



June 24, 2026



Largo QODZ JV LLC
230 Park Avenue, Third Floor West Suite 302
New York, NY 10169

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-2026-0009
Largo Station

Dear Applicant:

This is to advise you that, on **June 18, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**June 24, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days, the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
Sherri Conner, Planning Division Chief
Development Review Division

By: Dexter E. Cofield
Reviewer

Attachment: PGCPB Resolution No. **2026-035**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2026-035

File No. DSP-2026-0009

R E S O L U T I O N

WHEREAS, the Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, on April, 6, 2026, the applicant, Largo QODZ JV LLC, submitted an application for approval of Detailed Site Plan DSP-2026-0009, entitled Largo Station, for a mixed-use building consisting of 269 multifamily dwelling units and 1,990 square feet of ground-floor commercial/retail space southeast of the confluence of Largo Drive West and Harry S Truman Drive ("property"); and

WHEREAS, the property is within the Regional Transit-Oriented, High-Intensity (RTO-H-C) Zone;

WHEREAS, prior to April 1, 2022, the property was within the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones;

WHEREAS, pursuant to Section 27-1704(b) of the Prince George's County Zoning Ordinance, projects which received development approvals under the Prince George's County Subdivision Regulations, effective prior to April 1, 2022 ("prior Subdivision Regulations"), may proceed to the next steps in the approval process under the provisions of the Zoning Ordinance effective prior to April 1, 2022 ("prior Zoning Ordinance"), so long as the applicable approval remains valid; and

WHEREAS, the project received Preliminary Plan of Subdivision 4-21060 approval under the prior Subdivision Regulations, which preliminary plan remains valid; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the prior Zoning Ordinance and the property's prior M-U-I/D-D-O zoning; and

WHEREAS, in consideration of evidence presented at a public hearing on June 11, 2026, regarding Detailed Site Plan DSP-2026-0009 for Largo Station, the Planning Board finds:

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

	EXISTING	EVALUATED
Zone(s)	RTO-H-C (M-U-I/D-D-O)	RTO-H-C (M-U-I/D-D-O)
Use(s)	Vacant	Multifamily and Commercial/Retail
Gross tract acreage	3.67	3.67
Outlot(s)	-	0
Parcel(s)	1	1

	EXISTING	EVALUATED
Total Gross Floor Area (GFA)	-	393,155 sq. ft.
Of which Commercial	-	1,990 sq. ft.
Residential		280,835 sq. ft.
Parking Garage	-	110,330 sq. ft.
Total number of multifamily units	0	269

Other Development Data

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

Note: *Of which two spaces are van accessible.

Multifamily Unit Types

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

3. **Location:** The subject property is located southeast of the confluence of Largo Drive West and Harry S Truman Drive, within the transit-oriented development (TOD) core area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA), in Planning Area 73 and Council District 6. The property is within the Regional Transit-Oriented, High-Intensity Core (RTO-H-C) Zone and was previously in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones. The subject site is Parcel 1 in the Largo Town Center TOD core area, which includes properties that are generally within 0.25 mile from the Largo Metro Station. The subject site is triangular in shape and is bound on two sides by public rights-of-way (ROWs), which have been fully improved.
4. **Surrounding Uses:** To the west of the property is the ROW of Largo Drive West and commercial warehouse property, with mixed-used multifamily residential and commercial retail beyond, at the time of this DSP. To the north is the ROW of Harry S Truman Drive and a multifamily residential development and the Largo Metro station beyond. To the east of the property is Parcel N of the Largo Centre West subdivision, which is developed with a warehouse. All surrounding properties are within the RTO-H-C Zone. The Largo Metro Station is within approximately 1,000 feet of the subject site, across Harry S Truman Drive to the north.

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

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

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

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

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

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

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

6. **Design Features:** The triangular site is surrounded on two sides by improved public streets Harry S Truman Drive and Largo Drive West. The site is vacant, with the exception of a SWM pond constructed prior to 2000. One building is approved to occupy the corner of the site facing the confluence of Harry S Truman Drive and Largo Drive West and covers most of the site area, with the retrofitted SWM pond filling the remainder. The main pedestrian access, connecting to the existing sidewalks at the intersection of Harry S Truman Drive and Largo Drive West, provides direct access to the courtyard where all outdoor recreational facilities and amenities, including a swimming pool, are located. The commercial retail, residential lobby, and the rest of the amenity

spaces within the building are located along the northern frontage on Harry S Truman Drive. The residential units are located along the rest of the street frontages and encircle the multi-level parking garage, which is an integral part of the building complex.

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

Architecture

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

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

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

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

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

Signage

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

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

Lighting

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

Recreational Facilities and Amenities

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

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

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

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

Green Building Techniques

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

COMPLIANCE WITH EVALUATION CRITERIA

- 2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The purpose of the Largo Town Center Sector Plan and SMA is to analyze the existing situation and to set forth goals, concepts, guidelines, recommendations, and design standards to achieve the character desired for future development in the Largo Town Center TOD core areas, in accordance with the goals and policies of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) recommendations for mixed-use, pedestrian- and transit-oriented development in the Regional

Transit District Growth area. The vision for the Regional Transit District is a destination for regional workers and residents that contains a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses. It is walkable, bikeable, and well-connected to a regional transportation network via a range of transit options.

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

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

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

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

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

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

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

Amendment 1

Street Design Criteria | Complete Streets (page 143)

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

The street design criteria specify the complete street section that includes tree zones, pedestrian zones, and semi-private zones with specifications for lane width, bike lanes, and parallel parking. The applicant is requesting an amendment from this standard, which requires a complete street design, and states that the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has provided written confirmation that bicycle lanes along the property frontage are neither recommended nor required, at this time, as these improvements are planned to be addressed through future Prince George's County Capital Improvement Program (CIP) project projects. As the applicant states in the statement of justification (SOJ), the two roadways adjacent to the subject site have been fully improved and any additional improvements will be subject to review and approval by DPIE. The applicant is proposing to implement the recommendations, as set forth in the Largo Town Center Sector Plan and SMA, unless the approved improvements in the ROW are altered by DPIE. While the application does not provide the required bike lanes or parallel parking spaces on Harry S. Truman Drive and Largo Drive West, the roadways are planned to be converted from one-way to two-way streets, as envisioned by the Sector Plan and the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The applicant has coordinated with the operating agencies and, based on these agencies' guidance, the Planning Board supports the requested amendment because its approval will not substantially impair the Sector Plan, as future CIP projects support the Sector Plan's vision and will implement the ROW improvements, to include dedicated bike lanes, parallel parking, and planting areas.

Amendment 2

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

Exterior Walls

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

material. Where cementitious siding or panels meet foundation walls, a minimum 10-inch nominal trim board is required on all elevations.

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

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

- 8. Prior Prince George's Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and D-D-O Zones, ETOD projects, and the site design guidelines of the prior Zoning Ordinance, as follows:
- a. The approved residential multifamily and commercial uses are permitted, pursuant to the Largo Town Center Sector Plan and SMA (M-U-I in D-D-O Zone, Use Table).
 - b. Section 27-546.19(c), Site Plans for Mixed Uses in the M-U-I Zone, of the prior Zoning Ordinance requires that:
 - (c) **A Detailed Site Plan may not be approved unless the owner shows:**
 - 1. **The site plan meets all approval requirements in Part 3, Division 9;**

The site plan meets the required findings for site plan approval contained in Part 3, Division 9, as discussed in Findings 16–19 of this resolution.
 - 2. **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

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

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

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

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

The approved vertical mixed-use development represents a continuation of the development pattern in the area, in that there are other mixed-use developments to the north. The uses are comparable to surrounding conditions, which include multifamily residential directly across Harry S Truman Drive, the adjacent Metro station, and nearby mixed-use developments with supporting retail and restaurant uses. Accordingly, the proposal is compatible with existing and planned development within the surrounding area and development district.

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

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

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

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

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

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

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

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

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

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

and colors are consistent with, and complementary to other buildings throughout the development district.

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

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

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

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

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

- (i) Hours of operation or deliveries;**

The approved uses are expected to operate with hours and delivery patterns comparable to surrounding developments of the same uses including multifamily, commercial, and mixed-use development; thereby, minimizing potential impacts on adjacent properties and maintaining consistency with the established neighborhood context.

- (ii) Location of activities with potential adverse impacts;**

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

- (iii) Location and use of trash receptacles;**

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

(iv) Location of loading and delivery spaces;

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

(v) Light intensity and hours of illumination; and

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

(vi) Location and use of outdoor vending machines.

There are no outdoor vending machines approved within this development.

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

Section 27-274(a)

(2) Parking, loading, and circulation.

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

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**

- (iv) **Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) **Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

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

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

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

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

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

- (B) **Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**
 - (i) **Loading docks should be oriented toward service roads and away from major streets or public view; and**

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

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

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

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

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) Entrance drives should provide adequate space for queuing;**
- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) Parking areas should be designed to discourage their use as through-access drives;**
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**

- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

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

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

Within the garage, the circulation pattern is designed to keep vehicles moving smoothly, while naturally limiting speeds. A single entrance controls access, and the area beyond the rideshare, visitor, and retail spaces is gated for residents, preventing the garage from being used as a cut-through route for non-site traffic.

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

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

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

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**
- (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
 - (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
 - (iii) The pattern of light pooling should be directed on-site;**
 - (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
 - (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
 - (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

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

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

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

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

(4) Views.

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

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

(5) Green Area.

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

- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
- (ii) Green area should link major site destinations such as buildings and parking areas;**
- (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**

- (iv) **Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
- (v) **Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
- (vi) **Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) **Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

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

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

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

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

The application satisfies the requirements of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations. The subject property contains no regulated environmental features (REF), specimen trees, or floodplain areas that require preservation or restoration.

Environmental considerations are addressed through compliance with the approved TCP, which confirms that applicable conservation practices and regulatory standards are met. The Planning Board finds that REF on the property have been preserved or restored, to the extent possible, based on the limits of disturbance shown on the Type 2 Tree Conservation Plan (TCP2).

(6) Site and streetscape amenities.

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

- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
- (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
- (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

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

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

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

(7) Grading.

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

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**
- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

The site is generally flat, with no hilltops or steep slopes requiring significant alteration, aside from the contours surrounding the SWM pond. Grading is limited to what is necessary for site development and is designed to minimize environmental impacts, to the extent practicable. Where minor slopes occur, particularly around the pond, landscaping is used to soften the appearance of the grade and integrate it into the

surrounding open space. Grading also supports functional transitions between different site areas, without creating abrupt changes or visual conflicts. Drainage features are positioned and designed to remain unobtrusive from public areas, while operating effectively within the overall stormwater system. The Planning Board finds that the approved grading approach appropriately responds to the site's existing conditions and minimizes environmental impacts, to the extent practicable.

(8) Service Areas.

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

- (i) Service areas should be located away from primary roads, when possible;**
- (ii) Service areas should be located conveniently to all buildings served;**
- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

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

(9) Public Spaces.

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

- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) Public spaces should be readily accessible to potential users; and**
- (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

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

(10) Architecture.

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

A detailed discussion regarding architecture has been addressed in Finding 6. The Planning Board finds the architectural design guidelines to be met.

(11) Townhouses and three-family dwellings.

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

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

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

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

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

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

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

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

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

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

will provide high-density development within walking distance of the transit station, to increase transit ridership.

(B) Reducing auto dependency and roadway congestion by:

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**
- (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

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

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

The DSP conforms to the block sizes and street grids set forth in the development district standards of the Largo Town Center Sector Plan and SMA. The building design and location close to

the street will create a pedestrian-scale block, consistent with the vision for the area.

(E) Creating pedestrian-friendly public spaces; and

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

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

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

Section 27A-209

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

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

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

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

complementary design elements that relate to nearby structures, while maintaining a distinct architectural identity.

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

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

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

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

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

There is no REF located on the approved site.

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

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

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

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

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

The building design responds to its urban context by organizing active street-oriented uses along the Harry S Truman Drive frontage and emphasizing a prominent corner condition at the intersection with Largo Drive West. The façades frame views toward the street and activate the streetscape, while the plaza at the corner creates a focal gathering space that is integrated into the surrounding pedestrian network. This arrangement supports visual engagement, promotes overlooking of key public spaces, and reinforces a sense of shared use and community presence.

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

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

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

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

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

- (A) **Adult entertainment;**

- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
- (K) Sale, rental, or repair of industrial or heavy equipment;**
- (L) Any automobile drive-through or drive-up service;**
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail),**

except as an ancillary use; or

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

None of the above uses are included in this DSP.

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

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

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

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

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

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

practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

The building complex has been designed to meet the development district standards found in the Largo Town Center Sector Plan and SMA. This DSP is generally compatible with the governing D-D-O Zone standards and, where it deviates, the applicant has filed amendment requests. The alternative standards, as discussed in Finding 7 above, benefit the development and the development district and will not substantially impair implementation of the sector plan.

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

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

- e. Section 27-548.25(b) requires that the Planning Board shall find that the site plan meets applicable development district standards, in order to approve a DSP. As discussed in Finding 7, this DSP complies with most of the applicable D-D-O Zone standards, except for two, as amended. The Planning Board approves the alternative development standards, as they will not substantially impair implementation of the sector plan.
- 9. Preliminary Plan of Subdivision 4-21060:** PPS 4-21060 was approved by the Planning Board on June 2, 2022 (PGCPB Resolution No. 2022-69). The PPS conditions of approval, relevant to the review of this DSP, are listed below in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one, in plain text.
- 2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (173-2022), and any subsequent revisions.**
- An approved SWM Concept Plan (173-2022) shows the use of microbio retention facilities. The existing SWM pond will be retrofitted to meet the current regulations. This SWM concept was approved on June 2, 2025 and expires on Jun2, 2028.
- 3. Prior to approval, the final plat shall include dedication of a 10-foot-wide public utility easement along the public rights-of-way, as delineated on the approved preliminary plan of subdivision.**
- The 10-foot-wide public utility easements are shown along Largo Drive West and Harry S Truman Drive, in conformance with the PPS and final plat.
- 4. Total development within proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-**

hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new Preliminary Plan of Subdivision.

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

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

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

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

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

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

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

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

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

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

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

access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

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

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

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

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

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

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

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

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

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

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

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

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

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

As discussed previously, this development will provide on-site private recreational facilities to fulfill the mandatory dedication requirements. A private recreational facility and amenity package has been submitted with this DSP and has been reviewed for conformance with the *Park and Recreation Facilities Guidelines*. On-site private recreational facilities and amenities, shown in the courtyard to serve future residents,

include an outdoor pool area with seating, a shade structure with heaters, an outdoor grilling station, an outdoor drinking fountain, a kid zone, an indoor fitness area, and a dog run. The approved facilities and amenities are integrated into the building complex and, therefore, will be required to be built and open to the residents, prior to the final certificate of occupancy.

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

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

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

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

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

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

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

0.19 acre of woodland preservation, 0.50 acre of reforestation, and 4.36 acres of off-site woodland conservation credits, and is in conformance with TCP1-010-2022.

Specimen Trees

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

13. **Prince George’s County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 2,500 square feet of disturbance. Per Section 25-127(a)(4) of the Tree Canopy Coverage Ordinance, the current DSP-2026-0009 is subject to the regulations in place, at the time of approval of 4-21060 and not the current regulations, as updated by Council Bill CB-21-2024. The subject site is in the RTO-H-C Zone, but being evaluated under the prior M-U-I zoning of the site, in which 10 percent of the site is to be covered in tree canopy. The overall site measures 3.67 acres, and a total of 15,943 square feet of tree canopy is required. The subject application includes a schedule demonstrating that the required amount of tree canopy coverage (TCC) for the site is provided, excluding the SWM pond. The TCC schedule should be revised to include the entire property in the calculation and provide the required canopy coverage, prior to certification of this DSP.
14. **Referral Comments:** The subject DSP was referred to the concerned agencies and divisions. The Planning Board reviewed and adopts referral comments that are incorporated herein by reference and are summarized, as follows:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated May 4, 2026 (Stabler, Smith, and Chisholm to Cofield), the following comments were offered.

The Largo Town Center Sector Plan contains minimal goals and policies related to historic preservation (page 46). However, these are not specific to the subject site or applicable to the approved development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. No Prince George’s County historic sites or resources are on or adjacent to the subject property.
 - b. **Community Planning**—In a memorandum dated May 8, 2026 (Sanders to Cofield), an evaluation was provided and the following comments were offered.

The Planning Board finds that, pursuant to Section 27-548.26(b)(2)(A)(B) of the prior Zoning Ordinance, this application generally complies with the standards of the D-D-O Zone, with the exception of Architectural Design Criteria, Building Materials

(Exterior Walls page 162), and Street Design Criteria, Complete Streets (pages 143–148), relating to the use of cementitious siding below the third floor and the desired street cross section on Harry S Truman and Largo Drive West. The Board finds that the provided amendments are acceptable and do not sustainably impair implementation of the Sector Plan.

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

Master Plan Compliance

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

Right-of-Way

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

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

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

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

Pedestrian and Bicycle Facilities

- Harry S Truman Drive: Bicycle lane

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

- Largo Drive West: Shared Roadway

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

Policies, Goals and Recommendations

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

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

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

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

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

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

- **Implement complete streets (shared-use streets) principles on all interior streets in the Largo Town Center Development District Overlay Zone (DDOZ) to provide safe and convenient accommodation for all potential users, including pedestrian, cyclist, motorist, and transit riders alike.**
- **Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclist.**
- **Eliminate one-way street pair between MD 214 (Central Ave) and the metro station by converting Harry S Truman Drive and Largo Drive West into two-way streets.**

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

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

Parking, loading, and circulation

The submitted plans include separated networks for vehicles and pedestrians, including sidewalks, crosswalks, crosswalk ramps, and directional arrows at garage entrances. The Board finds that these improvements are to be included on all site plan sheets submitted for construction permits.

Site and streetscape amenities

Sidewalks and crosswalks support convenient and efficient pedestrian circulation and include streetscape amenities such as benches, bicycle parking, and lighting throughout the site. The Board finds that these improvements are to be on the applicable site plan sheets submitted for construction permits.

To encourage pedestrian activity

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

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

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

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

The site plan also includes a network of 7-foot-wide sidewalks throughout the site. In addition, four bicycle racks, accommodating eight bicycles, are provided at the residential entry and retail tenant space. Crosswalks, lighting, and benches are provided throughout the site to accommodate bicycle and pedestrian activity. The Board finds that the approved and detailed pedestrian and bicycle facilities and amenities support the MPOT,

the area sector plan, and D-D-O Zone recommendations and policies, and are acceptable, pursuant to Sections 27-274, 27-546, and 27-548.

- d. **Subdivision Review**—In a memorandum dated May 8, 2026 (Vatandoost to Cofield), the applicable conditions of approval from PPS 4-21060 were analyzed and one condition was offered consisting of three sub-conditions, that have been included in this resolution.
- e. **Environmental Planning**—In a memorandum dated May 8, 2026 (Rea to Cofield), it was noted that the DSP was reviewed, as well as the Type 2 Tree Conservation Plan (TCP2-2026-0030) and associated information, and provided the following summarized comments.

Soils

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

Natural Resources Inventory

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

Regulated Environmental Features

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

Stormwater Management

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

100-year Floodplain

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

- f. **Permit Review**— In a memorandum dated April 24, 2026 (Zou to Cofield), comments were provided based on the plans provided April 4, 2026. The comments provided were

addressed by the applicant within the revised plans submitted May 1, 2026, except one which requested the applicant to provide a revised parking schedule that identifies the size, type, and count of all provided parking spaces, including ADA and compact-type parking spaces. Revision of the parking schedule is provided as a condition within this resolution.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—In an email provided on May 8, 2026 (Thompson to Cofield), it was noted that the landscape exhibits illustrate active and passive recreation areas within the development. The Planning Board finds that the proffered recreation facilities, such as swimming pool and deck, outdoor grilling, dining and seating areas, and indoor fitness facilities, fulfill the requirements of the prior Subdivision Regulations for mandatory parkland dedication.
 - h. **Price George's County Soil Conservation District (PGSCD)**—The PGSCD had no comments on this application.
 - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE had coordinated with the applicant regarding implementation of the bike lanes along the property frontage and the evaluation of additional access points to the garage. Based on DPIE's correspondence, the agency does not support bike lanes along the frontage and supports the applicant's design of a single garage access point.
 - j. **Price George's County Police Department**—The Police Department had no comments on this application.
 - k. **Prince George's County Fire/EMS Department**—The Fire/EMS Department had no comments on this application.
 - l. **Prince George's County Health Department**—In a memorandum dated April 24, 2026 (Adepoju to Cofield), comments were provided, based on the plans submitted on April 4, 2026. These comments included a request for the applicant to provide details regarding any necessary modifications, adaptations, or mitigation measures to minimize potential adverse health impacts related to noise; a condition is included herein to provide details regarding noise mitigation. The memorandum also recommended the inclusion of two notes confirming intent to comply with construction activity noise and dust control requirements, both of which have been incorporated into the approved plans.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—WSSC had not offered comments on the subject application.
 - n. **Public Utilities**—In an email provided on May 5, 2026 (Charles to Cofield), AT&T indicated that AT&T LNS has no existing utilities present within the subject site.
15. **Community Feedback:** The Planning Board did not receive any inquiries from the community regarding the subject DSP.

16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the provided conditions below, represents a most reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the approved development for its intended use.
17. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP, if it finds that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5). There is no REF on the subject property.
20. **Planning Board Hearing:** The Planning Board held a duly noticed evidentiary hearing on the DSP on June 11, 2026. Prior to the Tuesday, June 9, 2026 noon deadline, the applicant submitted Applicant's Exhibit 1 proposing revisions to Conditions 1.i and deletion of Condition 1.j recommended in the technical staff report. At the June 11, 2026 hearing, staff provided an overview of the project and indicated agreement with the revisions to conditions proposed in Applicant's Exhibit 1. These revisions have been incorporated herein. Following staff's presentation at the hearing, the applicant's attorney testified. He explained that the previous DSP for this project had expired, due to financing challenges, thus requiring a new DSP approval. He further highlighted the property's location at the split of Harry S. Truman Drive and Largo Drive. He also noted the existence of a SWM facility on the property that will be beautified and amenitized. Following the applicant's attorney, there was no further testimony. No community members signed up to speak at the hearing.

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 Overlay Zone standards for:
 1. **Street Design Criteria | Complete Streets** (page 143): To allow the applicant to provide improvements within the boundary of the site, as shown on the detailed site plan. Any improvements within the public rights-of-way of Harry S Truman Drive and Largo West Drive shall be approved by the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation.
 2. **Architectural Design Criteria | Building Materials and Elements** (page 162): To allow the application of various exterior finish materials, including a combination of cementitious panel, siding, and brick, from as low as the second floor, with the first floor

to be finished with complete brick, as shown on the elevations submitted with this detailed site plan.

B. APPROVED Type 2 Tree Conservation Plan TCP2-2026-0030, and further APPROVED Detailed Site Plan DSP-2026-0009 and for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. Revise the title of the project to Largo Station on all plan sheets.
 - b. Revise the labeling of the dog park within landscape plans to be consistent with the site plans, to indicate dog run.
 - c. Revise the Tree Canopy Coverage schedule to include the entire property in the tree canopy calculation.
 - d. Provide notation within the plans that correspond to the details for site improvements, including furniture and kid zone amenities.
 - e. Provide the materials and details of the finished surface within the kid zone.
 - f. Provide the location of electric vehicle charging stations and the general details of the equipment to be installed.
 - g. Provide an updated recreational facilities agreement that references the subject DSP number (DSP-2026-0009).
 - h. Provide details for the short- and long-term bicycle parking facilities, such as bicycle racks, repair stand, and air pump.
 - i. Provide a pedestrian and bikeway facilities plan that provides all of the details of the required improvements, consistent with the Largo Town Center Parcel O BPIS package provided, or as modified by any amendment to the certificate of adequacy.
 - j. Add a general note to the coversheet of the DSP referring to the plan sheet where the calculation and details of approved recreational facilities are provided.
 - k. Make the parcel line bearings and distances legible, by removing overlapping text.
 - l. On Sheet 3, provide the missing information for Curve C1.

- m. Revise the Type 2 tree conservation plan to complete the tree conservation plan (TCP) approval history table to identify the prior TCP approvals.
 - n. Provide a parking schedule that identifies the size, type, and count of all approved parking spaces, including Americans with Disabilities Act (ADA) and compact-type parking spaces.
 - o. Provide the location and details of noise mitigation measures on the architectural elevations, and a certification from an acoustical engineer stating that building façades located within the unmitigated 65 dBA Ldn noise limit have been designed to reduce interior noise levels to 45 dBA Ldn or less.
2. Prior to issuance of the final certificate of occupancy for any residential units, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.

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.

* * * * *

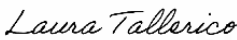
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Jenkins, seconded by Commissioner Geraldo, with Commissioners Jenkins, Geraldo, Matthews, and Okoye voting in favor of the motion at its regular meeting held on Thursday, June 11, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 18th day of June 2026.

Billy Okoye
Vice Chairman

By 
Jessica Jones
Planning Board Administrator

BO:JJ:DC:ac


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

6/17/2026