH
   - (D) PILLARS, POSTS, OR COLUMNS NEXT TO THE DOORWAY
   - (E) ONE OR MORE BAY WINDOWS PROJECTING AT LEAST 12 INCHES FROM THE FACADE PLANE
   - (F) EAVES PROJECTING AT LEAST 6 INCHES FROM THE FACADE PLANE
   - ***(G) RAISED CORNICED PARAPETS OVER THE ENTRANCE DOOR***
   - ***(H) MULTIPLE WINDOWS WITH A MINIMUM FOUR INCH WIDE TRIM***
   - (I) INTEGRATED PLANTERS THAT INCORPORATE LANDSCAPED AREAS OR PLACES FOR SITTING
   - ***(J) ROOF FORM AND LINE CHANGES CONSISTNET WITH THE WALL OFFSETS.***

A3-202

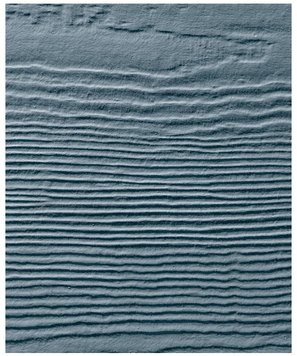
FINISH BOARD - RENDERINGS

9611 LOTTSFORD RD - UPPER MARLBORO, MD

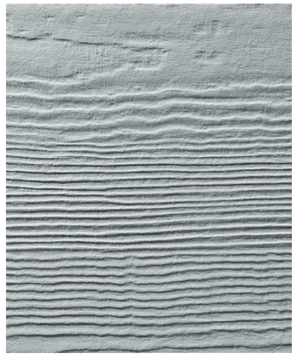
DET-2023-013

COUNTRY LANE RED -
FIBER CEMENT LAP SIDING
FIBER CEMENT ARTISAN SIDING

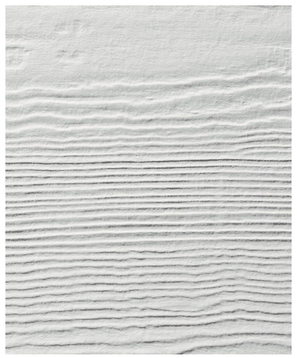
IRON GRAY -
FIBER CEMENT PANEL
FIBER CEMENT LAP SIDING



BOOTHBAY BLUE -
FIBER CEMENT LAP SIDING

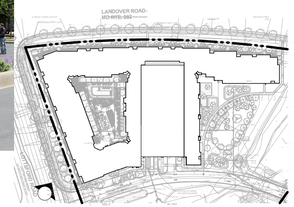


LIGHT MIST -
FIBER CEMENT LAP SIDING



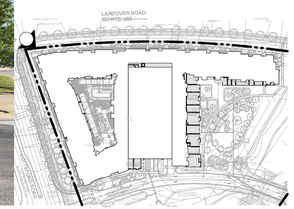
WHITE -
FIBER CEMENT LAP SIDING

LEASING ENTRY CORNER RENDERING



* SIGNAGE NAME "WOODMORE VISTA" IS SHOWN FOR
ILLUSTRATIVE PURPOSES ONLY AND IS SUBJECT TO CHANGE.

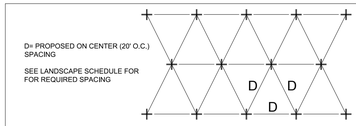
LANDOVER-LOTTSFORD CORNER RENDERING



A3-210

TREE CONSERVATION PLAN TYPE 2
TCP2-136-03-04
LARGO PARK LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM:60, GRID: F4



TYPICAL TRIANGULAR TREE SPACING & LAYOUT

REFORESTATION PLANTING DETAIL

NOT TO SCALE

TREE CONSERVATION PLAN NOTES:

1. THIS PLAN IS SUBMITTED TO FULFILL THE WOODLAND CONSERVATION REQUIREMENTS FOR PRELIMINARY PLAN PPS-2023-013 & ADQ-2023-050. IF PRELIMINARY PLAN PPS-2023-013 & ADQ-2023-050 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. THE PROPERTY IS WITHIN THE DEVELOPING TIER AND IS ZONED RTO-H-E.
7. THE PROPERTY IS ADJACENT TO LANDOVER ROAD WHICH IS A DESIGNATED HISTORIC ROADWAY.
8. THE PROPERTY IS ADJACENT TO LOTTSFORD RD WHICH IS CLASSIFIED AS A MINOR ARTERIAL ROADWAY.
9. THIS PLAN IS NOT GRANDFATHERED BY CB-77-2024, SECTION 25-119(g)
10. 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.
11. TREE AND WOODLAND CONSERVATION METHODS SUCH AS ROOT PRUNING SHALL BE CONDUCTED AS NOTED ON THIS PLAN.
12. 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.
13. 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.
14. 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
15. 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.
16. 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.
17. 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.
18. 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.
    a. 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.
    b. 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.
    c. 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.

PLANTING SPECIFICATION NOTES:

1. QUANTITY: (SEE PLANT SCHEDULE)
2. TYPE: (SEE PLANT SCHEDULE)
3. PLANT QUALITY STANDARDS: THE PLANTS SELECTED SHALL BE HEALTHY AND STURDY REPRESENTATIVES OF THEIR SPECIES. SEEDLINGS SHALL HAVE A MINIMUM TOP GROWTH OF 18". THE DIAMETER OF THE ROOT COLLAR (THE PART OF THE ROOT JUST BELOW GROUND LEVEL) SHALL BE AT LEAST 3/8". THE ROOTS SHALL BE WELL DEVELOPED AND AT LEAST 8" LONG, NO MORE THAN TWENTY –FIVE PERCENT (25%) OF THE ROOT SYSTEM (BOTH PRIMARY AND AUXILIARY/FIBROUS ROOTS SHALL BE PRESENT.
    a. PLANTS THAT DO NOT HAVE AN ABUNDANCE OF WELL DEVELOPED TERMINAL BUDS ON THE LEADERS AND BRANCHES SHALL BE REJECTED.
    b. PLANTS SHALL BE SHIPPED BY THE NURSERY IMMEDIATELY AFTER LIFTING FROM THE FIELD OR REMOVAL FROM THE GREEN HOUSE, AND PLANTED IMMEDIATELY UPON RECEIPT BY THE LANDSCAPE CONTRACTOR.
    c. IF THE PLANTS CANNOT BE PLANTED IMMEDIATELY AFTER DELIVERY TO THE REFORESTATION SITE, THEY SHALL BE STORED IN THE SHADE WITH THEIR ROOT MASSES PROTECTED FROM DIRECT EXPOSURE TO SUN AND WIND BY THE USE OF STRAW. PEAT MOSS, COMPOST, OR OTHER SUITABLE MATERIAL AND SHALL BE MAINTAINED THROUGH PERIODIC WATERING, UNTIL THE TIME OF PLANTING.
4. PLANT HANDLING: THE QUANTITY OF SEEDLINGS TAKEN TO THE FIELD SHALL NOT EXCEED THE QUANTITY THAT CAN BE PLANTED IN A DAY. SEEDLINGS, ONCE REMOVED FROM THE NURSERY OR TEMPORARY STORAGE AREA SHALL BE PLANTED IMMEDIATELY.
5. TIMING OF PLANTING: THE BEST TIME TO PLANT SEEDLINGS IS WHILE THEY ARE DORMANT, PRIOR TO SPRING BUDDING. THE MOST SUITABLE MONTHS FOR PLANTING ARE MARCH AND APRIL, WHEN THE SOIL IS MOIST, BUT MAY BE PLANTED FROM MARCH THROUGH NOVEMBER. NO PLANTING SHALL BE DONE WHILE GROUND IS FROZEN. PLANTING SHALL OCCUR WITHIN ONE GROWING SEASON OF THE ISSUANCE OF GRADING /BUILDING PERMITS AND/OR REACHING THE FINAL GRADES AND STABILIZATION OF PLANTING AREAS.
6. SEEDLING PLANTING: TREE SEEDLINGS SHALL BE HAND PLANTED USING A DIBBLE BAR OR SHARP-SHOOTER SHOVEL. IT IS IMPORTANT THAT THE SEEDLING BE PLACED IN THE HOLE SO THAT THE ROOTS CAN SPREAD OUT NATURALLY; THEY SHOULD NOT BE TWISTED, BALLED UP OR BENT. MOIST SOIL SHOULD THEN BE PACKED FIRMLY AROUND THE ROOTS. SEEDLINGS SHOULD BE PLANTED AT A DEPTH WHERE THEIR ROOTS LIE JUST BELOW THE GROUND SURFACE. AIR POCKETS SHOULD NOT BE LEFT AFTER CLOSING THE HOLE WHICH WOULD ALLOW THE ROOTS TO DRY OUT. SEE PLANTING DETAILS FOR FURTHER EXPLANATION. IF THE CONTRACTOR WISHES TO PLANT BY ANOTHER METHOD, THE PREPARER OF THIS TREE CONSERVATION PLAN MUST BE CONTACTED AND GIVE HIS APPROVAL BEFORE PLANTING MAY BEGIN.
7. SPACING: SEE PLANT SCHEDULE AND/OR PLANTING PLAN FOR SPACING REQUIREMENTS. ALSO REFER TO THE PLANTING LAYOUT DETAIL FOR A DESCRIPTION OF THE GENERAL PLANTING THEORY.
8. SOIL: UPON THE COMPLETION OF ALL GRADING OPERATIONS, A SOIL TEST SHALL BE CONDUCTED TO DETERMINE WHAT SOIL PREPARATION AND SOIL AMENDMENTS, IF ANY, ARE NECESSARY TO CREATE GOOD TREE GROWING CONDITIONS. SOIL SAMPLES SHALL BE TAKEN AT A RATE THAT PROVIDES ONE SOIL SAMPLE FOR EACH AREA THAT APPEARS TO HAVE A DIFFERENT SOIL TYPE (IF THE ENTIRE AREA APPEARS UNIFORM, THEN ONLY ONE SAMPLE IS NECESSARY), AND SUBMITTED FOR TESTING TO A PRIVATE COMPANY. THE COMPANY OF CHOICE SHALL MAKE RECOMMENDATIONS FOR IMPROVING THE EXISTING SOIL. THE SOIL WILL BE TESTED AND RECOMMENDED FOR CORRECTIONS OF SOIL TEXTURE, PH, MAGNESIUM, PHOSPHORUS, POTASSIUM, CALCIUM AND ORGANIC MATTER.
9. SOIL IMPROVEMENT MEASURES: THE SOIL SHALL THEN BE IMPROVED ACCORDING TO THE RECOMMENDATIONS MADE BY THE TESTING COMPANY.
10. FENCING AND SIGNAGE: FINAL PROTECTIVE FENCING SHALL BE PLACED ON THE VISIBLE AND/OR DEVELOPMENT SIDE OF PLANTING AREAS. THE FINAL PROTECTIVE FENCE SHALL BE INSTALLED UPON COMPLETION OF PLANTING OPERATIONS UNLESS IT WAS INSTALLED DURING THE INITIAL STAGES OF DEVELOPMENT. SIGNS SHALL BE POSTED PER THE SIGNAGE DETAIL ON THIS SHEET.
11. PLANTING METHOD: CONSULT THE PLANTING DETAIL(S) SHOWN ON THIS PLAN.
12. MULCHING: APPLY TWO-INCH THICK LAYER OF WOODCHIP OR SHREDDED HARDWOOD MULCH (AS NOTED) TO EACH PLATING SITE (SEE DETAIL SHOWN ON THIS PLAN).
13. GROUNDCOVER ESTABLISHMENT: THE REMAINING DISTURBED AREA BETWEEN SEEDLING PLANTING SITES SHALL BE SEEDED AND STABILIZED WITH WHITE CLOVER SEED AT THE RATE OF 5 LBS/ACRE.
14. MOWING: NO MOWING SHALL BE ALLOWED IN ANY PLANTING AREA.
15. SURVIVAL CHECK FOR BOND RELEASE: THE SEEDLING PLANTING IS TO BE CHECKED AT THE END OF EACH YEAR FOR FOUR YEARS TO ASSURE THAT NO LESS THAN 75% OF THE ORIGINAL PLANTED QUANTITY SURVIVES. IF THE MINIMUM NUMBER HAS NOT BEEN PROVIDED THE AREA MUST BE SUPPLEMENTED WITH ADDITIONAL SEEDLINGS TO REACH THE REQUIRED NUMBER AT TIME OF PLANTING.
16. SOURCE OF SEEDLINGS: ASPEN LANDSCAPE CONTRACTORS, 15710 NEW HAMPSHIRE AVE, SILVER SPRING, MD 20905 - (301) 384-4800

POST DEVELOPMENT NOTES:

1. IF THE DEVELOPER OR BUILDER NO LONGER HAS AN INTEREST IN THE PROPERTY AND THE NEW OWNER DESIRES TO REMOVE A HAZARDOUS TREE OR PORTION THEREOF, THE NEW OWNER SHALL OBTAIN A WRITTEN STATEMENT FROM A CERTIFIED ARBORIST OR LICENSED TREE EXPERT IDENTIFYING THE HAZARDOUS CONDITION AND THE PROPOSED CORRECTIVE MEASURES PRIOR TO HAVING THE WORK CONDUCTED. AFTER PROPER DOCUMENTATION HAS BEEN COMPLETED PER THE HANDOUT "GUIDANCE FOR PRINCE GEORGE'S COUNTY PROPERTY OWNERS, PRESERVATION OF WOODLAND CONSERVATION AREAS", THE ARBORIST OR TREE EXPERT MAY THEN REMOVE THE TREE. THE STUMP SHALL BE CUT AS CLOSE TO THE GROUND AS POSSIBLE AND LEFT IN PLACE. THE REMOVAL OR GRINDING OF THE STUMPS IN THE WOODLAND CONSERVATION AREA IS NOT PERMITTED.
    a. 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.
    b. 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.
2. THE REMOVAL OF NOXIOUS, INVASIVE, AND NON-NATIVE PLANT SPECIES FROM ANY WOODLAND PRESERVATION AREA SHALL BE DONE WITH THE USE OF HAND-HELD EQUIPMENT ONLY (PRUNERS OR A CHAINSAW). THESE PLANTS MAY BE CUT NEAR THE GROUND AND 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.
3. 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.
4. THE USE OF CHAINSAWS IS EXTREMELY DANGEROUS AND SHOULD NOT BE CONDUCTED WITH POORLY MAINTAINED EQUIPMENT, WITHOUT SAFETY EQUIPMENT, OR BY INDIVIDUALS NOT TRAINED IN THE USE OF THIS EQUIPMENT FOR THE PRUNING AND/OR CUTTING OF TREES.

SHEET INDEX

SHEET TITLE	SHEET NUMBER
COVER SHEET	1
SITE DEVELOPMENT CONCEPT PLAN	2

MAPPED SOIL TYPES

SOIL TYPE	SOIL DESCRIPTION	HYDROLOGIC SOIL GROUP	K-FACTOR (WHOLE SOIL)	HYDRIC RATING	DRAINAGE CLASS
CnB	COLLINGTON-WIST COMPLEX, 2 TO 5 PERCENT SLOPES	B	0.17	NOT HYDRIC	WELL DRAINED
CnC	COLLINGTON-WIST COMPLEX, 5 TO 10 PERCENT SLOPES	B	0.17	NOT HYDRIC	WELL DRAINED
UdaF	UDORTHERNTS, HIGHWAY, 0 TO 65 PERCENT SLOPES	--	--	NOT HYDRIC	WELL DRAINED
UrdB	URBAN LAND-COLLINGTON-WIST COMPLEX, 0 TO 5 PERCENT SLOPES	D	--	NOT HYDRIC	WELL DRAINED
WE	WIDEWATER AND ISSUE SOILS, FREQUENTLY FLOODED	C/D	0.37	HYDRIC	POORLY DRAINED/SOME WHAT POORLY DRAINED

SPECIMEN TREE TABLE

No.	Common Name	Scientific Name	DBH (inches)	Condition Score	Condition Rating	Comments	TREES TO BE REMOVED [1]
69	Red Maple	*Acer rubrum*	33	56.25	Poor	cavity in trunk, large leaning leader, split at base, vine cover	
70	Tulip Poplar	*Liriodendron tulipifera*	30	72	Fair	larger leader split at base	
71	Red Maple	*Acer rubrum*	30	84	Good		
72	Mockernut Hickory	*Carya tomentosa*	38	84	Good	declining health	*
73	American Beech	*Fagus grandifolia*	32	87.5	Good		*
74	Black Gum	*Nyssa sylvatica*	30	47	Poor	severe dieback	*
75	Pin Oak	*Quercus palustris*	32	81	Good		
76	Pin Oak	*Quercus palustris*	32	88	Good	small deadwood	

LOCATION MAP

SCALE: 1" = 2000'

Standard Woodland Conservation Worksheet for Prince George's County
CB-20-2024 and CB-22-2024 (Effective July 1, 2024)

SECTION I-Establishing Site Information- (Enter acres for each zone)				
1) Zone (s)	RTO-H			
2) Gross Tract:	9.15			
3) Floodplain:	2.10	0.00		
4) Previously Dedicated Land:	0.00			Total Net Tract Area:
5) Net Tract (NTA):	7.05	0.00	0.00	7.05

6) TCP Number	TCP2-136-03-04		Revision #	0
7) Property Description or Subdivision Name:				
8) Location/Address of Project				
9) Is this a Stream Restoration Project? (Y/N)	N			
10) Plan 2036 Transit-oriented Center (T-O-C)? (Y/N)	N			
11) Priority Funding Area (PFA)? (Y/N)	Y			
12) Is any portion of the property in a WC Bank? (Y/N)	N			
13) Is the net tract area 5.00 acres or greater, and clearing 75% or more of existing woodlands is proposed? (Y/N)	N			

SECTION II-Determining Requirements (Enter acres for each corresponding column)	Column A WCT-NFT %	Column B Net Tract	Column C Floodplain	Column D Off-Site	Column E Total
14) Existing Woodland outside of T-O-C		0.00	0.00	0.00	0.00
15) Existing Woodland inside of T-O-C (if applicable)		1.25	1.99	0.00	3.24
16) Total Existing Woodland		1.25	1.99	0.00	3.24
17) Woodland Conservation Threshold (WCT)=	15.00%	1.06			
18) Smaller of 16 and 17		1.06			
19) Woodland Cleared outside of T-O-C		0.00	0.00	0.00	0.00
20) Woodland Cleared within the T-O-C (if applicable)		0.00	0.00	0.00	0.00
21) Replacement Required (1:1 Outside T-O-C, 0.25:1 Inside T-O-C)		0.00	0.00	0.00	0.00
22) Afforestation Threshold (AFT) =	15.00%	0.00			
23) Off-site WCA (preservation) being provided on this property		0.00			
24) Off-site WCA (afforestation) being provided on this property		0.00			
25) **Woodland Conservation Requirement**		**1.06**	acres		

SECTION III-Meeting the Requirements (Enter acres for each corresponding column)					
26) On-site Woodland Preservation		0.58			
27) Adjusted Stream Buffer Afforestation (calculated below)		0.44		Bond amount:	
28) On-site Afforestation / Reforestation		0.48		**$12,022.56**	
29) On-site Natural Regeneration		0.00			
30) Specimen/Historic Tree Credit (Unimpacted CRZ area * 1.0)		0.00			
31) Off-site WCA (preservation) provided on this property		0.00			
32) Off-site WCA (afforestation) provided on this property		0.00			
33) Forest Enhancement Credit (Credit 50% of area provided)	0.00	0.00			
34) On-site Landscaping		0.00			
35) Street Tree Credit (Existing or 10-year canopy coverage)		0.00			
36) Off-site Woodland Conservation Credits Required		0.00		Fee amount:	
37) Area provided in fee-in-lieu (One acre or less, unless in a T-O-C)		0.00		**$0.00**	
38) **Woodland Conservation Provided**		**1.50**	acres		

39) Area of woodland not cleared	1.25	acres
40) Net tract woodland retained not part of requirements:	0.67	acres
41) 100-year floodplain woodland retained	1.99	acres
42) On-site woodland conservation provided	1.50	acres
43) On-site woodland conservation alternatives provided	0.00	acres
44) On-site woodland retained not credited	2.66	acres
45) Off-site WC credits advised in preservation (Up to 60% of Replacement Required per Line 23)	0.63	acres

Regulated Stream Buffer (RSB) Afforestation Requirement		
46) On-site regulated stream buffer (RSB) area (See NRI Site Statistics Table)	2.72	acres
47) On-site unforested RSB area(See NRI Site Statistics Table)	0.44	acres
48) Has the applicant demonstrated why full buffer afforestation cannot be provided? (See required SOJ)		(Y/N)
49) Acreage granted to RSB Afforestation Requirement based on SOJ?	0.00	acres
50) **Adjusted Regulated Stream Buffer Afforestation Required**	0.44	acres
51) Does on-site WC afforestation/reforestation satisfy the adjusted RSB requirement?		(Y/N)
52) Additional on-site afforestation/reforestation required (not credited as on-site WC)	0.00	acres

07/18/2025
Prepared by — Signed — Date

TCP Number	TCP2-136-03-04	Revision #	1
Property Description or Subdivision Name:	Largo Park Lot 6		
Location/Address of Project	9611 LOTTSFORD ROAD, PRINCE GEORGE'S COUNTY		

Number of Specimen Trees to be removed	3
Total area of DBH being removed	100 inches
Replacement Requirement (DBH)	**25 inches**

Proposed replacement (number of trees)

1 to 1 1/2 Inch Caliper	0
1 1/2 to 2 1/2 Inch Caliper	0
Greater than 2 1/2 Inch Caliper	9

Proposed fee-in-lieu	**-$500.00**

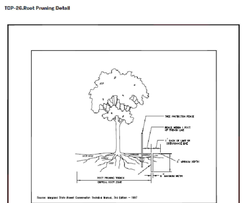
(assessed at $250/inch diameter of replacement requirement)

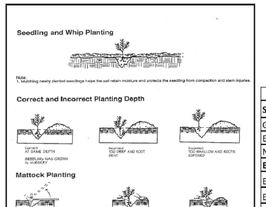
I/ We LOT 5B, LLC does hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.
Owner or Owners Representative — 7/15/25 Date

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.
N/A
Contract Purchaser — Date

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPROVAL
TCP2-136-03-04

	Approved by	Date	DRD #	Reason for Revision
00	*J. MARKOVICH*	8/25/2003		
01	*J. MARKOVICH*	3/15/2004		
02	K. Finch	7/30/2005		
03	K. Finch	3/26/2007		





[1]Table B-1. Natural Resources Inventory Statistics Table		
Site or Project Statistics	**Total[1]**	
Gross tract or project area (LOD)	9.15	
Existing 100-year floodplain	2.10	
Net tract or project area	7.05	
Existing woodland [2] in net tract or project area	1.25	
Existing woodland [2] in the floodplain	1.99	
Existing woodland [2] total	3.24	
Delineated Primary Management Area (PMA)	2.75	
Primary Buffer (CBCA only)		
Secondary Buffer (CBCA only)		
Regulated Stream Buffers in Transit-Oriented Centers (T-O-C) 3		
Regulated Streams (linear feet of centerline)	1019.00	
Regulated Stream Buffer (75-feet-wide)	2.72	
Unforested Regulated Stream Buffer	0.44	
Regulated Stream Buffers not in Transit-Oriented Centers (T-O-C) 3		
Regulated Streams (linear feet of centerline)	0	l.f.
Regulated Stream Buffer (100-feet-wide)		
Unforested Regulated Stream Buffer		

OWNER
LOT 5B, LLC
1300 MERCANTILE LANE,
SUITE 130
LARGO, MD 20774

DEVELOPER/APPLICANT
LOT 5B, LLC
1300 MERCANTILE LANE, SUITE 130
LARGO, MD 20774
CONTACT: GARY RENTSCH
EMAIL: GRENTSCH@KDCLARGO.COM
PHONE: (301) 674-3210

PREPARED BY

BOHLER

CONTACT: ERIC R. McWILLIAMS P.L.A.

Afforestation and Reforestation Notes

a. All afforestation and reforestation bonds, based on square footage, shall be posted with the county prior to the issuance of any permits. These bonds will be retained as surety until all required activities have been satisfied or the required timeframe for maintenance has passed,whichever is longer.

b. The planting of afforestation or reforestation areas shall be completed prior to the issuance of the first building permit. (This standard note may be modified as necessary to address which building permits are adjacent to the proposed planting area.) Seedling planting is to occur from November through May only. No planting shall be done while ground is frozen. Planting with larger caliper stock or containerized stock may be done at any time provided a detailed maintenance schedule is provided.

c. If planting cannot occur due to planting conditions, the developer or property owner shall install the fencing and signage in accordance with the approved Type 2 Tree Conservation Plan. Planting shall then be accomplished during the next planting season. If planting is delayed beyond the transfer of the property title to the landowner, the developer or builder shall obtain a signed statement from the purchaser indicating that they understand that the reforestation area is located on their property and that reforestation will occur during the next planting season. A copy of that document shall be presented to the Grading Inspector and the county.

d. Reforestation areas shall not be mowed. The management of competing vegetation around individual trees and the removal of noxious, invasive, and non-native vegetation within the reforestation areas is acceptable.

e. All required temporary tree protection fencing shall be installed prior to the clearing and grading of the site and shall remain in place until the permanent tree protection fencing is installed with the required planting. The temporary fencing is not required to be installed if the permanent fencing is installed prior to clearing and grading of the site. Failure to install and maintain temporary or permanent tree protective fencing is a violation of this TCP2.

f. Afforestation/reforestation areas shall be posted with notification signage, as shown on the plans, at the same time as the permanent protection fencing installation. These signs shall remain in perpetuity.

g. The county inspector shall be notified prior to soil preparation or initiation of any tree planting on this site.

h. At time of issuance of the first permit, the following information shall be submitted to the M-NCPPC Planning Department regarding the contractor responsible for implementation of this plan: contractor name; business name (if different); address; and phone number. Results of annual survival checks for each of the required four years after tree planting shall be reported to the M-NCPPC, Planning Department.

i. Failure to establish the afforestation or reforestation within the prescribed time frame will result in the forfeiture of the reforestation bond and/or a violation of this plan including the associated $9.00 per square foot penalty unless the county inspector approves a written extension.

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL SERVICES
PERMITTING SERVICES
TRANSPORTATION SERVICES
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REVISIONS

REV	DATE	COMMENT	DRAWN BY CHECKED BY

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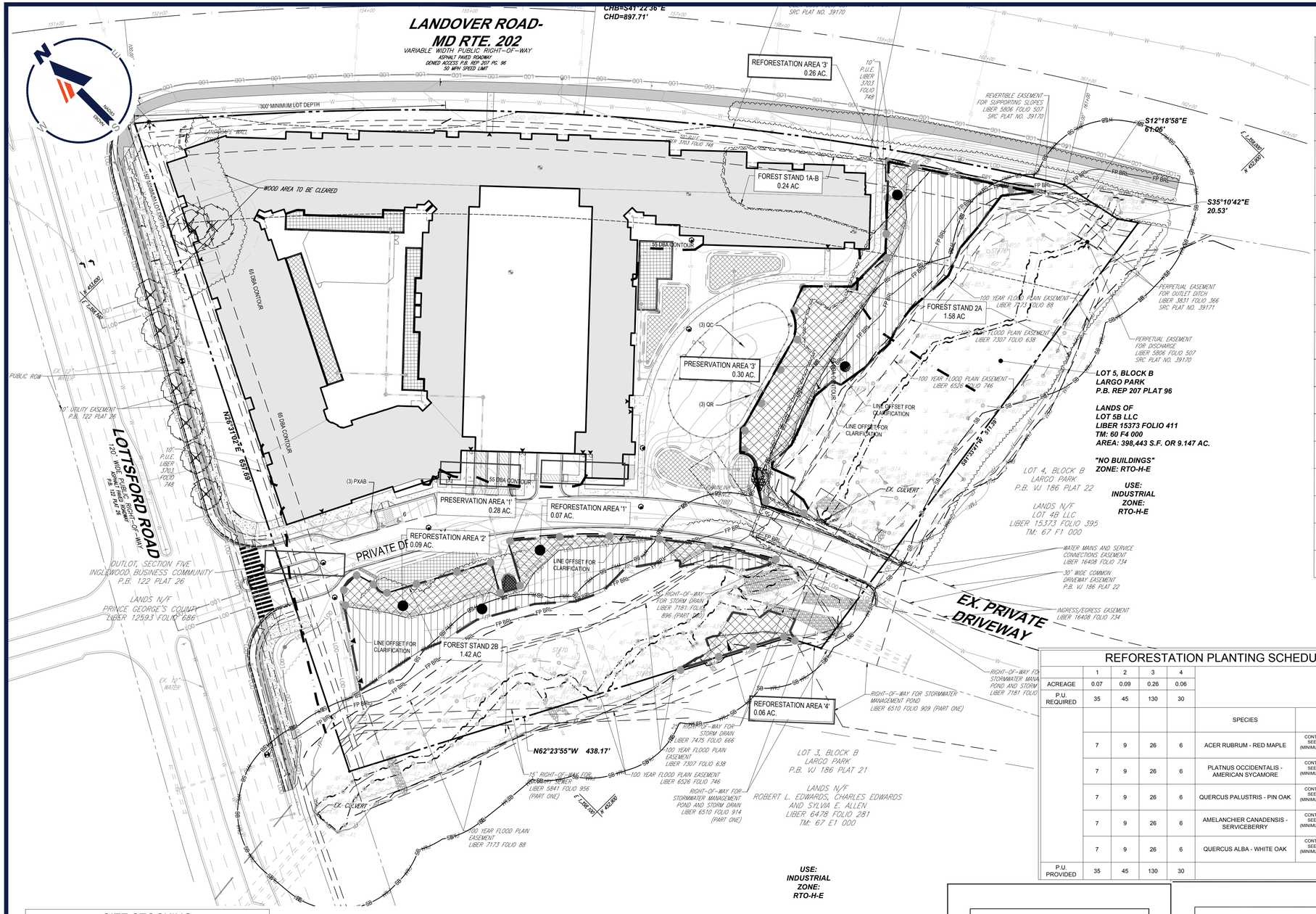
PROJECT No.:	MDB220104
DRAWN BY:	BSA
CHECKED BY:	EM
DATE:	09/25/2024
CAD I.D.:	CNDS - 0

PROJECT:
TREE CONSERVATION PLAN TYPE 2
FOR
LARGO PARK LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COU



LEGEND

LIMIT OF DISTURBANCE	LOD LOD
SAWCUT	
PROPERTY BOUNDARY	
EXISTING TREE LINE	
EXISTING CONTOUR	174
SOIL BOUNDARY AND TYPE	Un / Mw
WATERS OF THE U.S. LIMITS (PERENNIAL STREAM)	
PRIMARY MANAGEMENT AREA (PMA)	PMA PMA
APPROXIMATE 125-FOOT TIER II BUFFER	TIER II
FLOODPLAIN BUILDING RESTRICTION LINE	FP BR
100 YEAR FLOODPLAIN LINE	FP FP
ENVIRONMENTAL BUILDING RESTRICTION LINE	
STEEP SLOPES > 15	
WOODLAND REFORESTATION / AFORESTATION AREA	
WOODLAND PRESERVATION AREA	
WOODLAND PRESERVATION SIGNAGE	▲ (PERMANENT)
REFORESTATION SIGNAGE	●
TREE PROTECTION FENCE	TPF TPF
TREE PROTECTION FENCE (PERMANENT)	PPF PPF
TCP EASEMENT LINE	

REFORESTATION PLANTING SCHEDULE

	1	2	3	4			
ACREAGE	0.07	0.09	0.26	0.06			
P.U. REQUIRED	35	45	130	30			
					SPECIES	SIZE	SPACING
	7	9	26	6	ACER RUBRUM - RED MAPLE	CONTAINER GROWN SEEDLING TUBES (MINIMUM CAVITY WIDTH 1.5")	10' O.C.
	7	9	26	6	PLATNUS OCCIDENTALIS - AMERICAN SYCAMORE	CONTAINER GROWN SEEDLING TUBES (MINIMUM CAVITY WIDTH 1.5")	10' O.C.
	7	9	26	6	QUERCUS PALUSTRIS - PIN OAK	CONTAINER GROWN SEEDLING TUBES (MINIMUM CAVITY WIDTH 1.5")	10' O.C.
	7	9	26	6	AMELANCHIER CANADENSIS - SERVICEBERRY	CONTAINER GROWN SEEDLING TUBES (MINIMUM CAVITY WIDTH 1.5")	10' O.C.
	7	9	26	6	QUERCUS ALBA - WHITE OAK	CONTAINER GROWN SEEDLING TUBES (MINIMUM CAVITY WIDTH 1.5")	10' O.C.
P.U. PROVIDED	35	45	130	30		TOTAL PLANTINGS	

SITE STOCKING

SIZE	REQUIRED PER ACRE	APPROXIMATE SPACING	SURVIVABILITY REQUIREMENT AT THE END OF THE GROWING SEASON	
BARE ROOT SEEDLINGS OR WHIPS	700	8 X 8	75%	525
CONTAINER GROWN SEEDLING TUBES (MINIMUM CAVITY WIDTH 1.5")	500	10 X 10	75%	375
CONTAINER GROWN 1,2,3 GALLON	400	12 X 12	75%	300
CONTAINER GROWN 5,7,GALLON OR 1" CAL. B & B.	300	15 X 15	85%	255
CONTAINER GROWN 15, 25 GALLON OR 1.5 - 2" CAL. B & B	150	20 X 20	100%	150

1. THESE SITE STOCKING AND SURVIVAL REQUIREMENTS ARE THE MINIMUM NUMBERS ESTIMATED TO MEET THE DEFINITION OF FOREST AND BARE LAND.
2. IN CERTAIN CIRCUMSTANCES ANY COMBINATION OF THE ABOVE MENTIONED STOCKING OPTIONS, DRY SEEDING, TREE SHELTERS, TRANSPLANTS, AND OR NATURAL REGENERATION MAY BE APPROPRIATE STRATEGIES TO FULFIL THE REQUIREMENTS OF AN APPROVED FCD. THEY WILL BE EVALUATED ON A CASE BY CASE BASIS BY THE APPROVING AUTHORITY.
3. SPACING DOES NOT IMPLY THAT THE TREES OR SHRUBS MUST BE PLANTED IN A GRID PATTERN.

Four-Year Management Plan for Afforestion Areas

Field check the reforestation area according to the following schedule:

Year 1: Site preparation and Tree Planting
Survival check once annually (September-November) see Note 1)
Watering is needed (2 x month)
Control of undesirable vegetation as needed (1 x in June and 1 x in September min.)

Year 2-3: Reinforcement planting is needed (See Note 2)
Survival check once annually (September-November)
Control of undesirable vegetation if needed (1 x in May and 1 x in August min.)

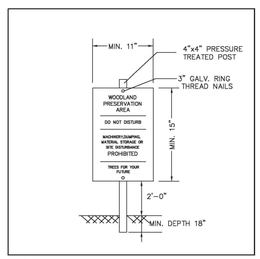
Year 4: Reinforcement planting if needed. (See Note 2)
Survival check (September –November)

1. Survival Check: Check planted stock against plant list (or as- built) by walking the site and taking inventory. Plants must show vitality. Submit field data forms (Condition Check Sheets) to owner after each inspection. Remove all dead plants.
2. Reinforcement Planting: Replace dead or missing plants in sufficient quantity to bring the total number of live plants to at least 75% of the number originally planted. If a particular species suffers unusually high mortality, replace with an alternative plant type.
3. Miscellaneous: Fertilization or watering during years 1 through 3 will be done on an as needed basis. Special return operations or recommendations will be conducted on an as needed basis.

SPECIMEN TREE MITIGATION PLANT SCHEDULE

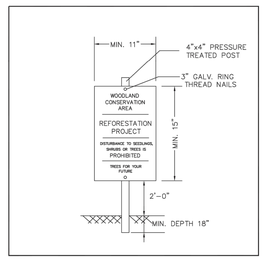
SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
CANOPY TREES						
	PXAB	3	PLATANUS X ACERIFOLIA	LONDON PLANE TREE	2.5"-3" CAL.	B&B
	QC	3	QUERCUS COCCINEA	SCARLET OAK	2.5"-3" CAL.	B&B
	QR	3	QUERCUS RUBRA	RED OAK	2.5"-3" CAL.	B&B

NOTE: TREES SHOWN ARE ALSO SHOWN ON LANDSCAPE PLAN



NOTES:
1. ATTACHMENT OF SIGNS TO TREES IS PROHIBITED.
2. SIGNS SHOULD BE PROPERLY MAINTAINED.
3. AVOID INJURY TO ROOTS WHEN PLACING POSTS FOR THE SIGNS.
4. SIGNS SHOULD BE POSTED TO BE VISIBLE TO ALL CONSTRUCTION PERSONNEL FROM ALL DIRECTIONS.
5. SIGNS SHOULD BE INSTALLED AT SAME TIME AS TREE PROTECTION DEVICE.
6. LOCATE SIGNS APPROXIMATELY EVERY 50 FEET ALONG FENCING.
7. SIGNS SHOULD BE IN PLACE IMMEDIATELY FOLLOWING STAKE OUT OF L.O.D., AND REMAIN IN PLACE IN PERPETUITY.

WOODLAND PRESERVATION AREA SIGN



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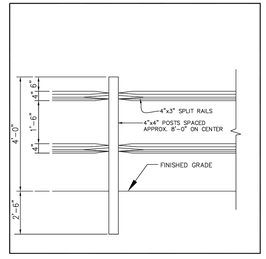
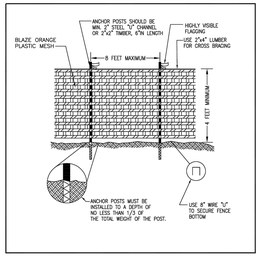
REFORESTATION AREA SIGN



NOTES:
1. POSTS SHALL STAND PLUMB.
2. RAILS SHALL BE HUNG WITH UNIFORM HEIGHT AND SPACING.
3. REFORESTATION SIGNS TO BE ATTACHED TO WOOD POSTS EVERY 50 FEET..
4. TOP OF SIGN TO BE FLUSH WITH TOP OF WOOD POST.
5. SIGNS TO BE ATTACHED USING 2 GALVANIZED WOOD SCREWS EACH WITH A GALVANIZED WASHER.

PERMANENT (SPLIT RAIL)TREE PROTECTION FENCE FOR REFORESTATION AREAS



NOTES: (MUST BE INCLUDED WITH DETAIL)
1. FOREST PROTECTION DEVICE ONLY.
2. RETENTION AREA WILL BE SET AS PART OF THE REVIEW PROCESS.
3. BOUNDARIES OF RETENTION AREA SHOULD BE STAKED AND FLAGGED PRIOR TO INSTALLING DEVICES.
4. AVOID ROOT DAMAGE WHEN PLACING ANCHOR POSTS.
5. DEVICE SHOULD BE PROPERLY MAINTAINED DURING CONSTRUCTION
6. PROTECTIVE SIGNAGE IS ALSO REQUIRED.

TYPE 1 (TEMPORARY) TREE PROTECTION FENCE DETAIL FOR WOODLAND PRESERVATION AREAS

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PROJECT No.:	MDB220104
DRAWN BY:	BSA
CHECKED BY:	EM
DATE:	09/25/2024
CAD I.D.:	SWCP-0

PROJECT:

TREE CONSERVATION PLAN TYPE 2

FOR

LARGO PARK
LOT 6

LOCATION OF SITE
9611 LOTTSFORD ROAD,
PRINCE GEORGE'S COUNTY
UPPER MARLBORO, MD 20774
13TH ELECTION DISTRICT
TM: 60, GRID: F4

BOHLER
901 DULANEY VALLEY ROAD, SUITE 801
TOWSON, MARYLAND 21204
Phone: (410) 821-7900
Fax: (410) 821-7987
MD@BohlerEng.com

E.R. McWILLIAMS
07/18/2025
REGISTERED LANDSCAPE ARCHITECT
MARYLAND LICENSE NO. 3697
CERTIFICATE OF PROFESSIONAL CERTIFICATION
I, ERIC R. McWILLIAMS, 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 NO. 3697, EXPIRATION DATE: 8/20/26

SHEET TITLE:

TREE CONSERVATION PLAN 2

SHEET NUMBER: 2

ORG. DATE - 09/14/2023

Jul 18, 2025
H:\2022\MDB220104 09\CAD\DRAWINGS\PLAN SETS\TCP2\MDB220104_TCP2_3---LAYOUT SWCP-2
BSA

Additional Back-up

For

DET-2023-013 & MJD-2024-004 Largo Park Lot 6

PROJECT TEAM

CRIZZI@BOHLERENG.COM

Christopher Rizzi, PLA

Associate

Chris serves as an Associate in Bohler's Bowie, Maryland office. He is responsible for managing daily operations, and project management and design for a range of commercial, residential, mixed-use and industrial developments. Chris has over 35 years of academic and development experience in site feasibility analysis/due diligence, zoning/subdivision code interpretation, planning and site layout, vehicular circulation, landscaping design, site grading, road design and implementation.

Additional areas of land development experience include regulatory permitting and procurement, and the coordination and approvals for over 500 projects throughout the state of Maryland. His land use application and construction permit approval experience ranges from rezoning cases to Special Exception applications, Alternative Compliance, Site Plan and subdivision, as well as site and building permit and bond release stages.

EDUCATION

B.S. Landscape Architecture
Pennsylvania State University

PROFESSIONAL LICENSES

MD PLA #3066

PROFESSIONAL AFFILIATIONS

ASLA
Urban Land Institute
NAIOP
Maryland Building Industry Association
Bowie Chamber of Commerce
Bowie Economic Development Council
Prince George's County Chamber of Commerce

RELEVANT EXPERIENCE

+ National Capital Business Park, Upper Marlboro, MD
+ Melford Town Center, Mixed-Use Development, Bowie, MD
+ Beechtree, Residential Development, Upper Marlboro, MD
+ Saddlebrook, Residential Development, Bowie, MD
+ Thrive Senior Living, Bowie, MD
+ Northridge, Residential Development, Bowie, MD
+ Locust Hill, Residential Development, Bowie, MD
+ Willowbrook, Residential Development, Bowie, MD
+ MetroPlace at Town Center, Mixed-Use Development, Camp Springs, MD
+ Matan Warehouse Development, Prince George's County, MD
+ FutureCare Health and Management, Landover, MD
+ CMIT Public Charter School, Upper Marlboro, MD
+ Bishop McNamara High School, Forestville, MD
+ Monarch at Waugh Chapel, Gambrills, MD
+ Chesapeake Math and IT Academy High School, Laurel, MD
+ Holy Trinity Day School, Glenn Dale, MD*

**Projects performed at previous firm*

ANDREA CROSSETT, ISA

DIRECTOR
LANDDESIGN | WASHINGTON DC

Andrea is a Director in LandDesign's Washington DC office who has played an integral role in growing the firm's land planning and entitlement expertise. Having spent her career working in multi-disciplined engineering firms, she understands the value of integrating planning, design, and engineering to deliver better solutions. Andrea's familiarity and ease with navigating the entitlements process makes her an invaluable asset to complex land development projects. As a Director, she supports the expansion of LandDesign as a fully-integrated landscape architecture and civil engineering firm in the DMV region.

EDUCATION
Bachelor of Landscape Architecture,
Pennsylvania State University (2004)

LICENSING/CERTIFICATIONS
ISA Certified Arborist: MA-5499A

AFFILIATIONS
Southeast Fairfax Development Corporation (SFDC)

American Society of Landscape Architects (ASLA)

Urban Land Institute (ULI)

Northern Virginia Building Industry Association (NVBIA)

SPEAKING ENGAGEMENTS
ASLA Conference on Landscape Architecture, Transforming Tysons Through Redevelopment and Public Green Infrastructure Investments, Field Session Presenter (2024)

HONORS/AWARDS
Urban Land Institute Leadership Program, Class of 2025-2026

Leadership Fairfax Institute, Class of 2021–2022

1800 Bell Street
Washington DC | Project Manager

3130 Langston Boulevard
Arlington, VA | Project Manager

Cavalier Club
Falls Church, VA | Project Manager

Commonwealth Center
Ashburn, VA | Project Manager

Dulles Town Center
Sterling, VA | Project Manager

Heathcote Village
Haymarket, VA | Project Manager

MetroWest
Fairfax County, VA | Project Manager + Arborist

Midline
Reston, VA | Project Manager

Woodland Park
Herndon, VA | Project Manager

1411 Key Boulevard*
Arlington, VA | Project Manager

The Boro*
Tysons, VA | Project Manager

Tysons Central*
Tysons, VA | Project Manager

**Experience Prior To Joining LandDesign*

EDUCATION
Bachelor of Science, Landscape Architecture,
University of Maryland

CECILIA TRAN

DESIGNER
LANDDESIGN | WASHINGTON DC

Cecilia is a Designer in LandDesign's Washington DC office with an affinity for planting design, spatial planning, and thoughtful use of materials. She combines her passion for the built and living environment with art to create expressive designs. She primarily works on open space amenities and landscape design for urban multi-family, mixed-use, and office developments across the DMV region. As part of our project team, Cecilia is engaged from concept to construction collaborating with the client and consultant team every step of the way.

7340 Wisconsin Ave
Bethesda, MD | Designer

Strathmore View
North Bethesda, MD | Designer

113 Potomac Ave SW
Washington DC | Designer

801 17th St NE
Washington DC | Designer

899 Maine Ave SW
Washington DC | Designer

4600 Fairfax Dr
Fairfax, VA | Designer

MetroWest Section 4
Fairfax, VA | Designer

Navy Yards Parcel H
Washington DC | Designer

Old Ivy
Charlottesville, VA | Designer

Takoma Metro Multi-Family
Washington DC | Designer

West Falls Church Building C
Falls Church, VA | Designer

NAME
NAME, LICENSE

ROLE
LANDDESIGN | LOCATION

**Experience Prior To Joining LandDesign*

NAME
NAME, LICENSE

ROLE
LANDDESIGN | LOCATION

**Experience Prior To Joining LandDesign*

NAME
NAME, LICENSE

ROLE
LANDDESIGN | LOCATION

**Experience Prior To Joining LandDesign*

GABRIELA CAÑAMAR CLARK, PLA

PARTNER
LANDDESIGN | WASHINGTON DC

Gabriela is a partner and landscape architect in LandDesign's Washington DC office. With an architecture background, Gabriela approaches her projects comprehensively with the goal to transform the public realm into a legible, safe, and engaging environment. She works with design teams and municipal staff to convey a sense of place through underlying details that make big ideas work. Gabriela is known for her legacy impact on the design of many of LandDesign's mixed-use, urban infill, public space, residential, and commercial projects. She leads teams in the design of large, complex master plans, bringing a deep understanding of design elements that make spaces engaging, enduring and, above all, successful.

801 New Jersey Avenue
Washington DC | Principal-in-Charge

Carlyle Crossing
Alexandria, VA | Principal-in-Charge

Flats 170 at Academy Yard
Odenton, MD | Principal-in-Charge

Indigo 301 Apartments
King of Prussia, PA | Principal-in-Charge

National Harbor
Prince George's County, MD | Project Manager/Landscape Architect

National Harbor Residential Design Guidelines
National Harbor, MD | Designer

Potomac Ridge
Prince George's County, MD | Project Manager/Designer

Quincy Lane
Washington DC | Principal-in-Charge

Scout on the Circle
Fairfax, VA | Project Manager

The Haven
Prince George's County, MD | Principal-in-Charge

The Lex at Waterfront Station
Washington DC | Project Manager

Urby at The Yards
Washington DC | Partner-in-Charge

EDUCATION
Master of Landscape Architecture, State University of New York (1996)

Bachelor of Architecture, Instituto Tecnológico y de Estudios Superiores de Monterrey, Mexico (1989)

LICENSING/CERTIIFICATIONS
Professional Landscape Architect - DC: LAR00144, MD: 3227, PA: 3098, VA: 958, NJ: 21A500132100

AFFILIATIONS
American Society of Landscape Architects (ASLA)

Fulbright Association

The American Institute of Architects (AIA)

Urban Land Institute (ULI)

Alexandria Economic Development Partnership

SPEAKING ENGAGEMENTS
ASLA Conference on Landscape Architecture, National Harbor: A Spectacular Urban Waterfront Mixed-Use Destination on the Potomac River, Field Session Leader (2024)

City of West Falls Church Planning Commission Speaker Series (2020)

AIAS Grassroots Conference, Washington DC, Speaker (2018)

COMMUNITY INVOLVEMENT
ULI Tecnical Assistance Panel - Alexandria City Clermont Exchange (2024)

ULI Technical Assistance Panel-Kennedy Center (2023)

ULI Advisory Services Panel-Queens Park Charlotte, NC. (2020)

Montgomery County Urban Parks Advisory Group (2018-2019)

ULI Advisory Services Panel-City of Bloomington, Indiana (2018)

ULI Placemaking Initiatives Council (2018 to present)

ULI Sustainability Initiatives Council (2017 to present)

ULI Technical Assistance Panel-Florida Avenue Market Area (2016)

ULI Washington Regional Land Use Leadership Institute (2015-2016)

Alexandria City Public Schools Superintendent's Business Advisory Council (2014)

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

MICHAEL M. LENHART, P.E., P.T.O.E.

PRESIDENT

Mike Lenhart is a professional traffic engineer with over 28 years of combined technical and academic experience. Responsibilities with the firm include, but are not limited to, proposal preparation, various traffic engineering and managerial tasks in the areas of traffic impact analysis, traffic safety studies, and transportation planning, as well as providing expert witness testimony at public hearings and community meetings.

Mr. Lenhart has worked as a transportation professional in the private sector since 1999 and has provided traffic engineering and transportation planning services for over one thousand projects in numerous jurisdictions across Maryland. Previously, Mr. Lenhart served as the Chief of the Engineering Access Permits Department for the Maryland State Highway Administration (SHA). During his tenure at the SHA, Mr. Lenhart also served as the Traffic Engineer overseeing Southern Maryland. During his career, he has performed various traffic engineering tasks, including traffic signal design, highway and intersection capacity analysis, maintenance and protection of traffic design, and transportation planning. He has also participated in engineering training programs and researched transportation related topics.

Job History

2005 - Present
President – Lenhart Traffic Consulting, Inc.

2002 - 2005
Senior Project Manager - The Traffic Group, Inc.

2000 – 2002
Independent Consultant - The Traffic Group, Inc.

1999 - 2000
Senior Associate - The Traffic Group, Inc.

1998 – 1999
Division Chief – Engineering Access Permits
Maryland State Highway Administration

1990 - 1998
Traffic Engineer
Maryland State Highway Administration

Educational Background

- *Bachelors of Science in Civil Engineering -1990 (U of MD @ College Park)*
- *Masters of Science in Traffic Engineering& Transportation Planning -1998 (U of MD @ College Park)*

Affiliations

- Registered Professional Engineer (P.E.) – MD, DE
- Professional Traffic Operations Engineer (PTOE) - ITE
- Member ITE

Places where Mr. Lenhart has testified as an expert witness

Allegany County – Board of Appeals, Planning Commission
Annapolis - Planning Commission, Board of Appeals
Anne Arundel County – Board of Appeals, Administrative Hearing Officer
Baltimore County – Zoning Commissioner, Planning Board
Calvert County – Planning Commission, Board of Appeals, County Commissioners
Carroll County – Board of Zoning Appeals; Planning Board
Charles County – County Commissioners, Circuit Court, Board of Appeals, Planning Commission, Town of LaPlata Planning Commission, Town Council, Board of Appeals
City of Frederick – Planning Commission
Frederick County – Planning Commission, County Commissioners
Harford County – Circuit Court
Prince George's County – District Council, Planning Board, Zoning Examiner, Bowie City Council & Planning Commission, City of Laurel

Montgomery County – Planning Board, Zoning Examiner
Queen Anne's County – Planning Commission
St. Mary's County – Planning Commission; County Commissioners
Sussex County, DE – Planning Commission, Board of County Commissioners
Talbot County – Planning Commission
Town of Leesburg, VA – Planning Commission
Washington County – Board of County Commissioners
Worcester County – Planning Commission

MARYLAND STATE HIGHWAY ADMINISTRATION-ENGINEERING SERVICES, DISTRICT 5
High Accident Sections
Traffic Safety Studies
Traffic Signal Warrant Studies
Highway Design Consultation
Project Planning Consultation
Traffic Impact Study Review

Lenhart Traffic Consulting, Inc.
231 Najoles Road, Suite 250
Millersville, MD 21108

Phone (410) 216-3333

email: mlenhart@lenharttraffic.com

Andrea Huldtgren, AIA

Project Manager

Andrea brings 20+ years of architectural experience including: master planning, spec office building, tilt-up industrial, interior office design and multifamily residential both new construction and renovation. Having managed large complex projects, she has exceptional organizational skills and is adept at keeping projects on schedule and within budget. Andrea is a graduate of the Catholic University of America with a Master of Architecture, and she joined Niles Bolton Associates in 2015.

Selected Works

Alston Station Yards
Ronkonkoma, New York
Six, 4-story buildings with 489 units (9 studios, 241 one-bedroom, 224 two-bedroom and 15 three-bedroom configurations) and below-grade podium parking. Part of a larger transit-oriented development totaling 50 acres, 1,450 units and 195,000 sf of retail. Pending LEED Neighborhood Development Certification.

Signature Place Apartments
Mt. Laurel, New Jersey
21, 3-story buildings with 490 units and 977 parking spaces. 11,543 sf of amenity area that includes: swimming pool, fire pit, fitness room, pet spa, game room, business center, media center, party prep/serving area, outdoor movie watching area, picnic area with gas grills, dog park, children's playground, sport court with basketball goal and electrical charging stations.

Brandywine Senior Living at Potomac
Potomac, Maryland
3-story senior living facility. Total of 120 suites and 138 beds. Amenities include: common full-service dining room, parlor, music room, bistro, pub, theater, lounges, multi-purpose space and a variety of unit types and sizes for specialized care and service options.

The Core Station Yards
Ronkonkoma, New York
Phase II of the Station Yards transit-oriented, mixed-use development includes 524,000 sf residential, 80,000 sf retail, and 16,000 sf office with 1,232 additional parking spaces in 2 parking garages, underground and surface parking. The 388 residential units are provided in 4, three and four-story buildings that sit over a retail podium.

Olive & Wooster
New Haven, Connecticut
408,000-gsf mixed-use development consisting of six stories with 557 beds, 299 units and four, three-bedroom townhome units with street access along Fair Street and Union Street. One-level structured parking at grade with 201 spaces. Amenities include: 7,655 sf of retail, three lobbies, clubroom with bar and lounge area, two courtyards, swimming pool and coworking space with a bar.

Villages at Terrace Greene
Rapidan, Virginia
65.17-acre site with 205,334 residential sf, 282 total units and approximately 40,000 sf of commercial space to be designed. 13,800 sf clubhouse, 3,070 sf pool with two tanning shelves, fitness center, small business center with zoom rooms, conference room, game room lounge with bar and fireplace, grilling area, turf lawn, fire pit and cabanas.

EDUCATION

Master of Architecture;

Catholic University

Bachelor of Science in Architecture;

Catholic University

QUALIFICATIONS

22 years of architecture experience

Joined NBA in 2015

Registered Architect in Maryland

NCARB certified

ASSOCIATIONS

American Institute of Architects (AIA)

Member of 2025 AIA Virginia Leaders in Architecture & Business (LAB) Program

Olive & Wooster
New Haven, Connecticut

Alston Station Yards
Ronkonkoma, New York

Walter J. Ploskon, AIA

Principal, Managing Director, Washington DC

As Managing Director of the Washington, D.C. office, Walter's strength of strategic problem solving, with an emphasis on design has produced national and international projects of all sizes and budgets to meet the needs of his clients including several award-winning multifamily and commercial projects. His extensive experience in mixed-use, market rate, attainable/workforce, and affordable housing provides clients with creative and thoughtful leadership bringing projects to reality. Walter is currently the Chair of ULI's Suburban Development and Redevelopment National Product Council and member of ULI Washington's Housing Product Council. He has also participated in public speaking engagements on successful project management practices and best practices in multi-family design for development.

Selected Works

Stonehall Bethesda Condominiums
Bethesda, Maryland
46-unit, 13-story condominium community on 0.52 acres in Montgomery County. 69 parking spaces are provided in 4 levels below grade.

The Core Station Yards
Ronkonkoma, New York
Phase II of the Station Yards transit-oriented, mixed-use development. 524,000 sf residential, 80,000 sf retail, 16,000 sf office, and 1,232 additional parking spaces in 2 parking garages, The 388 residential units are in 4, three and four-story buildings that sit over a retail podium.

The Leaf
New Rochelle, New York
26-story tower with 477 residential units and 430 structured parking spaces. Amenities include: 2,000 sf of ground-floor retail, 20,000-sf religious space, co-working, clubroom, fitness, passive courtyard, 26th floor skylounge, rooftop pool and dog park.

Gateway Largo
Largo, Maryland
Six-story wrap with 269 residential units and structured parking with 320 spaces. The 409,545-sf development includes 7,000 sf of amenities with: clubroom, fitness, courtyard, and pool.

Brandywine Senior Living at Alexandria
Alexandria, Virginia
116-unit assisted living facility with 12,000 sf retail, 44,667 sf of podium parking. Certified LEED Silver, the 118,000-sf building features luxury amenities including a therapy pool, fitness and rehab center, beauty salon. 2018 Senior Living by Design Winner.

Brandywine Senior Living at Potomac
Potomac, Maryland
3-story senior living facility; 120 suites and 138 beds. Amenities include: common full-service dining room, parlor, music room, bistro, pub, theater, lounges, multi-purpose space and a variety of unit types and sizes for specialized care and service options.

Olive & Wooster
New Haven, Connecticut
408,000-gsf mixed-use development consisting of six stories with 557 beds, 299 units and four, three-bedroom townhome units with street access. 201 Structured parking. Amenities include: 7,655 sf retail, three lobbies, clubroom bar and lounge, two courtyards, swimming pool and coworking space with a bar.

EDUCATION

Master of Architecture;
University of Maryland
Bachelor of Science, Architecture;
University of Maryland

QUALIFICATIONS

30 years of architecture experience
Joined NBA in 2015
Registered Architect in 11 states and the District of Columbia
NCARB certified

ASSOCIATIONS

American Institute of Architects
Urban Land Institute (ULI) - Suburban Development and Redevelopment Council
Washington DC ULI Regional Land-Use Leadership Institute 2016-2017
Maryland Building Industry Association - Mixed-Use/Multifamily Council

The Core Station Yards
Ronkonkoma, New York

WIRE GILL LLP

Heather Dlhopolsky
hdlhopolsky@wiregill.com
301-263-6275

September 2, 2025

Via Email (pgcpb@mngppc.org)
Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

Re: Applicant's Exhibit for September 4, 2025, Public Hearing on Agenda Item #10 (DET-2023-013 Largo Park, Lot 6)

Dear Chairman Barnes and Members of the Planning Board:

On behalf of Lot 5B LLC (the "Applicant" in the above-referenced application and public hearing), we are submitting this letter in advance of the public hearing on September 4th with two proposed revisions to the conditions of approval regarding signage (revisions shown in red font and underline/strikethrough below). Per a meeting with Staff of the Maryland-National Capital Park and Planning Commission ("M-NCPPC") on August 28, 2025 and subsequent emails, it is our understanding that M-NCPPC Staff support these revisions, and plan to address them in their presentation on this agenda item in the public hearing on September 4th.

1. Prior to certification of the detailed site plan (DET), the applicant and the applicant's heirs, successors, and/or assignees shall revise the DET, as follows, or provide the specific documentation:

* * *

e. Regarding signage standards:

(1) Correct the information in the signage schedule on Sheet L-0701, including the refenced sections, the number of proposed multifamily dwelling units, and information related to projecting signs, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.

(2) Remove the labeling of "proposed monument sign" on Sheet L-0401 and ensure no such labeling is included throughout the submission, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.

~~(3) Remove one building wall sign located on the east side of the proposed building, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.~~

~~(4)~~ (3) Reduce the sign area of the proposed projecting sign to not more than 4 square feet and revise messaging to identify business or rental office in the

Heather Dlhopolsky
hdlhopolsky@wiregill.com
301-263-6275

multifamily development, in accordance with Section 27-61506(l) of the Prince George's County Zoning Ordinance.

Thank you very much, and we look forward to seeing you at the Prince George's County Planning Board public hearing on September 4th.

Sincerely,

Wire Gill LLP

Heather Dlhopolsky

Heather Dlhopolsky

cc: Te-sheng Huang, M-NCPPC
Sherri Conner, M-NCPPC
Hyojung Garland, M-NCPPC
Jill Kosack, M-NCPPC
David Warner, M-NCPPC
Laura Tallerico, M-NCPPC
Mridula Gupta, M-NCPPC
Salmin Monoar, M-NCPPC
Gary Rentsch, Applicant
Sean Cohen, Applicant
Ian Cohen, Applicant