

The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530



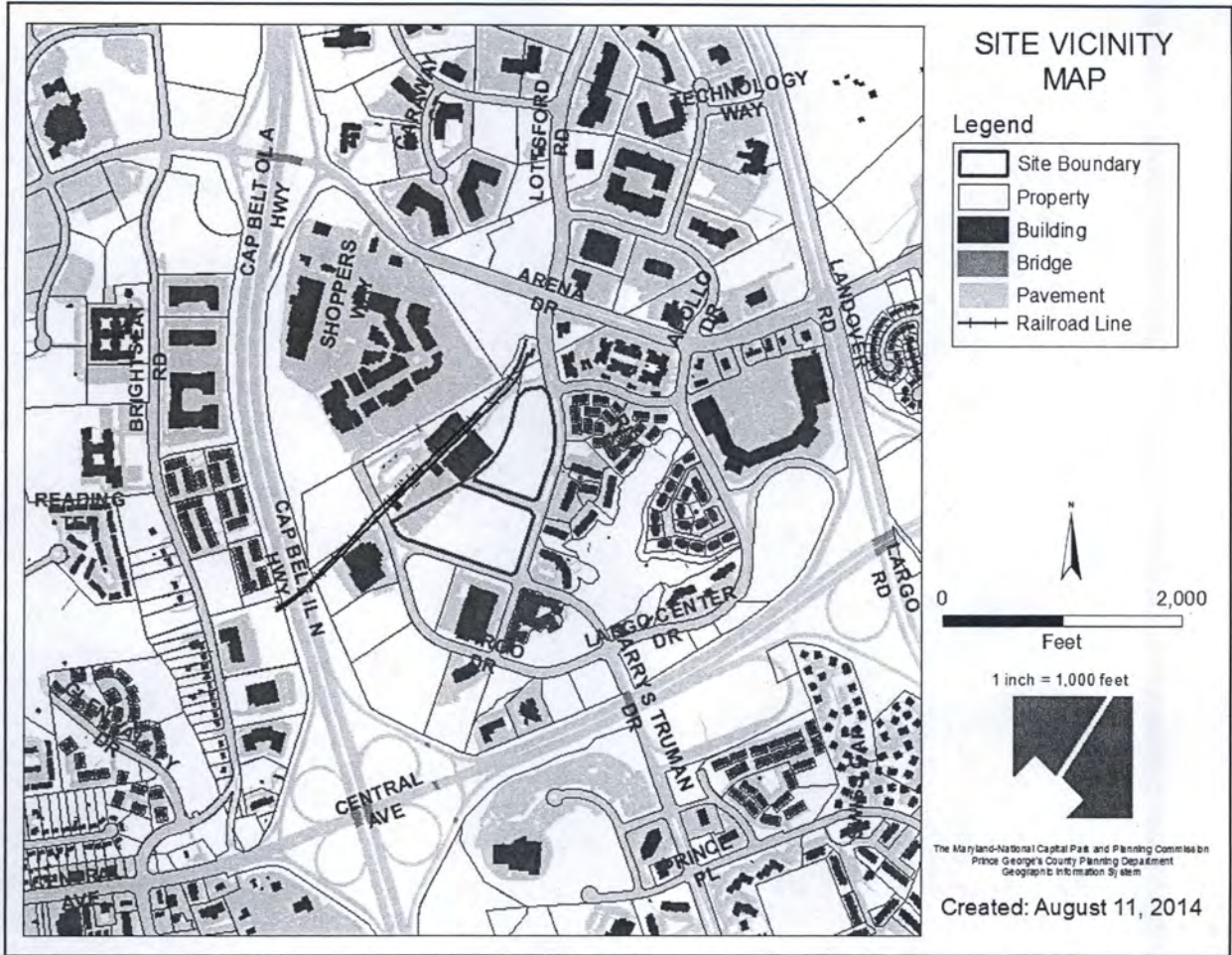
Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).

## Detailed Site Plan DSP-14026

Application	General Data	
<b>Project Name:</b> Ascend Apollo Expedited Transit-Oriented Development Project  <b>Location:</b> Northwest quadrant of the intersection of Harry S. Truman Drive and Lottsford Road, adjacent to the Largo Town Center Metro Station.  <b>Applicant/Address:</b> Commons at Largo, LLC 1350 Connecticut Avenue NW, Suite 1200 Washington, DC 20036	Planning Board Hearing Date:	02/05/15
	Staff Report Date:	01/21/15
	Date Accepted:	11/26/14
	Planning Board Action Limit:	02/16/15
	Plan Acreage:	19.90
	Zone:	M-X-T
	Dwelling Units:	850
	Gross Floor Area:	19,024
	Planning Area:	73
	Council District:	06
	Election District:	13
	Municipality:	None
200-Scale Base Map:	201NE08	

Purpose of Application	Notice Dates	
A mixed-use project with 850 multifamily dwelling units and approximately 19,024 square feet of retail and restaurant uses.	Informational Mailing:	08/25/14
	Acceptance Mailing:	11/26/14
	Sign Posting Deadline:	01/06/15

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Henry Zhang, AICP, LEED AP BC+D <b>Phone Number:</b> 301-952-4151 <b>E-mail:</b> Henry.Zhang@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-14026  
Type 2 Tree Conservation Plan TCP2-027-14  
Ascend Apollo  
Expedited Transit-Oriented Development Project

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

The detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Development District Overlay (D-D-O) Zone.
- b. The requirements of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment*.
- c. The requirements of the Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) Zone and for Expedited Transit-Oriented Development Projects.
- d. The requirements of Preliminary Plan of Subdivision 4-14011.
- e. The requirements of the 2010 *Prince George's County Landscape Manual*.
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- h. Referral comments.

FINDINGS

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

1. **Request:** The detailed site plan (DSP) is for the development of a site, referred to as Largo Town Center, Parcel D, located southeast of and immediately adjacent to the Largo Town Center Metro Station, with 850 residential multifamily units and approximately 19,024 square feet of retail and restaurant space.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
	M-X-T/D-D-O	M-X-T/D-D-O
Zone(s)		
Use(s)	Vacant	Residential & Restaurant/Retail
Acreage	19.9	19.9
Of which Phase I and II site	9.97	9.97
Lots/parcels	2	4 (2 parcels, 2 outlots)
Number of Dwelling Units (DU)	-	850
Gross Floor Area (GFA) (sq. ft.)	-	19,024

**OTHER DEVELOPMENT DATA**

**Parking Requirements per the Sector Plan**

<b>Uses</b>	<b>Maximum # Spaces Allowed</b>
Residential Multifamily (1.25 spaces/DU, up to 2 BR)	1,063
Retail Sale (3 spaces/1,000 sq. ft.)	29
Restaurant (10 spaces/1,000 sq. ft.)	95
<b>Total</b>	<b>1,186*</b>
Of which Spaces for the Physically Handicapped	<b>22</b>

**Parking Spaces Provided**

Standard	1,144
Regular Spaces for the Physically Handicapped	20
Van-Accessible Spaces for the Physically Handicapped	6
<b>Total</b>	<b>1,170*</b>

**Bicycle Parking Spaces per the Sector Plan**

Site-by-site analysis	No specific number
<b>Provided</b>	<b>76**</b>

**Loading Spaces Required (Section 27-582)**

Multifamily (1 space / 100-300 DUs plus 1 space each additional 200 DUs or fraction above 300 units)	<b>6</b>
Retail and service (1 space /2,000 sq. ft. to 10,000 sq. ft. of GFA) (1 space / 10,000 sq. ft. to 100,000 sq. ft. of GFA)	<b>4</b>
<b>Provided</b>	<b>1</b>
	<b>1</b>
	<b>4***</b>

**Notes:** \*The parking requirements in the Largo Town Center Sector Plan and Sectional Map Amendment supersede those in Section 27-568 of the Zoning Ordinance. The required number of parking spaces in the sector plan is the maximum allowed for property in the Transit-Oriented Development Core area, where this site is located. Of the total provided 1,170 parking spaces, 1,146 spaces are in the parking garages and 24 spaces are on-street parallel parking. The provided number of parking spaces satisfies the parking requirements of the sector plan.

\*\*The number of bicycle parking spaces provided in the parking garages is based on a need analysis given the anticipated use of the two buildings. According to the applicant, the bicycle parking facilities will be provided incrementally, as additional area in the parking garages has been designed for future bicycle parking use. Additional bicycle parking spaces should be provided for the proposed retail and restaurant uses along Grand Boulevard. A condition to this effect has been included in the Recommendation section of this report.

\*\*\*Section 27-583 of the Zoning Ordinance governs off-street loading space requirements for development in the Mixed-Use Transportation-Oriented Zone. It provides a three-step method of loading space calculation and allows shared loading spaces among different uses. The sector plan does not have any standards for loading spaces. See Finding 8(d) below for more discussion of loading space arrangements.

3. **Location:** The subject site is located in Planning Area 73, Council District 6, within the Transit-Oriented Development (TOD) Core area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA). More specifically, the site is located in the northwest quadrant of the intersection of Harry S. Truman Drive and Lottsford Road, on both sides of the existing Grand Boulevard which leads to the Largo Town Center Metro Station.
4. **Surrounding Uses:** The site is bounded to the west by the Washington Metropolitan Area Transit Authority (WMATA) Largo Town Center Metro Station and its associated five-story parking garage, Kiss-and-Ride surface parking lots, and bus facility in the Mixed Use–Transportation Oriented (M-X-T) Zone; to the south by the right-of-way of Harry S. Truman Drive; and to the east by the right-of-way of Lottsford Road. Across both rights-of-way are developed properties in the Mixed Use–Infill (M-U-I) Zone.
5. **Previous Approvals:** The subject property is the central piece of a larger 173-acre development formerly known as Largo Town Center, approved in the late 1970s under the Major Activity Center (M-A-C) Zone comprehensive design zoning designation. The site and its immediate surrounding areas were retained in the M-A-C Zone in the 2004 Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas. The most recent 2013 Largo Town Center Sector Plan and SMA rezoned the subject site to the M-X-T Zone and superimposed a Development District Overlay (D-D-O) Zone on the property. A Preliminary Plan of Subdivision, 4-14011, has been submitted and is being reviewed concurrently with this DSP, and is scheduled for public hearing on February 5, 2015. The subject property also has an approved Stormwater Management Concept Plan, 9730-2014-00.

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

**Site Layout:** Detailed Site Plan DSP-14026 covers the entire 19.9-acre site consisting of four development parcels. However, only two parcels south of Grand Boulevard will be developed in accordance with the above described program. The rest of the site north of Grand Boulevard is designated as a future development site in this DSP and will be subject to additional DSP approval when a specific development program is ready. The proposed development in the subject DSP will be implemented in two phases and is divided by Ascend Lane, which is parallel to Lottsford Road and is connected to Harry S. Truman Drive to the south and Grand Boulevard to the north. The building complex fronting on Grand Boulevard, Lottsford Road, and Harry S. Truman Drive, located east of Ascend Lane, is included in Phase I; the other building complex fronting on Grand Boulevard and Harry S. Truman Drive, located west of Ascend Lane, is included in Phase II.

All vehicular access to the site, including access to parking garages and loading spaces, is provided via Ascend Lane. Pedestrian access at numerous locations is provided by sidewalks along Grand Boulevard, Harry S. Truman Drive, and Lottsford Road. Existing Grand Boulevard, off Lottsford Road, leads directly to the existing WMATA parking garage and the Largo Town Center Metro Station platform.

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

**Architecture:** Two building complexes, each occupying an entire block have been proposed to be developed in two phases. The two buildings are designed with heights varying from five to six stories and are finished with a combination of brick, stucco, and cementitious panels of different color tones. Cementitious bands have been used to divide different building materials and to frame different sections on the building elevations. The building elevations are designed by using various building materials and architectural elements to create a prominent three-part composition consisting of base, middle, and top sections. The buildings have flat roofs and various features of contemporary architecture.

The façades along Grand Boulevard have six stories with tower elements at the corner of the building close to the metro station and the corner at the intersection of Lottsford Road and Grand Boulevard. Also along the Grand Boulevard frontage, the proposed retail, restaurant, and other nonresidential spaces are located at the street level. The ground floors of the two buildings along Lottsford Road and Harry S. Truman Drive are designed with urban residential dwelling units. The façades along both Lottsford Road and Harry S. Truman Drive are five stories in height. A continuous street wall is created along all frontages. The proposed building façades all feature contemporary design elements which are attractive and meet the level of esthetic quality expected in such a prominent location. However, most of the elevation sheets lack a key map, which will help identify the location and orientation of each elevation. In addition, some recessed sections of each main elevation would benefit from a visually stronger cornice that shows additional bands. A condition has been included in the Recommendation section of this report to require the

applicant to add key maps and to strengthen the cornices on the building elevations prior to certification of this DSP, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

The two building complexes have similar layouts and each features three ground-level courtyards. Of the three courtyards in each building complex, one courtyard has a swimming pool with associated amenities such as a pergola and sitting areas, and the other two courtyards have landscaping and sitting areas along various walking paths. The floors of each building, from the second story up to the fifth, are occupied by residential dwelling units. Each building complex has a six-story parking garage fronting on Ascend Lane, and most of the garage is screened by multifamily buildings from all of the main roadways. However, the sections on both sides of Ascend Lane close to Harry S. Truman Drive cannot be screened completely from the views from Harry S. Truman Drive due to the fact that the sections of the five-story multifamily buildings at those locations have a depth of only 40 feet. The same vertical trellis that is used to soften the view of undecorated garage elevations close to Grand Boulevard should be applied to the elevations of the visible floors of the two garages. A condition has been included in the Recommendation section of this report to require the applicant to apply the same decorative treatment used on the garage elevations adjacent to Grand Boulevard to the elevations of the garages that are close to Harry S. Truman Drive prior to certification of this DSP.

**Signage:** Two types of monument sign are provided for the project in addition to three types of building-mounted sign. Both types of monument sign are designed with low colored walls of stucco finish and projecting metallic sign faces, each with less than a 32-square-inch sign area. The Type A sign has a larger wall and sign face area than those of the Type B sign. All of the monument signs are located within the linear green open space area parallel to Grand Boulevard. The main building-mounted project identification sign is located on the cornice area of the tower facing Grand Boulevard that can be seen from the Largo Town Center Metro Station. Additional signs are also shown on the perspective renderings from the intersection of Grand Boulevard and Lottsford Road.

Of the three types of building-mounted signage shown on the sign plan, Type A is primarily an identification sign, Type B is a retail sign, and Type C is a parking garage sign. Each Type A sign has approximately 65 square feet of sign face area, each Type B sign has approximately 20 square feet of sign face area, and each Type C sign has approximately 75 square feet of sign face area. The size, color, design, and materials for all of the monument and building-mounted signs are acceptable and consistent with the D-D-O Zone sign design guidelines in the sector plan.

**Exterior Lighting Fixtures:** Six types of lighting fixtures have been shown on the lighting plan that also provides outdoor photometric readings of the proposed development. The lighting fixtures have various heights from four-foot-high pedestrian lights to medium height sidewalk lights (12 and 15 feet high) to tall parking lot lights (20 and 30 feet high). The proposed lighting fixtures are acceptable. Of the six types of lighting fixtures, the DSP shows detailed specifications for three of them that are fully cut-off luminaires. No details of the remaining three types are provided. All lighting fixtures should be fully cut-off luminaires. A site plan note should be provided on the plan to that effect, and a condition has been included in the Recommendation section of this report to require the applicant to provide details on the remaining three types of lighting fixtures.

**Green Building Techniques:** A development project of this scale, as proposed in the DSP, presents great potential to apply green building techniques to achieve maximum economic, social, and environmental benefits. At the time of the review of this project, the applicant has not

decided to pursue any green building certification. However, the design team does indicate that many of the green building techniques, including those related to site, building, and appliances, will be employed in this development project as discussed below.

Given the site's close proximity to the Largo Town Center Metro Station, and with little change in topography, the grading of the site can be very limited. At the same time, the project tries to maximize sidewalk and biking connections to the surrounding community for better pedestrian movement. The project is also using several bioretention areas to control, clean, and contain stormwater runoff on the site so that the runoff is not released into the existing sewer system. The design of the landscape system is to minimize the amount of turf on the site and to use as many native plant species as possible throughout the entire project.

The project's high density of apartments and naturally-ventilated structured parking garages decrease the need for internal pavement. Meanwhile, the project also minimizes the heat island effect with highly reflective roofing. The proposed five- to six-story buildings will be covered with mostly factory prefinished materials to reduce the need for additional site-applied finishes like painting and staining. The building will have lumber materials, such as floor and roof trusses, that will be designed to reduce structural quantity and are built in a factory to reduce on-site lumber waste. The project has many universal design elements incorporated throughout the buildings with accessible routes, and no-step entrances, to allow the residents to enjoy the project.

The project will employ high-level insulation and sealing treatments. Waterproofing will include a vapor retarder, foundation waterproofing, and moisture control of the subfloor, substrate, and concrete slabs. The buildings are designed to shed water and include flashing to minimize water entry into the walls and roof. Because there are no internal roof drains, there are gutters and downspouts connected to the bioretention areas to help keep water from entering the building. The grade at the exterior of the building is also sloped away from the building to keep water from ponding near the façades.

The tightly sealed units are designed with energy-efficient HVAC (heating, ventilating, and air conditioning) units with sealed ducts, programmable thermostats, vented dryer exhaust, and vented toilet exhaust. There are efficient light fixtures (with no recessed type) in the ceilings. Low-flow plumbing fixtures are included in all of the units and amenity spaces. The project is anticipated to be a nonsmoking facility, also with posted signage for no smoking within 25 feet of the building entrance.

Each building has three courtyards in order to maximize daylighting to as many units as possible to achieve further saving on electricity consumption. Meanwhile, energy efficient appliances will be used throughout the entire project.

Once the project is built, there will be training for the staff and residents on the green features of the building to continue the practice of energy and water conservation. The on-site training regarding equipment operation and maintenance, control systems, and occupant action will improve the environmental performance of the building. The contractor will also provide the owner with the construction, operation, and maintenance manuals for the installed systems.

**Recreational Facilities/Amenities:** The subject DSP includes private on-site recreational facilities/amenities to be used by future residents. Each building complex is designed as a self-sufficient unit with recreational facilities/amenities outside (in the three courtyards) and inside the building. According to estimates provided by the applicant, this project will provide



approximately \$3.1 million (including construction costs) worth of recreational/amenity facilities. The following is a detailed list of the facilities and amenities proposed with this project:

a. **Outdoor Amenities include the following (totaling \$310,000):**

**Linear Park along Grand Boulevard**

- 310 linear feet of six-foot-wide meandering pedestrian path (\$15,000)
- 6,000-square-foot pedestrian promenade area (\$45,000)
- 15,000-square-foot Zen garden area with landscape features (\$75,000)
- Two 20-foot-long pedestrian bridges with lit polycarbonate panel walls over sculpted naturalized bioretention areas (\$60,000)

**Along Lottsford Road**

- 550 linear feet of bicycle lanes (\$25,000)
- Street Trees
- Naturalized bioretention area elements

**Along Harry S. Truman Drive**

- Street Trees
- Naturalized bioretention area elements

b. **Phase 1:**

**Indoor facilities include the following (totaling \$900,000):**

- Private 7,500-square-foot leasing and amenity area containing:
  - 500-square-foot main entrance lobby area with seating
  - Parcel package and acceptance service with secured storage area
  - 300-square-foot business center with conference table and four work areas with computers and printers
  - 800-square-foot club room with two TVs, lounge seating, community table, and kitchenette
  - 400-square-foot game room with billiards table, arcade games, foosball table, shuffle board, and lounge seating

- Wi-Fi connectivity in all common areas and courtyards
- Wi-Fi café with internet connection
- Private 1,500-square-foot state of the art exercise room containing:
  - Cardiovascular and weight equipment to include individual flat screen TVs
  - 350-square-foot private multipurpose room for Zumba, Yoga, or other exercise classes with a 62-inch flat screen TV with on-demand exercise programs
- Indoor putting green and driving range
- Dog spa and washing area
- 500-square-foot pool facility (bathrooms and changing areas) is located off the lobby area and provides for residents using the outdoor pools
- On-site resident storage
- 38 bicycle racks and storage room
- Controlled access parking with premium parking arrangements available
- Property surveillance program
- 24-hour emergency maintenance service

**Courtyard Recreational Facilities include the following (totaling \$506,000):**

- Pool Courtyard: 6,500 square feet
  - Swimming pool with 1,800 square feet of water area with a 30-foot-wide stepped pool entry (\$300,000)
  - 1,800-square-foot pool deck area allows for 20 chaise lounges and 5 tables with 20 chairs. Three tables have umbrellas (\$15,000)
  - Separated 1,000-square-foot exterior lounge area is connected to the community room, to allow four season usage, with four chaise lounges, two sofas, and lounge chairs (\$10,000)
  - Dual height bar and prep area with nine bar stools located for groups. Countertop has 34 square feet of space (\$25,000)
  - One, 12-linear-foot, up lit polycarbonate accent wall (\$15,000)
  - Two portable barbecue grills (\$10,000)

- Courtyard 2: 6,900 square feet
  - Accessible 4,000-square-foot passive recreation courtyard for residents
  - Twelve tables with chairs, two sofas, and a large four-pillar metal trellis for shaded seating (\$30,000)
  - The hammock grove center area has seven wood post hammocks (\$10,000)
  - Two portable barbecue grills (\$10,000)
- Courtyard 3: 6,500 square feet
  - Accessible 4,000-square-foot active recreation courtyard for residents
  - Seven tables with chairs, three sofas, and a large four-pillar metal trellis for shaded seating (\$30,000)
  - The center area has an active green space for regulation sized bocce ball, lawn bowling, or horseshoes (\$10,000)
  - Two outdoor table tennis areas (\$6,000)
  - Two portable barbecue grills (\$10,000)
  - Tailgate party area (\$25,000)

c. **Phase 2**

**Indoor Recreational Facilities include the following (totaling \$900,000):**

- Private 7,500-square-foot leasing and amenity area containing:
  - 500-square-foot main entrance lobby area with seating
  - Parcel package and acceptance service with secured storage area
  - 300-square-foot business center with conference table and four work areas with computers and printers
  - 800-square-foot club room with two TVs, lounge seating, community table, and kitchenette
  - 400-square-foot game room with billiards table, arcade games, foosball table, shuffleboard, and lounge seating
  - Wi-Fi connectivity in all common areas and courtyards
  - Wi-Fi café with internet connection

- Private 1,500-square-foot state of the art exercise room containing:
  - Cardiovascular and weight equipment to include individual flat screen TVs
  - 350-square-foot private multipurpose room for Zumba, Yoga, or other exercise classes with a 62-inch flat screen TV with on-demand exercise programs
- Indoor putting green and driving range
- Dog spa and washing area
- 500-square-foot pool facility (bathrooms and changing areas) is located off the lobby area and provides for residents using the outdoor pools
- On-site resident storage
- 38 bicycle racks and storage room
- Controlled access parking with premium parking arrangements available
- Property surveillance program
- 24-hour emergency maintenance service

**Courtyard Recreational Facilities include the following (totaling \$506,000):**

- Pool Courtyard:
  - Swimming pool with 1,800 square feet of water area with a 30-foot-wide stepped pool entry (\$300,000)
  - 1,800-square-foot pool deck area allows for 20 chaise lounges and four tables with chairs. Three tables have umbrellas (\$15,000)
  - Separated 700 square feet of exterior lounge area is connected to the community room, to allow four season usage, with four chaise lounges, two sofas, and lounge chairs (\$10,000)
  - Dual height bar and prep area with 9 bar stools located for groups. Countertop has 34 square feet of space (\$25,000)
  - One, 12-linear-foot, up lit polycarbonate accent wall (\$15,000)
  - Two portable barbecue grills (\$10,000)
- Courtyard 2: 6,900 square feet
  - Accessible 4,000 square feet of passive recreation courtyard for residents

- Twelve tables with chairs, two sofas, and a large four pillar metal trellis for shaded seating (\$30,000)
- The hammock grove center area has seven wood post hammocks (\$10,000)
- Two portable barbecue grills (\$10,000)
- Courtyard 3: 6,500 square feet
  - Accessible 4,000 square feet of active recreation courtyard for residents
  - Seven tables with chairs, three sofas, and a large four-pillar metal trellis for shaded seating (\$30,000)
  - The center area has an active green space for regulation sized bocce ball, lawn bowling, or horseshoes (\$10,000)
  - Two outdoor table tennis areas (\$6,000)
  - Two portable barbecue grills (\$10,000)
  - Tailgate party area (\$25,000)

**Exterior Recreation Facilities (\$12,500)**

- 8,500-square-foot fenced dog park with drinking fountain and waste stations located on the southwest portion of the property

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a D-D-O Zone on the Largo Town Center Sector Plan area. The land use concept of the sector plan divides the plan area into five inter-related subareas around the two crisscrossed roadways, Arena Drive and Lottsford Road, including the TOD Core (southwest quadrant), Southeast Quadrant, Northwest Quadrant, Northeast Quadrant, and East Area (east of Landover Road) for the purpose of examining issues and opportunities and formulating recommendations.

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

In order to achieve the sector plan's vision, a set of D-D-O Zone development standards has also been approved with the Largo Town Center Sector Plan and SMA. The development standards consist of six parts and subparts that provide specific design criteria for Urban Design—Block Length, Build-to line, Frontage, Other Setbacks and Building Height; Street Design—Complete Streets, Street Types and Tree Zone; Open Space Design; Architectural Design—Building Form, Storefronts and Building Materials; Parking Design; and Signage Design.

Development in the sector plan area is subject to the development district standards. All new development and redevelopment of existing structures within the D-D-O Zone should comply with the general intent and goals of the development standards of the sector plan. Development must show compliance with the development district standards during the DSP process. The development district standards replace comparable standards and regulations required by the Prince George's County Zoning Ordinance. Wherever a conflict between the sector plan D-D-O Zone standards and the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) occurs, the D-D-O Zone standards shall prevail. For development standards not covered by the Largo Town Center Sector Plan area D-D-O Zone, the standards in the Zoning Ordinance and Landscape Manual shall serve as the requirement, as stated in Section 27-548.21 of the Zoning Ordinance.

- a. **Requests to Amend Development District Standards**—The submitted application and justification statement indicate the need to deviate from a number of development district standards in order to accommodate the proposed development on the subject property. In accordance with Section 27-548.25(c), Site Plan Approval, of the Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards, unless the SMA provides otherwise. These alternate standards may be approved if they can be found to benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. These alternate standard requests are discussed as follows (all page numbers reference the sector plan):

**Urban Design Criteria: Block Length and Block Perimeter (page 117)**

3. **No Block length shall be greater than 450 feet without a CAE (Common Access Easement) or pedestrian passage providing through access to another street, CAE, or public open space. In the east area, the block perimeter (the sum of a block's length) should not exceed 1,350 feet.**

The DSP respects the existing street pattern that is surrounding the property and proposes two building complexes that occupy the entire block between Grand Boulevard and Harry S. Truman Drive. The distance between Grand Boulevard and Harry S. Truman Drive is approximately 590 feet, which exceeds the 450-foot block length required in this urban design criterion. As a result of the longer block, the total block perimeter is also longer than the required 1,350 feet. The applicant has requested amendments to both block length and block perimeter criteria.

The intent of the shorter block is to create a pedestrian-friendly built environment and make it easy for pedestrians to walk around. In order to achieve this goal, the DSP proposes a linear green open space along the site's Grand Boulevard frontage with numerous amenities and various paver designs. In addition, enhanced landscaping and

sidewalks have been provided along Lottsford Road and Harry S. Truman Drive. Sidewalks are also provided along at least one side of Ascend Lane, which is a mid-block connector between Grand Boulevard and Harry S. Truman Drive. Urban Design staff believes that specific design features along all street frontages of the site will compensate for the disadvantage associated with the longer block and still achieve an interesting and attractive pedestrian environment. As such, the Urban Design Section recommends that the Planning Board approve this amendment request.

**Urban Design Criteria: Building Heights (page 124)**

**For new development, building heights are governed by the Building Heights Plan Diagram. (See Map 32: Building Heights Plan on page 125)**

In accordance with Map 32: Building Heights Plan, the 19.9-acre property encumbers three building height zones: the portion immediately in front of the Largo Town Center Metro Station platform and the portion fronting Harry S. Truman Drive are in the 8- to 14-story zone; the portion north of the platform is in the 5- to 8-story zone; and the linear portion of the site along the entire Lottsford Road frontage is in the 6- to 8-story Zone. The site covered by this DSP to be developed with two building complexes should have two minimum building heights of six stories and eight stories, respectively, due to smaller street blocks shown on the illustrative map than have been proposed on the DSP. From a practical point of view, the minimum building height used to review the subject DSP is six stories.

Prince George's County Council Resolution CR-138-2013 that approved the Largo Town Center SMA contains nine revisions to the development district standards. Revision 3 allows the applicant to request a one-story reduction from the applicable minimum building height requirements as shown on Map 32 as follows:

**Pursuant to a site plan application for development within the TOD Core filed, accepted and permitted prior to December 31, 2016, for property with street frontage along Lottsford Road, Arena Drive, or Harry S. Truman Drive, or property directly abutting the Capital Beltway right-of-way, an applicant may request a one-story departure (reduction) from the applicable Minimum Height requirements set forth in the Development District Standards and Map 32: Building Heights applicable to the development proposal.**

The DSP shows two building complexes with varied building heights of five and six stories. The portions of the buildings along Grand Boulevard have six stories and so do the two parking garages fronting on Ascend Lane. The rest of the buildings have five stories. The applicant requests an amendment to the minimum building height. Since the DSP submitted meets the requirements established in Revision 3 above to the approved development district standards, Urban Design staff recommends that the Planning Board approve this amendment request.

**Architectural Design Criteria-Building Form (page 142)**

**Fenestration**

- The relationship between solid building wall and openings (fenestration) is critical; the ratios should vary according to use and shall be calculated per elevation and floor-to-floor:**

**Percentage of openings (windows and doors)**

<b>Ground Floor Retail:</b>	<b>60-95</b>
<b>Ground Floor Other Commercial/Institutional:</b>	<b>40-90</b>
<b>Ground Floor Residential:</b>	<b>15-40</b>
<b>Upper Floor Commercial/ Institutional:</b>	<b>40-90</b>
<b>Upper Floor Residential:</b>	<b>15-60</b>

The DSP proposes contemporary architecture with a sufficient quantity of windows to serve daylighting purposes and at the same time to still keep enough wall envelope to ensure energy conservation. The fenestration patterns vary in accordance with the architectural section or elements. The overall fenestration language created throughout the project is consistent with the design intent. The percentage of windows on each elevation is calculated as follows:

LARGO APOLLO ASCENT – GLAZING CALCULATIONS										
Glazing and Wall Area	Overall Street Elevation									
	EAST ELEVATION		NORTH ELEVATION			SOUTH ELEVATION			WEST ELEVATION	
	1st Floor Retail	Typical Floor Residential	1st Floor Retail	1st Floor Residential	Typical Floor Residential	1st Floor Retail	1st Floor Residential	Typical Floor Residential	1st Floor Residential	Typical Floor Residential
Number of Windows 6'-0" Wide	14	16	9	3	6	2	24	27	17	17
Number of Windows 3'-0" Wide	15	26	4	5	16	2	38	41	28	28
Total Width of Other Storefront Opening	50.6	0	15.25	0	0	11	0	0	0	0
Window Height (FT)	8	8	8	10	8	8	10	8	10	8
Total Window Glazing (SQFT)	1436.8	1392	650	330	672	232	2580	2280	2140	1712
Number of Doors 6'-0" Wide	3	0	1	0	0	0	0	0	0	0
Door and Transom Height (FT)	10	0	10	0	0	0	0	0	0	0
Total Door Glazing (SQFT)	30	0	10	0	0	0	0	0	0	0
Total Glazing (SQFT)	1466.8	1392	660	330	672	232	2580	2280	2140	1712
Wall Width (FT)	311	311	124.5	93.5	218	43	443	486	312	312
Wall Height (FT)	14	10.65	14	14	10.65	14	14	10.65	14	10.65
Total Wall Area (SQFT)	4354	3312.15	1743	1309	2321.7	602	6202	5175.9	4368	3322.8
% Of Glazing Required	60%	15%	60%	15%	15%	60%	15%	15%	15%	15%
% Of Glazing Provided	34%	42%	38%	25%	29%	39%	42%	44%	49%	52%

Except for the first floor, all other floors meet and exceed the required percentage of openings on elevations. The reason for this shortage on the first floor is that only the



frontage along Grand Boulevard has been designed for storefronts; most of the elevations facing the other street frontages are occupied by non-storefronts that reduce the glazing percentage. The applicant has arranged the uses in the building complexes in accordance with a market study. Urban Design staff agrees that this modification to the first floor's percentage of openings will make the elevations architecturally compatible with the overall building scale and design, and will not impair the implementation of the sector plan. The Urban Design Section recommends that the Planning Board approve this amendment request.

**Architectural Design Criteria-Building Materials and Elements (page 146)  
Windows**

**1. Windows should be wood, aluminum-clad window, or aluminum**

The windows used in the proposed two building complexes are made of vinyl, which is not included in the above window material standards. According to the applicant, the vinyl windows selected are high quality and energy efficient and are in keeping with the planned architectural style of Ascend Apollo. The applicant has requested the amendment to this design criterion. Urban Design staff agrees that the proposed vinyl windows are acceptable and will not impair the intent and implementation of the sector plan. The Urban Design Section recommends that the Planning Board approve this amendment request.

**Architectural Design Criteria-Building Materials and Elements (page 146)  
Porches, Stoops and Bays**

**3. Bays on elevations fronting the public realm shall extend to the ground, extend to the retail cornice, or be structurally supported by brackets.**

This design criterion is more relevant to the design of small-scale residential or commercial buildings. The proposed buildings are two large-scale mixed-use complexes. Some bay windows are used, but are not designed to extend to the ground, to the retail cornice, or to be structurally supported by brackets, due to the design needs. The applicant has requested an amendment to this design criterion in order to keep the elevation designs consistent with the entire architectural style presented in this DSP package. The Urban Design Section agrees with the applicant's request and recommends that the Planning Board approve this amendment request.

- b. The Largo Town Center D-D-O Zone standards (page 119) allow several factors to define the build-to line that can be different from case to case, as follows:

**Urban Design Criteria—Build-to Line**

- 4. The front BTL governs the placement of buildings along streets or open spaces and shall be measured from the existing street curb or open space edge. (See Figure 8, Plan View of Build-to Line Placements, on page 120)**
- 5. In the event this BTL falls within an existing or proposed right-of-way (ROW) and/or public use easement (PUE), a new BTL for the subject property shall be established within one foot of the outermost boundary of**

**whoever public use zone (ROW or PUE) is furthest from the centerline of the street. For the purpose of this standard, parking area and drive aisles are not considered to be part of the ROW.**

The urban design criteria for build-to lines further establishes a general guideline on the maximum build-to line of 25 feet as stated in Criterion 9 below.

9. **BTLs shall be located within 15 feet back from the Pedestrian Zone, and the full width from face of curb to building front should not exceed 25 feet. (See Street Design Criteria on page 135 for additional information)**

In this DSP, the site is surrounded on three sides by Grand Boulevard, Lottsford Road, and Harry S. Truman Drive. The build-to lines along Lottsford Road and Harry S. Truman Drive fall in the public utility easement and a new build-to line established per Criterion 5 above ends approximately 28 feet from the existing curb line. For the build-to line along Grand Boulevard, a linear open space has been provided to shorten the block length. In accordance with Criterion 4, a new build-to line is established from the edge of the open space that has varied setbacks which are all within 25 feet as required by Criterion 9. The build-to lines for the DSP along the three public streets are reasonably established according to the above urban design criteria.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the requirements for Expedited Transit-Oriented Development (ETOD) Projects, and the requirements of the D-D-O Zone of the Zoning Ordinance:
- a. The proposed multifamily residential units, retail, and restaurant uses are permitted uses in accordance with Section 27-547, Uses permitted in the mixed-use zones, of the Zoning Ordinance.
  - b. In accordance with Section 27-107.01(a)(242.2)(B), 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**

**Comment:** The subject site is located directly in front of WMATA’s Largo Town Center Metro Station and is completely within a one-half mile radius of the station platform. Since this development project meets the location criterion, it is designated as an ETOD project.

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

- (b) **As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:**
  - (1) **Use the best urban design practices and standards, including:**
    - (A) **Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;**
    - (B) **Reducing auto dependency and roadway congestion by:**
      - (i) **Locating multiple destinations and trip purposes within walking distance of one another;**
      - (ii) **Creating a high quality, active streetscape to encourage walking and transit use;**
      - (iii) **Minimizing on-site and surface parking; and**
      - (iv) **Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**
    - (C) **Minimizing building setbacks from the street;**
    - (D) **Utilizing pedestrian scale blocks and street grids;**
    - (E) **Creating pedestrian-friendly public spaces; and**
    - (F) **Considering the design standards of Section 27A-209.**

**Comment:** The proposed DSP includes a mix of multifamily residential units, retail, and restaurant uses. The average density in terms of floor area ratio for the two phases is approximately 1.68. Since the site is located directly in front of the Largo Town Center Metro Station, the DSP maximizes connectivity between the project site and the station by providing high quality sidewalks on both sides of the site's three major frontages. In addition to the sidewalks, the DSP strives to create a pedestrian-friendly environment by providing a linear open space along the site's entire frontage on Grand Boulevard with carefully designed pedestrian-scale amenities, including various walking paths with different pavers, light fixtures, signage, and landscaping elements and materials. The DSP also arranges nonresidential uses serving multifamily units, retail, and restaurant uses

at the street level fronting a linear open space in order to create an active street front along Grand Boulevard. Bicycle parking is also provided in front of the retail/restaurant uses to encourage alternative transportation. Additional bicycle parking is available within each parking garage located behind the two building complexes.

The subject site is also located in the TOD Core area of the Largo Town Center Sector Plan. TOD-related design standards have been established through the D-D-O Zone requirements. The DSP satisfies all of the applicable D-D-O Zone standards including, but not limited to, build-to line, pedestrian friendly public space, parking at the rear of the building, and active storefronts at street level, except for those discussed in Finding 7 for which amendments have been requested.

The DSP is also consistent with the applicable design principals of Section 27A-209 regarding all of the following: building façades; complete streets; multimodal transportation options; active street fronts; well-defined street walls; attractive streetscapes along Grand Boulevard, Lottsford Road, and Harry S. Truman Drive; and location of parking, loading, and other utility functions within Ascend Lane, which serves as an alley separated from other public street spaces. Since Ascend Lane provides a critical connection between the two public streets and is necessary for the success of the proposed development, at a minimum, a public access easement should be provided over Ascend Lane to ensure adequate circulation.

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

**Comment:** The mix of uses, including the residential multifamily dwellings, retail, and restaurant uses in this DSP, is based on the applicant's market study. According to the applicant, additional uses may be provided if market demand arises in future phases.

- (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.

**Comment:** None of the above prohibited uses is included in this DSP.

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

**Comment:** Section 27A-802(c) provides restrictions on public utility uses or structures within the Urban Center District that also requires the overall design of those uses and structures to be harmonious with development in general. The site of this DSP is surrounded by existing roadways including Grand Boulevard to the north, Lottsford Road to the east, and Harry S. Truman Drive to the south. Most of the public utilities serving this site are already installed within the existing roadways. This project only needs to connect to the existing utilities. Additional utilities, if needed, will be provided through Ascend Lane, which is a proposed connector between Grand Boulevard and Harry S. Truman Drive.

- (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.**

**Comment:** The site is within the TOD Core area of the Largo Town Center Sector Plan. The D-D-O Zone standards approved with the sector plan are in general conformance with those site design best practices or standards of the above subsection (b)(1), including a mix of uses with medium and high density development, reducing auto-dependency, creating a pedestrian-friendly environment, etc. The DSP conforms to all of the applicable D-D-O Zone standards except for five standards for which the applicant has requested amendments. The Urban Design Section recommends approval of the five amendments because the alternative standards 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.**

**Comment:** This requirement is not applicable to this DSP.

In conclusion, this DSP is in general conformance with the applicable design guidelines for ETOD projects.

- c. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the following findings, in addition to the requirements of Section 27-285(b) for approval of a DSP, as follows:

**Section 27-546. Site Plans.**

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

**Comment:** The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 as follows:

**Section 27-542. Purposes.**

**(a) The purposes of the M-X-T Zone are:**

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

**Comment:** The subject DSP proposes to develop a premium site in front of a major WMATA Metro Station (Largo Town Center Metro Station) with a mixed-use development consisting of residential and retail/restaurant uses. The site is also located in the TOD Core area of the Largo Town Center Sector Plan and is in close proximity to the intersection of Arena Drive and the Capital Beltway (I-95/495). The portion of the site covered by this DSP is located at the intersection of Harry S. Truman Drive and Lottsford Road. Given its prominent location, the two building complexes proposed will be a landmark at this gateway to Prince George's County, will provide additional options of desirable housing to the residents of Prince George's County at a major metro station, and will increase the ridership of the metro rail. The proposed development consisting of retail/restaurant uses along the site's Grand Boulevard frontage will also enhance the economic status of the county and provide an expanding source of desirable employment and convenient living opportunities for all citizens.

- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

**Comment:** *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) identifies the Largo Town Center Metro Station area as one of three priority investment districts in the county. The sector plan recommends a medium- to high-density, mixed-use, walkable regional destination, with emphasis on transit-oriented development. The DSP includes a mix of 850 multifamily residential units and retail/restaurant uses that implement the land use recommendations of Plan Prince George's 2035 and the sector plan. Treatment of the site's frontages follows the requirements for build-to lines of the D-D-O Zone standards to create a walkable environment.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

**Comment:** The proposed development plan takes full advantage of the development potential inherent in the M-X-T Zone with a proposed overall 1.68 floor area ratio for the portion of the site included in this DSP. Since the site is located directly in front of the Largo Town Center Metro Station, it is fully compliant with this purpose. The site is currently vacant. With the proposed development program of 850 multifamily dwelling units and 19,024 square feet of retail and restaurant spaces, along with other nonresidential amenities, this application will conserve the value of the site and maximize the potential inherent in the M-X-T Zone.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

**Comment:** The proposed DSP conforms to this purpose as the development plan is designed to take advantage of all multimodal transportation options recommended by the sector plan. The proposed development is designed to provide safe and convenient access to the Largo Town Center Metro Station located directly to the west of the subject property. The property also has immediate access to Arena Drive and the Capital Beltway (I-95/495), which are two major roadways in the area. The two building complexes proposed each have an active storefront at the ground level facing Grand Boulevard and the rest of the floors are multifamily residential units. A linear green open space is also designed along the site's Grand Boulevard frontage to create a pedestrian-friendly environment. Additional sidewalks are also provided along both sides of Lottsford Road and Harry S. Truman Drive as well as at least one side of Ascend Lane that significantly improve the pedestrian circulation to and from the Largo Town Center Metro Station. A future resident living in the project will not need to drive to get to and from the metro station.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**



**Comment:** The proposed project represents a major development in front of the Largo Town Center Metro Station Core area as envisioned by the sector plan with a mix of residential, retail, and restaurant uses. In order to encourage an active 24-hour environment, additional uses in the area need to be added. Residential and commercial uses already exist in the surrounding area that will combine with thousands of daily workers at the future hospital site to the west of the metro station, eventually creating a vibrant true 24-hour environment. The two-phase development, as proposed, will generate synergy for further new development and redevelopment of the entire Largo Town Center Metro Station Core area.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

**Comment:** The DSP proposes two building complexes that each function as a self-sufficient entity with a parking garage screened from the public streets by the multifamily building. The proposed retail/restaurant uses, along with nonresidential space serving the multifamily buildings, are arranged on the ground floor fronting Grand Boulevard. Through the innovative design of building façades and site layout, the DSP blends the land uses vertically together in a harmonious way.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

**Comment:** The uses included in the first two phases of this development are multifamily dwellings, retail, and restaurant. The two building complexes in this DSP create a dynamic functional relationship among individual uses with a distinctive visual identify. Each building complex is a vertical mixed-use project occupying the entire block with three interior courtyards and a parking garage in the back screened from the surrounding major roadways by the multifamily building. Of the 850 multifamily dwellings and 19,024 square feet of retail/restaurant space, 448 units and 10,422 square feet are in Building 1 to be developed in Phase 1, and 402 units and 8,602 square feet are included in Building 2 to be developed in Phase 2.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

**Comment:** This DSP represents the first two phases of development and the rest of the larger site north of Grand Boulevard will be kept for future development. The site design of this DSP features extensive lot coverage to promote optimum land utilization. Even though this project is not seeking any green building certification at this time, according to the applicant many green building techniques will be utilized as discussed above in Finding 6 to conserve energy and to reduce water usage, material consumption, and stormwater runoff. This large facility will also provide economies of scale in construction and permit the use of energy-conscious design and technologies that smaller projects are unable to afford. The density of the proposed project promotes optimum land planning with greater efficiency than any single-purpose projects.

**(9) To permit a flexible response to the market and promote economic vitality and investment; and**

**Comment:** The DSP proposes 19,024 square feet of retail and restaurant uses and 850 multifamily dwelling units, based on a market study, which are the first two phases of the proposed development for the larger site that will allow for appropriate responses to the market and promote economic vitality and investment.

**(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning. (CB-84-1990; CB-47-1996; CB-78-2006)**

**Comment:** The proposed development is the first large project in the TOD Core area of the Largo Town Center Sector Plan. The sector plan provides a land use vision and general development guidelines, including architectural design standards, to guide future development. The design standards allow the developer freedom of architectural design to implement the sector plan vision. This proposal includes a flexible range of retail, restaurant, and multifamily residential development which will allow for appropriate responses to the market. The first two phases, including two building complexes as proposed in this DSP, can be scaled to meet the varying demands of the market. In addition, the availability of additional development capacity for future phases allows further flexibility in responding to the market as it may develop over time. The design of both buildings in this DSP is of a modern architectural style while utilizing many green building techniques, such as low-e glazing and cool roof.

**(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed**

**development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

**Comment:** As discussed in Finding 5 above, the subject property was rezoned from the M-A-C Zone to the M-X-T Zone with a Development District Overlay (D-D-O) Zone by the 2013 Largo Town Center Sector Plan and SMA, which defines long-range land use and development policies, detailed zoning changes, and establishes design standards for the area. The sector plan was prepared under the guidance of Plan Prince George's 2035, which designates Largo Town Center as a priority investment district. The proposed development, consisting of retail, restaurant, and multifamily residential uses, is consistent with the design standards of the sector plan and is intended to implement the development concept of the sector plan.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

**Comment:** The proposed mixed-use development is the first project in the TOD Core area of the Largo Town Center Sector Plan. After it is fully complete, this project will provide 850 multifamily units and 19,024 square feet of retail and restaurant uses. The retail component will also create additional employment opportunities for the adjacent community. The proposed project will not only improve the visual appearance of the area, but should also be a catalyst for improvement and rejuvenation of the surrounding neighborhood. With an active storefront along Grand Boulevard, this development will activate the existing Grand Boulevard and bring more activity to the Largo Town Center Metro Station.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

**Comment:** There is little existing mixed-use residential development located in the vicinity of the subject site. One mixed-use project across Lottsford Road is currently under construction. The architectural style of the proposed development is compatible with the project, which is also a predominantly residential use with the first floor along Arena Drive and Lottsford Road used for retail storefronts. As discussed previously, the proposed development will further strengthen a pedestrian-friendly environment around the Largo Town Center Metro Station area. The design quality brought by the proposed development will be consistent with the project which is under construction, and will set the tone for the future development in the area.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

**Comment:** The mix of uses in this case, including retail, restaurant, and multifamily residential uses, and the arrangement and design of buildings and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability as this purpose intends, while at the same time providing key elements to ensure that each building complex is successful. Each building has a parking garage wrapped by the multifamily building and screened from the public roadways. Each building has three interior courtyards with amenities. An extensive linear open space consisting of a pedestrian plaza, walking path with various types of pavers, signage, and landscaping is proposed along the site's frontage on Grand Boulevard. Additional sidewalks are also provided along both sides of Lottsford Road and Harry S. Truman Drive. Both buildings have a comparable amount of multifamily dwelling units and retail/restaurant uses. The two building complexes are divided by Ascend Lane, which provides additional pedestrian and vehicular access between Grand Boulevard and Harry S. Truman Drive. Ascend Lane also acts as public utility space to accommodate any additional utilities not available within the rights-of-way of the surrounding public roadways.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

**Comment:** The DSP contains two phases and additional future development sites, which are located north of Grand Boulevard. The development program included in this DSP will be generally implemented in two phases. The breakdown of the gross floor area of the uses and multifamily units in each phase are as follows:

<b>Phase 1 (Building 1)</b>	
Multifamily dwellings	±437,460 sq. ft.
Retail/restaurant	±23,574 sq. ft.
Subtotal	±461,034sq. ft.
<b>Phase 2 (Building 2)</b>	
Multifamily dwellings	±375,070 sq. ft.
Retail/ restaurant	±18,155 sq. ft.
Subtotal	±393,225 sq. ft.
<b>TOTAL</b>	<b>±854,259 sq. ft.</b>

Each of the two building complexes is designed as a self-sufficient entity that will allow effective integration of future phases.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

**Comment:** The DSP site is located in front of the Largo Town Center Metro Station within the TOD Core area of the Largo Town Center Sector Plan. Providing complete pedestrian connections to and from the station and in its close vicinity is the top priority of the pedestrian system design in the TOD Core area.

The pedestrian system for the project consists of sidewalks along at least one side of Ascend Lane, which is a middle block connector between Grand Boulevard and Harry S. Truman Drive, and sidewalks along both sides of Harry S. Truman Drive, Lottsford Road, and Grand Boulevard. The sidewalk system of this project links directly to the larger sidewalk system in the TOD Core area. The entire system is convenient and has been comprehensively designed to create a pedestrian-friendly environment that includes multiple pedestrian plazas, seating areas, and sidewalk amenities along all major roadways. The retail amenity space will be directly oriented to Grand Boulevard to provide convenient access to pedestrians going to the Largo Town Center Metro Station. Additional parking for bicycles is also provided both in front of the storefronts and within the two parking garages. Metro-level access to the Largo Town Center Metro Station is provided through sidewalks on both sides of Grand Boulevard, as well as the pedestrian/bicycle paths within the linear green open space between the buildings and Grand Boulevard.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

**Comment:** A centrally located pedestrian plaza surrounding the intersection of Ascend Lane and Grand Boulevard has been designed as a gathering place for people. Adequate attention has been paid to human scale, high-quality urban design, and other amenities, such as the types and textures of paving materials, landscaping, street furniture, signage, and pedestrian-scale lighting of the public plaza.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

**Comment:** The subject application is a DSP. This requirement is not applicable.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the**

**development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

**Comment:** The subject site used to be part of a larger Largo Town Center project approved under a comprehensive design zone for high-density high-rise office development. The 2013 Largo Town Center Sector Plan rezoned the property to the M-X-T Zone with a D-D-O Zone on top of the property for medium- to high-density development. At the time of approval under the comprehensive design zone, an adequate transportation facility test was performed and the project was found to be adequate. The proposed development under the M-X-T Zone in this DSP is less intensive compared to the previous approval under the comprehensive design zone. A new Preliminary Plan of Subdivision 4-14011 for the development will precede this DSP. Adequacy of transportation facilities for this development will be found at the time of 4-14011 approval.

In addition, dedication and frontage improvements along Harry S. Truman Drive will be determined by the Prince George's County Department of Public Works and Transportation (DPW&T) and should be consistent with the Green Complete Street project for the road.

Dedication and frontage improvements along Lottsford Road should be consistent with the Lane Realignment Exhibit approved by DPW&T and be included in the bicycle and pedestrian impact study.

**(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548. (CB-1-1989; CB-26-1991; CB-13-2002; CB-78-2006)**

**Comment:** The subject site contains a total of 19.9 acres and only proposes to develop a portion of 9.97 acres south of Grand Boulevard. This application is not a mixed-use planned community and therefore is not subject to this requirement.

- d. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

**Section 27-544. Regulations.**

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

**Comment:** As discussed in Finding 8 above, additional standards have been derived from the Largo Town Center Sector Plan including parking, urban design, and signage

for future review of the DSP. See Finding 10 below for a discussion of the subject DSP's conformance with the landscaping standards.

**(b) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:**

- (1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.**
- (2) The limitations on the maximum percentages of townhouses contained in Section 27-547(b)(7), footnote 7 and the lot size and lot width requirements in Section 27-548(h) shall not apply. However, the Planning Board or District Council may impose similar restrictions where appropriate, only to implement the recommendations of the Master Plan or Sector Plan.**

**Comment:** In a memorandum dated December 22, 2014, the Community Planning Division noted that this DSP application conforms to the mid-rise mixed-use residential development recommendation of the Largo Town Center Sector Plan for the TOD Core area. This DSP provides 850 multifamily dwelling units and 19,024 square feet of retail/restaurant uses to implement the development concept that is recommended by the sector plan.

In the sector plan, specific design guidelines for the development of the TOD Core area, where the site is located, have been prescribed to implement the development vision and concept for the area. An exhibit for the development of a larger area containing the subject site was also included in the sector plan. The sector plan also provides building height standards among other site, urban design, amenity, and parking design standards for the TOD Core area. The DSP is in conformance with the pertinent standards, except for those amended. No townhouse use has been proposed in this development.

**Section 27-548. M-X-T Zone.**

**(a) Maximum floor area ratio (FAR):**

- (1) Without the use of the optional method of development -- 0.40 FAR;  
and**
- (2) With the use of the optional method of development -- 8.00 FAR.**

**Comment:** The sector plan does not specify density for the TOD Core area. However, D-D-O Zone standards do limit building height. The applicant indicated in the statement of justification that optional methods of development

have been utilized in this DSP to achieve an average density of 1.68 in terms of floor area ratio (FAR), which falls into the above density range. However, the density proposed in this DSP is well below the maximum allowed. The density increment factors that have been utilized in this DSP to achieve the proposed FAR are Factors 4 and 6 of Section 27-545, Optional Method of Development, as follows:

**(4) Residential use.**

- (A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**

**(6) Outdoor plaza.**

- (A) Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided.**

With the utilization of the two factors, the applicant has achieved a 1.0 FAR increase with more than 20 more dwelling units (in this case 850 dwelling units), and 0.28 FAR through provision of the outdoor plaza (approximately 16,800 square feet which allows a much higher FAR than the 0.28 requested) at the intersection of Ascend Lane and Grand Boulevard, for a total of 1.28 FAR added to the base FAR of 0.4.

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

**Comment:** The proposed mixed-use development consists of multifamily residential, retail, and restaurant uses and will be implemented in two phases, each within a vertical mixed-use building complex. The DSP satisfies this requirement.

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

**Comment:** The DSP shows a layout and buildings designed in accordance with the design guidelines as included in the Largo Town Center Sector Plan and SMA. Once the DSP is approved, it will be the guide for development of the subject site.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

**Comment:** The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 10 below provides a detailed discussion on the plan's conformance with the Landscape Manual.



- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

**Comment:** The calculation of gross floor area does not include area in the building or the structure devoted to vehicular parking and parking access areas. Since this site is qualified as an ETOD project, no conceptual site plan is required if a DSP is available for review and approval. The FAR is applied to the 9.97-acre development site in accordance with this requirement.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

**Comment:** This project does not propose any private structures in the air space above, or in the ground below the surrounding public rights-of-way.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

**Comment:** A preliminary plan of subdivision for this site is currently under review by the Subdivision Review Section. The Subdivision Section's review will ensure that each lot will have frontage on, and direct vehicular access to, a public street.

- e. Section 27-583, Number of spaces required in the M-X-T Zone, contains requirements for determining the total number of loading spaces as follows:

- (a) **The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**

- (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**

- (1) **Determine the number of loading spaces normally required under Section 27-582.**

- (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**

- (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

**Comment:** The applicant has provided a loading space calculation with this DSP by following the above requirements. The off-street loading spaces required by the Zoning Ordinance for different uses are shown above in Finding 2.

The total number of off-street loading spaces provided is six. Since all of the loading will be provided in the middle of the site accessed via Ascend Lane, there is no impact on any neighboring property. The Urban Design Section has no objection to the reduction of the total number of loading spaces provided on-site for the development. The proposed four loading spaces are reasonably distributed and will be sufficient to service the multifamily dwelling units, retail, and restaurant uses.

- f. Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve a DSP. As discussed in Finding 7 above, this DSP meets most D-D-O Zone standards, except for five standards for which the applicant has requested amendments. Urban Design staff believes that the requested amendments to the development standards would benefit the development project and development district and further believes that they would not substantially impair implementation of the Largo Town Center Sector Plan and SMA.
9. **Preliminary Plan of Subdivision 4-14011:** Preliminary Plan of Subdivision 4-14011 for Ascend Apollo is scheduled to be heard by the Planning Board on February 5, 2015. Any conditions attached to the approval of 4-14011 that are applicable to and should be carried forward as conditions of this DSP will be presented to the Planning Board for their consideration at the Planning Board hearing for this DSP.
10. **The 2010 Prince George's County Landscape Manual:** The Largo Town Center Sector Plan and SMA includes some landscape standards governing development in the TOD Core area. As stated in Chapter 8 of the sector plan, however, for development standards not covered by the sector plan area D-D-O Zone, the Landscape Manual shall serve as the requirement as stated in Section 27-548.21, Relationship to other zones. The proposed development is only subject to the requirements of Section 4.1, Residential Requirements for Multifamily Dwellings; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.
- a. The D-D-O Zone standards for build-to line under Urban Design Criteria (pages 119 and 120) supersede Section 4.2, Requirements for Landscaped Strips along Streets, of the Landscape Manual. The applicant provides acceptable types and quantities of required plantings within the tree zone, and references Section 4.2 in regard to those plantings. However, the landscape schedule should be revised to remove that reference. A condition has been included in the Recommendation section of this report to require the applicant to revise the landscape plan to remove reference to Section 4.2 prior to certification of this DSP.
- b. The landscape plan mistakenly includes a schedule for Section 4.8, Landscape Requirements in a Regional Urban Community. Section 27-107.01, Definitions, of the

Zoning Ordinance provides a specific definition of a regional urban community. This site is not within a regional urban community. The applicant should revise the landscape plan to remove the Section 4.8 landscape schedule. A condition has been included in the Recommendation section of this report to require the applicant to revise the plan prior to certification of this DSP.

- c. Section 4.9, Sustainable Landscaping Requirements, requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

The landscape plan provides 65 percent native shade trees, 50 percent native ornamental trees, 78 percent evergreen trees, and 37 percent shrubs and therefore meets the above requirements.

- 11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code that came into effect on September 1, 2010 because the project has a new Preliminary Plan (4-14011). The project is also subject to the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) effective September 1, 2010 because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-027-14) was submitted with the application.

- a. An approved Natural Resources Inventory, NRI-118-14, was submitted with the application. The NRI indicates there are no regulated environmental features such as streams, wetlands, or 100-year floodplain on the subject property. The Type 1 tree conservation plan (TCP1) and the preliminary plan are in conformance with the NRI. The forest stand delineation indicates one forest stand totaling 5.92 acres and no specimen trees are located on-site. There are no priority preservation areas on the site. No revisions are required for conformance to the NRI.
- b. According to TCP2-027-14, the woodland conservation threshold for this 19.9-acre property is 15 percent of the net tract area or 2.99 acres. The total woodland conservation requirement, based on the amount of clearing proposed as shown on the plan, is 6.70 acres. The woodland conservation requirement is proposed to be satisfied entirely with off-site woodland conservation credits. The TCP2 requires technical revisions to be in conformance with the WCO. Nine conditions recommended by the Environmental Planning Section have been included in this report.

- 12. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 43,429 square feet, or ten percent, of the subject proposed development on the 9.97-acre site. The

subject application provides a schedule showing the requirement not being met through proposed on-site tree plantings. The proposed TCC is 33,975 square feet. A 22 percent TCC waiver is requested.

Section 25-130 of the Tree Canopy Coverage Ordinance sets forth the following requirements for full or partial waivers:

(a) **An applicant may request a full or partial waiver from the requirements of this Division. To approve a full or partial waiver, the approving authority shall find that the application meets the following standards:**

(1) **Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;**

**Comment:** The applicant is requesting a partial waiver from the TCC requirement. The project site is located within the TOD Core area of the Largo Town Center Sector Plan. The sector plan envisions a very compact development pattern with high lot coverage and short setbacks that create severe site limitations. In addition, several on-site WMATA easements encumber the subject site making it impractical to provide the full extent of the required canopy coverage on the site in accordance with this division. However, the site plan that concentrates most of the green open space into a linear space with a large pedestrian plaza along the entire site frontage of Grand Boulevard creates a visual image of abundant TCC on the site.

(2) **Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and or soil volume to accommodate healthy tree growth.**

**Comment:** Due to the dense urban context and site restrictions created by the sector plan implementation, available planting area and adequate soil volume are significantly limited on the subject site. Therefore, the full extent of the canopy coverage required cannot be reasonably met without sacrificing the health of trees.

(3) **The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;**

**Comment:** The DSP shows two building complexes occupying most of the site, with the only existing pavement encumbered by a surface easement, Liber 18231/Folio 486, which is utilized for WMATA/Largo Town Center Metro Station parking. The planting of additional trees would result in the need to remove this parking area, which is not possible. However, the landscape plan shows that each building complex has three interior courtyards in which there is the possibility of planting additional trees. A condition has been included in the Recommendation section of this report to require the applicant to explore additional tree planting within the courtyards to the extent practical and to reflect those new trees on the landscape plan prior to certification of this DSP.

(4) **Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27, Part 11, Parking and Loading Standards; and**

**Comment:** Except for the proposed loading spaces and limited number of on-street parking on Ascend Lane, all parking serving the project is within the two parking garages accessed from Ascend Lane. As discussed above in Finding 8(f), the proposed parking and loading meet the requirements of the sector plan and are not in excess of the parking and loading requirements of Part 11 of Subtitle 27, Zoning Ordinance.

(5) **The waiver is the minimum necessary based on the criteria above.**

**Comment:** The applicant requests that the TCC requirement be reduced by 22 percent. The waiver is the minimum necessary in this case. The applicant also proposes to utilize a high solar reflectance index (SRI) cool roof for both buildings to minimize the heat island effect of the development to compensate, to a certain extent, for the shortage of the tree canopy coverage.

In conclusion, the TCC waiver request fulfills the above five standards for approval. The Urban Design Section recommends that the 22 percent TCC waiver be approved.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—The Community Planning Division, in a memorandum dated December 22, 2014, indicated that the DSP application is consistent with the Plan Prince George's 2035 policies that recommend mixed land uses at this site, and conforms to the mid-rise mixed-use residential development land use recommendations of the 2013 Largo Town Center Sector Plan and SMA.

The development site is located in a Plan Prince George's 2035 designated regional transit district and a new downtown for Prince George's County. The Plan Prince George's 2035 vision for this area is intensive mixed-use development with excellent transit service.

The Community Planning Division determines that the requested five amendments to the D-D-O Zone standards, including block length, building heights, fenestration, building materials for windows, and bay windows, as well as a partial waiver to the required tree canopy coverage to be reasonable and appropriate. Regarding the amendment to the fenestration opening percentage, the Community Planning Division requests that the applicant make certain that the retail frontage is designed to activate the streetscape along Grand Boulevard.

**Comment:** The DSP arranges all of the proposed nonresidential spaces, including retail, restaurant, amenity, and leasing office areas, on the ground floors of the two building complexes fronting Grand Boulevard. The windows are in the form of storefronts and additional amenities and landscaping treatments have been provided in the linear open space in front of the entire ground floor. The design of this frontage is pedestrian friendly and inviting and therefore meets the requirement of activating the referenced streetscape.

- b. **Subdivision**—In a memorandum dated January 14, 2015, the Subdivision Review Section provided comments on the DSP's conformance with Preliminary Plan of Subdivision 4-14011, which is concurrently pending and scheduled for a hearing before the Planning Board on February 5, 2015. The Subdivision Review Section recommends

approval of this DSP with three conditions regarding the consistency of information between the DSP and preliminary plan, mandatory dedication, and delineation of two public access easements on the DSP.

**Comment:** The conditions regarding consistency between the preliminary plan and DSP, as well as delineation of the public access easements, have been included in the Recommendation section of this report. The Subdivision Review Section also recommends that a plaza and linear sidewalk with a public access easement that mirror those proposed on the subject DSP be provided in future development of the site on the north side of Grand Boulevard. The Urban Design Section agrees with the recommendation for a future plaza on the opposite side of Grand Boulevard because that would contribute substantially to the creation of a distinctive meeting place at this location for the community. An additional condition to this effect has been included in the Recommendation section of this report.

- c. **Transportation**—In a memorandum dated January 21, 2015, The Transportation Planning Section stated that the DSP is acceptable and is consistent with the transportation-related requirements and standards of the 2013 Largo Town Center Sector Plan and SMA. The Transportation Section recommends two conditions that have been included in this report.
- d. **Trails**—In a memorandum dated January 9, 2015, the trails coordinator indicated that the Transportation Planning Section has reviewed the DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 Largo Town Center Sector Plan and SMA in order to implement planned trails, bikeways, and pedestrian improvements. Due to its location within the Largo Town Center, the application is subject to the requirements of Prince George's County Council Bill CB-2-2012 and the associated Transportation Review Guidelines, Part 2. However, these requirements will be addressed through the approval of the companion preliminary plan application.

The trails coordinator also provided a review of the application's conformance to sidewalk and bicycle parking requirements that are applicable to this site and recommended approval of this DSP with two conditions regarding frontage/sidewalk improvements and bicycle parking. The two conditions have been included as conditions of approval for this DSP.

- e. **Environmental Planning**—In a memorandum dated January 14, 2015, the Environmental Planning Section provided a comprehensive review of the DSP's conformance with the environmental regulations contained in Subtitles 24, 25, and 27 of the County Code that came into effect on September 1, 2010 and February 1, 2012 and the requirements of the Woodland and Wildlife Habitat Conservation Ordinance. Since the subject site has frontage on Harry S. Truman Drive and Lottsford Road, which are designated arterial roadways that are regulated for noise, the Environmental Planning Section also reviewed the DSP for conformance with noise regulations. The Environmental Planning Section recommends approval of DSP-14026 and TCP2-027-14 with three conditions that have been included in this report.
- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated January 8, 2015, DPR stated that the subject DSP application has been reviewed for conformance with the requirements and recommendations of Plan

Prince George's 2035, the 2013 Largo Town Center Sector Plan and SMA, the Zoning Ordinance, and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreational facilities. DPR concludes that no parkland dedication is required due to the presence of a public park, Largo Town Center Park, in close proximity of this project and instead recommends the applicant pay a fee in-lieu of mandatory dedication of parkland in accordance with Section 24-135 of the Subdivision Regulations. No condition pertinent to the DSP has been recommended.

- g. **Prince George's County Health Department**—In a memorandum dated December 12, 2014, the Health Department provided comments on issues including food options in the close vicinity of the site, noise and dust control during the construction phase of the project, possible fine particulate air pollution associated with major roadways surrounding the site, access to active recreational parks, and the lack of a designated outdoor dog park.

**Comment:** This DSP includes less than 20,000 square feet of retail and restaurant space and does not include any grocery use. The applicant has been informed of the lack of healthy food options in the close vicinity of the site. The applicant indicates that market conditions will be the most important factor in determining what type of restaurant this site will attract.

Regarding noise and dust control, two standard site plan notes have been included in the conditions of approval of this DSP. The applicant is fully aware of the issue and will try to minimize the possible negative impact associated with pollution. The two building complexes each have three courtyards with swimming pools, pedestrian paths, and other amenities for outdoor activities. Since the courtyards are surrounded by buildings on four sides, noise and fine particulate air pollution will be reduced significantly.

There is a public park, Largo Town Center Park, in close proximity of this site. DPR requires contribution of a fee instead of parkland dedication, which could be applied toward further development of the park.

This project provides an extensive list of recreational facilities and amenities as discussed above in Finding 5. Among all of the other amenities, an 8,500-square-foot dog park will be provided on the southwestern portion of the property. The dog park will be a fenced park with drinking fountains and waste stations.

- h. **Prince George's County Fire/EMS Department**—In a memorandum dated December 17, 2014, the Fire/EMS Department offered standard comments on needed fire engine accessibility, private road/fire lane design, and the location and performance of fire hydrants.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—The comments of DPIE will be presented at the time of the Planning Board hearing on February 5, 2015.
- j. **Prince George's County Police Department**—In a memorandum dated December 8, 2014, the Police Department concluded that, after reviewing the plans and visiting the site, there are no crime prevention through environmental design (CPTED) issues at this time.

- l. **Washington Metropolitan Transit Authority (WMATA)**—WMATA staff provided numerous comments regarding overall site design and the project's relationship to the Largo Town Center Metro Station, access, various easement agreements related to the site, and pedestrian connections during the review process. Those comments were provided to the applicant for their information. However, at the time of the writing of this technical staff report, WMATA had not offered official comments on the subject application.
  - m. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA has not offered comments on this application.
  - o. **Washington Suburban Sanitary Commission (WSSC)**— At the time of the writing of this technical staff report, WSSC has not offered comments on this application.
  - p. **Verizon**—At the time of the writing of this technical staff report, Verizon has not offered comments on the subject application.
  - q. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, PEPCO has not offered comments on the subject application.
14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the 2013 Largo Town Center Sector Plan and SMA. The amendments to the development district standards required for this development, as discussed previously, would benefit the development and the development district as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the sector plan.
- Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the development site does not contain any regulated environmental features or woodlands that need to be protected, this required finding does not apply to the review of this DSP.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends APPROVAL of the application as follows:

- A. Staff recommends APPROVAL of the alternative development district standards for:
  - 1. **Urban Design Criteria: Block Length and Block Perimeter (page 117)**—To allow one block length to be approximately 590 feet and, as a result, to allow the perimeter of the entire block to be longer than 1,350 feet.
  - 2. **Urban Design Criteria: Building Heights (page 124)**—To allow the project to have varied building heights of five- to six stories.



3. **Architectural Design Criteria: Building Form, Fenestration (page 142)**—To allow the ground floor percentage of windows and door openings to be less than 60 percent.
  4. **Architectural Design Criteria: Building Materials and Elements, Windows (page 146)**—To allow the project to utilize high-quality energy-efficient vinyl windows.
  5. **Architectural Design Criteria: Building Materials and Elements, Porches, Stoops and Bays (page 146)**—To allow any proposed bay windows not to extend to the ground level or to the retail cornice.
- B. Staff recommends APPROVAL of a partial Tree Canopy Coverage Waiver (22 Percent) for Ascend Apollo.
- C. Staff recommends APPROVAL of Detailed Site Plan DSP-14026 and Type 2 Tree Conservation Plan TCP2-027-14 for Ascend Apollo, Expedited Transit-Oriented Development Project, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the applicant shall:
    - a. Provide a cut sheet for all of the proposed lighting fixtures on the landscape plan.
    - b. Explore additional tree planting within the exterior courtyards to the extent possible and reflect those new trees on the landscape plan and the Tree Canopy Coverage (TCC) schedule.
    - c. Remove the four on-street parking spaces on Grand Boulevard, unless modified by the Prince George’s County Department of Public Works and Transportation (DPW&T)
    - d. Provide site plan notes as follows:
 

“All lighting fixtures used in this development are fully cut-off luminaires.”

“A high SRI indexed (SRI > 75), light color, cool roof will be used for both buildings.”

“During the grading/construction phases, this project shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the grading/construction phases, this project shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”
    - e. Revise the landscape plan to remove reference to Section 4.2, Requirements for Landscaped Strips along Streets, and Section 4.8, Landscaped Requirements in a Regional Urban Community, of the 2010 Prince George’s County Landscape Manual.

- f. Revise the building elevations to be reviewed and approved by the Urban Design Section as the designee of the Planning Board as follows:
- (1) Add horizontal decorative bands to visually strengthen the cornices of the recessed sections on the building elevations, to the extent possible.
  - (2) Provide the same vertical trellis decoration as used on the garage elevations close to Grand Boulevard, on the portion of the same garage elevations facing Harry S. Truman Drive.
  - (3) Provide a key map on each building elevation sheet to identify the location and orientation of each building.
- g. Submit a bicycle parking exhibit, to be reviewed and approved by Urban Design Section and the trails coordinator as the designees of the Planning Board, which includes the following elements:
- (1) Indicate the location and number of bicycle parking spaces provided.
  - (2) Provide a detail for the type(s) of racks and/or lockers being provided.
  - (3) Provide a minimum of 20 bicycle parking spaces at locations convenient to the retail along Grand Boulevard.
  - (4) Provide a minimum of 60 bicycle parking spaces in the garage for Building 2-A.
  - (5) Provide a minimum of 55 bicycle parking spaces in the garage for Building 2-B.
- h. Revise the Type 2 tree conservation plan (TCP2) as follows:
- (1) Revise the worksheet to show the correct woodland conservation requirement (6.70 acres) based on the proposed clearing and to show in the appropriate row(s) how that requirement will be met.
  - (2) Remove the note indicating that reforestation will be met off-site.
  - (3) Show the proposed water and sewer connections.
  - (4) Show the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline, in accordance with the Environmental Planning Section's noise model.
  - (5) Update the approval block to the current standard and type-in the assigned plan number (TCP2-027-14).
  - (6) Revise Note 8 to indicate that the site is located within close proximity to the Metro Blue Line, which is a source of noise and vibration.

- (7) Revise Note 9 to reflect the correct code reference for the Woodland and Wildlife Habitat Conservation Ordinance grandfathering provisions (Section 25-119(g) of the Prince George's County Code).
  - (8) Add the standard note for the use of off-site woodland conservation.
  - (9) Add the standard owner's awareness signature block to the plan and have the property owner sign it.
  - (10) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
- i. Submit the final stormwater management plan. The limits of disturbance shall be consistent between the plans.
  - j. Submit the final erosion and sediment control plan. The limits of disturbance shall be consistent between the plans.
  - k. Reflect the approved lotting pattern and numbering of the parcels and lots on the DSP.
  - l. Delineate a public vehicular and pedestrian access easement to be placed over the 60-foot-wide Ascend Lane located between Phases I and II.
  - m. Delineate a public pedestrian easement to be placed over the portions of Parcels 2 and 3, which is designed as a linear public green open space with a plaza at the intersection of Ascend Lane and Grand Boulevard.
  - n. Relocate the switchyard so that six-foot-wide sidewalks can be provided along both sides of Ascend Lane.
  - o. Provide a decorative crosswalk along Harry S. Truman Drive at Ascend Lane. The treatment should be consistent with the crosswalk provided along Grand Boulevard at Ascend Lane, unless modified by the Prince George's County Department of Public Works and Transportation (DPW&T).
  - p. Show the proposed stormwater management design on all of the plans in accordance with the approved concept plans.
  - q. Show provision of two travel lanes along each direction of Grand Boulevard with sufficient accommodation for bicycles during peak commuting hours per the Prince George's County Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement requirements and standards. The outside travel lanes may be designated as on-street parking spaces if deemed acceptable by the Washington Metropolitan Area Transit Authority (WMATA) and DPW&T.
2. Prior to issuance of any building permits, the applicant shall provide a noise and vibration study to show that the interior of the residential units will have a noise level below 45 dBA Ldn and that vibration generated by the Metro train will not compromise the structural integrity of the proposed buildings. A certification to that effect by a qualified

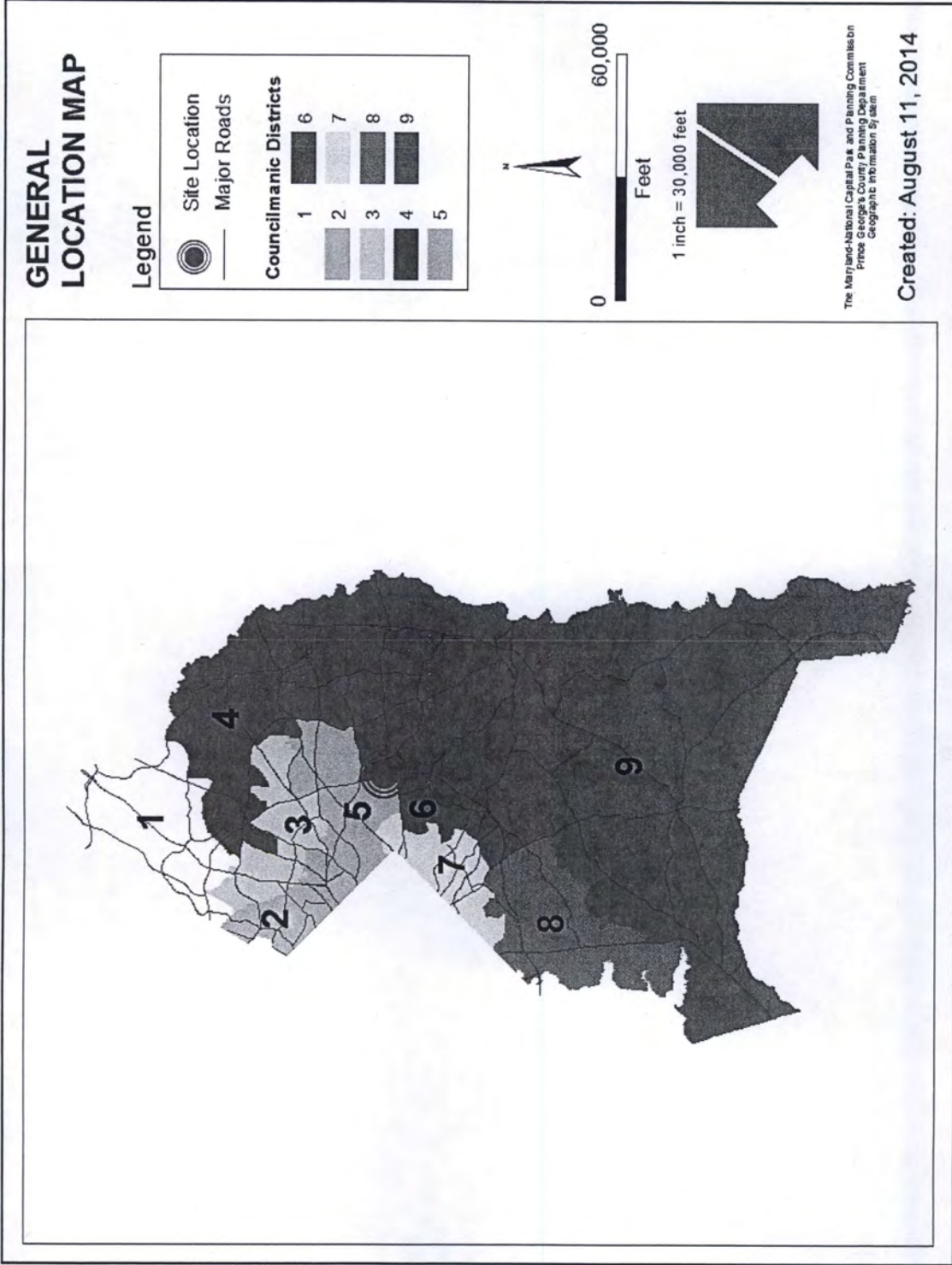
acoustics professional shall be provided on the architectural drawing sheets included in the permit package.

3. Prior to issuance of any building permits, the applicant shall show evidence that the following improvement shall (1) have full financial assurance, (2) have been permitted for construction by the county, and (3) have an agreed-upon timetable for construction with the county:

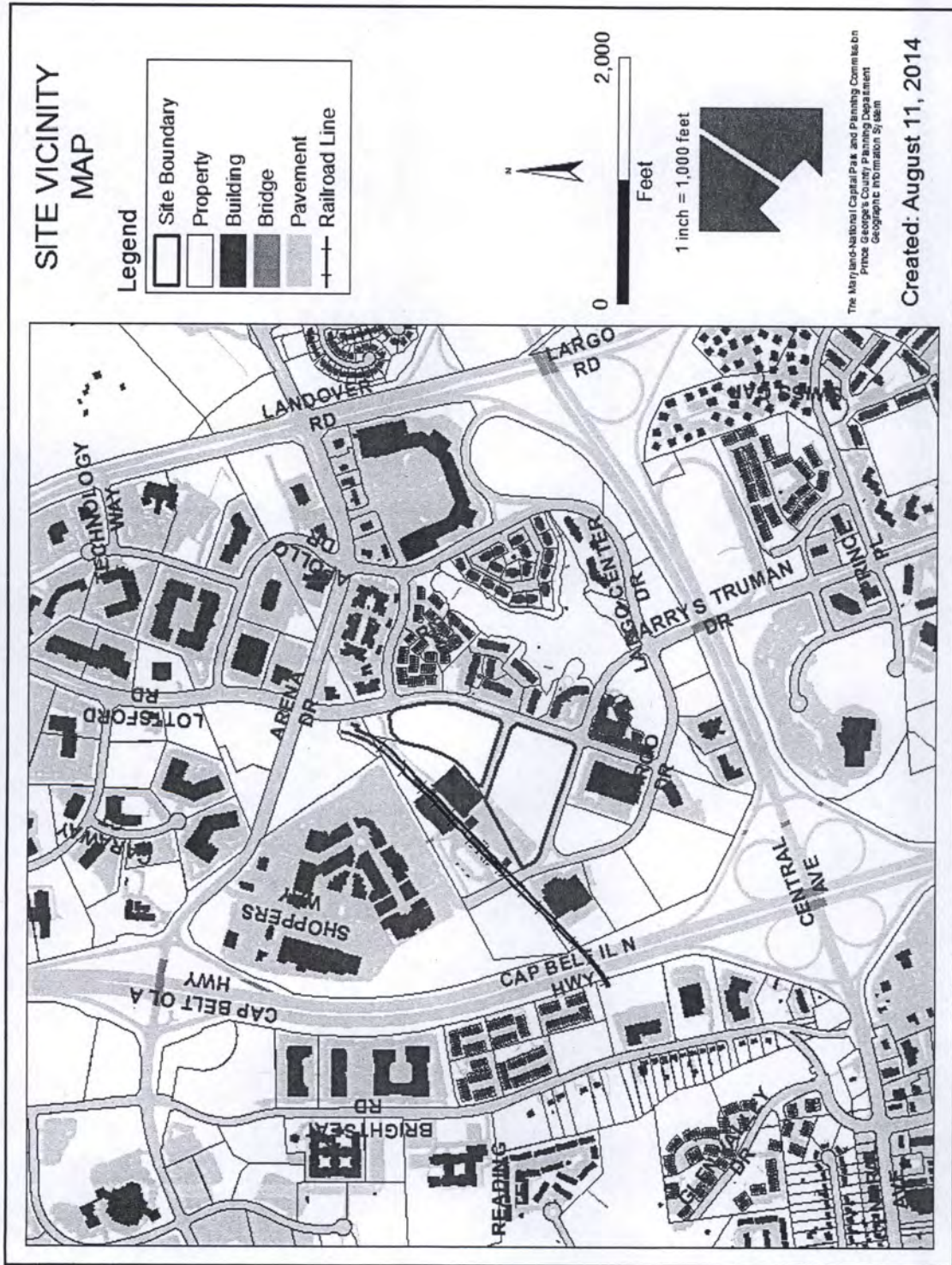
The provision of a public access easement roadway (Ascend Lane) with access to both Grand Boulevard to the north and Harry S. Truman Drive to the south as a two-lane roadway complete with sidewalks and sufficient accommodation for bicycles as deemed appropriate by and per Prince George's County Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement requirements and standards.

4. At the time of detailed site plan for the property north of Grand Boulevard, a plaza or equivalent urban design feature for public gathering shall be provided and shall to the extent possible mirror the plaza at the intersection of Ascend Lane and Grand Boulevard, unless an alternative treatment is found by the Planning Board to provide equal or better value as an amenity and community meeting space.

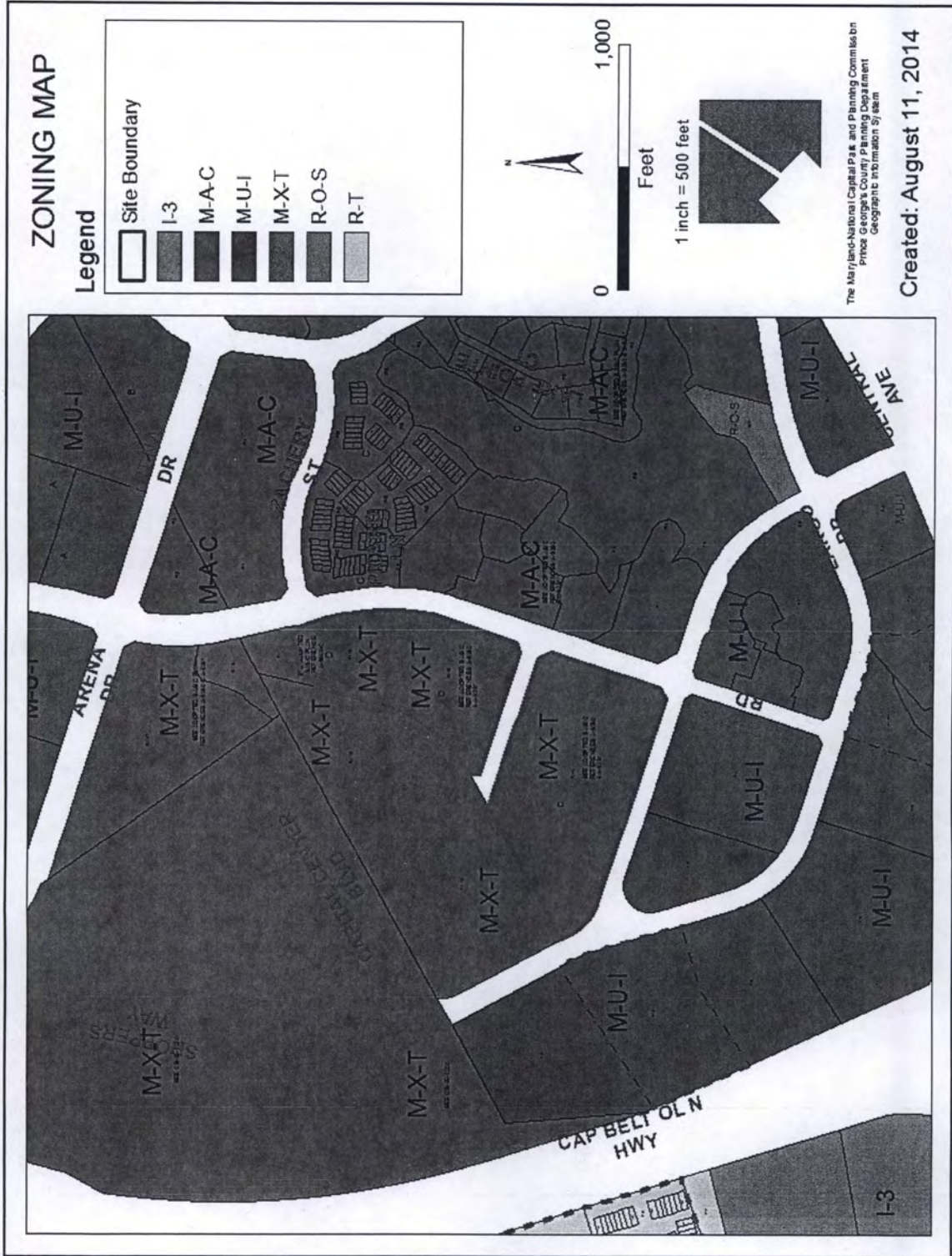
# GENERAL LOCATION MAP



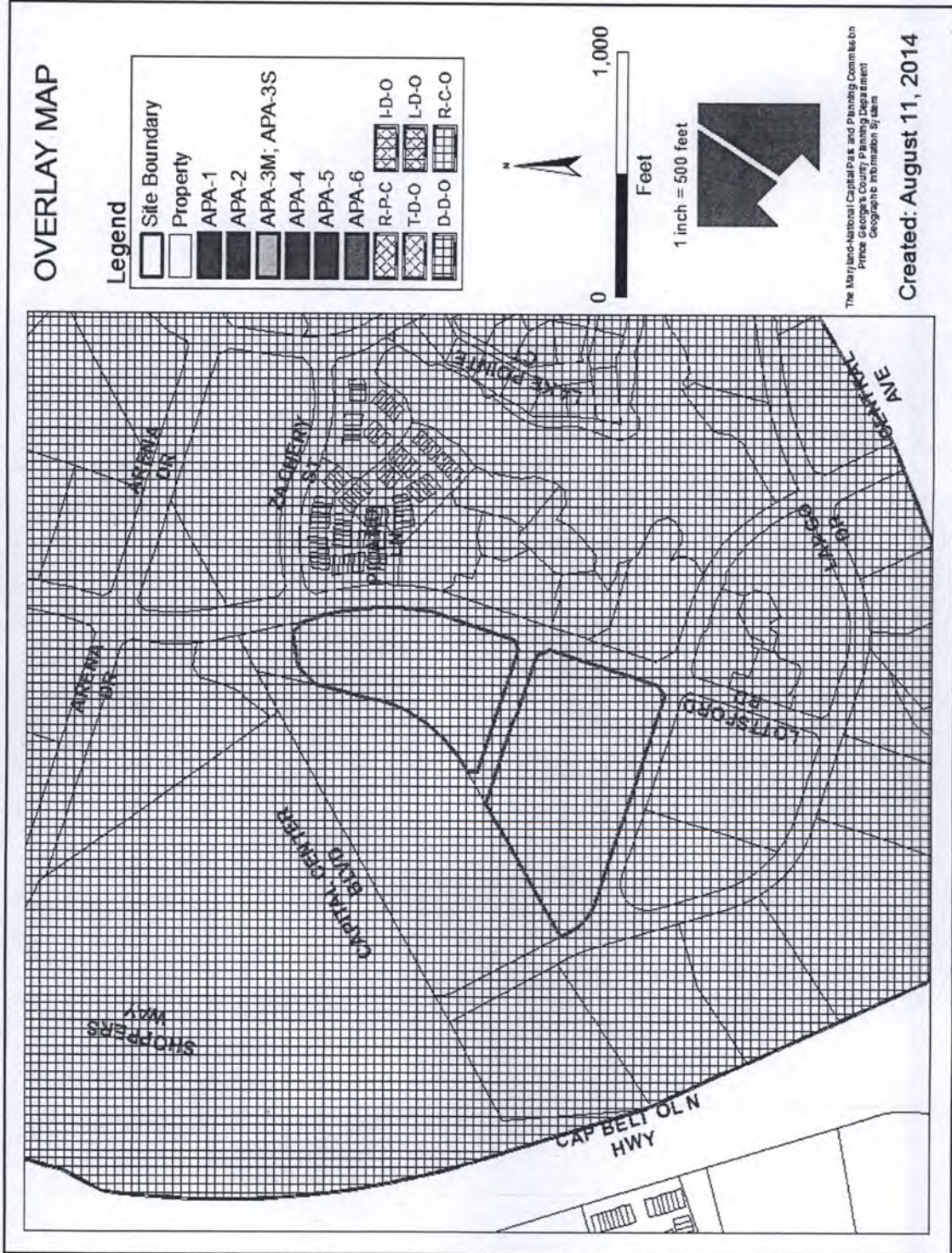
# SITE VICINITY



# ZONING MAP

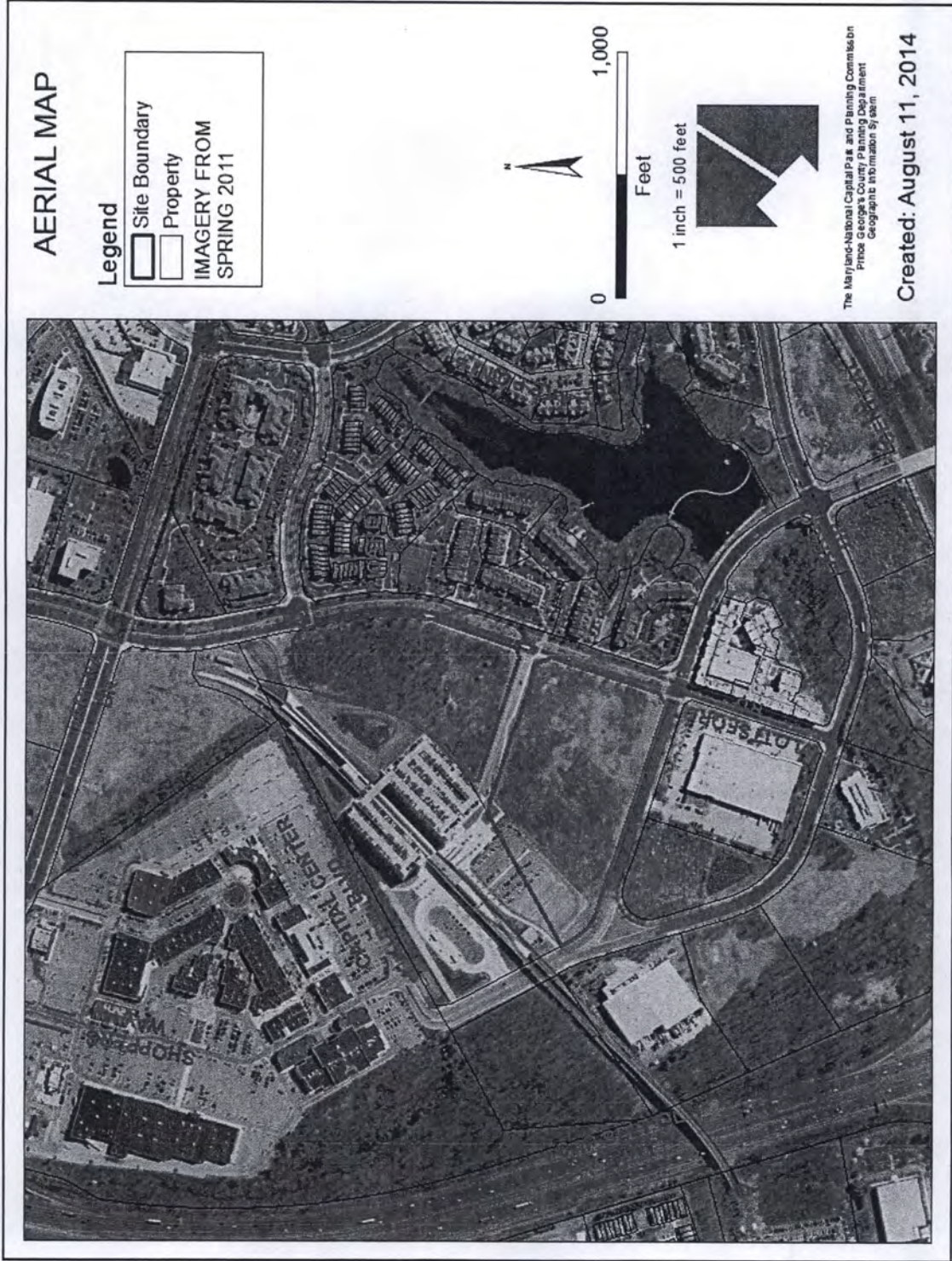


# OVERLAY MAP

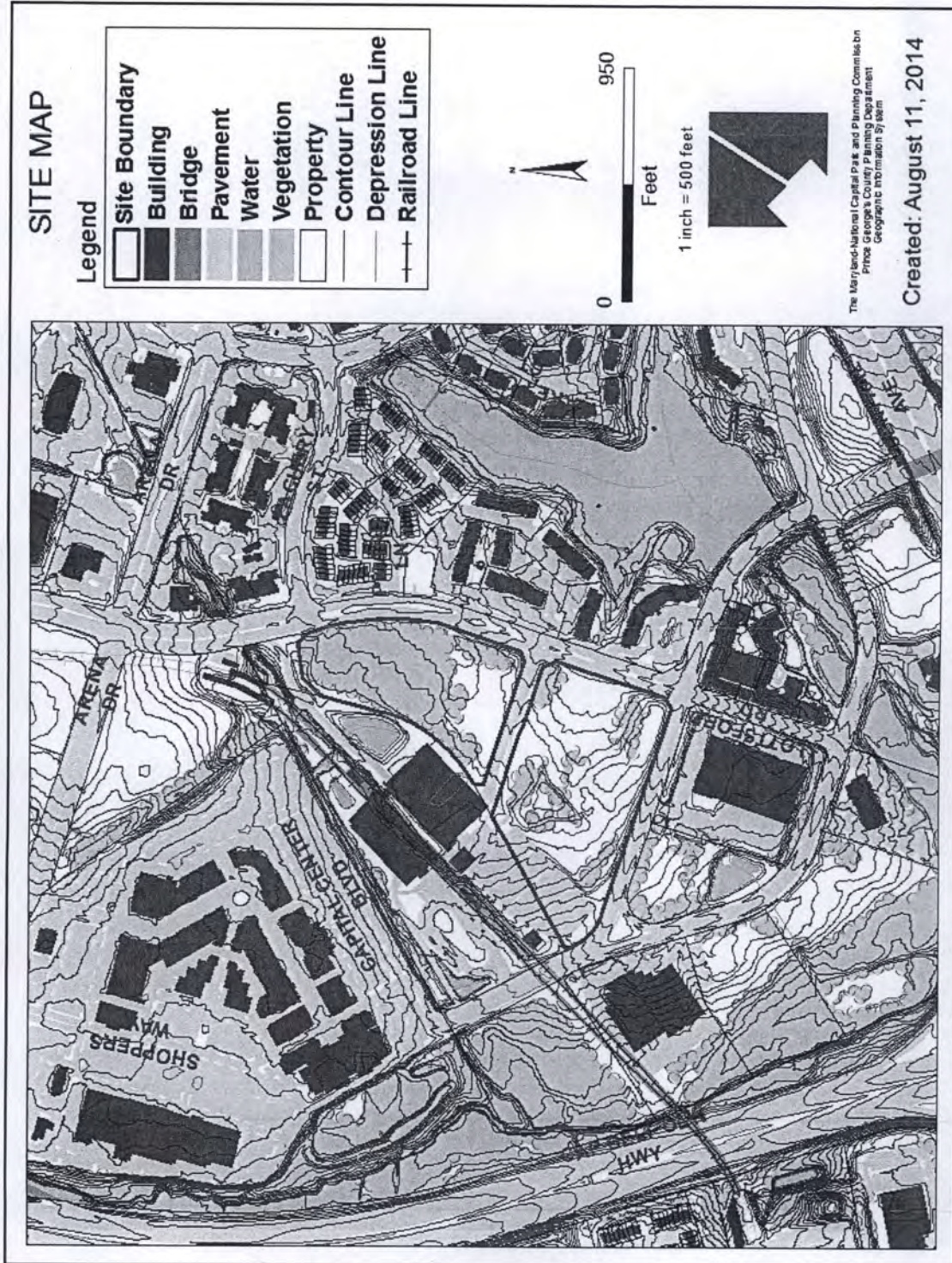




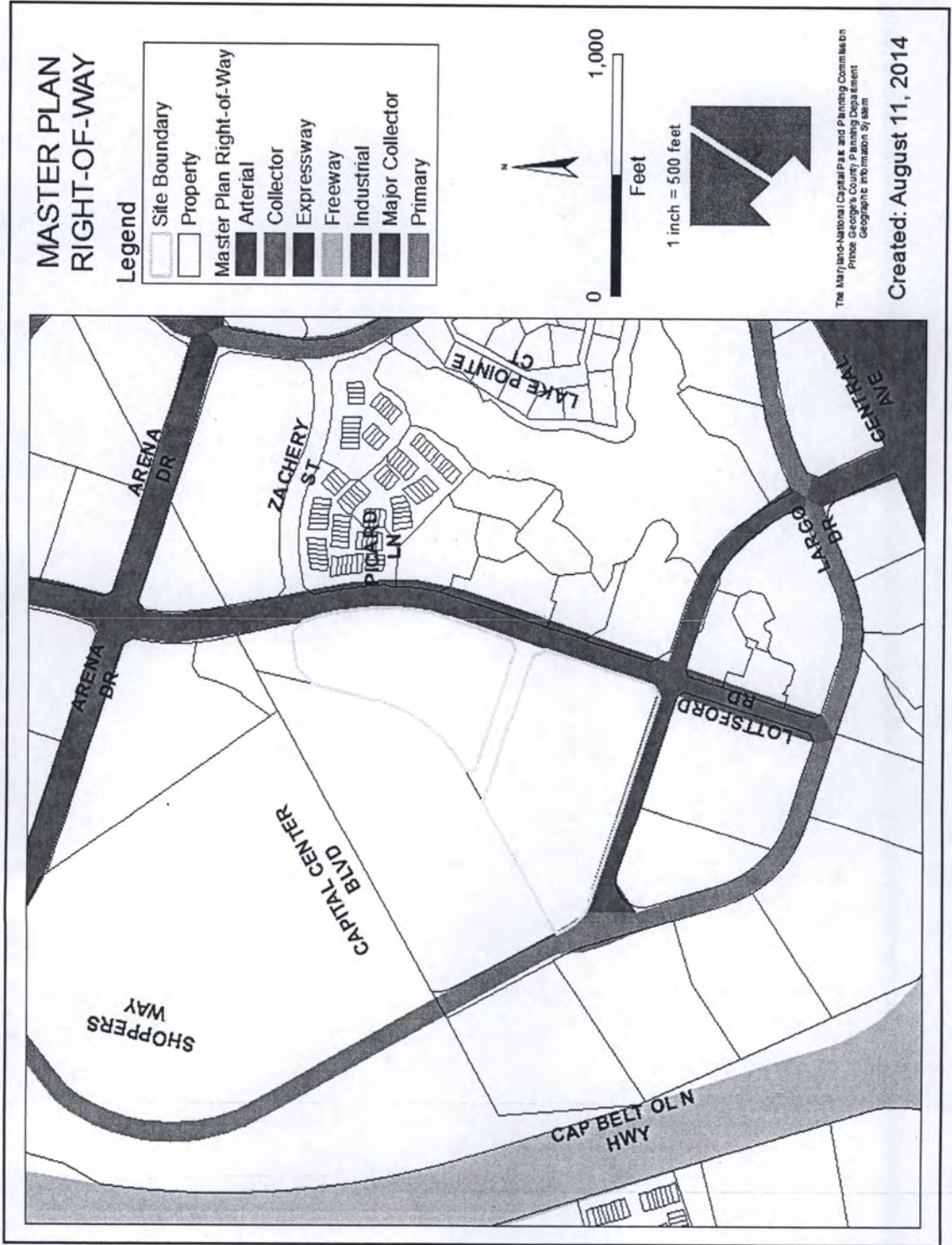
# AERIAL MAP



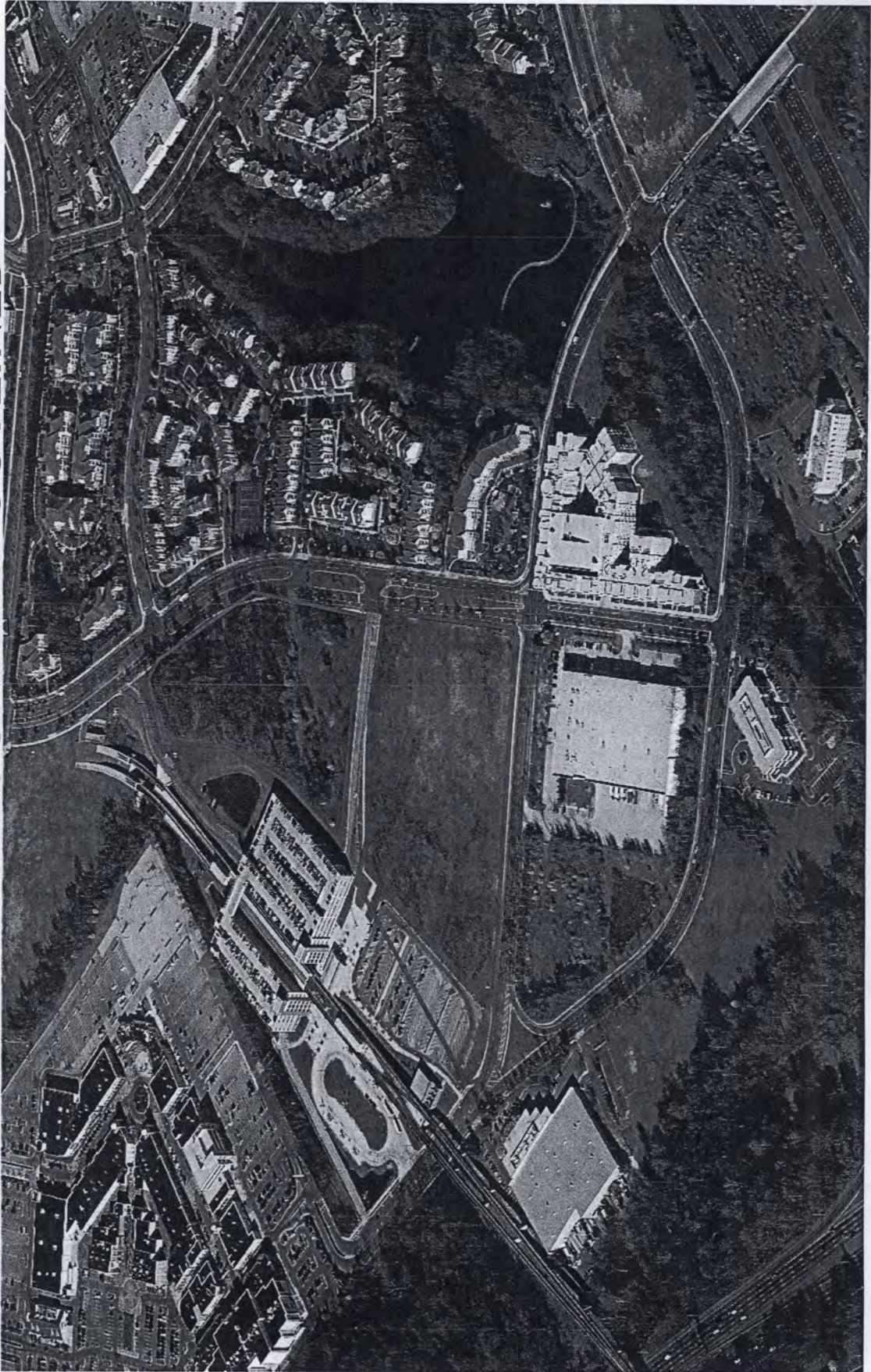
# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

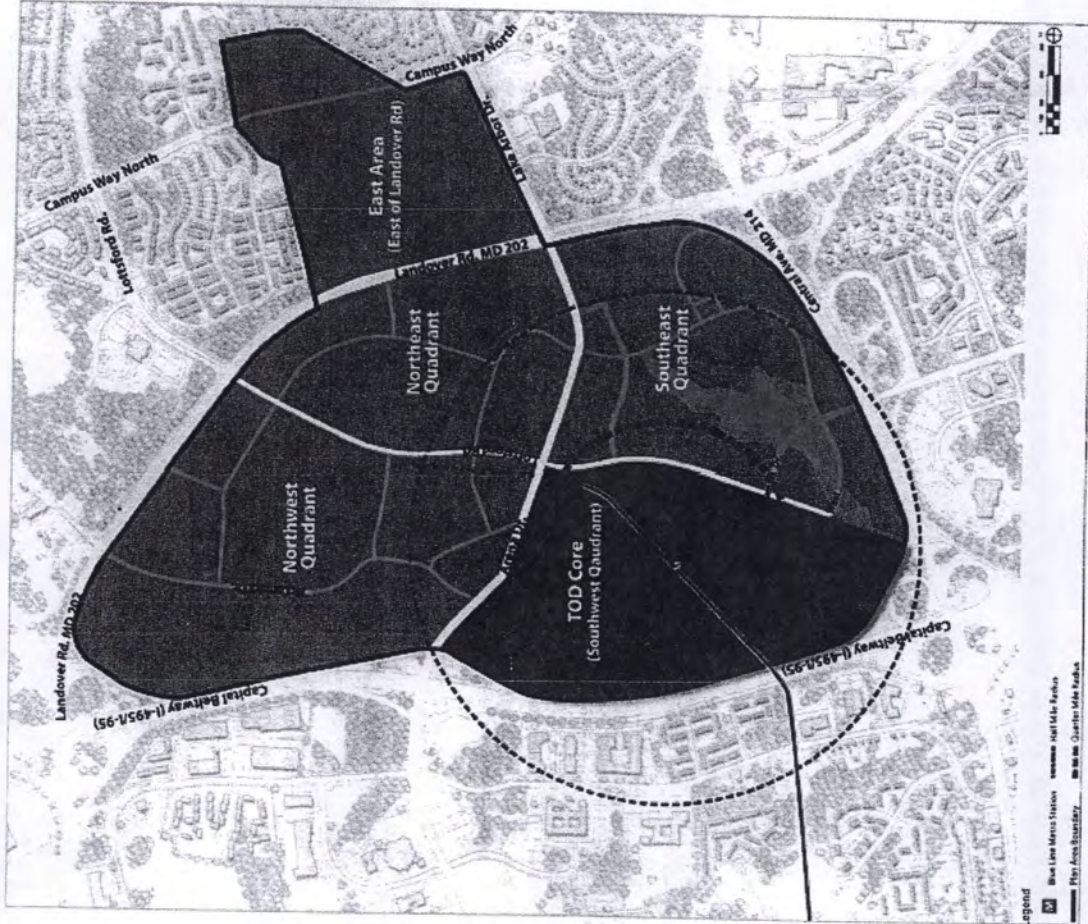


02/05/2015

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# 2013 LARGO TOWN CENTER SECTOR PLAN

Map 30: Subarea Plan



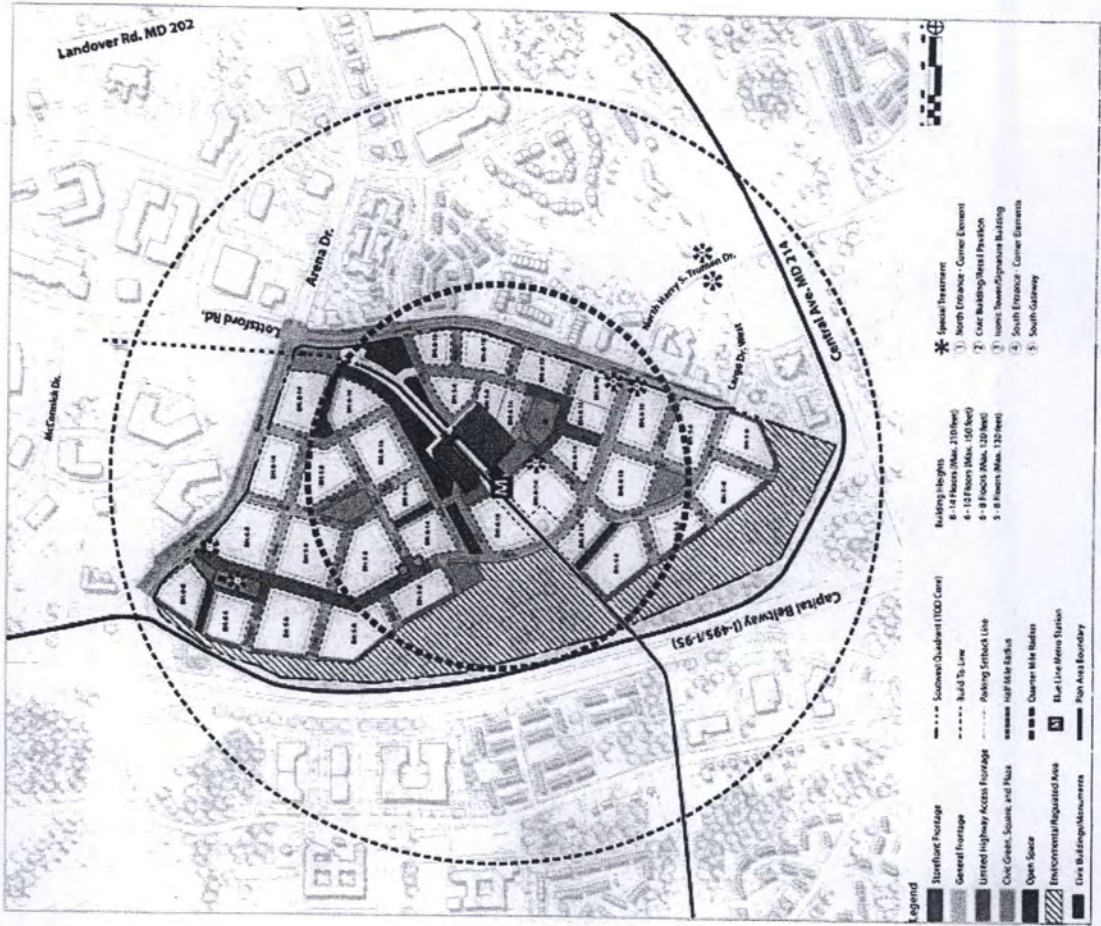
- Subarea Plan



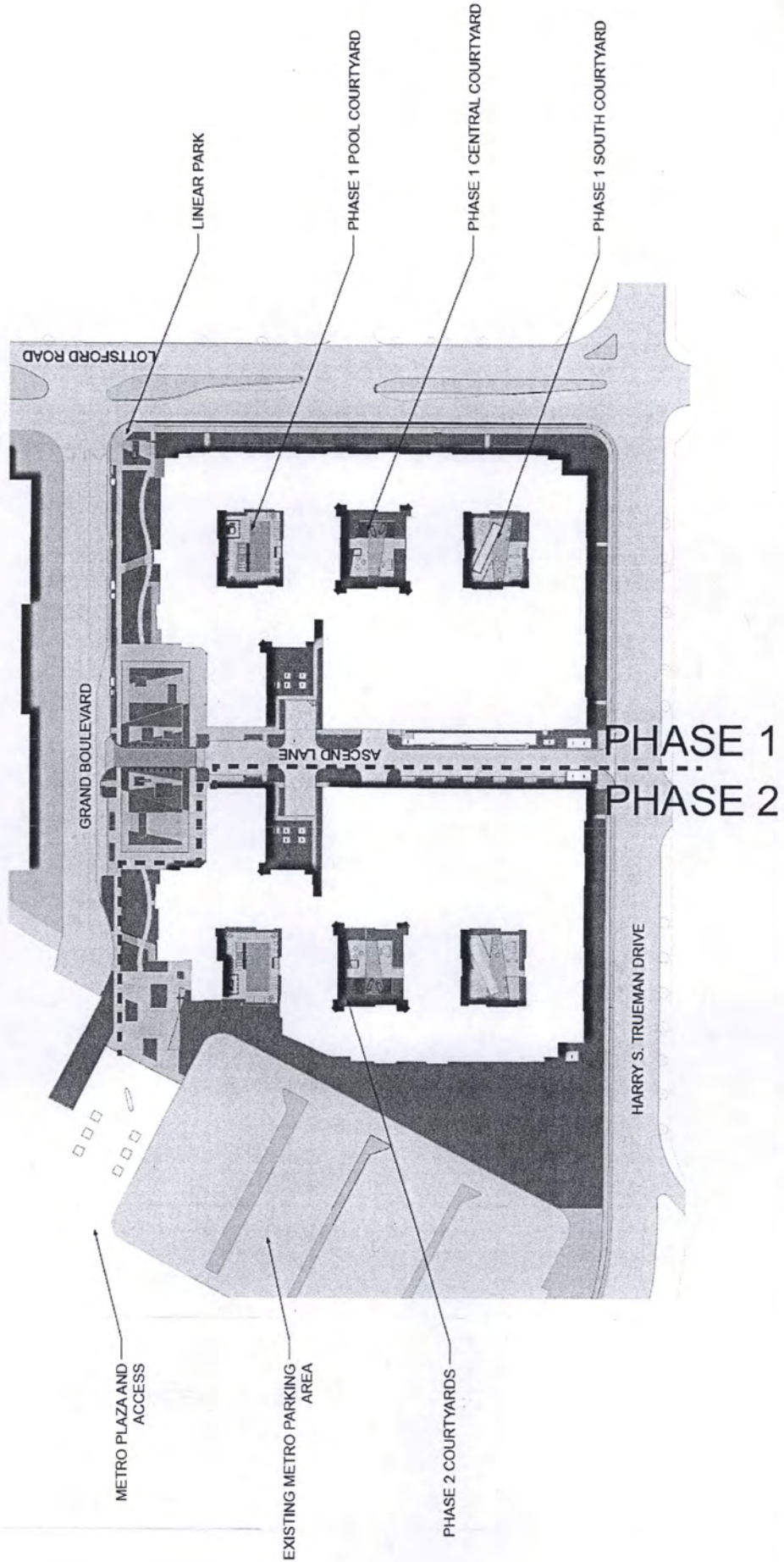
# 2013 LARGO TOWN CENTER SECTOR PLAN

- TOD Core Area

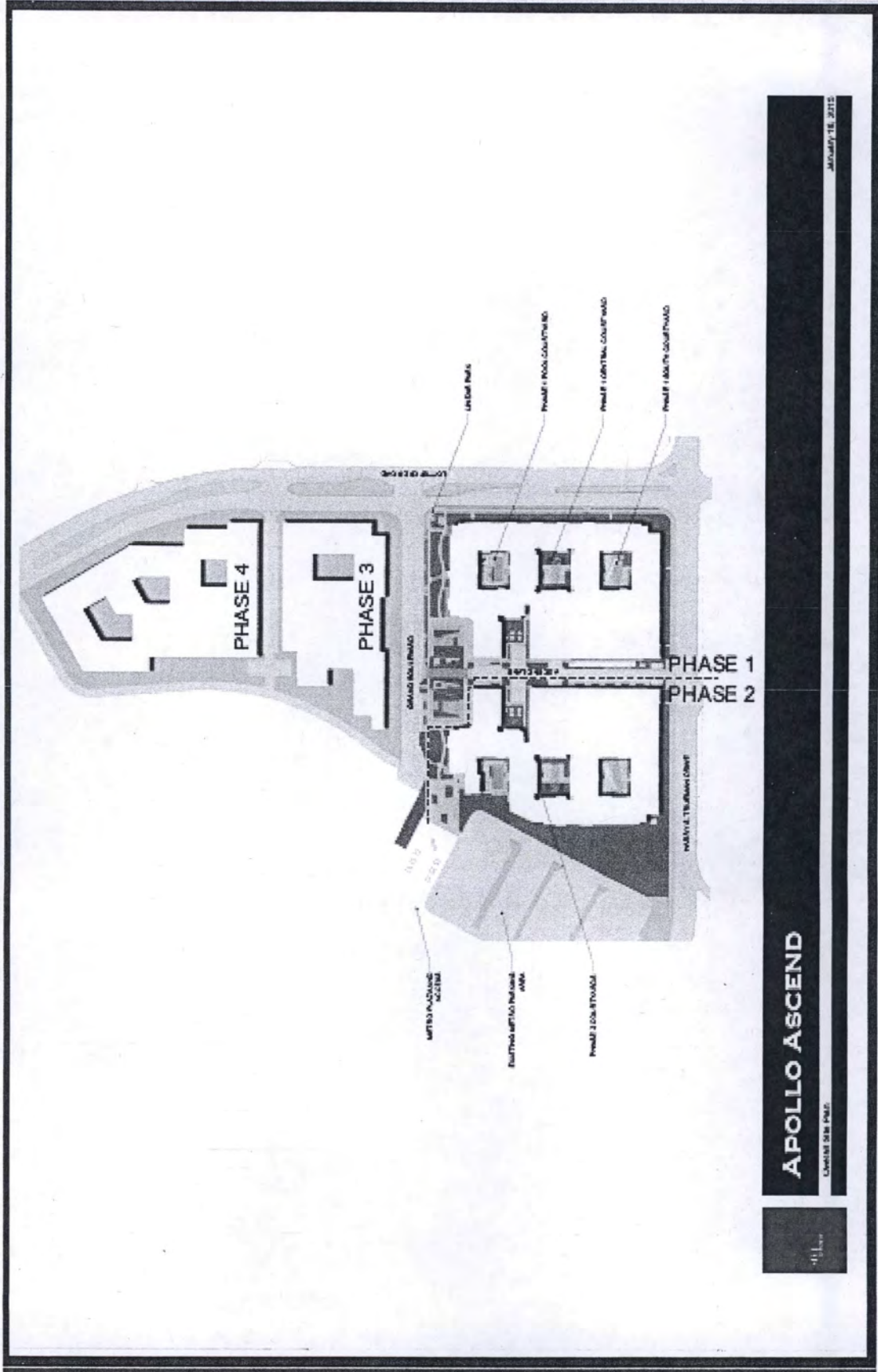
Map 31: TOD Core Illustrative Plan



# DETAILED SITE PLAN

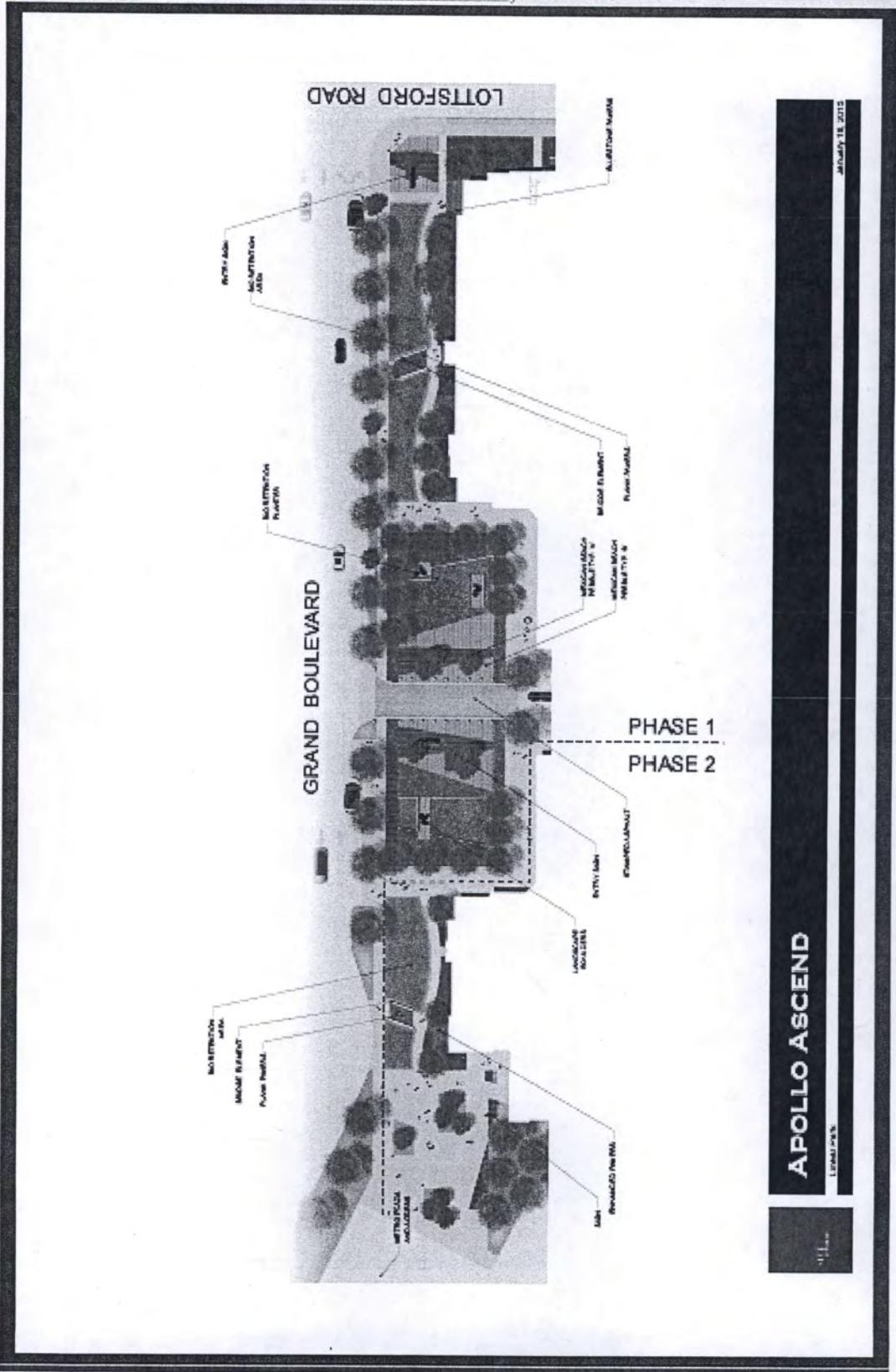


# PHASING PLAN





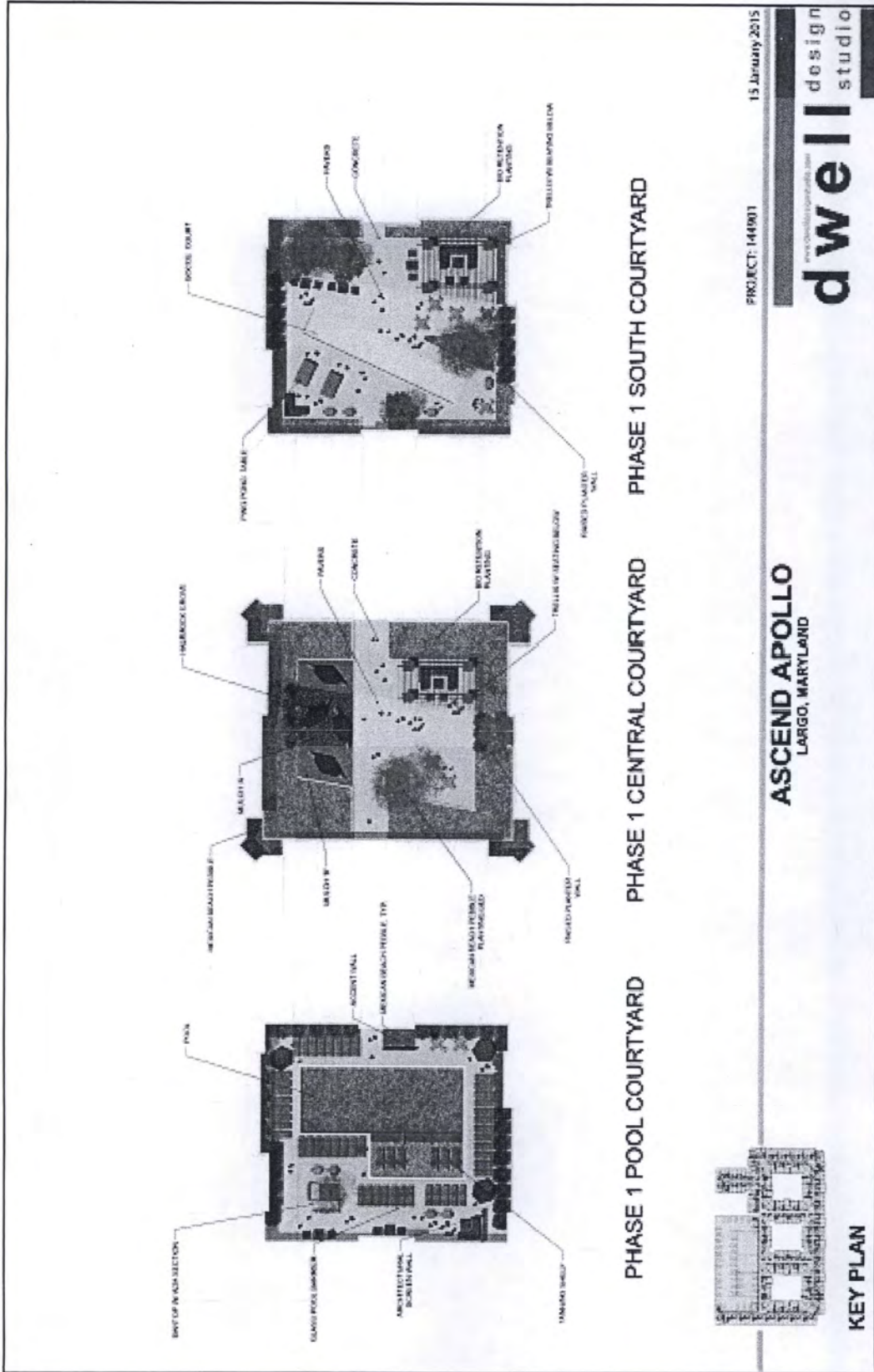
# LINEAR OPEN SPACE



**APOLLO ASCEND**  
ESTIMATED



# COURTYARD DESIGNS



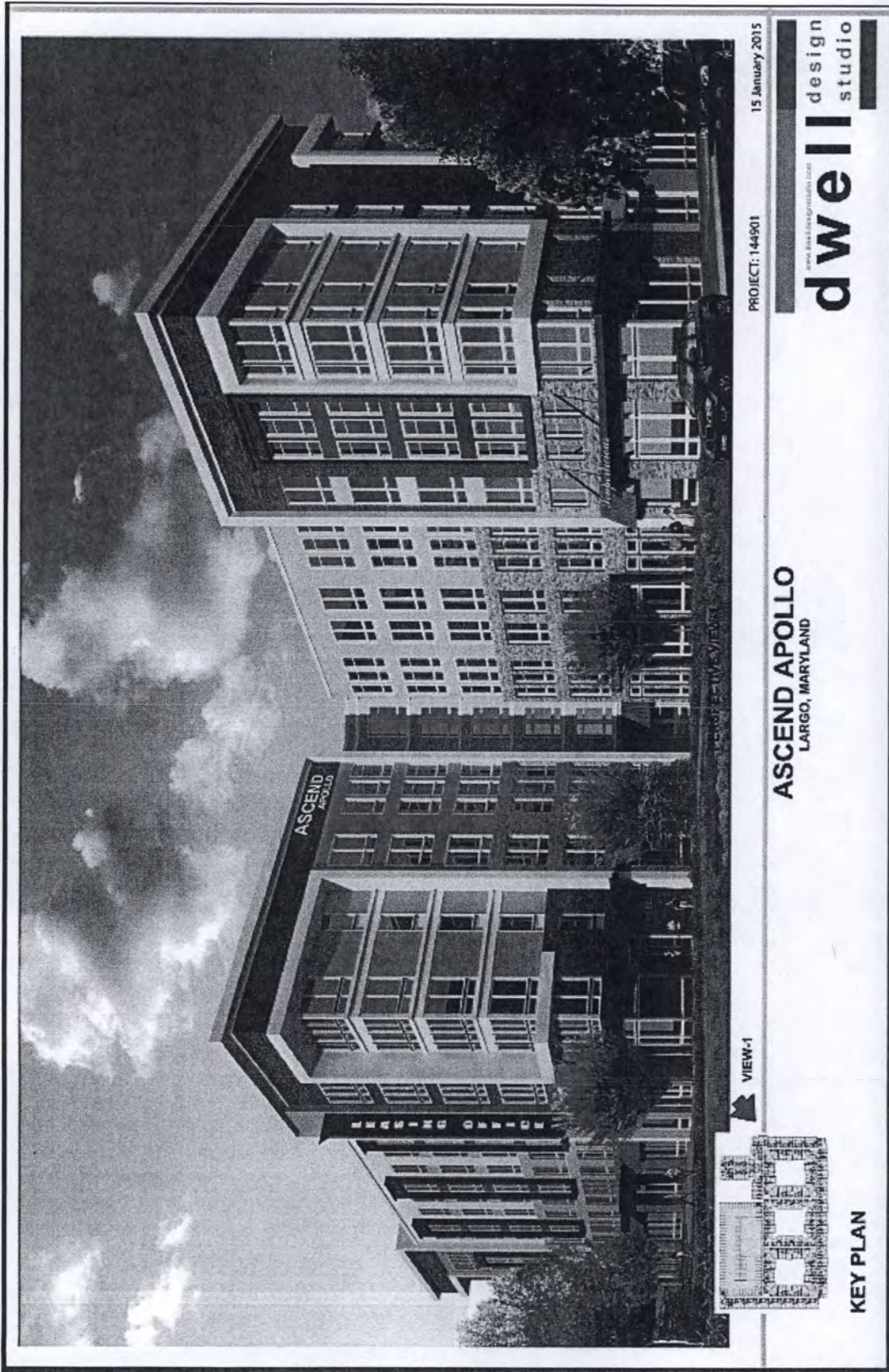
PROJECT: 144901      15 January 2015

**dwell** design studio

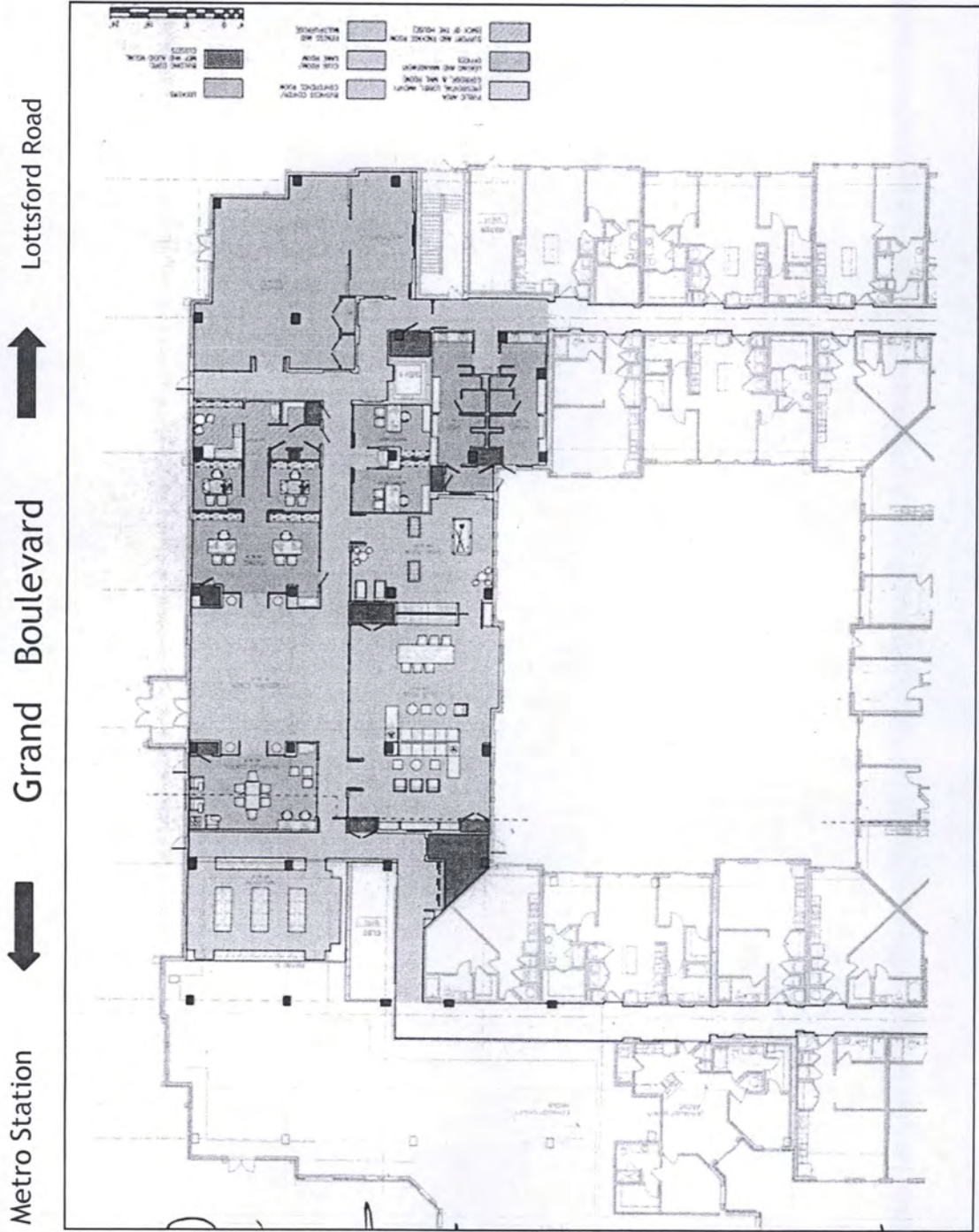
**ASCEND APOLLO**  
LARGO, MARYLAND



# VIEW FROM GRAND BOULEVARD-METRO STATION



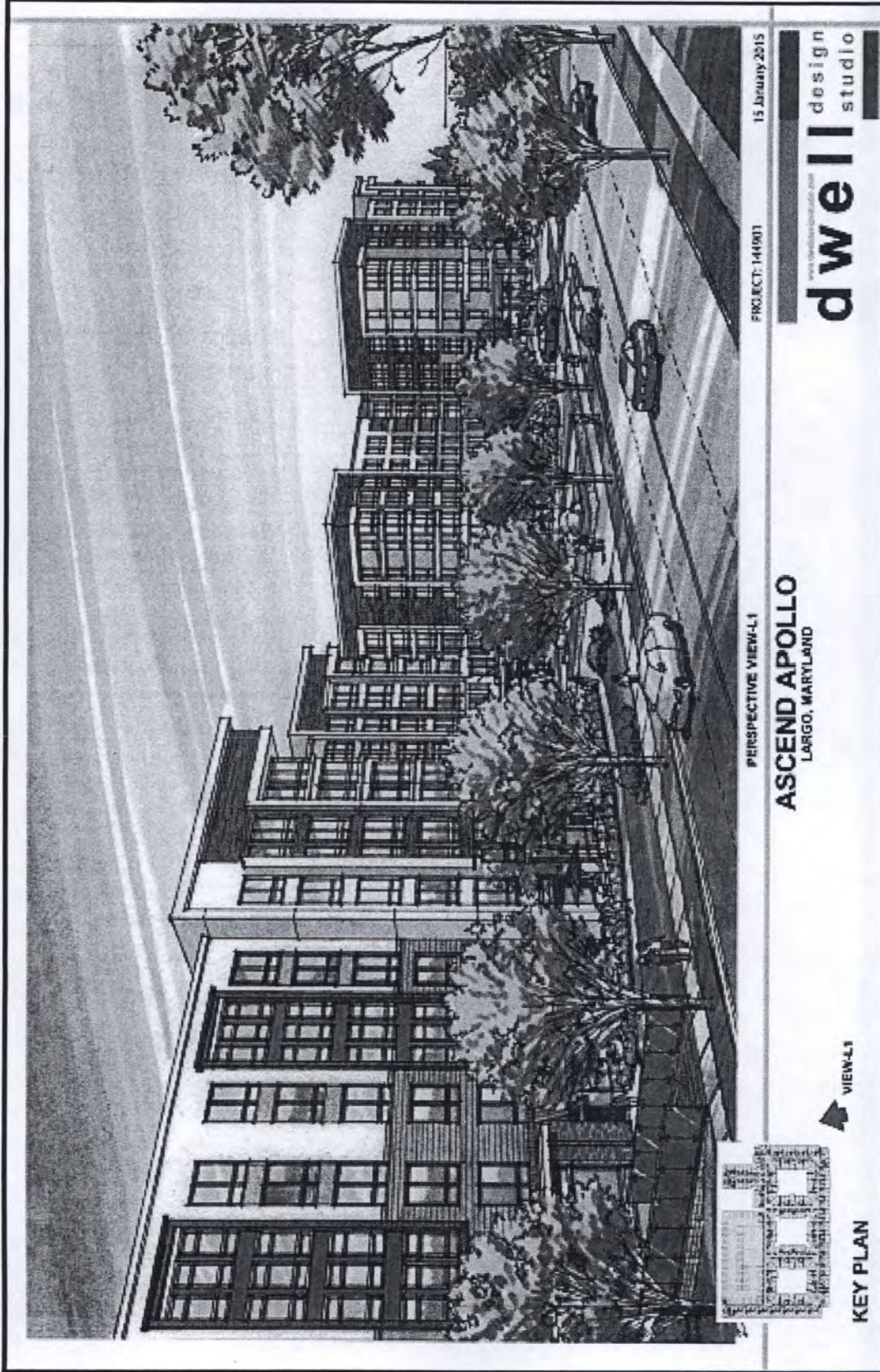
# ACTIVE FRONTAGE-GROUND FLOOR



02/05/2015

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# VIEW FROM GRAND BOULEVARD



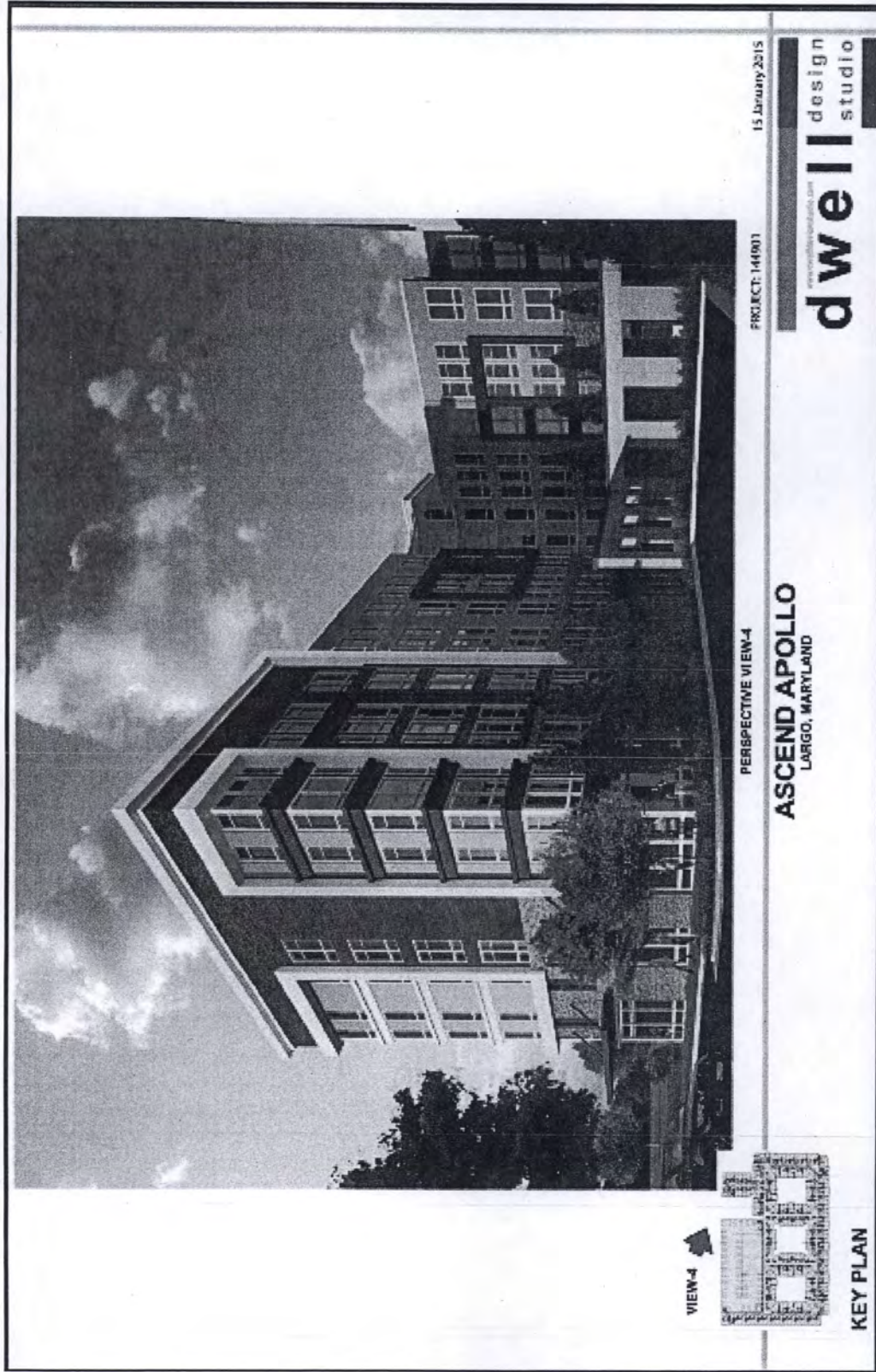
# VIEW FROM LOTTSFORD ROAD



# VIEW FROM HARRY S. TRUMAN DRIVE



# VIEW FROM ASCEND LANE



02/05/2015

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# VIEW OF THE COURTYARD WITH SWIMMING POOL



02/05/2015

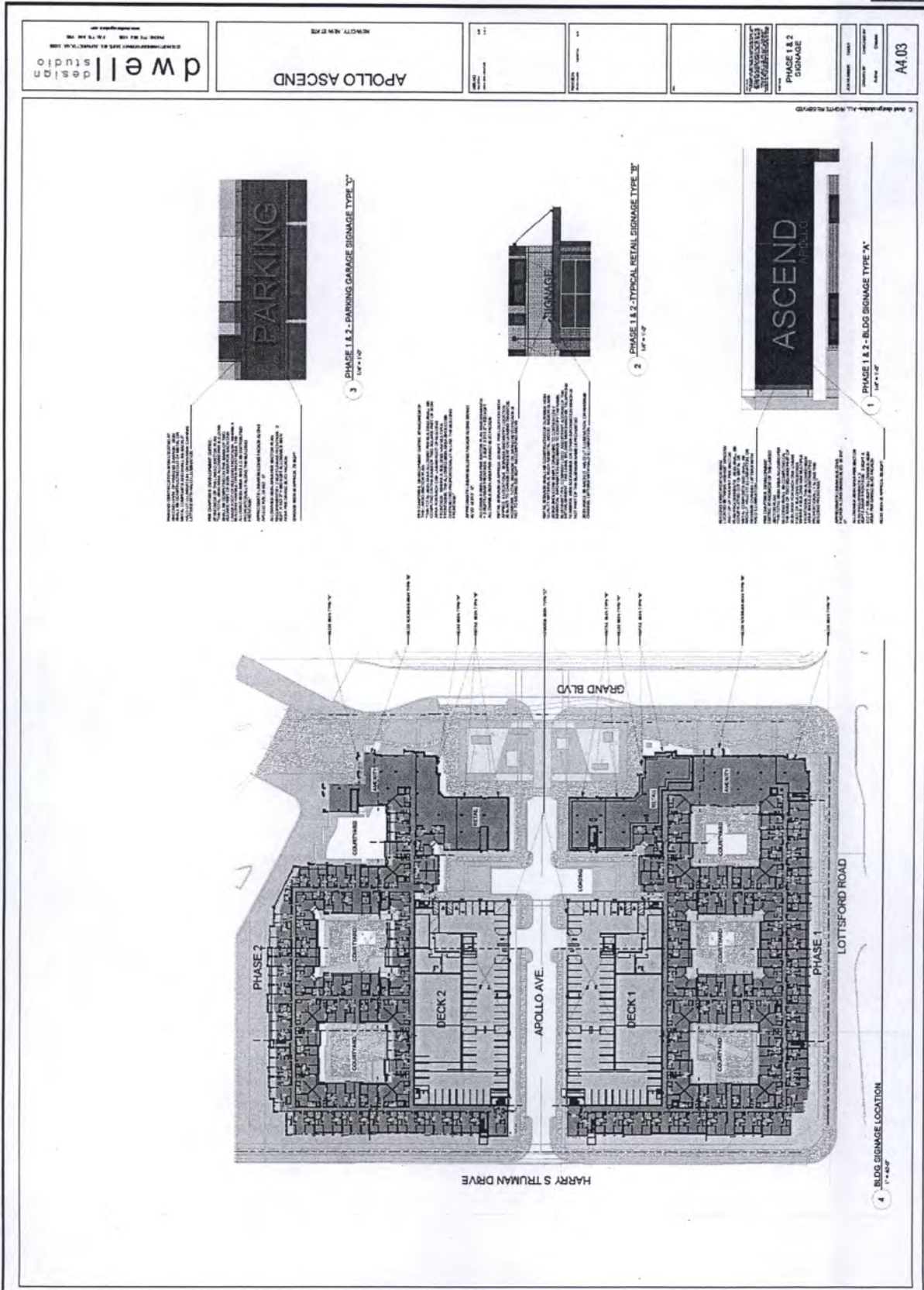
Slide 22 of 24

# MATERIAL BOARD

The material board features a perspective view of the Ascend Apollo building at the top left. Below it are several material samples with labels: SPARKSKIN /PPG1025-4, DARK ASH /PPG1025-5, COOL SLATE /PPG1002-3, AUTUMN RIDGE /PPG1058-7, NICHINA PANEL VINTAGE WOOD : DARK (COLOR), GRANITE /PPG1022-6, PHANTOM MIST /PPG1002-7, EARL GRAY /PPG1020-5, METAL CANOPY, CHEROKEE BRICK - VELOUR LIGHT GRAY, and CHEROKEE BRICK - VELOUR MEDIUM GRAY. A logo for dwell design studio is at the bottom right, along with project information: PROJECT: 144807, 15 January 2015, and PERSPECTIVE VIEW-1.



# SIGNAGE



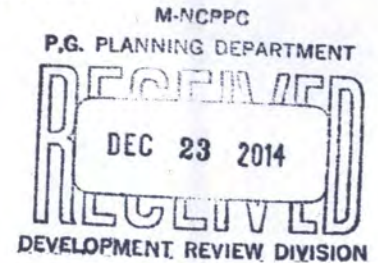
MN  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Prince George's County Planning Department  
Community Planning Division

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco  
301-952-3972

December 22, 2014



**MEMORANDUM**

TO: Henry Zhang, Urban Design Section, Development Review Division  
VIA: Scott Rowe, Planner Coordinator, Community Planning Division *BSL*  
FROM: William Washburn, Planner Coordinator, Community Planning Division  
SUBJECT: **Detailed Site Plan DSP-14026, Apollo Ascend**

**DETERMINATIONS**

The proposed development is consistent with Plan Prince George's 2035 policies that recommend mixed land uses at this site

**BACKGROUND**

Location: Northwest quadrant of the intersection of Harry S Truman Drive and Lottsford Road  
Size: 19.91 acres  
Existing Uses: Undeveloped  
Proposal: Mixed uses including 850 multifamily residential units and approximately 19,024 square feet of retail and restaurant space

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** The development site is located in a *Plan Prince George's 2035* designated Regional Transit District and new Downtown for Prince George's County. The Plan Prince George's 2035 vision for this area is intensive mixed use development with excellent transit service.

**Master/Sector Plan:** The 2013 *Largo Town Center Approved Sector Plan and Sectional Map Amendment* placed the development site within the Largo Town Center TOD Core area and recommended mid-rise mixed-use residential development for the site.

Planning Area/Community: PA 73/Largo Town Center  
Land Use: Mixed Uses (residential and retail)

- Environmental: Refer to the Environment section of Chapter 3, Existing Conditions in the *2013 Largo Town Center Approved Sector Plan and Sectional Map Amendment* and the *2005 Approved Countywide Green Infrastructure Plan*.
- Historic Resources: None identified on the site
- Transportation: Lottsford Road is an existing arterial street (A-26) and Harry S Truman is an existing collector (C-346). The nearest Metro station is Largo Town Center.
- Public Facilities: None identified
- Parks & Trails: The 2009 *Approved Countywide Master Plan of Transportation* recommends a shared-use sidepath/wide sidewalks and on-road bicycle facilities along Lottsford Road adjacent to the development site.
- Aviation/ILUC: This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The property is within Imaginary Surface F, establishing a height limit of 500 feet above the runway surface. The property is outside of the 65 dBA and above noise contour. It is also outside of the Accident Potential Zones (APZs). Though these categories do not impact the subject property, they should be noted on the DSP.
- SMA/Zoning: The 2013 Largo Town Center SMA classified the property to the Development District Overlay/Mixed Use Transportation Oriented (D-D-O/M-X-T) Zone.

## PLANNING ISSUES

The applicant requests six modifications to the development district standards set forth by the 2013 Largo Town Center Sector Plan:

1. **Block Length** - The Phase 1 block length exceeds the maximum 450 feet specified for a block length without a Common Access Easement (CAE). The applicant cites existing constraints imposed on the site by existing roads and utility easements, including one established to accommodate the Largo Town Center Metro Station. Given the significant physical constraints on the site, staff sees the requested amendment to be appropriate and reasonable.
2. **Building Heights** - The applicant requests a modification to the minimum six-story building height mandated for the site by the Largo Town Center development district standards. The request takes advantage of revisions made by the District Council to the approved sector plan to permit an applicant to request a one-story departure (reduction) to the six-story minimum building height requirement, provided that a site plan for the proposed development is filed, accepted, and permitted before December 31, 2016. Because part of the development along Grand Avenue will be built to six stories, staff is of the opinion that the requested modification will not impair the project's ability to support the overall sector plan vision of a transit-oriented urban place with a continuous street wall.
3. **Fenestration** - The proposed window fenestration for the ground-floor retail space on Grand Avenue is less than the required 60% minimum fenestration opening requirement. The applicant states that the fenestration standard is incompatible with the contemporary architecture of the proposed building and would result in window openings that are greater than pedestrian scale in size. Staff is willing to accept this modification on the condition that the retail facade is designed to activate the street facade along Grand Avenue.
4. **Building Materials** - The applicant requests a modification to the specified building materials to permit the installation of high-quality vinyl windows for energy efficiency. The Largo Town Center Sector Plan (page 156) encourages the design and construction of green buildings that use natural

resources wisely. Given the sector plan's support of green building techniques, staff sees the proposed amendment to be appropriate and reasonable.

5. **Bay Windows** - The applicant requests that the bay windows shown on its architectural elevations be allowed to end short of the ground because full-height (from the ground) bay windows would be incompatible with the architectural style of the project. Staff does not see the requested modification as affecting the sector plan vision one way or the other and so defers to Urban Design/DRD staff on this request.

6. **Compliance with Woodland Conservation and Tree Preservation Requirements** - The applicant proposes to comply with the requirement for 10 percent Tree Canopy Coverage under Section 25-128 of the Trees and Vegetation Code by means of a letter of exemption for parcel 1-A (based on the absence of regulated woodlands on the lot) and by submitting a TCP2 for parcel 1-B. The Largo Town Center Sector Plan identified no existing old-growth woodlands or other environmentally significant vegetative features on the site. Based on this finding, staff sees the requested modification as reasonable and appropriate.

#### **RECOMMENDED CONDITIONS**

Approve modification #3 to permit less than 60% fenestration openings on the condition that the retail frontage is designed to activate the streetscape along Grand Avenue.

cc: Ivy Lewis, Chief, Community Planning Division

January 15, 2015

**MEMORANDUM**

TO: Henry Zhang, Urban Design Section, Development Review Division

FROM: Faramarz Mokhtari, Transportation Planning Section, Countywide Planning Division

VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP- 14026, Apollo Ascend

The Transportation Planning Section has reviewed the Detailed Site Plan (DSP) application referenced above. The subject property consists of approximately 19.9 acres of land, currently depicted as Parcels 1-A and 1-B, Block D of the approved and recorded Largo Town Center Subdivision. These two parcels are proposed to be re-subdivided into two smaller parcels (Parcels 2 and 3), two outlots (Outlots 4 and 5), and Outparcel A, with the approval of the pending preliminary plan of subdivision 4-14011. The submitted detailed site plan is intended for approval of multifamily residential development along with ancillary retail uses on proposed Parcels 2 and 3 (currently known as Parcel 1-A) and rough grading for Outlots 4 and 5 (currently known as Parcel 1-B). Any development on the proposed outlots will be the subject of a future detailed site plan. Future development of the Outparcel A also requires a future detailed site plan that must include the adjoining Parcel 10 owned by the Washington Area Transit Authority, and currently is used as part of the surface parking for the Largo Metro Station.

The Transportation Planning Section has reviewed the detailed site plan application referenced above. The subject property consists of approximately 19.9 acres of land, in the M-X-T Zone (Mixed -Use - Transportation) and the Largo Town Center DDOZ (Development District Overlay Zone). The plan proposes development of 720 units with 20,000 GSF retail space, and provision of 1,070 structured parking spaces on 9.7 acres of land depicted by proposed Parcels 2, and 3 located south of Grand Boulevard. Any future development on the remaining areas of the entire site would require submission and approval of additional detailed site plan applications. It is important to note that any development on proposed Outparcel A requires submission and approval of a new preliminary plan of subdivision in addition to DSP application.

The findings and recommendations outlined below are based upon a review of relevant and submitted material and analysis, all conducted in accordance with the requirements of the approved *2013 Largo Town Center Sector Plan and Sectional Map Amendment*.

**Plan Review and Findings**

The access to the proposed development on parcels 2 and 3 will be via a proposed private two lane undivided roadway that will extend in north-south direction and intersects with Grand Boulevard and Harry S. Truman. Staff recommends this roadway be constructed within a public use easement to ensure free and clear access for all users and at all times. Additionally both of these two access points (one along

Grand Boulevard and one along Harry S. Truman) are needed to ensure adequate on-site circulation for the proposed development on these two parcels. The Grand Boulevard is constructed within a dedicated Row (approximately 86 feet wide), but is currently maintained by the Washington Metropolitan Area Transit Authority (WMATA) per an agreement executed between the owners of Parcels 1A and 1B, DPW&T and WMATA. This agreement includes specific access requirements that must be fulfilled in concert with any proposed development along its frontage. For this reason and if during any subsequent approval process, it is found that the proposed access to Grand Boulevard is no longer feasible, staff recommends submission of a new preliminary plan to determine adequacy of the proposed on-site circulation and site access points.

It is equally important to note that prior to proceeding with any development on out lots 4 and 5, the applicant submit for approval a detailed site plan application. While this plan shows conceptual access configurations for these two out lots, staff strongly recommends that any future detail site plan application for these two out lots should include an access roadway to Grand Boulevard as well as access to Lottsford Road. This can be done either by: (a) extending the proposed north-south roadway serving parcels 2 and 3 to intersect with one of the proposed driveways, or (b) extending one of the proposed driveways from Lottsford Road to western limits of the out lots 4 and/or 5 and along the western limits to intersect with Grand Boulevard.

This proposed plan has been referred to SHA and the County's DPW&T and DPIE, and WMATA for their review and comments. As of this writing, staff has not received any written formal review comments from any of these agencies.

It is important to note that the Largo Plan recommends the establishment of a district-wide Transportation Demand Management (TDM) district and a self-sustaining Transportation Management Association (TMA) to manage it. As of this writing the TDM district has not been established.

#### **Transportation Staff Conclusions**

Given these findings, the Transportation Planning Section finds that the submitted detailed site plan is acceptable and consistent with the transportation related requirements, objectives and standards of the 2013 Largo Plan and DDOZ, provided:

1. Prior to signature approval the site plan shall be revised to show provision of two travel lanes along each direction of Grand Boulevard with sufficient accommodation for bicycles during peak commuting hours per DPW&T and DPIE requirements and standards. The outside travel lanes may be designated as on-street parking spaces if deemed acceptable by WMATA and DPW&T.
2. Prior to the issuance of any building permits within the proposed Parcels 2 and 3 of the subject property the following improvements shall (1) have full financial assurance, (2) have been permitted for construction by the County, and (3) have an agreed-upon timetable for construction with the SHA and/or County:
  - (a) The provision of public access easement roadway with access to both Grand Boulevard to the north and Harry S. Truman Drive to the south as a two-lane roadway complete with sidewalks and sufficient accommodation for bikes as deemed appropriate by and per the County's DPW&T and/or DPIE requirements and standards.





THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Fire/EMS Department



Office of the Fire Marshal

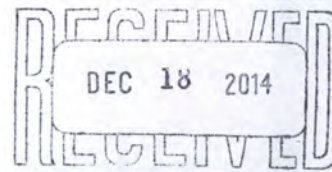
Date: 12/17/2014

TO: Henry Zhang Planner, Urban Design Section  
Development Review Division

M-NCPPC

P.G. PLANNING DEPARTMENT

FROM: Kenny Oladeinde, Project Coordinator  
Office of the Fire Marshal



RE: DSP-14026

The following Preliminary Plan Referral has been reviewed by this office according to Departmental Procedures and Operational Guidelines of the Prince George's County Fire/ Emergency Medical Services Department.

Description: ASCEND APOLLO  
District 06

Please be advised Subtitle 11-276, titled required Access for *Fire Apparatus*, which states:

“(a) All premises which the Fire/EMS Department may be called upon to protect in case of fire or other emergencies and which are not readily accessible to fire apparatus from public streets shall be provided with suitable gates, access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus, and in accordance to Subtitle 4, the County Building Code Section 4-222.”

Private roads shall be: “(a) At least 22 feet in width.”

Subtitle 11-277, title *Fire Lanes States*:

“(b) Whenever the Fire Chief or his authorized representative shall find that any private entrance, exit sidewalk, vehicular driveway, interior private driveway, sidewalk, fire lane, or fire hydrant is obstructed by snow, debris, construction material, trash containers, vehicles, or other matter likely to interfere with the ingress or operation of the Fire Department or other emergency vehicles in case of fire, he may order the obstruction removed. To effectuate this Subsection, the Fire Chief or his authorized representative may order "no parking" fire lane signs erected and may designate the placement thereof. He may order that curbs be painted a distinctive color.”

6820 Webster Street  
Landover Hills, Maryland 20784



Page Two

Please note and direct the owner to comply with aforementioned Subtitle. I have highlighted on the submitted drawings all areas which may contribute to the loss of emergency vehicle access due to its configuration. These locations shall be marked with painted yellow curbs and posted 'No Parking Fire Lane by order of the Prince George's County Fire/EMS Department' signs. The developer should contact the Fire /EMS Department's Office of Office of the Fire Marshal to assist in designating the fire lanes.

In addition, please be advised Subtitle 4-164. Fire Protection Systems; Section 912, Yard Hydrants. (a) Section 912.1 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant or as approved by the Fire Code Official. Each hydrant shall provide a minimum of one thousand (1,000) gpm at a residual pressure of twenty (20) psi.

Also areas may be highlighted on the drawing in noted colors to show areas that do not accommodate the turning radius of a 43-foot wheel base vehicle or other comments. These areas need to be widened to allow emergency apparatus to turn.

Any courts or dead-end created should provide 43-foot turning radius within 200 feet of the end of the road.

These requirements should be incorporated into the final plat and a condition of release of the use and occupancy permit. If I may be of further assistance, please contact me at (301)-583-1830

mko

H: \DSP-14026

Copy to: Christine Osei, Public Facilities Planner, Special Projects Section,  
Countywide Planning Department, Maryland National Capital Park and  
Planning Commission.

January 14, 2015

**MEMORANDUM**

**TO:** Henry Zhang, Urban Design Section  
**VIA:** Whitney Chellis, Subdivision Section *WC*  
**FROM:** Suzanne Nickle, Subdivision Section *SN*  
**SUBJECT:** Ascend Apollo, DSP-14026

The subject property is located on Tax Map 67, Grids E-2 and 3, and is known as Parcels 1-A and 1-B, Block D recorded in Plat Book REP 199 Plat No. 75. This property is a portion of preliminary plan of subdivision (PPS) 4-88195 which was a 174 ± acre property approved by the Planning Board on November 17, 1988 (PGCPB Resolution No. 88-558), and has expired. The property is a portion of a previously approved specific design plan (SDP) SDP-0804 for an office complex and ancillary uses. The SDP approval is valid through December 31, 2015, but will be superseded by the subject application.

The site is the subject of Preliminary Plan of Subdivision (PPS) 4-14011 which is currently pending and scheduled before the Planning Board on February 5, 2015. This development proposal requires a new PPS for the division of property and to analyze the conversion of land use from office to residential.

The property is zoned Mixed Use-Transportation-Oriented (M-X-T) within a Development District Overlay (D-D-O) Zone, and is located in the northwest quadrant of the Harry S. Truman Drive/Lottsford Road intersection, and abuts the Largo Metro Station to the west and north. To the east, across Lottsford Road, is residential development in the M-A-C Zone. To the south, across Harry S. Truman Drive, is office/industrial in the M-U-I Zone. Grand Boulevard, a publically dedicated right-of-way (Liber 16702 folio 409), bisects the property beginning on the west side of Lottsford Road and terminating at the parking garage of the Largo Metro Station to the northwest. The Washington Metropolitan Area Transit Authority (WMATA) holds a two part easement on the property, as recorded in the Land Records as Liber 18231 at folio 486.

The first is a "Surface Easement" located on the edge of the northwest portion of the property. This surface easement contains the constructed Kiss and Ride Parking Lot for the Largo Metro Station. The access for this lot is directly onto Harry S. Truman Drive. The PPS proposes this easement area to be recorded as Outparcel A, which allows the existing use of the Kiss and Ride Lot with its entrance onto Harry S. Truman Drive to remain. As an outparcel any additional development will require the approval of a new PPS. The second is a "View Easement" for the limited purpose of protecting the view of the Largo Metro Station by "prohibiting construction of any building or other structures" above a height of

three feet, the property owner is allowed to provide pedestrian and vehicular access, ingress and egress within the easement area. DSP-14026 proposes pedestrian access connecting to the Largo Metro Station at this location.

The project is located within the Largo Town Center transit-oriented development (TOD) core area. The PPS for the subject property consists of 19.98 acres of land, and proposes two parcels, one outparcel, two outlots, and additional road dedication along Grand Boulevard. With DSP-14026, the applicant proposes construction of 850 multifamily dwelling units and 19,024 square feet of retail space on proposed Parcels 2 (4.79 acres) and 3 (5.10 acres) located to the south of Grand Boulevard. Outlots 4 (3.3 acres) and 5 (4.74 acres) are included in DSP-14026 for grading purposes only and are located to the north of Grand Boulevard. Currently the DSP includes the same land area as the PPS, including Outparcel A (1.82 acres). Staff recommends that Outparcel A be removed from DSP-14026 since a new PPS is required for new development. The revised land acreage for DSP-14026 without Outparcel A is 17.93 acres.

Staff is recommending two public access easements for this development proposal. A public access easement is recommended to be placed over the 60' private common access easement for Ascend Lane located at the proposed common boundary line between Parcels 2 and 3. The recording of this easement consolidates access of the residents through this easement for both vehicular and pedestrian access onto one location on Grand Boulevard through to Harry S. Truman Drive. The second public access easement is recommended to be placed over the portions of Parcels 2 and 3 to ensure reasonable public pedestrian access where the plaza and linear sidewalk are proposed along the south side of Grand Boulevard. When the DSP is reviewed for Outlots 4 and 5 for the development of multifamily buildings, a mirrored plaza and linear sidewalk element will be recommended as reflected in the General Plan and the Largo Town Center Sector Plan.

The PPS is being reviewed for adequacy for 850 multifamily dwellings and 19,024 square feet of commercial retail on Parcels 2 and 3 (Phase 1), and future development of 716 multifamily dwelling units and 20,976 square feet of commercial retail on Outlots 3 and 4 (Phase 2).

#### **Plan Comments**

1. Prior to signature approval the detailed site plan should reflect the lotting pattern of the approved preliminary plan of subdivision, with 2 parcels and 2 outlots, and the removal of Outparcel A from this detailed site plan, and any applicable conditions.
2. Mandatory dedication of parkland is recommended to be fulfilled by fee-in-lieu, in accordance with Section 24-134 of the Subdivision Regulations.
3. In conformance with the PPS, the following easements are recommended and should be reflected on the detailed site plan prior to signature approval.
  - a. A public vehicular and pedestrian access easement is to be placed over the 60-foot-wide private common access easement for proposed Ascend Lane located at the common boundary line between Parcels 2 and 3, as delineated on the approved preliminary plan of subdivision.
  - b. A public pedestrian access easement is recommended to be placed over the portions of Parcels 2 and 3 to ensure reasonable public access where the plaza and linear sidewalk are proposed along the south side of Grand Boulevard from Lottsford Road to the WMATA property (Parcel 110) to the north. When Outlots 4 and 5 are reviewed for detailed site plan for the development of multifamily buildings and commercial retail, a mirrored plaza and linear sidewalk element with a public pedestrian access easement will

be recommended to be in conformance with the General Plan and the Largo Town Center Sector Plan.

If the addresses shown on the site plan have not been approved by the Property Addressing Section, they may be subject to change at the time of final plat which could require a revision to the DSP. Failure of the DSP and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected.

Subject to conditions of approval, the DSP is in substantial conformance with the preliminary plan of subdivision.

January 14, 2015

**MEMORANDUM**

**TO:** Henry Zhang, Master Planner, Urban Design Section

**VIA:** Katina Shoulars, Supervisor, Environmental Planning Section

**FROM:** Megan Reiser, Planner Coordinator, Environmental Planning Section *MKR*

**SUBJECT:** **Ascend Apollo; DSP-14026 and TCP2-027-14**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan and the Type 2 Tree Conservation Plan stamped as received by the Environmental Planning Section on December 24, 2014. The Environmental Planning Section recommends approval of DSP-14026 and TCP2-027-14 subject to the conditions noted at the end of this memorandum.

**Background**

The Environmental Planning Section performed a concurrent review of Preliminary Plan of Subdivision, 4-14011 and TCP1-009-14. Staff previously reviewed and approved a Natural Resources Inventory, NRI-0118-14, on November 17, 2014.

The subject proposal is for mixed use with 850 multi-family dwelling units and approximately 19,000+/- square feet of retail and restaurant space

**Grandfathering**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the project has a new preliminary plan (4-14011).

**Site Description**

The site is located in the northwest quadrant of Harry S. Truman Drive and Lottsford Road. The property is zoned M-X-T and totals 19.91 acres. No regulated environmental features are located on-site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Collington-Wist, Collington-Wist-Urban land, and the Urban Land-Collington-Wist complexes. According to available information, Marlboro clay and Christiana clays are not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No Forest Interior Dwelling Species (FIDS) habitat or FIDS buffer are mapped on-site. No specimen trees are located on-site. The site has frontage on Harry S. Truman Drive and Lottsford Road; both are

designated Arterial roadways that are regulated for noise. The site is within close proximity to the Capital Beltway (I-95/ 495), also regulated for noise, and is in close proximity to the Blue Line Metro right-of-way of the Washington Metropolitan Area Transit Authority (WMATA) which is regulated for noise and vibration. The only traffic generated noise source that has been identified for the subject site is Lottsford Road. The WMATA Metro right-of-way is a source of noise and vibration that may negatively affect the site. The site does not front on any scenic or historic roadway. The site is located within the Outer Horizontal Surface of the JB Andrews Imaginary Runway Surface. The site is located within the Largo Town Center (Regional Transit District 3) of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. According to the approved Countywide Green Infrastructure Plan, the site is not mapped within the network.

### **Environmental Review**

As revisions are made to the plans submitted, the revision boxes on each plan shall be used to describe what revisions were made, when and by whom.

1. An approved Natural Resources Inventory, NRI-118-14, was submitted with the application. The NRI indicates there are no Regulated Environmental Features such as streams, wetlands or 100-year floodplain on the subject property. The TCP1 and the preliminary plan are in conformance with the NRI.

The FSD indicates one forest stand totaling 5.92 acres and no specimen trees are located on-site. There are no priority preservation areas on the site.

**Comment:** No revisions are required for conformance to the NRI.

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

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the project has a new preliminary plan (4-14011).

The Woodland Conservation Threshold (WCT) for this 19.90-acre property is 15 percent of the net tract area or 2.99 acres. The total woodland conservation requirement based on the amount of clearing proposed as shown on the plan is 6.70 acres. The woodland conservation requirement is proposed to be satisfied entirely with off-site woodland conservation credits.

The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. The woodland conservation worksheet as shown on the plan shows a total woodland conservation requirement of 9.70 acres; however, staff calculates the requirement as 6.70 acres. The TCP must be revised to show the most current worksheet. Furthermore, the worksheet must be updated to show the correct woodland conservation requirement and how the requirement will be met. There is a note located below the worksheet which states that the reforestation obligation is to be provided off-site; however, the worksheet must be updated to show the off-site requirement in the appropriate row of the worksheet and to

ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required. The note needs to be removed from the plan.

The proposed stormwater management design, as shown on the approved concept plan, must be shown on the plan. The proposed water and sewer connections must also be shown on the plan. The unmitigated 65 dBA Ldn noise contour associated with Lottsford Road must be shown on the plan at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section's noise model.

The approval block must be updated to the current standard and the assigned TCP number must be typed-in (TCP2-027-14). The standard owner's awareness certification block must be added to the plan in accordance with TCP2 Detail 20, found in the Environmental Technical Manual. The plan currently shows a woodland conservation banking draw-down table at the top of the plan. This table is required to be shown on TCP's that establish a bank. The current project is not a woodland conservation bank and therefore the table must be removed.

The TCP2 notes must be revised as follows: note 8 must be revised to indicate that both Lottsford Road and Harry S. Truman Boulevard are designated arterial roadways, and that the site is located within close proximity to the Metro Blue Line which is a source of noise and vibration; note 9 must be updated to reflect the correct code reference for the Woodland and Wildlife Habitat Conservation Ordinance grandfathering provisions [25-119(g)]. The standard note for the use of off-site woodland conservation must be added.

After all revisions have been made, have the qualified professional who prepared the plan sign and date it.

**Recommended Condition:** Prior to certification of the DSP, the TCP2 shall be revised as follows:

- a. Revise the worksheet to show the correct woodland conservation requirement (6.70 acres) based on the proposed clearing and to show in the appropriate row(s) how that requirement will be met. Ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required.
- b. Remove the note indicating the reforestation will be met off-site.
- c. Show the proposed stormwater management design, as shown on the approved concept plan.
- d. Show the proposed water and sewer connections.
- e. Show the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section's noise model.
- f. The approval block shall be updated to the current standard and to type-in the assigned plan number (TCP2-027-14).
- g. Revise the TCP2 notes as follows:
  - i. Revise note 8 to indicate that both Lottsford Road and Harry S. Truman Boulevard are designated arterial roadways, and that the site is located within close proximity to the Metro Blue Line which is a source of noise and vibration
  - ii. Revise note 9 to reflect the correct code reference for the Woodland and Wildlife Habitat Conservation Ordinance grandfathering provisions [25-119(g)]
  - iii. Add the standard note for the use of off-site woodland conservation.
- h. Add the standard owner's awareness signature block to the plan and have the property owner sign it.



- i. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
3. The site has frontage on Harry S. Truman Drive and Lottsford Road; both are designated arterial roadways that are regulated for noise. The site is within close proximity to the Capital Beltway (I-95/495) and Central Avenue (MD 214), also regulated for noise; and is in close proximity to the WMATA Blue Line Metro right-of-way which is regulated for noise and vibration. No noise study has been received to-date.

According to staff's noise computation formula based on the 2013 State Highway Administration (SHA) Annual Average Daily Traffic (AADT) counts, the site is far enough from the Beltway (I-95/495) and Central Avenue (MD 214) that traffic generated noise is not an issue from these sources. Also according to staff's noise computation formula, the 2013 State Highway Administration (SHA) Annual Average Daily Traffic (AADT) counts are not high enough on Harry S. Truman Drive to be an issue for the subject site. The only traffic generated noise source that has been identified for the subject site is Lottsford Road.

The applicant has provided an exhibit showing the proposed lot layout and the 65 dBA Ldn unmitigated noise contour associated with Lottsford Road at a distance of 106' from the centerline, in accordance with the Environmental Planning Section's noise model. The exhibit shows a portion of one of the multi-family buildings proposed to be located within the unmitigated 65 dBA Ldn noise contour, which will require enhanced building materials to mitigate interior noise to below the state standard of 45 dBA Ldn. A certification by a professional engineer with competency in acoustical analysis must be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less for residential buildings located within the unmitigated 65 dBA Ldn noise contour.

The exhibit provided by the applicant also highlights the proposed outdoor activity areas. No outdoor activity areas appear to be located within the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road.

At its closest points, the boundary of the subject site is located approximately 100 feet to the south of the southern-most rail of the adjacent Metro Blue Line. The Metro Line is a source of noise and vibration that may negatively affect the development of the site; however, no noise report has been submitted to address the issues of noise and vibration associated with the Metro Line, and staff does not have an internal model to address the issue. The applicant has shown a 65 dBA line on the TCP which is labeled as being 180 feet from the Metro Blue Line. This distance was taken from the Largo Town Center Sector Plan; however, the Metro right-of-way is not shown on the plan. A noise study is necessary to evaluate the noise and vibration levels associated with the Metro Line, how these issues may affect the design of structures on the site, and to address structural mitigation if it is determined to be necessary.

Prior to issuance of the first permit for the site, a noise and vibration study prepared by a professional engineer with competency in acoustical and vibration analysis shall be submitted to the Environmental Planning Section. This report shall determine the location of the unmitigated ground level and upper level 65 dBA Ldn noise contours. The report shall further determine what, if any, mitigation measures are necessary to mitigate any outdoor activity areas located within the unmitigated lower level 65 dBA Ldn noise contour.

The noise and vibration study shall further demonstrate that all proposed structures on-site will be within the acceptable International Organization for Standardization (ISO) and Federal Transit Administration (FTA) vibration standards for residential use and that no portions of the residential structures are expected to be impacted by vibration above those standards. If negative impacts are determined in the report, the report shall further include mitigation measures for those negative impacts. The report shall clearly outline the mitigation measures so that the permit can be reviewed for those elements. For example, if enhanced structural design is required, the report shall clearly outline what structural elements are required.

If noise mitigation measures are required, a limited detailed site plan that demonstrates the use of the recommended mitigation measures shall be reviewed and approved prior to the issuance of the first permit.

**Comment:** Conditions were recommended with the concurrent Preliminary Plan of Subdivision (4-14011) which address the site specific noise issues and the requirements to address these issues including:

- a. the requirement for building permits to include a certification by a professional engineer with competency in acoustical analysis to state that all building shells have been designed to reduce interior noise levels to 45 dBA Ldn or less
  - b. the requirement to provide a noise and vibration study, prepared by a professional engineer with competency in acoustical and vibration analysis, for the adjacent WMATA right-of-way to address the following issues:
    - i. to determine the location of the lower level and upper level unmitigated 65 dBA Ldn noise contours
    - ii. to determine what, if any, mitigation measures are necessary to mitigate any outdoor activity areas located within the unmitigated lower level 65 dBA Ldn noise contour
    - iii. to demonstrate that all proposed structures on-site will be within the acceptable International Organization for Standardization (ISO) and Federal Transit Administration (FTA) vibration standards for residential use and that no portions of the residential structures are expected to be impacted by vibration above those standards. If vibration standards are exceeded, and/ or negative impacts are determined in the report, the report shall further include mitigation measures for those negative impacts.
  - c. If noise and/or vibration mitigation measures are required for impacts associated with the WMATA railroad right of way, a limited detailed site plan that demonstrates the use of the recommended mitigation measures shall be reviewed and approved prior to the issuance of the first permit.
4. The removal of specimen trees requires a variance to Sec 25-122(b)(1)(G) as part of the development review process. There are no specimen trees that have been identified on-site.

**Comment:** No variance is required because no specimen trees have been identified on-site.

5. Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

There are no regulated environmental features on the subject property; therefore, no Primary Management Area is located on the subject property and no findings with regard to Section 27-285(b)(4) are required.

**Comment:** No additional information is needed for conformance with Section 27-285(b)(4).

6. An approved Stormwater Management Concept plan and approval letter (9730-2014-00) were submitted with the subject application. The approved concept shows water quality control requirements being met with micro-bioretenion, planter boxes, and bio-swales; these features have been found to meet the requirement for Environmental Site Design to the Maximum Extent Practicable, according to the approval letter.

The water quantity controls are required to be further evaluated as conditions of concept approval. The stormdrain pipe leading to Largo Lake is required to be analyzed for adequacy and segments of the existing stormdrain pipe have been identified for required upgrade. Two sub-drainage areas on-site drain to an existing stormdrain that outfalls to the existing WMATA ponds to the north of the subject site. The concept approval letter indicates that the two WMATA ponds need to be analyzed for 100 year control. If the ponds are determined not adequate, then 100 year attenuation will be required on-site. Four underground stormwater vaults are proposed and according to the concept approval letter, the vaults as proposed will be undersized if it is determined that the 100 year attenuation must be met on-site. The vaults may be required to be enlarged.

Prior to certification of the DSP, the Final Stormwater management plan must be submitted so that the ultimate limits of disturbance can be verified and shown on the TCP2.

**Recommended Condition:** Prior to certification of the DSP, the Final stormwater management plan shall be submitted. The limits of disturbance shall be consistent between the plans.

7. The county requires the approval of an Erosion and Sediment Control Plan. The Tree Conservation Plan must reflect the ultimate limits of disturbance not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure including Erosion and Sediment Control measures. A copy of the Erosion and Sediment Control Technical Plan must be submitted prior to certification of the DSP so that the ultimate limits of disturbance for the project can be verified and shown on the TCP.

**Recommended Condition:** Prior to certification of the DSP, the Final Erosion and Sediment Control Plan shall be submitted. The limits of disturbance shall be consistent between the plans.

8. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Collington-Wist, Collington-Wist-Urban land, and the Urban Land-Collington-Wist complexes. According to available information, Marlboro clay and Christiana clays are not found to occur on this property.

**Comment:** This information is provided for the applicant's benefit. The county may require a soils report in conformance with CB-94-2004 during the building permit process review.

### Summary of Recommended Conditions

The Environmental Planning Section recommends approval of DSP-14026 and TCP2-027-14 subject to the following conditions:

1. Prior to certification of the DSP, the TCP2 shall be revised as follows:
  - a. Revise the worksheet to show the correct woodland conservation requirement (6.70 acres) based on the proposed clearing and to show in the appropriate row(s) how that requirement will be met. Ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required.
  - b. Remove the note indicating the reforestation will be met off-site.
  - c. Show the proposed stormwater management design, as shown on the approved concept plan.
  - d. Show the proposed water and sewer connections.
  - e. Show the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section's noise model.
  - f. The approval block shall be updated to the current standard and to type-in the assigned plan number (TCP2-027-14).
  - g. Revise the TCP2 notes as follows:
    - i. Revise note 8 to indicate that the site is located within close proximity to the Metro Blue Line which is a source of noise and vibration.
    - ii. Revise note 9 to reflect the correct code reference for the Woodland and Wildlife Habitat Conservation Ordinance grandfathering provisions [25-119(g)].
    - iii. Add the standard note for the use of off-site woodland conservation.
  - h. Add the standard owner's awareness signature block to the plan and have the property owner sign it.
  - i. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
2. Prior to certification of the DSP, the Final stormwater management plan shall be submitted. The limits of disturbance shall be consistent between the plans.
3. Prior to certification of the DSP, the Final Erosion and Sediment Control Plan shall be submitted. The limits of disturbance shall be consistent between the plans.

If you have any questions concerning these comments, please contact me at 301-952-3752 or by e-mail at [megan.reiser@ppd.mncppc.org](mailto:megan.reiser@ppd.mncppc.org).

MKR:mkr



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
www.mncppc.org

January 9, 2015

**MEMORANDUM**

TO: Henry Zhang, Development Review Division  
FROM: *AS* Fred Shaffer, Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-14026  
Name: Apollo at Largo Town Center

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>      </u>	Public Use Trail Easement	<u>      </u>
PG Co. R.O.W.*	<u>  X  </u>	Nature Trails	<u>      </u>
SHA R.O.W.*	<u>      </u>	M-NCPPC – Parks	<u>      </u>
HOA	<u>      </u>	Bicycle Parking	<u>  X  </u>
Sidewalks	<u>  X  </u>	Trail Access	<u>      </u>

\*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the preliminary plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

The subject application is located on the north side of Harry S. Truman Drive and west of Lottsford Road within the Largo Town Center DDOZ. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the *Approved Largo Town Center Sector Plan and Sectional Map*. The subject application proposes mixed use with 850 multi-family dwelling units and approximately 19,024 square feet of retail and restaurant space. It appears that future development phases will add additional units and retail space. Due to its location within the Largo Town Center, the application is subject to the requirements of CB-2-2012 and the associated Transportation Review Guidelines – Part 2. However, these requirements will be addressed through the approval of the Preliminary Plan.

**Review Comments (Master Plan Compliance and Prior Approvals)**

Two master plan trail/bikeway issues impacts the subject property, with standard or wide sidewalks and designated bike lanes recommended along both Lottsford Road and Harry S. Truman Drive (see MPOT map). The MPOT further specifies that a sidepath (or wide sidewalk) should be provided along Lottsford Road from MD 193 to Harry S. Truman Drive, which includes the frontage of the subject site. The MPOT also designates Harry S. Truman Drive as a master plan sidewalk/bike lane corridor (see plan map). Harry S. Truman Drive is also listed as a current Green Complete Street Project in which bike lanes will be provided, access to bus stops improved, and traffic circulation evaluated. This project is currently anticipated to have its concept plan completed in March 2015 with a construction start date of March 2017. Frontage improvements and right-of-way dedication along this road should be consistent with this project and must be coordinated with DPW&T.

Lottsford Road Shared-Use Side path: This planned facility has been implemented as a wide sidewalk along some frontages. On-road bicycle facilities should be considered as road improvements occur (MPOT, page 26).

Lastly, it should be emphasized that DPW&T has been working on the overall circulation pattern and future roadway improvements in the Largo area and any frontage improvements along Lottsford Road and Harry S. Truman must be coordinated with DPW&T and will be subject to DPW&T approval.

The subject site is immediately adjacent to the Largo Metro Station along Grand Boulevard. The Boulevard at Cap Center is on the opposite side of the station from subject site and is connected via a sidewalk/pedestrian walkway from the station to the shopping center. Numerous bus stops exist in the vicinity of the subject site.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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 internal sidewalk network appears to be mostly consistent with the complete street policies of the MDOT and is discussed in more detail below. The only road frontage lacking sidewalk access is the east side of Ascend Lane and staff recommends that the switchyard be relocated so that a sidewalk can be provided along both sides of this road, consistent with the Complete Street policies of the MPOT.

#### **Proposed On-Site Bicycle and Pedestrian Improvements:**

In summary, the on-site facilities being provided include:

- Six-foot wide sidewalk along Lottsford Road
- Five-foot wide sidewalk along Harry S. Truman Drive
- Eight-foot wide sidewalk along Grand Boulevard with plazas and connection to Metro parking lot
- Six-foot wide sidewalk along one side of Ascend Lane
- Several walkways and paths between buildings and open space
- Shared lane markings along Grand Boulevard

- Shared lane markings along Lottsford Road with a transition to bike lanes

#### **Discussion:**

Frontage improvements along both Lottsford Road and Harry S. Truman Drive need to be coordinated with DPW&T/DPIE, with the final decision on improvements made in the right-of-way being made by DPW&T. It appears that this has been done and that the plans as submitted reflect comments from DPW&T and DPIE. The enhancements along Grand Boulevard (wide sidewalk, shared lane markings, and urban park) will greatly improve the pedestrian environment along the road and provide an inviting pedestrian entrance along the road and to the parking garage. It appears that the pedestrian plaza provided along the south side of Grand Boulevard (adjacent to Metro) will provide direct pedestrian access to the WMATA kiss and ride lot as well, further enhancing connectivity to Metro.

Staff recommends that a six-foot wide sidewalk be provided along both sides of Ascend Lane. This is the one road on the site that does not include pedestrian access along its entire frontage, and given the close proximity to Metro the provision of walkable roads and compliance with Complete Street principles is a priority. It appears that the “switchyard” proposed on the east side of the road is preventing a sidewalk at this location. The Annapolis Towne Centre at Parole (in Anne Arundel County) resolved a similar situation by accommodating the switchyard along the second level of the building above the sidewalk and pedestrian zone (see the attached photo). A similar treatment is recommended for the subject site which will allow a sidewalk along both sides of Ascend Lane.

Other than the missing sidewalk along the east side of Ascend Lane, sidewalks are proposed along all roadway frontages, as well as in several small urban parks. A decorative crosswalk is recommended by staff along Harry S. Truman Drive at Ascend Lane. This treatment should be consistent with the crosswalk provided over Ascend Lane at Grand Boulevard.

Bicycle parking and storage is recommended in both parking garages. A small amount of bicycle parking is also recommended near the proposed commercial space along Grande Boulevard. This should be in conformance with Parking Design Criteria 9, which is copied below:

*Bicycle parking should be provided in structured parking garages and surface parking lots based on a site-by-site needs basis. Appropriate location, number of racks, and level of access for each facility depends on the anticipated use of the site or building. Conformance to LEED or similar federal, state, and county bicycle parking criteria is strongly encouraged (area master plan, page 165).*

LEED credits for bike parking has the intent of reducing pollution and land development impacts from automobile use and requires that commercial, institutional and/or residential buildings provide secure bicycle parking within 200 yards of the building entrance. For commercial/institutional buildings, it is recommended that secure bike racks be provided for 5% or more of all building occupants measured at peak use. Shower facilities must also be provided. For residential buildings, covered bike racks/storage facilities must be provided for 15% of the occupants. No showering facilities are required. An innovation point for “exemplary performance in alternative transportation” is available for creating a complete transportation plan for building users that will affect a verifiable decrease in single occupancy vehicles. Options include alternative transportation like biking and walking, mass transit options, car pooling, and telecommuting options. For the residential buildings, if bicycle parking was provided for approximately 15% of residents, it would mean 84 bicycle parking spaces for Parcel 2-A and 77 bicycle parking spaces for building 2-B.

The application of these guidelines is prefaced with the following wording. Applicants and planners need to consider realistically whether occupants will bicycle and use showering facilities, given location and other factors. While staff believes that bicycling is a viable option for many trips in the immediate vicinity, particularly once the enhanced "green complete street" is constructed along Harry S. Truman Boulevard, it appears that the full 15% ratio for bicycle parking is excessive for the site as conditions exist now with limited on-road bicycle facilities and off-road trails in the immediate area. Consequently, staff recommends the ratio recommend in LEED, but at a reduction of approximately 25%. This results in a recommendation for a minimum of 60 bicycle parking spaces in Building 2-A and 55 bicycle parking spaces in Building 2-B.

The provision of a small amount of bicycle parking is recommended near the amenity/retail space along Grand Boulevard. A minimum of ten bicycle parking spaces is recommend near the retail space west of Ascend Lane, and another ten spaces is recommended east of Ascend Lane. These racks should be located in areas convenient to the proposed retail space, perhaps in the vicinity of the wide sidewalk/courtyards on both sides of Ascend Lane. Lastly, staff recommends that an exhibit be provided that shows the location, number and type of racks being provided on site.

**Recommendations:**

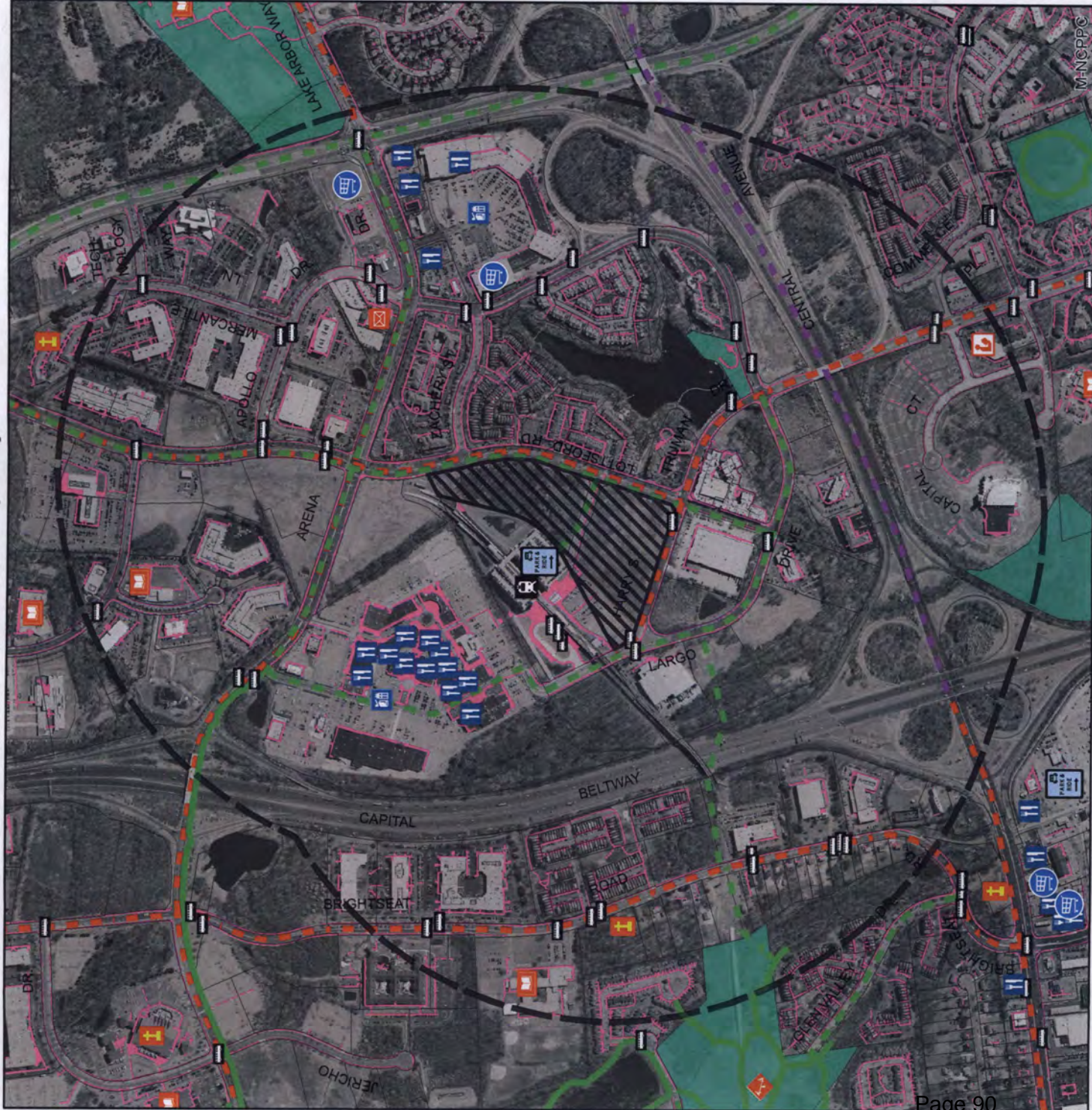
1. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Largo Town Center Approved Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors and/or assigns shall provide the following:
  - a. Relocate the switchyard so that six-foot wide sidewalks can be provided along both sides of Ascend Lane.
  - b. Dedication and frontage improvements along Harry S Truman Drive will be determined by DPW&T and should be consistent with the Green Complete Street project for the road.
  - c. Dedication and frontage improvements along Lottsford Road should be consistent with the Lane Realignment Exhibit approved by DPW&T and included in the BPIS.
  - d. Provide a decorative crosswalk along Harry S. Truman Drive at Ascend Lane. The treatment should be consistent with crosswalk provided along Grand Boulevard at Ascend Lane, unless modified by DPW&T.
2. Prior to signature approval of the Detailed Site Plan, the applicant shall submit a bicycle parking exhibit for the approval of the Urban Design Section and Trails Coordinator that includes the following elements:
  - a. Indicate the location and number of bicycle parking spaces provided.
  - b. Provide a detail for the type(s) of racks and/or lockers being provided.
  - c. Provide a minimum of 20 bicycle parking spaces at locations convenient to the retail along Grand Boulevard.
  - d. Provide a minimum of 60 bicycle parking spaces in the garage for Building 2-A.
  - e. Provide a minimum of 55 bicycle parking spaces in the garage for Building 2-B.





This internal road at the Annapolis Towne Centre at Parole accommodates sidewalks along both sides by placing the switchyard at the second level above the sidewalk (see above on the right side of the road).

# Bicycle/Pedestrian Impact: Apollo Property



**Subject Property**  
 Subject Site  
 0.5-mile Buffer

**Existing & Planned Trails**

- Park Trail and Shared Use Path
- Park Trail and Shared Use Path, Planned
- Bicycle Lane
- Bicycle Lane, Planned
- Shared Lane
- Shared Lane, Planned
- Walking and Equestrian Trail
- Walking and Equestrian Trail, Planned
- Water Trail
- Water Trail, Planned

**Education, Recreation & Public Facilities**

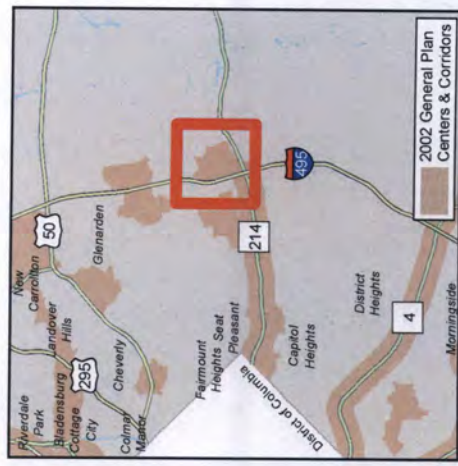
- Bus Stop
- Community Center
- Library
- Post Office
- Religious Institution
- School
- Park and Ride
- Rail Transit Station

**Commerce**

- Grocery Store
- Shopping Center
- Restaurant

**Landscape**

- Park
- Walkway/Sidewalk





*Division of Environmental Health*

Date: December 12, 2014

To: Henry Zhang, Urban Design, M-NCPPC

From: *M. Reichman for*  
Adebola Adepaju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-14026, Apollo Ascend

The Environmental Engineering/Policy Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for Apollo Ascend and has the following comments/recommendations:

1. Health Department permit records indicate there are 5-10 existing carry-out/convenience store food facilities within a ½ mile radius of this location. There is one market/grocery store with a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The developer should be encouraged to seek out one or more retail tenants that would provide access to additional healthy food choices for residents of the area.
2. Indicate the noise control procedures to be implemented during the construction phase of this project. No construction noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
3. During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
4. The Apollo Ascend project is located adjacent to the Interstate 495 highway. Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification.



Shaheen L. Baker, III  
County Executive

Environmental Engineering Program  
Largo Government Center  
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[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)

There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma. Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests.

5. The public health value of access to active recreational facilities has been well documented. Indicate the location of all active recreational facilities for varying age groups with ¼ mile of the proposed residences. Furthermore, show that an appropriate network of sidewalks, crosswalks and bicycle and pedestrian trails exist to facilitate access to the identified facilities.
6. There are no designated outdoor dog recreational parks in Apollo Ascend plans. A research study for the American Psychological Association shows that pets have positive psychological effects on their owners. As pet ownership is increasing in the United States, development plans should include open spaces or “pet friendly” amenities for pets and their owners. The recommended parks would consist of the appropriate safe playing grounds, signs, fencing, and a water source.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).



**PRINCE GEORGE'S COUNTY  
POLICE DEPARTMENT**



**MEMORANDUM**

DATE: December 8, 2014

TO: Henry Zhang, Planner Coordinator  
Urban Design Section  
Development Review Division

FROM: Corporal Richard Kashe #2357  
Prince George's County Police Department  
Community Services Division

SUBJECT: **DSP-14026, Apollo Ascend**

After reviewing the plans and visiting the site, there are no CPTED issues at this time.