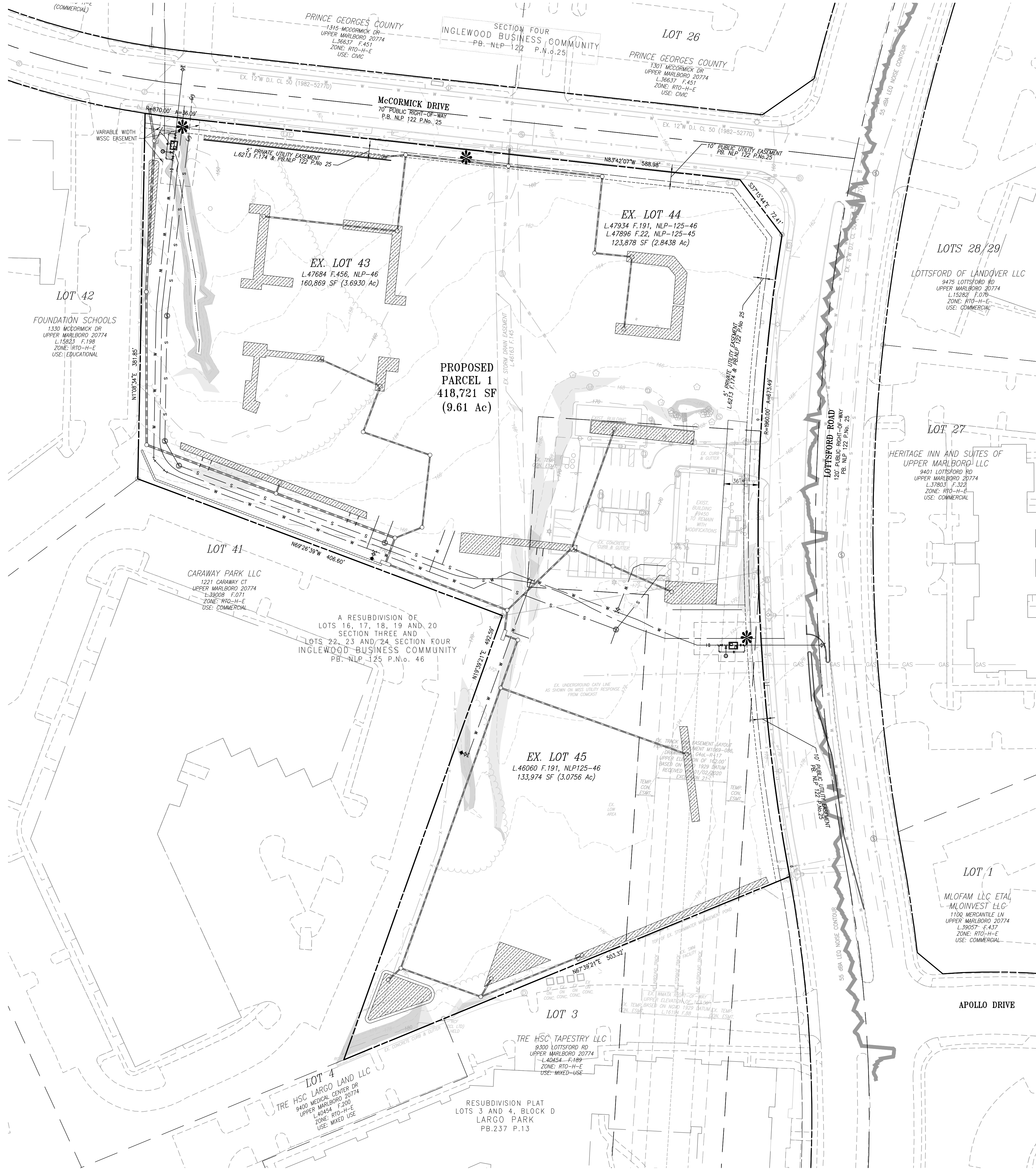


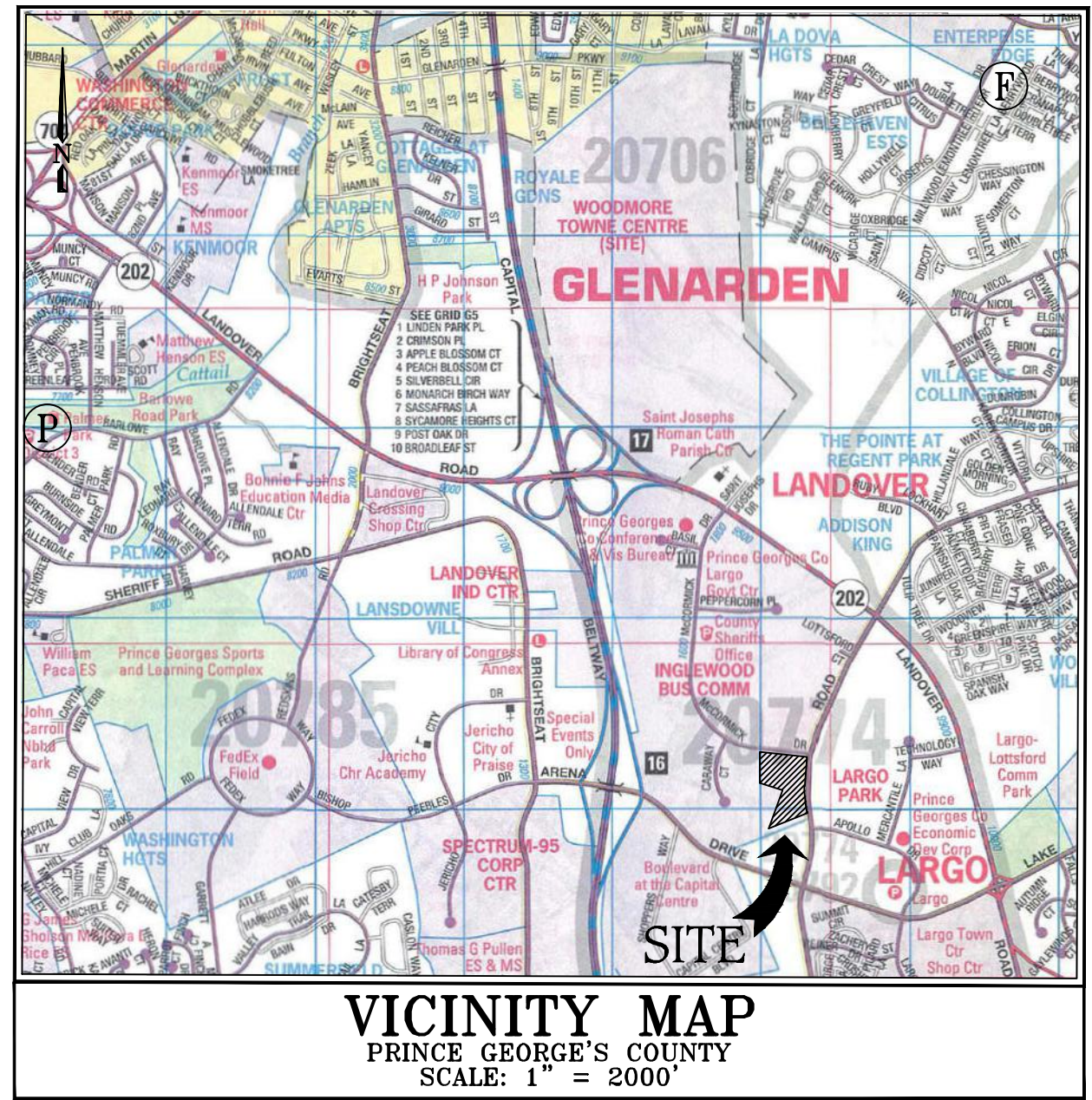
GENERAL NOTES

- EXISTING PARCEL/LOTS AND DEED REFERENCES:
LOT 43: L4784 F.456, NLP125-46
LOT 44: L47934 F.191, NLP125-46 & L47869 F.22, NLP125-46
LOT 45: L46060 F.359, NLP125-46
- TAX MAP & GRID: 67-E1
- WSSC 200-FOOT MAP REFERENCE: 202NE08
- THE PURPOSE OF THIS PLAN IS TO SUBDIVIDE EXISTING LOTS 43, 44, AND 45 INTO PROPOSED PARCEL 1 FOR THE USE OF A MIXED-USE RESIDENTIAL/RETAIL DEVELOPMENT
- PRIOR APPROVALS:
- DSP-87120-03
- DSP-04086
- TOP-084-05
- NR-028-2022
- TOTAL ACREAGE: 9.61 AC. (RTO-H-E ZONE)
- NET DEVELOPMENT OUTSIDE OF PMA: 9.61 AC.
- ACREAGE OF ENVIRONMENTAL REGULATED FEATURES: 0.00 AC.
- AREA OF 100-YEAR FLOODPLAIN: 0.00 AC.
- ACREAGE OF ROAD DEDICATION: 0.00 AC.
- EXISTING ZONING: RTO-H-E
- EXISTING USE: PARCEL 43 - VACANT
PARCEL 44 & 45 - WATA WATER TREATMENT FACILITY W/ANCILLARY OFFICE
- PROPOSED USE OF PROPERTY: MIXED-USE RESIDENTIAL AND RETAIL AS FOLLOWS:
- 769 MULTIFAMILY UNITS
- 72,300 SF COMMERCIAL/RETAIL
- 6,190 SF UTILITY/OFFICE (WATA WATER TREATMENT FACILITY AND ANCILLARY OFFICE)
- BREAKDOWN OF PROPOSED DWELLING UNIT BY TYPE: 769 MULTI-FAMILY UNITS
- DENSITY CALCULATION: 80.0 DU/AC
- PROPOSED FLOOR AREA RATIO: 0.25 FAR
- MINIMUM LOT SIZE: N/A
- MINIMUM LOT WIDTH AT FRONT BRL: 30 FT
- MINIMUM LOT WIDTH AT STREET FRONT: 30 FT
- SUSTAINABLE GROWTH TIER: YES, TIER 1
- MILITARY INSTALLATION OVERLAY ZONE: NO
- CENTER OR CORRIDOR LOCATION: NO
- EXISTING GROSS FLOOR AREA: 7,150 SF
PROPOSED GROSS FLOOR AREA: 987,790 SF
- SWM CONCEPT NUMBER AND APPROVAL DATE: 22B15-2023 (PENDING APPROVAL)
- EXISTING AND PROPOSED WATER/SEWER CATEGORY: W-3 AND S-3
- METHOD OF SEWAGE DISPOSAL: PUBLIC
- AVIATION POLICY AREA: NONE
- MANDATORY PARK DEDICATION REQUIREMENT: YES, FEE-IN-LIEU
- CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
- HISTORIC SITES ON OR IN VICINITY OF THE PROPERTY: NO
- TYPE ONE CONSERVATION PLAN: TOP1-_____
- WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
- WETLANDS: NO
- STREAMS: YES (EPHEMERAL, NOT AN ENVIRONMENTALLY REGULATED FEATURE)
- SOILS BY SOIL TYPE AND SOURCE OF SOIL INFORMATION: SEE NR-028-2022
- IN OR ADJACENT TO ANY LAND TRUST EASEMENT: NO
- APPLICANT: BANNER VENTURES
1738 ELTON ROAD, SUITE 215
SILVER SPRING, MD 20903
- PROPERTY OWNER: LOT 43: 9400 LOTTSFORD ROAD LLC
1320 MCCORMICK DR
UPPER MARLBORO, MD 20774
LOT 44: 9400 LOTTSFORD ROAD LLC
9400 LOTTSFORD RD
UPPER MARLBORO, MD 20774
LOT 45: 9400 LOTTSFORD ROAD LLC
9400 LOTTSFORD RD
UPPER MARLBORO, MD 20774

WASHINGTON METRO AREA TRANS AUTH
O LOTTSFORD RD
UPPER MARLBORO, MD 20774



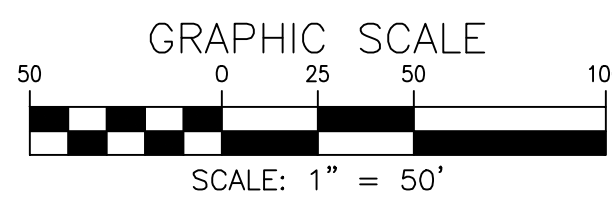
SCALE: 1"=50'
N
NATIONAL COORDINATE SYSTEM
NAD 83 (2011)



VICINITY MAP
PRINCE GEORGE'S COUNTY
SCALE: 1" = 2000'

LEGEND

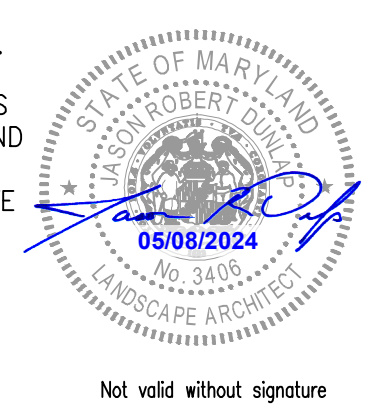
- BOUNDARY LINE
- ADJACENT BOUNDARY LINE
- EXISTING CONTOUR
- EXISTING TREELINE
- EXISTING EPHEMERAL STREAM
- EXISTING OVERHEAD LINES
- EXISTING COMMUNICATION LINE
- EXISTING GAS LINE
- EXISTING CHAIN LINK FENCE
- EXISTING WIRE FENCE
- EXISTING STORMDRAIN
- PROPOSED STORMDRAIN
- EXISTING SEWER
- PROPOSED SEWER
- EXISTING WATER
- PROPOSED WATER
- EXISTING FLOODPLAIN
- 25' FLOODPLAIN BUFFER
- WETLAND BUFFER
- PRIMARY MANAGEMENT AREA
- STREAM BUFFER
- 100 YEAR FLOODPLAIN
- PUBLIC UTILITY EASEMENT
- NIGHT 55 dBA LED NOISE CONTOUR
- EXISTING SLOPES 15%-25%
- EXISTING SLOPES 25% OR MORE
- STORMWATER MANAGEMENT FACILITIES
- ENTRANCE FEATURE



PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NUMBER: 3406
EXPIRATION DATE: 05/10/2025



UPDATES/REVISIONS:

PPS-2022-007
PRELIMINARY PLAN OF SUBDIVISION
PROPOSED PARCEL 1
PAVILION AT LOTTSFORD
KENT (13TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: BANNER VENTURES 1738 ELTON ROAD, SUITE 215 SILVER SPRING, MD 20903	WSSC GRID: 202NE08 DESIGN: JRD DRAFT: GRM	TAX MAP: 67-E1 SHEET: 1 OF 1 DATE: MAY 2023 FILE NO: 2019-1628-II
--	---	--

COPYRIGHT © LATEST DATE HERON CHARLES P. JOHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED. UNAUTHORIZED USE OR REPRODUCTION IS PROHIBITED.

LAW OFFICES
SHIPLEY & HORNE, P.A.

Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

1101 Mercantile Lane, Suite 240
Largo, Maryland 20774
Telephone: (301) 925-1800
Facsimile: (301) 925-1803
www.shpa.com

Bradley S. Farrar
L. Paul Jackson, II*

* Also admitted in the District of Columbia

May 3, 2024

VIA ELECTRONIC DELIVERY

Ms. Sherri Conner, Supervisor
Subdivision Section
Maryland-National Capital Park
& Planning Commission
1616 McCormick Drive
Largo, Maryland 20774

RE: REVISED STATEMENT OF JUSTIFICATION
Preliminary Plan of Subdivision, PPS 2022-007
Certificate of Adequacy, ADQ 2022-022
The Pavilion at Lottsford

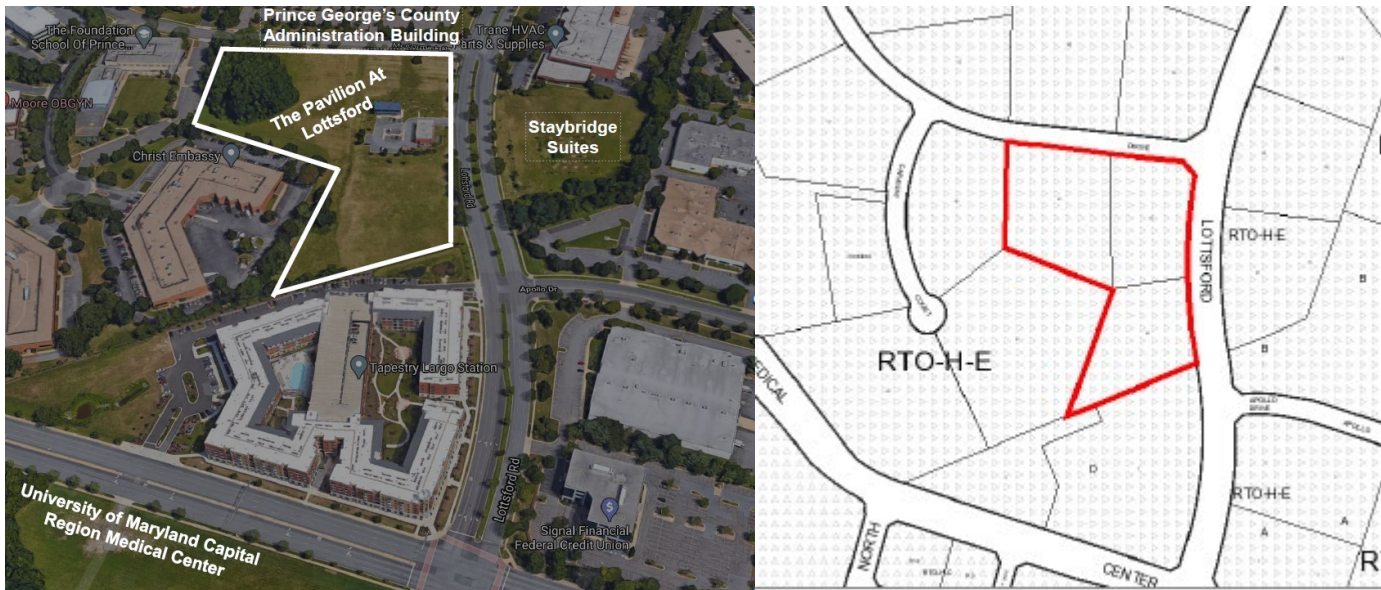
Dear Ms. Conner:

On behalf of our client, 9400 Lottsford Road, LLC, Arthur J. Horne, Jr. and Shipley & Horne, P.A., hereby submit this Statement of Justification in support of Preliminary Plan of Subdivision, PPS 2022-007, and Certificate of Adequacy, ADQ 2022-022, for The Pavilion at Lottsford mixed-use development project.

The subject Property has a premise address of 9400 and 9450 Lottsford Road, and 1320 McCormick Drive, Upper Marlboro, MD 20774, and is known as Lots 43, 44, and 45 within the Inglewood Business Community Subdivision, (the "Property"). The Inglewood Business Community Subdivision was recorded in Land Records on December 24, 1985, as NLP-125-46. The Property consists of approximately 9.61 acres in the RTO-H-E (Regional Transit - Oriented, High - Intensity - Edge) Zone, and is located at the southwest quadrant of the Lottsford Road and McCormick Drive intersection. The property is further located directly across McCormick Drive from the Wayne K. Curry Administration Building.

The Applicant is proposing to combine three existing lots into one parcel for the development of a mix-use project with approximately 769 multifamily units, 72,300 square-feet of ground floor commercial/retail uses, and 6,190 square-feet of office space for WMATA's use. The development will include three, 6-story buildings, one 3-story structured parking garage, and one 5-story structured parking garage. The two buildings that primarily front along Lottsford Road will include 72,300 square-feet of ground floor commercial/retail uses. No retail component is proposed for the building on the western side of the Property, fronting along

McCormick Drive. The multifamily residential units will be offered in a variety of sizes, which will be further specified at the time of Detailed Site Plan (DET).



A. Existing Conditions

The subject Property is currently improved with the Washington Metropolitan Area Transit Authority's (WMATA) Largo Division Rail Facility along the southern portion of the Property. This facility consists of two buildings and their associated parking. The larger of these two buildings in WMATA's Stormwater Treatment Facility, while the smaller building that is closest to Lottsford Road is WMATA's Administration Building which provides vertical tunnel access for train maintenance. The Applicant has been working closely with WMATA concerning the development of the project and their need to continue the existing maintenance operations on the subject Property. A signed consent letter from WMATA for the filing of this PPS application is included in the submission package.

The subterranean pathway for a small extension to the Blue Line runs north to south along the eastern edge of the Property. This extension is not part of the active Blue Line system, and is only used by WMATA for maintenance purposes. The subterranean pathway terminates at the existing WMATA Administration vertical tunnel access building, and trains currently enter the tunnel based on a maintenance schedule. Similar to the mixed-use development that abuts the subject Property to the south, Largo Park, (reviewed and developed under DSP-06025), some portions of proposed buildings will be constructed over this subterranean pathway.

The proposed project proposes to raze both existing WMATA buildings, while still assuring maintenance functions for both of these facilities will continue to operate on the Property. WMATA's stormwater treatment facility is proposed to be relocated to the ground

floor of Building 2, located at the corner of Lottsford Road and McCormick Drive, while an above-ground, vented access hatch in the Retail Pavilion area along Lottsford Road will continue to provide WMATA vertical tunnel access to the subterranean tracks for train maintenance purposes. In total, the square footage of office space that will be allocated to WMATA is 6,190 square feet.

Due to the subterranean pathway, a Noise & Vibration Study has been prepared by Veneklasen Associates, Inc., and has been submitted with the subject application. A noise study has also been included that evaluates any potential noise impacts to proposed residential units associated with Lottsford Road, a designated arterial roadway, (A-26).

Existing WMATA Buildings along the Southern Portion of the Property



Approximate location of WMATA's Underground Rail Facility (shown in blue)

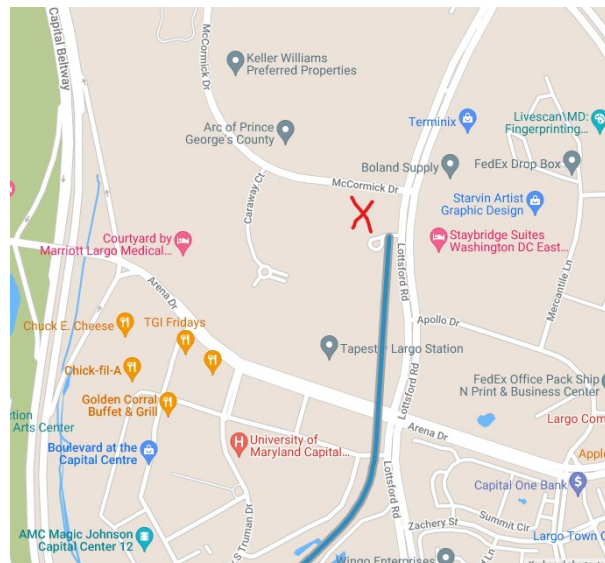
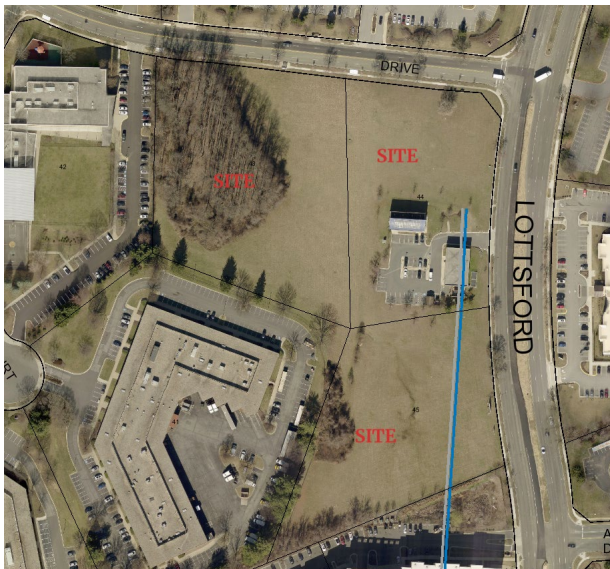
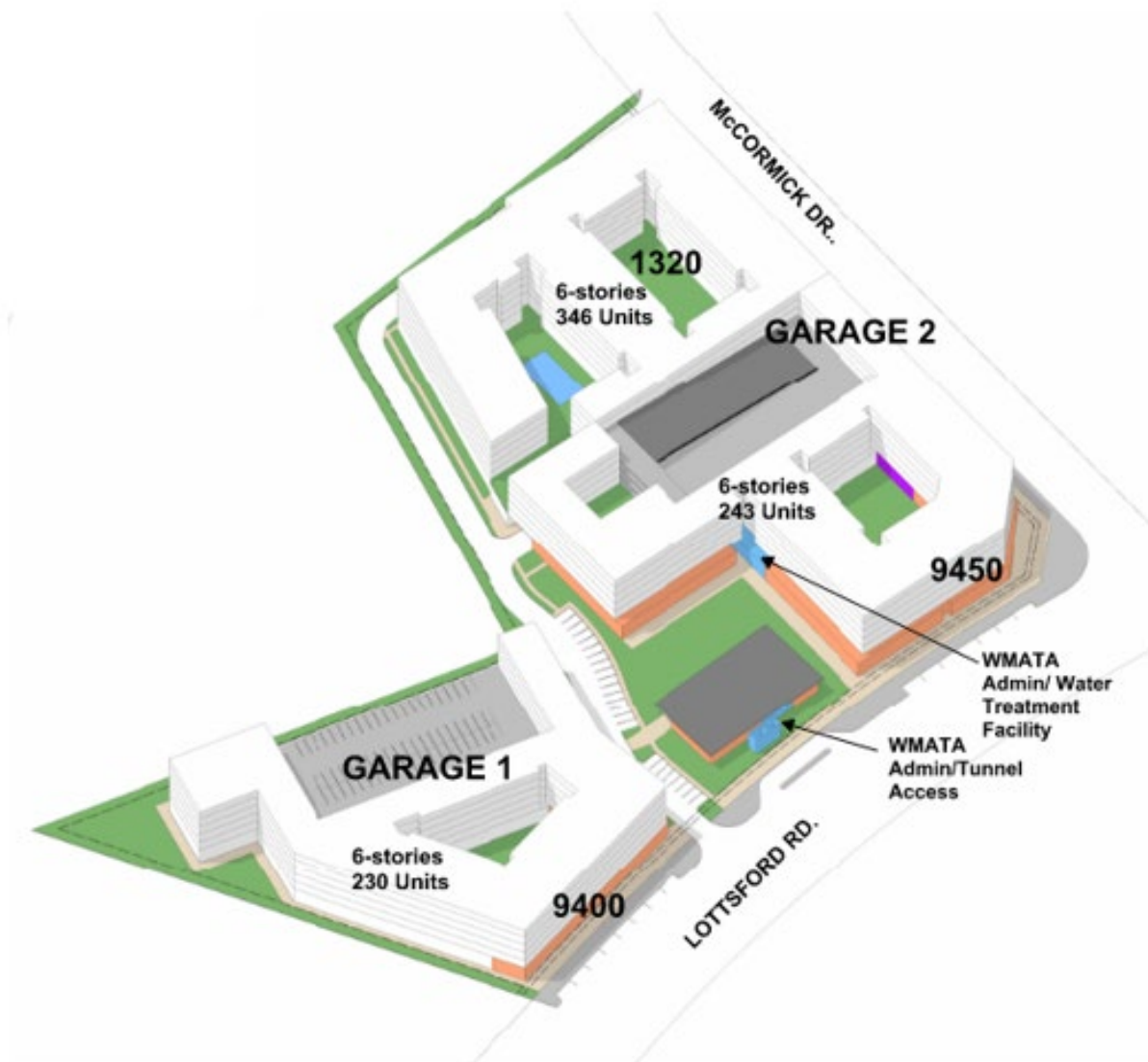


Exhibit showing relocation of existing WMATA Facilities
(final details to be provided at the time of DET)



B. Development Data Summary

DEVELOPMENT DATA SUMMARY		
	EXISTING	PROPOSED
Zones:	RTO-H-E (Regional Transit - Oriented, High - Intensity - Edge) Zone	RTO-H-E (Regional Transit - Oriented, High - Intensity - Edge) Zone
Uses:	WMATA Administration Maintenance Building & Stormwater Treatment Facility	Mixed-Use Project with approx. 769 multifamily units, 72,300 square-feet of ground floor commercial/retail uses, and 6,190 square feet of office space for WMATA
Total Gross Acreage:	9.61 acres	9.61 acres
100-Year Floodplain:	0 acres	0 acres
Required Roadway Dedication Area:	0 acres	0 acres
Net Acreage:	9.61 acres	9.61 acres
Parcels:	0	1
Lots:	3	0

PROPOSED DENSITY/INTENSITY	
Density/Intensity Proposed:	769 multifamily units, 72,300 square-feet of ground floor commercial/retail uses, and 6,190 square feet of office space for WMATA

C. General Plan & Master Plan Conformance

General Plan

The *Plan 2035 Prince George's Approved General Plan* places the subject Property within the Largo Town Center Metro Regional Transit District, and within the Established Communities Growth Area. The Property is further identified as being within a Priority Funding (MDP). Plan Prince George's 2035 further recommends a Mixed-Use Generalized Future Land Use recommendation for the subject Property.

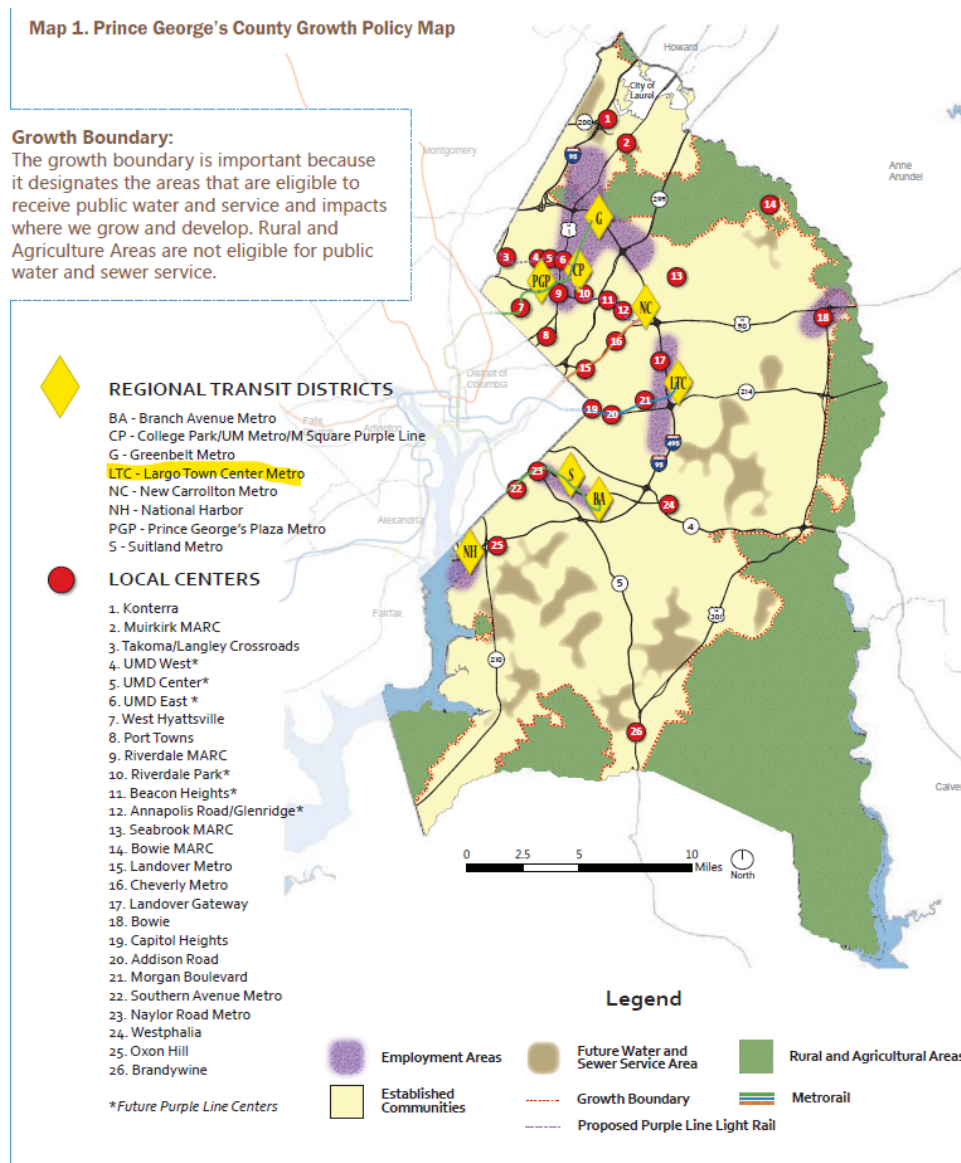



Table 16 on Page 108 the Approved General Plan defines a Regional Transit District as being the following:

Table 16

Plan 2035 Center Classification System

REGIONAL TRANSIT DISTRICTS (REGIONAL)		
	<ul style="list-style-type: none"> • Branch Avenue Metro • College Park/UM Metro/M Square Purple Line • Greenbelt Metro • Largo Town Center Metro • National Harbor • New Carrollton Metro • Prince George's Plaza Metro • Suitland Metro 	<p><i>Moderate- to high-density and intensity regional-serving centers. Destinations for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses; the balance of uses will vary depending on the center's predominant character and function. Walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. Density and intensity are often noticeably greater within a quarter mile of Metro and light rail stations.</i></p> <p><i>The recommended jobs-to-household ratio ranges from three jobs to one household (3:1) to six jobs to one household (6:1) for more mixed-use centers and six jobs to one household or greater (> 6:1) for larger employment centers. In employment centers, housing and retail uses are secondary, but essential to creating competitive and vibrant environments attractive to employers and employees.</i></p>
	<p>New Housing Mix: Predominantly high-rise and mid-rise apartments and condos, townhouses</p> <p>Average Net Housing Density for New Development: 40+ Dwelling Units/Acre</p> <p>FAR for New Commercial Development: 3+</p> <p>Transportation Characteristics: Metrorail with frequent local feeder connections (bus and shuttle service) and intermodal facilities—commuter rail (Amtrak and MARC service), fixed guideway (light rail and bus rapid transit), and interstate highways and arterials.</p>	

Page 100 of the Approved General Plan further defines a Mixed-Use Generalized Future Land Use Category as being the following:

“Areas of various residential, commercial, employment and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another”.

The subject PPS application proposes a Mixed-Use project that is consistent with the land use recommendations within the Plan 2035 Approved General Plan.

Master Plan/Zoning

The Property is located within the limits of the 2013 Approved Largo Town Center Sector Plan (the “2013 Sector Plan”), Planning Area 73, and is further located in Councilmanic District 6 within the Largo Community. The 2013 Sector Plan rezoned the subject Property from the I-3 Zone to the C-O/D-D-O Zone to allow infill office and institutional development consistent with the sector plan vision for mixed office and institutional uses.

On April 1, 2022, the Countywide Map Amendment (CMA) rezoned the subject Property from the C-O/D-D-O (Commercial-Office, Development District Overlay) Zone to the RTO-H-E (Regional

Transit - Oriented, High - Intensity - Edge) Zone. Multifamily dwellings, general business and professional office uses, restaurants (without drive-through service), and numerous general retail sales and service uses are permitted in the RTO-H-E Zone. As such, all uses proposed on the subject Property have been deemed appropriate by the District Council through their approval of Subtitle 27 in general, and specifically, Section 27-5101(d), Principal Use Tables for Nonresidential, Transit-Oriented/Activity Center, and other Base Zones.

Chapter 4 (Page 55) of the *Approved 2013 Largo Town Center Sector Plan & Sectional Map Amendment* contains Recommendations for Future Development within the Largo Town Center. Although, the approval of the Countywide Map Amendment (CMA) was intended to supersede area sector plans, Section I of this Statement of Justification includes a detailed analysis of the Goals intended to guide future development within the Town Center.

D. Development Standards that Apply at the Time of PPS

The following Development Standards apply at the time of PPS and have been further evaluated below. Multifamily, Townhouse and Three-Family Form and Design Standards, (Section 27-6903), Industrial Form and Design Standards, (Section 27-61100), Agricultural Compatibility Standards, (Section 27-61300), and Urban Agricultural Compatibility Standards (Section 27-61403) are not applicable to the review of this application which proposes mixed-use development.

Table 27-6104: Applicability of Development Standards															
✓ = Section Applies															
Development Threshold	Roadway Access, Mobility, and Circulation (Sec. 27-6200)	Off-Street Parking and Loading (Sec. 27-6300)	Open Space Set-Asides (Sec. 27-6400)	Land-scaping (Sec. 27-6500)	Fences and Walls (Sec. 27-6600)	Exterior Lighting (Sec. 27-6700)	Environmental Protection and Noise Controls (Sec. 27-6800)	Multifamily, Townhouse, and Three-Family Form and Design Standards (Sec. 27-6903)	Non-residential and Mixed-Use Form and Design Standards (Sec. 27-61000)	Industrial Form and Design Standards (Sec. 27-61100)	Neighborhood Compatibility Standards (Sec. 27-61200)	Agricultural Compatibility Standards (Sec. 27-61300)	Urban Agriculture Compatibility Standards (Sec. 27-61403)	Signage (Sec. 27-61500)	Green Building Standards (Sec. 27-61600)
Preliminary plan of subdivision (minor or major) pursuant to Subtitle 24 of the County Code	✓		✓				✓	✓	✓	✓		✓	✓		

Section 27-6200 - Roadway Access, Mobility, and Circulation

27-6201. Purpose and Intent

The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development, and local destination points such as places of employment, schools, parks, and shopping areas. Such a multimodal transportation system is intended to:

- (a) Provide transportation options;***
- (b) Increase the effectiveness of local service delivery;***
- (c) Reduce emergency response times;***
- (d) Promote healthy walking and bicycling;***
- (e) Facilitate use of public transportation;***
- (f) Contribute to the attractiveness of the development and community;***
- (g) Connect neighborhoods and increase opportunities for interaction between neighbors;***
- (h) Reduce vehicle miles of travel and travel times;***
- (i) Reduce greenhouse gas emissions;***
- (j) Improve air quality;***
- (k) Minimize congestion and traffic conflicts; and***
- (l) Preserve the safety and capacity of County transportation systems.***

RESPONSE: As outlined above, the Applicant is proposing the development of a mix-use project with 769 multifamily units, 72,300 square-feet of ground floor commercial/retail uses, and 6,190 square-feet of office space for WMATA's use. The development will include one 3-story structured parking garage, one 5-story structured parking garage, and on-street parking, (along the west side of Lottsford Road), that will safely and efficiently serve the parking needs of all on-site commercial and residential uses. This is a mixed-use, transit-oriented project, located in the heart of the Largo Town Center Metro.

Largo Town Center Metro is one of 8 (eight) Regional Transit Centers identified in Plan 2035. This project, which is located less than 2,000 feet (as the crow flies) from the Largo Metro Station, not only promotes the use of public transportation, but also includes WMATA facilities for the maintenance of the Blue-Line corridor and the trains that operate on the line. The proposed project has been designed to be in substantial harmony with the purposes above.

Section 27-6202. Consistency with Plans

The design and construction of access and circulation systems associated with a development shall be consistent with the transportation goals, objectives, and actions in the County's General Plan, the Approved Countywide Master Plan of Transportation, the applicable Area Master Plan or Sector Plan, and other County-adopted plans addressing transportation.

RESPONSE: The project is located in the heart of the Largo Town Center Metro, a Regional Transit Center identified in Plan 2035. All proposed access and circulation has been designed in accordance with the transportation goals, objectives, and actions provided in the above plans. A traffic impact study prepared by Lenhart Traffic Consultants has been submitted with the subject application which includes an evaluation of all access points and impacts to nearby critical intersections.

Section 27-6203. Multimodal Transportation System

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

RESPONSE: This proposed transit-oriented development provides access and circulation systems that will accommodate multiple travel modes. Pedestrian, transit, bicycle, and vehicular circulation systems have been integrated into the overall design of the project.

Section 27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required.

RESPONSE: A plan has been provided with the subject application that demonstrates efficient on-site circulation and all proposed parking facilities. These requirements will be reviewed at the time of Detailed Site Plan.

Section 27-6205. Developer Responsible for On-Site Street Improvements

If a street is proposed within a development site, the developer shall bond, construct and maintain road, street, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards for design and construction defined in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction, and shall dedicate any required rights-of-way or easements, as required by the Subdivision Regulations and shown on an approved preliminary plan of subdivision.

RESPONSE: Right-of-way dedication along both Lottsford Road and McCormick Drive has already occurred with the recordation of Final Plat of Subdivision, NLP 125-46. There are no public or private streets being proposed with the subject application. An internal driveway will connect to McCormick Drive along the northwest edge of the Property and to Lottsford Road along the eastern side of the Property, and will provide on-site connectivity to both structured parking garages and safe and convenient access to the pavilion area and ground-floor commercial uses. The Applicant has already met with DPIE concerning the proposed modifications to the western side of Lottsford Road that will add on-street parking to further support the ground-floor retail uses. All modifications to the roadway have been designed in accordance with DPIE's specifications and Urban Street Design Standards.

Section 27-6206. Vehicular Access and Circulation

(a) Definition of Street Functional Classification

All public streets will be classified by the County according to the system of functional classification defined in the Prince George's County Specifications and Standards for Roadways and Bridges, authorized in Subtitle 23: Roads and Sidewalks as the County's official standards for street design and construction. Within the Transit-Oriented/Activity Center base and Planned Development (PD) zones, the Prince George's County Urban Street Design Standards shall apply.

RESPONSE: The project has been designed in accordance with the above standards. All modifications that are proposed to the western side of Lottsford Road have been designed in accordance with DPIE's specifications and Urban Street Design Standards.

(b) Vehicular Accessway Classifications

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes, but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and are not considered streets.

(2) *Alleys*

- (A) *Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.*
- (B) *Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.*

(3) *Connectivity*

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

RESPONSE: There are no alleys or public or private streets proposed with the subject PPS. An internal driveway will connect to McCormick Drive along the northwest edge of the Property and to Lottsford Road along the eastern side of the Property, and will provide on-site connectivity to both structured parking garages and safe and convenient access to the pavilion area and ground-floor commercial uses.

(c) **Required Vehicular Access and Circulation**

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

RESPONSE: A 24-foot-wide driveway is proposed that will provide internal circulation throughout the site. This driveway has been designed to provide adequate circulation for firefighting, emergency vehicles, school buses, and passenger motor vehicles. Separate loading access points are proposed to serve garbage trucks, delivery vehicles, and service vehicles. Public transit stops are provided along McCormick Drive and Lottsford Road.

(d) **Vehicular Access Management**

- (1) ***Limitation on Direct Access Along Arterial and Collector Streets***
Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:
- (A) ***No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;***
 - (B) ***Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and***
 - (C) ***The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe***

driveway access while preserving the safety and efficiency of travel on the arterial or collector street.

(2) *Limitation on Direct Driveway Access along Other Streets*

The following standards shall apply to vehicular access along a street other than an arterial street.

- (A) *For single-family detached dwellings, two-family dwellings, and three-family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).***
- (B) *For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.***
- (C) *Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.***

RESPONSE: One, 24-foot-wide driveway will serve the proposed development that will connect to McCormick Drive, (a designated collector roadway (C-145)), along the northwest edge of the Property, and to Lottsford Road, (a designated arterial roadway (A-26)), along the eastern side of the Property. The Applicant's submitted traffic impact study provides a detailed evaluation of all critical intersections. These connections are necessary to provide a safe and sufficient trip generation into and out of the site.

(3) *Shared Driveways*

- (A) *Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.***
- (B) *Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's***

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

RESPONSE: No shared driveways or cross-access easements are proposed on the submitted PPS.

(e) **Cross-Access**

(1) ***Purpose***

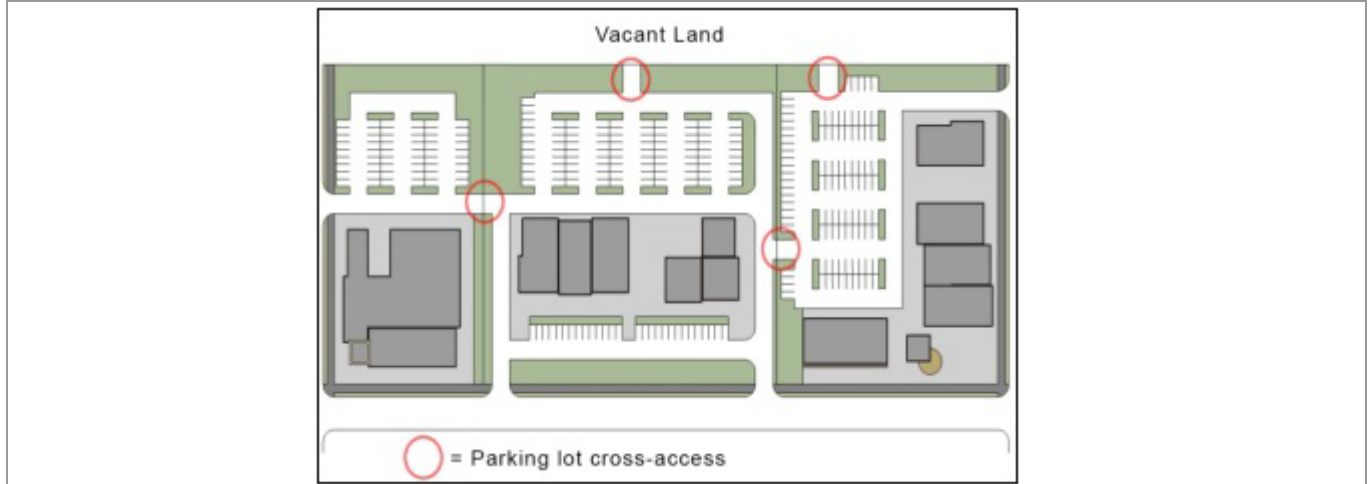
The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's streets to accommodate through-traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

(2) ***Cross-Access Between Adjoining Developments***

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

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

Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Development



- (B) *Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.*
- (C) *The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.*
- (D) *Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.*

RESPONSE: Cross-access is not proposed to the existing mixed-use project to the south, The abutting development, Largo Park, (DSP-06025), was reviewed and approved under the prior Zoning and Subdivision Regulations. As result, cross-access to the vacant property to the north (the subject Property) was not contemplated during the review of DSP-06025. The current design of Building 1 and the southern structured parking garage would not permit a connection to the abutting property to the south. A stormwater management facility was also required to be constructed along the northern edge of the abutting property to the south which would further prevent a cross-access road from being implemented.

(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

(1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

Table 27-6206(f)(1): Minimum Street Connectivity Index	
Zone Where Development is Proposed	Minimum Connectivity Index Score
<i>Located in Residential and Planned Development Zones</i>	<i>1.50</i>
<i>Located in Nonresidential and Transit-Oriented/Activity Center Zones</i>	<i>1.4</i>

(2) Connectivity Index Score Calculation

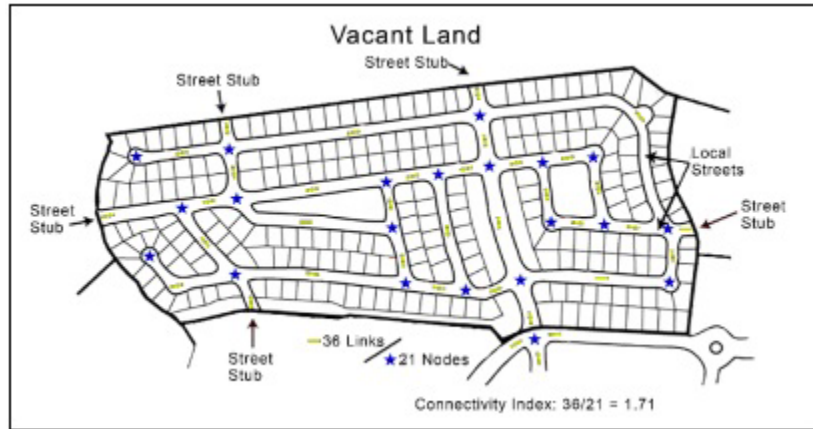
The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-6206(f)(2): Street Connectivity Index, provides an example of how to calculate the connectivity index.

Nodes exist at street intersections, including any intersections to access streets immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway; traffic circles/roundabouts; street intersections with alleys that serve as the only vehicular access to residential dwellings; trail intersections where two or more trails intersect; and cul-de-sac heads within the development.

Links are stretches of road that connect nodes, stub streets, and pedestrian connections pursuant to Section 27-6206(g) below. Any alley that serves as the only vehicular access to residential dwellings shall also count as a link. Other alleys do not count as links. For purposes of this Subsection, stub streets shall stub at the property line to count a link. Any stub street fully internal to the development and which does not touch the property line (and therefore will not constitute a future street connection) does not count as a link. Links external to the development that connect to nodes associated with the development shall be included in the index calculation, as shall all links attached to nodes providing access to the development.

In the diagram, there are 33 links and 18 nodes; therefore the connectivity index is 1.83 ($33/18 = 1.83$).

Figure 27-6206(f)(2): Street Connectivity Index



(3) *Reduction in Minimum Index Score*

The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is infeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stub-outs and other potential connections that may be made in the future, including through public infrastructure improvements.

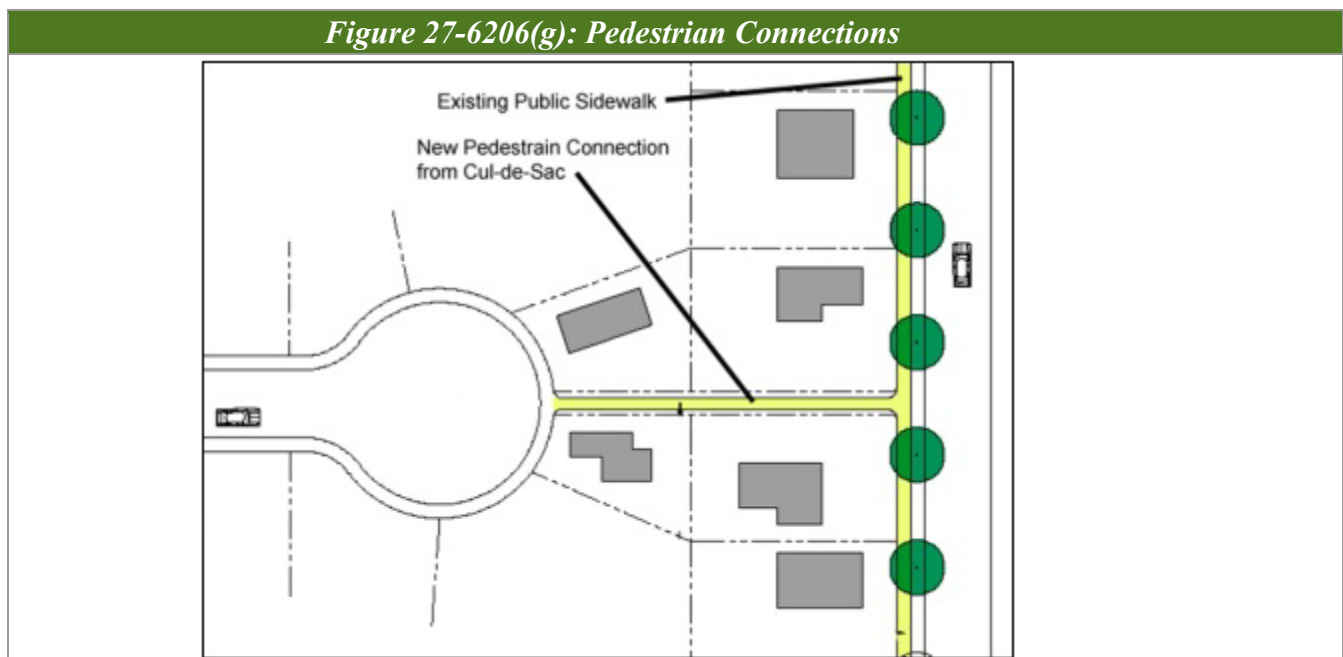
RESPONSE: The subject application does not propose single-family attached or detached residential development. As a result, the above requirements are not applicable to the review of the subject application.

(g) Pedestrian Connections

(1) *A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:*

- (A) *Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and***
- (B) *Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.***

- (2) *Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.*
- (3) *These pedestrian connections shall count as links for the purpose of calculating the connectivity index.*
- (4) *These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.*



RESPONSE: There are no cul-de-sacs proposed with the subject PPS application. All abutting properties have already been developed.

(h) External Street Connectivity

- (1) *The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.*

- (2) *Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.*
- (3) *At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.*
- (4) *The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.*

RESPONSE: The subject application does not propose single-family residential development or any public or private streets. One internal driveway is proposed to serve the proposed development that will connect to McCormick Drive along the northwest edge of the Property, and to Lottsford Road along the eastern side of the Property. This 24-foot-wide driveway will provide on-site connectivity to both structured parking garages, and include on-street parking spaces along the eastern portion of the roadway to provide safe and convenient pedestrian access to the pavilion area and ground-floor commercial uses.

(i) **Continuation of Adjacent Streets**

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

RESPONSE: The subject PPS application is not proposing any public or private streets. One, 24-foot-wide driveway is proposed to serve the proposed development that will provide a direct connection to McCormick Drive along the northwest edge of the Property, and to Lottsford Road along the eastern side of the Property.

(j) **Traffic-Calming Measures for Private Streets**

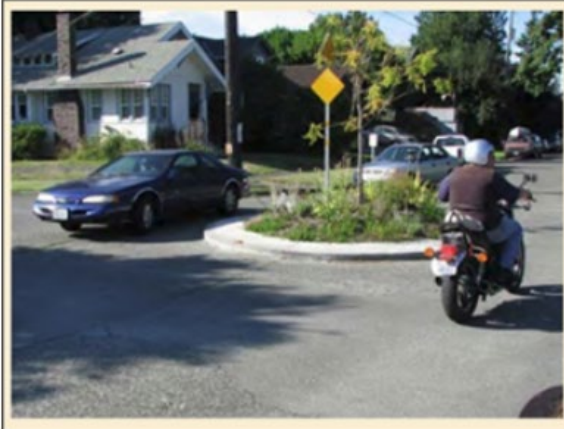
- (1) *All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.*
- (2) *Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming*

measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.

- (3) *Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:*

- (A) *Stop signs at street intersections;*

Figure 27-6206(j): Traffic-Calming Measures



- (B) *Mini-roundabouts at intersections;*
(C) *Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;*
(D) *Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;*

- (E) *Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and*
 - (F) *Speed tables, raised intersections or elevated pedestrian street crossings.*
- (4) *Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.*

RESPONSE: No new public or private streets are proposed with the subject application. A raised/tailed crosswalk is proposed along the internal 24-foot-wide driveway in between the recreational park area and the southern-most building, (9450 Lottsford Road), This raised/tailed crosswalk will provide a safe and efficient connection for pedestrians and bicyclists. The details of any on-site traffic calming measures will be further reviewed and determined at the time of detailed site plan (DET).

(k) **Block Design**

(1) ***Block Length***

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

- (A) *Environmental or topographic constraints exist;*
- (B) *The site has an irregular shape;*
- (C) *A longer block will reduce the number of railroad grade or water body crossings; or*
- (D) *Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.*

(2) ***Block Width***

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

(3) ***Through-Block Access***

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

(4) General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

RESPONSE: Section 27-2500 defines a Block as being, “*The land lying within an area bounded on all sides by streets*”. The subject Property is a corner lot that has street frontage on both McCormick Drive and Lottsford Road, but no public or private streets are being proposed as part of the PPS application that would further separate the Property into blocks.

(I) Driveway Layout and Design

(1) Driveway Width

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

- (A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.**
- (B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.**

RESPONSE: The proposed driveway will be 24-feet in width and will, therefore, adequately accommodate two-way traffic.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

RESPONSE: The proposed 24-foot-wide driveway will connect to McCormick Drive, (a designated collector roadway (C-145)), along the northwest edge of the Property, and to Lottsford

Road, (a designated arterial roadway (A-26)), along the eastern side of the Property. The Applicant's submitted traffic impact study provides a detailed evaluation of all critical intersections. These connections are necessary to provide a safe and sufficient trip generation into and out of the site.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

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

(B) Proximity to Adjoining Land

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

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

- (A)** *No signage is included within the median other than traffic signs and a single monument sign;*
- (B)** *Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and*
- (C)** *The minimum driveway width is maintained for each travel and turning lane.*

RESPONSE: The proposed driveway has been designed in accordance with the above standards. No shared driveways are proposed as part of the PPS application. The Applicant's submitted traffic impact study provides a detailed evaluation of all critical intersections. These connections are necessary to provide a safe and sufficient trip generation into and out of the site.

(m) Vehicle Stacking Space

(1) For Drive-through and Related Uses

(A) Required Number of Stacking Spaces

In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Bank or financial Institution, with drive-through service or with automated teller machine (ATM) as an accessory use	3 per lane	Teller window or teller machine
Gas station	1	Each end of the outermost gas pump island
Gated driveway (for any principal use)	3	Gate
Nursing or care home	3	Building entrance
Recycling collection center	3 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, automatic	6 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, self-service	2 per bay	Bay entrance
Consumer goods establishment, with drive-through service	4 per lane	Window
All personal service uses with drive-through service	4 per lane	Window
Personal Vehicle Repair and Maintenance, specifically with oil change/lubrication shop	3 per bay	Bay entrance

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Restaurant, quick-service, with drive-through service (2)	6	Order box
School, private not located in the RTO-H, RTO-L, RTO-PD, LTO, LTO-PD, TAC, TAC-PD, NAC, or NAC-PD zones	6 spaces	Primary Building entrance, if this is the primary location for student pick-up/drop-off
	8 spaces	Designated student waiting area, if this is the primary location for student pick-up/drop-off
Other	Uses not specifically listed are determined by the Planning Director based on standards for comparable uses, or alternatively based on a parking demand study	
NOTES:		
(1) See PART 27-5: Use Regulations.		
(2) Restaurants with drive-through service shall provide at least four additional stacking spaces between the order box and the pick-up window.		

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;**

- (ii) *Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;*
- (iii) *Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and*
- (iv) *Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.*

RESPONSE: This requirement is not applicable to the review of the PPS application. The commercial uses and restaurant/s proposed as part of the mixed-use development will not include drive-through facilities.

(2) *For Vehicular Parking Area (Parking Lot) Entrance Driveways*

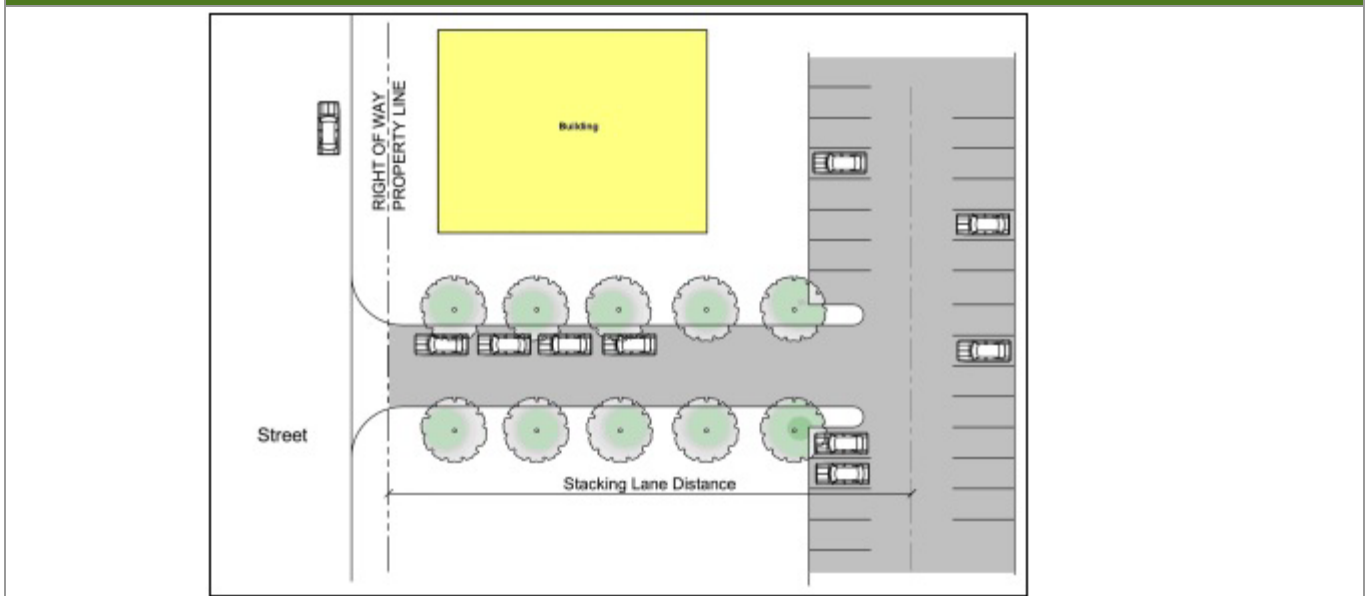
Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

<i>Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway</i>	
<i>Number of Off-Street Parking Spaces (1)</i>	<i>Minimum Stacking Lane Distance (ft) (2)</i>
<i>1 - 49</i>	<i>25</i>
<i>50 – 249</i>	<i>50</i>
<i>250 – 499</i>	<i>100</i>
<i>500 or more</i>	<i>100 + 15 ft for every additional 50 spaces beyond 500</i>

Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway

Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)
NOTES: (1) <i>Entrances into parking structures may be credited towards the stacking lane distance standard provided the parking structure entrance is accessed from a development driveway and not a primary drive aisle.</i> (2) <i>Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway.</i>	

Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway



RESPONSE: Adequate stacking distances are provided on-site for the structured parking garages. Any improvements along McCormick Drive and Lottsford Road fall under the purview of the operating agency and will be designed in accordance with DPIE standards and specifications.

27-6207. Pedestrian Access and Circulation

(a) Required Pedestrian Access

(1) General Pedestrian Access

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

- (A) *The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);*
- (B) *Off-street parking bays;*
- (C) *Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and*
- (D) *Recreation facilities and other common use areas and amenities.*

RESPONSE: A Bicycle Pedestrian Impact Statement (BPIS) prepared by Lenhart Traffic Consulting, Inc. has been submitted with the subject PPS. The submitted BPIS includes an evaluation of the on-site and off-site bicycle and pedestrian network, a cost cap for off-site improvements, preferred off-site improvements, alternative off-site improvements, general project information, a site context and opportunities section, and a complete streets assessment for pedestrian facilities, bicycle facilities and transit facilities. An appendices section has also been provided that includes supplemental information, and preferred and alternative BPIS improvements.

(2) **Sidewalks Required**

- (A) *All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).*
- (B) *Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.*
- (C) *The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions*

or natural features, such as steep grades that do not allow connections to be made without stairs.

(b) Pedestrian Connectivity

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

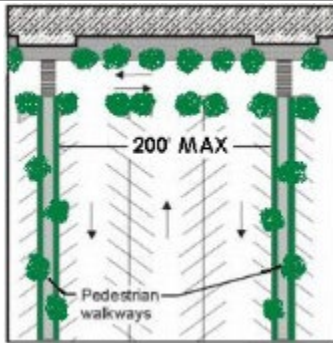
- (1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.*
- (3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.*
- (4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages*

(A) General Standards

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

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

Figure 27-6207(b)(4): Pedestrian Walkways Through Vehicular Parking Area



- (iii) *Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.*

(B) Walkway Standards

Required pedestrian walkways shall:

- (i) *Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;*
- (ii) *Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and*

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

RESPONSE: A Bicycle Pedestrian Impact Statement (BPIS) prepared by Lenhart Traffic Consulting, Inc. has been submitted with the subject PPS that addresses all of the above requirements. The submitted BPIS includes an evaluation of the on-site and off-site bicycle and pedestrian network, a cost cap for off-site improvements, preferred off-site improvements, alternative off-site improvements, general project information, a site context and opportunities section, and a complete streets assessment for pedestrian facilities, bicycle facilities and transit facilities. An appendices section has also been provided that includes supplemental information, and preferred and alternative BPIS improvements.

All BPIS requirements will be fully reviewed with the subject PPS, (2022-007), and companion Adequacy Certificate, ADQ 2022-022. The timing and details of required on-site and off-site BPIS improvements will be included as conditions of approval with these applications. The details of these improvements will be further reviewed at the time of Detailed Site Plan (DET).

27-6208. Bicycle Access and Circulation

(a) Required Bicycle Access

(1) Internal and Adjoining Bicycle Access

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

- (A) *Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;*
- (B) *Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;*
- (C) *Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and*

- (D) *Connections to any recreational amenities internal to the development, such as open space.*

(2) *Required Bikeway Network Improvements*

- (A) *All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.*
- (B) *The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due to topographic conditions, natural features, or visual obstructions that create hazards.*
- (C) *Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.*

RESPONSE: The Bicycle Pedestrian Impact Statement (BPIS) prepared by Lenhart Traffic Consulting, Inc. and submitted with the subject PPS addresses all of the above requirements and includes a complete street assessment for pedestrian, bicycle and transit facilities, as well as preferred and alternative BPIS improvements. Any improvements in the right-of-way are subject to review and approval by DPIE in accordance with their standard road sections and specifications.

(b) *Bicycle Connectivity Between Developments*

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

- (1) *Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use*

development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

- (2) *The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.*
- (3) *Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.*

(c) **General Bikeway Layout and Design**

(1) **Off-Street Bicycle Facilities**

Required bicycle paths shall:

- (A) *Allow two-way bicycle circulation;*
- (B) *Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;*
- (C) *Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and*
- (D) *Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.*

(2) **On-Street Bicycle Facilities**

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

(d) **Waiver**

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

RESPONSE: The project will include ADA compliant sidewalks that will provide adequate and appropriate connectivity between developments. The Applicant's proposed improvements are provided in Appendix B of the submitted BPIS Report. Crosswalks and bus shelters are also proposed at specified intersections and locations. The Applicant has been meeting with DPIE concerning any improvements and/or modifications within the right-of-way of McCormick Drive and Lottsford Road.

Section 27-6400 - Open Spaces Set-Asides

27-6401. Purpose and Intent

Open space set-asides are intended for the use and enjoyment of a development's residents, employees, or users. Open space set-asides serve numerous purposes, including preserving natural, historical, and archeological resources, ensuring resident access to open areas and active recreation (incorporating land dedicated as parkland in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities, as open space set-asides), reducing the heat island effect of developed areas, providing civic and meeting spaces, enhancing storm water management, and providing other public health benefits.

27-6402. Applicability

- (a) *In addition to the exemptions specified in Section 27-6103, General Exemptions, the following development shall be exempted from the standards in this Section:*
- (1) *Uses in the Agriculture/Forestry Uses, Agriculture/Forestry Related Uses, and Open Space Uses principal use categories; and*
 - (2) *Any individual single-family detached dwelling or two-family dwelling on a single lot.*

27-6403. Amount of Open Space Set-Asides Required

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

Table 27-6403: Required Open Space Set-Asides

<i>Use Classification</i>	<i>Minimum Open Space Set-Aside Area (as percentage of development site area)</i>			
	<i>Rural and Agricultural Base Zones</i>	<i>Residential Base and PD Zones</i>	<i>Nonresidential Base Zones and IE-PD Zone</i>	<i>Transit-Oriented/Activity Center Base and PD Zones, MU-PD Zone</i>
<i>Residential Uses</i>	<i>20%</i>	<i>20%</i>	<i>15%</i>	<i>7.5%</i>
<i>Public, Civic, and Institution al Uses</i>	<i>10%</i>	<i>10%</i>	<i>7.5%</i>	<i>5%</i>
<i>Commercial Uses and Mixed-Uses</i>	<i>10%</i>	<i>10%</i>	<i>7.5%</i>	<i>5%</i>
<i>Industrial Uses</i>	<i>10%</i>	<i>10%</i>	<i>5%</i>	<i>5%</i>

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

RESPONSE: The project is required to provide a minimum of 5% open space set-aside area, or 20,960 square feet. An Open Space Set-Aside Exhibit has been submitted with the subject PPS that demonstrates a total of 7.7%, or 32,197 square feet of open space set-aside area will be provided within the project. Of this 32,197 square feet of open space set-aside area, 24,057 square feet are passive recreation areas, and 8,140 square feet are stormwater management areas.

27-6404. Areas Counted as Open Space Set-Asides

- (a) ***The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated.***









Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
Natural Features		
 	<p><i>Natural features (including lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), riparian buffers, flood hazard areas, steep slopes (15 percent or more), wildlife habitat and woodland conservation areas established in accordance with Division 2 of Subtitle 25: Trees and Vegetation of the County Code</i></p>	<p><i>Preservation of any existing natural features shall have highest priority for locating open space set-asides, except in the Transit-Oriented/Activity Center base and planned development zones, the IE and IH base zones, and the IE-PD zone. Maintenance is limited to the minimum removal and avoidance of hazards, nuisances, and unhealthy conditions.</i></p>
Active Recreational Areas		

Table 27-6404(a): Open Space Set-Aside Features

Area Counted as Common Open Space Set-Asides	Description	Design and Maintenance Requirements
 	<p><i>Land occupied by areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings and clubhouses, and land dedicated for parks in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities.</i></p>	<p><i>Active recreational areas may occupy up to 100 percent of the open space set-asides (if no natural features exist on the site) except in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones, and the IE-PD zone. No less than 35 percent of the total open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and PD zones shall consist of active recreational areas. Active recreational areas shall be compact and contiguous, to the maximum extent practicable, unless used to link or continue existing or public open space lands.</i></p>
Passive Recreation (Including Plantings and Gardens)		
 	<p><i>Formally planned and regularly maintained open areas that provide passive recreation opportunities, including arranged plantings, gardens (including community gardens), gazebos, and similar structures.</i></p>	<p><i>Passive recreation shall have direct access to a sidewalk or pedestrian walkway that connects to the street.</i></p>
Squares, Forecourts, and Plazas		

<i>Table 27-6404(a): Open Space Set-Aside Features</i>		
<i>Area Counted as Common Open Space Set-Asides</i>	<i>Description</i>	<i>Design and Maintenance Requirements</i>
 	<p><i>Squares, forecourts, plazas, and civic greens that provide opportunities to create special places for people to gather.</i></p>	<p><i>Such features shall be at least 600 square feet in area. Such features shall have direct access to a street or sidewalk and shall be designed to accommodate people sitting and gathering, incorporating benches, tables, fountains, or other similar amenities. Surrounding buildings shall be oriented toward the square, forecourt, or plaza when possible, and a connection shall be made to surrounding development. No less than 50 percent of the total open space set-aside area within the core area of a Transit-Oriented/Activity Center base or PD zone shall be a square, forecourt, or plaza.</i></p>
<i>Required Landscape Areas and Agricultural Buffer</i>		
 	<p><i>All areas occupied by required landscaping areas, tree protection areas, and riparian buffers, and agricultural buffers, except landscaped area within vehicular use areas.</i></p>	<p><i>See Landscape Manual and Sec. 27-61300, Agricultural Compatibility Standards.</i></p>
<i>Stormwater Management Areas Treated as Site Amenities</i>		

<i>Table 27-6404(a): Open Space Set-Aside Features</i>		
<i>Area Counted as Common Open Space Set-Asides</i>	<i>Description</i>	<i>Design and Maintenance Requirements</i>
	<p><i>Up to 75 percent of the land area occupied by stormwater management facilities (including retention and detention ponds and other bioretention devices), when such features are treated as an open space site amenity.</i></p>	<p><i>To qualify, stormwater management facilities shall support passive recreation uses by providing access, gentle slopes (less than 3:1), and pedestrian elements such as paths and benches, and shall be subject to a maintenance agreement approved by the operating authority or agency having regulatory authority over the facility.</i></p>
<i>Public Access Easements with Paths or Trails</i>		
	<p><i>Public access easements that combine utility easements with paths or trails that are available for passive recreational activities such as walking, running, and biking</i></p>	<p><i>Such public access easements shall include at least one improved access from a public street, sidewalk, or trail that includes signage designating the access point.</i></p>

- (b)** *Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.*

RESPONSE: An Open Space Set-Aside Exhibit has been submitted with the subject PPS that demonstrates a total of 7.7%, or 32,197 square feet of open space set-aside area will be provided within the project. Of this 32,197 square feet of open space set-aside area, 24,057 square feet are passive recreation areas, and 8,140 square feet are stormwater management areas.

27-6405. Areas Not Counted as Open Space Set-Asides

The following areas shall not be counted as open space set-asides:

- (a) Private yards not subject to an open space or conservation easement;*
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;*
- (c) Vehicular parking areas or lots (excluding the landscaped areas);*
- (d) Driveways for dwellings;*
- (e) Land covered by structures not designated for active recreational uses;*
- (f) Designated outdoor storage areas; and*
- (g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).*

RESPONSE: None of the areas mentioned above have been counted as open space set-asides.

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

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

- (a) Location*
Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.
- (b) Configuration*
 - (1) Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.*
 - (2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).*

(c) ***Orientation of Adjacent Buildings***

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

Figure 27-6406(b).1: Example Open Space Set-Aside Configuration



Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development



Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development



RESPONSE: All open space set-asides areas have been designed in accordance with the above requirements.

(d) Prioritization of Open Space Set-Aside

(1) Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:

- (A) Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;**
- (B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;**
- (C) Protected trees and other mature trees;**
- (D) Parks and trails (regardless of public or private ownership);**
- (E) Lands with active agricultural uses and activities;**
- (F) Perimeter buffers or visual transitions between different types or intensities of uses;**
- (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and**
- (H) Historic and archeological features.**

RESPONSE: The Property is located in a Transit-Oriented/Activity Center base zone and is not subject to the requirements above.

- (2) *In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.*

RESPONSE: The Property does not include any of the natural open areas and features identified in Section 27-6406(d)(1) above. The project has been carefully designed to create a sense of place through the implementation of plazas, courtyards and open space areas that will result in a compact, mixed-use, transit-oriented development.

(e) *Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone*

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

- (1) *Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.*
- (2) *The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.*

RESPONSE: The Property is not located in the IH Zone.

27-6407. Development in Open Space Set-Asides

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

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

- (a) *Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:*
- (1) *Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;*
 - (2) *Conveyance of open space set-aside areas to a third party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;*
 - (3) *Establishment of easements or covenants; or*
 - (4) *If public stormwater management facilities are treated as site amenities, through stormwater management easements.*
- (b) *All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.*
- (c) *Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.*

RESPONSE: All open space areas will be privately owned and maintained by the Applicant who is highly experienced in the operations and maintenance of multifamily and mixed-use developments. One example of their upscale developments is the Foundry Lofts at the Yard, which is the redevelopment of the former Washington Navy Yard. Facilities Management is part of the Applicant's business, and they are contracted by numerous government agencies to develop and implement facilities management programs for their buildings and facilities. The open space set-aside areas will include deed restrictions, covenants, or other legal instruments to ensure the continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.

Section 27-6800 Environmental Protection and Noise Controls

27-6801. Purpose and Intent

The purpose of this Section is to ensure that development complies with County environmental protection regulations referenced in Sections 27-6802 through 27-6809 and the noise control standards of Section 27-6810, Noise Control, below.

27-6802. Natural Resource Inventory (NRI)

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

RESPONSE: NRI-028-2022 was approved by the Environmental Planning Section on June 23, 2023, and was submitted with the subject PPS application.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

RESPONSE: A Type-1 Tree Conservation Plan has been prepared by Charles P. Johnson & Associates (CPJ) and submitted with the subject PPS application. This plan demonstrates conformance to the requirements of Subtitle 25 and the Woodland and Wildlife Habitat Conservation Ordinance.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

RESPONSE: The Applicant concurs with the above requirement. A Floodplain Information Request dated December 28, 2021, was received from DPIE stating that no county regulated 100-year floodplain is located on the subject Property.

27-6805. Erosion and Sedimentation Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

RESPONSE: The Applicant concurs with the above requirement. Step 1 thru 3 Sediment & Erosion Control plans are required to be approved by the Soil Conservation District (SCD), (as applicable), prior to the approval of any rough and fine grading permits for the project. A Concept Grading, Erosion and Sediment Control Plan has been prepared by Charles P. Johnson & Associates (CPJ) and submitted with the subject PPS application.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

RESPONSE: The Applicant concurs with the above requirement. Site Development concept Plan No. 22815-2023 has been submitted to DPIE and is currently under review.

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

RESPONSE: The subject Property is not located in a CBCAO Zone.

27-6808. Regulated Environmental Features

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

RESPONSE: The Applicant concurs with the above requirement. There is no wetlands, PMA, or regulated 100-year floodplain located within the subject Property. PgAtlas.com shows a small portion of a stream located along the Property's western property line which has been field-located by Charles P. Johnson & Associates, Inc. as an ephemeral stream. A note to this effect is reflected is reflected on signed NRI-028-2022, approved by the Environmental Planning Section on June 23, 2023, (See Note 6).

27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

RESPONSE: The Applicant concurs with the above requirement. The subject application conforms to these requirements.

27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

- (1) Amusement park;*
- (2) Animal shelter;*
- (3) Arena, stadium, or amphitheater;*
- (4) Boat sales, rental, service, or repair;*
- (5) Class 3 fill;*
- (6) College or university;*
- (7) Concrete batching plant or asphalt mixing plant;*
- (8) Concrete or brick products manufacturing;*
- (9) Concrete recycling facility;*
- (10) Contractor's yard;*
- (11) Day care center for children;*
- (12) Fraternity or sorority house;*
- (13) Junkyard;*
- (14) Kennel (regardless of lot size);*
- (15) Landfill, land clearing debris;*

- (16) *Nightclub;*
- (17) *Photographic processing plant;*
- (18) *Private school;*
- (19) *Racetrack, pari-mutuel;*
- (20) *Recycling collection center;*
- (21) *Recycling plant;*
- (22) *Rifle, pistol, or skeet shooting range (regardless of location);*
- (23) *Rubble fill*
- (24) *Sand and gravel wet-processing;*
- (25) *Sanitary landfill;*
- (26) *Sawmill;*
- (27) *Slaughterhouse;*
- (28) *Solid waste processing facility;*
- (29) *Solid waste transfer station;*
- (30) *Surface mining;*
- (31) *Uses in the Transportation Uses principal use category;*
- (32) *Vehicle sales and rental, commercial;*
- (33) *Vehicle sales and rental, personal;*
- (34) *Vehicle salvage yard; and*
- (35) *Vehicle towing and wrecker service.*

<i>Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands</i>		
<i>Type of Use</i>	<i>Time of Day</i>	
	<i>Day (7:00 A.M. to 10:00 P.M.)</i>	<i>Night (10:00 P.M. to 7:00 A.M.)</i>
<i>Residential Uses</i>	<i>65 dBA Leq</i>	<i>55 dBA Leq</i>
<i>Commercial and Mixed Uses</i>	<i>67 dBA Leq</i>	<i>62 dBA Leq</i>
<i>Industrial Uses</i>	<i>75 dBA Leq</i>	<i>75 BA Leq</i>

RESPONSE: The Applicant concurs with the above requirement. None of the principal uses identified above are proposed on the subject Property.

- (b) *Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA*

during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:

- (1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;*
- (2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and*
- (3) Nursing home facilities.*

RESPONSE: The Property is located within a Transit-Oriented/Activity Center base zone. As a result, the above finding is not applicable to the review of the subject PPS application. Notwithstanding, a Noise & Vibration Study has been prepared by Veneklasen Associates, Inc., and has been submitted with the subject application. The submitted noise study evaluates any potential noise impacts to proposed residential units associated with Lottsford Road, a designated arterial roadway, (A-26).

- (c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.*
- (d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.*

RESPONSE: The subject Property is not located within Military Installation Overlay (MIO) Zone, and does not propose any residential lots. Notwithstanding, a Noise & Vibration Study has been prepared by Veneklasen Associates, Inc., and has been submitted with the subject application. The submitted noise study evaluates any potential noise impacts to proposed residential units associated with Lottsford Road, a designated arterial roadway, (A-26).

Section 27-61000 Nonresidential and Mixed-Use Form and Design Standards

27-61001. Purpose and Intent

The purpose and intent of these nonresidential and mixed-use form and design standards are to ensure a minimum quality of form and design for commercial and mixed-use development in a way that results in greater predictability during the development review process. More specifically, the purposes of this Section are to:

- (a) *Encourage the establishment of a stronger sense of place with vibrant commercial and mixed-use development;*
- (b) *Encourage a more pedestrian-friendly environment through attention to human-scale design and site features to limit large, bulky buildings with few architectural details;*
- (c) *Foster greater compatibility between adjacent residential and nonresidential development;*
- (d) *Limit the impacts of automobile-oriented development in commercial and mixed-use areas; and*
- (e) *Improve the physical appearance of the County generally.*

RESPONSE: The Applicant concurs with the above requirement. The subject application proposes a vibrant mixed-use development that will be pedestrian-friendly due to its very close proximity to the Largo Town Center Metro Station, University of Maryland Capital Region Medical Center, The Boulevard at the Capital Center, Kaiser Permanente, Largo Town Center Shopping Center, Largo Commons Shopping Center, Wayne K. Curry County Administration Building, and bottom floor commercial/retail uses at the abutting Tapestry at Largo Center mixed-use development. There are also numerous other nearby county government offices, private offices, and commercial uses within close walking distance to the subject Property.

Bus stops for both WMATA and the County's "The Bus" currently exist along the Property's street frontage which will provide easy access to public transit for future residents and visitors to the site. In summary, the proposed project is in harmony with the above standards, and will continue to being designed in accordance with the above standards at the time of DET.

Section 27-61002. Nonresidential and Mixed-Use Form and Design Standards

Development subject to this Section shall comply with the following standards.

(a) *Large Retail Establishments*

New large single-use retail buildings shall also comply with the standards in Section 27-61003, Large Retail Establishment Form and Design Standards.

(b) *Building Orientation*

(1) *Front Streets*

The front façade of all buildings, as defined by the primary entrance, shall be oriented on and front onto a street, a courtyard, or plaza. See Figure 27-61002(a): Example of Building Orientation.

Figure 27-61002(a): Example of Building Orientation



(2) Single-Building Development

To the maximum extent practicable, all single-building developments should be configured with the long axis of the building parallel to the street it fronts, or be consistent with existing development patterns, rather than being sited at unconventional angles.

(3) Multi-Building Development

- (A)** *The primary entrances of buildings shall be oriented towards a street along the perimeter of a development, towards streets or driveways interior to the development, or towards open space areas, courtyards, or plazas.*
- (B)** *Developments totaling 120,000 or more square feet of floor area that are composed of multiple buildings shall be configured to accomplish any one or combination of the following:*
 - (i)** *Break up the site into a series of smaller "blocks" defined by on-site streets, vehicle accessways, pedestrian walkways, or other circulation routes, as appropriate;*
 - (ii)** *Frame the corner of an abutting street intersection or entry point to the development;*
 - (iii)** *Frame and enclose a "Main Street" pedestrian or vehicle access corridor within the development site, if appropriate; and*
 - (iv)** *Frame and enclose outdoor dining or gathering spaces for pedestrians between buildings.*

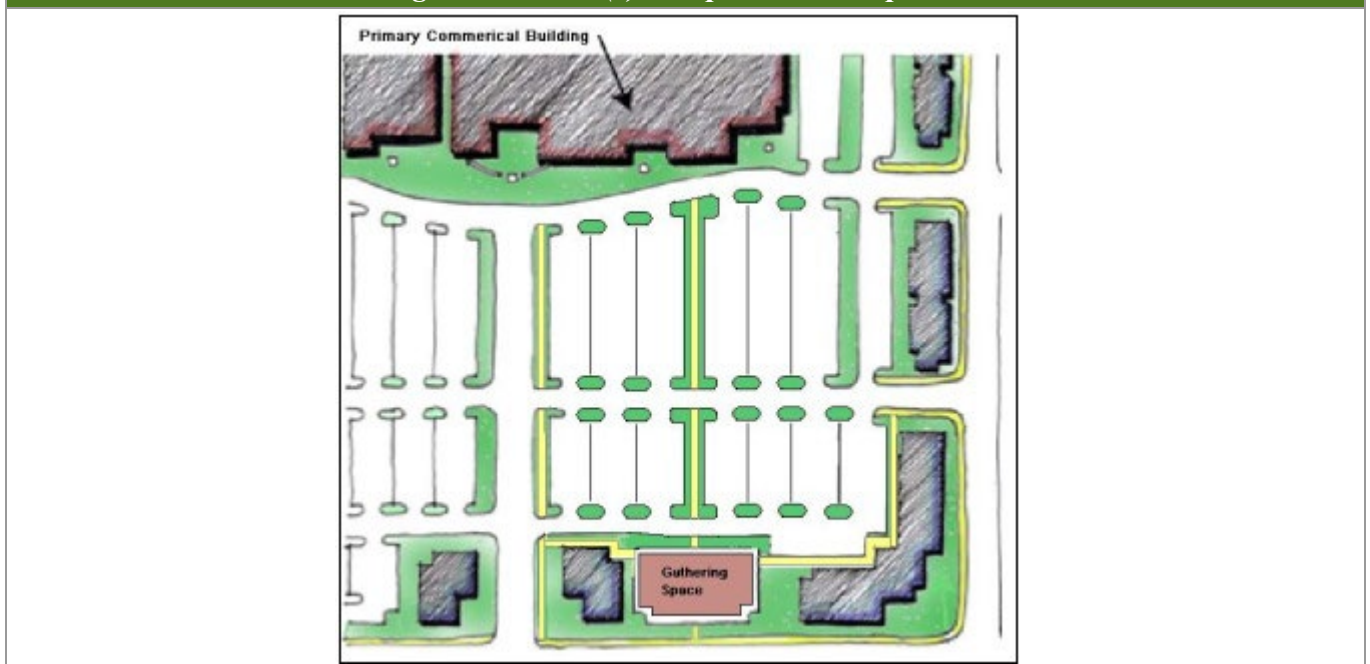
RESPONSE: The project has been designed in accordance with the above standards. The primary entrances of buildings will be oriented towards Lottsford Road, McCormick Drive, driveways, or towards open space areas, courtyards, or plazas. Special attention will be given to the intersection of

Lottsford Road and McCormick Drive to ensure the corner is appropriately framed. The exact location of buildings and the architectural details for same will be reviewed at the time of DET.

(c) *Outparcel Development*

- (1) *To the maximum extent practicable, outparcels and their buildings should be configured and located to define street edges, development entry points, and spaces for gathering or seating between buildings.***
- (2) *Spaces between buildings on outparcels shall be configured with small scale pedestrian amenities such as plazas, seating areas, pedestrian connections, and gathering spaces. (see Figure 27-61002(c): Outparcel Development.)***

Figure 27-61002(c): Outparcel Development



RESPONSE: No outparcels are proposed on the subject PPS. All buildings will be configured and located to define street edges, development entry points, and spaces for gathering. The spaces in between the buildings will include pedestrian connections and amenities such as plazas, seating areas, and gathering spaces. The specific details of the buildings and amenities will be reviewed at the time of DET.

(d) *Maximum Building Footprints for Single-Tenant Buildings*

Maximum building footprints for single-tenant buildings featuring a use in the Retail Sales and Service Uses principal use category in the Transit-Oriented/Activity Center base and PD zones are listed according to the zone in which the building is located in Table 27-61002(d)(1): Maximum Building Footprints for Single-Tenant Retail Buildings in the Transit-Oriented/Activity Center Base and PD Zones.

<i>Table 27-61002(d)(1): Maximum Building Footprints for Single-Tenant Retail Buildings in the Transit-Oriented/Activity Center Base and PD Zones</i>	
<i>Zone</i>	<i>Maximum Building Footprint (square feet)</i>
<i>NAC</i>	<i>50,000</i>
<i>TAC</i>	<i>75,000</i>
<i>LTO</i>	<i>75,000</i>
<i>RTO-L</i>	<i>50,000</i>
<i>RTO-H</i>	<i>40,000</i>

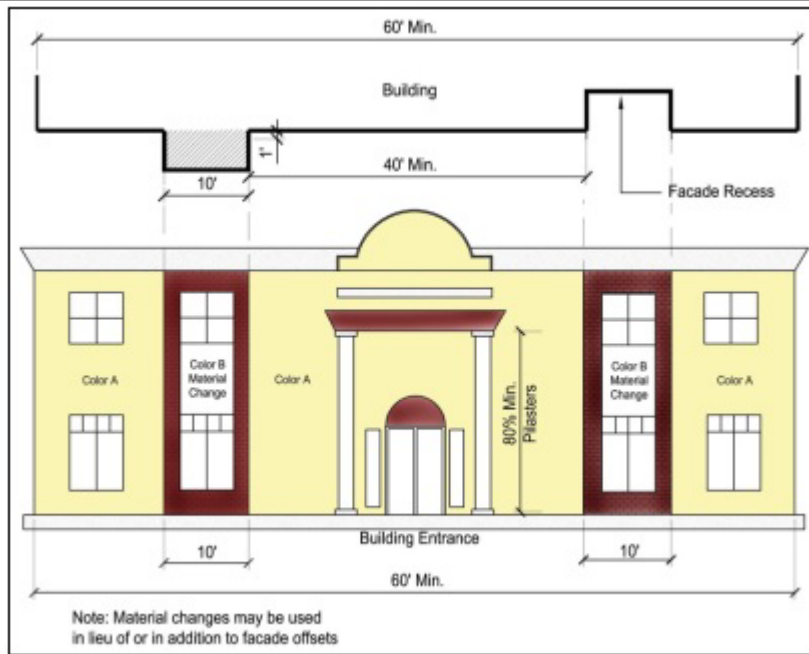
RESPONSE: The Property consists of approximately 9.61 acres in the RTO-H-E (Regional Transit - Oriented, High - Intensity - Edge) Zone. The PPS is in compliance with the Maximum Building Footprint for single-tenant buildings provided in Table 27-61002(d)(1) above. A majority of the buildings proposed will be mixed-use buildings that are occupied by multiple tenants. Any stand-alone buildings for restaurants or other single-users will not exceed 40,000 square feet in size.

(e) *Façade Articulation*

(1) *Offsets Required*

Street-facing front building façades that are greater than 60 feet wide shall be articulated with wall offsets (e.g., projections or recesses in the façade plane) that are at least one foot deep, at least ten feet wide, and spaced no more than 50 feet apart (see Figure 27-61002(e)(1): Example of Front Façade Offsets).

Figure 27-61002(e)(1): Example of Front Façade Offsets



(2) Offset Alternatives

The following techniques may be used (alone or in combination with other techniques and/or wall offsets) as an alternative to the required front façade offsets (see Figure 27-61002(e)(2): Façade Massing):

- (A)** *Changes in façade color or material that follow the same dimensional standards as the offset requirements;*
- (B)** *Columns or pilasters that are at least eight inches deep and at least eight inches wide, and have a height equal to at least 80 percent of the façade's height; or*
- (C)** *Roofline changes that vertically align with a corresponding wall offset or change in façade color or material, including changes in roof planes and changes in the height of a parapet (such as extending the top of pilasters above the top of the parapet).*

Figure 27-61002(e)(2): Façade Massing



(3) Side and Rear Façades

Any street-facing side or rear façades of buildings shall be articulated with the same façade details as provided on the building's front façade, or be screened from off-site views through fences, walls, or landscaping.

(4) Outbuildings

Outbuildings located in front of other buildings within the same development shall include a consistent level of façade articulation and architectural detail on all sides of the building, as well as exterior materials and colors that are compatible with the primary building in the development.

RESPONSE: The buildings proposed at the Pavilion at Lottsford will have a modern, cutting-edge design, utilizing the highest quality materials. This modern, vibrant, mixed-use, transit oriented development will be located in the heart of the Largo Town Center and will further help revitalize the area to create a “downtown feel”. The following draft renderings are provided to help illustrate how the proposed architecture will be in substantial compliance the requirements above. The specific details of these buildings will be reviewed at the time of DET.

Note - The following draft architectural renderings are for illustrative purposes only. Color architectural elevations of all buildings will be reviewed and approved at the time of DET.

View along Lottsford Road



View along McCormick Drive



View of Pavilion Area



(f) Façade Materials

- (1) *With the exception of development within the Innovation Corridor as designated in the Strategic Investment Map in the General Plan, parcels fronting US 1 located south of the Innovation Corridor to the border with Washington, D.C., and parcels fronting 34th Street between Shepard Street and Otis Street, the use of aluminum siding, vinyl siding, corrugated metal siding, or other metal cladding is prohibited on any façade visible from a street right-of-way. Nothing shall limit the use of high-quality, decorative metal (e.g., brass, copper, steel) as a building accent material.***
- (2) *Primary façade materials shall not change at outside corners, but extend along any side façade visible from a street right-of-way. In all instances the extension shall be a minimum of 20 feet, with the exception of materials that may change where side or rear wings meet the main body of the structure. Where two or more materials are proposed to be combined on a façade, the heavier and more massive elements shall be located below the lighter elements (i.e., brick shall be located***

below stucco or wood). The heavier material may be used as a detail on the corner of a building or along cornices or windows.

RESPONSE: The Applicant concurs with the above requirements. Architectural Elevations for the proposed buildings will be submitted and reviewed at the time of DET.

(g) Building Façade Fenestration/Transparency

Unless more restrictive requirements are established elsewhere in this Ordinance, at least 25 percent of the street-facing façade area of the ground-level floor of buildings (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

RESPONSE: The Applicant concurs with the above requirements. Architectural Elevations for the proposed buildings will be submitted and reviewed at the time of DET.

(h) Roofs

- (1)** *Sloped roofs on principal buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.*
- (2)** *Flat roofs on principal buildings shall be concealed by parapets that extend at least three feet above the roof level.*
- (3)** *All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured, to the maximum extent practicable, to have a minimal visual impact as seen from the street.*

RESPONSE: The Applicant concurs with the above requirements. Architectural Elevations for the proposed buildings will be submitted and reviewed at the time of DET.

(i) Location of Off-Street Parking

- (1)** *Inside the Capital Beltway
Inside the Capital Beltway, and to the maximum extent practicable, development shall be configured to locate all required surface off-street parking to the side or rear of the front façade of the building. Buildings of two or more stories may locate one bay of off-street parking between the primary building entrance and the street the building faces.*

(2) *Outside the Capital Beltway*

Unless more restrictive requirements are established elsewhere in this Ordinance, development outside the Beltway shall, to the maximum extent practicable, locate a minimum of 50 percent of the surface parking to the side or rear of the buildings.

RESPONSE: All off-street parking will be located to the side and rear of buildings, with a majority of the required parking being located within two structured parking garages. A few on-street parking spaces are proposed along Lottsford Road to provide convenient access to the first floor commercial uses. The Applicant has met with DPIE concerning the on-street parking layout and roadway section fronting the subject Property, and the on-street parking has been designed in accordance with comments received from the operating agency.

(j) *Loading, Service, and Equipment Areas*

- (1) *Loading, service, and equipment areas shall be located in a manner that minimizes their visibility from off-site areas, to the maximum extent practicable.***
- (2) *Outdoor storage areas shall be fully screened from adjacent streets and single-family detached dwellings.***
- (3) *Loading, service, and equipment areas that are associated with an outparcel building shall be screened through the use of structural elements and similar materials attached to and integrated with the building.***

RESPONSE: Vehicular access to loading, service, and equipment areas will have separate driveway entrances into the structured parking garage. These areas will be fully screened from all streets and residential uses. No outdoor storage is proposed on the subject Property. Details for the loading, service, and equipment areas will be further reviewed at the time of DET.

Section 27-61003. Large Retail Establishment Form and Design Standards

(a) *General*

In addition to the general nonresidential and mixed-use form and design standards in Section 27-61000, Nonresidential and Mixed-Use Form and Design Standards, combination retail establishments and single-tenant buildings that have a gross floor area of 75,000 square feet or more and devote 60 percent or more of the total floor area to retail sales activities ("large retail buildings") shall also comply with the following standards. If there is a conflict between these standards and those in Section 27-61000, Nonresidential and Mixed-Use Form and Design Standards, these standards control. (see Figure 27-61003(a): Examples of Large Retail Establishments.)

Figure 27-61003(a): Examples of Large Retail Establishments



(b) Building Entrances

- (1) Buildings shall have clearly defined, highly visible customer entrances featuring no less than three of the following:**
 - (A) Canopies or porticos above the entrance;**
 - (B) Roof overhangs above the entrance;**
 - (C) Entry recesses or projections;**
 - (D) Arcades that are physically integrated with the entrance;**
 - (E) Raised corniced parapets above the entrance;**
 - (F) Gabled roof forms or arches above the entrance;**
 - (G) Outdoor patios or plazas next to the entrance;**
 - (H) Display windows that are directly next to the entrance;**
 - (I) Architectural details, such as tile work and moldings, that are integrated into the building structure and design and are above or next to the entrance;**
or
 - (J) Integral planters or wing walls that incorporate landscaped areas or seating areas.**
- (2) All portions of buildings designed to appear as customer entrances shall be functional customer entrances.**

RESPONSE: With the exception of one, stand-alone, single-story commercial building in the outdoor plaza area, there are no non-residential, combination retail or single-tenant buildings proposed. The commercial units proposed in the outdoor plaza area are intended to contain small retail shops and/or a restaurant. The requirements above would not apply to these units due to their minimal size/floor area.

(c) *Façades and Massing*

- (1) *To reduce their perceived mass and scale, buildings shall incorporate two or more of the following design elements on each façade facing a street:*
 - (A) *Variations in roof form and parapet heights;*
 - (B) *Pronounced wall offsets that are at least two feet deep;*
 - (C) *Distinct changes in texture and color of wall surfaces;*
 - (D) *Ground level arcades and second floor galleries or balconies;*
 - (E) *Protected and recessed entries; and*
 - (F) *Vertical accents or focal points.*
- (2) *Side building walls that do not face a street and exceed 30 feet in length shall have façade-articulating elements such as columns and/or changes in plane, texture, or masonry pattern. (see Figure 27-61003(c)(2): Large Retail Building Entrances and Massing.)*

Figure 27-61003(c)(2): Large Retail Building Entrances and Massing



(d) *Building Façade Fenestration/Transparency*

Unless more restrictive requirements are established elsewhere in this Ordinance, at least 20 percent of the street-facing façade area of the ground-level floor of buildings (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

(e) *Off-Street Parking Location Standards*

- (1) *Unless more restrictive requirements are established elsewhere in this Ordinance, development outside the Capital Beltway may only locate up to 50 percent of the surface parking between the front façade and the street it faces. The remaining surface parking shall, to the maximum extent practicable, be located to the side or rear of the building.*
- (2) *Inside the Capital Beltway, and to the maximum extent practicable, development shall be configured to locate all required surface off-street parking to the side or rear of the front façade of the building.*
- (3) *Off-street surface parking lots with 300 or more spaces shall be organized into a series of parking bays surrounded by buildings, landscaping, or accessways designed to appear as streets. (see Figure 27-61003(e): Large Retail Parking Lot with Over 300 Spaces.)*
- (4) *Notwithstanding the provisions of Subsections (1), (2), or (3) above, if any part of a parcel containing a large retail use is located within 660 feet of a heavy rail transit station:*
 - (A) *At least 50 percent of parking for the large retail use shall be located in a parking structure; and*
 - (B) *The building façade containing the primary pedestrian entrance to the large retail use shall also contain at least one additional direct pedestrian entrance per 100 linear feet of building facade leading directly from outside the structure to the large retail use or to another primary use located in the same structure.*

Figure 27-61003(e): Large Retail Parking Lot with Over 300 Spaces



RESPONSE: With the exception of one, stand-alone, single-story commercial building in the outdoor plaza area, there are no non-residential, combination retail or single-tenant buildings proposed. The commercial units proposed in the outdoor plaza area are under 5,000 square feet in size and are intended to contain small retail shops and/or a restaurant. The requirements above would not apply to these units due to their minimal size/floor area.

E. Section 24-3402. Minor and Major Subdivision, or Resubdivision

(c) *Preliminary Plan of Minor and Major Subdivision and Final Plat Submittal Requirements*

(2) *Documents Required for Major Subdivision and Major Final Plat*

(A) *Preliminary Plan of Major Subdivision*

The subdivider shall present to the Planning Department a reproducible preliminary plan prepared by a registered surveyor or a Professional Landscape Architect. If the preliminary plan has been prepared by a Property Line Surveyor, the horizontal location of all right-of-way lines, as shown on the plan, shall be certified by either a Professional Land Surveyor or a Professional Engineer. Preferably, the plan shall be prepared at a scale of 1 inch equals 100 feet. The following information shall be shown:

- (i) Subdivision name and proposed street names;*
- (ii) Names and addresses of record owner(s), subdivider, and surveyor;*
- (iii) Locations, names, and present right-of-way widths of adjacent streets, alleys, or public ways;*
- (iv) Location and names of adjacent subdivisions and names of owners of adjacent acreage;*
- (v) Width and locations of all existing or proposed easements;*
- (vi) Lot lines with approximate dimensions;*
- (vii) Method of sewage disposal proposed, and systems area designations in the Ten Year Water and Sewerage Plan and designation within the Sustainable Growth Tier;*
- (viii) An approved stormwater management concept plan or indication that an application for such approval has been filed with the appropriate agency or the municipality having approval authority;*
- (ix) Proposed uses of property;*
- (x) Public area; including any proposed parkland;*
- (xi) Existing topography, indicating areas of steep slopes (greater or equal to 15 percent).*
- (xii) Street grading concept plan;*

- (xiii) *Regulated streams and associated buffers, wetlands and associated buffers, and the 100-year floodplain as depicted on the approved NRI;*
- (xiv) *Delineation of the Primary Management Area, as depicted on the approved NRI;*
- (xv) *Date, north arrow, and scale;*
- (xvi) *Deed description or survey of the property boundary;*
- (xvii) *Title information pertaining to the most recent conveyance of the property;*
- (xviii) *Vicinity map showing location of property and nearest road intersections;*
- (xix) *Vicinity map showing location of property and existing police and fire and rescue facilities within the area;*
- (xx) *Tax map number and grid;*
- (xxi) *Location of entrance feature or gateway sign, if proposed;*
- (xxii) *An approved Natural Resource Inventory;*
- (xxiii) *An Environmental Review Package;*
- (xxiv) *A traffic impact study prepared pursuant to the Transportation Review Guidelines, if needed;*
- (xxv) *Any required pedestrian and bicycle facility analysis pursuant to Section 24-4506, Pedestrian and Bikeway Adequacy;*
- (xxvi) *Historic resources within or adjacent to the proposed preliminary plan of subdivision;*
- (xxvii) *Cemeteries;*
- (xxviii) *A hydraulic planning analysis, submitted to the Washington Suburban Sanitary Commission;*
- (xxix) *Such additional information as may be needed to show compliance with this Subtitle, Subtitle 27, and Section 9-206 of the Environment Article, Annotated Code of Maryland;*
- (xxx) *Such information as may be needed to support any requested vacation, variation, and/or variance requests which may be needed to support the proposed preliminary plan of subdivision; and*
- (xxxi) *Condominium townhouse dwelling units shall include a reasonable and achievable lotting pattern exhibit.*

RESPONSE: The submitted PPS includes all of the required documents listed above and is in substantial compliance with Section 24-3402(c)(2)(A).

(e) Major Subdivision

(1) Preliminary Plan of Major Subdivision

(A) Procedure

Figure 24-3402(e)(1): Preliminary Plan of Major Subdivision Procedure (Illustrative), identifies key steps in the preliminary plan of major subdivision procedure.

Figure 24-3402(e)(1): Preliminary Plan of Major Subdivision Procedure (Illustrative)			
↓	24-3302	Pre-Application Conference	Required. Conservation subdivision requires subdivision sketch plan
↓	24-3303	Pre-Application Neighborhood Meeting	Required
↓	24-3304	Application Submittal	To Planning Director; Additional Requirements for conservation and zero lot line subdivision
↓	24-3305	Determination of Completeness	Planning Director makes determination
↓	24-3307	Staff Review and Action	Planning Director prepares staff report
↓	24-3308	Scheduling Public Hearing and Public Notice	Required
↓	24-3310	Review and Decision by Decision-Making Body	Planning Board holds hearing, makes decision (conditions allowed)
→	24-3312	Notification to Applicant	Planning Director notifies applicant

(i) Pre-application Conference

Required (See Section 24-3302, Pre-Application Conference).

(aa) Subdivision applicants are encouraged to submit informal sketch plans as part of the pre-application conference, in order to seek advice from the Planning Director on the concept of the proposed subdivision. In addition, the Planning Director may require an applicant to prepare a sketch plan if the Director determines that the proposed subdivision is of a size and complexity that a sketch plan would result in more efficient review of the application.

RESPONSE: A Pre-Application Conference Meeting with the Planning staff occurred on May, 20, 2022, for the subject application.

(bb) Submittal of a sketch plan in accordance with Section 24-4703(b), Sketch Plan, at or prior to the pre-application

conference, is required for a conservation subdivision. The sketch plan for the conservation subdivision shall be reviewed and decided by the Planning Director in accordance with Section 24-4703(c), Sketch Plan Review and Decision.

RESPONSE: The subject PPS application is not proposing a conservation subdivision.

(ii) *Pre-Application Neighborhood Meeting*

Required (See Section 24-3303, Pre-Application Neighborhood Meeting).

RESPONSE: A Pre-Application Neighborhood Meeting was initially held on July 26, 2022, at 6:30 pm. at the Homewood Suites (Anacostia Room) at 9103 Basil Court, Largo, Md. 20774. A second Pre-Application Neighborhood Meeting was also held on February 20, 2024, at 6:30 pm. at the Homewood Suites (Anacostia Room) at 9103 Basil Court, Largo, Md. 20774.

The required mailing notices and sign posting requirements in Section 24-3303(c)(2)(A) & B were fully complied with for both meetings. The required public notice documents, Pre-Application Neighborhood Meeting Affidavit, and written summary for the latest meeting has been submitted with this PPS application in accordance with Section 24-3303(c)(3)(C)(i) of the Subdivision Regulations.

(D) *Preliminary Plan of Major Subdivision Decision Standards*

A preliminary plan of major subdivision may only be approved upon finding that it:

- (i) Complies with all applicable standards of these Regulations;***
- (ii) Establishes in its layout a good and strong relationship between lots, the street(s), and open space set-asides that is consistent with the purposes of these Regulations and Subtitle 27: Zoning Ordinance, of the County Code;***
- (iii) Complies with all other applicable requirements in Subtitle 27: Zoning Ordinance;***
- (iv) Conforms with the applicable Area Master Plan or Sector Plan, and current Functional Master Plans; and***
- (v) Complies with all applicable requirements of the County Code of Ordinances.***

RESPONSE: This submitted Statement of Justification addresses every applicable requirement in Subtitles 24 & 27 for approval of a PPS and further demonstrates that the subject application is in

compliance with the applicable standards of these Regulations. Only one parcel is proposed with the subject PPS, and the open space set-asides and other development standards in Subtitle 27 are being fully complied with. These standards will be further reviewed at the time of DET. As further demonstrated in Section “C” of this statement, the PPS application is in substantial conformance with the Generalized Future Land Use recommendation within *Plan Prince George’s 2035* which recommends a Mixed-Use Land Use for the subject Property.

On April 1, 2022, the Countywide Map Amendment (CMA) rezoned the subject Property from the C-O/D-D-O (Commercial-Office, Development District Overlay) Zone to the RTO-H-E (Regional Transit - Oriented, High - Intensity - Edge) Zone. Multifamily dwellings, general business and professional office uses, restaurants (without drive-through service), and numerous general retail sales and service uses are permitted in the RTO-H-E Zone. As such, all uses proposed on the subject Property have been deemed appropriate by the District Council through their approval of Subtitle 27 in general, and specifically, Section 27-5101(d), Principal Use Tables for Nonresidential, Transit-Oriented/Activity Center, and other Base Zones. As such, the submitted PPS is in full compliance with all applicable requirements of the County Code.

F. Section 27-4204. Transit-Oriented/Activity Center Base Zones

(a) *General Purposes of Transit-Oriented/Activity Center Base Zones*

- (1) *Serve as focal points for a neighborhood or series of neighborhoods.***
- (2) *Provide development that is more urban than the areas they serve, are walkable, and contain mixed-use development.***
- (3) *Concentrate intense urban development around major transit stations and the principal targets for the County’s future planned growth and mixed-use development.***

(b) *Standards Applicable to all Transit-Oriented/Activity Center Base Zones*

(1) *Supplemental Development Standards*

In addition to the generally applicable development standards in [PART 27-6: Development Standards](#) (unless the proposed project is exempt in accordance with the development standards exemptions), the following standards shall apply to development within the Transit-Oriented/Activity Center base zones and PD zones (as may be modified subject to the approval of a PD Basic Plan and PD Conditions of Approval).

(A) *Connectivity*

- (i) *The internal vehicular, bicycle, and pedestrian circulation systems of development shall be designed to allow vehicular, bicycle, and***

pedestrian cross-access between the internal system and any internal vehicular, bicycle, and pedestrian circulation systems of existing or approved future development on adjoining lots.

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

(B) Vehicular Access and Circulation

The location and design of curb-cuts shall comply with the standards in Table 27-4204(b)(1)(B): Curb-Cut Standards: Transit-Oriented/Activity Center Zones.

Table 27-4204(b)(1)(B): Curb Cut Standards: Transit-Oriented/Activity Center Zones			
Zone	Minimum Distance from Street Intersection (ft)	Minimum Distance from Other Curb Cuts on Same Block Face (ft)	Maximum Curb Cut Width (ft)
RTO-H and RTO-L Core and Edge areas	<i>Curb-cuts allowed only if adequate parcel access cannot be provided by alleys or secondary street system. If curb-cuts are necessary, they shall be shared between sites and parcels to minimize their use (as appropriate), and shall comply with the curb-cut standards for the NAC, TAC and LTO Core area.</i>		
NAC, TAC, and LTO Core area	50	100	24
TAC and LTO Edge areas	25	50	30

(C) Pedestrian Access and Circulation

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

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

Zone	Width (ft)	Sidewalk Pedestrian Clearance Zone Required?	Sidewalk Pedestrian Clearance Zone Minimum Width (ft)
RTO-H Core area RTO-L Core area	20 (1)	Yes	5
RTO-H Edge area RTO-L Core area LTO Core area TAC Core area NAC	10 (2)	Yes	5
LTO Edge area TAC Edge area	6 (2)	No requirement	No requirement

NOTES:

- (1) This includes the street tree planting area.**
- (2) Does not include street tree planting area.**

(i) In addition:

- (aa) In the RTO-H, RTO-L, LTO, and TAC Core areas, a 5-foot deep by 8-foot wide street tree planting area shall be provided for the location of street trees, planted every 40-50 feet on center; and**
- (bb) In the RTO-H, RTO-L, LTO, and TAC edge areas and the NAC, a sidewalk planting strip at least 5 feet wide between the sidewalk and the street shall be provided, with street trees planted every 40-50 feet on center.**

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

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

(D) Off-Street Parking

(i) *Reduced Minimum Vehicle Parking Space Requirements*

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

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

(ii) *Maximum Off-Street Vehicle Parking Spaces*

In the Core area of the RTO-H, RTO-L, or LTO zones, the maximum number of off-street vehicle parking spaces for development shall be 125 percent of the minimum requirements for the Edge area of the RTO-H, RTO-L, or LTO zones calculated in accordance with Section 27-6305(a), Minimum Number of Off-Street Vehicle Parking Spaces. Spaces in structured parking facilities do not count toward the maximum allowed.

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

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

(i) *Location*

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

(ii) *Break-Up of Large Parking Lots*

Surface parking lots with more than 100 parking spaces shall be organized into smaller modules that contain 50 or fewer spaces each and are visually separated by buildings, pedestrian walkways, or landscaped areas in accordance with the Landscape Manual.

(iii) Pedestrian Walkways Through Parking Areas

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

(iv) Bicycle Parking

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

(F) Building Form Standards

(ii) Building Placement in Build-To Zone

Where the façades of principal buildings face a street frontage and are required to be located within a build-to zone, the buildings shall be located such that the façades occupy a minimum percentage of the build-to zone along the street frontage. Minimum percentages are as shown as the minimum building width in the build-to zone standards in the Intensity and Dimensional Standards tables for each transit-oriented/activity center zone.

(ii) Building Massing and Scale

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

(aa) Differences in roof form and parapet heights;

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

(iii) Building Entrances

- (aa) Where the façade of a principal building abuts or faces a street frontage in the RTO-H, RTO-L, LTO, TAC, or NAC zone, at least one operable pedestrian entrance providing both ingress and egress shall be provided for every 150 feet, or major fraction thereof, along the façade. An angled entrance at the corner of the building may count toward satisfying this requirement on both sides of the entrance.*
- (bb) If a façade in the RTO-H, RTO-L, LTO, TAC, or NAC zone includes multiple tenant spaces, at least one such entrance shall be provided for each street-level tenant space that is at least 25 feet wide.*
- (cc) These required pedestrian entrances shall open directly to the street sidewalk without requiring pedestrians to pass through a garage, parking lot, or other non-pedestrian area.*
- (dd) All primary pedestrian entrances into principal buildings shall be clearly defined and emphasized using changes in the wall plane or façade material, lintels, pediments, pilasters, awnings, canopies, porches, or other additional architectural elements.*

(iv) Windows and Doors

- (aa) Where the façade of a principal building other than a single-family or two-family dwelling abuts or faces a street frontage or an adjoining public gathering space in the RTO-H, RTO-*

L, LTO, or NAC zones, and in the Core area of the TAC zone, a minimum percentage of the street-level façade area shall consist of transparent window or door openings to allow views of interior spaces and merchandise so as to enhance safety and create a more inviting environment for pedestrians. Minimum percentages are as shown as the minimum building façade fenestration/transparency standard in the Intensity and Dimensional Standards table for each individual transit-oriented/activity center zone.

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

(v) Parking Structures in RTO-H and RTO-L Zones

In the RTO-H and RTO-L zones, where the street-level façade of a parking structure abuts or faces a street frontage, the structure shall be designed to accommodate retail sales and service uses, service-oriented office uses, or entertainment uses to a depth of 30 feet along at least 60 percent of the width of such street-level façade—to provide visual interest and create pedestrian activity at the street level. In addition, the upper level façade of the parking structure shall be articulated through use of at least three of the following features:

- (aa) Windows or window-shaped openings;*
- (bb) Masonry columns;*
- (cc) Decorative wall insets or projections;*
- (dd) Awnings;*
- (ee) Changes in color or texture of exterior materials;*
- (ff) Integrated vegetation (hanging or along trellises); or*
- (gg) Similar features.*

(vi) ***Parking Structures in Other Transit-Oriented/Activity Center Zones***

Where the façade of a parking structure abuts or faces a street frontage in the LTO or NAC zones, or the Core area of the TAC zone, the façade shall be articulated through use of at least three of the following features:

- (aa) Windows or window-shaped openings;***
- (bb) Masonry columns;***
- (cc) Decorative wall insets or projections;***
- (dd) Awnings;***
- (ee) Changes in color or texture of exterior materials;***
- (ff) Integrated vegetation (hanging or along trellises); or***
- (gg) Similar features.***

RESPONSE: This submitted Statement of Justification addresses every applicable requirement in Subtitles 24 & 27 for approval of a PPS and further demonstrates that the subject application is in full compliance with the applicable standards of these Regulations. Please see Section D of this Statement which addresses the applicable standards listed above and includes a detailed evaluation of the following sections;

Section 27-6200 – Roadway Access, Mobility, and Circulation

Section 27-6400 – Opens Space Set-Asides



Section 27-6800 – Environmental Protection and Noise Controls

Section 27-61000 – Non-residential and Mixed-Use Form and Design Standards

Other standards listed above such as Minimum and Maximum Off-Street Parking, Arrangement and Design of Off-Street Vehicle Parking, Building Form Standards, Parking Structures, and Pedestrian Walkways Through Parking Areas are not applicable at the time of PPS, and will be further reviewed at the time of DET.

G. Section 27-4204(f)(1 & 2) – Purposes of the Regional Transit-Oriented High-Intensity (RTO-H) Zone:

The purposes of the Regional Transit-Oriented, Low-Intensity (RTO-L) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones are as follows:

(1) Purposes			
<p>The purposes of the Regional Transit-Oriented, Low-Intensity (RTO-L) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones are:</p> <ol style="list-style-type: none"> To provide lands for high-intensity, vibrant, mixed-use centers that are intended to capture the majority of the County’s future residential and employment growth and development; To incorporate walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options; To provide a mix of uses that serve regional needs; and To encourage development that is well integrated in terms of complementary uses, access and circulation and compatible design. 			
			

(2) Division of Zone into Core and Edge Areas
<p>When land is zoned or rezoned to a RTO- Zone, it shall be designated as part of the zone’s Core area or part of its Edge area. The Core area shall include land that is within convenient walking distance (generally about ¼ mile) of the existing or proposed transit station, if any, around which the zone is centered and otherwise has a high potential for high-intensity, mixed-use, pedestrian-oriented, and transit-supportive development. If there is no transit station the core area shall include land that is the focal point of development with high potential for high-intensity, mixed-use development. The remainder of the zone shall be designated as the zone’s Edge area, which is intended to accommodate less intense development with more of a residential mix (e.g., townhouses and multifamily). The zone’s Core area and Edge area shall be delineated on the Zoning Map in conjunction with the mapping of the RTO- Zone.</p>

RESPONSE: The Applicant is proposing the development of a mix-use project with 769 multifamily units, approximately 72,300 square-feet of ground floor commercial/retail uses, and 6,190 square-feet of office space for WMATA's use. The development will include two, multi-story, structured parking garages and on-street parking, (along the west side of Lottsford Road), that will safely and efficiently serve the parking needs of all on-site commercial and residential uses.

This is a mixed-use, transit-oriented project, located in the heart of the Largo Town Center Metro. Largo Town Center Metro is one of 8 (eight) Regional Transit Centers identified in Plan 2035. This project, which is located less than 2,000 feet (as the crow flies) from the Largo Metro Station, not only promotes the use of public transportation, but also includes WMATA facilities for the maintenance of the Blue-Line corridor and the trains that operate on the line. The proposed project has been designed to be in substantial harmony with the purposes above.

The Bicycle Pedestrian Impact Statement (BPIS) prepared by Lenhart Traffic Consulting, Inc. and submitted with the subject PPS addresses includes a complete street assessment for pedestrian, bicycle and transit facilities, as well as preferred and alternative BPIS improvements. Bus stops for both WMATA and the County's "The Bus" currently exist along the Property's street frontage which will provide easy access to public transit for future residents and visitors to the site. As such, the proposed project includes walkable and bikeable areas that are well-connected to a regional transportation network through a range of transit options.

The subject application proposes a vibrant mixed-use development that will be pedestrian-friendly due to its very close proximity to the Largo Town Center Metro Station, University of Maryland Capital Region Medical Center, The Boulevard at the Capital Center, Kaiser Permanente, Largo Town Center Shopping Center, Largo Commons Shopping Center, Wayne K. Curry County Administration Building, and bottom floor commercial/retail uses at the abutting Tapestry at Largo Center mixed-use development. There are also numerous other nearby county government offices, private offices, and commercial uses within close walking distance to the subject Property. The proposed development is well integrated in terms of complementary uses, access and circulation and compatible design, and will provide a mix of uses that will serve regional needs and encourage other transit-oriented development within the Largo Town Center

H. Section 27-4204(f)(3) – Intensity and Dimensional Standards for the Regional Transit-Oriented High-Intensity (RTO-H) Zone:

The Intensity and Dimensional Standards for the Regional Transit-Oriented High-Intensity (RTO-H) Zone are as follows:

(3) Intensity and Dimensional Standards

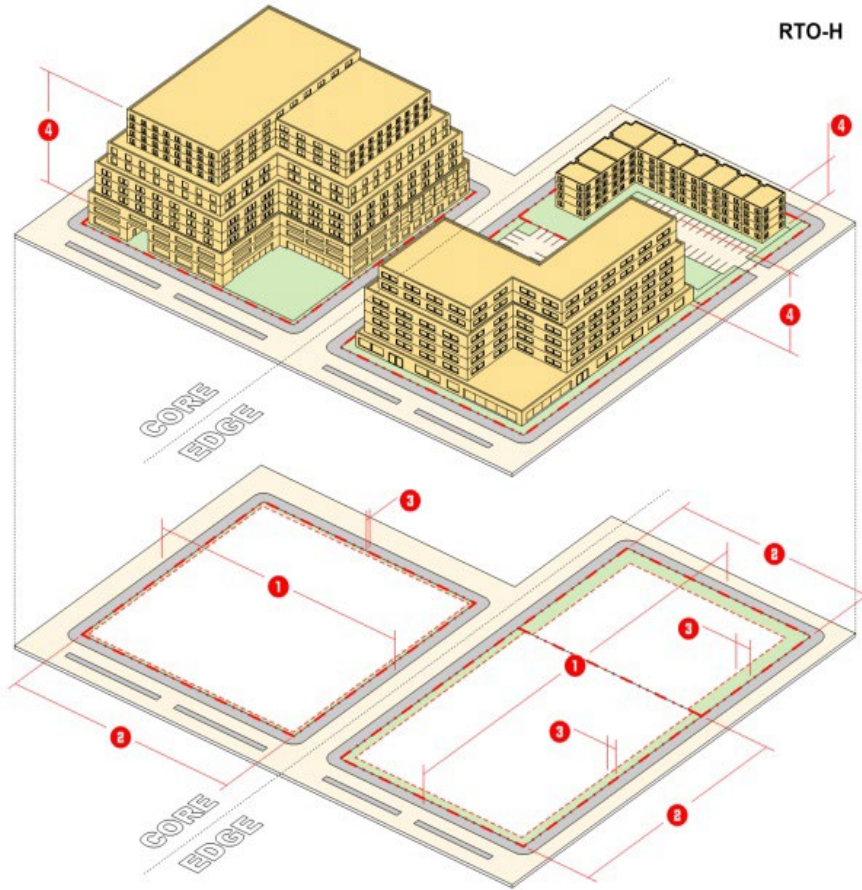
Regional Transit-Oriented, High-Intensity (RTO-H) Zone

Nonresidential & Mixed-Use

1 Block length, min. max. (ft)		400 800
Lot area, min. (sf)		3,000
2 Lot width, min. (ft)		30
Density, min. max. (du/ac of net lot area) (4)		20.00 80.00 (12)
Floor area ratio (FAR), min. max. (5)		0.5 3.0
Lot coverage, min. max. (% of net lot area)		50 90
3 Build-to line, min. max. (ft) (6)(7)		15 27
Building width in build-to zone, min. (% of lot width) (7)(8)		70
Front yard depth, min. (ft)		0
Side yard depth, min. (ft)		0
Rear yard depth, min. (ft)		0
Building façade fenestration/transparency min. (% of street-level façade area)	Abutting or facing a street frontage or pedestrian way	50
	Facing a public gathering space	45
4 Principal structure height, min. max. (ft)		35 182 (11)

- NOTES:** du/ac = dwelling units per acre; sf = square feet; ft = feet
- (1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.
 - (2) 1,000 sf for townhouse lots.
 - (3) 16 ft for townhouse lots.
 - (4) Applicable to residential development and the residential component of mixed-use development.
 - (5) Applicable to nonresidential development.
 - (6) The area between the minimum and maximum build-to lines that extends the width of the lot constitutes the build-to zone.
 - (7) Where existing buildings along a street frontage are all located behind the build-to zone, such buildings may not be extended to the rear or side unless they are first extended frontwards to comply with the maximum build-to line standard and the minimum building width in build-to zone standard.
 - (8) The remaining build-to zone width may be occupied by outdoor gathering spaces, walkways, landscaped areas, stormwater management facilities using Environmental Site Design techniques, driveways (subject to Section 27-6206(b)(1)), or surface parking (subject to Section 27-6300).
 - (9) Not applicable to townhouse lots except to the outside of end units.
 - (10) Provided those portions of the structure on the front façade greater than 50 ft high are set back from the minimum build-to line or front yard depth an additional 0.5 ft. for each 1 ft. (or major fraction thereof) the height of the portion exceeds 50 ft.
 - (11) Provided those portions of the structure on the front façade greater than 75 ft high are set back from the minimum build-to line or front yard depth an additional 0.5 ft. for each 2 ft. (or major fraction thereof) the height of the portion exceeds 75 ft.
 - (12) Applies to the residential component of mixed-use development only.

(3) Intensity and Dimensional Standards						
Standard(1)	Regional Transit-Oriented, Low-Intensity (RTO-L) Zone			Regional Transit-Oriented, High-Intensity (RTO-H) Zone		
	Core	Edge		Core	Edge	
	All Uses	Nonresidential & Mixed-Use	Residential	All Uses	Nonresidential & Mixed-Use	Residential



RESPONSE: This submitted Statement of Justification addresses every applicable requirement in Subtitles 24 & 27 for approval of a PPS and further demonstrates that the subject application is in compliance with the applicable standards of these Regulations. The submitted PPS has been designed in accordance with the Intensity and Dimensional Standards for the Regional Transit-Oriented High-Intensity (RTO-H) Zone within Section 27-4204(f)(3) above and is harmony with these regulations.

The subject application fully meets the minimum lot area, lot width, build-to line and density requirements that would be applicable at the time of PPS. Other standards, such as lot coverage, building width, minimum building façade fenestration/transparency percentage and building height are not applicable at the time of PPS and will be further reviewed at the time of DET when buildings and architecture are proposed.

I. 2013 Largo Town Center Sector Plan & Sectional Map Amendment

Chapter 4 (Page 55) of the *Approved 2013 Largo Town Center Sector Plan & Sectional Map Amendment* contains Recommendations for Future Development within the Largo Town Center. Although, the approval of the Countywide Map Amendment (CMA) was intended to supersede area sector plans, the following is a detailed analysis of the Goals that were intended to guide future development within the Town Center:

Chapter 4: Recommendations for Future Development

Goal: New Mixed-Use Retail Center Within the TOD Core

RESPONSE: The subject Property is located the RTO-H-E (Regional Transit - Oriented, High - Intensity - Edge) Zone, and is not located within the TOD Core. The subject Property is located at the southwest quadrant of the Lottsford Road and McCormick Drive intersection, directly across McCormick Drive from the Wayne K. Curry Administration Building. This is highly-visible corner property within the TDO Edge area, that is close walking distance the Metro Station. In fact, the submitted PPS, includes 6,190 square-feet of office space for WMATA so they continue to operate their Stormwater Treatment Facility, and Administration offices on the Property. WMATA's Tunnel access will also continue on the Property for their maintenance of the Blue line trains. As a result, the vibrant, mixed use project that is proposed on the Property (in cooperation with WMATA) will further help implement the 2013 Largo Town Sector Plan's Goal for Dense Residential Development Within a Half Mile of the Metro Station, and TOD-Compatible Development beyond the TOD Core.

Goal: New Major Institutional Use Within the TOD Core

RESPONSE: The above goal applies to the TOD Core area, and not applicable to the review of the subject application will be located in the TOD Edge area.

Goal: Dense Residential Development Within a Half Mile of the Metro Station

RESPONSE: Largo Town Center Metro is one of 8 (eight) Regional Transit Centers identified in Plan 2035. This project, which is located less than 2,000 feet (as the crow flies) from the Largo Metro Station, not only promotes the use of public transportation, but also includes WMATA facilities for the maintenance of the Blue-Line corridor and the trains that operate on the line. The proposed mixed-use project which includes the development of 769 multifamily units, 72,300 square-feet of ground floor commercial/retail uses, two structured parking garages, and 6,190 square-feet of office space for WMATA's use, is in perfect harmony with the goal above.

Goal: A Safe and Attractive Public Environment

RESPONSE: The proposed mixed-use development will include ground floor commercial retail space, restaurant space with outdoor dining areas, and an inviting outdoor pavilion area. The BPIS Study submitted with the subject application contains a detailed inventory of the surrounding infrastructure and has identified several on-site and off-site improvements that will further help facilitate a safe and attractive public environment. The recommendations in the BPIS Study, which are subject to approval from the operating agency and the Planning Board, include upgrading existing identified sidewalks to wider, ADA-complaint sidewalks, installing a crosswalks at the intersections of both Lottsford Road and Apollo Drive, and Mercantile Lane and Apollo Drive, and installing several bus shelters within the immediate area. These improvements will ensure a safe and attractive public environment and promote the vibrant, walkable community envisioned by the 2013 Largo Town Center Sector Plan.

Goal: TOD-Compatible Development beyond the TOD Core

RESPONSE: The subject Property is located beyond the TOD Core, at the southwest quadrant of the Lottsford Road and McCormick Drive intersection, and further located directly across McCormick Drive from the Wayne K. Curry Administration Building. The proposed mixed-use project with approximately 769 multifamily units, 72,300 square-feet of ground floor commercial/retail uses, two structured parking garages, and 6,190 square-feet of office space for WMATA's use, is in perfect harmony with the 2013 Largo Town Center Sector Plan's goal of providing TOD-Compatible Development beyond the TOD Core.

Goal: A Walkable and Accessible Community

RESPONSE: The proposed mixed-use development will include ground floor commercial retail space, restaurant space with outdoor dining areas, and an inviting outdoor pavilion area. The BPIS Study submitted with the subject application contains a detailed inventory of the surrounding infrastructure and has identified several on-site and off-site improvements that will further help facilitate a safe and attractive public environment. The recommendations in the BPIS Study, which are subject to approval from the operating agency and the Planning Board, include upgrading existing identified sidewalks to wider, ADA-complaint sidewalks, installing a crosswalks at the intersections of both Lottsford Road and Apollo Drive, and Mercantile Lane and Apollo Drive, and installing several bus shelters within the immediate area. These improvements will ensure a safe, attractive, walkable and accessible community as envisioned by the 2013 Largo Town Center Sector Plan.

Environmental Recommendations

Goal: A Green and Sustainable Community

RESPONSE: The subject application proposes a green and sustainable community. There are no wetlands, PMA, or regulated 100-year floodplain located within the subject Property, and no impacts to any sensitive environmental features are being proposed as a part of the subject application. A signed Natural Resources Inventory, NRI-028-2022, was approved by the Environmental Planning

Section on June 23, 2023, and submitted with the subject application. Site Development Concept Plan No. 22815-2023 has also been submitted to DPIE and is currently under review.

The project is required to provide a minimum of 5% open space set-aside area, or 20,960 square feet. An Open Space Set-Aside Exhibit has been submitted with the subject PPS that demonstrates a total of 7.7%, or 32,197 square feet of open space set-aside area will be provided within the project. Of this 32,197 square feet of open space set-aside area, 24,057 square feet are passive recreation areas, and 8,140 square feet are stormwater management areas.

Goal: A Safe and Healthy Community

RESPONSE: One of the strategies for this goal is;

“For buildings proposed within the 65 decibel noise contours, their associated indoor and/or outdoor activity areas should be located outside the noise contours or shielded from the noise sources”.

RESPONSE: Due to the subterranean pathway of WMATA’s Blue Line, a Noise & Vibration Study has been submitted with the subject application that was prepared by Veneklasen Associates, Inc. A noise study has also been included that evaluates any potential noise impacts to proposed residential units associated with Lottsford Road, a designated arterial roadway, (A-26). These studies will ensure that any noise and vibration sources associated with the subject Property are adequately identified and mitigated to acceptable levels.

Another strategy of this goal is to;

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

RESPONSE: The BPIS Study submitted with the subject application contains a detailed inventory of the surrounding infrastructure and has identified several on-site and off-site improvements that will further help facilitate an interconnected sidewalk network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclists.

The recommendations in the BPIS Study, which are subject to approval from the operating agency and the Planning Board, include upgrading existing identified sidewalks to wider, ADA-complaint sidewalks, installing a crosswalks at the intersections of both Lottsford Road and Apollo Drive, and Mercantile Lane and Apollo Drive, and installing several bus shelters within the immediate area. These improvements will ensure a safe, attractive, walkable and accessible community as envisioned by the 2013 Largo Town Center Sector Plan.

Public Facilities

Goal: Adequate Student Capacity at All Public Schools Serving the Sector Plan Area

RESPONSE: This goal is primarily related to recommendations the Board of Education could make such as redrawing attendance boundaries for the existing middle school in the event of future overcrowding, and adding classrooms to the existing middle school if modified attendance boundaries do not resolve potential overcrowding issues.

Transportation Demand Management

Goal: An Efficient, Multimodal Transportation System

RESPONSE: Largo Town Center Metro is one of 8 (eight) Regional Transit Centers identified in Plan 2035. This project, which is located less than 2,000 feet (as the crow flies) from the Largo Metro Station, not only promotes the use of public transportation, but also includes WMATA facilities for the maintenance of the Blue-Line corridor and the trains that operate on the line. The proposed project has been designed to be in substantial harmony with the goal above.

The BPIS Study submitted with the subject application contains a detailed inventory of the surrounding infrastructure and has identified several on-site and off-site improvements that will further help facilitate an interconnected sidewalk network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclists. The recommendations in the BPIS Study, which are subject to approval from the operating agency and the Planning Board, include upgrading existing identified sidewalks to wider, ADA-complaint sidewalks, installing a crosswalks at the intersections of both Lottsford Road and Apollo Drive, and Mercantile Lane and Apollo Drive, and installing several bus shelters within the immediate area. These improvements will ensure a safe, attractive, walkable and accessible community as envisioned by the 2013 Largo Town Center Sector Plan.

Although the project is close walking distance to the Largo Metro Station, it will also include one 3-story structured parking garage, one 5-story structured parking garage, and on-street parking, (along the west side of Lottsford Road), that will safely and efficiently serve the parking needs of both residents and guests. No reductions in the required number of parking spaces is being requested with the subject application. This proposed mixed-use, transit-oriented development provides access and circulation systems that will accommodate multiple travel modes. Pedestrian, transit, bicycle, and vehicular circulation systems have all been integrated into the overall design of the project.

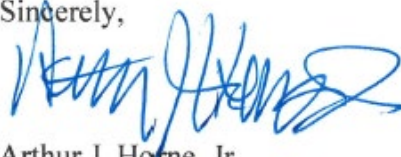
The Pavilion at Lottsford
PPS 2022-007, ADQ 2022-022
May 3, 2024
Page 85

J. CONCLUSION

This preliminary plan of subdivision application meets all requirements for approval set forth in the Subdivision Regulations as discussed herein. As such, the Applicant respectfully requests that Preliminary Plan of Subdivision, 2022-007, and Certificate of Adequacy, ADQ 2022-022, be approved.

Thank you in advance for your consideration of this application. If you have any questions or comments, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Arthur J. Horne, Jr.', written over a light blue horizontal line.

Arthur J. Horne, Jr.

AJH/jjf

cc: 9400 Lottsford Road, LLC
Paul D. Wilmarth
Jason Dunlap
Brian D. Hargis
Phillip Hughes