



STATEMENT OF JUSTIFICATION
LARGO PARK LOT 5B
PRELIMINARY PLAN OF SUBDIVISION
PPS-2023-027
REVISED APRIL 22, 2025

Applicant

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OVERVIEW

Preliminary Plan of Subdivision PPS-2023-027 has been filed on behalf of Lot 5B LLC (the "Applicant"). The property that is the subject of the preliminary plan consists of approximately 9.147 acres and is located at 9611 Lottsford Road in Largo. The property is more particularly described as Lot 5, Block B depicted on a plat of subdivision recorded among the Land Records of Prince George's County at Plat Book REP 207, Plat 96 (the "Subject Property").

The Subject Property is located in the southeast quadrant of the intersection of Lottsford Road and Landover Road (MD Route 202). The Subject Property is zoned RTO-H-e (Regional Transit Oriented - High - edge) and is located in the Largo Town Center, a designated Regional Transit Center in the General Plan. Prior to the adoption of the current Zoning Ordinance, the Subject Property was zoned M-U-I/DDOZ.

SUMMARY OF DEVELOPMENT PROPOSAL

The Subject Property is currently a subdivided lot of record. The property was initially platted on February 25, 2000 pursuant to the approval of Preliminary Plan of Subdivision 4-98014. It was later revised pursuant to the current record plat, referenced above. The Applicant does not propose to further subdivide the Subject Property. However, the prior preliminary plan was approved for the construction of a commercial office building. Pursuant to Section 24-1401(a)(2) of the Subdivision Regulations, a new preliminary plan is required when a conversion of use from nonresidential to residential is proposed. The prior subdivision was approved for development of 159,000 square feet of office space. Pursuant to Section 24-4503(a)(1), all development approvals for which a determination of adequate

public facilities was made prior to April 1, 2022 and which was still valid on that date shall automatically receive a certificate of adequacy or conditional certificate of adequacy in accordance with this Section, effective April 1, 2022, for a period of 12 years.

The Applicant proposes to develop a multifamily residential development with up to 398 dwelling units on the Subject Property. This conversion from the previously approved nonresidential use to a residential use triggers the need for this new preliminary plan of subdivision. The project will include a mix of unit types ranging from studio apartments to three-bedroom apartments. The proposed building will be four and five stories, due to the topography of the site. The facade facing Landover Road will be four stories, while the façade facing Lottsford Road and the courtyard areas interior to the site will have five stories. An approximately six-level parking garage will be constructed which will largely be wrapped with units. Approximately six surface parking spaces will be provided in the front of the leasing office for the convenience of prospective renters.

DEVELOPMENT HISTORY

Prior to 1978, the Subject Property was zoned R-R. With the adoption of the Largo Lottsford Sectional Map Amendment on June 27, 1978, the Subject Property was placed in the I-3 Zone. It was first subdivided pursuant to Preliminary Plan of Subdivision 4-79155 and was platted as part of a larger 31.27-acre parcel, referenced as Parcel 6 depicted on a plat of subdivision entitled "Largo Park", which plat was recorded among the Land Records of Prince George's County at Plat Book 119, Plat No. 89. Parcel 6 was later subdivided into four lots pursuant to Preliminary Plan of Subdivision 4-98064. The Subject Property was

platted as Lot 5, Block B pursuant to a plat entitled "Lot 5, Block B, Largo Park", which plat was recorded among the Land Records of Prince George's County at Plat Book 189, Plat No. 13. When the lot was initially platted, access to Lottsford Road, a designated arterial roadway, was not requested as the property was placed in reservation for a future interchange. After the reservation expired, a reconsideration of 4-89064 was approved and a variation was granted to allow Lot 5 to access Lottsford Road.

One factor in approving the variation was that an easement has been established to allow a driveway connection from Mercantile Lane to Lottsford Road. It was found that this driveway connection would improve connectivity. Upon approval of the variation, the Subject Property was replatted pursuant to Plat Book REP 207 Plat No. 96.

In addition to the prior subdivision history, the Subject Property was the subject of approved Conceptual Site Plan CSP-87168 and Detailed Site Plan DSP-05014. The Detailed Site Plan was approved in July of 2005 for the construction of a six-story office building with surface parking containing a total of 144,000 square feet. The Subject Property was graded for development in accordance with a prior approved Detailed Site Plan. The site work included installation of a curb cut for the approved access onto Lottsford Road. Despite being a finished lot immediately available for development, no market existed for a new office building. The Detailed Site Plan expired on December 31, 2021.

CONFORMANCE WITH THE REQUIREMENTS OF SUBTITLE 24

The standards governing the approval of preliminary plans of subdivision are set forth in Part 24-4 of the Subdivision

Ordinance. Those standards applicable to the proposed application are addressed below.

Section 24-4101(a) provides that all preliminary plans of subdivision and final plats shall comply with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6: Development Standards, of the County Code and that all information and support materials needed to demonstrate compliance with this Section shall be provided by the subdivider. The standards are addressed in greater detail below.

Section 24-4101(b) provides that preliminary plans be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle. The Subject Property is in the Largo Metro Center, which the General Plan designates as one of eight Regional Transit Districts in Prince George's County. As such, the property was placed in the RTO-H-e zone with the implementation of the Zoning Ordinance. Prior to the adoption of the General Plan, the Subject Property was located within the boundaries of the Largo Town Center Sector Plan, which was approved in December of 2013. The Subject Property is located within the northeast quadrant of the Sector Plan, which contains approximately 115 acres of land. This area was placed in the I-3 zone in 1978 and had largely developed as a low intensity office/industrial park. The Sector Plan rezoned the Subject Property from the I-3 zone to the M-U-I zone, which permitted a broader mix of uses, including residential uses. The Sector Plan designated the northeast quadrant as "mixed-use, predominantly office and institutional." The Sector Plan envisions infill office and institutional. Since the adoption of the Sector Plan, the only development that has occurred in the northeast quadrant

are the Staybridge Suites Hotel on Lottsford Road and the consolidated storage facility located on Apollo Drive. The proposed multifamily building would introduce an additional mix of uses at a gateway location entering Largo Town Center. Thus, the proposed development is consistent with the General Plan and the applicable Sector Plan.

Section 24-4101(c) deals with unsafe land and permits the Planning Board to restrict the subdivision of land found unsafe for development. As noted above, the Subject Property has already been subdivided and graded in accordance with prior approvals. The site is appropriate for development.

Section 24-4102(c) requires minimum lot depths for lots which front on roads classified as arterials or freeways. Lots or parcels used for residential purposes adjacent to existing or planned streets classified as arterials shall be platted with a minimum depth of 150 feet, while lots or parcels used for residential purposes adjacent to existing or planned streets classified as expressways or freeways shall be platted with a minimum depth of 300 feet. The existing Lot 5 is platted with lot depths that comply with these requirements. Further, a Phase I Noise Analysis, dated October 30, 2023, was prepared by Phoenix Noise and Vibration and submitted with the application.

Section 24-4104 requires the submission of general grading plans and a Tree Conservation Plan Type 1 (TCP-1) with a major subdivision. A TCP-1 has been provided with the application and as noted above, the Subject Property has already been placed on grade per prior approvals. The existing grades are reflected on the TCP-1.

Section 24-4204(a) requires that a preliminary plan of subdivision comply with the street connectivity, access, traffic

calming, block design, and all other applicable standards in Section 27-6206, Vehicular Access and Circulation, of Subtitle 27: Zoning Ordinance. These requirements are addressed below.

Section 24-4203 requires that a preliminary plan comply with the applicable pedestrian access and circulation standards in Section 27-6207, Pedestrian Access and Circulation, of Subtitle 27: Zoning Ordinance. These requirements will be addressed with the review of the Detailed Site Plan.

Section 24-4205 requires that a 10-foot-wide public utility easement (PUE) be established at the time of subdivision. A 10-foot- wide PUE already exists along the frontage of the Subject Property on both Lottsford Road and Landover Road.

Section 24-4301 provides for the protection of environmental features found on the Subject Property. Relevant to this application, Section 24-4302(b) provides that in the case of a proposed subdivision which includes a 100-year floodplain area along a stream, unless such area is to become a public park or recreation area maintained by a public entity, the area shall be denoted upon the final plat as a floodplain easement. As referenced above, the floodplain limits are currently reflected on the recorded subdivision plat for the Subject Property and will be reflected on the new plat recorded upon the approval of this application. This floodplain easement ensures that the impacts to the stream associated with the floodplain are minimized, as required by Section 24-4303.

Section 24-4601 of the Subdivision Regulations, which relates to mandatory dedication of parkland, provides for the dedication of land, the payment of a fee-in-lieu, and/or the provision of private recreational facilities to meet the park and recreation needs of the residents of the subdivision. Based on the proposed

density of the development, 15 percent of the net residential lot area could be required to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks, which equates to 1.371 acres. The Subject Property is not adjacent or contiguous to any property currently owned by M-NCPPC. The Applicant submits that the 1.371 acres of dedicated land would not be sufficient to provide for the types of active recreational facilities that are needed by the residents. The Applicant proposes to instead meet the mandatory dedication requirement with on-site recreational facilities. The proposed facilities include, among other things, a fitness center, a resident lounge, and a swimming pool within an internal courtyard.

CONFORMANCE WITH THE REQUIREMENTS OF THE ZONING ORDINANCE

As referenced above, Section 24-4101(a) provides that all preliminary plans of subdivision and final plats shall comply with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6: Development Standards, of the County Code. In this application, the Applicant proposes one parcel for up to 398 multifamily dwelling units. The use is permitted on this property, and this development will be required to file a Detailed Site Plan, in accordance with Section 27-3605(a)(2)(N) of the Zoning Ordinance, since construction of more than 10 multifamily dwelling units is proposed. Conformance with Zoning Ordinance regulations is required for the proposed development and will be reviewed at the time of Detailed Site Plan including, but not limited to, the following:

- Part 27-5 Use Regulations
- Section 27-4204 Requirements for Transit
- Section 27-6200 Roadway Access, Mobility,

and Circulation;

- Section 27-6300 Off-Street Parking and Loading;
- Section 27-6400 Open Space Set-Asides;
- Section 27-6600 Fences and Walls;
- Section 27-6700 Exterior Lighting;
- Section 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards;
- Section 27-61500 Signage;
- Section 27-62600 Green Building Standards;

The following provisions also relate to Zoning Ordinance conformance:

a. Section 27-4204(b)(1)(A) states:

(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.

The Subject Property abuts Lottsford Road along its western boundary and Landover Road along its northern boundary. The abutting property to the east, Lot 4, Block B (PB 186 P 22) is the subject of a 30-foot wide driveway easement which extends from Mercantile Lane to the Subject Property. The Applicant proposes to extend this driveway easement through the Subject Property to the entrance on Lottsford Road. Cross access between development is a requirement of Sections 27-6206(e)(2), 27-

6207(b), and 27-6208(b). The Applicant will need to coordinate any improvements associated with this driveway extension as it extends through an area impacted by floodplain. It is further noted that while a driveway has been constructed to the property line of Lot 4, Block 4, no sidewalks or bike lanes exist on the property. The Applicant will not have the authority to construct improvements beyond the property line of Lot 5. The abutting property to the south is improved with an office building and there is a wide area of 100-year floodplain between that property and the Subject Property which prevents direct vehicular connectivity. However, that property does connect to the driveway which will be extended through the Subject Property, thereby satisfying the function and purpose of the cross-access requirements.

The location and design of curb cuts shall comply with the standards in Table 27-4204(b) (1) (B) for the RTO-H-e Zone, which provides that curb-cuts are only allowed 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. The Applicant proposes a single curb cut to access the Subject Property from Lottsford Road. As noted above, that curb cut already exists and was constructed in accordance with the prior approved Detailed Site Plan. The Applicant would submit that adequate access cannot be provided by the driveway extension from Mercantile Lane. All other properties accessing that driveway are commercial and the driveway does not have a sidewalk. The Applicant would also note that Section 6903(a) (1) requires "at least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible"

for multifamily development. The driveway provides that secondary point of access to satisfy this requirement.

Table 27-4204(b) (12) (B) states that in the RTO-H-e Zone, curb cuts shall comply with the curb-cut standards listed in the table applicable to other transit-oriented zones. The existing curb cut is more than 50 feet from the intersection and more than 100 feet from the nearest curb cut on the block. However, the curb cut is more than 24 feet wide. The curb cut is approximately 60 feet wide as it was constructed with a median. The entrance directly across the street, which provides access to the restaurant park, is also designed with a median. The curb cut on the Subject Property was designed so that both entrances aligned. The Applicant would submit that modifying the access such that it does not align with the entrance across Lottsford Road would introduce safety concerns which do not exist if the entrance is permitted to remain the same.

Section 27-4204(b) (1) (C) requires that 20-foot-wide sidewalks (which includes the street tree planting area) shall be provided on both sides of the street, with a minimum 5-foot-wide sidewalk pedestrian clearance zone. The Applicant would request that the 20-foot-wide sidewalk be waived on Landover Road. Landover Road is an expressway on which no sidewalks currently exist. The Applicant is aware that the property frontage will be further evaluated with the Detailed Site Plan, including the following requirements of the RTO-H Zone:

- A 5-foot-deep by 8-foot-wide street tree planting area for street trees, planted every 40-50 feet on center;
- At least one walkway from an adjacent sidewalk to each pedestrian entrance required in Section 27-4204(b) (1) (F) (iii), Building Entrances; and
- Where a sidewalk, greenway path, or other walkway 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.

In accordance with Section 27-4204(b)(1)(D), the minimum required number of off-street vehicle parking spaces shall be 50 percent of the minimum requirements in Section 27-6305(a), and the maximum number of off-street vehicle parking spaces shall be 150 percent of the minimum requirement calculated, in accordance with Section 27-6305(a). The submitted plans show approximately 527 parking spaces provided in the garage, which is well within both the minimum and maximum number.

Section 27-4204(b)(1)(E) provides requirements for arrangement and design of off-street vehicle parking in the RTO- H-e Zone:

- (i) 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.

- (ii) Break up parking lots, with more than 100 parking spaces, into smaller modules which are visually separated.

- (iv) Locate bicycle parking within 50 feet of the primary pedestrian entrance.

The Applicant is proposing approximately six surface parking spaces along the side of the building where the entrance to the leasing office is located. All other parking spaces are located within a parking structure. Thus, the proposed vehicular parking shown on these plans conform to the requirements. Bicycle parking will be provided within the parking garage and in front of the primary pedestrian entrance to the building.

Section 27-4204(b)(1)(F) provides building form standards in the RTO-H-e Zone, including placement, massing and scale, location of entrances, and fenestrations. These standards will be evaluated as part of the Detailed Site Plan, when building architecture is provided for review.

Section 27-4204(d)(3) provides intensity and dimensional standards applicable to multifamily dwelling development in the RTO-H-e Zone:

- Block length: minimum 400 feet; maximum 800 feet.
- Minimum lot area: 5,000 square feet.
- Lot Width, Minimum: 50 feet.
- Density; Minimum 20 dwelling units/acre; Maximum 80 dwelling units/acre.
- Lot Coverage: Minimum: No requirement; Maximum 80 percent of net lot area.
- Build-to line: Minimum 15 feet; Maximum 35 feet.
- Building width in build-to zone: Minimum 70 percent of lot width.
- Building façade fenestration/transparency minimum percent of street-level façade area): 40 percent abutting or facing a street frontage or pedestrian way; 35 percent facing a public gathering place.
- Principal structure height: Minimum 35 feet; Maximum 182 feet.

This development proposes a density of approximately 52 dwelling units/net acre, which is within the maximum and minimum density standard for this property. It is noted that the Subject Property, which is a record lot, has 657 feet of frontage on Lottsford Road and 983.29 feet of frontage on Landover Road. The frontage on Landover Road exceeds the block length permitted, although due to the floodplain the developable frontage of the Subject Property conforms to the block length maximum.

Conformance with these standards will be further evaluated with the Detailed Site Plan, when building architecture is provided.

The following additional development standards will be addressed

with the Detailed Site Plan:

- Section 27-6309(a)(2) requires bicycle racks or lockers to accommodate at least 4 bicycles and accommodate at least 2 additional bicycles for every 10 parking spaces above 10 spaces.
- Section 27-6206(d) limits access to properties with frontage on an arterial roadway to circumstances where no alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide. The Subject Property only has frontage on Lottsford Road, a classified arterial and Landover Road, a designated freeway. While a driveway will be extended through the property as recommended by the Sector Plan and as required by Sections 27-6903(a)(1), 27-6206(e)(2), 27-6207(b), and 27-6208(b), Section 24-4204 further provides that the sole means of vehicular access to any lot cannot be provided by a private right-of-way or easement that is not built to conform to the standards in Subtitle 23: Roads and Sidewalks, of the County Code. Therefore, an access to Lottsford Road is required in this instance.
- The proposed development will require a 7.5 percent minimum open space set-aside, per Table 27-6403. An exhibit has been submitted by the applicant with the Preliminary Plan of Subdivision, demonstrating that this requirement will be met by the open lawn area surrounding the proposed multifamily buildings. Section 27-6406(d)(2) provides requirements for prioritization of open space set-aside in the Transit-Oriented/Activity Center base and Planned Development zones. In this section, highest priority is given to the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities. The open space set-aside exhibit will be resubmitted with the Detailed Site Plan to reflect the most recent site layout, at that time. Pursuant to Section 27-6408(a)(3), easements or covenants will be established for the maintenance and management of the open space set-asides on this single-parcel subdivision. The area subject to the easements/covenants will be delineated on the Detailed Site Plan and final plat, and the associated documents will be submitted for review and approval by M-NCPPC, prior to approval of the final plat.
- Section 27-6903(a)(1)—Development with more than 20 dwelling

units shall have at least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible. As discussed above, a second access point will be provided by extending the existing driveway on Lot 4 through the Subject Property to Lottsford Road.

- Section 27-6903(b)(1)—No more than 50 percent of off-street surface parking may be located between a building and the street it faces unless the parking bays are screened from view from the street by another building. The proposed vehicular parking, shown on the most recent plans, conforms to this requirement.
- Section 27-6903(c)(1)—For multifamily developments with a single building, the primary entrance shall face the street or a common open space such as a mews. In this instance, Landover Road is designated as a freeway and Lottsford Road is a designated arterial. The site layout currently depicts the multifamily buildings oriented towards the driveway which will extend through the Subject Property and connect to Lot 4, which by definition is a street.
- Section 27-61603(a)(1)(B), Green building point system—This development will be required to achieve a minimum of four points.

CONCLUSION

Based on the foregoing, the Applicant submits that the Subject Property satisfies the criteria for approval of a preliminary plan of subdivision.

Respectfully submitted,

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