



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 <http://mncppc.iqm2.com/Citizens/Default.aspx>

ETOD Detailed Site Plan

Largo Parcel O

DSP-21049

REQUEST	STAFF RECOMMENDATION
Construction of 269 multifamily dwelling units and 1,990 square feet of commercial/retail space in one building.	With the Conditions Recommended herein: <ul style="list-style-type: none"> •Approval of Detailed Site Plan DSP-21049 •Approval of Type 2 Tree Conservation Plan TCP2-014-2022

Location: In the southeast quadrant of the intersection of Largo Drive West and Harry S Truman Drive.	
Gross Acreage:	3.67
Zone:	RTO-H-C
Zone Prior:	M-U-I/D-D-O
Reviewed per Zoning Ordinance:	Section 27-1903(c)
Dwelling Units:	269
Gross Floor Area:	1,990 sq. ft.
Planning Area:	73
Council District:	06
Municipality:	N/A
Applicant/Address: Gateway Properties Largo, LLC 230 Park Avenue, Third Floor West Suite 302 New York, NY 10169	
Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	06/16/2022
Planning Board Action Limit:	06/20/2022
Staff Report Date:	06/02/2022
Date Accepted:	04/21/2022
Informational Mailing:	01/06/2022
Acceptance Mailing:	04/11/2022
Sign Posting Deadline:	05/17/2022

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-21049
Type 2 Tree Conservation Plan TCP2-014-2022
Expedited Transit-Oriented Development (ETOD) Project
Largo Parcel O

The Urban Design Section has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL of the detailed site plan, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The property is within the Core area of the Regional Transit-Oriented, High-Intensity (RTO-H-C) Zone. This application, however, is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1903(c) of the Zoning Ordinance. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, the detailed site plan is an eligible ETOD project, and the applicant has chosen to pursue that expedited review. Therefore, this 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 standards of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment*;
- b. The requirements of the prior Zoning Ordinance in the Mixed Use-Infill (M-U-I) Zone and the Development District Overlay Zone (D-D-O) Zone and Expedited Transit-Oriented Development (ETOD) Projects;
- c. The requirements of Preliminary Plan of Subdivision 4-21060;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referrals.

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design Section recommends the following findings:

- Request:** The subject application is for approval of a detailed site plan (DSP) for the construction of 269 multifamily dwelling units and 1,990 square feet of commercial/retail space in one building.
- Development Data Summary:**

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

OTHER DEVELOPMENT DATA

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

Note: *Of which two spaces are van accessible.

Multifamily Unit Types

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

- Location:** The subject property is located in the southeast quadrant of the intersection of Largo Drive West and Harry S Truman Drive, within the transit-oriented development (TOD) core area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA), in Planning Area 73 and Council District 6.

4. **Surroundings and Uses:** The property is within the Regional Transit-Oriented, High-Intensity Core (RTO-H-C) Zone and was previously in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones. The subject site is Parcel O in the Largo Town Center TOD core area, which includes properties that are generally within a quarter of a mile from the Largo Metro Station. The subject site is triangular in shape and is bounded on two sides by public rights-of-way, which have been fully improved. To the west of the property is the right-of-way of Largo Drive West and to the north is the right-of-way of Harry S Truman Drive. To the east of the property is Parcel N of the Largo Center West development, on which the warehouse of US Business Realty Holdings, Inc. was previously located, but now it is occupied by Choice Companies. All surrounding properties are within the RTO-H-C Zone. The Largo Metro Station is within approximately 1,000 feet of the subject site, across Harry S Truman Drive to the north.
5. **Previous Approvals:** The 1990 *Largo-Lottsford Approved Master Plan and Sectional Map Amendment for Planning Area 73* retained the subject site in the Employment and Institutional Area Zone. The 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* rezoned the subject property and its adjacent property in Subarea 5 to the M-U-I Zone. The Largo Town Center Sector Plan and SMA retained the subject property in the M-U-I Zone and superimposed a D-D-O Zone on the subject property and surrounding area.

The subject site has an approved Preliminary Plan of Subdivision (PPS), 4-79179, which was recorded in Plat Book NLP 115, Plat 14 of the Prince George's County Land Records. The plat was recorded after October 27, 1970 and contains no specific plat note establishing a cap on the amount of development on this site. The larger Largo Center West land assembly consists of the subject site and Parcel N that was approved under a single Type I tree conservation plan.

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

PPS 4-21060, which proposes one parcel for development of 269 multifamily dwelling units and 1,990 square feet of commercial use, is scheduled to be heard by the Planning Board on June 2, 2022.

The site also has a Stormwater Management (SWM) Concept Plan, No. 173-2022-0, which was submitted with this application and shows the use of eight micro-bioretenion facilities and the existing on-site SWM pond that is to be retrofitted. The approved SWM concept plan is required to be part of this expedited transit-oriented development (ETOD) DSP approval.

6. **Design Features:** The triangular site is surrounded on two sides by improved public streets Harry S Truman Drive and Largo Drive West. The site is vacant, with the exception of the SWM pond constructed prior to 2000. One building complex is proposed to occupy the corner of the site facing the intersection and covers most of the site area, with the retrofitted SWM pond filling the remainder. The main pedestrian access, connecting to the existing sidewalks at the intersection of Harry S Truman Drive and Largo Drive West, provides direct access to the courtyard where all outdoor recreational facilities and

amenities, including a swimming pool, are located. The commercial retail, residential lobby, and rest of the amenity spaces within the building are located along the north frontage on Harry S Truman Drive. The residential units are located along the rest of the street frontages and encircle the multi-level parking garage, which is an integral part of the building complex.

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

Architecture

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

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

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

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

Lighting

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

Signage

A uniform signage plan (shown on Sheets A5.01 and A5.01) has been submitted with this DSP that includes building-mounted signs for residential and commercial retail uses and wayfinding signage for both vehicle and bicycle parking. The specific signs have been shown on each elevation of the building complex, and specific sign face areas ranging from 95 to 6.2 square feet have also been provided. A summary sign face area calculation table has not been provided and should be prior to the certification of this DSP.

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

Recreational Facilities and Amenities

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

On-site private recreational facilities and amenities have been provided in the courtyard and within the building complex in this DSP to serve future residents, including an outdoor pool area with seating, shade structure with heaters, outdoor grilling station, outdoor drinking fountain, kid zone, and indoor fitness spaces. The courtyard also features landscaping and a walking path with seating and other outdoor amenities. In accordance with the formula for calculating the dollar value of the required recreational facilities, this application is required to provide approximately \$253,000 of on-site recreational facilities. The applicant provides a package of approximately \$417,500 that exceeds the requirements as follows:

PRIVATE ON-SITE RECREATIONAL FACILITIES	QTY	VALUE	TOTAL VALUE
SWIMMING POOL	1	\$175,000	\$175,000
POOL DECK	1	\$64,000	\$64,000
FENCING	1	\$20,000	\$20,000
OUTDOOR SHOWER	2	\$2,500	\$5,000
DRINKING FOUNTAIN	1	\$2,500	\$2,500
OUTDOOR GRILLING STATION	1	\$20,000	\$20,000
SOCIAL SEATING AREA PAVING	1	\$5,000	\$5,000
SHADE STRUCTURE W/ HEATERS	2	\$40,500	\$81,000
KID ZONE	1	\$5,000	\$5,000
INDOOR FITNESS ZONE	1	\$40,000	\$40,000
TOTAL VALUE PROVIDED			\$417,500

Staff has evaluated the proffered recreational facilities, in accordance with the Prince George’s County *Park and Recreation Facilities Guidelines*. Since the package includes a range of types of facilities for all ages, the applicant’s proposal is acceptable. As part of the approved DSP, they will be required to be built as part of the development and be open for use prior to the final certificate of occupancy for the residential units.

Green Building Techniques

The subject project will employ a comprehensive and integrative approach to sustainability by incorporating the green building strategies of site design, resource efficiency, energy efficiency, water efficiency, indoor environmental quality and operation, maintenance, and building owner education. Specifically, this project will utilize low-e glazing, sustainable exterior finish materials, white roof, LED lighting, on-site bioretention facilities, as well as provide bicycle parking per Leadership in Energy and Environmental Design silver requirements, and electric car parking spaces.

COMPLIANCE WITH EVALUATION CRITERIA

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

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

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

Section 27-548.25(b) of the Zoning Ordinance requires that in approving the DSP, the Planning Board shall find that the site plan meets applicable development district standards. In general, the subject DSP meets the applicable development district standards except for two, as discussed below, for which the applicant has requested an amendment, in accordance with Section 27-548.25(c) of the Zoning Ordinance.

Specifically, Section 27-548.25(c) provides as follows:

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

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

Amendment 1

Street Design Criteria | Complete Streets (page 143)

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

The street design criteria specify the complete street section that includes tree zones, pedestrian zones, and semi-private zones with specifications for lane width, bike lanes and parallel parking. As the applicant states in the Statement of Justification, the two roadways that are adjacent to the subject site have been fully improved and any additional improvements will be subject to the review and approval by both the Prince George’s

County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation (DPW&T). The applicant is proposing to implement these recommendations as set forth in the Largo Town Center Sector Plan and SMA, unless the proposed improvements in the right-of-way are altered by DPIE and DPW&T. This amendment will allow the applicant to move forward with the proposed development as contained in this DSP without altering anything within the two rights-of-way that border this DSP. The requested modification of this D-D-O Zone standard will benefit the development and the development district by allowing a substantial building complex at this prominent location and will not substantially impair the implementation of the approved sector plan. Staff supports this amendment.

Amendment 2

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

Exterior Walls

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

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

The upper portion of the building is designed to have a contemporary mix of cementitious siding, panels, and brick, and the window and material rhythms are complementary. Cementitious panels are used as low as the second floor, whereas the standards require any finish materials other than brick to be used from the fourth-floor level and up. Allowing for the introduction of cementitious siding and panel at the second level, rather than the fourth

level, is an amendment which does not in any way impair the implementation of the sector plan. The combination of various exterior finish materials creates a visually interesting building. The requested modification of this D-D-O Zone standard will benefit the development and the development district by achieving an attractive building at this prominent location. Staff supports this amendment.

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

- a. The proposed residential multifamily and commercial uses are permitted pursuant to the Largo Town Center Sector Plan and SMA (M-U-I in D-D-O Zone, Use Table).
- b. Section 27-546.19(c), Site Plans for Mixed Uses in the M-U-I Zone, of the Zoning Ordinance requires that:

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

- 1. The site plan meets all approval requirements in Part 3, Division 9;**
- 2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

As required by 1 above, the site plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. As required by 2 above, the proposed mixed-use development meets applicable D-D-O Zone standards, except for two standards for which the applicant has requested amendments, as discussed above. Staff recommends approval of the amendments because the alternative standards benefit the proposed development and will not substantially impair the implementation of the sector plan.

- 3. Proposed uses on the property will be compatible with one another;**
- 4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

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

properties. The proposed vertical mixed-use complex is the popular development pattern that will be compatible with the other mixed-use developments to the north.

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

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

The site is located in the core area of the development district and meets the required building height. Due to the varying grades on-site, the proposed building height in feet varies. The heights are consistent with the heights of the adjacent five-story buildings to the north. In summary, the proposed building is compatible in size, height, and massing to buildings on adjacent properties.

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

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

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

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

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

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

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

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

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

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

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

- (i) Hours of operation or deliveries;**
- (ii) Location of activities with potential adverse impacts;**
- (iii) Location and use of trash receptacles;**
- (iv) Location of loading and delivery spaces;**
- (v) Light intensity and hours of illumination; and**
- (vi) Location and use of outdoor vending machines.**

The proposed development is consistent with all applicable D-D-O Zone standards except for two standards for which the applicant has requested amendments. The proposed uses in this development will be like most of the other existing uses in the surrounding neighborhood, in terms of hours of operation. Most of the activities generated by this development will be inside of the building complex. Given the nature of the uses, no activities with potential adverse impacts will be created by this development. There are no outdoor vending machines, nor outside trash receptacles; trash collection will take place within the building. This mixed-use development will have no adverse impacts on adjacent properties.

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

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

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

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

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

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

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

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

proximity to the transit station and gradual transition to the adjacent areas;

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

(B) Reducing auto dependency and roadway congestion by:

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

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

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

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

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

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

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

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment

through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) In an urban environment, property lines are generally physically defined by buildings, walls, or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The development proposed in this DSP contains two complementary uses in one building complex that occupies the entire parcel and presents attractive elevations along both Harry S Truman Drive and Largo Drive West. The building is sited closely to, and follows the curvature of, the streets where possible. The building design takes into consideration the massing and style of the existing buildings to the north and the east while proportionally arranging the vertical divisions of the elevations along both frontages. Sufficient architectural articulation, color, and elements are utilized to make an attractive and pedestrian friendly streetscape that further strengthens the identity of the place.

The design of the public spaces in this DSP integrates human scale with safety considerations by providing “eyes on the street” with windows and clear territorial demarcation. The pedestrian entrance from the intersection of Harry S Truman

Drive and Largo Drive West leads to a courtyard full of amenities and is designed to be visually inviting.

The storage of vehicles is concealed, so are other site-serving utilities. The parking garage is in the middle of the mixed-use building complex and is surrounded on all sides by the residential units and interior amenity space. The screening of the mechanical equipment is functional and consistent with the applicable regulations.

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

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

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

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**

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

None of the above uses are included in this DSP.

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

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

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

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

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

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

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

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

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

- d. Section 27-548.25(b) requires that the Planning Board shall find that the site plan meets applicable development district standards in order to approve a DSP. As discussed in Finding 7, this DSP complies with most of the applicable D-D-O Zone standards, except for two, as amended. Staff recommends approval of the alternative development standards because they will benefit the development and

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

9. **Preliminary Plan of Subdivision 4-21060:** The property is the subject of PPS 4-21060, which is currently scheduled on the June 2, 2022 Planning Board agenda. Staff recommends approval of this PPS, subject to 16 conditions. The applicant must obtain the signature approval of PPS 4-21060 prior to certification of this DSP. The conditions that are relevant to the review of this DSP warrant the following discussion:

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

As discussed previously, this SWM concept is pending with DPIE, and it must be approved prior to the approval of this DSP.

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

The DSP shows the exact site improvements as proposed in PPS 4-21060 with 269 multifamily units and 1,990 square feet of commercial uses. Therefore, the DSP is within this prescribed trip cap.

7. **The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the Prince George's County Subdivision as part of the Detailed Site Plan submission.**
8. **The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with this preliminary plan of subdivision, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations as part of the Detailed Site Plan submission.**
9. **The applicant and the applicant's heirs, successors, and/or assigns shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the detailed site plan prior to its acceptance:**
- a. **A minimum five-foot-wide bicycle lane along the property frontage of Harry S. Truman Drive, unless modified by the operating agency with written correspondence.**
 - b. **A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the operating agency with written correspondence.**

- c. **Long and short-term bicycle parking consistent with *Guide for the Development of Bicycle Facilities (AASHTO)* to accommodate residents and visitors.**
- d. **Continental style crosswalks crossing vehicular access points.**

The required details have been provided on the DSP including pedestrian paths and bicycle racks. Specifically, the latest DSP submission provides details of the on-site pedestrian and bicycle amenities that include bicycle racks near the main entrance of the building and at the proposed retail, a bicycle storage facility within the garage, eight-foot-wide sidewalk along the entire frontage of the building and direct pedestrian access from the sidewalk to the retail and courtyard area. However, crosswalks are not provided at all vehicular access points. A condition has been included in the Recommendation section, requiring the applicant to provide the crosswalk prior to certification of this DSP.

The applicant has indicated through correspondence that bicycle lanes are not included on the plan sheets due to the future reconfiguration of Harry S Truman Drive and Largo Drive West into two-way streets that will include bicycle lanes along one side of both roadways, per the applicant's correspondence with DPW&T. The applicant has also included a detailed exhibit that illustrates the locations of the proposed off-site pedestrian and bicycle facilities per Section 24-124.01 (f) of the prior Prince George's County Subdivision Regulations. The operating agency will have the final approval of the proposed facilities to be constructed, prior to the approval of the first building permit. As a condition of approval, staff recommends that the bicycle and pedestrian impact statement off-site pedestrian and bicycle exhibit is included as part of the final certified DSP plan set.

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

The applicant has worked with the operating agencies regarding additional points of access to the garage and no additional access point has been found necessary.

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

As part of the initial DSP submission, Transportation staff continued to express concerns about the potential queuing of vehicles along Harry S Truman Drive, given the single access connection to the site and parking spaces provided along the driveway. The parking spaces along the drive aisle will be used to provide temporary parking for ride share and delivery vehicles. As expressed in the findings of the PPS application, staff was concerned that the frequency and rate of vehicles

accessing the temporary parking spaces will impede the operations of the single point of access to the garage facility which will result in queues along Harry S Truman Drive.

The applicant did not submit the queueing analysis requested in the PPS condition, but on May 17, 2022, the applicant submitted an alternative site layout which showed the relocation of the temporary spaces along the drive aisle into the garage structure. The conceptual site layout alternative is provided in Attachment I. This modification to the site will eliminate potential vehicle stacking onto Harry S Truman and will reconfigure the entrance to the garage to provide designated spaces for temporary pickup/drop-off inside the garage while relocating the gate access to separate the temporary parking spaces from the general residential parking area. The alternative site layout also includes one handicap accessible parking space that will be provided outside of the garage, to allow convenient parking for paratransit vehicles to access the ground floor retail portion of the development. Staff finds that the modification, as shown on the alternative site layout sheet (Attachment I), eliminates the concern for queuing and therefore, satisfies the recommended condition of the pending PPS application. As a condition of approval, staff recommends that the applicant further refine the alternative site layout plan to include an additional accessible parking space along the drive aisle and include the modifications shown on the alternative site layout plan as part of the DSP at time of certification.

13. **In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate on-site recreational facilities.**
16. **At the time of detailed site plan (DSP) review, the on-site recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines. Triggers for construction shall also be determined at the time of DSP.**

As discussed previously, this development will provide on-site private recreational facilities to fulfill the mandatory dedication requirements. A private recreational facility and amenity package has been submitted with this DSP and has been reviewed for conformance with the Park and Recreation Facilities Guidelines. The total value of the proposed package exceeds the dollar amount (see Finding 6) as required for the development. Since the proposed facilities are either within the courtyard or inside the building, the proposed recreational facility and amenity package is acceptable. The proposed facilities and amenities are integrated into the building complex, and therefore, will be required to be built and open to the residents prior to the final certificate of occupancy.

10. **2010 Prince George's County Landscape Manual:** Section 27-548.23(d), Development District Standards, of the prior Zoning Ordinance, requires that landscaping, screening, and buffering of development shall conform to the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements. Specific landscaping, screening, and buffering also may be required by the development district standards, but only to meet the goals of the development district and the purposes of the D-D-O Zone.

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

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans. This parcel had previously been graded under Type 2 Tree Conservation Plan TCP2-014-2022, which covers a larger property including the subject site. TCP2-014-2022 was submitted with the DSP application and a revised TCP2 was submitted on May 12, 2022. A new TCP2 number has been assigned since there is a new PPS for this property. The worksheet on the TCP2 is based on the original larger area of woodlands provided on-site with TCP2-014-2022.
 - a. A Natural Resources Inventory, NRI-201-2021, was approved on February 8, 2022, and is provided with this application. There are no regulated environmental features or specimen trees located on this site. The TCP2 and the DSP show all the required information correctly in conformance with the NRI.
 - b. According to the worksheet of the prior TCP2 approval, the overall site is 10.66 acres within the M-U-I Zone. A total of 9.29 acres of existing woodlands are on the net tract. The site has a woodland conservation threshold of 1.56 acres, or 15 percent of the net tract, as tabulated. The woodland conservation worksheet proposes the removal of 9.06 acres of woodland in the net tract area, and removal of 0.87 acre of woodlands off-site, for a woodland conservation requirement of 5.70 acres. The TCP2 shows this requirement will be met with 0.19-acre woodland preservation, 0.50-acre reforestation, and 5.01-acre off-site woodland conservation credits. The woodland conservation worksheet on the submitted TCP2 is incorrectly showing the gross tract area, the off-site impact, the woodland conservation requirement, and the off-site mitigation requirement. The TCP2 plan requires technical corrections to be in conformance with the WCO. These revisions have been included as conditions in the Recommendation section of this technical staff report.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Prince George's County Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of disturbance. Based on the prior M-U-I zoning of the site, 10 percent of the site is to be covered in tree canopy. The overall site measures 3.67 acres, and a total of 15,943 square feet of tree canopy is required. The subject application includes a schedule demonstrating that the required amount of tree canopy coverage (TCC) for the site is provided, excluding the SWM pond. The TCC schedule should be revised to include the entire property in the calculation and provide the required canopy coverage prior to certification of this DSP.

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

- a. **Community Planning**—In a memorandum dated May 13, 2022 (Umeozulu to Zhang), incorporated herein by reference, the Community Planning Division stated that pursuant to Section 27-548.25(c), this DSP application includes requests for amendments to D-D-O Zone standards that benefit the proposed development and will not substantially impair the implementation of the Largo Town Center Sector Plan and SMA.

This application is consistent with Plan 2035 which designates this application in the Largo Town Center Regional Transit District. This application conforms with the mixed-use land use recommendations of the Largo Town Center Sector Plan and SMA. The sector plan recommends high-density mixed-use development of offices, retail, institutional, and residential uses for properties within the TOD core area.

- b. **Transportation Planning**—In a memorandum dated May 19, 2022 (Smith to Zhang), incorporated herein by reference, the Transportation Planning Section provided a review of the subject site’s conformance with the prior conditions of approval, the requirements of the Largo Town Center Sector Plan, and applicable zoning requirements. Some of the findings have been incorporated into this report and additional findings are summarized as follows:

Master Plan Roads

The subject site is along Harry S Truman Drive (A-38/C-346), which has an 80-foot ultimate right-of-way established with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The ultimate right-of-way is accurately displayed on the plan sheets. The subject property also has frontage along Largo Drive West, which is not designated as master plan roadways. Main access to the site is proposed along Harry S Truman Drive.

Master Plan Pedestrian and Bicycle Facilities

This application is subject to the MPOT. The subject property fronts the recommended master planned bicycle lane along Harry S Truman Drive.

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

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical (MPOT, page 10).

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities* (MPOT, page 10).

This development is also subject to Largo Town Center Sector Plan and SMA, which also proposes bicycle lanes along Harry S Truman Drive. The following design standards are recommended:

- Implement complete streets (shared-use streets) principles on all interior streets in the Largo Town Center Development District Overlay Zone (DDOZ) to provide safe and convenient accommodation for all potential users, including pedestrian, cyclist, motorist and transit riders alike (page 70).
- Relegate parking (surface/structured) behind buildings, masking it from the public realm (page 70).
- Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclist (page 82).
- Eliminate one-way street pair between MD 214 (Central Avenue) and the Metro station by converting Harry S Truman Drive and Largo Drive West into two-way streets (page 72).

Per DPW&T, Harry S Truman and Largo Drive West will be converted into a two-way street that will include bicycle lanes along the north side of Harry S Truman and south side of Largo Drive West. The submitted plan sheets include an eight-foot-wide sidewalk along the frontages of Harry S Truman and Largo Drive West. The proposed development also includes designated space for long-term bicycle parking within the multifamily building. Short term parking consists of two inverted U-style bicycle racks near the building entrance and near the proposed retail. A crosswalk is also shown connecting the site to the sidewalk along the pedestrian island at the western intersection of Harry S Truman and Largo Drive West. As previously mentioned, staff recommends that additional crosswalks be provided crossing all vehicular access points. The proposed and recommended facilities support the policies strategies of the MPOT and Largo Town Center Sector Plan and SMA.

Access, Circulation and Parking

The site has one access point along Harry S Truman Drive. The applicant described topography issues that would not allow a second access point to the garage via Largo Drive West. The site plan proposes a 30-foot-wide driveway as the primary access to the site. The proposed development has a maximum parking of 357 parking spaces, based on the unit quantity and retail square footage, and 320 are proposed. The development also requires one loading space, which is shown along Largo Drive West. Staff finds that the vehicular circulation depicted in the latest site plan conforms to the design guidelines of the Zoning Ordinance, pursuant to Sections 27-283 and 27-274 of the Zoning Ordinance.

Transportation Planning Section staff does not object to the proposed modifications and concludes that the site access and circulation of this plan is acceptable and meets the findings required by the prior Subtitle 27 for a site plan for transportation purposes and conforms to the Largo Town Center Sector Plan and SMA, subject to

three sub-conditions that have been included in the Recommendation section of this technical staff report.

- c. **Subdivision Review**—In a memorandum dated May 17, 2022 (Heath to Zhang), incorporated herein by reference, Subdivision staff provided a review of this DSP's conformance with the pending PPS 4-21049, and concluded that the proposed DSP is within the development limits. The Subdivision Section recommends one condition consisting of three sub-conditions that have been included in the Recommendation section of this technical staff report.
- d. **Environmental Planning**—In a memorandum dated May 16, 2022 (Rea to Zhang), incorporated herein by reference, the Environmental Planning Section stated that they have reviewed the DSP, the Type 2 Tree Conservation Plan (TCP2-014-2022), and associated information, and provided the following summarized comments:

Soils

The predominant soil found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include the Collington-Wist-Urban land complex and Urban land-Collington-Wist complex. Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

Specimen, Champion, or Historic Trees

There are no specimen, champion, or historic trees located on this site.

Preservation of Regulated Environmental Features/Primary Management Area

There are no regulated environmental features or primary management area located on this site.

Stormwater Management

An unapproved SWM concept plan was submitted with this application. The unapproved SWM concept plan shows the use of multiple micro-bioretenion facilities and the use of an existing SWM pond that is on-site. The SWM concept is pending approval with DPIE under case number 173-2022. The SWM concept must be approved and be consistent with the TCP2 prior to Planning Board approval, per Section 24-290.01(a)(6) of the prior Subdivision Regulations.

The Environmental Planning Section recommends approval of DSP-21049 and TCP2-014-2022, subject to conditions that have been included in the Recommendation section of this technical staff report.

- e. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire Department did not offer comments on the subject application.

- f. **Prince George’s County Department of Parks and Recreation**—In a memorandum dated May 18, 2022 (Holley to Zhang), incorporated herein by reference, the Prince George’s County Department of Parks and Recreation (DPR) provided comments on the possible impact of the proposed development on parkland and recreational facilities, summarized as follows:

The Largo Town Center Sector Plan recommends development of private recreational amenities within highly urbanized areas such as the Largo Town Center. The sector plan recognizes that good open space does not have to be publicly owned and has recommended strategies to address the needs for future public parkland and recreational facilities. These include:

- Short-term—complete the amenities at the Largo Town Center Park
- Mid-term—develop the recreational amenities at Woodmore Towne Centre at Glenarden. This park is master-planned and will be built by the Woodmore Towne Center developer.
- Long-term—renovate and expand the Lake Arbor Community Center and add small urban parks and green spaces within the new urbanized development within the Largo Town Center sector plan area (these public open spaces may not be publicly owned).

Pursuant to Section 24-135(b) of the prior Subdivision Regulations, the applicant, and the applicant’s heirs, successors, and/or assignees shall allocate appropriate and developable areas for adequate on-site recreational facilities.

At the time of PPS 4-21060 review, DPR staff concurred with the applicant’s proposal for on-site recreational facilities and has determined that the applicant meets the minimum threshold for on-site recreational facilities.

Yoga lawn, outdoor grilling stations, courtyard with a swimming pool, social seating areas, kids seating areas, shade structures with heaters, and an indoor fitness center comprise the major programmatic areas shown on this DSP.

The Park Planning and Development Division of DPR offers no objection to the Planning Board’s approval of DSP-21049.

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

- h. **Prince George’s County Health Department**—In a memorandum dated April 1, 2022 (Adepoju to Zhang), incorporated herein by reference, the Health Department provided four comments on the subject application, as follows:

- Health Department permit records indicate there are approximately 10 existing carry-out/convenience store food facilities and one markets/grocery stores within a one-half 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.

- An application must be submitted to DPIE for the proposed swimming pool. Their offices are located at 9400 Peppercorn Place, Largo, Maryland 20774. For questions, contact their offices at 301-636-2000.
- During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

The above comments have been transmitted to the applicant. Comments on limiting construction noise and particle pollution during the construction phases of this project have been conditioned and included in the Recommendation section of this technical staff report.

- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 23, 2022 (Giles to Zhang), incorporated herein by reference, DPIE states that DSP-21049 is consistent with Site Development Concept Plan 173-2022, which is under review, and DPIE has no objection to approval of this DSP. Other traffic related comments will be enforced through their separate permitting process.
 - j. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not provide comments on the subject application.
 - k. **Largo Development Review Committee**—At the time of the writing of this technical staff report, the Largo Development Review Committee did not provide comments on the subject application.
- 14.** Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as revised in accordance with the conditions of this approval, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code and the D-D-O Zone standards of Largo Town Center Sector Plan and SMA, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

15. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Subtitle 24-130(b)(5) of the prior Subdivision Regulations. No regulated environmental features are located within the limits of the current application.

RECOMMENDATION

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

- A. APPROVE the alternative Development District Overlay Zone standards for:
 1. **Street Design Criteria | Complete Streets** (page 143): To allow the applicant to provide the improvements within the boundary of the site, as shown on the detailed site plan. Any improvements within the public rights-of-way of Harry S Truman Drive and Largo West Drive shall be approved by the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation.
 2. **Architectural Design Criteria | Building Materials and Elements** (page 162): To allow the application of various exterior finish materials, including a combination of cementitious panel, siding, and brick, from as low as the second floor, with the first floor to be finished with complete brick, as shown on the elevations submitted with this detailed site plan.
- B. APPROVE Detailed Site Plan DSP-21049 and Type 2 Tree Conservation Plan TCP2-014-2022 for Largo Parcel O, subject to the following conditions:
 1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-21060.
 - b. Provide a label showing the new parcel designation (Parcel 1), in accordance with Preliminary Plan of Subdivision 4-21060.
 - c. Clearly label the bearings and distances of parcel boundary lines.
 - d. Update General Note 3 to show the current zoning of the property.
 - e. Revise the tree canopy coverage schedule to include the entire property in the tree canopy calculation.
 - f. Revise the Type 2 tree conservation plan as follows:
 - (1) Correct the woodland conservation worksheet to reflect the gross tract on-site without the off-site impacts. The off-site impact amount shall be placed under the off-site impact column.

- (2) Revise the worksheet to correctly reflect the woodland conservation requirement for the site, and how it is being fulfilled.
 - (3) Correct the amount of off-site mitigation required in the note below the worksheet.
 - (4) Have the revised plan signed and dated by the qualified professional preparing the plan.
 - g. Provide a summary sign face area calculation table on the signage sheet.
 - h. Submit an approved stormwater management concept plan showing the same layout as the DSP and Type 2 tree conservation plan.
 - i. Provide a site plan note indicating that the applicant intends to conform to dust control requirements, as specified in 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, and to construction noise control requirements, as specified in Subtitle 19 of the Prince George's County Code, which is adopted by reference to the Code of Maryland Regulations.
 - j. Provide a bicycle and pedestrian impact statement exhibit showing the off-site pedestrian and bicycle facilities.
 - k. Provide continental-style crosswalks across all vehicular access points.
 - l. Reduce the number of parking spaces along the drive aisle to two accessible parking spaces only, provide nine temporary use parking spaces inside of the garage, and relocate the gate access further into the garage structure to separate the temporary parking from the general residential parking area, as shown in the alternative site layout plan provided in Attachment I.
2. Prior to issuance of the final certificate of occupancy for any residential units, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.

LARGO PARCEL O - ETOD

Expedited Transit Oriented Development

Detailed Site Plan

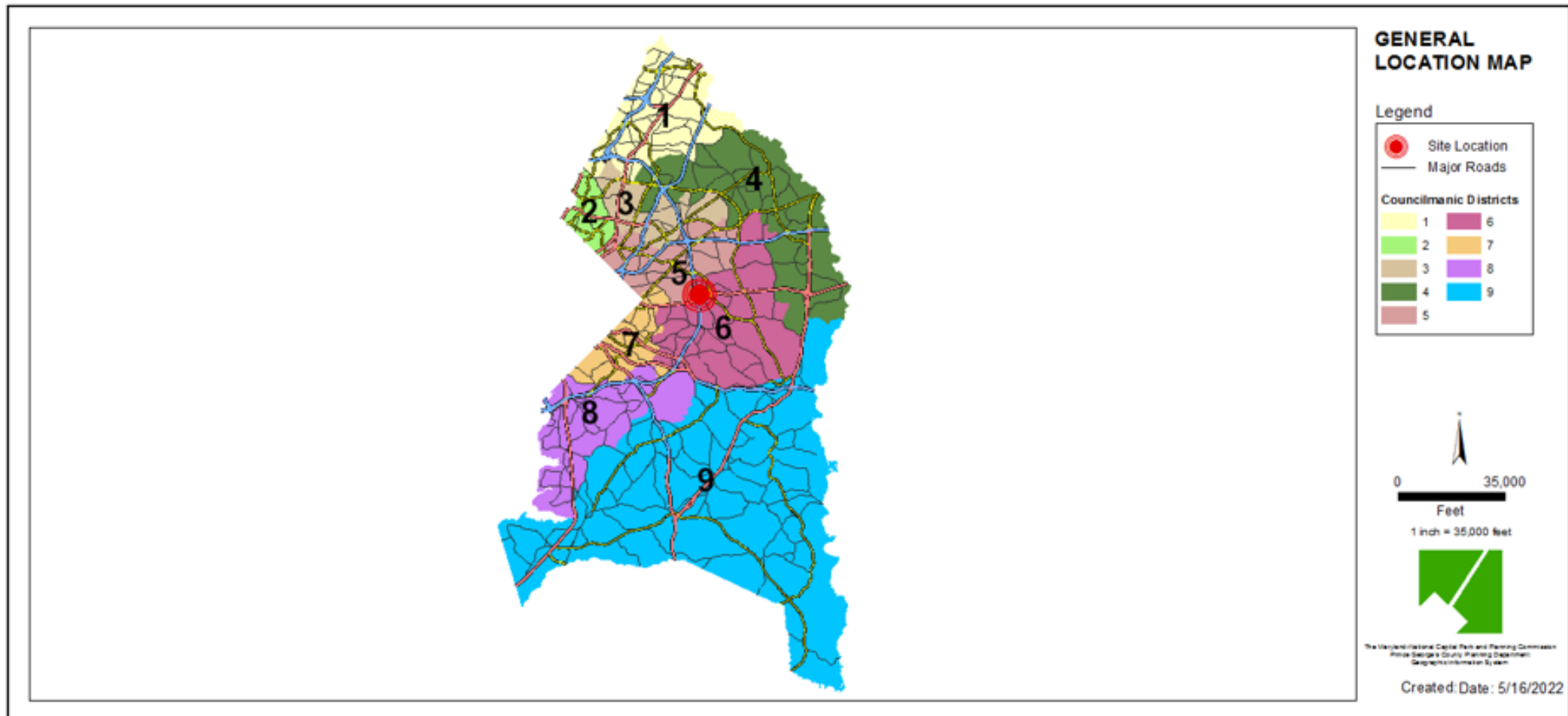
Staff Recommendation: APPROVAL with conditions



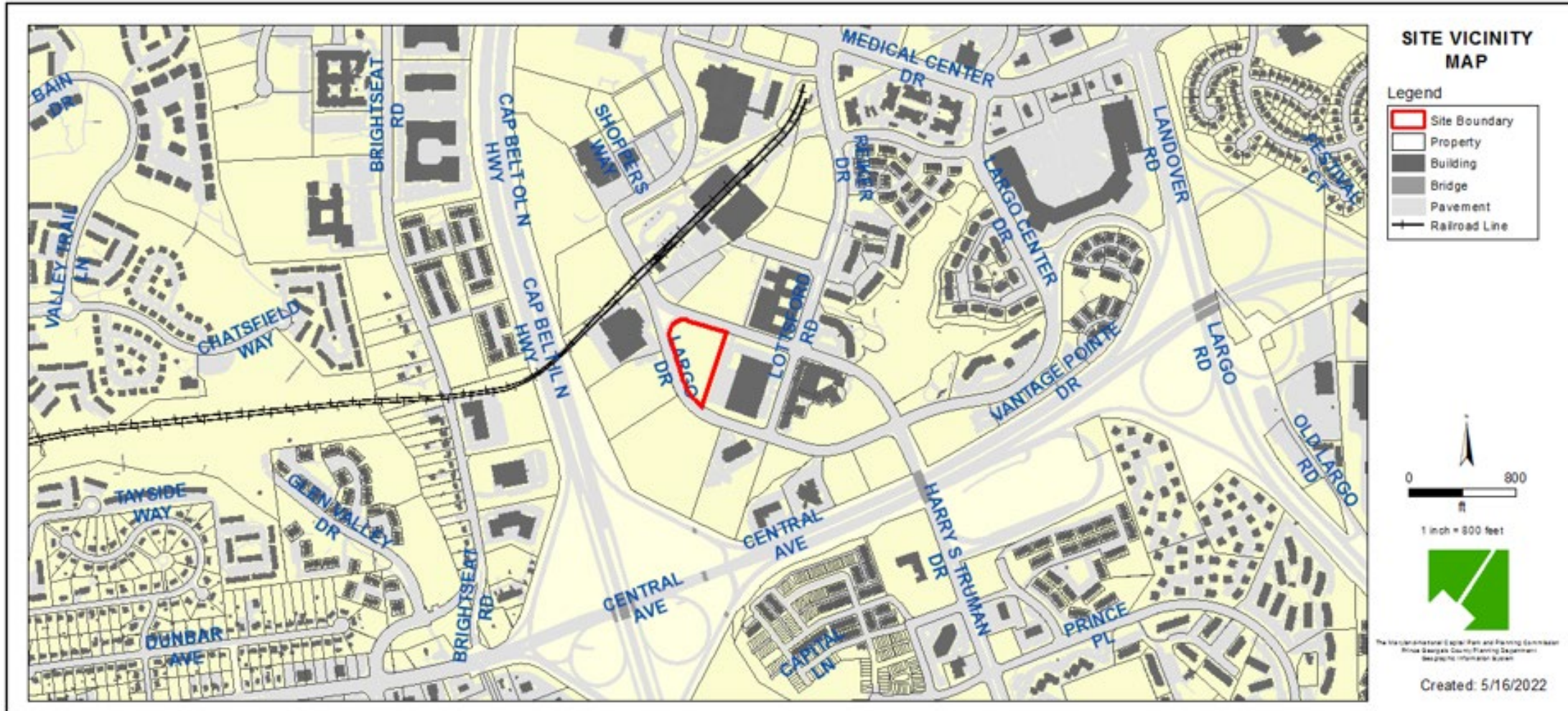
GENERAL LOCATION MAP

Council District: 06

Planning Area: 73

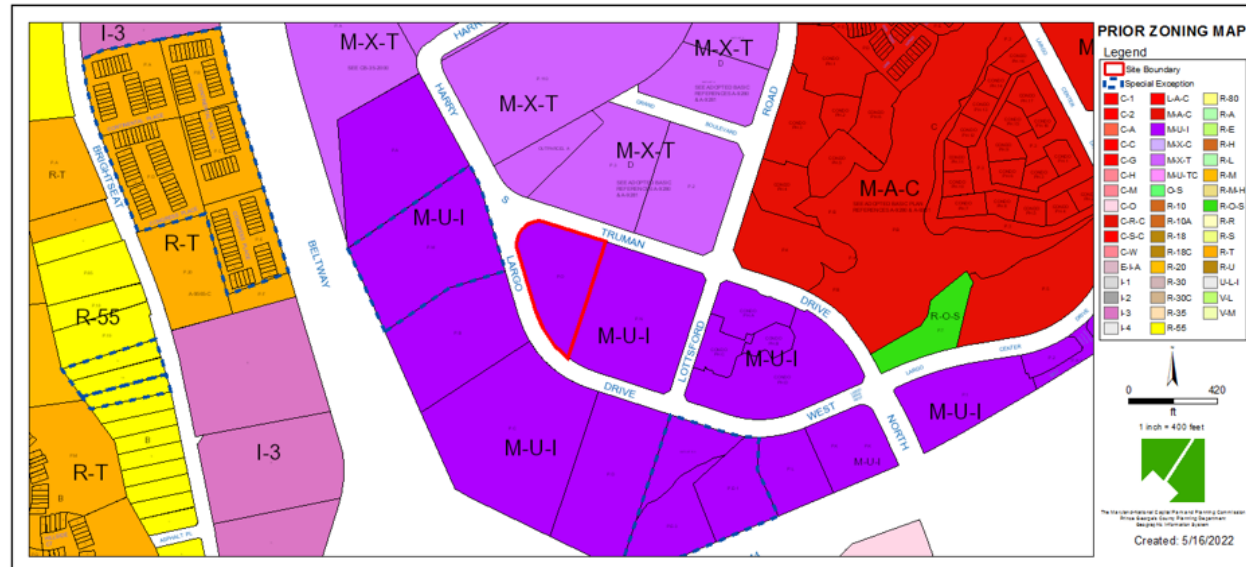
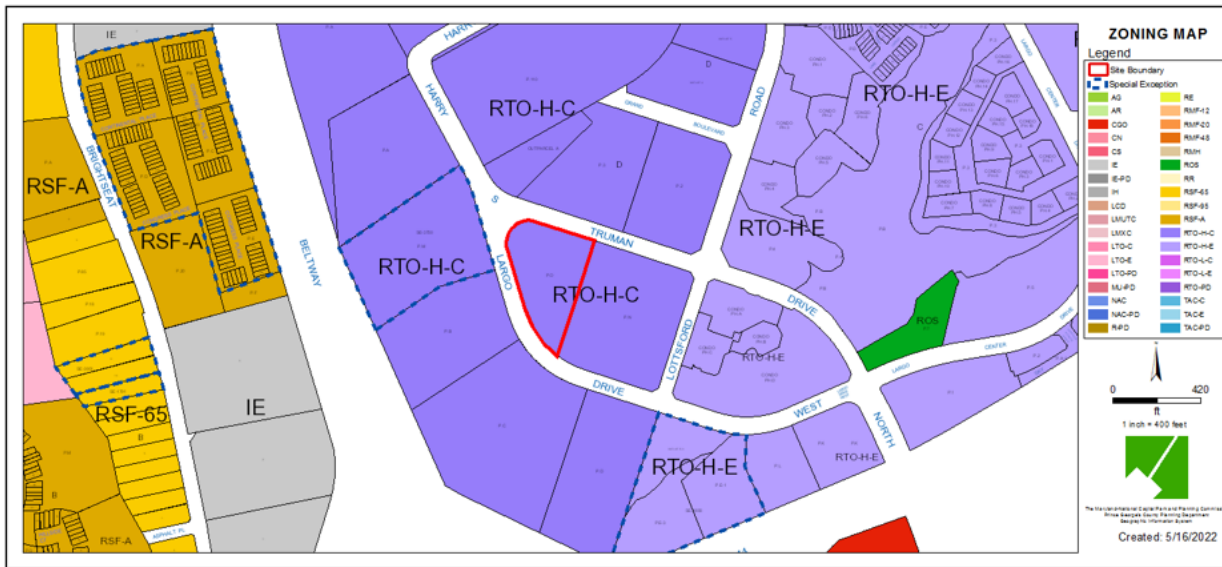


SITE VICINITY MAP

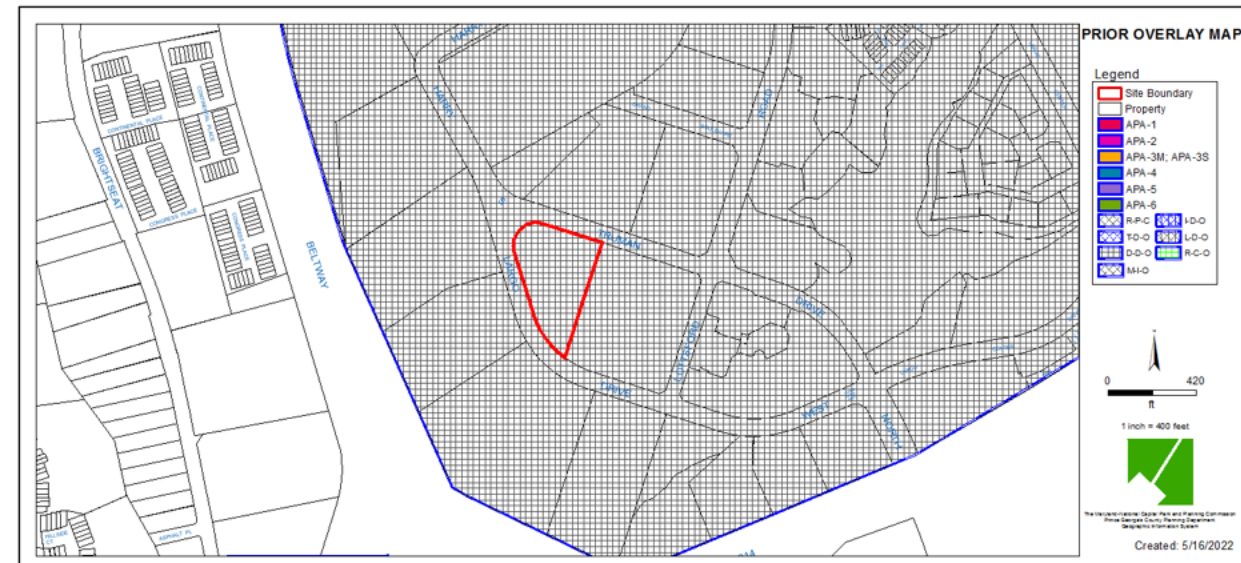
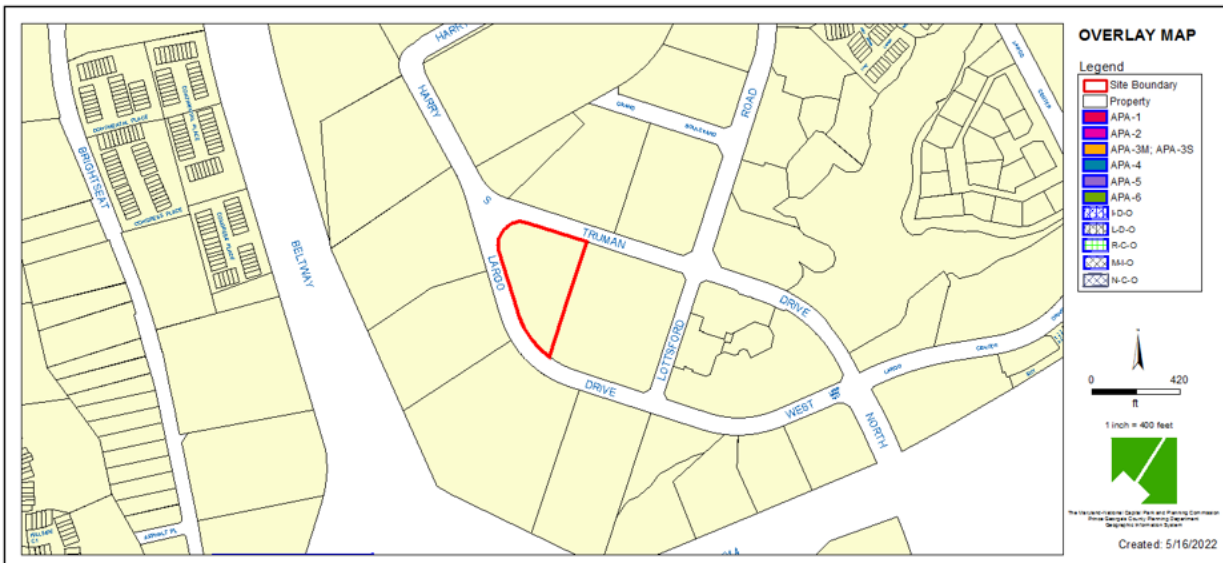


NEW & PRIOR ZONING MAP

Current Zone: RTO-H-C
 Prior Zone: M-U-I/D-D-O



OVERLAY MAP



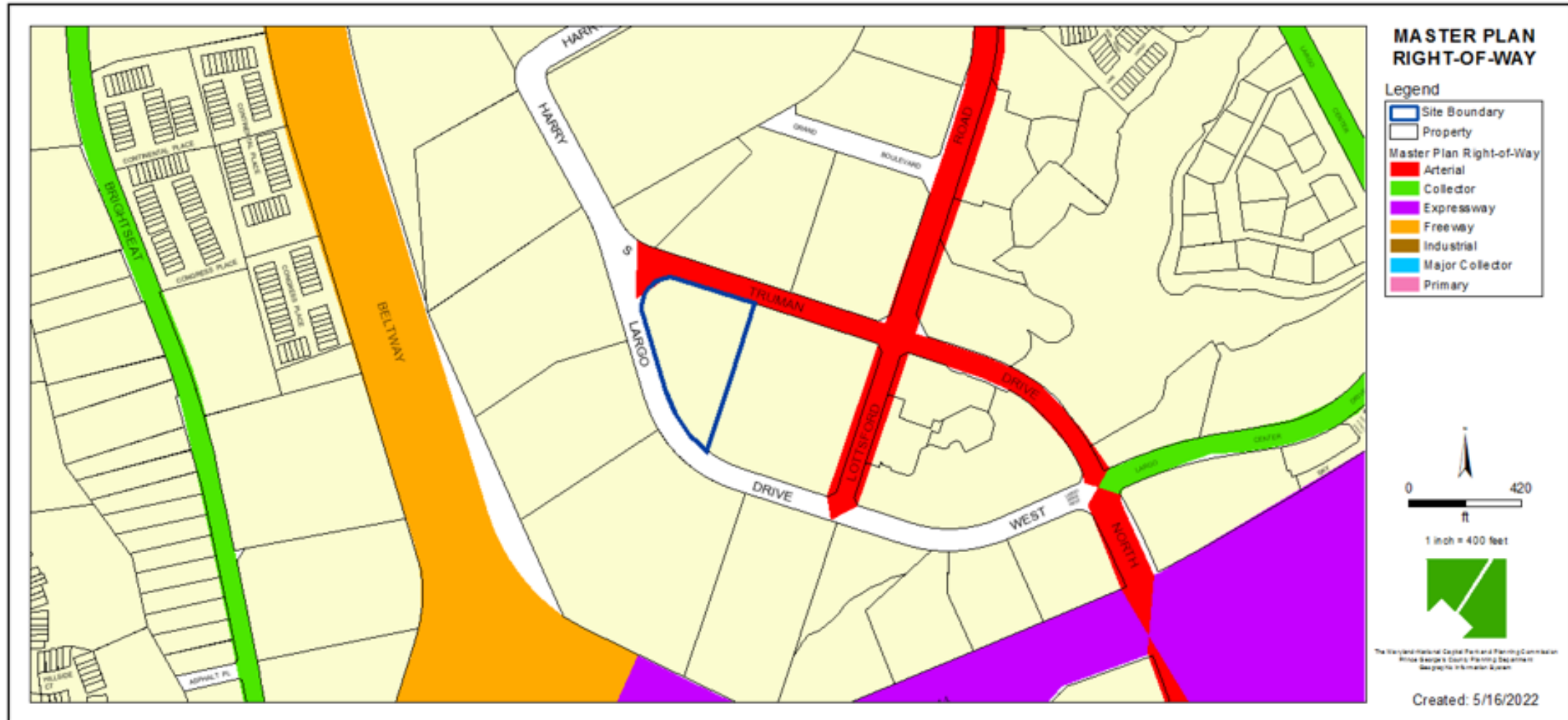
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



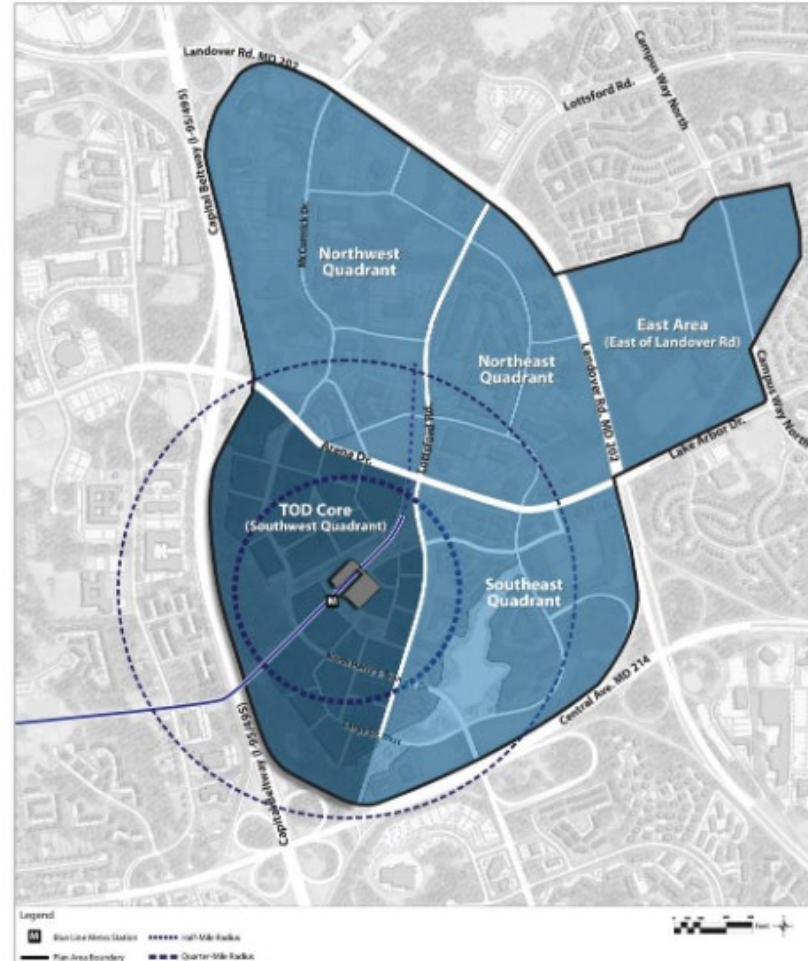
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



LARGO TOWN CENTER SECTOR PLAN

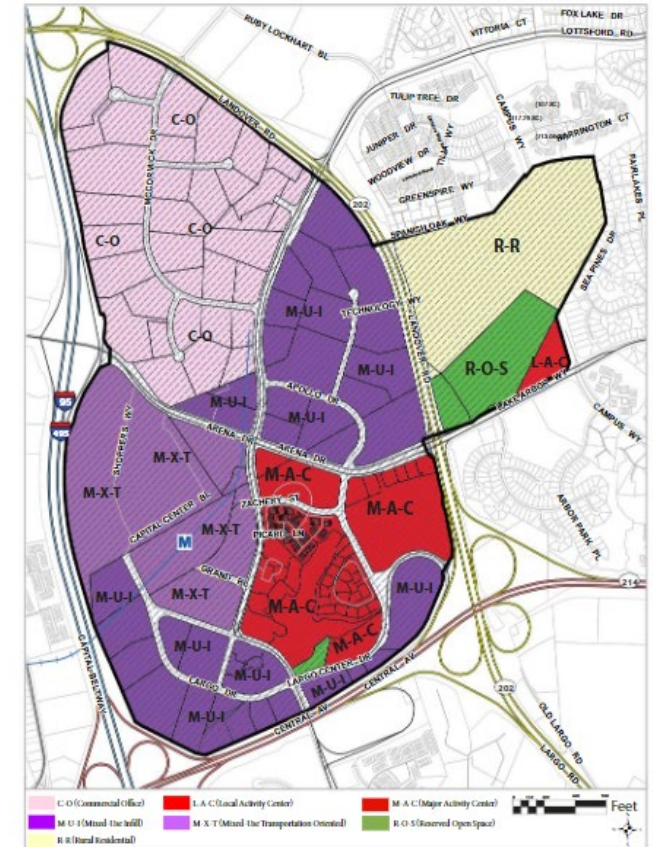
APPROVED LARGO TOWN CENTER SECTOR PLAN AND SMA

Map 29: Sector Plan Subareas

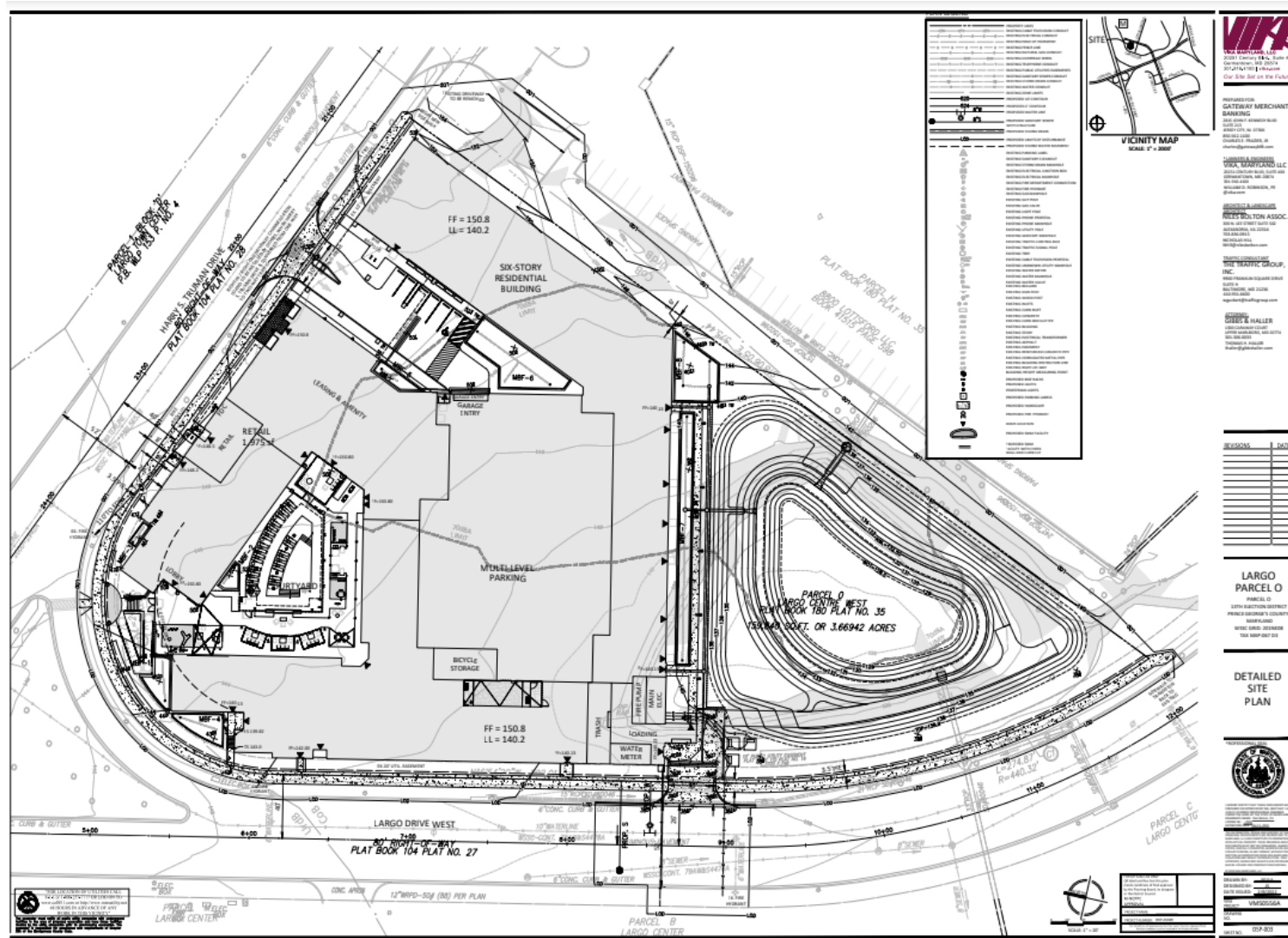


CHAPTER 6: OVERVIEW OF ZONING RECOMMENDATIONS

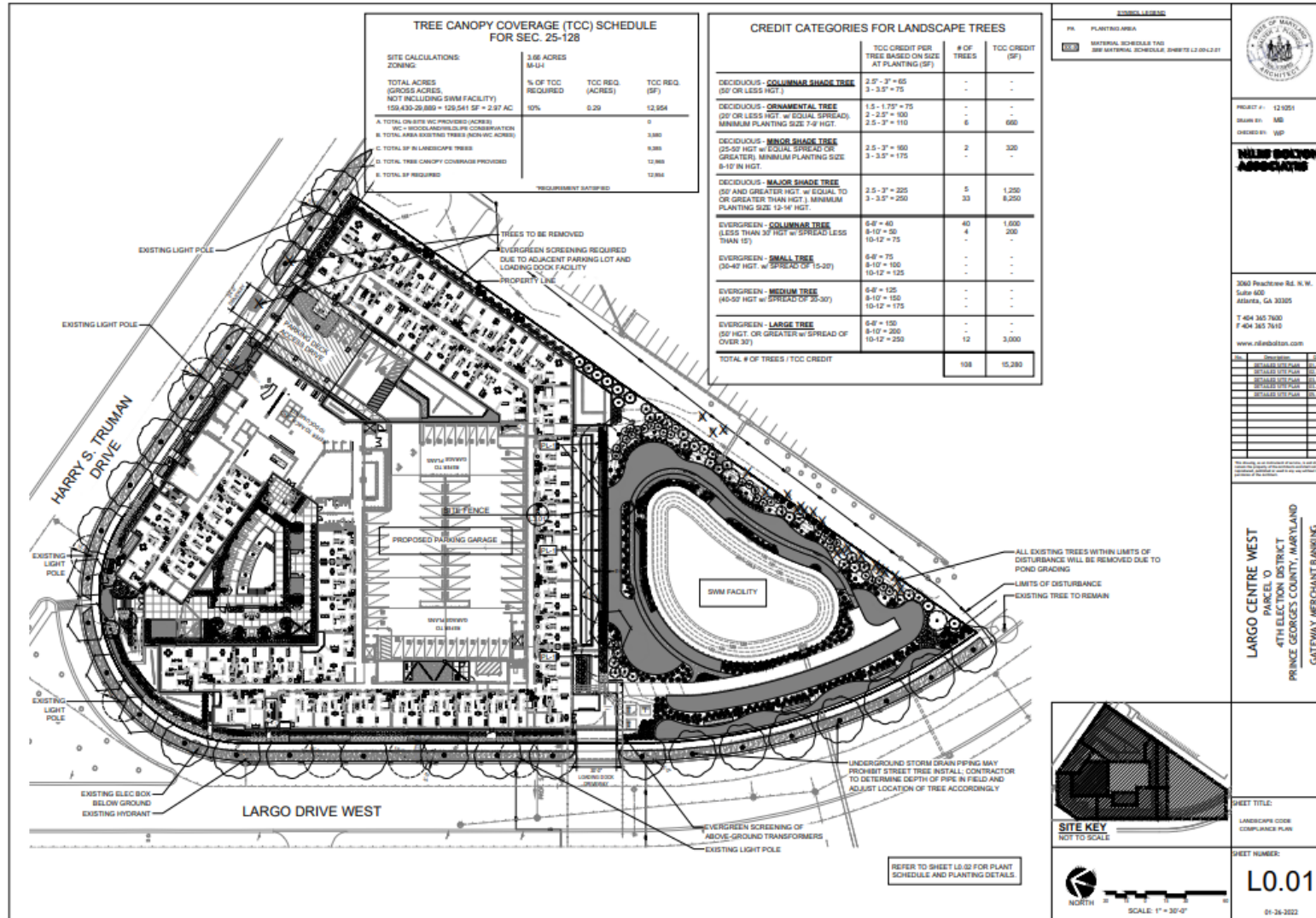
Map 27: Rezoning Plan



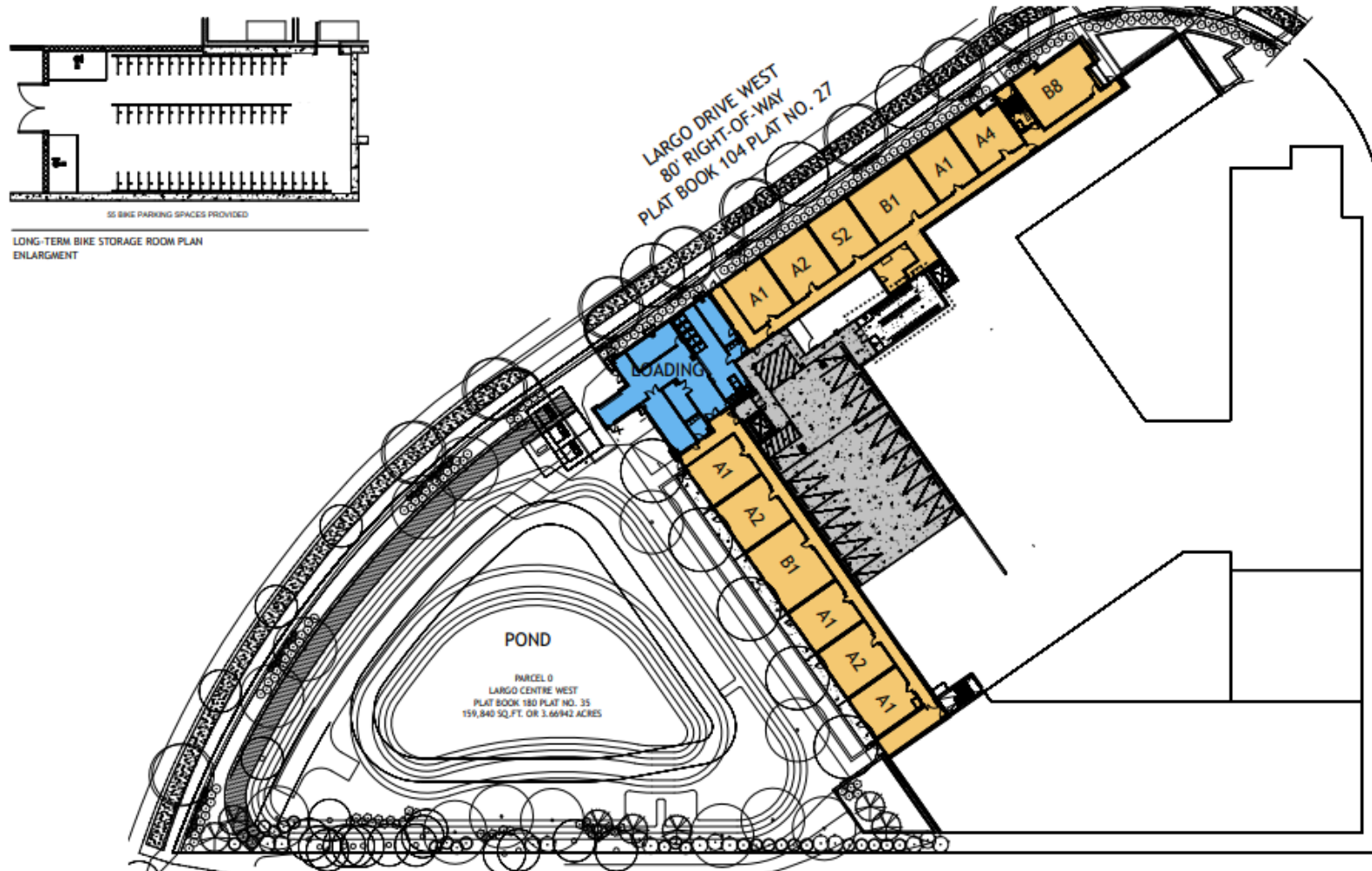
DETAILED SITE PLAN



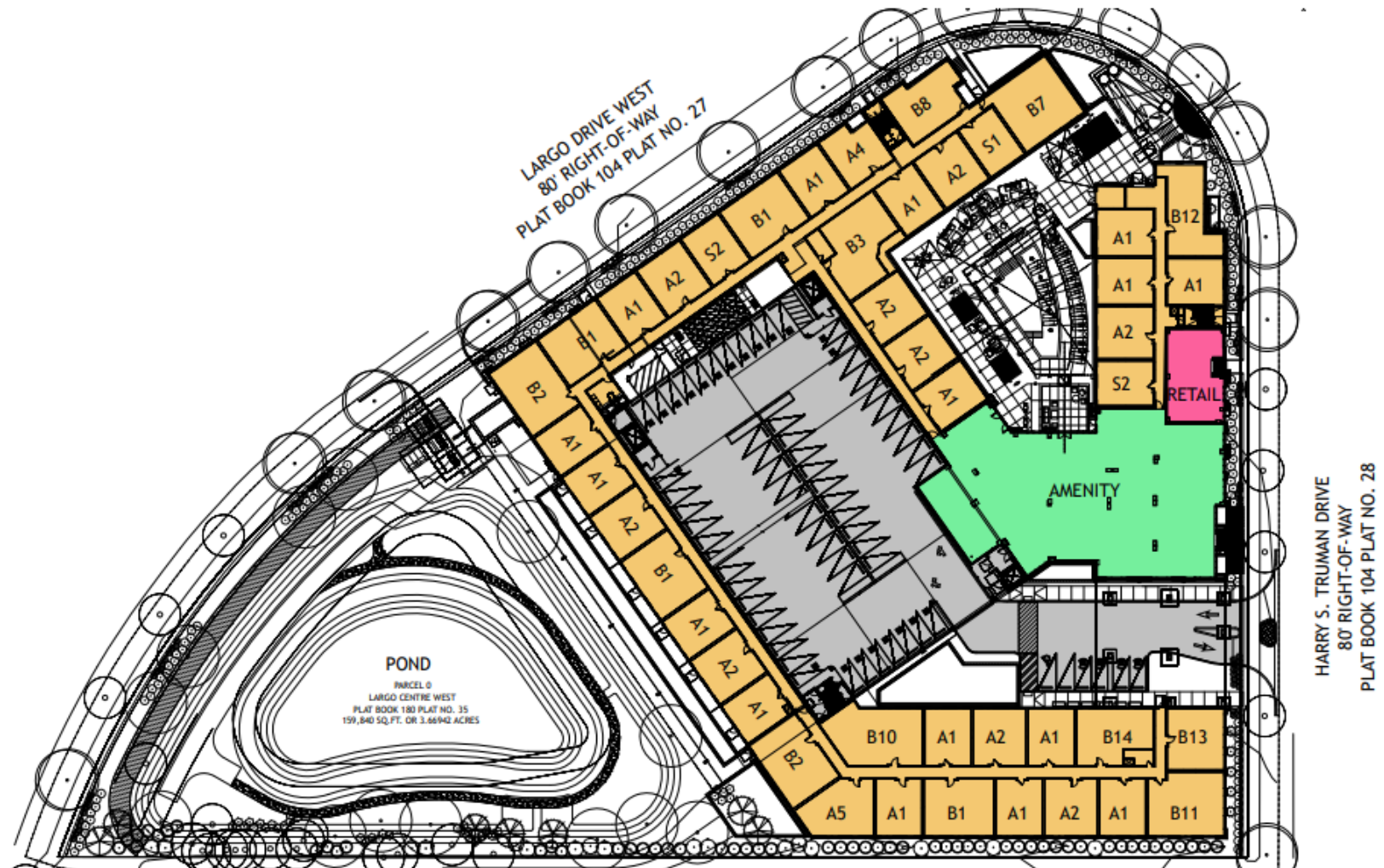
LANDSCAPE PLAN



PLAN – LEVEL 1



PLAN – LEVEL 2



UNIT MIX BY EACH FLOOR

PARCEL O MIXED USE MULTIFAMILY - TOD

PRINCE GEORGE COUNTY, MD.

NILES BOLTON ASSOCIATES
 3060 PEACHTREE RD.
 ATLANTA, GA, 30305
 WWW.NILESBOULTON.COM
 404.365.7600

Submissions:

1. Preliminary Detailed Site Plan - 12/29/2021
2. Detailed Site Plan DSP-21049 - 03/25/2022



DRAWINGS LIST

G0.01	COVER SHEET AND MATRIX	A4.01	RENDERED PERSPECTIVES
A1.01	LEVEL 1 PLAN	A4.02	RENDERED PERSPECTIVES
A1.02	LEVEL 2 PLAN	A4.03	RENDERED PERSPECTIVES
A1.03	LEVELS 3-5 PLAN	A4.04	RENDERED PERSPECTIVES
A1.04	LEVEL 6 PLAN	A5.01	SIGNAGE INFORMATION
A1.05	LEVEL 7 PLAN - MEZZANINE	A5.02	SIGNAGE INFORMATION
A2.01	BUILDING SECTIONS		
A2.02	BUILDING SECTIONS		
A3.01	ELEVATIONS		
A3.02	ELEVATIONS		
A3.03	ELEVATIONS		
A3.04	ELEVATIONS		

Parking Schedule				
Levels	Standard	Accessible	Van Accessible	Total
5	44	1		45
4	67	2		69
3	67	2		69
2	67	2		69
1	66		2	68
	311	7	2	320
			9	

BUILDING MATRIX

Level	Total											Unit Mix			Total Units	
	Residential	Residential	Amenity	Outdoor	Service	Retail	Garage	Garage SF	GRHSF	GSF	Efficiency	Total SF	S	A		B
	NRSF	Core & Service		Amenity							Residential					Beds
MEZZ	2,995			5,230.00					2,995	2,995	100%	8,225	0	0	0	0
Level 06	36,255	5,695	405	615.00					41,950	42,355	87%	42,970	2	23	16	41
Level 05	48,895	7,325					45	17,790	56,220	56,220	87%	74,010	3	33	21	57
Level 04	48,895	7,325					69	22,775	56,220	56,220	87%	78,995	3	33	21	57
Level 03	48,895	7,325					69	22,775	56,220	56,220	87%	78,995	3	33	21	57
Level 02	37,360	6,320	6,900	10,540		1,960	69	22,775	50,580	52,540	88%	85,855	3	27	15	45
Level 01	9,480	2,855	0	0	2,535		68	24,215	14,870	14,870	77%	39,085	1	8	3	12
Totals	232,775	36,845	7,305	16,385	2,535		320	110,330	279,095	281,420		408,139	15	157	97	Units 269
Percentages									118.96%			87.40%	5.58%	58.36%	36.06%	100.00%

	UNIT MATRIX																					TOTALS							
	UNIT S1	UNIT S2	UNIT A1	ASM	UNIT A2	UNIT A2 w/	UNIT A3	ASM	UNIT A4	ASM	UNIT A5	UNIT A5	UNIT B1	B1M	UNIT B2	B2M	UNIT B3	UNIT B4	B4M	UNIT B5	B5M		UNIT B6	UNIT B7	UNIT B8	UNIT B9	B9M	UNIT B10	UNIT B11
SF	598	848	668	864	750	895	625	821	755	951	890	841	998	1331	1063	1374	1200	1028	1968	828	1148	1197	1191	960	1178	1524	1350	977	
LEVEL 6	1	1	11	2	6			1		1	1	1	1	1	1	2	4	2	2	1	1	1	1	1	1	1	1	1	1
LEVEL 5	1	2	19	9				1	2	1	1	5	4		4	4	2	2	1	1	1	1	1	1	1	1	1	1	
LEVEL 4	1	2	19	9				1	2	1	1	5	4		4	2	2	1	1	1	1	1	1	1	1	1	1	1	
LEVEL 3	1	2	19	9				1	2	1	1	5	4		4	2	2	1	1	1	1	1	1	1	1	1	1	1	
LEVEL 2	1	2	19	9						1	1	5	3		1	2				1	1	1	1	1	1	1	1	1	
LEVEL 1	1	4		3	1							2									1	1	1	1			1	1	
Totals	5	10	89	2	46	1	3	1	0	1	0	4	21	1	10	2	17	6	2	0	0	0	0	0	4	1	5	1	
total units by type	157											97																	
	2%	4%	33%	1%	17%	0%	1%	0%	2%	0%	2%	1%	9%	0%	9%	1%	6%	2%	1%	1%	0%	2%	2%	2%	1%	0%	2%	0%	100%
	8%																												

PERSPECTIVES



PERSPECTIVES



PERSPECTIVES



PERSPECTIVES



ELEVATIONS



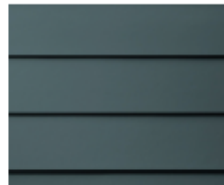
BALCONY AND RAILING



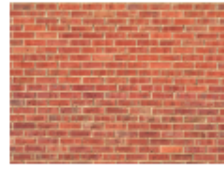
METAL CANOPY



FIBER CEMENT PANEL



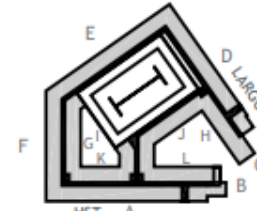
FIBER CEMENT SIDING



MODULAR BRICK



LIGHT TAN BRICK



ELEVATIONS



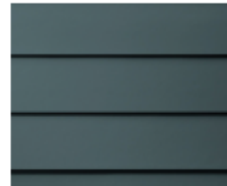
BALCONY AND RAILING



METAL CANOPY



FIBER CEMENT PANEL



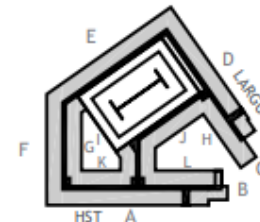
FIBER CEMENT SIDING



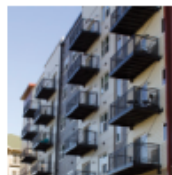
MODULAR BRICK



LIGHT TAN BRICK



ELEVATIONS



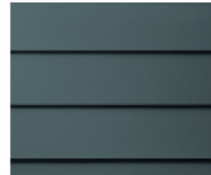
BALCONY AND RAILING



METAL CANOPY



FIBER CEMENT PANEL



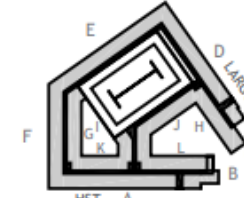
FIBER CEMENT SIDING



MODULAR BRICK



LIGHT TAN BRICK



ELEVATIONS



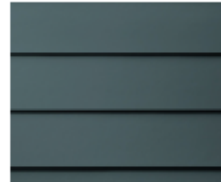
BALCONY AND RAILING



METAL CANOPY



FIBER CEMENT PANEL



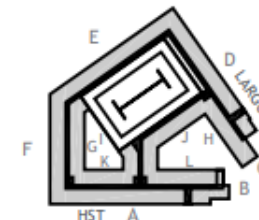
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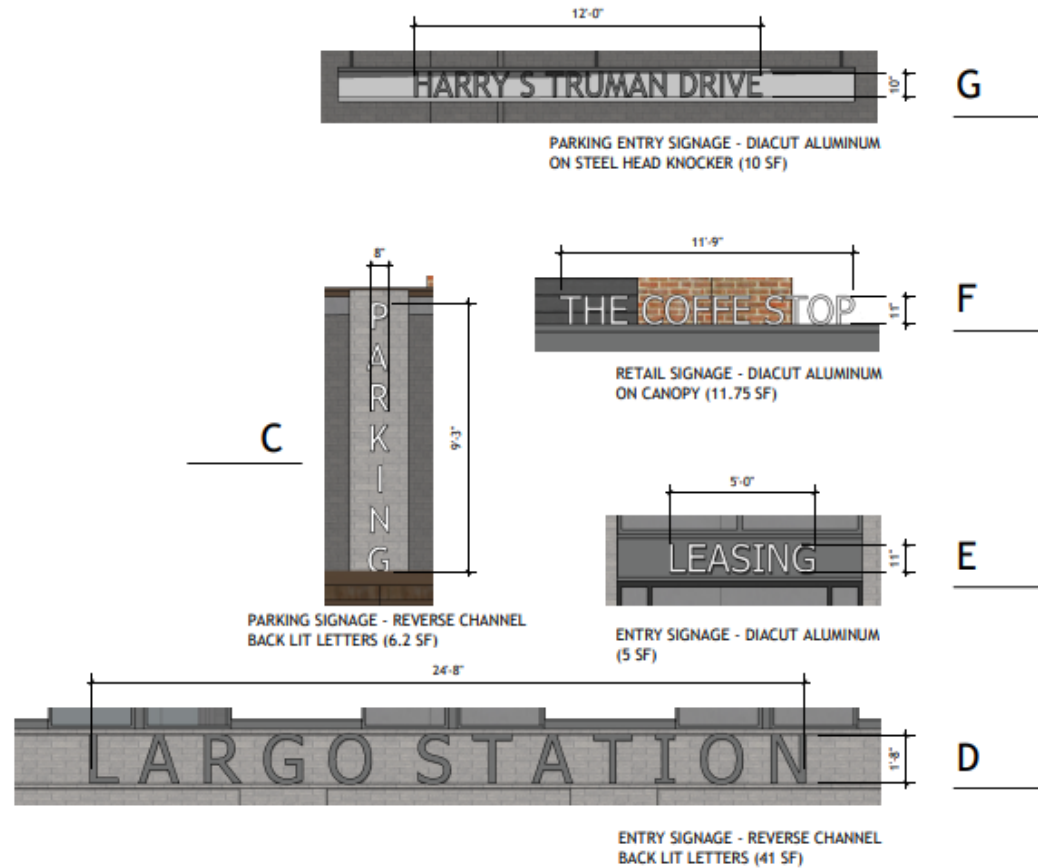
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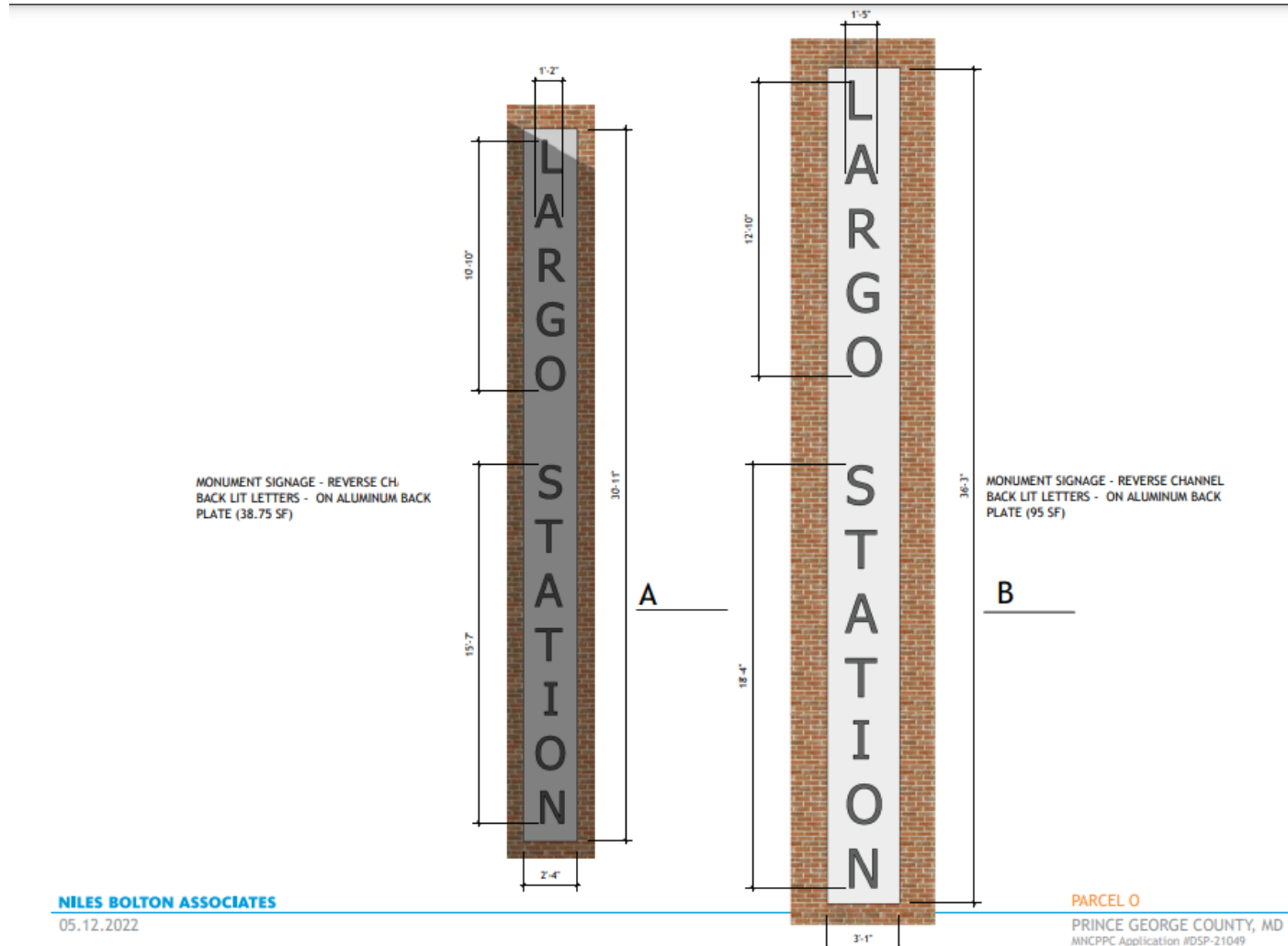
LIGHT TAN BRICK



SIGN ELEVATIONS



SIGN ELEVATIONS



STAFF RECOMMENDATION

APPROVAL with 2 conditions

of 2 Alternative Development District Overlay Zone Standards for

- **Street Design Criteria | Complete Streets** (page 143)
- **Architectural Design Criteria | Building Materials and Elements** (page 162)

Major/Minor Issues:

- No

Applicant Community Engagement:

- January 6, 2022 Informational Mailing





14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

301-952-3972

May 13, 2022

MEMORANDUM

TO: Henry Zhang, AICP, Planner IV, Subdivision Section, Development Review Division
VIA: David A. Green, MBA, Planner IV, Community Planning Division 
FROM: Chidy Umeozulu, Planner III, Neighborhood Revitalization Section, Community Planning Division 

SUBJECT: DSP-21049-Largo Parcel O-- ETOD

FINDINGS:

General Plan

Pursuant to 27-548 .08 (c) this application is consistent with the 2014 *Plan Prince George's 2035 General Plan* (Plan 2035) which designates this application in the Largo Town Center Regional Transit District.

Master Plan:

Pursuant to 27-548 .08 (c) this application conforms with the mixed-use land use recommendations for the Approved 2013 *Largo Town Center Sector Plan and Sectional Map Amendment*. The sector plan recommends high-density mixed-use development of offices, retail, institutional, and residential uses for properties within the TOD core.

Development District Standard:

The proposed minor modifications to the Development District Standard will not substantially impair the implementation of the Largo Town Center Sector Plan and SMA.

BACKGROUND

Location: 9300 W Largo Drive, Upper Marlboro, MD 20774 – south side of Harry S Truman and its intersection with Largo Drive West

Existing Uses: Undeveloped

Proposal: One parcel for the development of 269 multifamily dwelling units and 1,990 square feet of commercial use

GENERAL PLAN, MASTER PLAN AND SMA

General Plan:

This application is in the Largo Town Center Metro Regional Transit District of Plan 2035. The vision for the Regional Transit Districts is high, density, vibrant, and transit-rich mixed-use areas envisioned to capture the majority of the future residential and employment growth and development in the County. (Pg. 106)

Master Plan:

The Approved 2013 *Largo Town Center Sector Plan and Sectional Map Amendment* recommends Mixed-Use: Retail, Office, Institutional and Residential land uses.

Planning Area: 73

Community: Northampton

Aviation: This application is not located within the Aviation Policy Area.

MIOZ: This application is not located within the Military Installation Overlay Zone.

SMA/Zoning:

The Approved 2013 *Largo Town Center Sector Plan and Sectional Map Amendment* classified the property in the Mixed-Use Infill (M-U-I) Zone with Development District Overlay Zone (DDOZ). On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from M-U-I to Regional Transit-Oriented, High-Intensity Core (RTO-H-C) effective April 1, 2022.

Development District Standard:

This application proposes modifications to the Development District Standards pursuant to Section 27-548.25(c) of the Zoning Ordinance. These modifications pertain to:

1. **Street Design Criteria:** The existing cross-section and use of Harry S Truman and Largo Drive West roadways vary from the Street Design Criteria. Since this application is not proposing to alter the existing cross-section and use to comply with the design standards, modification to the criteria is proposed.
2. **Architectural Design Criteria/Building Materials and Elements:** The requirement states, "Exterior walls visible from the public realm **should** be brick (brick veneer), stone, cast stone, pre-cast, glass, and/or metal components. Additionally, for buildings of four to six stories, cementitious siding, or panels in a smooth or stucco finish or metal panels may be used at the fourth-floor level and above where residential is the primary use." While the requirement is not mandatory, the application uses the recommended building materials, contrary to the strict prescription, to provide interest due to site topography.

These proposed minor modifications to the Development District Standard will not substantially impair the implementation of the Largo Town Center Sector Plan and SMA.

c: Long-range Agenda Notebook

Frederick Stachura, J.D., Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

May 17, 2022

MEMORANDUM

TO: Henry Zhang, Planner IV, Urban Design Section
VIA: Mridula Gupta, Planner III, Subdivision Section *MG*
FROM: Antoine Heath, Planner II, Subdivision Section *AH*
SUBJECT: DSP-21049; Largo Parcel O

The subject property is 3.67 acres located on Tax Map 67 in Grids D3 and E3, and consists of one parcel known as Parcel O recorded among the Prince George's County Land Records in Plat Book VJ 180 page 35. This application for a detailed site plan (DSP) proposes 269 multifamily dwelling units and 1,990 square feet of commercial development. The property is within the Regional Transit - Oriented, High - Intensity -Core (RTO-H-C) Zone. However, this DSP is being reviewed pursuant prior Mixed Use Infill (M-U-I) and Development District Overlay (D-D-O) zoning of the subject property.

Parcel O is the subject of a pending Preliminary Plan of Subdivision (PPS) 4-21060, which proposes one parcel, for the development of 269 multifamily dwelling units and 1,990 square feet of commercial use. This PPS is being reviewed in accordance with the prior Prince George's County Zoning Ordinance and prior Prince George's County Subdivision Regulations, in accordance with Section 24-1703(a) of the Subdivision Regulations, and is scheduled to be heard by the Prince George's County Planning Board on June 2, 2022. At the time of writing this memo, recommended conditions of approval of PPS 4-21060 have not been formalized. Upon approval, all related conditions of the PPS will be applicable to this DSP. DSP-21049 is tentatively scheduled to be heard by the Planning Board on June 16, 2022. This DSP cannot be approved prior to the approval of the PPS. Subsequent to the approval of DSP-21049, a new final plat of subdivision will be required in accordance with PPS 4-21060 and this DSP before any permits can be issued for development.

Plan Comments

1. Any modifications to PPS 4-21060, required by its approval and which affect the DSP, should be reflected on DSP-21049.
2. Per Section 27-270 of the prior Zoning Ordinance, DSP-21049 cannot be approved prior to the approval of the underlying PPS 4-21060. At the time of this referral, the PPS is tentatively scheduled to be heard by the Planning Board two weeks prior to this DSP.

3. A label showing the new parcel designation (Parcel 1) in accordance with PPS 4-21060 should be shown on the DSP.
4. The property bearings and distances for proposed Parcel 1 should be clearly legible on the site plan. This information is currently shown in grey color.
5. General Note 3 on the DSP should be updated to reflect the current zoning of the property.

Recommended Conditions

1. Prior to signature approval, the detailed site plan should be revised to:
 - a. Provide label showing the new parcel designation (Parcel 1) in accordance with Preliminary Plan of Subdivision 4-21060.
 - b. Make bearings and distances of parcel boundary lines darker, to be more visible.
 - c. Update General Note 3 to show the current zoning of the property.

The referral is provided for the purposes of determining conformance with any pending subdivision approvals for the subject property and Subtitle 24. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



Countywide Planning Division
Transportation Planning Section

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

301-952-3680

May 19, 2022

MEMORANDUM

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

FROM: *MS* Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

VIA: *(WJC)* William Capers III, PTP Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-21049, Largo Parcel

Proposal:

The subject application proposes the development of a 296-unit multifamily building with 1,990 square feet of ground floor retail/office space and an above grade structured parking.

Prior Conditions of Approval:

The site is subject to a pending preliminary plan of subdivision (PPS), 4-21060 which of the time of this referral has not been approved by the Planning Board. However, PPS-4-21060 includes the following recommended conditions from the transportation staff:

4-21060

1. Total development within proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new Preliminary Plan of Subdivision.
2. The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the Prince George's County Subdivision as part of the Detailed Site Plan submission.
3. The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with PPS 4-21060, consistent with Section 24-124.01 (f) of the Prince George's County Subdivision Regulations as part of the Detailed Site Plan submission.
4. The applicant and the applicant's heirs, successors, and/or assigns shall construct the

following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the detailed site plan prior to its acceptance:

- a. A minimum five-foot-wide bicycle lane along the property frontage of Harry S. Truman Drive, unless modified by the operating agency with written correspondence.
 - b. A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the operating agency with written correspondence.
 - c. Long and short-term bicycle parking consistent with *Guide for the Development of Bicycle Facilities (AASHTO)* to accommodate residents and visitors.
 - d. Continental style crosswalks crossing vehicular access points
5. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
- a. Install ADA compliant pedestrian ramps, crosswalks and APS/CPS equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.
 - b. Install ADA compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West.
 - c. Install eight ground mounted "Bike May Use Full Lane", 8 ground mounted D-11/D-2 and R4-11 signage and 16 shared road pavement markings along Harry S Truman and Largo Drive West between Largo Metro Center and the southern terminus of Harry S Truman south.
 - d. Install 16 ground mounted R4-11 "Bike May Use Full Lane" and 16 shared road pavement markings for both directions along Medical Center Drive between Lottsford Road and Landover Road.
 - e. Install 16 Install 16 ground mounted "Bike May Use Full Lane" and 16 shared road pavement markings for both directions of Lottsford Road between Arena Drive and Largo Drive West.
6. The applicant shall evaluate the need for additional points of access to the garage structure at the time of detailed site plan.

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

Comment: The DSP is consistent with the PPS proposal and does not alter the projected trip generation. The latest DSP submission also provides details of the on-site pedestrian and bicycle amenities that include bicycle racks near the main entrance of the building and at the proposed retail, a bicycle storage facility within the garage, eight-foot-wide sidewalk along the entire frontage of the building and direct pedestrian access from the sidewalk to the retail and courtyard area. In addition to the pedestrian facilities shown on the DSP submission, staff is recommending as a condition of approval that crosswalks are provided at all vehicular access points.

The applicant has indicated through correspondence that bicycle lanes are not included on the plan sheets due to the future reconfiguration of Harry S. Truman Drive and Largo Drive West into two-way streets that will include bicycle lanes along one side of both roadways, per the applicant's correspondence with the Department of Public Works and Transportation (DPW&T). The applicant has also included a detailed exhibit that illustrates the locations of the proposed off-site pedestrian and bicycle facilities per Section 24-124.01 (f). The operating agency will have the final approval of the proposed facilities to be constructed, prior to the approval of the first building permit. As a condition of approval, staff recommends that the BPIS off-site pedestrian and bicycles exhibit is included as part of the final certified DSP plan set.

In regards to the PPS recommended condition #7, as part of the initial DSP submission staff continued to expressed concerns about the potential queuing of vehicles along Harry S. Truman Drive given the single access connection to the site and parking spaces provided along the driveway. The parking spaces along the drive aisle will be used to provide temporary parking for ride share and delivery vehicles. As expressed in the findings of the PPS application, staff was concerned that the frequency and rate of vehicles accessing the temporary parking spaces will impede the operations of the single point of access to the garage facility which will result in queues along Harry S Truman Drive. The applicant did not submit the queueing analysis requested in the PPS condition, but on May 17, 2022, the applicant submitted an alternative site layout which showed the relocation of the temporary spaces along the drive aisle into the garage structure. The conceptual site layout alternative is provided in Attachment I. This modification to the site will eliminate potential vehicle stacking onto Harry S. Truman and will reconfigure the entrance to the garage to provide designated spaces for temporary pickup/drop-off inside the garage while relocating the gate access to separate the temporary parking spaces from the general residential parking area. The alternative site layout also includes one handicap accessible parking spaces that will be provided outside of the garage to allow convenient parking for paratransit vehicles to access the ground floor retail portion of the development. Staff finds that the modification as shown on the alternative site layout sheet (Attachment I) eliminates the concern for queuing and therefore satisfy recommended condition #7 of the pending PPS application. As a condition of approval, staff recommends that the applicant further refine the alternative site layout plan to include an

additional accessible parking space along the drive aisle and include the modifications shown on the alternative site layout plan as part of the DSP at time of certification.

Master Plan Compliance

Master Plan Roads

The subject site is along Harry S. Truman Drive (A-38/C-346) which has an 80-foot ultimate right-of-way established with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The ultimate right-of-way is accurately displayed on the plan sheets. The subject property also has frontage along Largo Drive West, which is not designated as master plan roadways. Main access to the site is proposed along Harry S. Truman Drive.

Master Plan Pedestrian and Bicycle Facilities

This application is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The subject property fronts the recommended master planned bicycle lane along Harry S. Truman Drive.

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

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

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

This development is also subject to 2013 *Approved Largo Town Center Sector Plan*, which also proposes bicycle lanes along Harry S. Truman Drive. The following design standards are recommended beginning on page 63

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

Comment: Per the Department of Public Works and Transportation (DPW&T), Harry S. Truman

and Largo Drive West will be converted into a two-way street that will include bicycle lanes along the north side of Harry S. Truman and south side of Largo Drive West. The submitted plan sheets include an eight-foot-wide sidewalk along the frontages of Harry S. Truman and Largo Drive West. The proposed development also includes designated space for long-term bicycle parking within the multifamily building. Short term parking consists of two inverted u-style bicycle racks near the building entrance and near the proposed retail. A crosswalk is also shown connecting the site to the sidewalk along the pedestrian island at the western intersection of Harry S. Truman and Largo Drive West. As previously mentioned, staff recommends that additional crosswalks be provided crossing all vehicular access points. The proposed and recommended facilities support the policies strategies of the MPOT and sector plan.

Zoning Ordinance Compliance

Amendment of Approved Development District Overlay Zone

The property is also subject to the Development District Standards per the area sector plan. Modifications to the standards are permitted pursuant to Section 27-548.25. The standards related to pedestrians and bicycles, applicable to the site, included in the sector plan are the following (pg. 43, 143):

- Harry S. Truman and Largo Drive West transformed from four-lane, one-way street into a four-lane, two-way street with bike lanes and parking. Also recommends Largo Drive West should also be converted to four-lane, two-way street.
- Six to ten-foot-wide pedestrian zone, 8-foot-wide tree zone

Comment: DPW&T has a future Capital Improvement project for the reconfiguration of Harry S. Truman Drive and Largo Drive West that will conform to the recommendations of the Development Overlay standards. The submitted plans include an eight-foot-wide tree zone, with an 8-foot-wide sidewalk along the entire building frontage.

Access, Circulation and Parking

The site has one access point along Harry S. Truman Drive. The applicant described topography issues that would not allow a second access point to the garage via Largo Drive West. The site plan proposes a 30-foot-wide driveway as the primary access to the site. The proposed development has a parking maximum stipulation of 357 parking spaces, based on the unit quantity and retail square footage to which 320 are being proposed. The development also requires one loading space and is shown along Largo Drive West. Staff find that the vehicular circulation depicted in the latest site plan conforms to the design guidelines of the zoning ordinance, pursuant to Section 27-283 and 27-274.

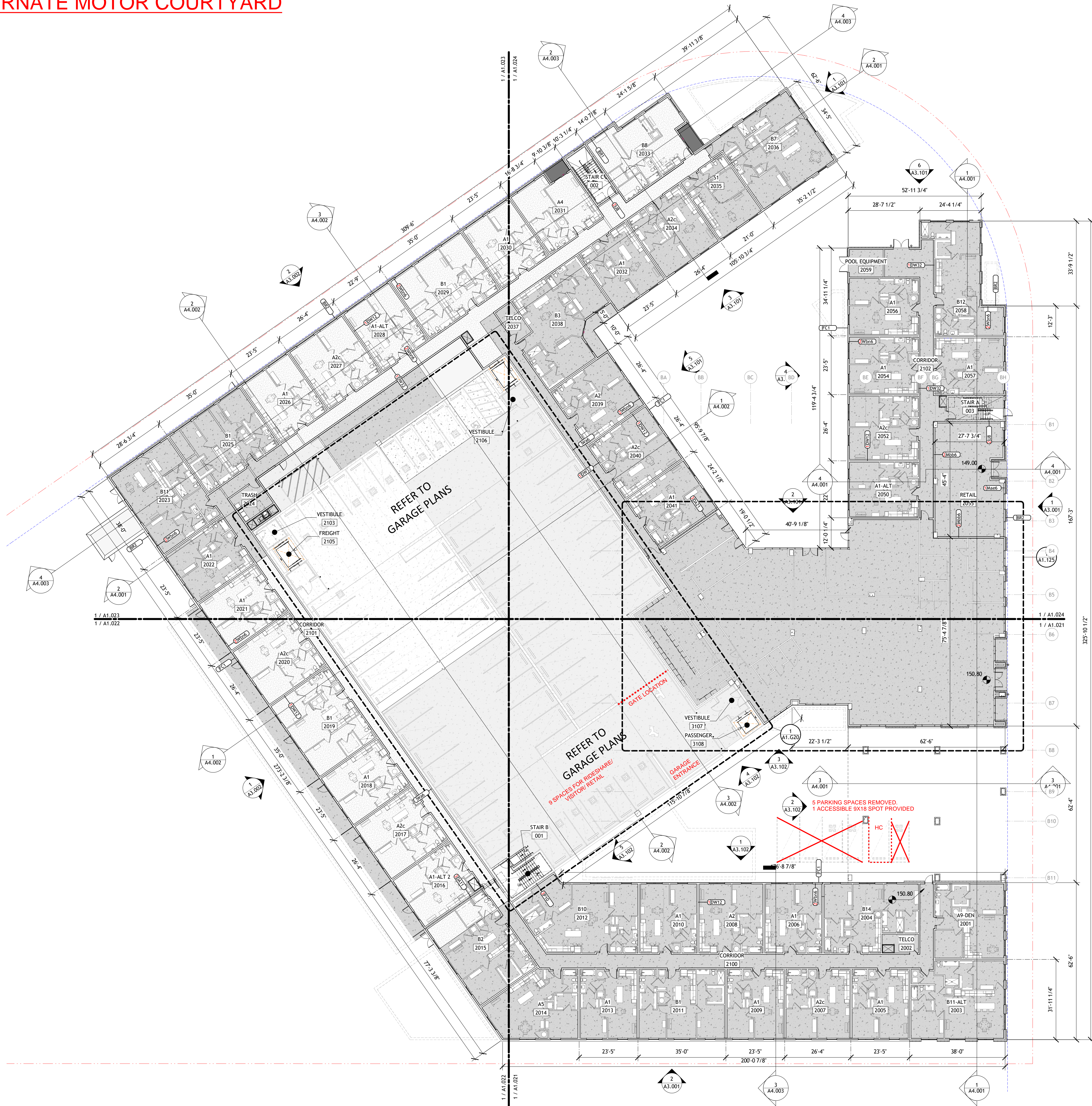
Transportation Planning Review:

Based on the findings presented above, staff does not object to the proposed modifications and concludes that the site access and circulation of this plan is acceptable and meets the findings required by Subtitle 27 for a site plan for transportation purposes and conforms to the 2013 *Approved Largo Town Center Sector Plan* if the following conditions are met:

1. Prior to the certification of detailed site plan:

- a. The applicant shall modify the DSP to reduce the number of parking spaces along the drive aisle to two accessible parking spaces only, provide nine temporary use parking spaces inside of the garage and relocate the gate access further into the garage structure to separate the temporary parking with the general residential parking area as shown in the alternative site layout plan provided in Attachment I. The DSP shall also include detailed profiles of the temporary signage
- b. The applicant shall provide continental style crosswalks along all vehicular access points.
- c. The applicant shall include BPIS off-site pedestrian and bicycle exhibit as a plan sheet apart of the detailed site plan.

ALTERNATE MOTOR COURTYARD



- GENERAL FLOOR PLAN NOTES**
1. ALL PLAN DIMENSIONS ARE TO FACE-OF-STUD UNLESS NOTED OTHERWISE
 2. WALL TAGS IN OVERALL BUILDING & PARTIAL BUILDING PLANS SUPERCEDE WALL TAGS IN UNIT PLANS
 3. REFER TO LIFE SAFETY (G1 SERIES) FOR EGRESS AND FIRE PROTECTION INFORMATION
 4. REFER TO ENLARGED UNIT PLANS (A5 SERIES) FOR DETAILED UNIT INFORMATION
 5. REFER TO ELEVATIONS FOR WINDOW AND STOREFRONT TAGS

FLOOR PLAN KEYNOTES

UNIT MATRIX SCHEDULE - LEVEL 2

UNIT TYPE	UNIT COUNT
UNIT A1	15
UNIT A1-ALT	2
UNIT A1-ALT 2	1
UNIT A2	2
UNIT A2c	7
UNIT A4	1
UNIT A5	1
UNIT A9-DEN	1
UNIT B1	4
UNIT B2	1
UNIT B3	1
UNIT B7	1
UNIT B8	1
UNIT B10	1
UNIT B11	1
UNIT B11-ALT	1
UNIT B12	1
UNIT B14	1
UNIT S1	1
UNIT COUNT LEVEL 2: 44	

PARKING SPACES LEVEL 1

PARKING SPACE TYPE	PARKING SPACE WIDTH	PARKING SPACE LENGTH	PARKING SPACE COUNT
8X16 (COMPACT) 90 DEGREES	8'-0"	16'-6"	106
9X18- 90 DEGREES	9'-0"	18'-0"	206
ACCESSIBLE (60' ACCESS) 9X18	9'-0"	18'-0"	6
VAN ACCESSIBLE (96' ACCESS) 9X18	9'-0"	18'-0"	2

ARCHITECTS NAME
ARCHITECTS AR NUM 2016/XX/XX

PROJECT #: 121051
DRAWN BY: JM
CHECKED BY: Checker

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No.	Description	Date
	SCHEMATIC DESIGN	03.18.22
	50% DD	03.18.22
	100% DD	04.08.22
	INTERIM PRICING	05.09.22

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LARGO TOWN CENTRE W. PARCEL
9300 LARGO DRIVE WEST
UPPER MARLBORO, MD
20774

GATEWAY MERCHANT BANKING

SHEET TITLE:
**BUILDING PLAN-
LEVEL 2**

SHEET NUMBER:
A1.020

05-09-2022





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Countywide Planning Division
 Environmental Planning Section

301-952-3650

May 16, 2022

MEMORANDUM

TO: Henry Zhang, Planner IV, Urban Design Section, DRD

VIA: Thomas Burke, Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MAR*

SUBJECT: **Largo Parcel O (ETOD); DSP-21049 and TCP2-014-2022**

The Environmental Planning Section (EPS) has reviewed Detail Site Plan (DSP-21049) and Type 2 Tree Conservation Plan (TCP2-014-2022), received on April 21, 2022. Comments were delivered to the applicant at the Subdivision and Development Review Committee (SDRC) meeting on April 29, 2022. Revised plans were submitted in response to these comments by the applicant and logged in for review on May 12, 2022. The EPS recommend approval of DSP-21049 and TCP2-014-2022, subject to the conditions found at the end of this memorandum.

BACKGROUND

The EPS previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
SDP-9708	TCP2-51-97	Planning Board	Approved	7/24/1997	97-211
DSP-07009	TCP2-51-97-01	Planning Board	Approved	9/18/2008	08-136
NRI-201-2021	N/A	Staff	Approved	2/8/2022	N/A
4-21060	TCP1-010-2022	Planning Board	Pending	Pending	Pending
DSP-21049	TCP2-014-2022	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of this DSP and TCP2 for the construction of a multifamily building with a parking garage. The current zoning for this site is Regional Transit-Oriented, High-Intensity-Core (RTO-H-C); however, the applicant has opted to apply the zoning standards to this application that was in effect prior to April 1, 2022. The prior zone for this site was Mixed-Use Infill (M-U-I).

Grandfathering

The project is subject to the environmental regulations contained in prior Subtitles 24, 25, and 27, that came into effect on September 1, 2010, because the project is subject to Preliminary Plan of Subdivision (PPS) 4-21060.

Review of Previous Cases

Preliminary Plan of Subdivision 4-21060 has been reviewed by staff, and is pending approval by the Planning Board. There were no major environmental issues identified with the PPS.

ENVIRONMENTAL REVIEW

Natural Resource Inventory/ Environmental Features

A Natural Resource Inventory, NRI-201-2021, was approved on February 8, 2022, and is provided with this application. There are no regulated environmental features (REF) or specimen trees located on this site. The TCP2 and the DSP show all the required information correctly in conformance with the NRI. No additional information is required regarding the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved TCPs. This Parcel had previously been graded under TCPII-51-97. A Type 2 Tree Conservation Plan, TCP2-014-2022, was submitted with the DSP application and a revised TCP2 was submitted on May 12, 2022. A new TCP2 number has been assigned since there is a new PPS for this property. The worksheet on the TCP2 is based on the original area of woodlands provided on-site with TCPII-51-97.

According to the worksheet, the overall site is 10.66 acres within the M-U-I Zone. A total of 9.29 acres of existing woodlands are on the net tract. The site has a woodland conservation threshold (WCT) of 1.56 acres, or 15 percent of the net tract, as tabulated. The woodland conservation worksheet proposes the removal of 9.06 acres of woodland in the net tract area, and removal of 0.87-acre of woodlands off-site, for a woodland conservation requirement of 5.70 acres. The TCP2 shows this requirement will be met with 0.19-acre of woodland preservation, 0.50-acre of reforestation, and 5.01 acres of off-site woodland conservation credits. The woodland conservation worksheet on the submitted TCP2 is incorrectly showing the gross tract area, the off-site impact, the woodland conservation requirement, and the off-site mitigation requirement.

The TCP2 plan requires technical corrections to be in conformance with the WCO. These revisions are specified in the recommended conditions below.

Soils

The predominant soil found to occur, according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include the Collington-Wist-Urban land complex and Urban land-Collington-Wist complex. Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

Specimen, Champion, or Historic Trees

There are no specimen, champion, or historic trees located on this site.

Preservation of Regulated Environmental Features/Primary Management Area

There are no REF or primary management area (PMA) located on this site.

Stormwater Management

An unapproved stormwater management (SWM) concept plan was submitted with this application. The unapproved SWM concept plan shows the use of multiple micro-bioretenion facilities and the use of an existing stormwater pond that is on-site. The SWM concept is pending approval with the Department of Permitting, Inspections and Enforcement (DPIE) under case number 173-2022. The SWM concept must be approved and be consistent with the TCP2 prior to Planning Board approval per Sec. 24-290.01(a)(6).

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS recommend approval of DSP-21049 and TCP2-014-2022, subject to the following recommended findings and conditions.

Recommended Findings:

1. There are no specimen trees on this site.
2. The property does not contain any regulated environmental features.

Recommended Conditions:

The Environmental Planning Section recommend approval of Detail Site Plan (DSP-21049) and Type 2 Tree Conservation Plan (TCP2-014-2022), subject to the following conditions:

1. Prior to signature approval of the DSP, the TCP2 shall be revised as follows:
 - a. Correct the woodland conservation worksheet to reflect the gross tract on-site without the off-site impacts. The off-site impact amount shall be placed under the off-site impact column.
 - b. Revise the worksheet to correctly reflect the woodland conservation requirement for the site, and how it is being fulfilled.
 - c. Correct the amount of off-site mitigation required in the note below the worksheet.
 - d. Have the revised plan signed and dated by the qualified professional preparing the plan.
2. Prior to Planning Board approval of the DSP, submit an approved stormwater concept plan showing the same layout as the DSP and TCP2.

If you have any questions, please contact Mary Rea by email at mary.rea@ppd.mncppc.org, or call 301-952-3661.



MEMORANDUM

DATE: May 18, 2022

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

VIA: Dominic Quattrocchi, Planner Supervisor *DQ*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

FROM: Edward Holley, Planning Technician III *EDH*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-21049, Largo Parcel O**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this detailed site plan (DSP) for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is seeking approval of a DSP for a mixed-use multifamily development with 269 dwelling units and 1,990 square feet of retail commercial space in accordance with the applicable provisions of Subtitle 27 of the Prince George's County Code and 2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment Transit-Oriented Development (Largo Town Center TOD).

BACKGROUND:

This 3.66942-acre property is located in the southeast quadrant of the intersection of Largo Drive West and Harry S. Truman Drive. The site is zoned Regional Transit-Oriented, High-Intensity-Core (RTO-H-C); however, is being reviewed under the previous Mixed Use-Infill (M-U-I) and is subject to the recommendations of the Largo Town Center Sector Plan.

Preliminary Plan of Subdivision (PPS), 4-21060, is scheduled for review by the Planning Board on June 2, 2022. The PPS requests approval for a mixed-use building consisting of 269 multifamily dwelling units and 1,1992 square feet of retail commercial space. The PPS shows mandatory dedication of parkland to be addressed with onsite recreational facilities, which DPR staff has found acceptable for this site.

DISCUSSION:

The Sector Plan recommends development of private recreational amenities within highly-urbanized areas such as the Largo Town Center. The Sector Plan recognizes that good open space does not have to be publicly owned. The Sector Plan has recommended strategies to address the needs for future public parkland and recreational facilities. These include:

- Short-term - complete the amenities at the Largo Town Center Park
- Mid-term - develop the recreational amenities at Woodmore Towne Centre at Glenarden. This park is master-planned and will be built by the Woodmore Towne Center developer.
- Long-term - renovate and expand the Lake Arbor Community Center and add small urban parks and green spaces within the new urbanized development within the Largo Town Center sector plan area (these public open spaces may not be publicly owned).

Pursuant to Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for adequate on-site recreational facilities.

At the time of PPS review, DPR staff concurred with the applicant's proposal for onsite recreational facilities and has determined that the applicant meets the minimum threshold for onsite recreational facilities.

Yoga lawn, outdoor grilling stations, courtyard with a swimming pool, social seating areas, kids seating areas, shade structures with heaters and an indoor fitness center comprise the programmatic areas shown on this DSP.

RECOMMENDATION:

The Park Planning & Development Division of DPR offers no objection to Planning Board approval of Detailed Site Plan DSP-21049 for Largo Parcel O.

The Urban Design Section staff shall review the on-site recreational facilities for adequacy and proper siting and establish triggers for timing of construction.

C: Bridget Stesney
 Christian Gabriel



Division of Environmental Health/Disease Control

Date: April 1, 2022

To: Henry Zhang, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-21049, Largo - Parcel O (ETOD)

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

1. Health Department permit records indicate there are approx. 10 existing carry-out/convenience store food facilities and one markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.
2. An application must be submitted to the Department of Permits Inspection and Enforcement (DPIE) Plan review department for the proposed swimming pool. Their offices are located at 9400 Peppercorn Place, Largo, Maryland 20774. For questions, contact their offices at 301-636-2000.
3. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
4. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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



Angela Aboobrook
County Executive

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Division of Environmental Health/Disease Control



Angela Absobrooks
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**STATEMENT OF JUSTIFICATION
DETAILED SITE PLAN DSP-21049
LARGO STATION
EXPEDITED TRANSIT ORIENTED DEVELOPMENT
REVISED May 2, 2022**



APPLICANT

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APPLICANT

The applicant for this Detailed Site Plan is Gateway Merchant Banking ("Gateway"). Gateway is a New York based development company. The principals of Gateway have developed over 2,000 apartment units. In addition, the principals of Gateway have completed more than \$10 billion of capital markets transactions. Gateway has created a dynamic design-build team which includes Niles Bolton Associates and Clark Builders Group. Niles Bolton is an architectural firm founded in 1975. Over the years, they have designed over 750,000 apartment units and have active projects in 48 states. Clark Builders Group is an Arlington, Virginia based construction company with an unsurpassed portfolio of urban, infill, multi-housing projects. The strength of this team has resulted in award winning projects. A most recent example is Trellis House located in Washington D.C. Gateway proposes to bring this outstanding partnership of equity, design and construction expertise to Largo Town Center.

The owner of the property forming the subject matter of this application is BE Largo Parcel O LLC ("Berman"), an affiliate of Berman Enterprises. Berman has extensive development and property management experience in Prince George's County.

SUBJECT PROPERTY

The property forming the subject matter of this application is a 3.66942 acre parcel of land designated as Parcel "O", Largo

Center West subdivision, as per plat thereof recorded among the Land Records of Prince George's County, Maryland in Plat Book VJ 180 at Folio 35 (the "Subject Property"). A copy of the Final Plat of Subdivision is marked Exhibit "A" and attached hereto. This plat was recorded in December of 1987.

The subject site was originally approved under Preliminary Plan of Subdivision, 4-79179, which was recorded in Plat Book NLP 115, Plat 14. The record plat was recorded after October 27, 1970. However, at the time the subdivision was approved, it was zoned E-I-A and no residential development was proposed at that time. Under current policies, a new preliminary plan of subdivision will be required to evaluate the proposed change in use. A preliminary plan of subdivision will be filed prior to, or concurrent with, the instant Detailed Site Plan.

DEVELOPMENT AND ZONING HISTORY OF PROPERTY

The Subject Property is located in an area bounded by Harry Truman Drive, Central Avenue, the Capital Beltway and the WMATA subway overpass, consisting of approximately 70 acres. This land was zoned R-R until 1978, when the property was placed in the C-0 zone by the adoption of the Largo-Lottsford Sectional Map Amendment. Development of an office park known as The Woodlands began. In 1988, 40 acres, including the Subject Property, were rezoned to the E-I-A zone pursuant to Zoning Map Amendment A-9682. The goal of the rezoning was to attract flex-tech and R&D

businesses to the area. On the 70 acre assemblage, four buildings were constructed in either the C-O zone or the E-I-A zone, a hotel (Parcel E-1, "Largo Centre West", PB 132 Plat 34), an office building Parcel D, "Largo Centre West", PB 135 Plat 69), a paper company (Parcel M, "Largo Centre West", PB 135 Plat 69) and the USBI warehouse (Parcel N, "Largo Centre West" Subdivision PB 180 Plat 35).

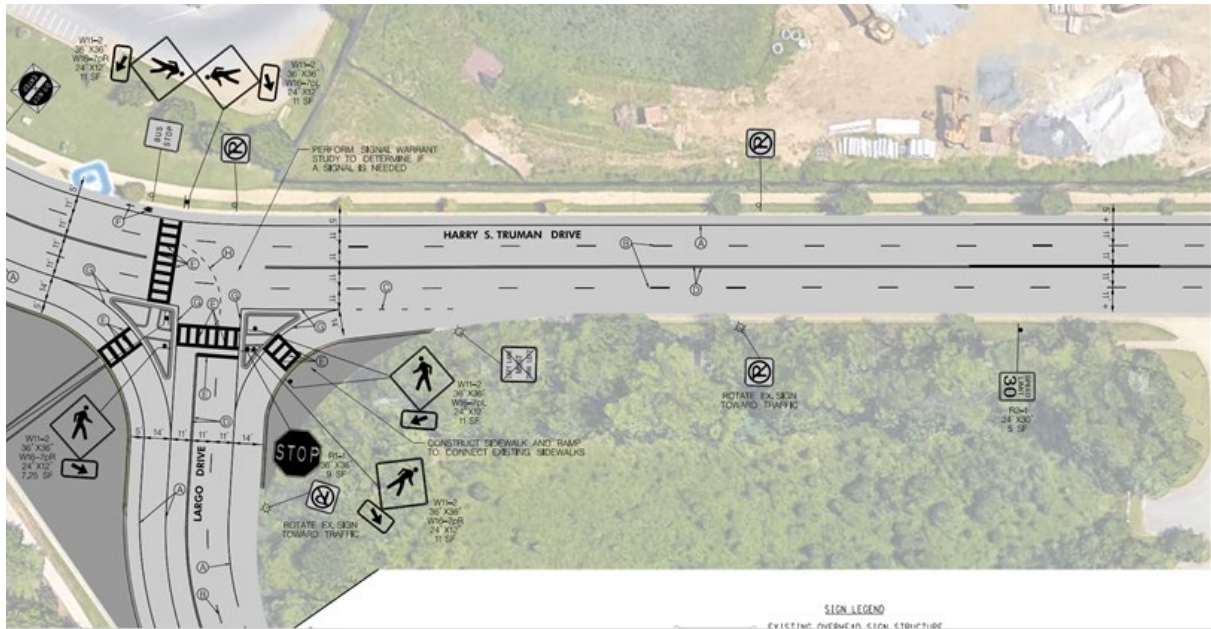
The USBI warehouse on Parcel N abuts the Subject Property. This warehouse was constructed in or about 1998. As part of the development of the warehouse, the majority of the Subject Property was also graded and a stormwater management pond was constructed on the Subject Property. The stormwater management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

In 2004, the entire 70-acre area was rezoned to the M-U-I zone with the adoption of the Largo Town Center Sector Plan. Parcel F (Largo Centre West, PB 180 Plat 35) was designated in the Sector Plan as a preferred residential parcel. The Sector Plan did not recommend or require a specific use or mix of uses

for any of the other properties. Since the adoption of the DDOZ, only the parcel recommended for residential development within the larger 70 acres area, Parcel F, has been developed. Parcel F is now improved with a multifamily residential building with 242 dwelling units. Obviously, the development of the Subject Property is influenced by this facility.

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

Application that a County Improvement Project has been established to convert both roads to allow for two-way traffic and that the project will commence shortly. A copy of the modification along the property frontage is shown below:



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

In 2008, Detailed Site Plan DSP-07009 was filed and approved for the Subject Property for the development of two office

buildings, each containing 100,000 square feet. At that time, no preliminary plan of subdivision was required since the property was previously subdivided post 1970. The detailed site plan remained valid until December 31, 2021, but the recession and later market developments impacted the ability to proceed with office development.

SURROUNDING AREA AND NEIGHBORHOOD

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

DEVELOPMENT PROPOSAL

As noted earlier, the Subject Property is presently unimproved, with the exception of the stormwater management pond constructed years ago. The Detailed Site Plan for which approval is being sought seeks authorization to construct a mixed use, predominantly residential development with 269 dwelling units and 1990 square feet of retail commercial. The main lobby entrance, building amenity space and the retail component will be located on and face Harry S. Truman Drive. Parking will be provided in a parking garage which is integrated into the site and which is lined by buildings such that it is not visible from the public realm. The only entrance to the garage will be from Harry S. Truman Drive. Early project drawings attempted to provide a second entrance to the garage from Largo Drive West, but the topography of the site proved to be too difficult and only a single access is now proposed. There is a curb cut on Largo Drive West for to access a loading/service area in the southwest corner of the building. There will be one courtyard that will include the exterior building amenities, including a pool.

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

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

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

COMPLIANCE WITH SECTOR PLAN AND ZONING ORDINANCE PROVISIONS

In 2012, the Prince George's County Council, sitting as the District Council ("District Council") initiated a process for the

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

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

Largo Town Center SMA superimposed a DDOZ over the entire Sector Plan area.

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

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

Since the adoption of the Sector Plan, the County has seen the opening of the regional hospital center, bringing the major institutional use envisioned by the Sector Plan. In addition, RPAI has obtained Detailed Site Plan approval (DSP-17038) for the redevelopment of the Boulevard at the Capital Center, which includes 353,500 square feet of new commercial development in addition to 130,000 square feet of existing commercial. This development focuses retail activity near the Metro Station.

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

It should be noted that the Sector Plan supports an amendment to the Zoning Ordinance to not require ground floor retail in order to achieve the desired residential densities which are encouraged, and discourages retail uses outside the Core. However, the Zoning Ordinance still requires a commercial component to achieve the residential density proposed in this application. The applicant submits that the modest amount of commercial space proposed is appropriate. Map 18 on Page 65 shows areas where ground floor retail is encouraged outside the

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

The Sector Plan includes recommended building heights. A map depicting the building heights for all parcels within the Sector Plan area appears on page 23 of the text document as initially adopted by the District Council. However, due to certain discrepancies between the adopted maps and text of the Sector Plan, the District Council approved a minor amendment of the Sector Plan to clarify the minimum and maximum heights. The minor amendments were implemented pursuant to the adoption of CR-46, 2016. Included therewith was revised Map 31.2 showing the

minimum and maximum heights in the TOD Core/Southwest Quadrant.

Map 31.2: TOD Core Building Heights



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

As depicted above, the minimum height for the Subject Property was confirmed as six stories. As noted above, the proposed development conforms to the minimum six story height requirement.

Pursuant to the provisions of Section 27-548.19 of the Zoning Ordinance, in the DDOZ any new development is subject to the approval of a detailed site plan by the Planning Board pursuant to the provisions of Part 3, Division 9 of the Zoning Ordinance. Pursuant to Section 27-548.23(a) of the Zoning Ordinance, Development District Standards are authorized to be

imposed as part of a DDOZ. The purpose of Development District Standards in each DDOZ is to allow flexibility in the development review process. It is intended that the Development District Standards will "foster high quality development through application of design guidelines and standards which promote the purposes" of the Sector Plan. Pursuant to this enabling legislation, the Largo Town Center Sector Plan, as adopted and approved by the District Council, included Development District Standards which govern all development in the DDOZ.

DEVELOPMENT DISTRICT STANDARDS

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

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

If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall

find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

In essence, the Planning Board, and if applicable the District Council, may allow modifications to the Development District Standards upon finding that the alternate standard being proposed by the applicant will benefit the individual development being proposed and will not substantially impair the Sector Plan recommendations. The applicant submits that the amendments to the Development District Standards requested in this case meet the requirements of Section 27-548.24(c) as cited above. Each modification is numbered separately and discussed individually below.

Amendments To Development District Standards

1. Street Design Criteria (P. 43)

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

The Sector Plan recommends that both Harry S. Truman Drive and Largo Drive West be converted from one-way roads to two-way

roads (see Page 72-73). In fact, the Sector Plan states as follows:

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

The existing cross section of both roadways does not include bike lanes or parallel parking. The Applicant is not proposing to alter the existing cross section due to the limited frontage the Subject Property has on each road. Therefore, to the extent that the existing cross section varies from the Street Design Criteria, an amendment is requested. Of course, any modifications to the existing street cross section are subject to the approval of the Department of Permitting, Inspections and Enforcement ("DPIE"). The Applicant will be required to make any improvements to that roadway required by DPIE.

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

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

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

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

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

Parcel O is a triangular shaped site that lies between Harry S. Truman Drive and Largo Drive West. The site presents

substantial topographical challenges, providing an opportunity for a contemporary urban gateway design. Largo Station is designed to meet the pedestrian at the public realm with a scale and materiality that is inviting and urban in nature, while maintaining the massing and form requirements of the Sector Plan and the contextual integrity of the neighboring properties. The building design expresses a sophistication and level of aesthetic quality using high-quality materials to promote a luxury multifamily community and to promote a high level of design for the Largo Town Center and the TOD Core.

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

gateway corner. At the convergence, the building opens to a grand stair that will allow residents a direct connection to the Transit station across Harry S. Truman and allow sun into the amenity courtyard.

The Largo Drive West Façade is 5 and 6 stories in height, and the design is grounded by a heavy brick base and large windows at the level 1 residential to express a consistent rhythm that relates to the Harry S. Truman Façade. A strong horizontal band is atop the base to provide a transition to a lighter cementitious and brick upper. The upper portion of the building is designed to have a contemporary mix of cementitious siding, cementitious panel, and brick, and the window and material rhythms which are complementary to the Harry S. Truman façade along Largo Drive West. Cementitious panels are introduced above the base, whereas the standard allows cementitious siding or panels at the fourth-floor level. The variations in building materials, variations in building heights, building recesses and balconies and the unique shape of the Subject Property all result in a building with tremendous visual interest. Allowing for the introduction of cementitious siding at the third, rather than the fourth level, is a minor amendment which does not in any way impair the integrity of the Sector Plan.

With the exception of the two minor amendments outlined above, the proposed development conforms to the Development

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

ZONING ORDINANCE SITE PLAN CRITERIA

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

REQUIREMENTS FOR EXPEDITED TRANSIT ORIENTED DEVELOPMENT

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

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

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

RESPONSE: The proposal is pursuant to the definition found in Section 27-107.01(a) (242.2) (B): "(B) for a constructed Washington Metropolitan Area Transit Authority ("WMATA") Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform." The Subject Property is located entirely within one-half mile of the Largo Metro Station and therefore, the application is subject to Section 27-290.01.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE: This applies to the County.

(8) All proposed Expedited Transit-Oriented Development Site Plan Applications shall comply with the informational mailing prescriptions set forth in Division 1, Part 3 of this Code and shall be expressly designated in the mailing as an Expedited Transit-Oriented Development Project. In addition, at the time an Expedited Transit-Oriented Development Site Plan Application is filed, the applicant shall provide written substantiation of outreach efforts to garner public input, to include any civic association registered with the Planning Board for the area where the project is located and any municipality within a one-mile radius of the Expedited Transit-Oriented Development Project.

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

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

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

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

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

(B) Reducing auto dependency and roadway congestion by:

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

RESPONSE: The proposed development is within walking distance of the new regional medical center and proposed retail. Its proximity to the Metro station will also ensure that multiple trip purposes can be accomplished without utilizing an automobile, thereby reducing auto dependency and roadway congestion.

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

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

the streets, creating an attractive, urban pedestrian oriented space.

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

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

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

RESPONSE: Bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The Subject Property conforms to the block sizes and street grids set forth in the Development District Standards of the Sector Plan. The building design and location close to the street will create a pedestrian scale block consistent with vision of the Sector Plan.

(E) Creating pedestrian-friendly public spaces; and

RESPONSE: The building has been designed with a landscaped grand stair entrance into the amenity courtyard. This area, located at

the corner of Harry S. Truman Drive and Largo Drive West, creates a pedestrian friendly space and enhances the existing streetscape. The existing stormwater management facility will also be enhanced, to the extent allowed by DPIE, with landscaping and seating to allow it to serve as a pedestrian amenity.

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

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

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

RESPONSE: The proposed building includes both residential and commercial uses. The proposed commercial component is small given the proximity to the new retail commercial development proposed adjacent to the regional hospital. However, the growing population of the Southwest quadrant as well as the proximity of the Metro Station will support a small commercial space and enhance the streetscape.

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

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

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

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

RESPONSE: The section of Subtitle 27A, states:

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

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

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

RESPONSE: The applicant has been careful to design the building to meet the Development District Standards found in the Largo

Town Center Sector Plan. These Development District Standards have been discussed fully earlier in this Statement of Justification.

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

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

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

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

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

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

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

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

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

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

RESPONSE: The Subject Property was previously graded and a stormwater management pond constructed under prior development proposals for abutting land. The impact on the natural environment will be evaluated under current standards with the processing of the preliminary plan of subdivision and this DSP. The development of the Subject Property will be in accordance with a new Site Development Concept Plan and will utilize best

practices for environmental site design. In addition, the Applicant intends to seek LEED Certification for the building.

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

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

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

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

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land

should be clearly public or private—in public view and under surveillance or private and protected from view.

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

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

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

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

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

DETAILED SITE PLAN REQUIREMENTS

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

Section 27-281 - General Purposes of Detailed Site Plans

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

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

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

Plan Prince George's 2036 encourages quality economic development and asks that development make efficient use of existing and proposed infrastructure and that development enhance the quality and character of communities and neighborhoods. The

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

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

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

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

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

municipality or the Prince George's County Redevelopment Authority, which requests the zone.

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

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

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

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

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

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

the Development District Standards for the Subject Property which is located in the Established Communities.

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

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

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

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

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

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

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

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

management pond to allow it to function as a visual amenity as envisioned by the Sector Plan.

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

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

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

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

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

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

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

Section 27-285 - Specific Purposes of Detailed Site Plans

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

Section 27-285(b) :

Required findings.

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

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

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

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

This provision is inapplicable.

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

This provision is inapplicable.

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

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

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

CONCLUSION

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

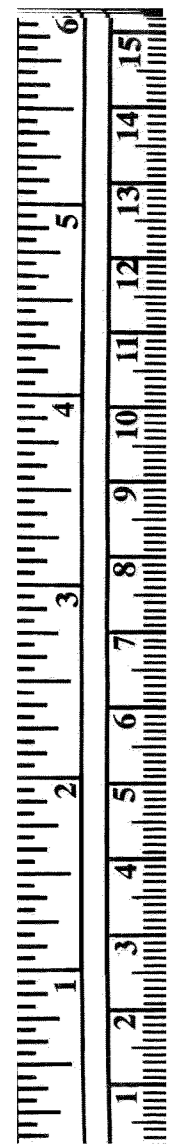
Respectfully submitted,



Thomas H. Haller
GIBBS AND HALLER
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033

6-18-97

V.J. 180-35



SURVEYOR'S CERTIFICATE

I hereby certify that the plat shown hereon is correct;

That it is a resubdivision of 1) Parcel 'G', as shown on a plat of subdivision entitled "Parcel 'G' & Street Dedication of Graden Way and Largo Drive West, Largo Centre West", recorded among the Land Records of Prince George's County, Maryland in Plat Book NLP 104 at Plat No. 27 and 2) a resubdivision of Parcels 'H' and 'I', as shown on a plat of subdivision entitled "Parcels 'C', 'H' and 'I', Largo Centre West", recorded among the said Land Records in Plat Book NLP 115 at Plat No. 14; also being part of the lands conveyed by Shell Oil Company to Largo West Associates, by deed dated December 17, 1984 and recorded among the said Land Records in Liber 6024 at Folio 643.

That the total area included in this plan of resubdivision is 10.6528 acres of land.

5-30-97
DATE

David Stewart Oertly
DAVID STEWART OERTLY
PROFESSIONAL LAND SURVEYOR
MARYLAND No. 10809

OWNER'S DEDICATION

Largo West Associates, a Maryland General Partnership, owners of the property shown hereon and described in the Surveyor's Certificate, hereby adopts this plan of resubdivision, establishes the minimum building restriction lines and grants the public utilities, their successors and assigns, a ten (10) foot public utility easement as shown, subject to "Declaration of Terms and Provisions of Public Utility Easements" recorded among the Land Records of Prince George's County, Maryland in Liber 3703 at Folio 748, and further certifies:

That property line markers will be placed in accordance with Section 24-120 (b)(6)(F)(ii) of the Subdivision Regulations, Prince George's County Code.

That there are no suits, actions, leases, liens, or trusts on the property included in this plat of resubdivision.

5-23-97
DATE

LARGO WEST ASSOCIATES
By: POTOMAC INVESTMENT ASSOCIATES
LIMITED PARTNERSHIP

Donald S. Franco
WITNESS

Donald S. Franco
By: DONALD S. FRANCO, GENERAL PARTNER

NOTES:

- Approval of this plat is predicated upon public water and sewer being available prior to construction.
- This plat is prepared in accordance with Section 24-108(a)(3) of the Subdivision Regulations, Prince George's County Code.

"FOR PUBLIC WATER AND SEWER SYSTEMS ONLY"

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING

APPROVED: June 23, 1997

Cheryl Grenier
WITNESS

Jana Piret
PLANNING DIRECTOR

M.N.C.P. & P.C. RECORD FILE No. 5-97/42

DEPARTMENT OF ENVIRONMENTAL RESOURCES
PRINCE GEORGE'S COUNTY, MARYLAND

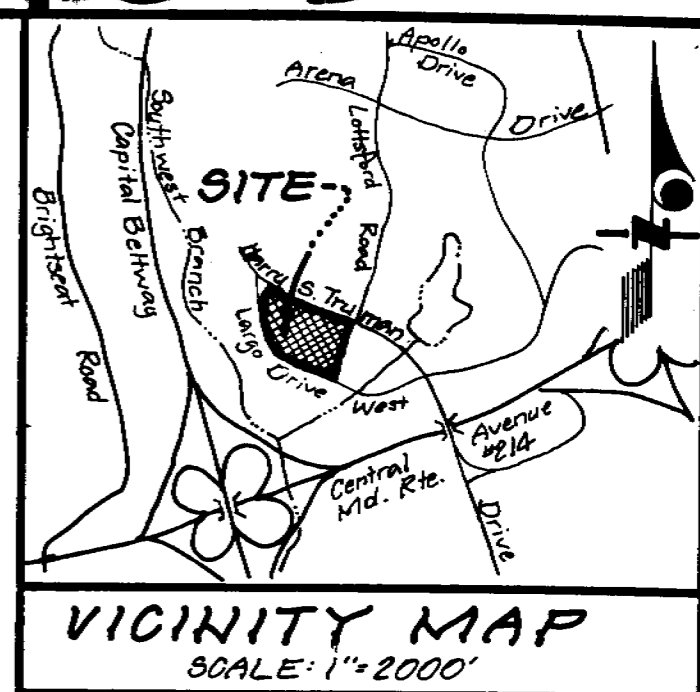
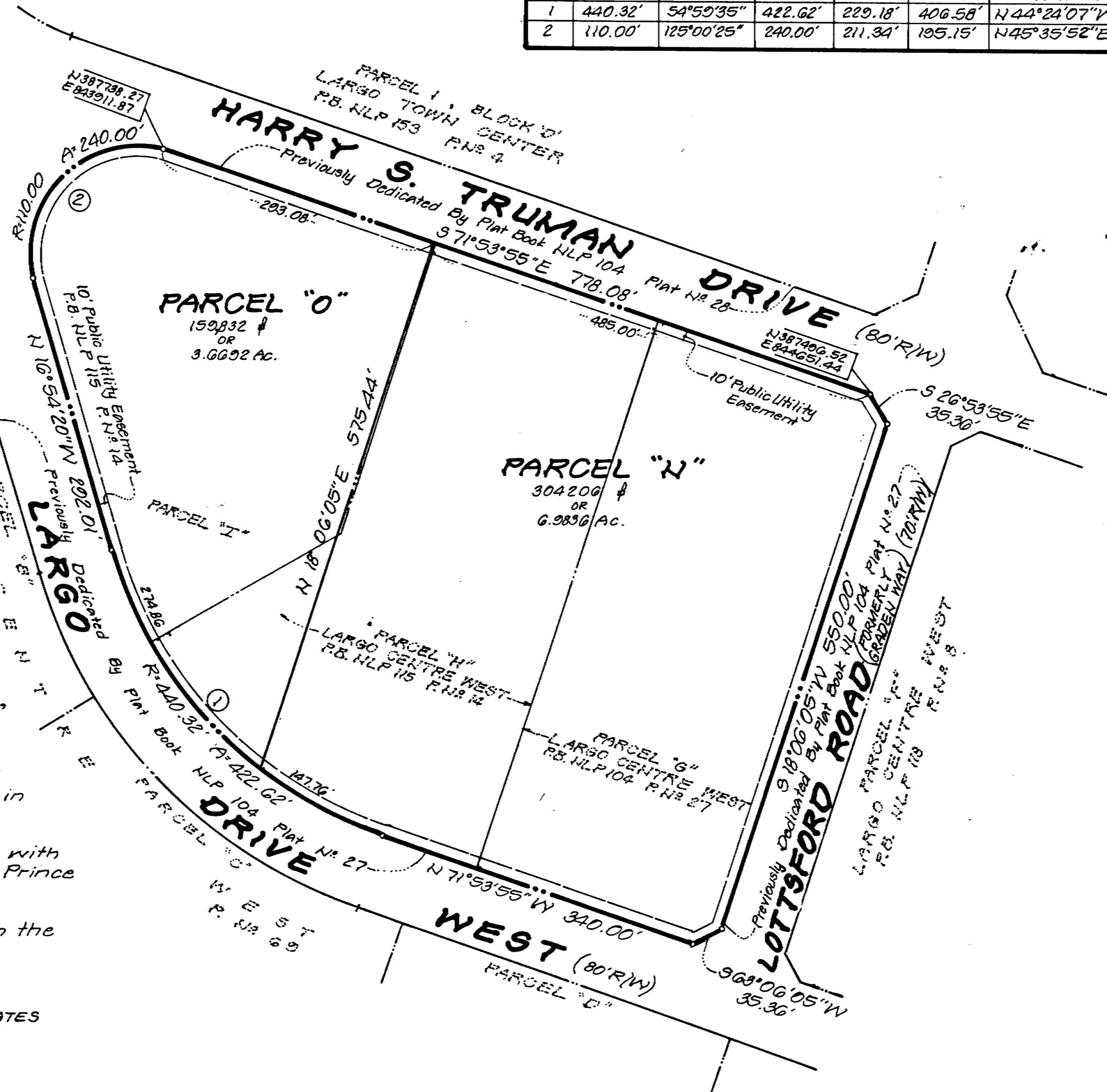
APPROVED: 6-9-97

Atkins
DIRECTOR OR DESIGNEE

RECORDED: 7-10-97
PLAT BOOK: 115, 18
PLAT No.: 35

PRELIMINARY PLAN: EXEMPT

CURVE DATA						
No.	RADIUS	Δ	ARC	TAN.	CHORD	BEARING
1	440.32'	54°59'35"	422.62'	229.18'	406.58'	N 44°24'07"W
2	110.00'	125°00'25"	240.00'	211.34'	195.15'	N 45°35'52"E



FILED

JUL 10 1997
CLERK OF THE CIRCUIT COURT
FOR PRINCE GEORGE'S COUNTY

PARCELS 'N' & 'O'
(BEING A RESUBDIVISION OF PARCELS G, H, & I)
LARGO CENTRE WEST
KENT DISTRICT No. 13
PRINCE GEORGE'S COUNTY, MARYLAND
SCALE: 1"=100'
MAY, 1997

BEN DYER ASSOCIATES, INC.
ENGINEERS - SURVEYORS
ONE METRO PLAZA
8100 PROFESSIONAL PLACE
LANDOVER, MARYLAND - 20785
PHONE: 301-459-9200

67 87
J-G3230
W.O. 40066

EXHIBIT “B”

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

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

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

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

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

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

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

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

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

TOD Core

Additionally, the permitted building heights on the proposed new Regional Medical Center shall be between 5 and 14 stories with ancillary uses on the site, such as utility or service structures, allowed a minimum of 2 stories. Building heights in the remaining TOD core north of Largo Drive West are allowed to range from 6 to 10 stories. Pursuant to a site plan application for development within the TOD core filed, accepted, and permitted prior to December 31, 2016, for property with street frontage along Lottsford Road, Arena Drive, or Harry S Truman Drive or property directly abutting the Capital Beltway right-of-way, an applicant may request a one-story departure (reduction) from the applicable minimum height requirements set forth in the development district standards (see Map 31: Building Heights on page 142) applicable to the development proposal.

1. The percent of building frontage shall be 90–100 percent of block length or individual lot length at the BTL.

Complies. The percent of building frontage is 91%. An exhibit filed with the DSP shows how building frontage was calculated.

2. Building recesses, up to 24 feet back from the BTL are permitted for no more than 25 percent of the required building frontage.

Complies. Building recesses of 24 feet are proposed and the building recess length is 23%.

3. Corner towers or bays may project up to 10 feet forward of the BTL, and other building elements may project up to 4 feet forward of the BTL within the Semi-Private Zone for no more than 25 percent of the required building frontage.

Not applicable.

4. New development shall be prohibited in the environmental regulated area adjacent to the Capital Beltway.

Not applicable. The Subject Property is not located within the environmental regulated area adjacent to the Capital Beltway.

While BTLs determine building front setbacks, other parking, side, and rear setbacks apply as follows, varying by subarea from core to edge.

TOD Core

1. Complies. The proposed side setback is 5 feet minimum to allow the building to be constructed without off site easements and with desired fenestration per building code.

<ol style="list-style-type: none"> 1. Buildings will generally fill out the block and be built to the block perimeter. Side building setbacks are not required by the standards within the TOD core. 2. Buildings shall be set back a minimum of 10 feet from the rear property line. 	<ol style="list-style-type: none"> 2. The Subject Property is a through lot with no rear yard.
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Urban Design Criteria/Building Heights (Page 141)

For new development, building heights are governed by the Building Heights Plan Diagram. (See Map 31: Building Heights on page 142.) Building height is measured in stories, with an ultimate limit in feet measured relative to the main entrance grade elevation. Attic stories do not count against the maximum story limit, however, mezzanines (greater than one-third of the associated story’s floor area), penthouses, and lofts do count against the maximum story limit. (See Map 31: Building Heights on page 142.) Story height is measured between one floor level and the next floor level above or, if there is no floor above, the ceiling or roof above.

<p><i>TOD Core</i></p> <p><i>Buildings shall be at least 6 stories in height, but no greater than 14 stories or 215 feet in height, except pavilions (open-air or enclosed) up to 8,000 square feet or civic buildings that shall be a minimum of 2 stories or 30 feet in height.</i></p>	<p>Complies. The proposed building is six stories in height. While there are variations in building height from 5 to 7 stories, greater than one third of the building floor area is 6 stories.</p>
<p><i>1. For commercial uses, the ground level should have an interior clear height (floor to ceiling) of at least 14 feet contiguous to the BTL frontage, for a minimum depth of 20 feet. The maximum ground-level story height for commercial uses is 22 feet.</i></p>	<p>Complies. The ground floor commercial component has an interior clear height of 14 feet for a minimum depth of 20 feet.</p>
<p><i>2. For residential uses, the ground level should have an interior clear height (floor to ceiling) of at least 9 feet. The maximum ground-level story height for residential uses is 22 feet.</i></p>	<p>Complies. The interior clear height of the ground level residential uses is 9 feet.</p>

<p>3. For all upper stories, the maximum story height should be 18 feet.</p>	<p>Complies. The story height for the upper stories is 9 feet.</p>
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Street Design Criteria (Page 43)
Streets not only provide circulation but also are the community’s primary and most frequently used open space, which should be designed accordingly to serve this purpose with comfortable, shaded sidewalks and plaza areas. Connecting and extending existing streets appropriately is an important component of creating a functioning street grid as discussed in the Recommendations Section. (See Chapter 4. Recommendations for Future Development on page 63.) As existing streets are reconfigured and new streets are built, it is critical that they be designed and constructed as complete streets in order to balance the needs of all users, including pedestrians and cyclists and motorists. Complete streets, or shared-use streets, are designed to provide for transit, pedestrian, cyclist, and private motor vehicle use and may also incorporate innovative stormwater management methods, such as rainwater planters, to address run-off from paved surfaces. (See Figure 11. Complete Streets Diagram below.)

The rights-of-way in the Largo Town Center sector plan area contain travel lanes, dedicated bike lanes, parking, tree zones, and pedestrian zones. The Semi-Private Zone, which abuts the right-of-way, may provide space for café tables, temporary store displays, dooryards, stoops, and porches. New streets and reconstructed streets shall be built in conformance with the following street design criteria as shown in Table 15 below (see Figures 12-16):

Parallel parking is required on all streets with retail frontage. (See Urban Design Criteria— Frontage on page 137 and Map 7: Illustrative TOD Core Concept Plan Diagram on page 24.) Further, parallel parking is encouraged on all area streets, except as noted in Neighborhood Street C (see Figure 16: Neighborhood Street C on page 148) or where unfeasible due to particular site constraints. Parallel parking along the block face shall not count toward the parking maximums for the adjacent development but may be counted towards the parking minimums (if counted, spaces shall be applied to one adjacent development project only). (See Parking Design Criteria on page 165.)

The Subject Property fronts on Harry S. Truman Drive and Largo Drive West. Harry S. Truman Drive is one way from west to east and contains three through lanes and a left turn lane in front of the Subject Property. The turn lane allows traffic to turn onto Largo Drive West, which operates as a one-way road from east to west. In front of the Subject Property are three through lanes and a merge lane (from Harry S. Truman Drive) that turns into a left turn lane at Lottsford Road. The existing roadway does not contain bike lanes or on street parking and is under the jurisdiction of the Department of Permitting, Inspections and Enforcement (“DPIE”). Any roadway improvements will be subject to the jurisdiction and approval of DPIE. To the extent that the existing and future roadway sections do not conform to the street design criteria, an amendment is requested.

AMENDMENT REQUIRED

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

Street Design Criteria | Complete Streets



Figure 14:
Street Type—
Neighborhood
Street A, 2-Way

- 1 Travel Lane
- 2 Dedicated Bike Lane
- 3 Parking (Parallel)
- 4 Tree Zone*
- 5 Pedestrian Zone
- 6 Semiprivate Zone

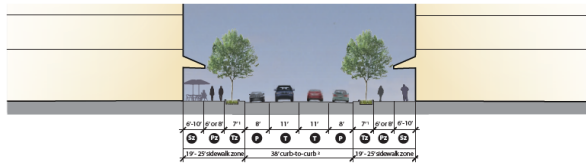


Figure 15:
Street Type—
Neighborhood
Street B, 2-Way

- 1 Travel Lane
- 2 Parking (Parallel)
- 3 Tree Zone*
- 4 Pedestrian Zone
- 5 Semiprivate Zone

*Tree Zone shall be a minimum 7' wide, may increase to 10' to accommodate site conditions.
*Additional turn lanes may be added at intersections if required by traffic studies.

As noted, Harry S. Truman is designated as Neighborhood Street Type A and Largo Drive West is designated as Neighborhood Street Type B. However, the sections depicted in the Sector Plan are for 2-way streets. Both streets currently operate as 1-way streets and therefore the cross sections are not applicable. Both rights of way are 80' in width with 52' of pavement. The distance from the curb to the property line is 14', which includes a 4' sidewalk and 10' lawn panel.

For Street Type A, the sidewalk zone is 21' in width consisting of the following:

- 7' Tree Zone required, 8' proposed.
- 8' Pedestrian Zone, 8' proposed.
- 6' Semiprivate Zone, 9' proposed.

For Street Type B, the sidewalk zone is 25' wide consisting of the following:

- 7' Tree Zone, 8' proposed.
- 6'-8' Pedestrian Zone, 8' proposed
- 6'-10' Semiprivate Zone, 9' provided

Crosswalks

1. All new street intersections shall have crosswalks to existing sidewalks or new sidewalks except in situations where there is no traffic control device.
2. Crosswalks throughout the TOD core may be of a different material, texture, or color from the travel lanes, but the material chosen should be consistent throughout the TOD core.

1. Not applicable. No new street intersections are proposed.
2. Not Applicable.

<p>Curbs</p> <p>1. Bulb-outs shorten the pedestrian crossing distance curb to curb and are preferred at all intersections except where there are extenuating design considerations (such as accommodating the turning radius for transit, emergency, or large delivery vehicles).</p> <p>2. Neighborhood streets (see Figures 14-16) should have 15- to 20-foot curb radii.</p> <p>3. Curb radii at the entrance of alleys and/or parking garages should typically be 10 feet unless a need for larger radii is demonstrated in a turning movement/wheel base analysis.</p> <p>4. Curb radii for arterial intersections shall be determined by the Department of Public Works & Transportation. The curb radii for expressway intersections shall be determined by the State Highway Administration (SHA).</p>	<ol style="list-style-type: none"> 1. Because of the existing one-way circulation patterns and inability to provide parallel parking until the Sector-Planned two-way circulation system is implemented, no bulb-outs are proposed. The site has one existing crosswalk leading to a sidewalk to the west; this crosswalk ramp will be improved to current standards. 2. No new neighborhood streets or intersections are proposed. 3. All driveway and garage access aprons will be built with curb flares rather than radii and sidewalks will be flush across. 4. No new arterial intersections are proposed.
<p>Tree Zone</p> <p>1. Street trees are required along all new and reconfigured streets in the Largo Town Center DDOZ.</p> <p>2. Generally, street trees should be planted 25 to 35 feet on center and should be no more than 40 feet on center. Variation in tree spacing may be appropriate depending on the location and adjacent uses, underground utilities, and above-ground structures. The placement of street trees shall be coordinated with the placement of street lights and signs.</p> <p>3. Street tree planting pits or strips shall be a minimum of 4 feet in width and a minimum of 28 square feet in overall size. Planting pits are appropriate in mixed use areas and high-volume pedestrian areas. Planting</p>	<ol style="list-style-type: none"> 1. Street trees will be retained and additional street trees will be planted. 2. Street tree plantings are approximately 40 feet on center to maintain existing rhythm of trees and streetlight spacing. Minor variations are necessary for driveway entrances, utilities, and drainage structures. 3. Street tree planting strips are 8 feet in width and continuous providing more than 28 square feet per tree.

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

Street Furnishings

1. Street furnishings, including transit shelters, bike racks, benches, bollards, tree grates, trash/recycling receptacles, and similar shall be consistent in material, style, and color throughout the TOD core and are encouraged to be consistent throughout the four quadrants of the DDOZ west of Landover Road.

2. East of Landover Road, the street furnishing should coordinate with those existing or planned in the surrounding area.

3. All street furnishings shall be metal (aluminum, steel, or cast iron).

4. Benches, tables, chairs, planters, and similar belonging to commercial tenants or placed within open spaces should vary in appearance from the standard street furnishings; however, if these furnishings are placed within or abutting a street or open space, they should be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material.

5. Waste and recycling receptacles shall be coupled together conveniently located along streets. Waste and recycling receptacles shall be metal or a combination of wood and metal, and for sanitation purposes, receptacles shall have a rain guard over the main opening in order to conceal the main recycling or trash container.

1. No street furnishings are proposed within the right-of-way.

2. Not applicable.

3. Not applicable.

4. Benches, tables, chairs, planters, and other furnishings within the Semi-Private realm will be composed of metal, wood, stone, or other durable materials.

5. Not applicable.

Streetscape Lighting

A combination of pedestrian-scaled street light fixtures and intersection street lights fixtures will be required to ensure a well-lit street area and to establish a unifying element along the street.

1. Pedestrian-scaled fixtures no higher than 14 feet should be used on all streets. Intersection and/or travel lane focused lighting may be higher.

2. Street light locations shall be coordinated with underlying utility locations and street plantings and should be placed to ensure even distribution of lighting levels.

3. Light poles may include armatures that allow for the hanging of banners and other amenities (i.e., hanging flower baskets).

4. LED fixtures are recommended with a targeted wattage between 70 to 100 watts on pedestrian scaled poles. Higher wattage fixtures may be used on taller pole locations where required.

5. All street lights shall use full cut-off optics to direct their light downward to minimize or eliminate glare and light pollution.

1. Existing streetlights, which focus on the travel lanes, will be retained matching those along the adjacent and confronting developments to maintain consistency.
2. Streetlight locations and street plantings are set at consistent dimension, with minor variations for driveways, utilities, and drainage structures, to ensure even light distribution.
3. Not applicable.
4. Existing fixtures will be retained.
5. Existing fixtures with optics directed downward will be retained.

Alleys/Loading

Alleys (service lanes) provide vehicular access; however, unlike streets, alleys occur within blocks, are more utilitarian in character, and are not considered part of the public realm.

- 1. Views into alleys should be limited or screened from streets, public plazas, squares, greens, or pedestrian passages.***
- 2. Alleys serving single-family detached or attached residential areas shall be no wider than 30 feet measured building to building at the alley-street intersection.***
- 3. At alley curb entryways, the street sidewalk material(s) shall be carried across the access lane where possible.***
- 4. Service for small businesses and retail establishments (under 6,000 square feet) is permitted at the front door provided such service is not during primary business hours and does not adversely disrupt traffic movement.***
- 5. Off-street loading areas that make it necessary for vehicles to back out directly into a street are discouraged.***

1. Not applicable. No alleys are proposed.
2. Not applicable. No alleys are proposed.
3. Not applicable. No alleys are proposed.
4. The retail component is less than 2,000 square feet. Service is anticipated at the front door and will not be during primary business hours.
5. Loading is accessed from Largo Drive West at the southwest corner of the building. Trucks will back into the loading space and pull out from the space facing the street.

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

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

General

1. Public open spaces, including plazas, squares, and greens, should constitute no less than eight percent of the net lot area of each subarea (as shown in Map 29: Sector Plan Subareas on page 128) No open space may be counted that has a width or breadth dimension less than 25 feet.

2. Open spaces should be evenly distributed throughout the Largo Town Center area.

3. New open spaces should be designed with sustainable features (i.e., rainwater planters, bioswales, and porous pavement).

4. Public/private partnerships should be formed in order to ensure appropriate funding and maintenance is provided for the public spaces envisioned within the Largo Town Center sector plan area including the Greenway trail, the Largo Town Center Lake Park, the one-acre “main square” civic facility abutting the Largo Metro Station, and the iconic focal points that herald arrival and a sense of place at the Largo Town Center TOD core: (1) Harry S Truman Drive/Lottsford Drive, and (2) ‘the Green’ at the north entrance of the TOD core at Arena Drive.

1. The existing stormwater management facility is designated as an open space area within the Sector Plan. The Applicant proposes to provide additional landscaping and seating so the pond will serve as a visual amenity to the development consistent with the vision of the Sector Plan.
2. Noted.
3. The existing open space feature (stormwater management pond) will be preserved.
4. The stormwater management pond will be maintained aesthetically by the proposed development and functionally by Prince George’s County.

<p>Open Space Types</p> <p>1. Plazas are public open spaces typically located at important street intersections and defined by building façades. Plazas should contain primarily pavement and may contain site furnishings, public art, fountains, and trees, all formally arranged.</p> <p>2. Squares, like plazas, are typically located at important street intersections and are defined by building façades. Squares consist of more planted landscape areas than paved hardscape areas. Squares may contain site furnishings, public art, fountains, and trees in a formal arrangement.</p> <p>3. Greens are typically smaller and quieter with less intense activities than squares and contain more planted landscape areas than paved hardscape areas (less than 50 percent hardscape). Greens may be defined with a combination of landscaping and buildings.</p> <p>4. Passages are linear open spaces that typically make a pedestrian connection along a tree-lined walk from one street to another or to an open space. Passages may be either formal or informal in their design, reflecting the character of the surrounding architecture. Passages shall be minimally 25 feet wide.</p>	<ol style="list-style-type: none"> 1. Not applicable. Not plazas or public open spaces are proposed. 2. Not applicable. 3. The building is designed at the intersection of Harry S. Truman Drive to provide the appearance of a public square with lush landscaping. 4. Not Applicable.
<p><i>Hardscape</i></p> <p><i>1. Hardscape areas within open spaces are encouraged to differ from and contrast with the typical street sidewalk paving.</i></p>	<ol style="list-style-type: none"> 1. A grand stair, and associated pedestrian ramp, is deigned at the intersection of Harry S. Truman Drive and Largo Drive West. This feature will include brick columns and site walls, matching the building, to define the main pedestrian circulation path. The paving at the bottom o the stairs will be primarily concrete with a paver inlay design.

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

building materials, configurations of materials, and techniques for construction.

Building Form

Multiple architectural features, such as massing, horizontal elements, recesses and projections, corner elements, and fenestration, articulate and define buildings and streetscapes. Massing is the combined height and width of a building, including changes in plane such as projections, recesses, tower, and corner elements. Horizontal elements are horizontal band lines on a building elevation used to demarcate the boundaries between the base, middle, and top; a change in plane; or a change in materials (i.e., cornice lines, belt or water table courses, and band or skirt boards). Recesses and projections are any horizontal change in plane affecting a building's elevation. Corner elements are pronounced building elements either recessed or projected and taller or shorter located at significant intersections, gateways, or open spaces. Fenestration defines the relationship between continuous wall surface (solid) and windows and doors (void).

Massing

1. Buildings should predominantly define the perimeter of the block and be generally continuous along the BTL or front setback. (See the Urban Design Criteria on page 133 for location-specific frontage requirements.)

2. Buildings should transition from more continuous in the TOD core near the transit station to more porous moving out to the edges, particularly the east area.

3. Buildings should take into account their relationship to existing or planned adjacent buildings. Upper story setbacks, changes in

1. Complies - The building is predominantly adjacent to the BTL to create the continuous perimeter.

2. Complies - The building reaches out and toward the transit station and directs views to the TOD core.

3. Complies - The building transitions at level 7 and provides changes in roof plane, material and color.

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

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

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

of place.

- 1. Storefronts should be metal, stone, cast stone, glass, pre-cast, durable smooth exterior grade hardwoods, and/or other high-quality commercial materials. Softwoods, exterior insulation and finishing systems (EIFS), and pressure-treated lumber are not permitted.**
- 2. Doors should be compatible with, and complementary to, the overall storefront design.**
- 3. Doors should have a high percentage of glass to increase visibility into the store’s interior and out to the street. Clear glass and maximum visibility are encouraged.**
- 4. The primary entrance shall be clearly marked and sheltered a minimum of 30 inches via a recessed entryway, overhang, awning, or canopy. Secondary or side entrances may be unsheltered.**
- 5. Restaurants are encouraged to have additional doors to connect with their outdoor seating areas.**
- 6. Opaque, smoked, or reflective glass may be used for accent/spandrel elements only. Tinted glass, opaque glass, plexiglass, and adhesive window film are not permitted (certain signage elements are excluded. (See the Signage Design Criteria on page 152.)**
- 7. Removable windows are encouraged to enhance interaction between the interior and the exterior street experience.**
- 8. Glazing shall be a minimum of 8 inches but no higher than 30 inches above the sidewalk grade.**

1. Complies - The storefronts are metal within an adjacent brick façade.
2. Complies - The doors will be a part of the overall storefront system and be complimentary.
3. Complies - The doors will have full glass lites.
4. Complies - There is a recess at the leasing to cover the entry doors and a canopy is over the retail entries to meet the min. 30” coverage. The entries are also designated by the appropriate signage.
5. There isn’t a restaurant within the project.
6. The project does not have any of the elements noted.
7. There are no removable windows, but the windows for the residential are operable.
8. Complies - Retail and storefront glazing is within the 8” – 30” range and steps to meet this requirement as the grade changes along Harry S. Truman and Largo Drive.

<p>9. Window glazing should be flush with the window frame or slightly recessed up to eight inches.</p> <p>10. High light quality, low-emissivity (Low-E) rated glass is recommended to minimize discoloring of merchandise and moderate heat transfer for energy conservation.</p>	<p>9.Complies.</p> <p>10.Complies - Low-E glazing will be used on the project.</p>
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Architectural Design Criteria/Building Materials and Elements (Page 162)

All new construction within Largo Town Center shall comply with the following materials and elements criteria except storefronts. For storefront criteria, refer to the above section.

<p>Exterior Walls</p> <p>1. Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass, and/or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth floor level and above where residential is the primary use. For buildings of three to five stories, masonry or stone shall be the predominant building material. For buildings of one to two stories, cementitious siding or panels in a smooth or stucco finish may be the predominant building material where residential is the primary use; for other uses, metal panels may be the predominant building material. Where cementitious siding or panels meet foundation walls, a minimum 10 inch nominal trim board is required on all elevations.</p> <p>2. Exterior walls, as they turn the corner from a street or public open space frontage condition to an exterior service area or courtyard condition, should be consistent in material and detail with the frontage façade to a minimum depth equal to the width of the service accessway or courtyard opening (measured building to building).</p>	<p>1. The Materials utilized on this project and visible from the public realm are Brick, Cementitious Siding, Cementitious Panel, and Glazing. The use of Cementitious siding is utilized below level 3 along Largo. AMENDMENT REQUIRED</p> <p>2. Complies - This requirement is met as the building utilizes the same materials as the building frontages.</p>
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<p>3. Vinyl and aluminum siding products are not permitted as a primary exterior wall material.</p> <p>4. The use of EIFS on an exterior wall above 22 feet (measured vertically from grade) may be allowed subject to the approval of the Planning Board. However, the use of EIFS on an exterior wall within 22 feet of grade is not permitted. When used, the color(s) of the EIFS should be complimentary, but not identical, to adjacent materials.</p> <p>5. Building walls between the foundation and the eave should be no more than three primary materials (e.g., pre-cast on the ground floor, brick on the second through fourth floors, and cementitious panels on the fifth floor). Consistent forms and details establish a unified design theme</p> <p>6. Lighter appearing material (lighter in color, texture, and/or weight) should be used on top of the heavier appearing materials.</p> <p>7. Arcades, piers, columns, and pilasters should be stone, cast stone, pre-cast, brick, or composite material.</p> <p>8. Trim should be metal, cementitious fiber board, fiberglass composite, polymer composite, or solid cellular PVC. Wood for exterior trim is not encouraged. The use of aluminum trim on an exterior wall within 12 feet of grade is not permitted.</p>	<p>3. Complies - There is no aluminum siding.</p> <p>4. Complies - There is no EIFS.</p> <p>5. Complies - There is brick, cementitious panel and cementitious siding.</p> <p>6. Complies - The base is a heavier brick, and the upper levels are predominantly a lighter cementitious material. The use of brick is used above the lower levels to express the massing, important elements, or corner elements.</p> <p>7. Complies - All columns and pilasters are Brick</p> <p>8 .Complies – All trim will be cementitious.</p>
<p>Doors and Entries</p> <p>1. Primary building entries should be distinct and enhance the building façade. Residential lobby entries may be secondary but shall be identifiable from the street.</p> <p>2. On single-family residential units, exterior steps</p>	<p>1. Complies</p> <p>2. N/A</p>

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

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

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

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

Surface Parking Lots and Structured Parking Garages

1. All surface parking lots or structured parking garages shall be accommodated mid-block or below grade and screened from the public realm. Structured parking should be located internal to blocks or below grade.

Complies. The parking garage is located internal to the block and is screened from the public realm by liner buildings.

2. Surface parking lots are not permitted in the TOD core with the exception of dedicated surface parking for a hospital or medical office building. Surface parking between the front of a building and the street or open space right-of-way is prohibited within the Largo Town Center DDOZ.

Not applicable. No surface parking proposed.

3. A parking garage setback line of 40 feet is established from the BTL to accommodate the required public utility/access easement and "liner" ground-floor retail or office uses.

Complies – The parking garage is set back 45'-6" along Largo Drive

4. In instances where surface parking lots front a street or public plaza, square, or green, the parking shall be set back a minimum of 40 feet from the BTL. Landscaping, screening, and buffering of surface parking lots shall conform to the Landscape Manual requirements.

Not applicable.

5. Building façades along streets should have structured parking wrapped with retail, office, or residential uses.

The building facades wrap the parking garage to screen it from the streets.

6. Buildings in which structured parking is the sole use are strongly discouraged throughout the plan area and are not permitted in the southwest quadrant (TOD core). If necessary, parking structures may be exposed on upper floors but shall have ground-floor usable space fronting a street or public plaza, square, or green. Parking garage entrance does not dominate the building street façade and is embellished with landscape treatment

Not applicable

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

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

harmonic streetscape and be expressive of the intended dynamic character of the sector plan area. Creative signage design using artistic imagery, lighting, color, texture, graphics, and materials is strongly encouraged.

General Provisions

1. Any sign required by county, state, or federal regulations shall be governed by those regulations as well as by the signage design criteria. Where conflicts exist, the county, state, or federal regulations shall prevail.

2. Except as provided for under Free-Standing and Monumental Signs, all new signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade.

3. Signage submitted for multitenant buildings should be coordinated and present a unified approach.

4. Building signs shall be constructed of durable, high quality materials such as metal, wood, and/or glass. Signs should be simply designed to contain only essential information and serve to identify the name, business type, company logo, and street address of the establishment. Tag lines, bylines, merchandise, telephone numbers, web addresses, or other Monument Sign in East Area Pedestrian Directional Sign Conforming information which is not part of the business name is prohibited.

5. The total sign area allowed per building shall be computed on the basis of two square feet of sign area for each one linear foot of building frontage. Where a building has multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. Buildings with less than 60 linear

- 1. Complies
- 2. Complies – See signage exhibit
- 3. Complies
- 4. Complies – See signage exhibit
- 5. Complies – See signage exhibit

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

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

<p>2. Pole-mounted banners shall be mounted with no less than 10 feet of clearance above the sidewalk and no less than 18 feet of clearance above any road, driveway, or alley.</p> <p>3. Pole-mounted banners may be placed on private land or in the public right-of-way subject to county approval.</p>	
<p>Building-Mounted Signs</p> <p>Building-mounted signs comprise flat wall, projecting (including blade and under-canopy signs), awning, marquee, and storefront window signage. Building mounted signs count toward the total allowed sign area of the building.</p> <p>Flat Wall Signs</p> <p>1. Flat wall signs should be centered on horizontal surfaces, such as a storefront opening, and placed within a clear signage area.</p> <p>2. On tall signature buildings, building-mounted signs may be placed between the top of the highest floor’s windows and the top of the roof parapet.</p> <p>3. Sign locations should respect the design of a building, including the arrangement of bays and openings, and shall not obscure windows, grillwork, piers, pilasters, or ornamental features.</p> <p>Projecting Signs</p> <p>1. Blade signs shall be hung perpendicular to the face of a building above or at the entrance to a storefront.</p> <p>2. Under-canopy signs are generally smaller than blade signs and are oriented to pedestrians</p>	<p>Complies – See Signage Exhibit</p> <p>Flat Wall Signs</p> <ol style="list-style-type: none"> 1. Complies 2. N/A 3. Complies <p>Projecting Signs</p> <p>1-5 - N/A</p>

passing under them. These signs should be used primarily at ground floor locations but may be considered for upper floor businesses with covered entry porches and balconies.

3. Each face of a blade or under-canopy sign shall be counted towards the total allowed sign area of the building, and, each face shall not exceed fifty (50) square feet.

4. Blade signs shall not project more than fortyeight (48) inches from the wall of a building.

5. Blade and under-canopy signs shall be mounted with no less than eight (8) feet of clearance above the sidewalk.

Awnings and Awning Signs

1. Awnings, with or without signage, must be sturdy and permanently attached to buildings. They should be design and placed to compliment the building's architecture.

2. Awnings should be made of canvas, metal, or glass. Shiny or reflective materials are discouraged.

3. One-quarter cylinder awning configurations are not permitted.

4. The text and graphics area of an awning sign should not exceed 35 percent of the awning background surface area. Lettering on awnings should be no taller than 30 inches.

5. Awnings shall be mounted with no less than 10 feet of clearance above the sidewalk. The horizontal clearance between an awning and the street curb line shall not be less than 15 feet.

Marquees Signs

1. Marquee signs are mounted vertically along a building face. Marquee signs shall accentuate primary building entrances, major tenant entrances, or other significant building entry.

Awnings and Awning Signs

1. Complies
2. Complies – Metal
3. N/A
4. Complies
5. Complies – Canopy is + 11' above the sidewalk.

Marquees Signs

1. Complies

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

exceed seventy-five feet in height, and the maximum area of any single freestanding or monument sign shall not exceed two hundred square feet. Freestanding and monument signs shall be constructed of limited to, decorative masonry, wrought iron, or weatherized decorative metals. All free-standing or monumental signs, exceeding twenty (20) feet in height shall be located within 300 feet of the dedicated rights-of-way of the Capital Beltway (I-95/I-495) or Central Avenue (MD 214)

4. Smaller commercial and mixed-use developments containing a minimum of 15,000 square feet but not exceeding 100,000 square feet shall be permitted a maximum of one ground-mounted monumental sign not exceeding twenty feet in height or a maximum area of two-hundred square feet.

5. Smaller residential developments containing a minimum of 30 dwelling units but not exceeding 200 dwelling units shall be permitted a maximum of one ground-mounted monumental sign not exceeding eight feet in height or a maximum area of seventy-five square feet.

6. Signs shall be externally lit from the front with a full-spectrum light source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for “channel letter” signage (panelized back lighting and box lighting fixtures are prohibited).

7. Building numbers are required, and commercial buildings require building numbers on both the front and rear.

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

3. Internally illuminated awnings.

4. Signs mounted at the rooftop above the building roof line.

5. Signs designed to be mobile or moved from place to place (except sandwich boards or similar signs).

6. Signs related to specific businesses or private events that are placed in the public right-of-way or on street furniture and fixtures including benches, fences, trash cans, bus shelters.

7. Signs with exposed raceways, conduit junction boxes, transformers, lamps, tubing, or neon crossovers of any type.

8. Any sign designed to be mobile and moved from place to place (except sandwich boards or similar sign type).

9. Pennants, pinwheels, and similar circus- or carnival-type signs.

10. Balloons or inflatable signs.

11. Temporary signs attached to building façades

29 March 2022



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9300 Largo Drive West Phase I Noise Analysis

Prince George's County, Maryland

Report No. 220329
Project No. GMB2201

For: Gateway Merchant Banking

By: Kody Snow

Acoustical Engineering Solutions.

1 EXECUTIVE SUMMARY

Phoenix Noise & Vibration has conducted an analysis of transportation noise impact upon the proposed multifamily building located at 9300 Largo Drive West in Prince George's County, Maryland. This analysis accounted for noise impact from Harry S Truman Drive, Largo Drive West, Interstate 95/495 and associated entrance and exit ramps, and the Metro railway northwest of the site, and included:

- On-site 24-hour noise level measurements.
- Computer modeling.
- Determination of future noise levels.

Noise impact throughout 9300 Largo Drive West will vary with height; therefore, impact has been presented at the ground level (5 feet above grade), upper level (25 feet above grade), and across the facades of the future building to show how the noise level changes with height. Impact is presented in varying colors indicating the future transportation noise level. Noise levels at both the ground and upper level have been calculated throughout the site under existing and future site conditions. The noise levels presented are due only to nearby transportation sources and do not account for noise from other sources such as construction, mechanical noise, environmental noise, etc.

This analysis presents both unmitigated and mitigated noise levels throughout the site. Unmitigated existing noise levels are a representation of the existing transportation noise levels throughout the site without any site changes, i.e., the current noise levels at the site. Alternatively, unmitigated future noise levels are the projected noise levels (i.e. twenty years into the future) with grading changes to the site but no proposed multifamily building. The projection accounts for increases in traffic volumes on the surrounding roadways. Mitigated future noise levels present the noise propagation throughout the site with the presence of the proposed multifamily building. Due to the presence of the building, noise levels in some areas of the site may decrease because of shielding provided by the future building. The mitigated future noise levels are most representative of future site conditions after complete build-out.

According to Prince George's County's transportation noise requirements, proposed residential developments exposed to transportation noise levels above 65 dBA Ldn require further analysis and potential mitigation to reduce impact upon at-grade outdoor activity areas and interior spaces to 65 and 45 dBA Ldn. The analysis has determined that future ground level noise levels will be below 65 dBA Ldn within the building's amenity courtyard. Mitigation of transportation noise levels will not be required for the outdoor activity area.

Alternatively, the future multifamily building will be exposed to noise levels above 65 dBA Ldn, with a maximum impact of 72 dBA Ldn upon the building's north and southwest facing facades. Further analysis will be required to determine the extent of building construction modifications needed to maintain interior noise levels below 45 dBA Ldn within living units exposed to noise levels greater than 65 dBA Ldn. This analysis will be conducted at a later time once detailed architectural plans (i.e. Design Development phase) for the multifamily are available. At that

time, building construction modifications (increased window/door STC ratings and/or exterior wall construction modifications), if necessary, will be determined.

Apart from the seventh floor, living units located on the amenity courtyard and the parking garage entrance courtyard will not be exposed to noise levels above 65 dBA Ldn. Further analysis of these residences will not be required, and the proposed standard construction can be used without modification for these living units.

2 NOISE TERMINOLOGY

2.1 dB vs. dBA

While the standard unit of measurement for sound is the decibel (dB), discussions of noise impacting the human ear use “dBA.” The “A” refers to a frequency weighting network used to simulate the human ear’s unequal sensitivity to different frequencies. The A-weighted noise level is therefore more representative of a human’s perception of a noise environment than the unweighted overall noise level in dB and is currently used in most all environmental noise studies.

2.2 Ldn

The day-night average noise level, or Ldn, is the equivalent sound pressure level averaged over a 24-hour period, obtained by adding 10 dB to sound pressure levels measured from 10:00 p.m. to 7:00 a.m. This 10 dB “penalty” accounts for the added sensitivity caused by noise generated during the nighttime hours. The Ldn is sometimes referred to as the “DNL,” however, both terms represent the same quantity.

The Ldn is NOT a measurement of the instantaneous noise level. It is very possible to have several short term events (tractor trailer, emergency vehicle siren, car horn, etc.) which generate a relatively high noise level (e.g. 85 dBA) during a given time period, yet have a more moderate overall Ldn value (e.g. 65 dBA Ldn).

2.3 Summing Noise Levels

Noise levels from multiple sources do not add arithmetically; i.e. when two noise sources generate 60 dB individually, they do not produce 120 dB when combined. Noise levels are measured using a logarithmic scale; therefore, they must be summed logarithmically. In the decibel scale, two identical, non-coherent noise sources having the same noise level produce a 3 dB increase above the condition of one source alone (i.e. two 80 dB lawnmowers running at the same time generates 83 dB).

Similarly, two different noise sources with a difference of 10 dB in their individual levels results in no measurable increase in noise when they are combined. Put another way, the quieter noise source does not increase the overall noise generated by the louder source; i.e. adding an 80 dB lawnmower into a noise environment where a 90 dB lawnmower is already running does not increase the noise level above 90 dB.

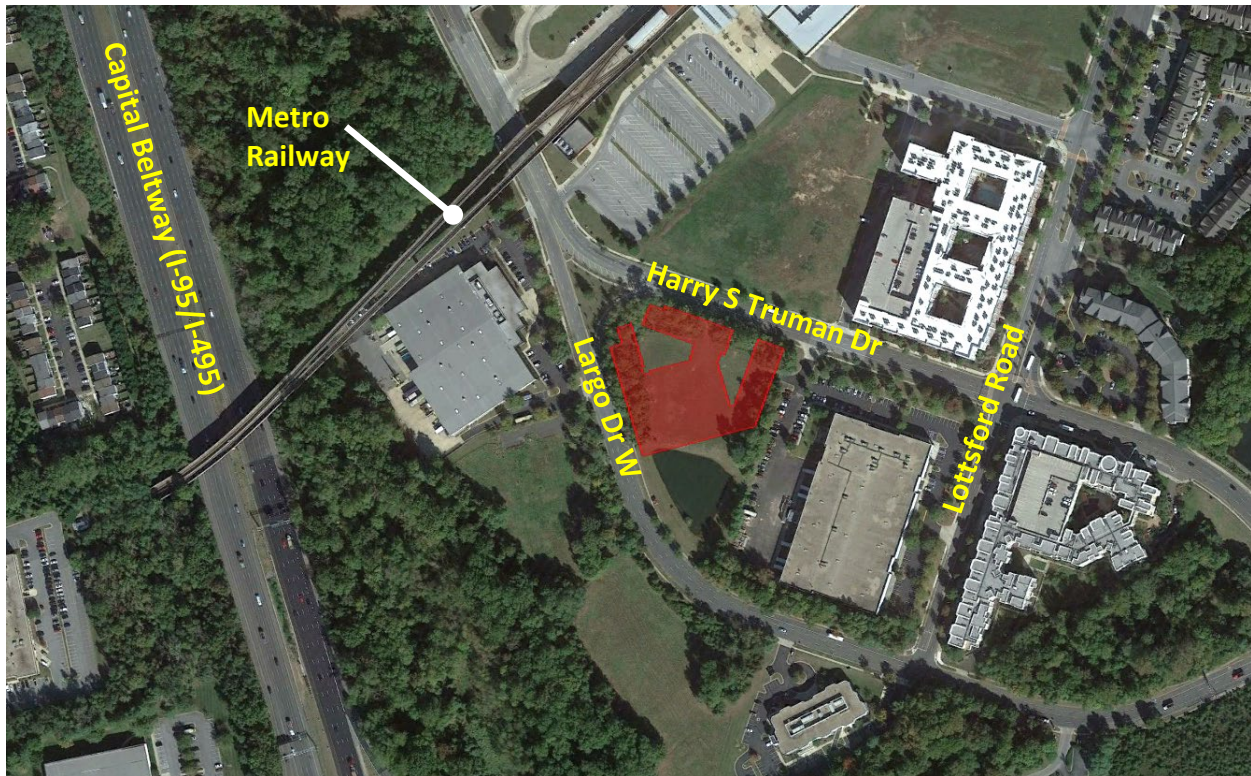
3 NOISE LIMITS

Prince George’s County does not have specific regulations in regard to the evaluation of transportation noise impact upon residential dwellings; however, there are noise limits which have been traditionally used. These limits are that proposed residential developments exposed to transportation noise levels above 65 dBA Ldn require further analysis and potential mitigation to reduce impact upon at-grade outdoor activity areas and interior spaces to 65 and 45 dBA Ldn, respectively. In some special cases, alternative methods of analysis have been accepted, especially with regards to noise levels in outdoor activity areas.

4 SITE DESCRIPTION

9300 Largo Drive West (shown in Figure 1) is located between Harry S Truman Drive and Largo Drive West. Both roadways travel in one-direction in the vicinity of the site, and both consist of three travel lanes. The site is also located east of I-95/I-495 (consisting of four travel lanes in each direction) and I-95/I-495 entrance and exit ramps (composed of two travel lanes in each direction).

Figure 1: Existing site and surroundings with future 9300 Largo Drive West building shaded in red. Aerial image from Google Earth, dated 2022.



5 NOISE MEASUREMENTS

On March 15-16, 2022, Phoenix Noise & Vibration conducted an on-site noise measurement survey to determine existing transportation noise levels throughout the site. This involved continuous noise level measurements and monitoring for one 24-hour period. Measurements were made using four Norsonic Type 139 Precision Integrating Sound Level Meters. All meters were calibrated prior to the survey traceable to National Institute of Standards and Technology (NIST). Each meter meets the ANSI S1.4 standard for Type 1 sound level meters.

During the 24-hour measurement period, noise levels were recorded and averaged over five-minute time intervals. Noise measurements were then used to calculate the site’s 24-hour average day-night noise level (Ldn), which includes the 10 dBA penalty for noise levels measured during nighttime hours.

Noise level measurements were made at the locations shown on Drawing 1 of the Appendix. Measurements were made at 5 feet (“ground level”, GL) and 25 feet (“upper level”, UL) above existing grade to account for the noise level as it varies with height above the ground. Measurement results are presented in Table 1.

Table 1: 24-hour noise measurement results.

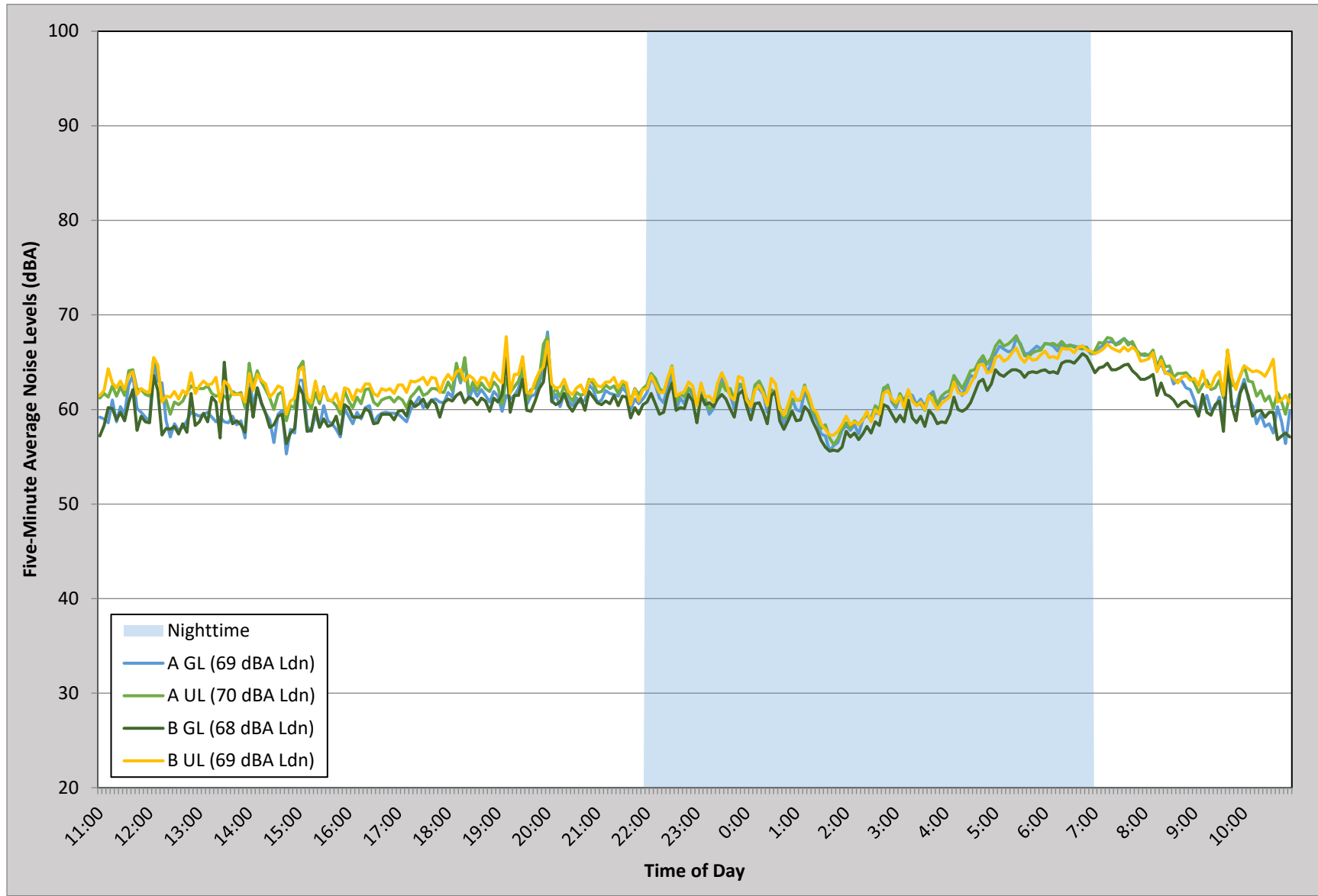
Measurement Location	Height Above Existing Grade (feet)	Measured Noise Level (dBA Ldn)
A	GL (5 ft)	69
	UL (25 ft)	70
B	GL (5 ft)	68
	UL (25 ft)	69

Figure 2 presents the measurement results graphically, showing the noise level as measured in five-minute increments throughout the 24-hour measurement period. Figure 2 indicates the actual measured values over the 24-hour period. While the 10 dBA nighttime penalty is not shown graphically, it was included in the Ldn calculations.

Note that some of the measurement locations contain isolated instances during the 24-hour measurement period at which the noise level appears inconsistent with the rest of the noise profile (i.e. peaks, spikes, or dips in the graph). These inconsistencies were due to extraneous noise occurrences, such as emergency sirens, temporary traffic congestion, and airplane and helicopter flyovers. These short-term events, while producing a relatively high or low instantaneous noise level (and which may have a significant impact on the five-minute average), generally have a less significant effect on the overall, 24-hour Ldn value. However, they may be disruptive and audible within occupied spaces.

As seen by the data presented within the figure, the noise level remains relatively consistent at the site from 11:00 AM (3/15) until approximately 4:00 AM (3/16) and then increases over a five-hour period. This increase in noise level is likely attributed to morning commuter traffic on the surrounding roadways. Due to this traffic occurring prior to 7:00 AM, it has a bigger influence in the Ldn level at the site.

Figure 2: Five-minute average noise levels recorded during 24-hour noise survey.



6 NOISE IMPACT ANALYSIS

Roadway noise impact upon the site was determined by developing a computer model using the CadnaA software program, a three-dimensional noise propagation model capable of determining the noise level impact from multiple noise sources across vertical and horizontal surfaces while accounting for factors such as topography, buildings, surface reflections, roadway data (traffic volumes, speeds, and vehicle classifications, etc.), and railway data. Noise levels can be presented either in spot locations or as noise contours of equal value throughout a defined surface area.

6.1 Existing Model

An existing model was developed to simulate the existing site and its surroundings using information provided on the existing site plan,¹ Prince George's County GIS data, and data collected during the 24-hour measurement survey. All existing topography, roadway alignments, railway alignments, and buildings were used to develop the existing model. Roadway noise levels were calibrated using the on-site noise measurements by adjusting the modeled input until the modeled noise level output matched the measured values.

Existing ground and upper level noise contours calculated throughout the site are shown on Drawings 2 and 3 of the Appendix, respectively.

6.2 Future Model

A future model was developed by altering the calibrated existing model to include projected roadway data and the future site topography.¹ Currently there are no plans to alter any of the surrounding roadways; therefore, the existing roadway alignments were used in developing the future model. Note that the future noise levels throughout the site were calculated with and without the proposed multifamily building.

6.3 Roadway Data

Existing average annual weekday traffic (AAWDT) volumes and nighttime percentages for Harry S Truman Drive, Largo Drive West, I-95/495 and associated northbound on-ramp from Central Avenue were based upon the most recent data published by the Maryland Department of Transportation State Highway Administration (MDOT SHA). Truck percentages for Harry S Truman Drive and Largo Drive West, as well as the nighttime percentage for Largo Drive West were based upon traffic counts collected during the noise measurement survey and were used to calibrate the existing model. For the future model, the MDOT SHA does not typically provide future traffic data; therefore, a conservative, 2% increase in traffic compounded annually until 2042 was assumed.² All necessary traffic data for all roadways in the vicinity of the site are provided in Table 2.

¹ Provided by Vika Maryland, LLC on March 9, 2022.

² Prince George's County typically requires that roadway noise impact studies be conducted using the projected traffic volumes 20 years from the date of the study.

Table 2: Traffic data used in the analysis.

Traffic Data	Harry S Truman Dr	Largo Drive West	I-95/I-495 SB	I-95/I-495 NB	I-95/I-495 NB Ent. Ramp
2021 AAWDT	6,094	3,400	100,688	99,771	7,334
2042 AAWDT	9,236	5,052	152,609	151,220	11,116
Truck Percentage	12% ^A	6% ^A	11%	11%	6%
Nighttime Percentage	11%	13% ^A	17%	18%	18%
Speed Limit (mph)	30	30	55	55	40

Table 2 Notes:

A. Data presented is based upon traffic counts made during the 24-hour noise measurement survey.

6.4 Future Noise Impact

The future model calculated future roadway noise impact throughout the site at both the ground (5 feet above ground) and upper (25 feet above ground) levels. The future unmitigated noise contours at the ground and upper level are presented on Drawings 4 and 5 of the Appendix, respectively, and the future mitigated noise contours at the ground and upper level are presented on Drawings 6 and 7 of the Appendix, respectively. Drawing 8 of the Appendix presents future transportation noise levels across the facades of the proposed multifamily building.

As shown on Drawing 6, future transportation noise impact at the ground level will be below 65 dBA Ldn within the amenity courtyard of the building. Therefore, mitigation of the outdoor activity area is not required to comply with the 65 dBA Ldn requirement.

As shown on Drawing 8, except for some living units located within the two courtyards, future transportation noise impact upon all elevations of the future multifamily building will be above 65 dBA Ldn. Drawing 8 shows future transportation noise impact upon all elevations of the future multifamily building, which is also summarized below in Table 3.

Table 3: Future (year 2042) noise impact upon all multifamily building elevations.

Multifamily Building Elevation	Future Noise Impact (dBA Ldn)
North	70-72
East	63- 69
Southeast	67-69
Southwest	68-72
Amenity Courtyard	55- 69
Parking Entrance Courtyard	51- 70
Table 3 Notes:	
<ul style="list-style-type: none"> Numbers in BOLD RED indicate future noise impact of 65 dBA Ldn and above. 	

Regarding Drawing 8 and Table 3, note the following with respect to noise impact upon the proposed multifamily building:

1. All living units on the north, southeast, and southwest elevations, as well as some units on the other elevations will be exposed to roadway noise levels above 65 dBA Ldn. As a result, additional analysis will be required to determine whether the proposed building construction will be capable of maintaining interior noise levels below the required 45 dBA Ldn limit (see Section 7.2 – Interior Noise Levels, which follows).

This evaluation will be completed later, once more detailed architectural plans are available (typically during the Design Development phase).

2. All remaining living units (primarily those on the courtyard and east elevations) will not be exposed to future transportation noise levels above 65 dBA Ldn, therefore no additional analysis or mitigation will be required for these living units.

7 MITIGATION

According to Prince George’s County’s noise requirements, residential buildings impacted by noise levels above 65 dBA Ldn require further analysis to determine the mitigation measures necessary (if any) to maintain interior noise levels below 45 dBA Ldn. Furthermore, noise levels within outdoor activity areas must be maintained below 65 dBA Ldn.

7.1 Outdoor Noise Levels

Drawing 6 of the Appendix shows that noise levels within the building’s amenity courtyard will be below 65 dBA Ldn. Mitigation of the outdoor activity area will not be required to maintain noise levels below 45 dBA Ldn within the outdoor area.

7.2 Interior Noise Levels

7.2.1 Building Shell Analysis

As shown on Drawing 8 of the Appendix, most of the building will be exposed to transportation noise levels above 65 dBA Ldn; therefore, according to Prince George’s County’s noise regulations for residential buildings, further analysis of the building’s proposed construction will be required to determine whether it will be capable of maintaining interior noise levels below 45 dBA Ldn within all impacted living units. This evaluation, or “building shell analysis,” calculates a room’s interior noise level based upon its exterior noise level, the Sound Transmission Class (STC) ratings³ of its various building components, the amount of exposed exterior wall area, and the room’s size and finish.

Modifications to standard building construction may not be necessary for all living units exposed to future noise levels above 65 dBA Ldn. It is possible that the proposed building construction will provide sufficient noise reduction to maintain the required 45 dBA Ldn interior noise level for exterior noise levels above 65 dBA Ldn, especially if exterior noise impact is only slightly above 65 dBA Ldn.

When architectural drawings for the building are further developed (typically during the Design Development phase), noise impact will be analyzed for each living unit exposed to transportation noise levels above 65 dBA Ldn. Minimum STC rating requirements for each living unit will be calculated and specified, reducing “overbuilding” (i.e. installing windows/doors with unnecessarily high STC ratings).

To aid in the early phases of the design process and provide information on the factors that influence noise reduction in residential buildings, general mitigation design guidelines and explanations are provided in Section 7.2.2 – STC Rating Requirements, that follows.

7.2.2 STC Rating Requirements

The noise reduction provided by a building structure, and the resulting interior noise level, are primarily dependent upon the percentage of the exterior wall surface area occupied by “non-wall” items and the STC ratings of these items. These items, typically windows and doors, act as “holes” in what would otherwise be a relatively effective exterior wall, significantly reducing its

³The STC rating is a single number value which describes a building element’s (wall, window, door, roof, etc.) ability to reduce noise transmission from one side of the partition to the other.

ability to prevent noise transmission. As a result, the exterior surface area occupied by windows and doors is a significant issue. This information is recorded and tracked so that the STC ratings of exterior elements can be adjusted accordingly until the required interior noise level is achieved.

While the wall construction is also an important factor, the “holes” in the wall (i.e. the windows and doors) must be addressed first if the noise reduction of the overall building shell is to be significantly increased so that the interior noise level is decreased. This can be accomplished by reducing the size of existing windows/doors and/or increasing the STC ratings of windows/doors.

Table 4 and Table 5 illustrate this concept, indicating window/door STC rating requirements based upon the window/door (or glass) area when using either cementitious/Hardi panel or brick/masonry exterior walls.⁴ The STC ratings shown are those necessary to maintain interior noise levels at 45 dBA Ldn when using that specific exterior wall construction. When referencing Table 4 and Table 5, note the exterior noise impact upon the building will be between 65 and 72 dBA Ldn.

The values included in Table 4 and Table 5 were calculated using one generic room (15 feet x 15 feet, carpeted room with two walls exposed to noise) to demonstrate the concept of varying window/door percentages and the resulting effect on required STC ratings. Values in Table 4 and Table 5 **should not** be universally applied to outdoor noise impact upon the future 9300 Largo Drive West multifamily building; however, they can be used to gain a general idea of the window/door STC ratings to be expected based upon the level of noise impact upon a building elevation. Actual STC ratings will depend upon interior room finishes and characteristics, room/building orientation with respect to the noise source, building geometry, etc.

Table 4: Hypothetical window/door STC ratings with cementitious or Hardi panel exterior walls.

	Percentage of Exterior Wall Area Occupied by Windows/Doors			
	20%	40%	60%	80%
Outdoor Noise Impact (dBA Ldn)	Required Window/Door STC Rating Necessary to Maintain Interior Noise Levels Below 45 dBA Ldn (When Using Cementitious or Hardi Panel Exterior Walls)			
65	25	25	27	28
70	28	30	32	33
75	35	37	38	39

⁴STC ratings were calculated assuming exterior walls constructed of one layer of 5/8” interior gypsum board, 2” x 6” wood studs with 6” fiberglass batt insulation, one layer of 1/2” exterior plywood, and the specified exterior wall finish.

Table 5: Hypothetical window/door STC ratings with brick/masonry exterior walls.

	Percentage of Exterior Wall Area Occupied by Windows/Doors			
	20%	40%	60%	80%
Outdoor Noise Impact (dBA Ldn)	Required Window/Door STC Rating Necessary to Maintain Interior Noise Levels Below 45 dBA Ldn (When Using Brick/Masonry Exterior Walls)			
65	25	25	27	28
70	27	30	32	33
75	32	35	37	38

STC ratings apply to one individual element. The composite STC rating is the overall STC rating of a partition with multiple elements (e.g. a wall with a window) and is always controlled by the building element with the lowest individual STC rating. In residential construction, this is almost always the glass (windows and doors); therefore, the percentage of the exterior wall occupied by glass becomes critical. This also means the amount of outdoor noise heard inside a residence is primarily dependent on the glass percentage and STC rating, not the wall STC rating.

In other words, when the glass occupies such a significant portion of the exterior wall, increasing the wall STC rating even drastically will not decrease the interior noise level. Increasing the composite STC rating of the partition must be accomplished by first addressing the “weakest link” in the partition (i.e. the glass). Note that when windows and/or doors occupy a high percentage of the impacted facade, substantially higher window/door STC ratings than those typically used in standard construction (usually around 26 STC) may be required depending upon the noise level impact.

8 CONCLUSION

Future transportation noise impact upon the proposed 9300 Largo Drive West multifamily will be above 65 dBA Ldn, with noise levels up to 72 dBA Ldn upon the north and southwest facade. As a result, living units exposed to future transportation noise levels greater than 65 dBA Ldn will require further analysis and may require building construction modifications to comply with Prince George's County's interior noise level limit of 45 dBA Ldn.



Depending upon the noise level specific to each impacted unit, modifications may include increased window/door STC ratings as well as exterior wall modifications. Further analysis is required to determine the exact mitigation designs necessary, which will be established once architectural plans (building elevations, window/door schedule, unit plans) for the building are further developed.


Noise impact at the ground level (5 feet above ground) will be below 65 dBA Ldn within the building's amenity courtyard. This outdoor activity area will comply with Prince George's County's requirements and will not require additional mitigation.

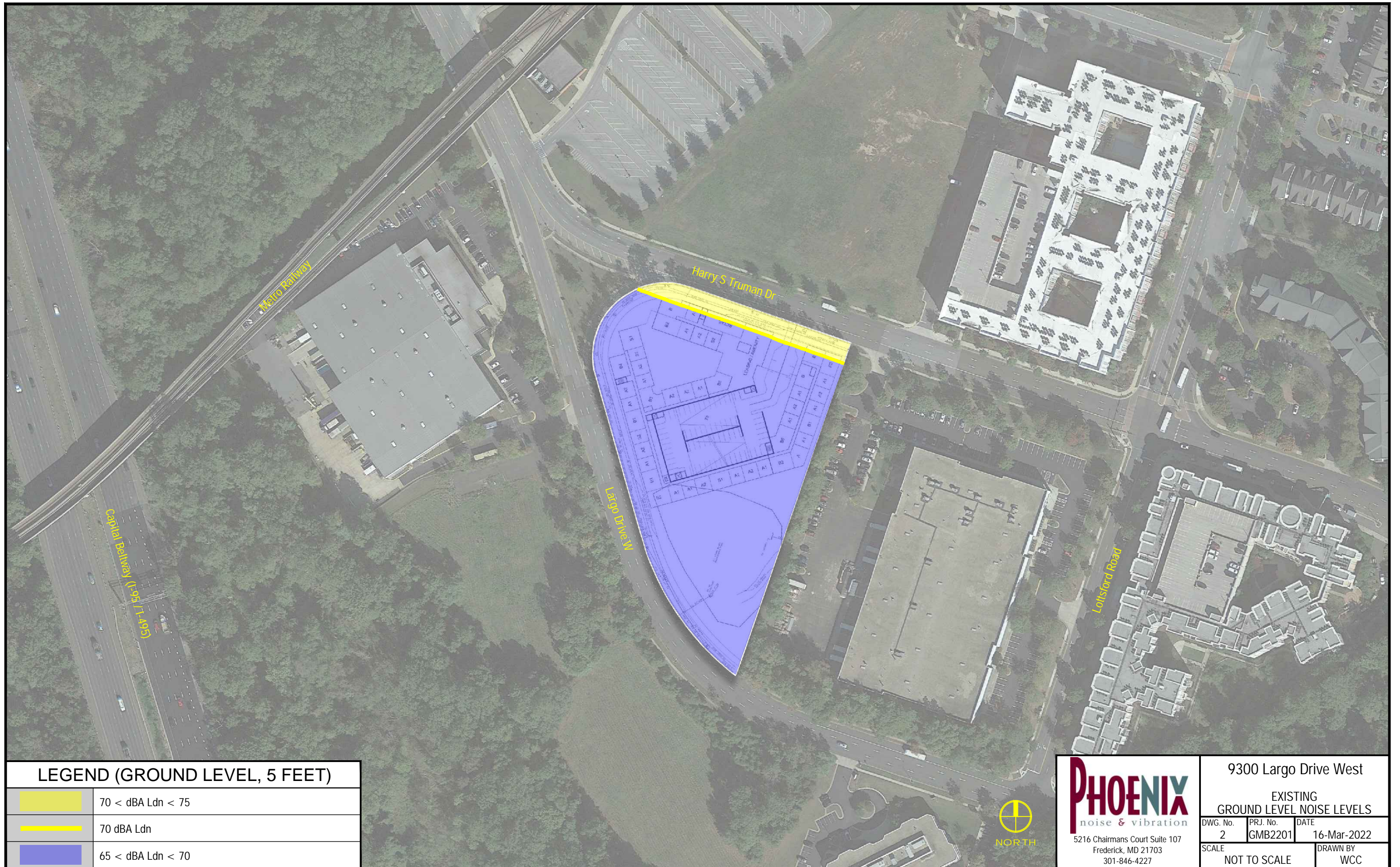
Please note: The results of this Phase I Noise Analysis have been based upon the proposed site plan, existing and proposed topography, and MDOT SHA roadway traffic data available at the time of this study. Should any of this information be altered, additional analysis will be required to determine if the results and recommendations presented herein are capable of reducing outdoor and interior noise levels to comply with Prince George's County's typically used noise level guidelines for residential development.

APPENDIX



LEGEND	
 NML#	NOISE MEASUREMENT LOCATION
	FUTURE BUILDINGS

 5216 Chairmans Court Suite 107 Frederick, MD 21703 301-846-4227			9300 Largo Drive West	
			NOISE MEASUREMENT LOCATIONS	
DWG. No.	PRJ. No.	DATE		
1	GMB2201	16-Mar-2022		
SCALE	DRAWN BY			
NOT TO SCALE	WCC			

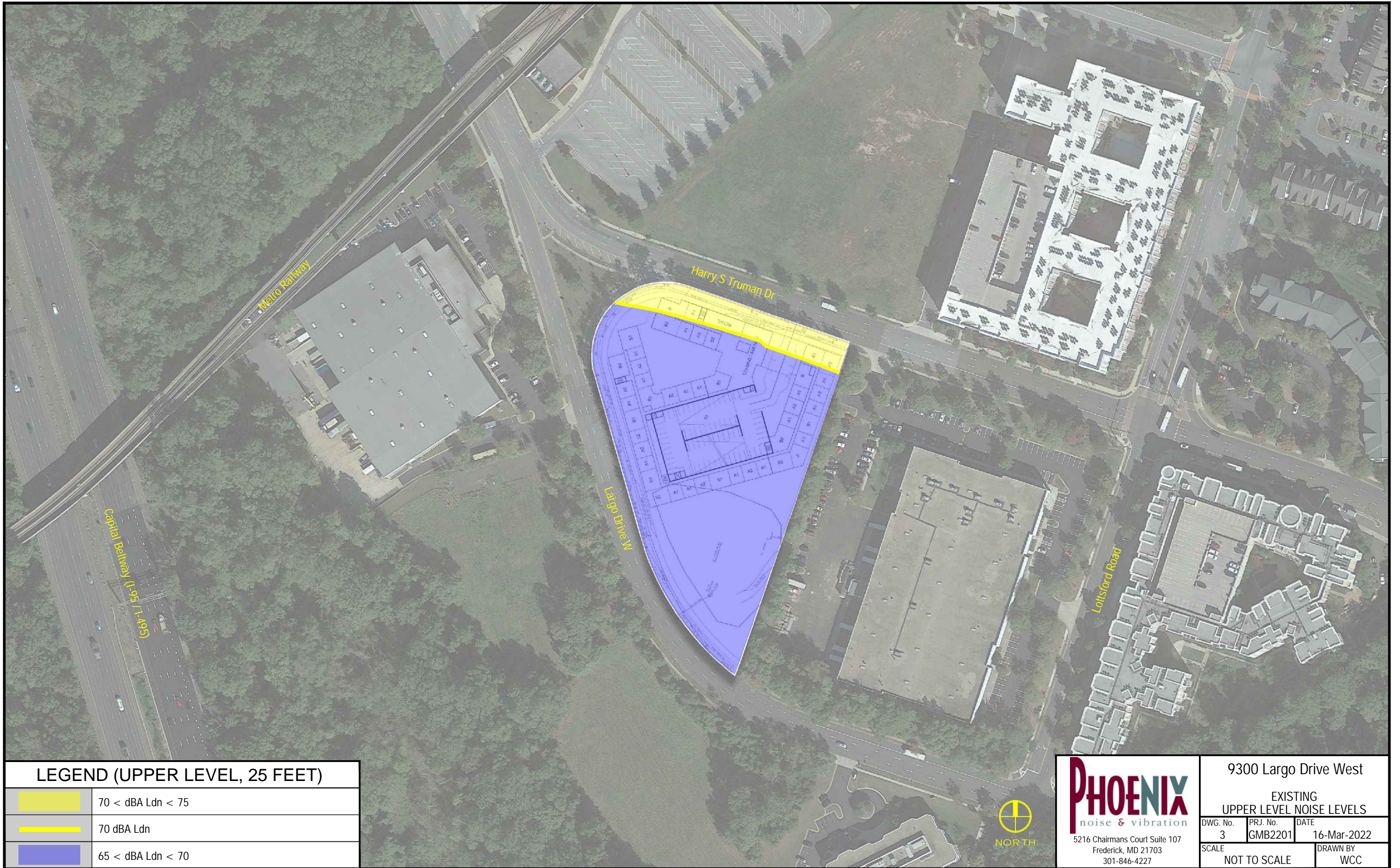


LEGEND (GROUND LEVEL, 5 FEET)

	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

PHOENIX
noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West		
EXISTING GROUND LEVEL NOISE LEVELS		
DWG. No. 2	PRJ. No. GMB2201	DATE 16-Mar-2022
SCALE NOT TO SCALE		DRAWN BY WCC

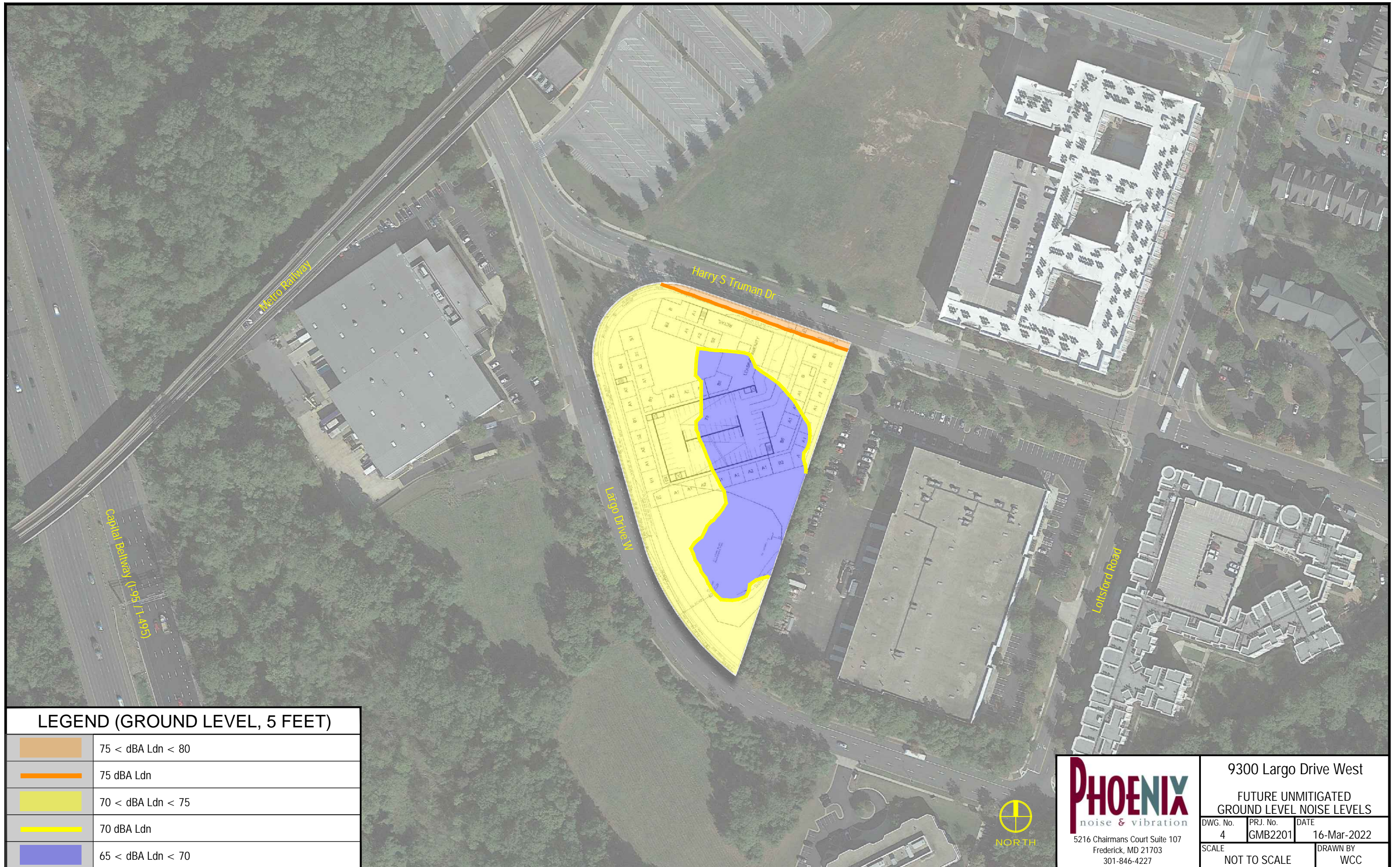


LEGEND (UPPER LEVEL, 25 FEET)






	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70

PHOENIX
noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West		
EXISTING UPPER LEVEL NOISE LEVELS		
DWG. No. 3	PRJ. No. GMB2201	DATE 16-Mar-2022
SCALE NOT TO SCALE		DRAWN BY WCC



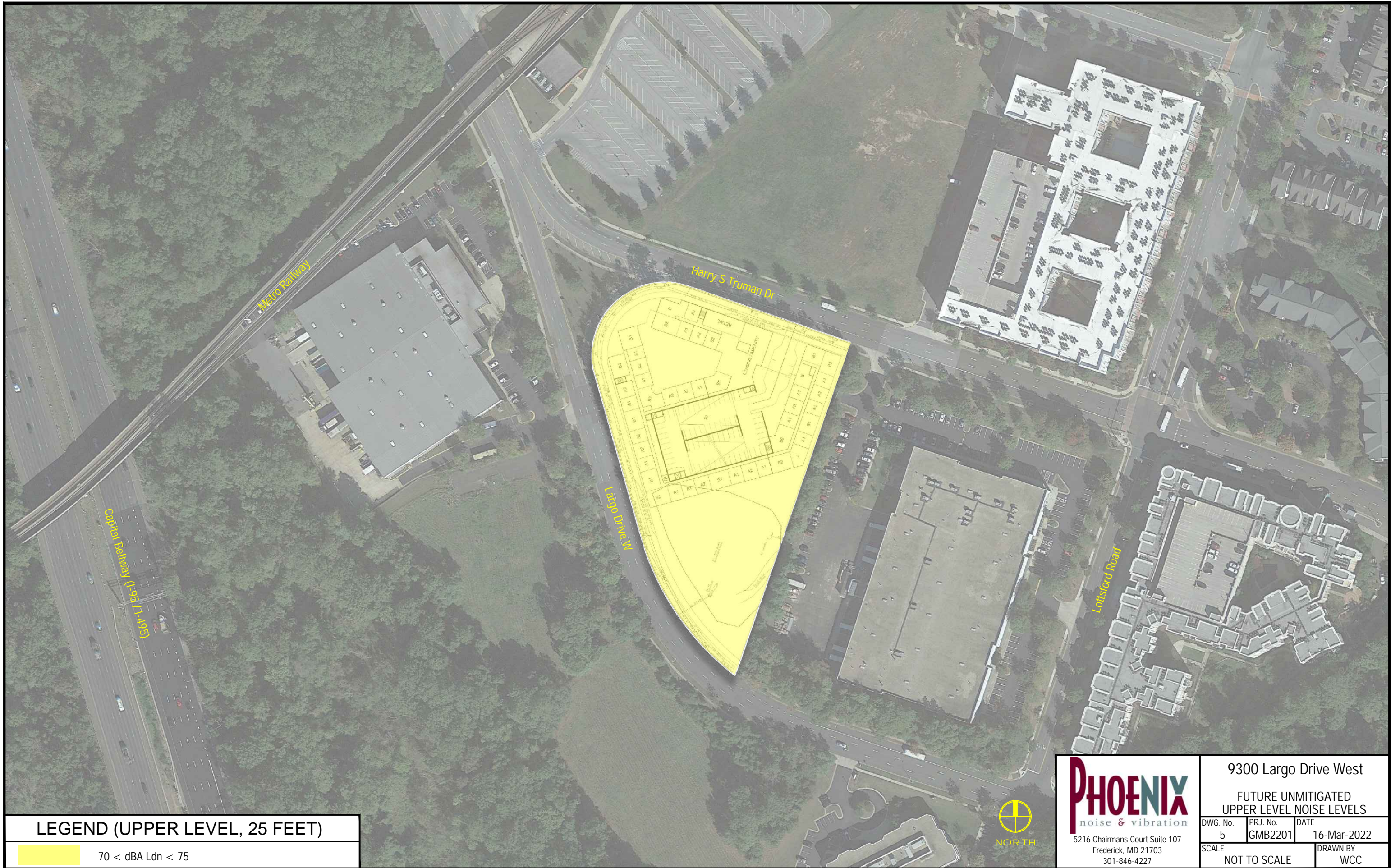
LEGEND (GROUND LEVEL, 5 FEET)

	75 < dBA Ldn < 80
	75 dBA Ldn
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70



PHOENIX
noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West		
FUTURE UNMITIGATED GROUND LEVEL NOISE LEVELS		
DWG. No. 4	PRJ. No. GMB2201	DATE 16-Mar-2022
SCALE NOT TO SCALE		DRAWN BY WCC

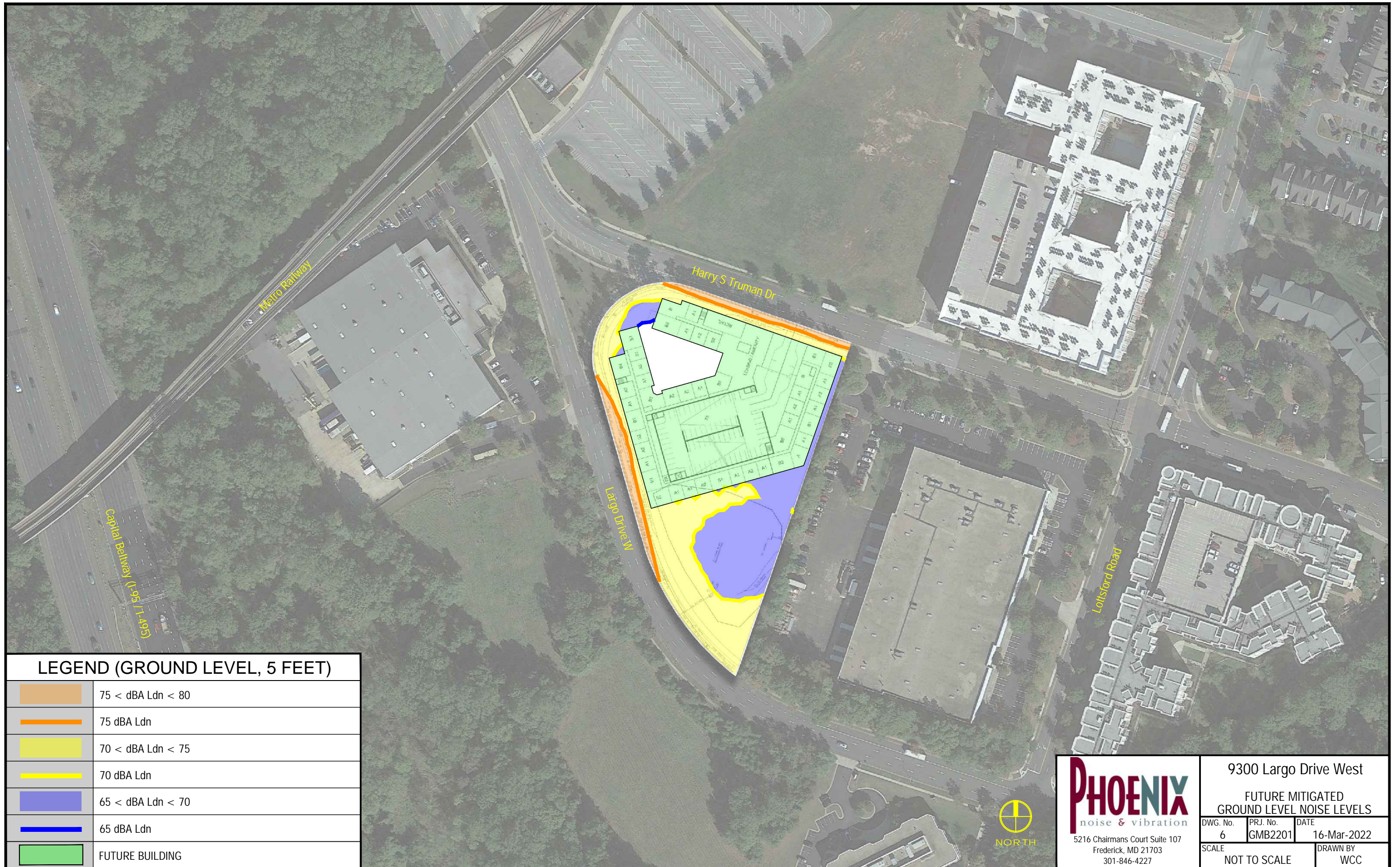


LEGEND (UPPER LEVEL, 25 FEET)








70 < dBA Ldn < 75


PHOENIX
noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

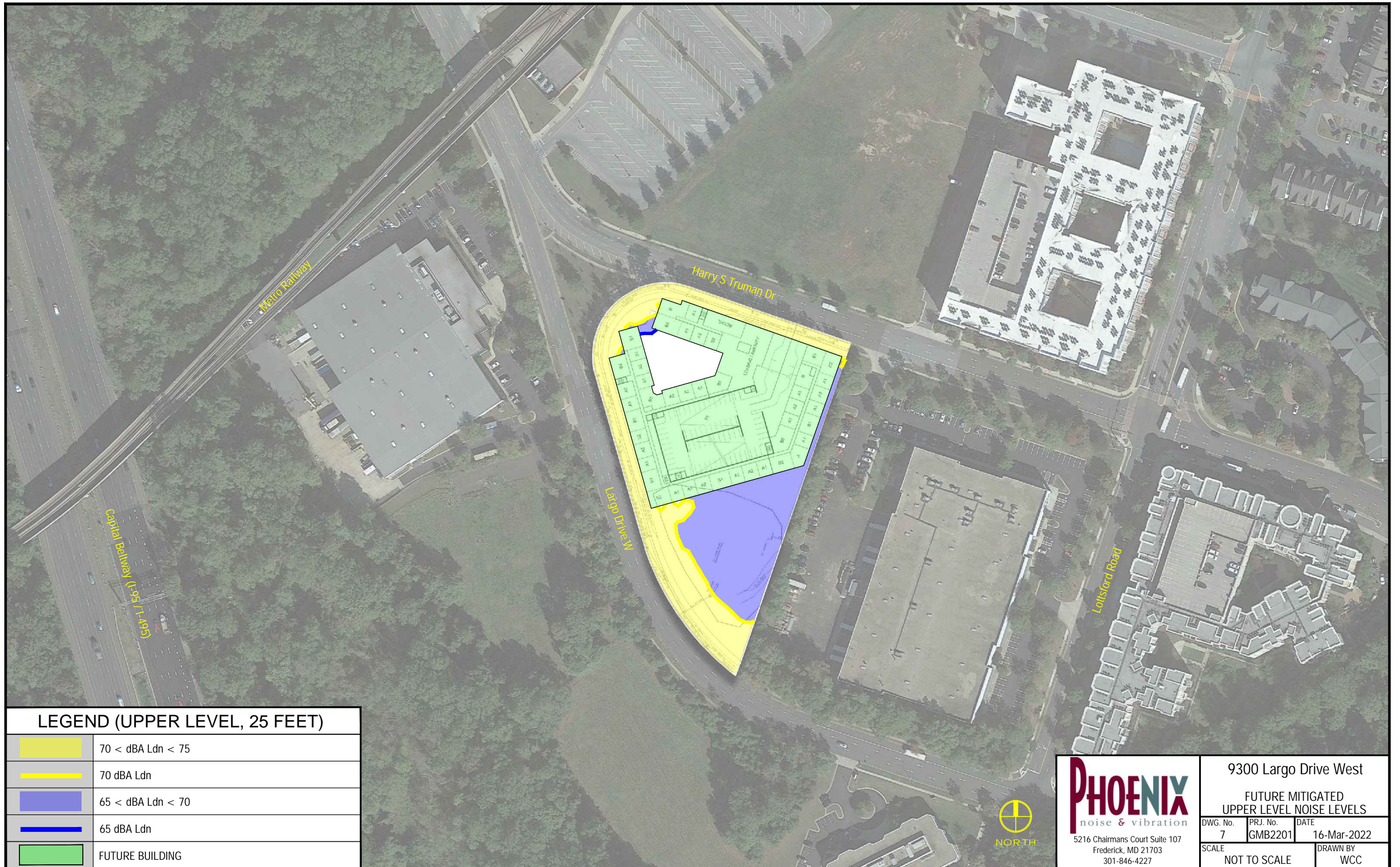
9300 Largo Drive West		
FUTURE UNMITIGATED UPPER LEVEL NOISE LEVELS		
DWG. No. 5	PRJ. No. GMB2201	DATE 16-Mar-2022
SCALE NOT TO SCALE		DRAWN BY WCC




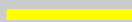



LEGEND (GROUND LEVEL, 5 FEET)

	75 < dBA Ldn < 80
	75 dBA Ldn
	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70
	65 dBA Ldn
	FUTURE BUILDING

 5216 Chairmans Court Suite 107 Frederick, MD 21703 301-846-4227	9300 Largo Drive West	
	FUTURE MITIGATED GROUND LEVEL NOISE LEVELS	
	DWG. No. 6	PRJ. No. GMB2201
SCALE NOT TO SCALE		DRAWN BY WCC

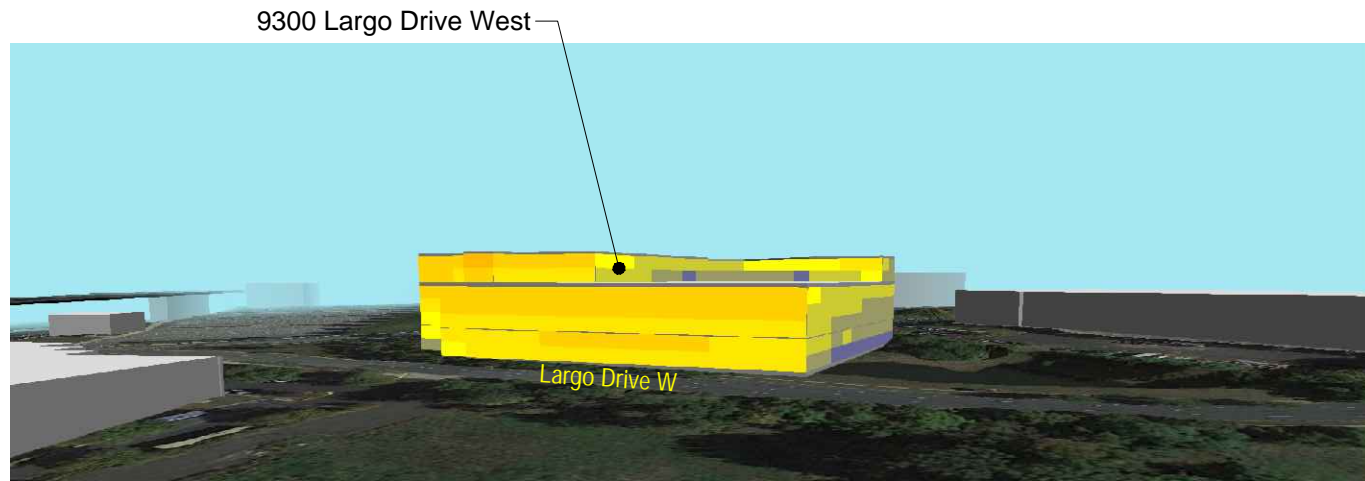


LEGEND (UPPER LEVEL, 25 FEET)

	70 < dBA Ldn < 75
	70 dBA Ldn
	65 < dBA Ldn < 70
	65 dBA Ldn
	FUTURE BUILDING

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noise & vibration
5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

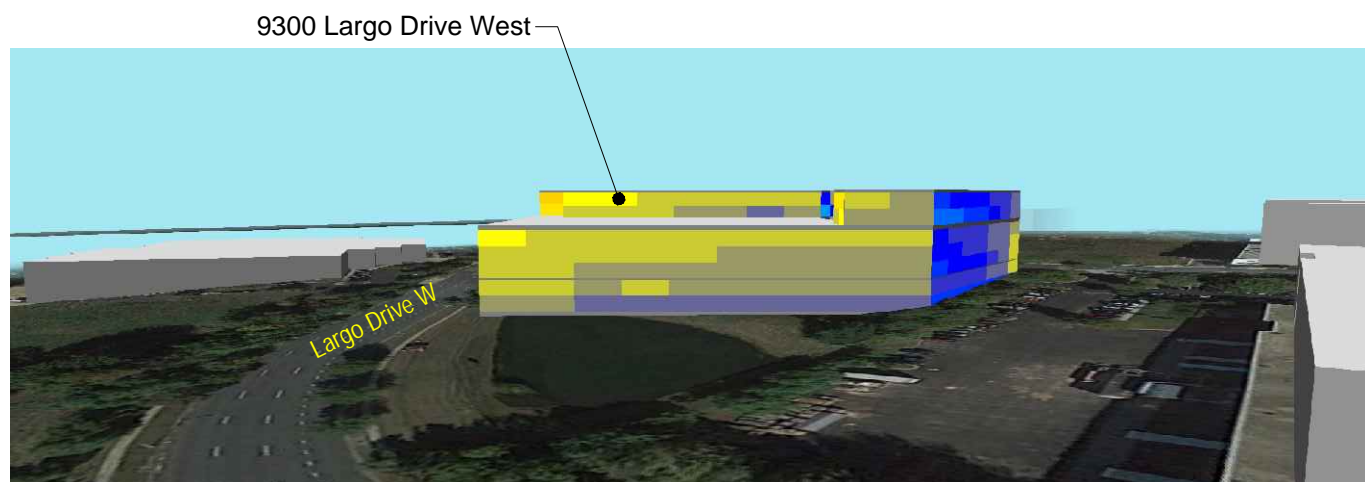
9300 Largo Drive West		
FUTURE MITIGATED UPPER LEVEL NOISE LEVELS		
DWG. No. 7	PRJ. No. GMB2201	DATE 16-Mar-2022
SCALE NOT TO SCALE		DRAWN BY WCC



① Looking East

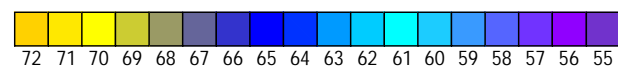


② Looking South

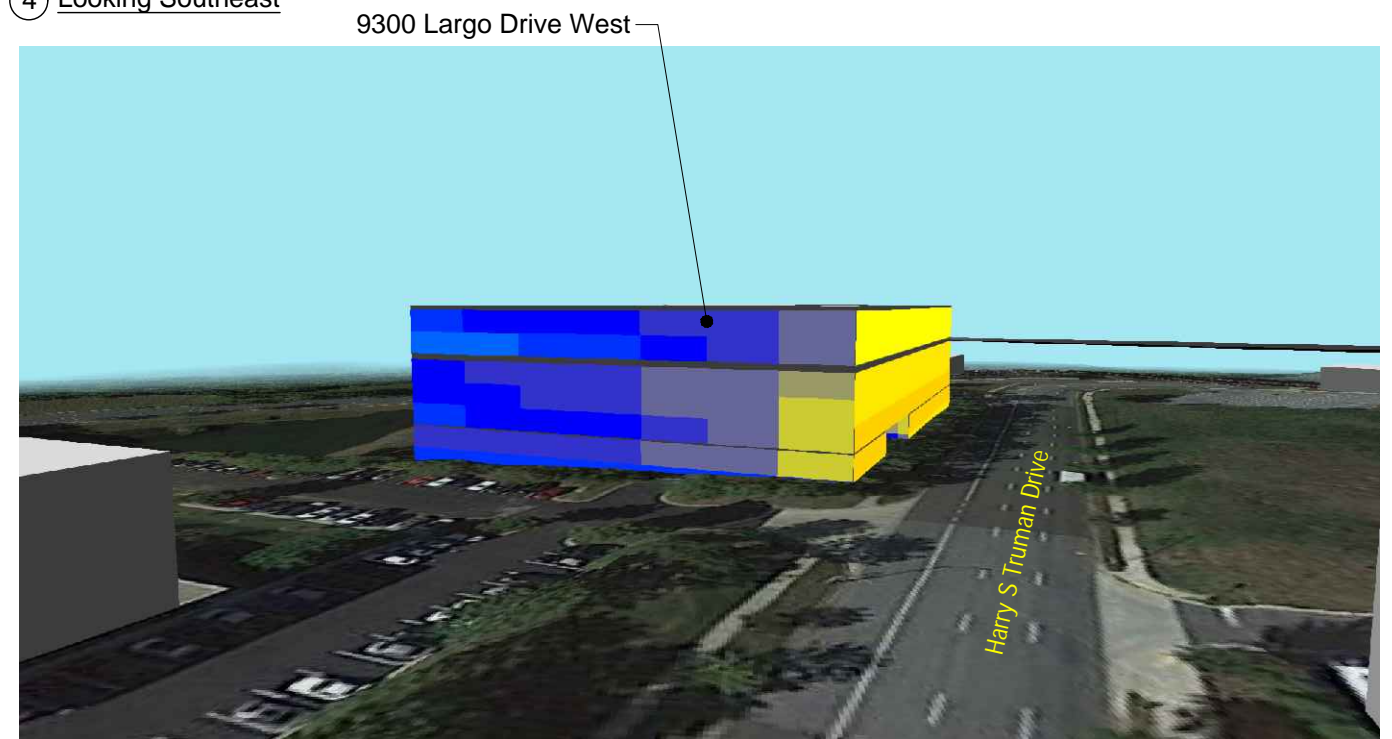


③ Looking North

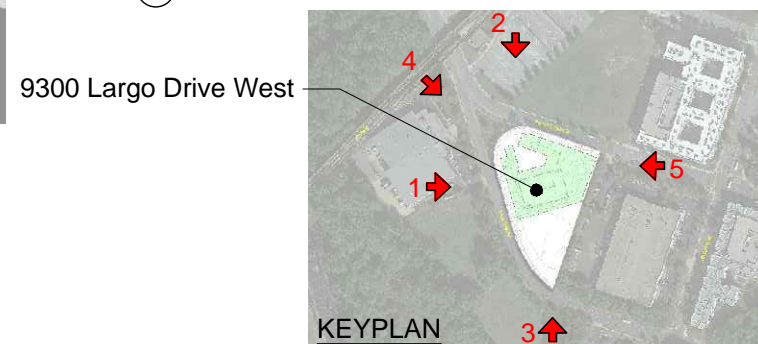
Future Transportation Noise Levels (dBA Ldn)



④ Looking Southeast



⑤ Looking West



PHOENIX
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5216 Chairmans Court Suite 107
Frederick, MD 21703
301-846-4227

9300 Largo Drive West		
FUTURE TRANSPORTATION NOISE IMPACT		
DWG. No. 8	PRJ. No. GMB2201	DATE 16-Mar-2022
SCALE NOT TO SCALE		DRAWN BY WCC



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

May 23, 2022

TO: Henry Zhang, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

Re: Largo Parcel O
Detailed Site Plan, DSP-21049

CR: Harry S. Truman Drive (County)
CR: Largo Drive West (County)

This is in response to Detailed Site Plan, DSP-21049 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed subdivision is located at 9300 West Largo Drive Upper Marlboro at the intersection of Harry S. Truman Drive and Largo Drive West.
- The applicant proposes one parcel for the development of 269 multifamily dwelling units and 1,990 square feet of commercial use.
- DSP-21049 is consistent with Site Development Concept Plan (SDCP) 173-2022. SDCP is under review.
- DPIE has no objection to DSP-21049.

DPIE Traffic Comments:

- The applicant should show a right-in right-out configuration at the access point on Harry S. Truman Drive on the permit plans indicating that it should be constructed at a future date when Harry S. Truman Drive is converted to a two-way roadway.
- Regarding the BPIS the applicant proposed seven (7) options for offsite improvement within 0.5 miles. The cost cap is \$96,889.11. From these seven (7) options, DPIE recommends the following three (3):

1. Install ADA compliant pedestrian ramps, crosswalks, and APS/CPS equipment along the east and south legs of the intersection of Lottsford Road and Harry S Truman Drive.
2. Install ADA compliant pedestrian ramps, crosswalks along the north leg of the intersection Lottsford Road and Largo Drive West.
3. Furnish and install sixteen (16) total ground mounted signs: One sign pole with D11-1 with a D1-2 and R4-11 signs for Harry S Truman Drive and Largo Drive West between the Largo Metro Station and the southern terminus of Harry S. Truman Drive South. Install white shared use bicycle sharrow pavement marking symbols.

These 3 improvements total \$92,670.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, at (301) 883-5710.

MG:SGS:DS

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Terrence Marray, Gateway Properties Largo, LLC, 230 Park Ave., Third Floor West,
Suite 302, New York, NY 10169
Joshua Sloan, VIKA MD, 20251 Century Blvd., Suite 400, Germantown, MD 20874
Brian Berman, BE Parcel O LLC, 5410 Deson Lane, Rockville, MD 20852