

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 20, 2019, regarding Detailed Site Plan DSP-14026-02 for Amore Apollo, Expedited Transit-Oriented Development, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) amendment is for the Phase II mixed-use building and includes a revision of the architecture, a modification of the building footprint, and a reduction in the number of dwelling units from 422 to 379, while retaining 4,489 square feet of commercial/retail uses.

2. **Development Data Summary for Phases 1–4:**

	EXISTING	APPROVED
Zone(s)	M-X-T/D-D-O	M-X-T/D-D-O
Use	Vacant	Multifamily Residential and Commercial/Retail
Acreage	19.75	19.75
Parcels	4 (2 parcels, 2 outlots)	4 (2 parcels, 2 outlots)

Dwelling Unit Composition for Phase II

Multifamily Dwelling Units	379
Studio	65
1 Bedroom	113
2 Bedroom	201
 Commercial/Retail Space	
(Ground floor)	4,489 sq. ft.

OVERALL PARKING AND LOADING DEVELOPMENT DATA

Parking Spaces	Max. Allowed Phase II	Provided in Phase II*
Residential (379 units @ 1.25 spaces/unit)	474	405 (garage)
Retail (3 spaces/1000 sq. ft.)	14	14
Total	488	419
Handicap-Accessible	9	10

Loading Spaces for Phase II

Residential (379 units)	1 space for 100–300 dwelling units and 1 space for additional 200 dwelling units	2 spaces
Commercial/Retail (4,489 sq. ft.)	1 space for 2,000–10,000 sq. ft.	1 space
Total		3 spaces

Note: *Parking decreased in relationship to the reduction of land uses from 422 to 379 residential units (525 to 474 parking spaces), 4,301 square feet of restaurant was eliminated (43 parking spaces), and retail was increased from 4,301 square feet to 4,489 square feet (13 to 14 parking spaces). Required handicap-accessible parking spaces are based on the percentage of total parking.

Bicycle Parking Spaces

Parking Spaces	Required for Phase II	Provided for all Phases
Residential (379 units @ 1 space/ 20 units)	19	60 (in garage 2-A) 55 (in garage 2-B)
Commercial/Retail (4,489 sq. ft. @ 1 space/10,000 sq. ft.)	1	20
Total	20	75

- Location:** The subject site is located in Planning Area 73, Council District 6, within the transit-oriented development (TOD) core area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA). More specifically, the subject property that is covered under Detailed Site Plan DSP-14026 is located on Tax Map 67, Grid E2, and is known as Parcels 2 and 3, Outparcel A, and Outlots 4 and 5, recorded in Plat Book SJH 242, 80-81. It is located in the northwest quadrant of the intersection of Harry S Truman Drive and Lottsford Road, with frontage on Harry S Truman Drive and Grand Boulevard. The proposed mixed-use building being amended is Phase II of the project, and is located on Parcel 3, Block D, to the west of Phase I (Ascend Apollo) and private street Ascend Lane. The Phase I mixed-use building is currently constructed and occupied. Phases III and IV are not yet developed.
- Surrounding Uses:** The DSP is bounded to the east by the public right-of-way (ROW) of Lottsford

Road; to the north and west by the Largo Town Center Metro Station and its associated five-story parking garage, Kiss-and-Ride surface parking lots, and a bus facility in the Mixed Use-Transportation Oriented (M-X-T) Zone; to the south by Harry S Truman Drive, and beyond is a multifamily project known as 8800 Lottsford Road, in the M-X-T Zone.

5. **Previous Approvals:** The subject property is the central piece of a larger 173-acre development formerly known as Largo Town Center, approved in the late 1970s, under the Major Activity Center (M-A-C) Zone comprehensive design zoning designation. The site and its immediate surrounding areas were retained in the M-A-C Zone in the 2004 Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas. The most recent Largo Town Center Sector Plan and SMA rezoned the subject site to the M-X-T Zone and superimposed a Development District Overlay (D-D-O) Zone on the property.

The project is subject to Preliminary Plan of Subdivision (PPS) 4-14011, which was approved by the Prince George's County Planning Board on February 5, 2015 (PGCPB Resolution No. 15-09). Final Plat 5-15044 was approved by the Planning Board on June 4, 2015 and was recorded in the Prince George's County Land Records in Plat Book SJH 242, Plat No. 80.

DSP-14026 (PGCPB Resolution No. 15-10) was approved by the Planning Board on February 12, 2015 for two parcels, one outparcel (Outparcel A), and two outlots (Outlots 4 and 5) for a mixed-use development with 846 dwelling units and 19,024 square feet of gross floor area for commercial uses.

6. **Design Features:** The subject property has a roughly triangular shape and is located on the southeast side of the Largo Town Center Metro Station. The site has frontage on Lottsford Road, Harry S Truman Drive, and Grand Boulevard, and is within the TOD core area of the Largo Town Center Sector Plan. The site is subject to the D-D-O zoning standards in Chapter 8 of the sector plan.

Site Layout: DSP-14026 covered the entire 19.9-acre site consisting of four development parcels. However, only two parcels south of Grand Boulevard (Phases I and II) are to be developed in accordance with the described program. Phase I construction is complete, and the mixed-use building is occupied. The rest of the site north of Grand Boulevard (Phases III and IV) is designated as future development sites in this DSP and will be subject to additional DSP approval.

The proposed development of the first two phases is divided by a private street known as Ascend Lane, which is parallel to Lottsford Road, and is connected to Harry S Truman Drive to the south and Grand Boulevard to the north. The building complex fronting on Grand Boulevard, Lottsford Road, and Harry S Truman Drive, located east of Ascend Lane, is included in Phase I; the other building complex fronting on Grand Boulevard and Harry S Truman Drive, located west of Ascend Lane, is included in Phase II, and is the subject of this -02 amendment to the DSP.

All vehicular access to the site, including access to parking garages and loading spaces, is provided via Ascend Lane. Pedestrian access is provided at numerous locations by sidewalks along Grand Boulevard, Harry S Truman Drive, and Lottsford Road. Grand Boulevard leads directly to the

existing Washington Metropolitan Area Transit Authority parking garage and the Largo Town Center Metro Station platform.

The site design of DSP-14026 also features an extensive linear open space along the site's Grand Boulevard frontage, with a plaza at the intersection of Ascend Lane and Grand Boulevard as a focal point, within a public use easement (PUE) to ensure access to the metro through the site. Landscape features such as varied plant materials, pavers, walking paths, accent landscaping boulders, lighting fixtures, and signage have been provided in the open space to create a visually diverse, interesting, and pedestrian-friendly environment.

This amendment to the Phase II building affects the building footprint, architecture, and site location. The building is being branded as the Amore Apollo, as submitted on the application. The six-story mixed-use building will consist of 379 multifamily dwelling units and 4,489 square feet of commercial/retail. The original approval allowed for 850 multifamily dwelling units between the two phases and included 422 dwelling units in Phase II. The proposed amendment will reduce the number of dwelling units in Phase II by 43.

Architecture: The Phase II building will use many of the same design materials and features as previously approved. The building height varies from five- to six-stories and is finished with a combination of brick, stucco, and cementitious panels of different color tones. Cementitious bands have been used to divide different building materials and to frame different sections on the building elevations. The building elevations are designed by using various building materials and architectural elements to create a prominent three-part composition consisting of base, middle, and top sections. The building has a flat roof and various features of contemporary architecture.

The façades along Grand Boulevard have six stories. Along the Grand Boulevard frontage, the proposed retail, and other nonresidential spaces are located at the street level. The ground floors of the building along Harry S Truman Drive are designed with urban residential dwelling units. The façades along Harry S Truman Drive are five stories in height. A continuous street wall is created along all frontages. The proposed building façades all feature contemporary design elements which are attractive and meet the level of aesthetic quality expected in such a prominent location. The amended building architecture is in keeping with the architecture of the existing building to the east and that previously approved for the Phase II building.

The Phase II building layout has been changed to remove an interior courtyard, and the south side of building has been extended an additional 100 feet to the west along Harry S Truman Drive, creating a longer street wall on this property line. The proposed building modification provides additional articulation to the building footprint that allows for additional dwelling units to be exposed to natural light. There are four ground-level courtyards proposed, that range in size from 1,100 square feet to 3,800 square feet. The two courtyards on the west side of the building include Courtyard 1, which has a swimming pool with associated amenities such as a pergola and sitting areas; and Courtyard 2, which has landscaping and a walking path with passive amenities. The two courtyards on the east side of the building include Courtyard 4, which houses mechanical equipment; and Courtyard 3, which provides pedestrian access to the building from Ascend Lane and houses a stormwater facility.

An integrated six-story parking garage fronts on Ascend Lane, which is primarily screened from all major roadways by the mixed-use building in Phase I.

Signage: Two types of building-mounted signs are detailed on the architecture plans. The main building-mounted project identification sign is located on the cornice area of the main residential entrances facing Grand Boulevard and Ascend Lane. The project identification signs are proposed at 38 square feet in size and constructed of brushed aluminum mounted on white fiber cement panels. Two additional signs are also shown above the retail space on Grand Boulevard. These signs will be 25 square feet in size and will have brush aluminum on top of a metal canopy. The size, color, design, and materials for all of the building-mounted signs are acceptable and consistent with the D-D-O Zone sign design guidelines in the sector plan.

Recreational Facilities/Amenities: The subject DSP includes private on-site recreational facilities/amenities to be used by future residents. The building is designed to be self-sufficient with recreational facilities/amenities provided both outside and inside the building. The fulfillment of the mandatory dedication of parkland requirement (Section 24-135 of the Subdivision Regulations) at the time of PPS approval was met by the payment of a fee-in-lieu.

COMPLIANCE WITH EVALUATION CRITERIA

- 2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Largo Town Center Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a D-D-O Zone on the Largo Town Center Sector Plan area. The land use concept of the sector plan divides the plan area into five interrelated subareas around the two crisscrossed roadways, Medical Center Drive and Lottsford Road, including the TOD core (southwest quadrant), the southeast quadrant, the northwest quadrant, the northeast quadrant, and the east area (east of Landover Road) for the purpose of examining issues and opportunities, and formulating recommendations.

The subject site is located within the TOD core area and is recommended for mid-rise, mixed-use residential development, with buildings close to the street to help activate the streetscape, and to provide vertical definition of a complete street concept. In addition, the urban design principles of the TOD core are intended to relegate parking to locations behind buildings and mask it from the public realm, to establish open space to foster a range of activities, and to provide new gathering spaces for the community.

In order to achieve the sector plan's vision, a set of D-D-O Zone development standards has been approved with the Largo Town Center Sector Plan and SMA. The development standards consist of six parts and subparts that provide specific design criteria for urban design block lengths, build-to line (BTL), frontage, other setbacks and building height; street design—complete streets, street types and tree zone; open space design; architectural design—building form, storefronts and building materials; parking design; and signage design.

Five alternative development district standards were approved with the original DSP-14026, and remain valid, as applicable, to the amended building and architecture. As part of DSP-14026-02 approval, the applicant is requesting an additional amendment to a D-D-O Zone development standard, as follows:

1. **Urban Design Criteria: Build-to Line (page 136)**—To allow the BTL to move an additional 25 feet from the 25-foot BTL along Harry S Truman Drive to accommodate a private utility line.

Consistent with Section 27-548.25(c) of the Zoning Ordinance, the applicant requests modifications of those mandatory standards with accompanying alternative standards or justifications (in italics):

***Build-to Line:** The front BTL governs the placement of buildings along streets or open spaces and shall be measured from the existing street curb or open space edge. (See Figure 8. Plan View of Build-to Line Placements on page 136)*

In the event this BTL falls within an existing or proposed ROW and/or PUE, a new BTL for the subject property shall be established within one foot of the outermost boundary of whichever public use zone (ROW or PUE) is furthest from the centerline of the street. For the purposes of this standard, parking areas and drive aisles are not considered to be part of the ROW.

BTLs shall be located within 15 feet back from the pedestrian zone, and the full width from face of curb to building front should not exceed 25 feet.

Applicant Response/Justification:

“The proposed building is designed as close as practical to the Public Utility Easement to allow for the installation of the required bio-retention boxes, building exit sidewalks, existing utilities (i.e., existing 15-inch storm drain) and additional landscape plantings and most significantly in the case of Grand Boulevard, the proposed linear park.

The Chapter 8: Largo Town Center Development District Standards define that the Build-to Line (BTL) as a line parallel to the property line where the facade of a building is required to be placed to help create a consistent plane of building facades along a public street or public open space frontage. The Applicants goal as promulgated in the original certified DSP-14026 plan set for this the Phase 2 building proposed for was to construct the building in compliance with the BTL. However, due to existing utilities and steep grades along the building frontage of the Phase 2 building (these conditions were not present with the Phase 1 building). The Applicant is required to increase the proposed building’s setback to meet these

conditions.”

The Planning Board approved the modification of the BTL, which should be shown and labeled with dimensions of the proposed setback and the specific deviation from the required standards due to physical and design constraints. The alternative or modified setback establishes the baseline by which compliance to other design standards based on BTL are reviewed. The modified BTL will benefit the development, allowing for the existing utilities, and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

8. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for conformance to the requirements of the M-X-T and D-D-O Zones and the requirements of the Expedited Transit-Oriented Development (ETOD) Projects of the Zoning Ordinance, as follows:
- a. The subject application has been reviewed for conformance with the requirements of Section 27-547, Uses permitted of the Zoning Ordinance. The proposed residential and commercial uses are permitted uses in the M-X-T Zone, subject to DSP approval. The approved DSP set out the regulations for the development to be followed. The amendment proposed is consistent with the original approval or as specifically modified herein.
 - b. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the findings of the M-X-T Zone, as stated in Section 27-544 (Regulations) and Section 27-548 (M-X-T Zone), in addition to the requirements of Section 27-285(b), for approval of a DSP. All the required findings were made at the time of DSP-14026 and are still valid and incorporated herein by reference from PGCPB Resolution No. 15-10. The subject amendment does not change these previous findings of conformance, including the floor area ratio which has been decreased with this amendment.
 - c. Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve a DSP. As discussed in Finding 7 above, this DSP meets the D-D-O Zone standards, with the exception of one. The applicant has requested an amendment to the development standard, which would benefit the development project by not encroaching on the necessary private utility, nor would the amendment substantially impair implementation of the Largo Town Center Sector Plan and SMA. As stated, the Planning Board approved the amendment.
 - d. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, the DSP is an eligible ETOD project, as follows:
 - (242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where**

(B) for a constructed Washington Metropolitan Area Transit Authority

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

The subject site is located within one-half mile of the Largo Town Center Metro Station, for which there is no approved Transit District Overlay Zone.

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

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

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

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

The subject application is located within one-half mile of the Largo Town Center Metro station. This portion of the proposed development would be considered high-density development.

(B) Reducing auto dependency and roadway congestion by:

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

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

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

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

(C) Minimizing building setbacks from the street;

This application constitutes the second phase of a mixed-use development with a sidewalk network connecting to Grand Boulevard, which leads to the Largo Town Center Metro Station. A public plaza and enhanced streetscape amenities are proposed to create a pedestrian-friendly experience and buildings have been sited with minimal setbacks, where possible. There is no on-site surface parking, and bicycle parking has been provided to further reduce automobile dependency. The DSP is also consistent with the applicable design principles of Section 27A-209 of the Prince George's County Code regarding multimodal transportation options, regulated environmental features, and the location of garbage, loading, and mechanical spaces away from the public street space.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP will further define the blocks and grid patterns in the future development of the overall site.

(E) Creating pedestrian-friendly public spaces; and

The original DSP was approved with two buildings (Phases I and II), with ground floor retail located along Grand Boulevard, centered around an adjoining public plaza. This helps to activate a major pedestrian corridor to the Largo Town Center Metro Station. In addition, the DSP also provides sidewalks on all roadways serving the development and surrounding the buildings to help provide a pedestrian-friendly space for future residents. This will provide the residents easy access to the Largo Town Center Metro Station in the future.

The Largo Town Center Sector Plan and SMA (Maps 20 and 24) includes an illustration showing a community square on the subject property. With DSP-14026, the applicant proposed a public plaza and linear common open space along the south side of Grand Boulevard to provide for pedestrian access to the Largo Town Center Metro Station. The submitted DSP amendment shows only an approximately 6-foot sidewalk connection north and northwest of the amended building, which is existing.

The applicant should redesign this area to include a cohesive public plaza design, within the limited public access easement, similar to

the original linear park and public plaza. This should include a minimum 10-foot-wide through sidewalk within the limited public access easement to provide for sufficient pedestrian access. A condition has been provided in this resolution requiring this redesign.

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

Section 27A-209 provides general design principles for urban centers, as stated below, which were considered as a part of the review of this amendment:

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

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts.**

This overview of the Street-Space contributes to safe and vital public spaces.

- (g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

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

The DSP proposes a mixture of multifamily and commercial/retail uses in Phases I and II of the development.

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

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile**

- home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
 - (H) Industrial;**
 - (I) Amusement park;**
 - (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
 - (K) Sale, rental, or repair of industrial or heavy equipment;**
 - (L) Any automobile drive-through or drive-up service;**
 - (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
 - (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
 - (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
 - (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above uses are proposed with this DSP.

- (4) Comply with the use restrictions of Section 27A-802(c), and**
Section 27A-802(c) of the County Code further states the following:

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

This section of the County Code speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plan does not include any public utility structure. Private stormwater pipes have required the building's southern BTL to move away from the street, and the applicant requests an amendment from the design standards, which was approved.

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

The Largo Town Center Sector Plan and SMA rezoned the property from M-A-C to M-X-T, within a D-D-O Zone. The DSP is in conformance with the applicable conditions of the sector plan and the previously approved DSP.

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

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

- e. In accordance with Section 27-574 of the Zoning Ordinance, with regard to parking, the

Largo Town Center Sector Plan and SMA establishes parking requirements within the sector plan area. This site is within the TOD core area, as established by the sector plan. The parking standards designate a maximum number of off-street parking spaces for each use within the TOD core area, but no minimums. The applicant proposes 1,008 parking spaces, with 589 in the existing Phase I garage, and 419 in the proposed Phase II garage. The number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP-14026. Detailed information regarding the methodology and procedures used in determining the parking ratio is outlined in Section 27-574.

- f. Section 27-574, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces, as follows:
- (a) **The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
 - (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**
 - (1) **Determine the number of loading spaces normally required under Section 27-582.**
 - (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
 - (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

The DSP proposes 379 multifamily dwelling units. In accordance with Section 27-574, the number of spaces proposed by the applicant is sufficient to serve the residents and meets the need for limited parking as determined at time of DSP-14026 approval and modified herein.

9. **Preliminary Plan of Subdivision (PPS) 4-14011:** The site is subject to PPS 4-14011 (PGCPB Resolution No. 15-09), approved by the Planning Board on February 5, 2015 for two parcels, one outparcel (Outparcel A) and two outlots (Outlots 4 and 5) for a mixed-use development with 1,566 dwelling units and 40,000 square feet of gross floor area for commercial uses subject to 19 conditions, of which the following are applicable to this DSP review:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised to make the following technical corrections:

- 1. Show the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section’s noise model, or alternatively show other noise analysis provided by applicant and approved by MNCPPC’s Environmental Planning Section.**

The current application includes an updated noise report, which establishes the mitigated and unmitigated upper- and ground-level noise contours. Because these noise contours have been updated from what was shown on previously approved plans, the current plans must show the noise contours per the submitted report and is conditioned herein.

8. The development on the subject property shall be limited to any mix of uses that generate no more than 698 and 997 vehicle trips during the AM and PM peak hours, respectively.

The proposed development is consistent with the PPS. The table below summarizes trip generation in each peak-hour that will be used in reviewing conformance with the trip cap for the site:

Trip Generation Summary: DSP-14026-02: Ascend Apollo/Amore Apollo								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trip Cap from PPS 4-14011			--	--	698	--	--	997
Existing Building								
Retail/Commercial Space	8,905	square feet	19	11	30	50	54	104
Less Pass-By (50 percent of AM/PM)			-10	-5	-15	-25	-27	-52
Net Trips for Retail/Commercial Space			9	6	15	25	27	52
Mid-Rise Residential*	424	units	34	142	176	132	71	203
Current Proposal								
Retail/Commercial Space	4,489	square feet	10	6	16	25	27	52
Less Pass-By (50 percent of AM/PM)			-5	-3	-8	-13	-13	-26
Net Trips for Retail/Commercial Space			5	3	8	12	14	26
Mid-Rise Residential*	379	units	30	127	157	118	64	182
Total Trips: Existing Plus Proposed			78	278	356	287	176	463
* Includes a 20 percent trip reduction due to proximity to transit per PPS 4-14011.								

As evidenced in the above table, the uses proposed are within the trip cap established by PPS 4-14011.

- 12. Prior to approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

This condition must be addressed at the time of permit, and must be based on the building shell analysis contained within the noise analysis report submitted with this application.

- 13. Prior to issuance of the first permit, a noise and vibration study for the adjacent Washington Metropolitan Area Transit Authority (WMATA) right-of-way, prepared and signed by a professional engineer with competency in acoustical and vibration analysis, shall be submitted to the Environmental Planning Section. The report shall address the following:**
- a. Determine the location of all unmitigated ground-level and upper-level 65 dBA Ldn noise contours.**
 - b. Determine what, if any, mitigation measures are necessary to mitigate any outdoor activity areas located within the unmitigated ground level 65 dBA Ldn noise contour.**
 - c. Demonstrate that all of the proposed structures on-site will be within the acceptable International Organization for Standardization (ISO) and Federal Transit Administration (FTA) vibration standards for residential use and that no portions of the residential structures are expected to be impacted by vibration above those standards. If vibration standards are exceeded, and/or negative impacts are determined in the report, the report shall further include mitigation measures for those negative impacts.**

A noise study dated December 6, 2018, was submitted with this application showing the location of the unmitigated ground-level and upper-level 65dBA Ldn noise contours, and that upgraded windows are required in order to mitigate interior noise levels to 45 dBA Ldn or less for the proposed building. The noise study provides that the proposed building will provide shielding for the outdoor activity areas (courtyards) and that noise levels in those areas will not exceed 65 dBA Ldn. At the time of building permit, the elevations will be required to be certified, in accordance with Condition 12 above.

A vibration analysis was not submitted with this application; however, a copy of a study dated January 16, 2014, was obtained prior to the Planning Board Hearing, in accordance with Condition 13c above. Though the levels of vibration generated by the railway vibration

were below the FTA's assessed level of impact, the condition requiring an updated vibration analysis for Phase II was deleted, and condition 1. h. was added to the DSP to add a note to the plan, indicating feelable vibrations may be felt within the building.

- 14. Prior to issuance of any building permits within the subject property, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency. The location of each bus shelter may be modified by the operating agency.**

Phase 1

- a. Sidewalk construction on the north side of Arena Drive from the Capital Center Boulevard to Shoppers Way (approximately 450 linear feet)**
- b. One bus shelter installation on the east side of Lottsford Road, south of Zachery Street**
- c. Two bus shelter installations on both sides of Lottsford Road, north of Arena Drive**
- d. Crosswalk installation for the east leg of the Zachery Street and Largo Center Drive intersection**

Phase 2

- e. One bus shelter installation on the west side of Apollo Drive, north of Arena Drive**
- f. Two bus shelter installations on both sides of Apollo Drive, west of Mercantile Lane**
- g. One bus shelter installation on the west side of Brightseat Road, near Prince George's County Social Services (925 Brightseat Road)**
- h. One bus shelter installation on the west side of Largo Drive, near Phoenix International, Inc. (9301 Largo Drive West)**

Per supplemental information submitted by the applicant on May 22, 2019, it appears that the Phase 1 bicycle and pedestrian impact statement (BPIS) improvements were modified by the Prince George's County Department of Permitting, Inspections and Enforcement to include six bus shelters, several of which were anticipated as Phase 2 improvements. Given that the applicant provided three additional shelters (beyond what was originally approved)

in Phase 1, the Planning Board supports the reduction of shelters in Phase 2 from five to four. The Planning Board supports the facilities for Phase 2 as depicted in the BPIS exhibit.

- 15. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Largo Town Center Approved Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement or the Department of Public Works and Transportation (DPW&T):**
- a. A minimum six-foot-wide sidewalk along the subject site's entire frontage of Harry S Truman Drive.**
 - b. A minimum six-foot-wide sidewalk along the subject site's entire frontage of Lottsford Road.**
 - c. A minimum eight-foot-wide sidewalk along the subject site's entire frontage of Grand Boulevard.**

The streetscapes along all three roads are reflected on the submitted DSP, consistent with Condition 15 above.

- 18. Prior to approval of the final plat of subdivision, the following draft limited public access easements on Parcels 2 and 3 for the benefit of the public, shall be submitted to the Maryland-National Capital Park and Planning Commission as approved by MNCPPC legal department, and shall be approved by the Commission and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties. Prior to recordation of the final plat, the easements shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limit of the easements reflected consistent with the approved PPS and DSP:**
- a. A 60-foot-wide easement for vehicular and pedestrian access collocated over the Section 24-128(b)(8) easement for Ascend Lane extending from Grand Boulevard to Harry S. Truman Drive.**
 - b. A variable width easement over the linear civic plaza on the south side of Grand Boulevard extending from Lottsford Road to Parcel 110 (Metro), and along the property frontage of Lottsford Road over the ten-foot-wide public sidewalk easement as recorded on previous record plats (NLP 153/4, REP 199/75).**
 - c. A variable width easement over the paved linear civic plaza on the south side of Grand Boulevard extending from Lottsford Road to Parcel 110 (Metro),**

and along the property frontage of Lottsford Road over the ten-foot-wide public sidewalk easement as recorded on previous record plats (NLP 153/4, REP 199/75).

The record plat reflects the Limited Public Access easement recorded in the Land Records in Liber 37037 at folio 320, the access easement recorded in Liber 36974 at folio 79, and the public sidewalk easement. In addition, the record plat reflects an Alternative Kiss-and Ride and View easement recorded in the Land Records in Liber 18231 at folio 486, however, this easement has been modified as subsequently recorded in Liber 37138 at folio 137. The plans should be revised to reflect all existing easements and their recordation reference, as well as any adjusted easement lines needed to encompass the entire hardscape area proposed for public access and use relative to the revised building footprint.

10. **Detailed Site Plan DSP-14026 and its amendment:** DSP-14026 (PGCPB Resolution No. 15-10), was approved by the Planning Board on February 12, 2015, for two parcels, one outparcel (Outparcel A), and two outlots (Outlots 4 and 5) for a mixed-use development with 846 dwelling units and 19,024 square feet of gross floor area for commercial uses, subject to conditions, of which the following are applicable to this DSP review:

1. Prior to certification of the detailed site plan, the applicant shall:

g. Submit a bicycle parking exhibit, to be reviewed and approved by Urban Design Section and the trails coordinator as the designees of the Planning Board, which includes the following elements:

- (1) Indicate the location and number of bicycle parking spaces provided.**
- (2) Provide a detail for the type(s) of racks and/or lockers being provided.**
- (3) Provide a minimum of 20 bicycle parking spaces at locations convenient to the retail along Grand Boulevard.**
- (4) Provide a minimum of 60 bicycle parking spaces in the garage for Building 2-A.**
- (5) Provide a minimum of 55 bicycle parking spaces in the garage for Building 2-B.**

Prior to certification, the plans shall be modified to include the bicycle parking specifications and details in sub-condition g.

j. Delineate a public vehicular and pedestrian access easement to be placed over the 60-foot-wide Ascend Lane located between Phases I and II.

- k. **Delineate a public pedestrian easement to be placed over the portions of Parcels 2 and 3, which is designed as a linear public green open space with a plaza at the intersection of Ascend Lane and Grand Boulevard.**

The easements along Grand Boulevard may need adjusting to reflect the revised building footprint and streetscape.

- l. **Provide a decorative crosswalk along Harry S. Truman Drive at Ascend Lane. The treatment should be consistent with the crosswalk provided along Grand Boulevard at Ascend Lane, unless modified by the Prince George's County Department of Public Works and Transportation.**

This condition remains in effect and the DSP should be revised to reflect this.

- 11. **2010 Prince George's County Landscape Manual:** The Largo Town Center Sector Plan and SMA includes landscape standards governing development in the TOD core area. As stated in Chapter 8 of the sector plan, for development standards not covered by the D-D-O Zone, the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirement. The amendments proposed with this application maintain conformance with the requirements of the Landscape Manual, as was determined at the time of the original site plan approval.

- 12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-027-14-01) was submitted with this application and was approved.

The Woodland Conservation Threshold for this 19.90-acre property is 15 percent of the net tract area or 2.99 acres. The total woodland conservation requirement based on the amount of clearing proposed as shown on the plan is 6.70 acres.

The off-site woodland conservation requirement has been met; a note needs to be added to the plan to refer to the recordation of the off-site woodland conservation credits transfer certificate. No additional clearing has been proposed with this application; however, several minor technical revisions to the plan are required, and have been included in the conditions of this resolution.

- 13. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Tree Canopy Coverage Ordinance. However, this amendment to the previously approved DSP-14026 has no impact on the TCC requirements for the Phase II building. The previous finding of conformance remains valid and is incorporated herein by reference as stated in PGCPB Resolution No. 15-10 for DSP-14026.

- 14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are included in this

resolution by reference, and major findings are summarized, as follows:

- a. **Community Planning**—The Planning Board reviewed a memorandum dated May 20, 2019 (Umeozulu to Hurlbutt), which provided a discussion on all D-D-O Zone standards that are applicable to the review of this DSP and noted those standards that the DSP cannot satisfy, as discussed in Finding 7 above.
- b. **Transportation**—The Planning Board reviewed a memorandum dated May 20, 2019 (Masog to Hurlbutt), which found the site circulation to be adequate, as proposed, and concluded that overall, from the standpoint of transportation, this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.
- c. **Trails**—The Planning Board reviewed a memorandum dated May 23, 2019 (Shaffer to Hurlbutt), which provided a review of the trails-related conditions attached to prior approvals, and noted that the BPIS improvements have been met for Phase 2 of the development and streetscape has been provided as conditioned. The Planning Board approved conditions to ensure that adequate bike parking is provided, and the easement along Grand Boulevard will need be adjusted to reflect the revised building footprint and streetscape. The two trails-related conditions have been included in this resolution.
- d. **Subdivision**—The Planning Board reviewed a memorandum dated May 23, 2019 (Onyebuchi to Hurlbutt), which provided a review of subdivision-related conditions attached to prior approvals, and noted the square footage associated with the commercial development should be identified separately to demonstrate conformance with the commercial square footage approved with the PPS. The Planning Board included three subdivision-related conditions in this approval.
- e. **Prince George’s County Department of Parks and Recreation (DPR)**—The Planning Board reviewed a memorandum dated May 21, 2019 (Zyla to Hurlbutt), which provided comments summarized as follows:

DPR provided a review of conditions attached to prior approvals and noted a Limited Public Access Easement Agreement (1.37037/f.320) for pedestrian access over Parcels 2 and 3 along Grand Boulevard between the Largo Town Center Metro Station and Lottsford Road was entered into between the then-applicant Commons at Largo L.P. and the Maryland-National Capital Park and Planning Commission (M-NCPPC). The configurations of the Limited Public Access Easement Agreement (1.37037/f.320) were determined by the proposed building footprints at the time of easement execution and need to be revised prior to certification of this DSP. With the DSP-14026-02 amendment, the applicant proposes to revise the building footprint on Parcel 3 to reflect the new architecture. Designs from previous submissions proposed the public space area on the north side of Parcel 3, extending up to the proposed building footprint, to provide adequate pedestrian movement along Grand Boulevard. This DSP-14026-02 amendment however, proposes only a much narrower, inadequate sidewalk to accommodate all of the pedestrian access to and from the

Largo Town Center Metro Station, along Grand Boulevard.

One condition was approved to revise the easement agreement to align with the new building configuration.

- f. **Environmental**—The Planning Board reviewed a memorandum dated May 24, 2019 (Schneider to Zhang), which provided the following summarized comments on the subject application:

Natural Resources Inventory/Existing Conditions

An approved Natural Resources Inventory, NRI-118-14, was submitted with the application. The NRI indicates there are no regulated environmental features such as streams, wetlands, or 100-year floodplain on the subject property. The TCP2 and the DSP are in conformance with the NRI. The forest stand delineation indicates one forest stand totaling 5.92 acres and no specimen trees are located on-site. There are no priority preservation areas on the site. No revisions are required for conformance to the NRI.

Noise

The plan will need to reflect the new noise study that was provided and comply with previous conditions from the PPS by showing the noise contours on the site plan based on the adjustment of the building footprint and relocation of the courtyards.

Stormwater Management

An approved Stormwater Management Concept Plan (9730-2014-01) and letter were submitted with the subject application. The plan shows the use of micro-bioretenion, planter boxes, roof drains, pervious pavement, and bio-swales for the overall site. The application is in general conformance with what is shown on the concept plan. No revisions are required for conformance with the approved stormwater management concept.

- g. **Prince George's County Department of Public Works and Transportation (DPW&T)**—DPW&T did not provide comments on the subject project.
- h. **Largo Town Center Development Board**—The Largo Town Center Development Board did not provide comments on the subject project.
- i. **Prince George's County Police Department**—The Police Department did not provide comments on the subject project.
- j. **Prince George's County Health Department**—The Health Department did not provide comments on the subject project.
15. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Largo Town Center Sector Plan and SMA. The amendment to the development district standard required for this development, as discussed previously, would benefit the development and the

development district by providing sufficient area needed for public utilities, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.

16. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
17. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored, to the fullest extent possible. This amendment to the previously approved DSP-14026 has no impact on prior findings and the site's conformance with this requirement.

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:

- A. APPROVED the alternative development district standards for:
 1. **Urban Design Criteria: Build-to Line (page 136)**—To allow the build-to line to move an additional 25 feet from the 25-foot build-to line along Harry S Truman Drive, to allow the building to accommodate a private utility line, for a total setback from the right-of-way of 50 feet.
- B. APPROVED Detailed Site Plan DSP-14026-02 and Type 2 Tree Conservation Plan TCP2-027-14-01 for Amore Apollo, Expedited Transit-Oriented Development, subject to the following conditions:
 1. Prior to certification of this detailed site plan (DSP), the applicant shall:
 - a. Revise the site plan to show and label the modified build-to line, with dimensions and the specific deviation from the required standards.
 - b. Update the development program table to reflect the gross floor area associated with the amenity, retail, and restaurant space separately.
 - c. Reflect all existing easements, with their recording reference, and any proposed easements to encompass the entire hardscape area proposed for public access and use relative to the revised building footprint.
 - d. Revise the DSP to include the bicycle parking details and specifications required in Condition 1g of DSP-14026.

- e. The DSP and type 2 tree conservation plan shall be revised to show the mitigated and unmitigated upper and ground level 65 dBA Ldn noise contours per the December 6, 2018 noise analysis report prepared by Phoenix Noise & Vibration, LLC. The source of the noise (traffic and rail) shall be included in the noise contour labels on the plans.
 - f. Provide a decorative crosswalk along Harry S Truman Drive at Ascend Lane. The treatment should be consistent with the crosswalk provided along Grand Boulevard at Ascend Lane, unless modified by the Prince George's County Department of Public Works and Transportation.
 - g. Provide a cohesive plaza design, within the limited public access easement, north and northwest of the building, similar to the plaza design approved with DSP-14026. Provide at least one minimum 10-foot-wide sidewalk through the plaza, connecting the existing plaza northeast of the building to Parcel 110 (Washington Metropolitan Area Transit Authority property). The plaza design should include cohesive landscaping and paving, in conformance with the Largo Town Center Sector Plan and Sectional Map Amendment.
 - h. Add a note to the site plan as follows:

"This property is located within close proximity to a metro line and may be subject to "feelable vibration" impacts."
2. Prior to certification of the detailed site plan, the type 2 tree conservation plan (TCP2) shall be revised as follows:
 - a. Show the noise contours associated with Harry S Truman Drive, as shown on the previously approved TCP2 and as conditioned with Preliminary Plan of Subdivision 4-14011.
 - b. Remove the prior Development Review Division QR code approval stamp and replace it with a QR code approval block for the current application.
 - c. Type-in all previous approval information in the TCP2 approval block.
 - d. Provide an updated owner's awareness block (specific to Parcel 3 only).
 - e. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
 3. Prior to issuance of the building permit for Parcel 3, Block D, Phase II, the following should be provided:

- a. Amend the recorded Limited Public Access Easement (Liber 37037, folio 320) to reflect the revised building footprint on Parcel 3, and to encompass the entire hardscape area proposed for public access and use.

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 Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, June 20, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of June 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:JH:rpg