

R E S O L U T I O N

WHEREAS, Parcel D2, LLC and Revenue Authority of Prince George's County are the owners of a 77.83-acre parcel of land known as Parcel 147 (8.49 acres) and Lot 1 (69.34 acres) Tax Map 067 in Grid D-2, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned M-X-T/D-D-O (Mixed-Use Transportation Oriented/Development District Overlay); and

WHEREAS, on May 18, 2015, Dimensions Health Corporation filed an application for approval of a Preliminary Plan of Subdivision to subdivide the existing property, Parcel 147 and Lot 1 into nine parcels; Parcel 6 is to be developed with the Prince George's Regional Hospital, including a hospital expansion, Parcels 2 through 5, and 7 through 9 will contain the medical office and clinical and research building uses and a parking garage; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-15009 for Prince George's Regional Hospital, subdividing the existing property, Parcel 147 and Lot 1 into nine parcels, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 25, 2015, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on June 25, 2015, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan (TCP1-022-05-02), and further APPROVED Preliminary Plan of Subdivision 4-15009, including a Variance(s) to Section 25-122(b)(1)(G) and Variation(s) to Sections 24-121(a)(3) and 24-122(a) for Prince George's Regional Hospital, to subdivide the existing property, Parcel 147 and Lot 1 into nine parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to make the following technical corrections:
 - a. Conform to applicant's "proposed Parcel Exhibit" dated May 2015 as amended to shift Road 'C' alignment. Include distances on all interior property lines, and bearings and distances on the exterior property lines.

- b. Modify Note 22 to reflect "Lot 1–Water and Sewer Category 3" and "Parcel 147 – Dormant Water and Sewer Category 3."
- c. Revise General Note 4 to say "Purpose of subdivision: Division of land for Commercial and Hospital Use." Include square footage of GFA divided into the following categories: existing, to be razed and proposed.
- d. Revise General Notes 7, 8, 9, 27, 29 and 30 in conformance with the NRI and TCP1.
- e. Revise General Note 10 with the proposed public road dedication including square footage of dedication as approved by Planning Board, and add the hatching depicting the road dedication as shown on the plan in the legend.
- f. Revise General Note 18 to reflect that this site is within the Imaginary Runway Surface Height Zones E and F.
- g. Correct General Note 20 to reflect the following:
 - (1) Existing Gross Floor Area to Remain: 409,600 square feet
 - (2) Proposed Gross Floor Area (Hospital): 731,638 square feet
 - (3) Future Gross Floor Area (to include Hospital Expansions, Medical Office, and Clinical and Research Buildings): 776,000 square feet
 - (4) Total Proposed Square Footage: 1,917,238 square feet.
- h. Revise General Note 21 to add the Stormwater Management Concept Number.
- i. Correct General Note 24 to state that this application is exempt from Mandatory Park Dedication because nonresidential development is proposed.
- j. Remove General Note 31, as it is no longer required.
- k. Add to the general notes that variations from Section 24-121(a)(3) to validate an existing access to an arterial, and from 24-122(a) for nonstandard public utility easements along public roads.
- l. Label "Denial of direct access" to Arena Drive and Lottsford Road, except the area of the existing retail driveway as approved with variation to 24-121(a)(3) and the three proposed public roadways.
- m. Label all existing easements on property, including the WMATA easement, and their disposition.
- n. Revise the preliminary plan to remove proposed development. Label which existing structures are to remain, and which structures are to be razed.

- o. Add the digital approval block to the plan
 - p. Revise the plan to correctly label "Lottsford Road."
 - q. Provide area of 100-year floodplain, net and gross tract area consistent with the TCP1.
 - r. Revise General Note 11 to reflect the sector plan.
 - s. Revise General Note 27 to include the TCP1-022-05-02.
 - t. Revise Plan Notes and plan depiction as appropriate to be consistent with the DSP as approved by the Planning Board
 - u. Label the Metro Station Access Bridge.
 - v. Update the "Street Sections Exhibit" to include the realignment of Road 'C' and add to the PPS.
2. Prior to signature approval of the Preliminary Plan, the Type 1 Tree Conservation Plan (TCP1) shall be revised as follows:
- a. To meet all technical requirements of Subtitle 25.
 - b. To revise the worksheet to show the correct woodland conservation requirement based on the floodplain area per an approved floodplain study and to ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required.
 - c. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
3. A substantial revision to the uses on the subject property, including the addition of residential, that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the approval of building permits.
4. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 16527-2004-03 and any subsequent revisions.
5. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees, shall grant a ten-foot-wide public utility easement (PUE) along all public streets, or an alternative PUE acceptable to all applicable public utility providers, as reflected on the approved DSP.
6. Prior to final plat approval, the detailed site plan shall reflect all required utility easements. If the utility companies do not consent to an alternative utility easement, the detailed site plan shall

reflect the standard ten-foot-wide public utility easement (PUE) along all public streets, which shall be reflected on the final plat.

7. Prior to signature approval of the preliminary plan:

- a. An approved floodplain study shall be submitted. All plans shall reflect the approved floodplain per the approved study.
- b. The NRI shall be approved. The existing conditions as shown on the NRI shall be correctly reflected on all future development plans.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-022-05-02). The following note shall be placed on the Final Plat of Subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-022-05-02), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

9. Prior to signature approval of the Type 2 Tree Conservation Plan (TCP2) for this site, the liber and folio of the recorded woodland and wildlife habitat conservation easement shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber _____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”

10. Prior to certification of the detailed site plan, a comprehensive invasive species management plan shall be provided for the stream channel along the southern boundary of the site and on the abutting property owned by WMATA (Parcel 110) to the extent practicable. The plan shall include but not be limited to identification of all invasive species within the area, methods of proposed removal, timing of removal, and methods to prevent future infestations. The first phase of the program shall be implemented prior to the issuance of the first building permit. A certification prepared by a qualified professional may be used to provide verification that invasive plant removal has been initiated. It shall include, at a minimum, photos of the subject areas and a plan showing the locations where the photos were taken.

11. Prior to certification of the detailed site plan, the plan shall be revised as necessary to include a detail of the proposed retaining wall for the service road adjacent to the stream, and shall be designed as a living/green retaining wall. A planting schedule for the wall shall also be included. The living wall shall be planted with native grasses or an assortment of native species. A maintenance plan shall be submitted. Permanent interpretive signage along the sidewalk adjacent to the living retaining wall, and on the footbridge to the extent practicable, shall be posted to provide a brief explanation to the public regarding the components of the wall and the environmental benefits of a living retaining wall.
12. Prior to approval of the final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
13. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
14. Approval of this PPS shall supersede all previous approvals for the development of the site.
15. Prior to issuance of any building permits within the subject property, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency’s permitting process; and (c) have an agreed-upon timetable for construction with the operating agency. The location of each bus shelter may be modified by the operating agency:

Phase 1 (Hospital, 731,638 GFA)

- a. Bus shelter on Largo Center Drive south of Lake Point Court
- b. Bus shelter on Harry S Truman Drive east of Lottsford Lane
- c. Harry S Truman Drive and Largo Drive intersection
 - (1) Crosswalks on the north, west, and south legs
 - (2) Pedestrian call buttons and countdown signals on the north and south
- d. Lottsford Road and Largo Drive intersection
 - (1) Crosswalks on the north and west legs
- e. Lottsford Road and Harry S Truman Drive
 - (1) Crosswalks (stamped concrete or concrete pavers) on the south leg
 - (2) Pedestrian call buttons and countdown signals on the south leg
- f. Lottsford Road and Apollo Drive

- (1) Crosswalk on the east leg
 - g. Metro Station Access Bridge
 - (1) Crosswalk
 - (2) ADA ramps (2)
 - (3) Pedestrian scale lights
 - (4) Wayfinding signs (3)
- 16. Prior to the approval of each Detailed Site Plan for Phases 2–4, off-site BPIS improvements shall be proposed consistent with the requirements of Section 24-124.01 of the Subdivision Regulations and within the limits of the cost cap specified in Section 24-124-01(c). These improvements shall be selected from the prioritized list included in the Trails findings of PPS 4-15009. The location and limits of the improvements provided for each phase shall be shown on the DSP, or exhibit if appropriate, consistent with Section 24-124.01(f). If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124-01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.
- 17. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (SMA), the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, unless modified by the operating agency:
 - a. Provide designated crosswalks at all legs of the intersection of Road 'A' and Road 'B.'
 - b. Provide Shared Lane Markings along the subject site's frontage of Lottsford Road.
 - c. Provide "Bicycles May Use Full Right Lane" signs along Arena Drive.
 - d. Provide a minimum of ten bicycle lockers in addition to the bicycle racks proposed on-site as part of the Detailed Site Plan.
 - e. Provide pedestrian refuges at the crosswalks along Road 'A' consistent with DPW&T Road Specifications and Standards.
- 18. Total development within the proposed Parcel 1 shall be limited to uses that would generate no more than 289 (179 in and 109 out) and 1,201 (581 in and 629 out) AM and PM peak-hour vehicle trips. These AM and PM peak-hour vehicle trip caps include a 30 percent pass-by vehicle trip reduction recommended by the "Guidelines" for retail centers between 300,000 and 600,000 square feet GFA. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of adequacy of transportation facilities.

19. Total development for Parcels 2-9 shall be limited to uses that would generate no more than 1,204 (891 in, and 313 out) AM peak-hour vehicle trips and 1,668 (556 in, and 1,112 out) AM and PM peak-hour vehicle trips. The AM and PM peak-hour vehicle trip caps include ten percent vehicle trip reductions recommended by the "Guidelines" for transit use. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of adequacy of transportation facilities.
20. The final plat shall reflect denial of access to Arena Drive and Lottsford Road except for the single existing access on proposed Parcel 1 (Shoppers Way), the existing signalized Capital Center Boulevard (Road 'A'), and the proposed Public Roads 'B' and 'C.'
21. Access to Lottsford Road shall be limited to a right-in/ right-out access point via the proposed Public Road 'B,' unless modified by the operating agency.
22. Prior to signature approval of the PPS, the plan shall reflect dedication of right-of-way along Arena Drive, between Shoppers Way and Capital Center Boulevard (Road 'A'), of at least an additional 12 feet, or as determined by the County for the provision of a third eastbound travel lane along Arena Drive.
23. At the time of final plat the applicant shall dedicate public rights-of-way for public Roads 'A,' 'B' and 'C' as follows:
 - a. Show dedication of no less than 88 feet of right -of-way for public Road 'A' from Arena Drive to southern property boundary line.
 - b. Show dedication of no less than 62 feet of right-of-way for the entire length of proposed public Road 'B.'
 - c. Show dedication of no less than 50 feet of right-of-way for the proposed Public Road 'C.'

These rights-of-way shall be reflected on the PPS prior to signature approval.

24. Prior to the issuance of any building permit within the subject property, the applicant shall demonstrate that the following improvement shall (a) have been constructed, (b) fully bonded and permitted for construction with agreed-upon time table for construction by the applicant, his heirs, successors, assignees, and/or others, or (c) otherwise is incorporated in a specific public facilities financing and implementation program as defined in Section 27-107.01 (186.01) and per applicable County standards and requirements:
 - a. Provision of third travel lane along eastbound Arena Drive from Shoppers Way to Capital Center Boulevard (proposed Road 'A').

- b. Provision of Public Road 'A' as a four-lane divided roadway transitioning to undivided multi-lane collector street with on-road bike lanes, wide sidewalks separated by landscaped buffers, street lights, and on-street parking on both sides for a portion of its length from Arena Drive to the existing Harry S Truman Drive, in accordance with the applicant's "Street Section" Exhibit.
 - c. Provision of a two-lane roadway (Road 'C') east of the existing Capital Center Boulevard (proposed Road 'A') from the existing median break along Arena Drive south with provision of a traffic signal and crosswalks on all approaches at its intersection with Arena Drive. This roadway shall align with the existing median break and access driveway on the north side of Arena Drive.
 - d. Provision of a three-lane roadway (Road 'B') south of Arena Drive, from Capital Center Boulevard east to Lottsford Road.
25. Prior to the approval of building permits that generate more than 484 (359 in and 125 out) and 764 (286 in and 478 out) AM and PM peak-hour vehicle trips, it shall be demonstrated that the following improvements (a) have been constructed, (b) fully bonded and permitted for construction with agreed-upon time table for construction by the applicant, his heirs, successors, assignees, and/or others, or (c) otherwise is incorporated in a specific public facilities financing and implementation program as defined in Section 24-124(A)(6), and per applicable SHA and/or County standards and requirements:
- a. Provision of double left-turn lanes, and single right-through lane along I-95/495 south bound off-ramp approach to Arena Drive along with associated signal phase changes and optimization of traffic signal timing.
 - b. Provision of double right-turn lanes and double left-turning lanes along I-95/495 northbound off ramp approach to Arena Drive along with associated signal phase changes and optimization of traffic signal timing.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject of this preliminary plan of subdivision (PPS) is located in the southwest quadrant of the intersection of Arena Drive and Lottsford Road, with frontage on Arena Drive, Lottsford Road and the Capital Beltway (I-95/495) in the M-X-T/ D-D-O Zone (Mixed-Use—Transportation Oriented / Development District Overlay). The preliminary plan of subdivision for the Prince George's Regional Hospital is located on Parcel 147 (8.49 acres) and

Lot 1 (69.34 acres). Lot 1 is within the Capital Centre Subdivision Tax Map 067 in Grid D-2, and was recorded in the Prince George's County Land Records in Plat Book REP 194-10 on June 18, 2002, pursuant to Section 24-107(c)(7)(D) of the Subdivision Regulations. That final plat approval for Lot 1 was for the development of 69.34 acres of land for a commercial shopping center, which is improved with 560,485 square feet of gross floor area (GFA) for commercial uses.

Parcel 147 was the subject of two previous preliminary plans of subdivision (PPS); 4-05040 (PGCPB Resolution No. 05-244) which expired, and PPS 4-10008 (PGCPB Resolution No. 10-113) which was approved for a mixed-use development of multifamily dwelling units, office, and commercial, and remains valid until December 31, 2015. The approval of this PPS will supersede the previous PPS approval for Parcel 147 and Lot 1.

The total gross floor area (GFA) included in this Preliminary Plan of Subdivision (PPS) is 1,917,238 square feet and includes 409,600 square feet of GFA to remain of the existing Capital Centre shopping center. A portion (150,885 GFA) of the existing 560,485 square feet of the existing shopping center will be razed. The Prince George's Regional Hospital (Hospital) (1,507,638 GFA) is a phased project. The initial phase includes 731,638 square feet of GFA for the main hospital. Future phases include a hospital expansion, medical office, and clinical and research buildings for an additional 776,000 square feet of GFA. In addition a future phase will include a parking garage (396,900 GFA) which is not included in the GFA calculation. The garage is not a traffic generator and is therefore not included in the adequacy analysis.

Three dedicated public rights-of-way are approved. Public Road 'A' is the realignment of Master Plan road C-346 for the extension of Harry S Truman Drive, which begins on the southern end of the property where the existing road connects into the shopping center and terminates at Arena Drive. Public Road 'B' extends from Road 'A,' runs parallel to Arena Drive, and will terminate at Lottsford Road. Public Road 'C' will provide a midblock connection from Arena Drive to Public Road 'B.' The cross sections of these three public rights-of-way have been approved.

The nine parcels range in size from 49.73 acres to 1.15 acres. Parcel 1 (49.73 + acres) contains the Capital Centre shopping center (409,600) and is located to the west of realigned Harry S Truman Drive. The remaining eight parcels are associated with the Prince George's County Hospital and are located primarily on the east side of Harry S Truman Drive relocated, abutting the northwest side of the WMATA metro line. Parcel 6 (12.57 + acres) is to be developed with the Hospital (Phase 1), including a hospital expansion. Parcels 2 through 5, and 7 through 9 will contain the medical office and clinical and research building uses and a parking garage.

As a part of the review of the PPS the applicant requested two variations to the Subdivision Regulations. One variation was for access onto an arterial to validate the existing access onto Arena Drive for the shopping center, and one variation to allow alternative locations for public utility easements. These variations have been analyzed and are approved. The site contains regulated environmental features that are proposed to be disturbed. This request has been evaluated and approved.

3. **Setting**—The site is bounded to the east by the right-of-way of Lottsford Road; to the south by the Largo Town Center Metro Station and its associated five-story parking garage, Kiss-and-Ride surface parking lots, and bus facility in the Mixed Use–Transportation Oriented (M-X-T) Zone; to the west by the remaining Boulevard at the Capital Centre shopping center in the M-X-T Zone; and to the north by the right-of-way of Arena Drive. Further across Arena Drive to the north is a mixed-use project known as Largo Park in the M-X-T Zone, currently under construction.

4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zone	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Retail (506,485 GFA)	Retail and Hospital (1,917,238 GFA)
Acreage	77.83	77.83
Lots	1	0
Outlots	0	0
Parcels	1	9
Dwelling Units	0	0
Public Safety Mitigation	No	No
Variance(s)	No	Yes (25-122(b)(1)(G))
Variation(s)	No	Yes (24-121(a)(3)) (24-122(a))

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on May 15, 2015. The requested variations to Sections 24-122(a) and 24-121(a)(3) of the Subdivision Regulations were accepted on May 5, 2015 and May 15, 2015 and were heard at the SDRC meetings on May 15, 2015 and June 5, 2015 as required by Section 24-113(b) of the Subdivision Regulations.

5. **Community Planning**—The development is consistent with Plan Prince George's 2035 policies that mandate higher-intensity residential and mixed-use development within designated Regional Transit Districts such as Largo Town Center.

The development site is part of the Boulevard at the Capital Centre Shopping Center. The shopping center opened in 2003 with nearly half a million square feet of commercial retail and office space, including four anchor tenants.

The development site is located within the Largo Town Center Development District Overlay Zone (DDOZ) within a Regional Transit District. The *Plan Prince George's 2035* vision for

Regional Transit Districts is more dense development with offices, apartments, condominiums, retail, and other uses arranged vertically within buildings.

The development site is located in the southwest quadrant of the Largo Town Center DDOZ (TOD Core). The 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (SMA) recommends mixed-use retail, office, institutional, and residential development at this site. The 2013 Largo Town Center SMA reclassified the development site from the R-R (Rural Residential) Zone to the M-X-T (Mixed-Use – Transportation-Oriented) Zone to permit mixed-use retail, office, institutional, and residential development. The rezoning was recommended in anticipation of a decision to build the planned Regional Medical Center on a portion of the Boulevard at Capital Centre site adjacent to the Largo Town Center Metro Station. The PPS is consistent with the recommendations of the Sector Plan.

This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The western portion of the site is located within the Imaginary Runway Surface C (Approach/Departure – Horizontal) and the eastern portion of the site is located within the Imaginary Runway Surface F (Outer Horizontal Surface) of the JB Andrews Imaginary Runway Surface, establishing a height limit of 500 feet above the runway surface which is evaluated with the DSP. The property is outside of the 65 dBA and above noise contour. It is also outside of the Accident Potential Zones (APZs). The ILUC is scheduled to expire on June 30, 2015.

No master plan issues were identified in connection with this Preliminary Plan of Subdivision.

6. **Stormwater Management**—The Department of Permitting, Inspections and Enforcement (DPIE) has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 16527-2004-03, is in review with DPIE to ensure that development of this site does not result in on-site or downstream flooding. Development shall be in accordance with the approval of this plan.

A stormwater management concept plan was submitted with the PPS and TCP1, that is pending approval. The plan shows the proposed use of numerous micro-bioretenment areas, and two (2) underground storage facilities. The proposed stormdrain system is shown on the plan to connect into the existing system on the southern portion of the site. This system outfalls into an existing stormwater management pond on the northern portion of the site. Section 24-130(b) of the Subdivision Regulations requires the following with respect to stream, wetland, and water quality protection and stormwater management:

- (b) **The Planning Board shall require that proposed subdivisions conform to the following:**

- (1) **The plat shall demonstrate adequate control of the increased runoff due to the ten (10) year storm or such other standards as State law or the County shall adopt.**

- (2) The stormwater control shall be provided on-site unless the Planning Board, on recommendation from the County, waives this requirement.
- (3) The submission of a storm drainage and stormwater management concept plan, and approval thereof by the County, may be required prior to preliminary plat approval.
- (4) Where a property is partially or totally within an area covered by an adopted Watershed Plan, the plat shall conform to such plan.

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the county, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, County Ordinances for stormwater management, 100-year floodplain and woodland conservation, and programs implemented by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), Prince George's County Department of Health, Prince George's County Department of the Environment (DoE), Prince George's Soil Conservation District, Maryland-National Capital Park and Planning Commission (M-NCPPC) and Washington Suburban and Sanitary Commission (WSSC) are also deemed to be consistent with this master plan.

At the time of the published technical staff report, the stormwater concept plan had not been approved, but had been submitted. Section 24-130(b)(3) of the Subdivision Regulations requires only that the applicant submit evidence that a SWM plan has been filed at the time of PPS.

7. **Parks and Recreation**—In accordance with the Section 24-134(a) of the Subdivision Regulations, the PPS consists of nonresidential development and is therefore exempt from the Mandatory Dedication of Parkland.
8. **Trails**—The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (SMA). The subject application proposes a 731,638-square-foot medical complex. Due to its location within the Largo Town Center the application is subject to the requirements of Section 24-124.01 and the Transportation Review Guidelines Part 2 and these requirements are evaluated as part of the PPS.

Review Comments (Master Plan Compliance and Prior Approvals)

Three master plan trail/bikeway issues impact the subject property, with standard or wide sidewalks and designated bike lanes recommended along Lottsford Road, Arena Drive, and Harry S Truman Drive. The MPOT further specifies that a sidepath (or wide sidewalk) should be provided along Lottsford Road from Greenbelt Road (MD 193) to Harry S Truman Drive, which includes the frontage of the subject site. The MPOT designates Harry S Truman Drive as a master

plan sidewalk/bike lane corridor. Harry S Truman Drive is also listed as a current Green Complete Street Project in which bike lanes will be provided, access to bus stops improved, and traffic circulation evaluated. Proposed Road 'A' is consistent with this project.

Lottsford Road Shared-Use Side path

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

Arena Drive Shared-Use Side path (wide sidewalk and on-road bicycle facilities)

Extending the existing wide sidewalks along the entire length of Arena Drive will improve pedestrian access between FedEx Field and the Largo Town Center (MPOT, page 27).

The submitted site plan reflects six-foot-wide sidewalks along the subject site's frontages of both Arena Drive and Lottsford Road. This is adequate to accommodate pedestrians along the subject site. If the curb is relocated, it is recommended that space be provided for designated bike lanes. Otherwise, the Planning Board recommends that bikeway signage be provided consistent with DPW&T standards and guidelines.

Harry S Truman Drive is also designated as a master plan sidepath corridor in the MPOT. The area sector plan refines this recommendation to include a wide sidewalk zone and designated bike lanes (see the Street Design Criteria in Sector Plan). The road labeled as "Capital Centre Boulevard" (Public Road 'A') on the submitted DSP will function as the extension of this master plan road. Lastly, it should be noted that the Department of Public Works and Transportation (DPW&T) has a Green Complete Street project for Harry S Truman Drive and Mt. Lubentia Way. This project is currently undergoing concept evaluation, but it is anticipated that improvements will include designated bike lanes and improved bus stops and shelters.

The Planning Board requires that the portion of Harry S Truman Drive (C-346) on the subject property be constructed to complete streets standards. It should also be compatible with future green complete street improvements along the road to the south of the subject site. The submitted plans reflect minimum six-foot-wide sidewalks along both sides of the road on the subject property, with wider sidewalks indicated along the west side of the road in the vicinity of the Boulevard at Capital Centre development. Consistent with the Complete Street policies of the MPOT and the Harry S Truman Drive project to the south of the subject site, bike lanes are required along both sides of the master plan roadway which runs through the site (Road 'A' (C-346)).

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

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

POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of

transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

The internal sidewalk network will be evaluated as part of Detailed Site Plan DSP-14028 for consistency with the complete street policies of the MDOT, and with the conditions of approval. The sidewalk network is comprehensive and includes sidewalks along both sides of most internal roads and from the public rights-of-way to the building entrances. Multiple pedestrian crossings are indicated along both the Road 'A' and Road 'B.' Crosswalks are recommended at all legs of the intersection of Road 'A' and the Road 'B.' Crosswalks within the Public R-O-W should meet the guidance included in the Development District Standard on page 148 of the area master plan. These guidelines are copied below:

Crosswalks

- 1. All new street intersections for Roads 'A', 'B', and 'C' shall have crosswalks to existing sidewalks or new sidewalks except in situations where there is no traffic control device.**
- 2. Crosswalks throughout the TOD core may be of a different material, texture, or color from the travel lanes, but the material chosen should be consistent throughout the TOD core (area master plan, page 148).**

These wider sidewalks will help to facilitate pedestrian movement along the major roads to the Largo Town Center Metro Station. The Maryland-National Park and Planning Commission (M-NCPPC), DPW&T, and DPIE determined that pedestrian refuges are necessary for the pedestrian crossing of Road 'A' to improve the safety of the crossings and calm traffic. Implementation of the recommendations is determined by the operating agency.

Proposed On-Site Bicycle and Pedestrian Improvements:

The subject application includes frontage along both Lottsford Road and Arena Drive. It also includes the construction of an internal access road which will serve as the extension of Harry S Truman Drive (C-346). Sidewalks are provided along both sides of most internal roads, as well as the frontages of both Arena Drive and Lottsford Road. In summary, the following facilities for pedestrians are provided on-site and were further evaluated with DSP-14028.

- Six-foot-wide sidewalks along Arena Drive
- Six-foot-wide sidewalks along Lottsford Road
- Six-foot-wide sidewalks (wider in some areas) along both sides of Road 'A' (C-346)
- Six-foot-wide sidewalks along both sides of Road 'B'
- Six-foot-wide sidewalks along one side of the service road on the eastern edge of the subject site
- Six-foot-wide sidewalks along both sides of several other drive aisles/short roads internal to the site.

Three designated pedestrian crossings are indicated along Road 'A.' One additional crossing is recommended at its intersection with Road 'B.' Multiple pedestrian crossings are indicated along Road 'B.' There are adequate pedestrian connections from the road rights-of-way to the building entrances, and designated bike lanes along both sides of Road 'A.' The applicant modified the plans to adjust the cross section to include these improvements consistent with the master plan.

An extensive sidewalk network is proposed on-site with bike lanes along both sides of Road 'A' and accommodations for bikes along Arena Drive and Lottsford Drive. Given the proximity to the Largo Metro and the designation of Largo as a Priority Investment District in the Adopted General Plan, the provision of true complete streets accommodating all modes (including pedestrians, bicycles, and transit) is especially important. In order to better accommodate bicycles along and through the subject site, the following improvements are required:

- Shared-lane markings (or "sharrows") along Lottsford Road. This is consistent with the improvements approved for the Apollo Property (per the Lottsford Road Lane Realignment Exhibit of the Apollo BPIS).
- Bicycle signage along Arena Drive
- Provision of designated bike lanes along both sides of Road 'A' (C-346).

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:

Due to the location of the subject site within a designated center, the application is subject to County Council Bill CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) of the Subdivision Regulations includes the following guidance regarding off-site improvements:

- (c) As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

CB-2-2012 also included specific guidance regarding the cost cap for the off-site improvements. The amount of the improvements is calculated according to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

CB-2-2012 also provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required, per Section 24-124.01(d):

- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- (1) **installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 - (2) **installing or improving streetlights;**
 - (3) **building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
 - (4) **providing sidewalks or designated walkways through large expanses of surface parking;**
 - (5) **installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
 - (6) **installing street trees.**

The applicant submitted a Bicycle and Pedestrian Impact Statement (BPIS) which fulfills the requirements of the Transportation Review Guidelines, Part 2 for Phase 1 of the development (the Regional Medical Center). The BPIS includes a variety of proffered off-site improvements including bus shelter installation, crosswalk and pedestrian signals, ADA ramps and concrete pavers, and lighting improvements for the WMATA pedestrian bridge. More specifically, the BPIS included the following improvements for Phase 1 (731,638 GFA):

1. Bus shelter on Largo Center Drive south of Lake Point Court
2. Bus shelter on Harry S Truman Drive east of Lottsford Lane
3. Harry S Truman Drive and Largo Drive intersection
 - a. Crosswalks on the north, west, and south legs
 - b. Pedestrian call buttons and countdown signals on the north and south
4. Lottsford Road and Largo Drive intersection
 - a. Crosswalks on the north and west legs
5. Lottsford Road and Harry S Truman Drive
 - a. Crosswalks (stamped concrete or concrete pavers) on the south leg
 - b. Pedestrian call buttons and countdown signals on the south leg
6. Lottsford Road and Apollo Drive
 - a. Crosswalk on the east leg
7. Metro Station Access Bridge
 - a. Crosswalk
 - b. ADA ramps (2)
 - c. Pedestrian scale lights
 - d. Wayfinding signs (3)

Street lights were proposed in the BPIS. However, there is existing street level lighting along the Metro Station Access Bridge that is obscured by existing vegetation. Pedestrian scale lighting is recommended on the bridge that will more effectively light the walkway and not be obscured by the vegetation. The improvements proposed in the BPIS will improve pedestrian access in the immediate vicinity of the subject site and between the site and the Largo Town Center Metro Station and surrounding commercial development. The improvements to the Metro Station Access Bridge will address an important existing need and safety issue by improving the visibility, accessibility, and lighting along this connection linking the subject site directly with Metro Station.

The cost cap associated with the off-site facilities is based on the amount of gross floor area and/or the number of dwelling units proposed. The amount of the improvements is calculated according to Section 24-124.01(c) of the Subdivision Regulations.

The Planning Board finds that the improvements proposed in the BPIS meet the requirements of Section 24-124.01 and is a sufficient package for Phase 1 of the development. The package of off-site improvements is also within the cost cap specified in Section 24-124.01(c).

Future Phases Off-Site Improvements

The following pedestrian, ADA, and transit improvements have been identified and prioritized by M-NCPPC, DPW&T and DPIE and are approved for use as off-site improvements for future phases (2-4) of the development:

1. Two bus shelters of Lottsford Road near Grand Boulevard.
2. Arena Drive and Shoppers Way intersection:
 - a. Pedestrian signals on the west leg.
 - b. ADA ramps on the west leg.
 - c. Crosswalk on the west leg.
3. Arena Drive and Capital Centre Boulevard intersection:
 - a. Pedestrian signals on the south, west, and north legs.
 - b. ADA ramps on the south and west legs.
 - c. Crosswalks on the south, west, and north legs.
4. Arena Drive at Apollo/Largo Center Drive intersection:
 - a. Pedestrian signals on the south, west, and north legs.
 - b. ADA ramps on the south and west legs.
 - c. Crosswalks on the south, west, and north legs.
5. Lottsford Road and McCormick Drive:
 - a. Crosswalk on the west leg.

In accordance with Section 24-124.01(f) the applicant may propose alternative improvements at the time of DSP if the improvements listed and approved above are unavailable for implementation and have been constructed by the operating agency or other development project. Notwithstanding, if at the time of DSP the applicant demonstrates that alternative off-site BPIS improvements would better serve the development, are consistent with the facility types contained in Section 24-124.01(d), are within one-half mile walking or biking distance, do not exceed the

cost cap (24-124.01(c)), and are consistent with the adequacy finding made by the Planning Board at the time of PPS the alternative improvements may be substituted. If alternative improvements are proposed the applicant shall file adequate information including but not limited to appropriate cost estimates and evidence of the concurrence of the operating agencies prior to approval of the DSP. The Planning Board shall find at the time of DSP that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision (24-124.01).

Demonstrated nexus between the subject application and the off-site improvements:

Section 24-124.01(c) requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities. This section is copied below, and the demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized:

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Demonstrated Nexus Finding: The Planning Board finds that there is a demonstrated nexus between the subject application and the off-site pedestrian and transit improvements. This finding extends to alternative improvements that may be substituted at the time of DSP if the improvement is consistent with the findings made herein. In addition to providing improved better pedestrian, transit and ADA access to the hospital from surrounding communities, the improvements will also directly benefit the future residents and employees of the subject site by the ways summarized below:

1. The off-site intersection improvements for crosswalks, ADA ramps, and pedestrian signals will approval ADA accessibility and the pedestrian environment within one-half mile of the subject site and increase pedestrian access to and from the site to nearby bus stops, shopping centers, residential communities and park facilities. These improvements will serve both future employees of the Regional Medical Center, as well as visitors to the site from surrounding communities.
2. The bus shelter installation will benefit the surrounding communities and the future residents and employees of the subject site by providing safer, more accessible, and more inviting and sheltered facilities for those who use transit.

3. The lighting and other safety improvements along the existing Metro Station Access Bridge will provide a safer, more visible and pedestrian-friendly connection directly from the site to the adjacent Largo Metro Town Center Station. This connection will serve both residents of the surrounding community, as well as future employees of and visitors to the Regional Medical Center.

Finding of Adequate Bicycle and Pedestrian Facilities:

County Council Bill CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. CB-2-2012 is applicable to Preliminary Plans within designated Centers and Corridors. The subject application is located within the designated Greenbelt Road corridor, as depicted on the Adequate Public Facility Review Map of the *Plan Prince George's 2035 Approved General Plan*. CB-2-2012 also included specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

As amended by CB-2-2012, Section 24-124.01(b)(1) and (2) includes the following criteria for determining adequacy:

- (b) **Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**

- (1) **The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**

- (A) **the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**

The subject application provides a comprehensive network of internal sidewalks. These sidewalks accommodate pedestrians walking through the site and along its frontage of both Arena Drive and Lottsford Road. Consistent with the MPOT and the recommendation of WMATA, a wider sidewalk is recommended along Arena Drive. The recommendations of the MPOT will be fulfilled with the combination of wide sidewalks and on-road bicycle facilities along both roads. The master plan road (C-346) will include six-foot-wide sidewalks along both sides and includes numerous crossing locations. One additional pedestrian crossing is identified and an additional segment of sidewalk along the southern

portion of Road 'A' (Section C-C) to further complete the sidewalk network.

- (B) **the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, "bulb out" curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**

Multiple designated pedestrian crossings are indicated along both Road 'A' (C-346) and Road 'B.' Per the recommendations of DPW&T and DPIE, multiple bus stops will have shelters installed as part of Phase 1 and future phases. Improved lighting is identified along the WMATA bridge to the Largo Town Center Metro Station. Off-site improvements will also include the provision of ADA ramps, crosswalks, and pedestrian countdown signals at multiple locations. Additional segments of sidewalk are also identified at several locations within the subject site in order to ensure that all pedestrian routes are accommodated.

- (2) **The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**

- (A) **the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**

Currently few on-road bicycle facilities exist in the immediate vicinity of the subject site. SHA has implemented bikeway improvements along MD 202 from Upper Marlboro to Largo that include designated bike lanes and wide paved shoulders in many areas. Some facilities are currently planned or approved for construction, included shared lane markings along Lottsford Road, designated bike lanes along Grand Boulevard, and the Harry S Truman Green Complete Street Project. The green complete street project will connect directly into the subject site and proposed Road 'A' improvements and will provide a complete street connection into the subject site from the south. The designated bike lanes planned along Harry S Truman Drive and the bike lanes proposed along the internal road of the subject application will greatly enhance the bike network in the

immediate area and accommodate bike trips to and from the Regional Medical Center and surrounding uses.

- (B) the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**

The Green Complete Street Project for Harry S Truman Drive will connect directly into the subject site and proposed Road 'A' improvements and will provide a complete street connection into the subject site from the south. The designated bike lanes planned along Road 'A' and the bike lanes proposed along the internal street of the subject application will greatly enhance the bike network in the immediate area and accommodate bike trips to and from the Regional Medical Center and surrounding uses. Initially, the internal spine road (Road 'A') did not have bike accommodations. However, the applicant worked with DPW&T and DPIE to revise the section and accommodate bikes along both sides.

- (C) the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**

On-street parking is located along segments of the internal spine road, which will serve to calm traffic along the road. Multiple pedestrian crossings and other road features are also provided that will further serve to calm traffic and improve conditions for cyclists.

- (D) the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

Bicycle parking is required on the subject site (DSP). Additional bike parking will be considered for the development as later DSP phases are submitted. In addition to the bicycle racks, the Planning Boards requires a small amount of bike lockers to accommodate the employees who may bicycle commute to the location more regularly and want a more secure or shelter location for their bicycle with the DSP. Furthermore bicycle racks and lockers currently exist at the Largo Metro, which may further serve the subject site.

The PPS fulfills the intent of applicable master plans and functional plans, and meets the finding required for a PPS as required under Sections 24-123 and 24-124.01 of the Subdivision Regulations.

9. **Transportation**—The submitted plan proposes to subdivide the existing property, Parcel 147 and Lot 1 into nine parcels, ranging from 1.15 to 49.73 acres. Proposed Parcel 1 will contain approximately 409,600 square feet of Gross Floor Area (GFA) of the existing shopping center with surface parking. The remaining parcels (2–9) are proposed to be developed with a 732,000 GFA hospital complex (231 beds), a parking garage (approximately 1,059 spaces) and reconstruction of surface parking spaces in three surface lots. The future phases of planned development will add 306,000 GFA additions to the hospital and 470,000 GFA of medical and related health science/ behavioral health office buildings for a total of 409,600 GFA existing to remain and new development of 1,507,638 GFA.

Analysis of Traffic Impacts

Pursuant to Section 24–124(a) of the Subdivision Regulations prior to the approval of a PPS, the Planning Board must find adequate transportation facilities are provided to serve the proposed subdivision. For this reason, a traffic impact study, dated March 2015, was prepared in accordance with an approved scoping agreement, and was submitted for review with the PPS. At the Subdivision and Development Review Committee (SDRC) meeting held on May 15, 2015, the study was deemed acceptable and was subsequently referred to the operating agencies (the Maryland State Highway Administration (SHA), the Washington Metropolitan Area Transit Authority (WMATA), the County Department of Public Works and Transportation (DPW&T), and the County Department of Permitting, Inspections, and Enforcement (DPIE)) for their review and comments.

The traffic generated by the proposed plan would impact the following eleven intersections:

- Arena Drive & Brightseat Road (signalized)
- Arena Drive & I-95/495 off/ on ramps Southbound (signalized)
- Arena Drive & I-95/495 off/ on ramps Northbound (signalized)
- Arena Drive & Shoppers Way (signalized)
- Arena Drive & Capital Center Boulevard. (signalized)
- Arena Drive & Lottsford Road (signalized)
- Arena Drive & Largo Center Drive (signalized)
- MD 202 & Arena Drive (signalized)
- Lottsford Road & Harry S Truman Drive (signalized)
- MD 214 & Brightseat Road/ Hampton Park Boulevard. (signalized)
- Harry S Truman Drive & Largo Center Drive (signalized)

The findings outlined below are based upon a review of these materials and analyses conducted by the Transportation Planning Section, consistent with the Planning Board Transportation Review Guidelines (“Guidelines”).

The subject property is located within a Regional Transit District and within an Employment Area, as both defined in the approved *Plan Prince George’s 2035 Approved General Plan*, and within the Largo Town Center Sector Plan Area. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections subject to meeting the geographical criteria in the “Guidelines.”

Unsignalized intersections: Using *The Highway Capacity Manual* procedure for unsignalized intersections, if no movements exceed 50.0 seconds of delay, the intersection is deemed to operate acceptably and the analysis is complete. For any movement within an unsignalized intersection with delay exceeding 50 seconds additional analysis are warranted which would lead to a “pass- fail” by staff.

Existing Conditions

The critical intersections identified above, when analyzed using existing traffic using counts taken in 2014 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS) (AM & PM)	
Arena Drive & Brightseat Road	660	960	A	A
Arena Drive & I-95/495 off/ on ramps Southbound	489	1,085	A	B
Arena Drive & I-95/495 off/ on ramps Northbound	595	824	A	A
Arena Drive & Shoppers Way	408	692	A	A
Arena Drive & Capital Center Boulevard.	439	912	A	A
Arena Drive & Lottsford Road	854	809	A	A
Arena Drive & Largo Center Drive	408	861	A	A
MD 202 & Arena Drive	1,060	1,153	B	C
Lottsford Road & Harry S Truman Drive	460	540	A	A
MD 214 & Brightseat Road/ Hampton Park Boulevard	1,062	1,355	B	D
Harry S Truman Drive & Largo Center Drive	548	743	A	A

None of the critical intersections identified above are programmed or permitted for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation “Consolidated Transportation Program” the Prince George's County “Capital Improvement Program,” or by any private developer(s).

The existing traffic volumes includes 289 (179 in and 109 out) and 1,201 (581 in and 629 out) AM and PM peak-hour vehicle trips, for approximately 410,000 GFA of retail shopping center within proposed Parcel 1, which is proposed to remain. These AM and PM peak-hour vehicle trip levels also reflect a 30 percent pass-by vehicle trip discount recommended by the “Guidelines” for retail centers between 300,000 and 600,000 square feet GFA. Pass-by trips are the portion of vehicle trips assumed to already be on the roadway network making an intermediate stop prior to reaching their destinations.

As shown by the above table, all of the study intersections are currently operating at acceptable levels of service (LOS) in the morning (AM) and afternoon (PM) peak hours.

Background Conditions

Within the study area there are 14 approved and unbuilt development projects. The AM and PM peak-hour traffic forecasts for all 14 identified background developments were developed using the recommended trip generation rates from "Guidelines." The projected peak-hour vehicle trips were reduced as provided for by the "Guidelines" by applying appropriate discount rates for: (a) the effect of pass-by traffic, (b) the internally captured vehicle trips (portion of projected vehicle trips originated and destined to different uses within the same development), and (c) the use of alternate modes (portion of projected vehicle trips made on other modes such as public transit, walking, or bicycles. The resulting 2,170 AM and 2,964 PM peak-hour vehicle trips for the 14 identified background developments were assigned to the roadway network. The critical intersections, when analyzed with background traffic and existing lane configurations operate as follow:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS) (AM & PM)	
Arena Drive & Brightseat Road	682	1,035	A	B
Arena Drive & I-95/495 off/ on ramps Southbound	708	1,478	A	E
Arena Drive & I-95/495 off/ on ramps Northbound	830	1,223	A	C
Arena Drive & Shoppers Way	607	865	A	A
Arena Drive & Capital Center Boulevard	638	1,085	A	B
Arena Drive & Lottsford Road	1,214	1,258	C	C
Arena Drive & Largo Center Drive	484	903	A	A
MD 202 & Arena Drive	1,079	1,264	B	C
Lottsford Road & Harry S Truman Drive	676	878	A	A
MD 214 & Brightseat Road/ Hampton Park Boulevard	1,062	1,355	B	D
Harry S Truman Drive & Largo Center Drive	596	786	A	A

As shown by the above table, all of the study intersections would continue to operate at acceptable levels of service in the AM and PM peak hours with the sum of existing and projected background traffic volumes. This table reflects existing development on Parcel 1 which is to remain (409,600 GFA).

Total (Future) Conditions

The proposed development totals noted in the submitted study are a hospital complex with 605 beds and 200,000 GFA of medical office. These numbers and uses are somewhat different than the levels noted in the DSP used for calculation of required parking totals. However, the

Transportation Planning Section has done a comparative analysis of the trip generation used on the traffic study versus the trip generation of the uses shown on the submitted study, and finds that the traffic study trip generation accurately represents the traffic impact of the proposal. Based on the levels assumed in the study, the development (Parcels 2-9) is projected to generate 1,149 (858 in, and 292 out) AM peak-hour vehicle trips and 1,416 (435 in, and 981 out) PM peak-hour vehicle trips after applying a 10 percent reduction for transit use as provided for in the "Guidelines." This transit use reduction rate is appropriate given that the planned medical center is and will continue to be serviced by the Metrorail Blue Line and several bus lines operated by the Washington Metropolitan Transit Authority (WMATA) and the County.

The critical intersections were analyzed with total future traffic. The total traffic volumes are the sum of existing, background, and the projected vehicle trips associated with the buildout of the proposed Prince George's Regional Hospital. With total traffic conditions and for each peak analysis hour, these critical intersections as well as the site access intersections would operate as summarized within the table below:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV) (AM & PM)		Level of Service (LOS) (AM & PM)	
Arena Drive & Brightseat Road	737	1,093	A	B
Arena Drive & I-95/495 off/ on ramps Southbound	985	1,796	A	F
Arena Drive & I-95/495 off/ on ramps Northbound	1,157	1,671	C	F
Arena Drive & Shoppers Way	913	1,197	A	C
Arena Drive & Capital Center Boulevard (Public Road A)	884	1,680	A	F
Arena Drive & Proposed Public Road C	780	980	A	A
Arena Drive & Lottsford Road	1,270	1,313	C	D
Arena Drive & Largo Center Drive	512	942	A	A
Lottsford Road & Proposed Public Road B*	22 Seconds	27 Seconds		
MD 202 & Arena Drive	1,179	1,364	C	D
Lottsford Road & Harry S Truman Drive	743	943	A	A
MD 214 & Brightseat Road/ Hampton Park Boulevard	1,150	1,485	B	D
Harry S Truman Drive & Largo Center Drive	648	850	A	A
* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," if the reported delay does not exceed 50 seconds, the intersection is deemed to operate acceptably.				

Given these analyses, all of the study intersections would continue to operate at acceptable levels of service in the AM and PM peak hours except for the intersections of Arena Drive with I-95/495 northbound and southbound ramps, and Arena Drive with Capital Center Boulevard (Public Road A). These intersections, as shown in the above table are projected to operate unacceptably only during the afternoon (PM) peak hour.

In response to the request and for determining the required adequacy finding (24-124) for an initial phase of the proposed development subsequent analyses were provided for review in an email dated June 12, 2015. The submitted additional analysis worksheets were reviewed and the analysis summary shows that all studied intersections with no improvements (including the intersections of Arena Drive with the I-95/495 northbound and southbound ramps, and Arena Drive with Capital Center Boulevard (Public Road 'A') would continue to operate acceptably within an initial phase of development. Improvements to the three intersections will not be needed as long as the initial phase is limited to the vehicle trips associated with uses having a trip generation no greater than 430 (326 in and 104 out) and 512 (166 in and 347 out) AM and PM peak-hour vehicle trips. This initial phase will fully accommodate the 231-bed hospital shown on Detailed Site Plan DSP-14028. This trip threshold will accommodate additional development beyond the 231-bed hospital, but it is a threshold not associated with particular uses or components of the development program.

In response to the reported inadequacy for the total proposed development levels (a hospital complex with 605 beds and 200,000 GFA of medical office space) used in the submitted traffic study, the Planning Board concurs with the improvements for the intersections of Arena Drive with both Capital Center Boulevard (Road 'A'), and the proposed Public Road 'C,' as well as the I-95/I-495 north and southbound off ramps with Arena Drive intersections. The required improvements include provision of continuous three travel lanes along eastbound Arena Drive Between Shoppers Way and Capital Center Boulevard (Road 'A'), installation of traffic signal at Arena Drive intersection with Proposed Public Road 'C,' ramp widening, signal phase changes and signal timing optimization at both I-95/495 northbound and southbound off ramp intersections with Arena Drive.

After the publishing of the technical staff report, the applicant submitted "Trip Credit Analysis for Retail Displacement, Prince George's County Regional Medical Center" dated June 24, 2015 from Sabra, Wang and Associates, Inc. (Silberman to Dunn). With this document, the Applicant proposed a revised analysis of how to capture the trips lost with the removal of 150,000 square feet of existing retail. Transportation Planning Staff analyzed the analysis, and determined that revisions to the numbers presented by the applicant were required. The result generated revisions to the total trip cap as 1,204 AM peak hour trips (891 in, 313 out) and 1,668 PM peak hour trips (556 in and 1,112 out), as revised in Condition 19. Condition 25 was revised to phase the improvements to the northbound and southbound ramp approaches to Arena Drive from I-95/495 to the time of building permit for uses that would generate more than 484 (359 in and 125 out) and 764 (286 in and 478 out) AM and PM peak hour vehicle trips. The Planning Board approved of the revisions to the trip cap, which were incorporated into the conditions of approval.

Referral Comments

As indicated, the traffic study was referred and reviewed by DPW&T, DPIE, WMATA, and SHA. It was also provided to the Coalition for Smarter Growth (CSG). Among the comments received, a few require additional discussion:

The County requires realignment of proposed Public Road 'C' to align with the existing median opening along Arena Drive and west of Lottsford Road if the applicant desires to have a full access intersection at this location. The provision of a full access intersection at this location is necessary as the proposed Public Road C leads directly to the hospital's emergency room entrance. The applicant has agreed to this realignment of proposed Public Road 'C' by reducing Parcels 2 and or 3.

The County requires the optimization of signal retiming along several intersections prior to the issuance of any permits to be submitted to DPIE for its review. This is an operational analysis requirement which will be determined by the operating agency. This requirement can be addressed by DPIE as part of its permitting process.

The County requires the Maryland-National Capital Planning Department (M-NCPPC) concurrence that proposed public Road 'A' (known today as Capital Center Boulevard) as proposed meets the intent of the proposed master planned collector facility (C-346). This roadway will extend from the existing Harry S Truman Drive terminus north to Arena Drive, and will be constructed as a four-lane roadway with all elements of a "complete street" within a publicly dedicated right-of-way. Therefore, the Planning Board finds that public Road 'A' is an acceptable realignment of the master planned C-346 facility.

WMATA recommended that the width of all sidewalks and that provisions for bus shelters along the reconstructed Public Road 'A,' as well vehicular and pedestrian directional and wayfinding signage between the hospital and Largo Town Center Metro Station be provided. As shown by the street sections submitted by the applicant dated June 2015, all new sidewalks will be at least six feet wide. The proffered pedestrian and bicycle improvements includes a wayfinding package for the hospital visitors and employees, and this would extend to the Largo Town Center Metro Station. At this time there is no plan by the County to reroute any of the existing bus service travelling along Lottsford Road to Public Road 'A.' However, as the development comes on-line, operational decisions by the County may be made to modify the existing routes.

The traffic study has been prepared consistent with the practices outlined in the "Transportation Review Guidelines, Part 1." The applicant should be aware that additional information, operational and queuing analyses, and signal timing optimization studies in a format acceptable to SHA may be required as part of SHA permitting review for any required off-site improvements along SHA maintained facilities.

SHA requested a 0.5 percent growth factor be applied to existing traffic volumes to better project future total traffic volumes. It should be noted that the study identified a total of 14 approved but not fully complete development plans. Historical traffic data from the past ten years has been analyzed, and shows close to zero growth along Arena Drive and Lottsford Road. Given the historical growth trends in traffic, and considering the amount of background traffic that has been added to the roadway network, inclusion of an additional growth factor would overestimate future traffic conditions.

The Coalition for Smarter Growth (CSG) states the proposed multi-lane (two travel lanes in each direction) facility along public Road A and the two-lane circular driveway in front of the main hospital entrance are both unnecessarily wide for the hospital motorized access needs. Proposed public Road A is considered as the primary north-south main street within the area; it is envisioned as the extension of Harry S Truman Drive, public Road 'A' will be a planned multi-lane roadway four-lane roadway with all elements of a "complete street". The traffic forecasts for the 2013 Largo Town Center Plan, showed traffic projections significantly exceeding the 15,900 vehicle trips identified by the "Guidelines" as the maximum service volumes for LOS (E) for a two-lane collector roadway. While the CSG concerns are shared by staff, it should be noted that public Road 'A' includes sidewalks, bike lanes, and on-street parking. The vehicle speeds should be well-controlled by the use of 11-foot lanes, several pedestrian crossings, and the use of a 90-degree turn where this roadway connects to existing Harry S Truman Drive to the south.

Plan Comments

Access is proposed using a network of publicly dedicated proposed streets with access to and from Arena Drive and Lottsford Road (both multi-lane divided arterial roadways maintained by the County), and Harry S Truman Drive. All proposed publicly dedicated roadways will be constructed in accordance to the County standards with street lights and wide sidewalks separated from travel lanes by a wide landscaped buffer. Public Road 'A' will be constructed, as envisioned by the approved 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (SMA), as a four-lane divided roadway transitioning to an undivided multi-lane collector street with on-road bike lanes, wide sidewalks separated by landscaped buffers, street lights, and on-street parking on the west side for most of its length from Arena Drive to the existing Harry S Truman Drive. The proposed roadway, once constructed, will function as the extension of Harry S Truman Drive, which the County is currently studying for improvement to include all elements of a "complete street" from its existing terminus to White House Road.

The proposed public Road 'C' access to Arena Drive, east of proposed public Road 'A,' is to be realigned at its approach to Arena Drive to fully align with the existing median break and the access roadway from the north to form a complete four-way intersection. This intersection has been studied and is fully bonded for a traffic signal, which will be implemented when warranted by DPW&T.

The proposed public Road 'B' will have a limited access to Lottsford Road (right-in and right-out only). Starting from the proposed Road 'B,' in southward direction, the plan shows a two-lane service road extending to Road 'A,' south of the existing pedestrian access bridge to the Largo Town Center Metrorail Station. This service road will provide access to the loading areas for the hospital. Once constructed, this service road is expected to have pedestrian and bike traffic from the residential areas north and east of the subject site desiring quick access to the metrorail station. The applicant has included a wide and continuous sidewalk along the eastern edge of the service road, as approved on the DSP.

Prior to the signature approval, the PPS shall show an additional 12 feet of right-of-way dedication or additional if required by the County, along the Arena Drive frontage between Shoppers Way and public Road 'A' for the provision of a third continuous travel lane. The required right-of-way dedication for Public Road 'A,' as shown by the proposed street sections provided by the applicant, ranges from 88 to 90 feet. The required rights-of-way for the proposed Roads 'B' and 'C' are 62 feet and 50 feet, respectively.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations.

10. **Washington Metropolitan Area Transit Authority (WMATA)**—WMATA provided preliminary comments on May 29, 2015, and stated that the WMATA Design Criteria and standard specifications shall be utilized for all portions of proposed hospital facilities to be located within the WMATA Zone of Influence. Facilities within the "Zone of Influence" include but are not limited to the proposed roadway connection over the Blue Line tunnel, and the possible improvements to the existing pedestrian bridge located between the Largo Town Center Station and the hospital/retail property to the north of WMATA property.

WMATA noted that any project Agreements between Prince George's Regional Hospital (Hospital) and WMATA will be required to be executed prior to start work on WMATA property or easements. WMATA has indicated that they will require a noise and vibration study for those proposed hospital facilities located in close proximity on the Blue Line, and will request vehicular and pedestrian directional and way finding signage between the hospital and the Largo Town Center Station.

11. **Variation for access onto an Arterial**—The subject property has frontage on Arena Drive and Lottsford Road which are classified as arterial roadways in the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment*. The Subdivision Regulations restricts direct vehicular access to an arterial facility, and requires that the subdivision be designed with alternatives (24-121(a)(3)). With the PPS proposing three new dedicated public rights-of-way (ROW) the applicant is creating alternatives to the need for direct vehicular access to either of these arterial facilities. However, there is an existing entrance that serves the retail which is to remain on Parcel 1. A variation request to validate this existing direct access onto Arena Drive was submitted for review and the Planning Board approves the validation of this existing condition. Section 24-121(a)(3) requires the following:

When lots are proposed on land adjacent to an existing or planned roadway of arterial or higher classification, they shall be designed to front on either an interior street or a service road.

The existing retail development at The Boulevard at Capital Centre fronts on and has direct access to Arena Drive, a Master Plan arterial roadway through the signalized entrance at Shoppers Way. The proposed PPS does not propose to alter the Shoppers Way Entrance. This existing entrance will remain to service the retail development on proposed

Parcel 1. Since Parcel 1 is part of this PPS, a variation request is required to validate this direct access to an arterial.

Section 24-113(a) sets forth the required findings for approval of variation request as follows:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

- (1) **The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**

The PPS layout is consistent with the permitted signal in operation today. This entrance is signalized and operating safely.

- (2) **The conditions on which the variations are based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

This request is not applicable to other properties because it validates an existing entrance that was permitted with the existing retail development.

- (3) **The variance does not constitute a violation of any other applicable law, ordinance or regulation.**

The request does not constitute a violation of any law, Ordinance or Regulation. This request validates an existing signalized entrance that was permitted with the existing retail development, and permitted by the operating agency.

- (4) **Because of the peculiar physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

This existing signalized entrance to The Boulevard at Capital Centre was designed, permitted and has been in operation for many years. It would cause a hardship for the owner of the retail center if this variation was not granted because the existing center would have to be redesigned.

Based on the proceeding findings, the Planning Board approves a variation from Section 24-121(a)(3) for one direct access onto Arena Drive for the existing retail development on proposed Parcel 1.

12. **Schools**—The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the “Adequate Public Facilities Regulations for Schools” (CR-23-2001 and CR-38-2002) and concluded that the subdivision will have no impact on schools because it is a nonresidential use.

13. **Fire and Rescue**—This PPS was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations. Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The proposed project is served by Kentland Fire/EMS Company 46, a first due response station (a maximum of seven (7) minutes travel time), is located at 10400 Campus Way South, Upper Marlboro, within the response time standard.

14. **Police Facilities**—The proposed development is within the service area of Police District II, Bowie. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department and the July 1, 2014 (U.S. Census Bureau) County population estimate is 904,430. Using the 141 square feet per 1,000 residents, it calculates to 127,524 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.
15. **Water and Sewer Categories**—The 2008 *Water and Sewer Plan* Designates existing Lot 1 in Water and Sewer Category 3, is located inside the sewer envelope, within the Growth Policy Area and within Tier 1 under the Sustainable Growth Act.

Existing Parcel 147 is designated in a “Dormant” Water and Sewer Category 3, inside the sewer envelope, within Growth Policy Area, and within Tier 1 under the Sustainable Growth Act. A “dormant” Category 3 is considered a Category 4 designation although the maps have not been amended (2008 Water and Sewer Plan, Section 2.1.2). Category 3, obtained through the Administrative Amendment Procedure, shall be approved before approval of the final plat.

A water line in Harry S Truman Drive abuts and extends to the developed areas of the retail stores on existing Lot 1. A water line in Lottsford Road abuts Parcel 147. Sewer lines traverse and abut Lot 1 and a sewer line abuts Parcel 147.

16. **Health Department**—The Environmental Engineering/Policy Program has reviewed the preliminary plan of the subdivision and has no comments.

17. **Use Conversion**—The total gross floor area (GFA) included in this PPS is 1,917,238 square feet in the M-X-T Zone. This includes the proposed 1,507,638 square feet of GFA for the hospital, medical office and related uses, while retaining 409,600 square feet of GFA of the existing commercial shopping center. If a substantial revision to the mix of uses on the subject property is proposed including a residential land use that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision of the mix of uses shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.
18. **Public Utility Easement and Variations**—The Subdivision Regulations require that a public utility easement (PUE) be granted at the time of record plat along the existing and proposed public streets. The applicant has filed a variation to this requirement which is approved by the Planning Board as set forth below in accordance with the findings required for the granting of a variation.
 - (a) **When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.**

Section 24-113(a) sets forth the required findings for approval of variation request as follows:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

- (1) **The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**

As a condition of this approval, the location of utilities on the site will be reviewed and approved by the applicable utility providers prior to final plat to determine their most appropriate location in relation to other easements and the overall development of the site, thereby, ensuring public safety, health, and welfare.

- (2) **The conditions on which the variations are based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The conditions on which the variation is based are unique because the property was developed in the early 1970's as the "Capital Centre." After its demolition in

2002, the Boulevard at the Capital Centre was opened in 2003 as a 'town center' style shopping mall. The 560,485 square feet of commercial space is currently served with existing utilities. In 2004, the Largo Town Center Metro Station was opened adjacent to the southeast of the property. The existing conditions, placement of existing utilities and the connection of the development are unique and not generally applicable to other properties.

- (3) **The variance does not constitute a violation of any other applicable law, ordinance or regulation.**

As the location of the alternative PUE will require approval of the applicable public utility providers, no other applicable law, ordinance, or regulation would be violated by approving of this variation. Each parcel shall have PUE's of sufficient width and location to accommodate all utility providers, which will be reflected on the final plat prior to approval.

- (4) **Because of the peculiar physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

The PPS proposes development to be integrated within a fully developed site. The western part of the existing shopping center is to remain while the eastern portion will be razed. This creates a nonstandard development pattern that does not conform to the standard block layout. This results in an unusual surrounding for the proposed development to conform to, as well as an unusual shape and topographical conditions to develop in.

With the proposal integrating into an existing utility infrastructure, the Subdivision Regulations necessitate alternative design considerations to accommodate the vision of the design proposal. The utilities as well as the existing roadways dictate where the connections are to be established, and limits the design alternatives. The denial of this variation for the PUE design would result in a particular hardship to the applicant.

Based on the proceeding findings, the Planning Board approves of a variation from Section 24-122 of the Subdivision Regulations for an alternative public utility easement along public roads, subject to conditions.

19. **Historic**—There are two previously identified archeological sites adjacent to the subject property, 18PR509 (a prehistoric lithic scatter of unknown date) and 18PR537 (a prehistoric site of unknown date). Neither of these archeological sites was determined to contain significant information and no further work was required on either site. The site has been extensively graded and is unlikely to contain intact archeological resources. A search of current and historic

photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.

20. **Environmental**—The property was rezoned to M-X-T as part of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center SMA). A portion of the site also has a previously approved NRI (NRI-014-05-01). A revised NRI (NRI-014-05-02) to include the entirety of the subject site has been reviewed but not yet approved. Previous approvals are not considered because the current applications will replace the previous approvals. This preliminary plan is being reviewed concurrently with Detailed Site Plan DSP-14028. The subject proposal is for a proposed hospital and associated parking in an existing retail center.

Grandfathering

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

Site Description

The subject property is located in the southwest quadrant of the intersection of Arena Drive and Lottsford Road, and abutting I-95/495 on the west. A review of the available information indicates that streams, wetlands and 100-year floodplain occur on this site. These features combined with the steep slopes associated with the streams comprise the Primary Management Area (PMA). This property is located in the Southwest Branch watershed of the Patuxent River basin. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Collington-Wist, Udorthents, Urban land-Collington-Wist, and Widewater and Issue soils. According to available information, Marlboro clay and Christiana clays are not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No Forest Interior Dwelling Species (FIDS) habitat or FIDS buffer are mapped on-site. The site has frontage on Arena Drive and Lottsford Road; both are designated Arterial roadways that are regulated for noise. The site also fronts on the Capital Beltway (I-95/495), a designated Freeway which is regulated for noise for residential land uses. The site abuts the Washington Metropolitan Area Transit Authority (WMATA) property containing the Largo Town Center Metro Station to the south. A portion of the Blue Line Metro right-of-way is located on-site. The railway is regulated for noise and vibration which could affect foundations. The site does not front on any scenic or historic roadway. The site is located within the Largo Town Center (Regional Transit District 3) of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is not mapped within the network.

Master Plan Conformance

The Master Plan for this area is the 2013 Largo Town Center SMA. In the approved Master Plan and Sectional Map Amendment, Environmental Recommendations are made for proposed development. These recommendations contain goals and strategies. The following guidelines have been determined to be applicable to the environmental planning review of the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

Goal: A Green and Sustainable Community

Strategies:

- **Identify places where green infrastructure elements of local significance can be permanently preserved and, where possible, restored and enhanced.**
- **Preserve the woodlands along streams as woodland conservation to meet their own requirements or those of adjacent sites.**
- **Identify suitable sites for and construct replacement green infrastructure elements within the Southwest Branch Watershed.**
- **Share stormwater management facilities and function between development sites to reduce the overall land consumption needed to manage stormwater with an emphasis on managing stormwater quantities in shared facilities.**
- **Identify priority downstream locations within the Southwest Branch Watershed for stream and wetland restoration projects required for mitigation.**
- **Integrate stormwater management and environmental site design features with complete street designs for all new and reconstructed interior streets within the sector plan area.**

The site contains no green infrastructure elements; however, regulated streams and associated floodplain exist on-site. The streams and wetlands on-site were identified and delineated through a wetland delineation study.

A Site Development Concept Plan for stormwater management has been submitted; however, as of the writing of this technical staff report, it is not yet approved. The plan proposes a storm drain system integrated with a series 32 of micro-bioretenention cells that ultimately drain to a proposed underground storage facility.

- **Reconstruct the stream system between the Largo Town Center Metro Station and the southeast portion of The Boulevard at the Capital Centre as an amenity and to serve a greater role in stormwater management to improve water quality.**

The site is adjacent to the above referenced stream system. The head of the stream originates from an existing pond located approximately 1,500 feet northeast on the north side of Arena Drive. The pond was constructed in the late 1980's or early 1990's; the stream system appears to have been in existence at least since the late 1930's and appears

to have functioned more as a drainage channel for surrounding farmland for several decades. The system remained undisturbed until its riparian areas on the subject site were completely cleared and graded in the early 1970's as a result of the construction of the Capital Center. The remaining buffer, which is currently approximately 25–30 feet wide on the subject site, was preserved when the shopping center was developed on proposed Parcel 1.

A retaining wall is proposed along the south side of the service drive, and south of the Hospital to be placed within the remaining riparian area of the stream on the subject site. It appears no in-stream impacts are proposed at this time; however, this proposed design will leave very limited opportunity to reconstruct the stream. Due to the existing and proposed development, stream improvements would be limited to the removal of invasive vegetation, the removal of trash, and replanting where necessary. Impacts to the stream system are discussed further.

Goal: A Safe and Healthy Community

Strategies:

- **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.**

The proposed building will be located approximately 1,300 feet from the Capital Beltway (I-95/495). A portion of the site will have frontage on Arena Drive and Lottsford Road which are arterial classified roadways. The southern portion of the site will be in close proximity to the Largo Metro Station.

The development is for a Regional Medical Center, a nonresidential use, which is generally not regulated for noise impacts. A noise contour was not required to be shown on the plans. Based on a noise and vibration study previously conducted for Parcel 147, the vibration measurements were below the International Standards Organization (ISO) limit of 200 micrometers/second for residential environments and 400 micrometers/second for office environments. Because this area of the WMATA tracks is the end of the rail line and near the station, trains are not expected to be traveling at full speed.

Conformance with the Countywide Green Infrastructure Plan

Neither the subject property nor any adjacent properties are within the designated Green Infrastructure Network.

Conformance with the Water Resources Functional Master Plan

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the county, on a countywide level. These policies are not intended to be implemented on individual properties or projects and

instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for stormwater management, floodplain and woodland conservation, and programs implemented by the Prince George's County Department of Permitting, Inspections & Enforcement (DPIE), Prince George's County Department of Health, Prince George's County Department of the Environment (DoE), Prince George's Soil Conservation District, Maryland-National Park and Planning Commission and Washington Suburban and Sewer and Sanitary Commission are also deemed to be consistent with this master plan.

Environmental Review

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

A portion of the site (Parcel 147) has an approved Natural Resources Inventory (NRI), NRI-014-05-01. A revised NRI to include the entire site area (Parcel 147 and Lot 1) has been submitted and is currently under review (NRI-014-05-02). The NRI has been found to be in general conformance with the Environmental Technical Manual (ETM). The information provided regarding the existing forest, streams and wetlands has been confirmed with the exception of the 100-year floodplain delineation and the PMA. The NRI shall be revised to address various technical changes and a floodplain study shall be completed and submitted prior to approval of the NRI. The floodplain information per the study shall be accurately reflected on the NRI prior to certification of the NRI.

According to the submitted forest stand delineation (FSD), the site currently contains a total of 14.91 acres of existing woodland. The site also contains streams and wetlands as verified by the wetland delineation report. Within the project area, there are a total of 12 specimen trees.

Woodland Conservation Ordinance

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-022-05-02) was submitted with the application.

The TCP1 shall be revised to meet all technical requirements of Subtitle 25 prior to signature approval of PPS. The information submitted to date demonstrates general conformance with the Woodland and Wildlife Habitat Conservation Ordinance.

The Woodland Conservation Threshold (WCT) for this 77.83 acre property is 15 percent of the estimated net tract area, or 10.63 acres. The total woodland conservation requirement based on the amount of clearing proposed as shown on the plan is 13.57 acres. The plan and the worksheet have been phased. The phasing serves to demonstrate

how the woodland conservation requirement will be met for the hospital site area and for the remainder of the site. The woodland conservation requirement shown on the plan as submitted is proposed to be met with 5.48 acres of on-site preservation and the remaining 8.09 acres off-site. It should be noted that no floodplain study has been approved for the site to date. The woodland conservation calculations take into consideration the area of floodplain on a site because the threshold is calculated only using the net tract area. The floodplain shown on the plans and used for calculation purposes are based on an estimation of the floodplain. Woodland conservation calculations may change based on the final floodplain study information.

Section 25-122(d)(1)(B) requires that woodlands preserved, planted or regenerated in fulfillment of woodland conservation requirements on-site be placed in a woodland conservation easement recorded in the land records. This is in conformance with the requirements of the state Forest Conservation Act which requires that woodland conservation areas have long-term protection measures in effect at all times. This requirement applies to Type 2 tree conservation plan (TCP2) applications approved after September 1, 2010 that do not have a TCP1 approval before September 1, 2010 (non-grandfathered projects).

The recordation of a woodland conservation easement is required prior to the signature approval of a TCP2 for a development application that includes on-site woodland conservation areas.

Variance for Specimen Tree Removal

Section 25-122(b)(1)(G) of the WCO requires all specimen, champion, or historic trees to be preserved on sites that are subject to woodland conservation. If after careful consideration has been given to the preservation of the specimen trees there remains a need to remove any of the specimen trees, a variance request from Section 25-122(b)(1)(G) is required. A variance may be approved provided that it meets the findings of Section 25-119(d)(1).

A variance request from Section 25-122(b)(1)(G) has been submitted. The variance requests the removal of 12 specimen trees located on Parcel 147 for grading, interior road circulation, infrastructure, buildings and parking. The trees listed to be removed are numbered 1–12. Based on the condition analysis provided one tree (#11) is in poor condition, 6 trees (#1, #2, #4, #7, #9 and #10) are in fair condition and five trees (#3, 5, 6, #8 and #12) are in good condition.

The majority of the specimen trees are located near the central area of the project, which would be considered the most developable area of the site. Specimen tree #4, a tulip poplar, is located within the Primary Management Area, and is also proposed for removal.

The variance was reviewed with preliminary plan application and included a listing of each tree, the proposed disposition, and comments explain why each tree is requested to

be removed. The applicant's variation addressed the required findings. The variance submitted addressed all 12 specimen trees, and were analyzed together being in close proximity on a single parcel.

(A) Special conditions peculiar to the property have caused the unwarranted hardship

The statement of justification describes existing constraints on the site such as the ingress egress easements, and underground WMATA and gas line easements. The gas easement is within the wooded area where the specimen trees are located. While the request states that 11 of the trees are located in areas of proposed building structures; however, the plans shows that 8 of the trees are in the areas of the proposed buildings, 2 are in the area of a proposed parking lot, one is in the area of a proposed micro-bioretenment facility and one is in the rear of a proposed service road (12 total). Several of the trees are located in close proximity and it is likely the roots of these trees overlap each other, of note and as stated in the variance request, it would not be possible to remove one or two trees without significantly removing the root zone of a tree to remain. The tree in poor condition, a 53-inch pin oak (#11), would require the entire critical root zone to be preserved in order to decrease the likelihood of the tree declining in response to construction impacts, which would significantly reduce the developable area of the hospital site.

A significant portion of existing Lot 1 has been developed while the remaining area on Parcel 147, where all of the specimen trees requested for removal are located, has been graded with the exception for the wooded area along its western boundary. The specimen trees are located in the wooded area along an interior property boundary of Parcel 147 and Lot 1, which is considered a highly developable portion of the overall site. The constraints of the site, while limited in area compared to the significant developable area, are located in such a way to cause a significant hardship if no impacts were granted. The proposed use and configuration of the site is unique, and the use will provide a crucial service to the County. It should also be noted that this location was preferred over other locations in the County due to the limited amount of existing environmental constraints located on the site. The proposed development will result in a minimal loss of woodlands. As such, any additional loss in developable area for specimen tree retention would cause unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas

Maximizing the development of the property is in accordance with the goals of the Development District Overlay Zone and is taking advantage of existing infrastructure. Projects in metro areas are encouraged to maximize development.

Limiting the developable area of this site to preserve the critical root zones would deprive the applicant of rights commonly enjoyed by other projects in and around metro sites and would render this project at a competitive disadvantage.

The site is located adjacent to a metro station. High-density development is encouraged for this area not only in the Prince George's 2035 Plan but also in the applicable Sector Plan. The site is partially developed and the proposed development would be able to take advantage of the existing infrastructure.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants

Granting the variance would allow the subject property to be developed in accordance with the goals of the Prince George's 2035 Plan and the D-D-O Zone. While the development of a hospital is a rare occurrence, the proposed request, if approved, would not confer upon the applicant a special privilege.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant

The applicant has taken no action to date on the subject property.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property

The surrounding properties are currently developed. The request to remove the trees does not arise from any condition on a neighboring property.

(F) Granting of the variance will not adversely affect water quality

The stormwater management design for the site is required to meet the current water quality and quantity regulations. As of the writing of the technical staff report, the stormwater concept plan has not yet been approved; however, the concept proposes the use of several micro-bioretenention cells to address water quality for the development.

Specific requirements regarding stormwater management for the site will be further reviewed by the Department of Permitting, Inspections and Enforcement (DPIE).

The required findings of Section 25-119(d) have been adequately addressed. The Planning Board approves of the variance for the removal of specimen trees numbered 1-12.

Primary Management Area

There is a Primary Management Area (PMA) comprised of Regulated Environmental Features which include streams and wetlands, associated buffers, 100-year floodplain and adjacent steep slopes. These Regulated Environmental Features are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a site should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features shall first be avoided and then minimized. The statement of justification addressed how each impact has been avoided and/or minimized.

A statement of justification, including an impact exhibit, was stamped as received by EPS on May 26, 2015, and reviewed as part of this application. The statement of justification and associated exhibit reflect one (1) proposed impact to regulated environmental features associated with the proposed development.

The site contains a total of 10.06 acres of PMA. The applicant is requesting to impact 1.37 acres of the PMA, specifically the stream buffer on the north side of the stream that is located along the southern boundary of the site (existing Lot 1), north of the Largo Town Center Metro Station (Parcel 110). Approximately 0.86 acres of the 1.37 acres requested was previously impacted and currently developed with existing parking which required a pedestrian crossing to the Metro Station and guardrails.

The approved impact is for a retaining wall and service road to establish necessary circulation around the entire medical facility. The submitted exhibit does not indicate the limits of disturbance but does demark the area proposed for impact.

This access is vital to the development of the property for delivery, maintenance and service area of the medical facility and the access road is necessary to separate the vehicular and pedestrian traffic from truck delivery traffic to allow the medical center to function more efficiently. The development is a public and private partnership between Dimensions Healthcare, the State of Maryland and Prince George's County, and is a project of countywide significance. The applicant

stated that “The facility will be state of the art and transform the County and the region’s access to the latest health care and technology....The Medical Center will be an anchor for an integrated primary healthcare system.”

The approved impact, which is for a retaining wall and service road parallel to the stream is generally not supported, as it can be avoided for most designs; however, consideration in this case is given to the type of project, which was the subject of a long term site selection process that occurred approximately three years prior to the filing of the preliminary plan. During the selection process, one of the criteria of the potential site for this project was that the least amount of environmental impacts would result from development based on the existing conditions. Further constraining the land bay available for the construction of the hospital is the realignment of Harry S Truman Drive, a master planned right-of-way, along the frontage of the hospital site. In consideration of the applicant’s justification, the Planning Board approves this impact with a condition to provide a living/green retaining wall and mitigation with an invasive species control mitigation plan to be implemented prior to the issuance of the building permits.

The Planning Board approves of PPS 4-15009 and Type 1 Tree Conservation Plan TCP1-022-05-02. The required findings of Section 25-119(d) have been addressed for the removal of specimen trees numbered 1–12. Based on the information submitted, the Planning Board finds that the application demonstrates the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible.

21. **Urban Design**—Development on the subject site is governed by the D-D-O Zone standards approved with the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (SMA) (Largo Town Center Sector Plan and SMA) and the M-X-T Zone requirements of the Zoning Ordinance. Proposed Parcels 1–9 are located within the Largo Town Center TOD Core of the Sector Plan and are subject to applicable D-D-O Zone standards, including but not limited to, block length, building height, build-to-line, frontage, architectural design, and parking. Conformance to the applicable D-D-O Zone standards should be further evaluated at the time of detailed site plan (DSP). A DSP, which is for approval of a 231-bed regional hospital (proposed 731,638 square feet) and to validate the remaining portion of the existing shopping center as constructed. It should be noted that the applicant has filed an amendment with DSP-14028 to the block length standard of the DDOZ, as indicated above. The PPS establishes the foundation of the street grid and block areas. If the amendment to the block length standard is not granted at the time of DSP, conformance to this standard could result in a substantial revision to the PPS. Any revision that would result from the denial of the requested amendment shall be found in substantial conformance to the PPS findings and conditions prior to approval of the final plat.

Approximately 409,600 square feet of the existing shopping center west of Capital Center Boulevard will remain and continue as a functioning shopping center on the proposed Parcel 1. Given that the gross floor area (GFA) of the existing shopping center is larger than 250,000 square feet, which is an exemption threshold established by D-D-O Zone standards, the applicant can propose any addition (and the accumulated sum of all additions since approval of the SMA) on the

existing shopping center site without triggering DSP review, as long as it is within ten percent of the GFA (approximately 40,960 square feet). For any development above that threshold, a DSP review will be required. Recognizing that the shopping center has an approved comprehensive signage plan as approved in Conceptual Site Plan CSP-02003, any new signage should show conformance with the signage plan. Future improvements to the shopping center, or redevelopment thereof exceed the above threshold, will require conformance to the landscaping standards of the D-D-O Zone and/or the Landscape Manual.

Requirements of the Zoning Ordinance

The applicant requested expedited review of Detailed Site Plan DSP-14028 subject to Section 27-290.01(b) as an Expedited Transit Oriented Development (ETOD). This section provides criteria for eligibility for expedited review, best practices and design standards for the project. The DSP is consistent with the requirements for expedited review including the uses allowed; specific conformance to the design standards, including streetscape, parking, building setbacks, blocks and street grids, and public spaces, as well as the mix of uses will be reviewed at the time of DSP. In accordance with Section 27-270, this PPS is required to be approved by the Planning Board prior to approval of the DSP.

All development proposals in a D-D-O Zone are subject to DSP review, as indicated in Section 27-548.25, Site Plan Approval, which states:

- (a) Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

The development project's conformance with the applicable requirements of the D-D-O and M-X-T Zones and other applicable requirements in the Zoning Ordinance are being evaluated with the DSP.

Conformance with the Prince George's County Landscape Manual

Landscaping, screening, and buffering on the subject site shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual*, except for those modified by the D-D-O Zone standards. The site's conformance to the applicable landscaping requirements will be reviewed and determined at time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

This application is subject to the requirements of the Tree Canopy Coverage Ordinance. The subject site is located within the M-X-T and D-D-O Zones and a minimum ten percent of the

property should be covered by tree canopy. The applicant shall show conformance to the tree canopy coverage requirements at the time of DSP.

22. **At the public hearing**—At the public hearing on June 25, 2015, the Planning board accepted into the record two exhibits from the Applicant; Applicant's Exhibit #1 entitled "Applicant's Proposed Revisions to Conditions," and Applicant's Exhibit #2 "Trip Credit Analysis for Retail Displacement, Prince George's County Regional Medical Center" (Letter Silberman to Dunn). Also accepted into the record was Proponent's Exhibit #1 which was written testimony from Cheryl Cort, Policy Director for the Coalition for Smarter Growth DC MD VA (dated June 25, 2015). The Planning Board approved the revisions to the conditions set forth in the Applicant's Exhibit #1, which were incorporated into the conditions of approval.

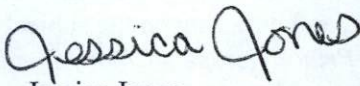
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

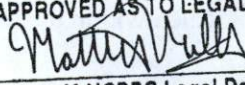
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Shoaff and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 25, 2015 in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of June 2015.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

PCB:JJ:SN:ydw

APPROVED AS TO LEGAL SUFFICIENCY.

M-NCPPC Legal Department
Date 6/29/15