

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 19, 2018, regarding Detailed Site Plan DSP-17038 for Boulevard at the Capital Centre, Phase I, the Planning Board finds:

1. **Request:** This application for Phase I includes 350 multifamily dwelling units, approximately 353,500 square feet of multifamily residential, retail/commercial, office, hotel, and entertainment uses, and retains approximately 130,300 square feet of the existing commercial/retail development on the site. It is noted that the underlying Preliminary Plan of Subdivision (PPS), 4-17023, was submitted and approved reflecting the removal of all of the existing buildings. However, this detailed site plan (DSP) for Phase I proposes to phase out some, but not all of the existing structures on the site.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s):	M-X-T/D-D-O	M-X-T/D-D-O
Use(s):	Integrated Shopping Center	Residential/Commercial/ Retail/Office/Hotel/Entertainment
Acreage:	49.71***	49.71***
Floodplain	5.58	5.58
Net Acreage	44.13	44.13
of which Parcel A	10.8	10.8
Parcel B	1.44	1.44
Parcel 1	3.34	3.34
Parcel 2	1.05	1.05
Parcel 3	2.43	2.43
Parcel 4	1.03	1.03
Parcel 5	5.49	5.49
Parcel 6	1.38	1.38
Parcel 7	7.67	7.67
Parcel 8	3.83	3.83
Parcel 9	2.63	2.63
Parcel 10	1.55	1.55
Parcel 11	2.76	2.76

	EXISTING	APPROVED
Parcel 12	1.04	1.04
Parcel 13	2.39	2.39
Parcel 14	0.82	0.82
Total Gross Floor Area (sq. ft.)	409,600	860,833**
of which Parcel B	-*	770
Parcel 2	-*	13,908 retail
Parcel 3	-*	19,649 retail; 65,220 theater
Parcel 4	-*	19,595 retail; 92,140 office
Parcel 5	-*	19,750 retail; 377,609 residential
Parcel 6	-*	14,346 retail; 108,048 hotel
Parcel 7		
Total Dwelling Units	-	350
of which Studio	-	30
1 Bedroom	-	152
2 Bedroom	-	145
3 Bedroom	-	23

Notes: *Data is not available at parcel level. Approximately 279,802 square feet of the existing GFA will be demolished and approximately 129,798 square feet of the existing GFA will remain on the site.

**Include residential and nonresidential GFA.

***This acreage is for the entire site, of which Phase I is a part.

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

By Parcel:	Max. # Spaces Allowed	Existing to remain
Parcel B	3	-
Parcel 2	31	-
Parcel 3	359	-
Parcel 4	323	-
Parcel 5	505	-
Parcel 6	183	
Parcel 7		
Parcel 8	54	249
Parcel 9	106	41

By Parcel:	Max. # Spaces Allowed	Existing to remain
Parcel 10 (no new development proposed)	-	60
Parcel 11	58	158
Parcel 12	68	59
Parcel 13	117	11
Parcel 14 (no new development proposed)	-	5
Maximum number of parking spaces allowed per Sector Plan (4,280 occupancy @ 1 space per 8 occupants)	1,807	
of which Parking for the physically handicapped required	28	
Garage parking	1,193	
Parking Spaces Provided		
Standard	1,876	
Regular Spaces for the physically handicapped	28	
of which Van-Accessible Spaces for the physically handicapped	7	
Total existing surface parking spaces to remain		583
Total	1,904*	
Bicycle Parking Spaces per the Sector Plan		
Required: Site-by-site analysis	No specific number**	
Provided	42	

Loading Spaces Required (Section 27-582)		Provided
Parcel 2	2	1
Parcel 3	3	1
Parcel 4	3	2
Parcel 5	4	3
Parcel 6	4	2
Total loading spaces required	16	
Provided		9***

FAR (Floor Area Ratio)

Net Tract Area—44.13 acres equals 1,922,303 square feet

Gross Floor Area—860,833 square feet

FAR = 0.45

The applicant has proposed the optional method of development, which allows an 8.0 FAR, pursuant to Section 27-545, see General Note 8 on the DSP. The FAR may increase with the following phases, to not exceed 1.4, unless additional amenities are provided to justify a higher FAR.

Notes: *An amendment to the maximum number of spaces allowed by the sector plan is needed to justify the interim parking situation.

**The number of bicycle parking spaces required is based on a need analysis, given the anticipated use of the town center. According to the applicant, the bicycle parking facilities will be provided incrementally. Additional parking for bicycle will be provided in the future parking garage.

***Section 27-583 of the Zoning Ordinance governs off-street loading space requirements for development in the Mixed Use–Transportation Oriented Zone. The 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* does not have any standards for loading spaces. See Finding 8d below for additional discussion of loading space arrangements.

3. **Location:** The subject site is the remaining western portion of the existing shopping center known as the Boulevard at the Capital Centre, which is located in the southwest quadrant of the intersection of Medical Center Drive (formerly Medical Center Drive) and Lottsford Road, across the street from the Prince George’s County Regional Hospital campus. The 49.71-acre site has frontage on Medical Center Drive, Harry S Truman Drive, and the Capital Beltway (I-95/495), located in Planning Area 73, Council District 6, within the Transit-Oriented Development (TOD) Core Area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA).
4. **Surrounding Uses:** The site is bounded to the east by the right-of-way of Harry S Truman Drive; further to the east is the Prince George’s Regional Medical Center campus; to the west by the right-of-way of I-95/495; to the south by the Largo Town Center Metro Station and a wooded area; and to the north by the right-of-way of Medical Center Drive in the Mixed Use–Transportation Oriented (M-X-T) Zone. Further across Medical Center Drive to the north is a mixed-use project known as Largo Park in the M-X-T Zone also.
5. **Previous Approvals:** The Boulevard at the Capital Centre shopping center was split-zoned Commercial Office (C-O) and Rural Residential (R-R), and was approved with a comprehensive sign program (Conceptual Site Plan CSP-02003), which was subsequently revised once. The existing shopping center site also has an approved departure from the required number of parking and loading spaces (DPLS-293) for a reduction of 95 parking spaces, which was approved in 2004 when the property was split-zoned. That DPLS is no longer applicable to the development of the property. The Largo Town Center Sector Plan and SMA rezoned the entire shopping center site, including the portion to be redeveloped into the Regional Medical Center, to the M-X-T Zone and superimposed a Development District Overlay (D-D-O) Zone on the property in 2013.

Preliminary Plan of Subdivision 4-15009 covering the entire site, both the vacant parcel and the shopping center, was approved by the Prince George’s County Planning Board (PGCPB Resolution No. 15-59) on June 28, 2015, which subdivided 77.83 acres into 9 parcels for existing retail development and development of a hospital campus. Preliminary Plan of Subdivision

4-17023 further subdivided Parcel 1 (49.71 acres), which was part of PPS 4-15009, into 16 parcels for 3,000 multifamily dwelling units and 1.2 million square feet of various mixed uses, in which this DSP for Phase I is located. The Planning Board approved PPS 4-17023 (PGCPB Resolution No. 18-31) on April 12, 2018, with 27 conditions. Preliminary Plan of Subdivision 4-17023 superseded PPS 4-15009 for the subject 49.71 acres.

Detailed Site Plan DSP-14028 was approved on June 25, 2015 by the Planning Board (PGCPB Resolution No. 15-60) as an expedited transit-oriented development (ETOD) project for a 231-bed regional hospital and existing shopping center on 77.83 acres, located east of Harry S Truman Drive from the subject site, which is the subject of DSP-14028. Consequently, the applicant is required to file this new DSP for the proposed development, as required in the M-X-T Zone for the 49.71 acres located on the west side of Harry S Truman Drive. The subject property also has an approved valid Stormwater Management Concept Plan, 46748-2017, with an expiration date of February 8, 2021.

6. **Design Features:** The subject site encompasses the remaining integrated shopping center known as the Boulevard at the Capital Centre that is west of Harry S Truman Drive, across from the medical center campus. This portion of the existing shopping center, north of the Metro station, will be redeveloped into a new mixed-use development with an urban character. The mixed-use redevelopment project is set to become one of the premiere examples of mixed-use placemaking with innovative design and first-class retail and restaurant offerings in the Washington, DC region. Under a separate and previously approved Detailed Site Plan (DSP-14028), the portion of the (now demolished) shopping center, east of the extension of Harry S Truman Drive, is currently being developed into a regional hospital campus by the University of Maryland Medical System (UMMS). The site is within the TOD Core Area of the Largo Town Center Sector Plan and is subject to the D-D-O Zone standards in Chapter 8 of the sector plan.

Site Layout

This DSP covers Phase I, which is a part of the 49.71 gross acres and includes three blocks of the full eight-block redevelopment. Five buildings, plus a small pavilion building in the central green, are proposed in Phase I and are described in further detail below. The uses proposed in these buildings include retail, office, hotel, theater, and multifamily residential. The focal point of Phase I and the full development is the central green on Parcel B, to be conveyed to a business owners association. At 1.44 acres, the central green is the heart of the community and will be dynamically activated by surrounding ground-floor retail, lobbies, and outdoor amenities; the site will be programmed throughout the year to serve residents, employees, and visitors.

Four vehicular access points have been provided to the site from existing surrounding roadways, including Medical Center Drive and the extension of Harry S Truman Drive. The “streets” are access easements authorized by Section 24-128(b)(9) of the Subdivision Regulations and defined by the Zoning Ordinance as driveways. However, the PPS conditioned the access easements to be treated as streets with sidewalks, street trees, and lighting, with the exception of several alleys. For purposes of this review, these driveways are referred to as streets. The main proposed street (Road A) connects Medical Center Drive to Harry S Truman Drive, and divides the redevelopment

blocks to the east and west. Neighborhood streets branch off Road A, providing connections to the central green, the hospital, and parking. The main entrance to the hospital is off Harry S Truman Drive, fronting the proposed development; pedestrian connections (crosswalks) and coordinated street lights and plantings across the boulevard will help create a welcoming, walkable environment and tie the two development projects together.

The site plan also features an extensive pedestrian network consisting of sidewalks along all streets and a shared-use path to the west, providing connections throughout the development as well as to the medical center and the Metro station. Further, bicycle lanes are planned on Harry S Truman Drive. The internal streets are neighborhood streets and follow the requirements of the development district standards, designed to be complete streets serving pedestrians, cyclists, and motorist.

Architecture

The five main buildings in Phase I are grouped around the central green, the focal point of the redevelopment. In addition, a small pavilion/stage building is located within the green. The uses proposed in Phase I include retail, office, hotel, theater, and multifamily residential.

Building 1A on Parcel 5 is a multi-story, mixed-use building with 350 multifamily residential units and 19,750 sf of retail/restaurant space on the ground floor, fronting the central green. The residential lobby also fronts the central green. A 587-space garage is located to the southwest, wrapped on two sides by the seven-story, flat-roof building. The garage, as well as the service/loading area, is located on the southern elevation off of a common access easement labeled Road C, easily accessible, but not directly visible to the main public realm. The prominent eastern elevation runs along Road A, the main street of the redevelopment, connecting Medical Center Drive to Harry S Truman Drive. On this eastern elevation, active retail/restaurant storefront dominates the ground floor, with residential units (350 multifamily dwelling units) on the upper floors. The upper floors of the eastern elevation consist of a punched opening and layered frame façade, with walls clad primarily in masonry and metal panels, with some fiber cement panels on the top floors. The northern elevation is composed of the same materials, with the fiber cement dropping down to the second floor in two locations to help break down the mass of the long elevation. The back portion of this elevation is distinguished from the front quarter, near Road A, with a more rhythmic pattern of masonry bays. The western elevation is the rear of the building, backing to a forested area and the Capital Beltway. The distance between the building and the Capital Beltway is approximately 200 feet at the residential section and 400 feet at the garage section. The western elevation is composed of the same materials, but scaled back with a finish level commensurate to its location, with fiber cement coming to the first floor for portions of the building. The garage is clad with precast panels. The southern elevation is a garage towards the rear/west and towards Road A to the east, and mirrors the front eastern elevation in materials and design composition, with retail/restaurant space on the ground floor and residential units above.

Building 2A on Parcel 6 is a tall volume one-story retail/restaurant building with 13,908 square feet. As an object building, it is four-sided with similar materials and details around the full building. However, the northern elevation is the primary façade, as it fronts and is directly

connected to the central green; as such, it is predominantly glazed, with storefront fenestration activating the open space and allowing restaurants to have adjacent, outdoor seating. Conversely, the southern elevation will have a small service area across the street from the hospital's parking and, therefore, somewhat less glazing. The eastern and western elevations are also predominantly glazed. As can be seen in the elevations, the building is proposed with two different primary cladding materials on the eastern and western elevations, reflected in the divide of the proposed butterfly roof. Materials for the building consist of masonry, storefront, metal wall panel, siding, and a metal roof.

Building 3A on Parcel 3 is a tall two-story, mixed-use building with 19,649 square feet of ground-floor retail/restaurant space and a 65,200-square-foot theater with 1,200 seats on the second-floor level. Due to the unique volumes required by the theater program, the building height is 77 feet to the main parapet, equivalent to a six- or seven-story residential building. The prominent western elevation runs along Road D, fronting the central green. On this western elevation, active retail/restaurant storefront dominates the ground floor, with the theater on the upper floor. The upper floor of the western elevation consists of walls clad primarily in masonry and metal panels, with a large expanse of glazing overlooking the central green. This area of glazing coincides with the second-floor lobby of the theater. In addition, a large screen is planned adjacent to the glazing, which will expand the reach of the opening. Other portions of the façade include large, inset panels to help articulate the wall surfaces. This articulation and material composition wraps the northern elevation as well. The eastern elevation is located on a service drive and backs to the rear of Building 3B, which is discussed below. As such, the garage and theater wall are clad in masonry, fiber cement, and precast panels; the stair towers are clad predominantly in metal wall panels. On the southern elevation, along Road B, across from the medical center parking lot, the articulation of the garage turns the corner and, approaching the central green, the articulation of the primary western elevation completes the façade.

Building 3B on Parcel 4 is a stepped, five-story, mixed-use building with 19,595 square feet of ground-floor retail/restaurant space and 92,140 square feet of office on the upper floors. The prominent eastern elevation runs along Harry S Truman Drive, fronting the hospital's main entrance. On this eastern elevation, active retail/restaurant storefront dominates the ground floor, with a through lobby for the office located near the midpoint. The same articulation of the retail/restaurant space turns and wraps the ground floor of the northern and southern elevations as well; whereas, the western elevation is located on a service drive and backs to the rear of Building 3A; as such, on the ground floor, the wall is clad in all masonry, with the through lobby for the office located near the midpoint. The upper floors of all elevations consist of walls clad primarily in masonry and metal panels, with some spandrel glazing.

Building 4A on Parcel 6 is a seven-story, mixed-use building with 14,346 square feet of ground-floor retail/restaurant space and 185 rooms of the hotel on the upper floors. The entry and lobby for the hotel is located to the west, on Road A. On this western elevation, along with the hotel lobby, active retail/restaurant storefront dominates the ground floor and wraps the southern elevation, as well, fronting the central green. On these ground-floor elevations, the primary materials are storefront, masonry, and metal wall panels. Where the hotel guest rooms are located

on the upper floors of all elevations, the walls consist of punched opening and layered frame façades, clad primarily in masonry and metal panels, with some siding to articulate the elevations and break up the massing.

Signage

A comprehensive signage plan has been proposed for the entire project. Some of the signage will be installed with the first phase. The signage plan includes two general categories of signs, wayfinding and building signage, along with real-world photos of the installed signs from different locations.

District signage provides civic identity of the larger development and helps to create a unique place for the new development. Specifically, the district signage includes larger digital/dynamic signage along the Capital Beltway and other main access roadways leading to the subject site, vehicular directional/wayfinding signs, and pedestrian orientation and directional/wayfinding signs that brands the development and directs people's attention to the project.

Building signage provides primary identification function for all proposed development elements including multifamily residential buildings, cinema, major commercial, hotel, flagship retail, etc. This category of signage includes small tenant signs for each future tenant. Since the specific tenant information is not available at this time, the sign plan provides numerous photo examples to illustrate the quality, design, color, and material of the tenants' signs. The photos also show specific storefront and awning design.

For the wayfinding and building signs included in this DSP, the size, proportion, location, materials, and ways of installation are acceptable. However, the DSP needs to show specific sign face area prior to certification. For those development partner and tenant signs that do not have the specific signage information, a future revision to this DSP is needed, to be reviewed and approved.

Exterior Lighting Fixtures

A variety of light fixture types are proposed for the Boulevard at the Capital Centre redevelopment site.

The primary light fixture (PL1) for the site is an 18-foot-high light-emitting diode (LED) roadway luminaire. The PL1 fixture is located along roadways throughout the project and is intended to illuminate the roadway and sidewalks.

The PL2 fixtures are 16-foot-high LED column light with an 8-foot luminous top, located in groupings at the entry/transition points into the Capital Centre redevelopment, and are intended to create a gateway into the community.

The PL3 fixture, a 14-foot-high LED full cut-off pedestrian light, is a complimentary fixture to the PL1 and serves as a pedestrian-scaled light fixture intended for walkways. The PL3 fixture is located along the multi-use path.

The PL4 fixture, a 40-foot-high LED area light with accent heads, is located at the central green and provides lighting for the event space. The taller pole fixtures with multiple heads provide coverage over the green, fountain, and associated walkways, and are intended to support programming in this area, as well as provide general illumination. It is intended that the PL4 fixtures are dimmable, allowing the light levels to be adjusted, as needed, for concerts, outdoor movies, skating, and other programs.

A full-site photometric plan of Phase I improvements has been provided, illustrating minimum light levels provided by the aforementioned fixtures.

Specialty night lighting is intended to highlight the façade of the most attractive portions of the building. These lights will be submitted with the architectural plans, as each building is developed.

Green Construction Techniques

The subject DSP includes various green construction and sustainable site development techniques by the developer in order to efficiently use energy, water, and other resources, to protect occupants' health and reduce waste, pollution, and environmental degradation. The specific techniques are discussed, as follows:

Sitewide Techniques

The following measures of green building techniques will be employed in the development area of the site.

- **Development Density and Community Connectivity**—Boulevard at the Capital Centre is a mixed-use development located within the Kent (13th) Election District in Prince George's County. The project design emphasizes pedestrian and vehicular connectivity through a network of trails, bike lanes, and streets. It is located adjacent to I-95/I-495.
- **Access to Public Transit**—The site is located adjacent to the existing Largo Town Center Metro Station to the south. Prince George's County Transit "The Bus" system Routes 21, 26, and 28, as well as Metrobus Routes C21, C22, and C29, service the property.
- **Stormwater Design, Quantity and Quality Control**—The plan includes stormwater management systems, compliant with County regulations, which meet or exceed recognized sustainable design criteria.
- **Water Efficient Landscaping**—The project includes native species for landscaping and use of drought-tolerant plantings.

In addition, the techniques below are to be considered for inclusion in various development areas, including:

- Installation of energy efficient HVAC units, air-source heat pumps, Energy Star appliances and light fixtures, electric metering.
- Water conservation practices (low flow water fixtures, water metering).
- Energy saving information available to homeowners (programs provided by utility company).
- Information on Renewable Energy sources provided to homeowners.
- Bicycle storage areas and bicycle racks.
- Separation and recycling of old building materials.
- Low VOC building materials.

Recreational Facilities and Amenities

This application is required to provide on-site private recreational facilities, in accordance with the previously approved PPS. In accordance with the formulae for a recreational facility for the proposed mixed-use development including 350 dwelling units, a recreational facility and amenity package worth approximately \$295,568 (\$2,533,440 for 3,000 dwelling units) is required. The applicant proposes the following facilities and amenities that have a dollar amount of approximately \$3,908,000 and will be installed in phase, which meets the requirements.

		Square Feet	Dollar Amount
Item 1	Fitness and Cardio Center	2,400	\$860,000
Item 2	Game Room	1,000	\$280,000
Item 3	Clubhouse Entertainment Area and kitchen	3,800	\$1,545,000
Item 4	Business Center	600	\$177,000
Item 5	Resort Style Pool	3,500	\$502,500
	Swimming Pool		
	Entertainment Cabana		
	Pool Deck		
	Pool Furniture		
Item 6	Four Seasons Area	2,500	\$260,000
	Grill		
	Fire Pit		
	Outdoor TV		
	Planting/Gardens		
Item 7	Dog Park	4,000	\$283,500
Subtotal		17,800	\$3,908,000

However, the specific recreational facilities information to be provided in the courtyard of the multifamily building on Parcel 5 needs to be provided, and the specific design/layout of those facilities should also be included in the landscape plan detail sheet. A condition has been included in this resolution requiring the applicant to provide specific recreational facilities information and a blowup site layout of the courtyard area within the multifamily building, located on Parcel 5, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board, prior to certification.

COMPLIANCE WITH EVALUATION CRITERIA

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

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

In order to achieve the sector plan's vision, a set of D-D-O Zone development standards has been approved with the sector plan and SMA. The development standards consist of six parts and subparts that provide specific design criteria for urban design—block lengths, build-to line, frontage, other setbacks, and building height; street design—complete streets, street types, and tree zone; open space design; architectural design—building form, storefronts, and building materials; parking design; and signage design.

Development proposed for the Regional Medical Center is subject to the development district standards. The area of the existing shopping center to remain is exempt. All new development and redevelopment of existing structures within the D-D-O Zone should comply with the general intent and goals of the development standards of the sector plan. Development should show compliance with the development district standards during the DSP process. The development district standards replace comparable standards and regulations required by the Zoning Ordinance. Wherever a conflict between the sector plan D-D-O Zone standards, the Zoning Ordinance, and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) occurs, the D-D-O Zone standards should prevail. For development standards not covered by the sector plan

area D-D-O Zone, the standards in the Zoning Ordinance and Landscape Manual will serve as the requirement, as stated in Section 27-548.21 of the Zoning Ordinance.

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

Amendment 1

Urban Design Criteria: Block Lengths and Block Perimeter (page 133)

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

The Phase I buildings occupy 90–100 percent of the block length, largely filling out the blocks. Along the primary streets, retail uses will largely occupy the ground floor, along with residential, office, and hotel lobbies, helping to activate the streetscape. While most block lengths, as proposed, are less than 450 feet, one block (with the mixed-use hotel/retail building on Parcel 7), along the reconfigured Road A is just over the maximum length, measuring 461 feet, due to the location and retention of an existing restaurant (Golden Corral) and the shape and configuration of the central green. While accommodating the existing restaurant and site geometries, the block configuration still meets the intent of creating walkable blocks.

The intent of the shorter block is to create a pedestrian-friendly built environment and make it easy for pedestrians to walk around in a downtown environment. However, the hospital use is normally a large-scale project that would not necessarily fit into the block length and perimeter criteria set forth by the plan. A larger block is needed to accommodate many functions included in the program of elements for the comprehensive Regional Medical Center. In order to offset the longer block, the site layout and street design focus on quality improvements of the pedestrian realm by providing sidewalks with street trees on both sides of all streets, except for the circular street along the southeastern boundary line where environmental constraints and placement of the service and loading area limit the sidewalk to one side. The Planning Board **approves** this amendment.

Amendment 2

Urban Design Criteria: Building Heights (page 141)

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

TOD Core

Buildings shall be at least 6 stories in height, but no greater than 14 stories or 215 feet in height, except pavilions (open-air or enclosed) up to 8,000 square feet or civic buildings that shall be a minimum of 2 stories or 30 feet in height.

Story and Clear Height Requirements:

- 1. For commercial uses, the ground level should have an interior clear height (floor to ceiling) of at least 14 feet contiguous to the BTL frontage, for a minimum depth of 20 feet. The maximum ground-level story height for commercial uses is 22 feet.**
- 2. For residential uses, the ground level should have an interior clear height (floor to ceiling) of at least 9 feet. The maximum ground-level story height for residential uses is 22 feet.**
- 3. For all upper stories, the maximum story height should be 18 feet.**

Due to unique programmatic requirements, some of the proposed Phase I buildings vary slightly from this requirement: the retail building on Parcel 2 is 13,908 square feet and one-story (with a potential mezzanine); measuring height from grade to the parapet of the proposed "butterfly" roof, the building height is 30 feet. Therefore, the retail building at 10,248 square feet is slightly larger than the 8,000-square-foot maximum for one-story buildings; however, the building occupies the block properly, sits on the build-to line at 25 feet from the curb, and helps to activate the central green. The theater/retail building on Parcel 3 is only two stories; however, due to the unique volumes required by the theater program, the building height is 77 feet (to the main parapet) with the majority of height on the second floor (approximately 57 feet), equivalent to a six- or seven-story residential building. Also, to note, the office/retail building on Parcel 4 is a five-story building with a small portion that steps down to

one-story on the southeastern corner. The office/retail building's five-story height measures 87 feet (again, this is equivalent to a seven- or eight-story residential building); the one-story portion is approximately 25 feet in height to the roof.

One of the prominent features of a unique place is its diversity in terms of uses, design, materials, color, massing, building heights, and elaboration. The DSP represents the first phase of a larger dynamic mixed-use project and is designed around a central green, to create the downtown area of Largo, which is a very diverse place within the geographic center of Prince George's County. This DSP plan includes several buildings with various massing, height, color, finish materials, and elaboration that help to create a unique place. The Planning Board **approves** this amendment.

Amendment 3

Street Design Criteria: Tree Zone (page 151)

Street Furnishings

1. **Street furnishings, including transit shelters, bike racks, benches, bollards, tree grates, trash/recycling receptacles, and similar shall be consistent in material, style, and color throughout the TOD core and are encouraged to be consistent throughout the four quadrants of the DDO west of Landover Road.**
2. **East of Landover Road, the street furnishing should coordinate with those existing or planned in the surrounding area.**
3. **All street furnishings shall be metal (aluminum, steel, or cast iron).**
4. **Benches, tables, chairs, planters, and similar belonging to commercial tenants or placed within open spaces should vary in appearance from the standard street furnishings; however, if these furnishings are placed within or abutting a street or open space, they should be metal (aluminum, steel, or cast iron), a combination of wood and metal, stone, or other durable material.**

While the primary material of the street furnishings will be metal, the applicant is proposing to incorporate wood for the seating, to add some warmth to the furnishings. The wood will be exterior grade and selected to withstand the elements.

As discussed previously, wood will provide some warm feeling and light up the pedestrian experience, in combination with the predominantly metal street furnishing, to create a unique place. In addition, wood with exterior grade will create a minimum maintenance issue due to the rapid improvement in general quality in recent years. The Planning Board **approves** this amendment.

Amendment 4

Architectural Design Criteria: Building Form (page 159)

Fenestration

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

Percentage of openings (windows and doors):

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

Due to the unique programmatic requirements of the theater (located on the second floor of the theater/retail building on Parcel 3), the amount of fenestration will be reduced from 40 percent listed for upper floor commercial/institutional. However, efforts have been made to include large expanses of glazing on the front elevation overlooking the central green. This area of glazing coincides with the second-floor lobby of the theater. In addition, a large screen is planned adjacent to the glazing which will expand the read of the opening. Other portions of the façade include large, inset panels to help articulate the wall areas. The remainder of the buildings' elevations will comply with the percentages of fenestration in the criteria.

Due to the unique functional design requirements of the proposed theater, the applicant cannot provide the fenestration, as envisioned for the specific location where the theater is located. The proposed theater, as a destination, is critical to the success of the central green and the entire town center. The Planning Board **approves** this amendment.

Amendment 5

Architectural Design Criteria: Storefronts (160-161)

- 1. Storefronts should be metal, stone, cast stone, glass, pre-cast, durable smooth exterior grade hardwoods, and/or other high-quality commercial materials. Softwoods, exterior insulation and finishing systems (EIFS), and pressure-treated lumber are not permitted.**
- 2. Doors should be compatible with, and complementary to, the overall storefront design.**

3. **Doors should have a high percentage of glass to increase visibility into the store's interior and out to the street. Clear glass and maximum visibility are encouraged.**
4. **The primary entrance shall be clearly marked and sheltered a minimum of 30 inches via a recessed entryway, overhang, awning, or canopy. Secondary or side entrances may be unsheltered.**
5. **Restaurants are encouraged to have additional doors to connect with their outdoor seating areas.**
6. **Opaque, smoked, or reflective glass may be used for accent/spandrel elements only. Tinted glass, opaque glass, plexiglass, and adhesive window film are not permitted (certain signage elements are excluded. (See the Signage Design Criteria on page 152).**
7. **Removable windows are encouraged to enhance interaction between the interior and the exterior street experience.**
8. **Glazing shall be a minimum of 8 inches but no higher than 30 inches above the sidewalk grade.**
9. **Window glazing should be flush with the window frame or slightly recessed up to eight inches.**
10. **High-light quality, low-emissivity (Low-E) rated glass is recommended to minimize discoloring of merchandise and moderate heat transfer for energy conservation.**

Future storefronts will be designed by tenants. The following modifications to the criteria are proposed, as the developer will have in place and administer its own tenant storefront guidelines, with the aim of ensuring the individual expression of each retail business:

- (a) Both softwoods and hardwoods, will be permitted if placed and detailed appropriately and integral to the expression of the retail brand. In addition, exterior insulation finishing system (EIFS) will be allowed, with a stucco look and durable backer, if placed and detailed appropriately.
- (b) A 30-inch minimum of shelter will generally be provided at the primary entrance, except in instances where such an element (e.g., recessed entryway, overhang, awning, or canopy) is counter to the expression of the retail brand and its typical storefront design.

- (c) Glazing will not be required to be 8 feet minimum or 30-inch maximum above sidewalk grade, if counter to the expression of the retail brand and its typical storefront design.

The idea of allowing future tenants to design the storefront is a trend that makes a town center unique because this practice will allow individual design by the business owner. The Planning Board **approves** this amendment.

Amendment 6

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

Exterior Walls

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

- 1. Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass and/or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in smooth or stucco finish or metal panels may be used at the fourth-floor level and above where residential is the primary use. For buildings of three to five stories masonry or stone shall be the predominant building material. For buildings of one to two stories, cementitious siding or panels in a smooth or stucco finish may be the predominant building material where residential is the primary use; for other uses, metal panels may be the predominant building material. Where cementitious siding or panels meet foundation walls, a minimum 10-inch nominal trim board is required on all elevations.**
- 2. Exterior walls, as they turn the corner from a street or public open space frontage condition to an exterior service area or courtyard condition, should be consistent in material and detail with the frontage façade to a minimum depth equal to the width of the service access way or courtyard opening (measured building to building).**
- 3. Vinyl and aluminum siding products are not permitted as a primary exterior wall material.**
- 4. The use of EIFS on an exterior wall above 22 feet (measured vertically from grade) may be allowed subject to the approval of the Planning Board. However, the use of EIFS on an exterior wall within 22 feet of**

grade is not permitted. When used, the color(s) of the EIFS should be complimentary, but not identical, to adjacent materials.

- 5. Building walls between the foundation and the eave should be no more than three primary materials.**
- 6. Lighter appearing material (lighter in color, texture, and/or weight) should be used on top of the heavier appearing materials.**
- 7. Arcades, piers, columns, and pilasters should be stone, cast stone, pre-cast, brick, or composite material.**
- 8. Trim should be metal, cementitious fiber board, fiberglass composite, polymer composite, or solid cellular PVC. Wood for exterior trim is not encouraged. The use of aluminum trim on an exterior wall within 12 feet of grade is not permitted.**

While the majority of the material requirements above have been met, some of the Phase I buildings incorporate additional fiber cement (as cementitious siding or panels) and some siding (wood or simulated wood), as noted below. On the mixed-use multifamily residential/retail building on Parcel 5, fiber cement is shown on the top floor elevations, and also on the lower floor elevations on the sides (on the northern and southern elevations in small quantities) and rear (on the western elevation). On the theater/retail building on Parcel 3 (which is a two-story building that reads as a six- to seven-story building), fiber cement, as cementitious panels, have been added as an accent on the elevation between the second floor and roofline, to help break up the mass of the theater volume; additionally, panels are shown on the rear alley (eastern elevation). On the office/retail building on Parcel 4, which is a five-story building, and on the hotel building on Parcel 6, which is a seven-story building, some panels of siding have been incorporated on the elevations on/between floors 2–5 and 2–7, respectively, as accent elements.

The current design of the various buildings included in this DSP presents various building materials, with brick as a predominant material, extending vertically 20 feet from the street level. The use of certain cementitious panels will provide different texture and appearance, as long as the panel will not be within the first six feet of the building, from the ground level. The Planning Board **approves** this amendment with the condition of providing a note on the elevation plans stating that cementitious panels will be used only on elevations six feet above the finished ground floor.

Amendment 7

Architectural Design Criteria: Building Materials and Elements (page 163)

Windows

- 1. Windows should be wood, aluminum-clad wood, or aluminum.**
- 2. Windows should be single-, double-, or triple-hung, fixed, or casement.**
- 3. Windows on residential units shall be operable.**

Quality vinyl windows are proposed for the multifamily residential units which is a popular window type that is widely used in residential building construction, due to its maintenance-free nature and cost value. In fact, the use of aluminum windows in residential buildings is not common. Most commercial office buildings use aluminum windows. The Planning Board **approves** this amendment.

Amendment 8

Parking Design Criteria: Surface Parking Lots and Structured Parking Garages (page 165)

- 1. All surface parking lots or structured parking garages shall be accommodated mid-block or below grade and screened from the public realm. Structured parking should be located internal to blocks or below grade.**
- 2. Surface parking lots are not permitted in the TOD core with the exception of dedicated surface parking for a hospital or medical office building. Surface parking between the front of a building and the street or open space right-of-way is prohibited within the Largo Town Center DDOZ.**
- 3. A parking garage setback line of 40 feet is established from the BTL to accommodate the required public utility/access easement and “liner” ground-floor retail or office uses.**
- 4. In instances where surface parking lots front a street or public plaza, square, or green, the parking shall be set back a minimum of 40 feet from the BTL. Landscaping, screening, and buffering of surface parking lots shall conform to the Landscape Manual requirements.**
- 5. Building façades along streets should have structured parking wrapped with retail, office, or residential uses.**

The off-street parking, as proposed, is largely screened from public realm view. However, building frontages on multiple streets make masking all parking difficult. For example, the mixed-use multifamily residential/retail building on Parcel 5, as proposed, has structured parking that is wrapped by retail/restaurants and residential units along the reconfigured Road A, but not along the common access easement to the south or for a portion of the western elevation backing towards the Capital Beltway. The mixed-use theater/retail building on Parcel 3, as proposed, has structured parking that is partially exposed (on one side) to a portion of Street B, due to the unique configuration of the theater volumes and parking demand of the theater, retail/restaurant, and adjacent office uses.

This DSP includes only the first phase of the larger development and only proposes improvements on five parcels. Prior to the complete build-out of the site, parking on the site will be accommodated through the proposed parking garages and the existing on-site surface parking lots. Therefore, the amendment to the parking standards above is required to allow the interim surface parking situation to not be completely screened from the public realm. The Planning Board **approves** this amendment.

Amendment 9

Parking Design Criteria: Parking Space Requirements by Use (page 166)

Maximum Parking Amendment

The D-D-O Zone Parking Design Criteria (pages 165–168) prescribe the maximum parking spaces that are allowed within the TOD Core Area, where the property is located. The DSP is the first phase of a larger mixed-use town center. According to the total development quantities and the proposed uses, the maximum number of parking spaces permitted for this DSP is 1,807 spaces. The DSP provides 1,904 spaces, of which 583 are existing surface parking spaces. Since the DSP provides 97 more parking spaces than the maximum allowed, an amendment to the D-D-O Zone parking standard is required. Given the nature of this redevelopment project, if there were no existing surface parking spaces, the provided parking for this DSP would be 1,321 spaces, which is well below the maximum allowed 1,807 spaces for this DSP. With future phases, more surface spaces will be replaced with the structure parking. The Planning Board **approves** this amendment to allow the interim parking situation to exist.

Amendment 10

Signage Design Criteria (page 170)

General Provisions

1. **Any sign required by county, state, or federal regulations shall be governed by those regulations as well as by the signage design criteria. Where conflicts exist, the county, state, or federal regulations shall prevail.**
2. **All new signs shall be attached to the façade. Signs may be flat against the façade or mounted projecting or hanging from the façade.**
3. **Signage submitted for multitenant buildings should be coordinated and present a unified approach.**
4. **Building signs shall be constructed of durable, high quality materials such as metal, wood, and/or glass. Signs should be simply designed to contain only essential information and serve to identify the name, business type, company logo, and street address of the establishment. Tag lines, bylines, merchandise, telephone numbers, web addresses, or other information which is not part of the business name is prohibited.**

The DSP includes signs that will be located on the top of the roof of the small retail building on Parcel 2 and may also be attached to the parapet of the building, if integral and appropriate to the design of the building. The examples included are “Union Market” in Washington, DC and “Anthem House” in Baltimore, that convey clear identity of a unique place. Such signage is located and oriented towards the interior of the development, in this case, the central green, surrounded by the buildings on Parcels 2, 3, 6, and 14, and is not oriented toward, nor can it be seen from the Capital Beltway or outward from the development. In addition, the sign is much lower than other surrounding buildings. The Planning Board **approves** this amendment.

Amendment 11

Signage Design Criteria (page 171)

Wayfinding Signs

1. **Wayfinding signs should be consistent and uniform in design material(s) and configuration (uniform style of text and graphics) throughout the Largo Town Center DDOZ.**

6. **Any vehicular/parking directional sign projecting over the public streetscape shall be mounted no less than 8 feet above the sidewalk and no less than 18 feet above any road, driveway, or alley.**

The subject DSP is the remaining portion of the Boulevard at Capital Centre shopping center site. The hospital campus to the east has a previously approved DSP with its distinctive signage program. The applicant and design team has met with hospital representatives and continue to coordinate on signage; however, given the hospital's unique signage/wayfinding requirements and priorities and their established branding, the mixed-use development will want to create its own branding and character. The applicant is coordinating, to the extent possible, on wayfinding style of text and messaging. In addition, the applicant also proposes any vehicular/parking directional sign projecting over the public streetscape with slightly different heights that are mounted no less than 6 feet, 8 inches above the sidewalk and no less than 14 feet above any road, driveway, or alley. The Planning Board finds that a reduction to an 8-foot minimum clearance is reasonable and approves that requirement, along with a 14-foot minimum clearance above any road, driveway, or alley.

Amendment 12

Signage Design Criteria (page 171)

Pedestrian Wayfinding Sign

1. **Pedestrian wayfinding signs should be pedestrian in scale and height and designed to have a consistent appearance throughout the Largo Town Center.**
2. **Pedestrian directional/directory signs shall not exceed 18 square feet per side.**

This DSP includes a pedestrian directional/directory that shall not exceed 32 square feet per side, in order to provide clear information for the pedestrian. Given the special function of the directory, and judging by its design and quality, the Planning Board **approves** this amendment.

Amendment 13

Signage Design Criteria: (page 172)

Building-Mounted Signs – Projecting Signs

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

The DSP proposes limited blade and under-canopy signs with mounted clearance of no less than six feet, eight inches above the sidewalks, to mimic traditional town center. This practice is intended to create a pedestrian-scaled environment and interest; placing signs in pedestrians' field of view puts information where it can easily be seen and creates a more dynamic streetscape. However, Planning Board **disapproves** this amendment, as eight feet of clearance is appropriate for safety.

Amendment 14

Signage Design Criteria: (page 172)

Building-Mounted Signs – Awnings and Awning Signs

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

The DSP also proposes limited awnings covering pedestrians walking on sidewalks (in the pedestrian zone), with a minimum clearance of 8 feet above the sidewalk. Reducing the distance from the curb to the awning to 10 feet allows tree growth, while providing pedestrians shade and coverage from rain. Varied distance from the street curb creates diversity in spatial layout in the town center. The Planning Board **approves** this amendment.

Amendment 15

Signage Design Criteria: (page 173)

Building-Mounted Signs – Marquees Signs

1. **Marquee signs are mounted vertically along a building face. Marquee signs shall accentuate primary building entrances, major tenant entrances, or other significant building entry. Theaters, cinemas, and performing arts facilities are encouraged to utilize this sign type.**

2. **Marquee signs shall be mounted with no less than 10 feet of clearance above the sidewalk. The horizontal clearance between a marquee and the street curb line shall not be less than 15 feet.**

It is important to create a pedestrian-scaled environment and interest; placing signs in pedestrians' field of view puts information where it can easily be seen and creates a more dynamic streetscape. The applicant proposes marquee signs that are mounted with no less than six feet, eight inches of clearance above the sidewalk. The horizontal clearance between a marquee and the street curb line has been shown not to be less than 13 feet (13 feet equals the required 7-foot tree zone plus the 6-foot pedestrian zone). The Planning Board finds that a reduction to an 8-foot minimum clearance above the sidewalk is reasonable and approves this standard, along with the proposed 13-foot horizontal clearance between the marquee and the street curb line.

Amendment 16

Signage Design Criteria: (page 173)

Free-Standing and Monumental Signs

2. **A maximum of one freestanding or monument sign shall be permitted for each residential development exceeding 200 dwelling units.**
6. **Signs shall be externally lit from the front with a full-spectrum light source. Internal and back lighting are permitted as an exception only for individual letters or numbers, such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited).**

Illumination

1. **Internal and back lighting are permitted as an exception only for individual letters or numbers such as for "channel letter" signage (panelized back lighting and box lighting fixtures are prohibited). Signage within a shopfront may be neon lit.**

The applicant intends to repurpose the existing "BLVD at the CAP CTR" monument sign, if feasible, and is proposing an LED freestanding sign along the Capital Beltway, in accordance with the following standards:

- Freestanding and monument signs shall not exceed 45 feet in height, and the maximum area of any single freestanding or monument sign shall not exceed 775 square feet.

- Signs should be externally lit from the front or backlit (halo-lit) with a full-spectrum light source. Internal lighting is permitted for individual letters or numbers, such as for “channel letter” signage (panelized box lighting fixtures are prohibited).

Given that halo-lit signs are attractive, premium sign type and are permitted and encouraged in most of the jurisdiction, the Planning Board **approves** this amendment.

Amendment 17

Signage Design Criteria: (page 173)

Prohibited Sign Types and Materials

Animated, rotating, flashing, or scrolling signs.

1. **Internally illuminated box signs.**
2. **Internally illuminated awnings.**
3. **Signs mounted at the rooftop above the building roof line.**
4. **Signs designed to be mobile or moved from place to place (except sandwich boards or similar signs).**
5. **Signs related to specific businesses or private events that are placed in the public right-of-way or on street furniture and fixtures including benches, fences, trash cans, bus shelters.**
6. **Signs with exposed raceways, conduit junction boxes, transformers, lamps, tubing, or neon crossovers of any type.**
7. **Any sign designed to be mobile and moved from place to place (except sandwich boards or similar sign type).**
8. **Pennants, pinwheels, and similar circus- or carnival-type signs.**
9. **Balloons or inflatable signs.**
10. **Temporary signs attached to building façades**

The applicant is proposing a large screen visible from the central green mounted on the second story of the theater/retail building on Parcel 3, as well as an LED structure, which is the reuse of the existing Capital Center sign along the Capital Beltway. The following modifications to the criteria are proposed. Additionally, the developer will have in place and administer its own tenant signage guidelines, with the aim of ensuring quality and the individual expression of each business:

Item 1—The applicant asks that dynamic LED screens (Prohibited Sign Types, Item 1) are permitted, as the applicant is proposing a large screen which will be visible from the central green, mounted on the second story of the theater/retail building on Parcel 3, as well as a LED structure along the Capital Beltway. This has been discussed previously. The Planning Board **approves** the amendment with conditions, which set limitations on the height and sign face area.

Item 2—The applicant requests to ensure that halo-lit signs (Prohibited Sign Types, Item 2), are allowed and that internal lighting is permitted for individual letters or numbers and argues that halo-lit signs are an attractive, premium sign type and should be permitted and encouraged, not permitted as an exception. This amendment has been discussed in the amendment request for sign illumination above. The Planning Board **approves** this amendment.

Item 4—The applicant is requesting that signs (Prohibited Sign Types, Item 4.), may also be attached to the parapet of the building, if integral and appropriate to the design of the building (e.g., “Union Market” in DC and “Anthem House” in Baltimore), with the following restriction: Such signage shall be located and oriented towards the interior of the development (not oriented toward the Capital Beltway or outward from development). This amendment has been discussed previously. The Planning Board **approves** this amendment.

Item 7—The criteria suggest that signs with exposed raceways, conduit junction boxes, transformers, lamps, tubing, or neon crossovers of any type are prohibited (Prohibited Sign Types). However, the applicant is requesting that exposed lamps be allowed, as lamps are sometimes visible for signs emulating historic marquees or canopy-mounted signs. The Planning Board **approves** this amendment.

Item 11—The criteria suggest that temporary signs attached to building façades are prohibited (Prohibited Sign Types, Item 11), however, the applicant is requesting that temporary signs attached to building façades be allowed, as these signs should be allowed to advertise new

construction, space for lease, or events, on a temporary basis only, as previously noted several times that the larger redevelopment project will take several phases to be materialized. The DSP is only Phase I of the development. Temporary signs are necessary before the complete build-out of the entire site. The Planning Board **approves** this amendment.

8. **Prince George's County Zoning Ordinance:** The Planning Board finds that the DSP application is in compliance with the requirements of the M-X-T Zone, the requirements for ETOD projects, and the requirements of the D-D-O Zone of the Zoning Ordinance:

- a. Phase I is a part of a larger mixed-use development including various uses such as residential, office, commercial/retail, hotel, and entertainment, which are permitted uses in the M-X-T/D-D-O Zones, in accordance with Appendix B: Use Table of the Largo Town Center Sector Plan and SMA.
- b. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board makes the following findings, in addition to the requirements of Section 27-285(b), for approval of a DSP, as follows:

Section 27-546. Site Plans.

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

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

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

Section 27-542. Purposes.

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

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

The subject DSP proposes to develop a premium site at a major Washington Metropolitan Area Transit Authority (WMATA) Metro station (Largo Town Center Metro Station) with a mixed-use development consisting of multifamily residential, office, hotel, retail/restaurant, and movie theater uses in the remaining shopping center. The site is also located in the TOD Core area of the Largo Town Center Sector Plan. Given its prominent location, the proposed town center will be a destination at this gateway to Prince George's County, will provide many needed desirable services to the residents of Prince George's County at a major Metro station, and will increase the ridership of the Metro rail. The proposed new town center will also serve the patrons of the regional hospital which will create positive synergy to enhance the economic status of the County and provide an expanding source of desirable employment and convenient living opportunities for all citizens.

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

Plan Prince George's 2035 Approved General Plan (Plan 2035) identifies the Largo Town Center Metro Station area as one of three priority investment districts in the County. The sector plan recommends a medium- to high-density, mixed-use, walkable regional destination, with emphasis on transit-oriented development. The DSP includes a new town center with various uses including multifamily, hotel, office retail/restaurant, and movie theater uses that implement the land use recommendations of Plan 2035 and the sector plan. Treatment of the site's frontages follows the requirements for BTLs, complete streets, and sidewalks of the D-D-O Zone standards to create a walkable environment.

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

The proposed development plan takes full advantage of the development potential inherent in the M-X-T Zone with a proposed overall 0.45 floor area ratio for the portion of the site included in this DSP. Since the site is located directly adjacent to the Largo Town Center Metro Station, it is fully compliant with this purpose. The proposed town center and hospital along with other residential element and amenities included in this DSP, will conserve the value of the site and maximize the potential inherent in the M-X-T Zone.

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

The proposed DSP conforms to this purpose, as the redevelopment plan is designed to take advantage of all multimodal transportation options recommended by the sector plan. This DSP will complement the hospital campus directly across Harry S Truman Drive to the east from the subject site is currently under construction. The proposed development is designed to provide safe and convenient access to the Largo Town Center Metro Station located further to the south of the subject property. The property also has immediate access to Medical Center Drive, Lottsford Road, Harry S Truman Drive, and the I-95/495 (Capital Beltway), which are major roadways in the area. The unique design of several buildings of various building heights organized around a public central green area will create a very attractive town center. All internal streets will be improved as complete streets. Sidewalks are also provided along both sides of Medical Center Drive, Lottsford Road and the extension of Harry S Truman Drive, and from both the hospital campus and the Largo Town Center Metro Station. A future resident living in the area will not need

to drive to get to and from the metro station, hospital, and the shopping center. The site design will greatly facilitate walking, bicycle, and transit use.

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

The proposed project represents a major development adjacent to the Largo Town Center Metro Station core area as envisioned by the sector plan, with a mix of residential, retail, office, hotel, restaurant, exhibit and entertainment uses. With the development of this new town center, an active 24-hour environment can be achieved.

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

The DSP proposes a new town center that is separated from the hospital campus by Harry S Truman Drive. The various uses presented in the DSP are vertically and horizontally mixed through innovative design of site layout. The DSP blends the land uses together in a harmonious way.

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

The uses included in this DSP includes multifamily family, commercial/retail, hotel, movie theater, and restaurants. The town center in this DSP create a dynamic functional relationship among individual uses with a distinctive visual identity. Various building of different uses with varied building heights of one to eight stories located surround a central green open space will create a strong town center within the middle of the County.

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

This DSP represents the first phase of the redevelopment of the remaining Boulevard at the Capital Centre site. With each phase, the existing surface parking lots will be converted into vertically mixed-use buildings with structured parking. In this DSP, specific vertically mixed-use buildings have been provided on Parcels 2,3,4,5 and 6. The site design of the proposed true mixed-use town center features optimum land utilization. Many of the green building and sustainable site development techniques included in the U.S. Green Building Council (USGBC) rating system will be used in the development including innovative stormwater management techniques to conserve energy and to reduce water usage, material consumption and stormwater runoff, improve indoor air quality, and save in long-term building maintenance. This large mixed-use town center will also provide economies of scale in construction and permit the use of energy-conscious design and technologies that smaller or any single-purpose projects are unable to afford.

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

The mixed-use town center will implement the development vision at Largo Town Center with many dynamically compatible uses to promote economic vitality and investment in one of the three priority investment areas of the County.

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

The proposed development is the largest project in the TOD Core area since the approval of the Largo Town Center Sector Plan. The sector plan provides a land use vision and general development guidelines, including architectural design standards, to guide future development. The design standards allow the developer freedom of architectural design to implement the sector plan's vision. The design of the town center offers many opportunities to achieve innovative design excellence. The buildings will be finished with a combination of bricks in many colors, metal panels, and cast stone bands and various cementitious panels and siding. The design of the cinema building, flagship retail and exhibit building have achieved an iconic image in the gateway to the County from the I-95/495 (Capital Beltway). The future phases of the redevelopment up to 3,000 dwelling units and 1.2 million square feet of various nonresidential uses will create a true place and new destination in the middle of the County for many years to come.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

As discussed previously the subject property was rezoned to the M-X-T Zone with a D-D-O Zone by the 2013 Largo Town Center Sector Plan and SMA, which defines long-range land use and development policies, and establishes design standards for the area. The sector plan was prepared under the guidance of Plan 2035, which designates Largo Town Center as a priority investment district. The proposed mixed-use town center development is consistent with the design standards of the sector plan and is intended to implement the development concept of the sector plan.

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

The proposed mixed-use town center will be co-located with the hospital campus which was approved under a separate DSP. The proposed mixed-use town center will complete the final redevelopment of the existing shopping center and will not only improve the visual appearance of the area but may also be a catalyst for improvement and rejuvenation of the surrounding neighborhood. With an active storefront along Harry S Truman Drive and future street frontage along Medical Center Drive, this development will definitely bring more activity to the Largo Town Center Metro Station area and will make it a real new destination in the County.

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

The proposed mixed-use town center takes up all of the land area in the Largo Town Center TOD area west of the Metro station and railway. Immediately across the Metro tracks to the east is another mixed-use development project known as Ascend Apollo and the Metro station platform and associated facilities. Another mixed-use project across Medical Center Drive to the north is Largo Park, which is under construction. As discussed previously, the proposed mixed-use town center development will further strengthen a pedestrian-friendly environment around the Largo Town Center Metro Station area. The design quality brought by the proposed development will be consistent with the projects in the vicinity.

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

The mix of uses in this case, including multifamily residential, commercial/retail, restaurant, hotel and entertainment uses, and the arrangement and design of buildings and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability as this purpose intends, while at the same time providing key elements to ensure that each building complex is successful. The surface parking lots in the remaining shopping center will be gradually replaced with more development in future up to a full build out of 3,000 dwelling units and 1.2 million square feet of various nonresidential uses. The design of numerous façades is in accordance with D-D-O Zone standards to create an active street wall. Additional sidewalks are also provided along both sides of Medical Center Drive, Lottsford Road, and Harry S Truman Drive.

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

The DSP contains the first phase of the redevelopment of the existing shopping center. Phase I consists of 350 multifamily-dwelling units, approximately 354,000 square feet of non-residential uses and approximately 130,000 square feet of the existing restaurant to remain. Future phases will gradually replace the existing surface parking lots. Total development at the build-out stage for this 49.71 acres of the site will reach 3,000 dwelling units and 1.2 million square feet of nonresidential uses. Additional future development on the site will enhance the mixed-use town center.

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

The DSP site is located right at the rear of the Largo Town Center Metro Station within the TOD Core area of the Largo Town Center Sector Plan. Providing complete pedestrian connections to and from the station, mixed-use center, and hospital is the top priority of the pedestrian system design in the TOD Core area.

The pedestrian system for the project consists of sidewalks along both sides of Harry S Truman Drive, Medical Center Drive, and all internal streets. The sidewalk system of this project links directly to the larger sidewalk system in the TOD Core area. The entire system is convenient and has been comprehensively designed to create a pedestrian-friendly environment that includes multiple pedestrian plazas, seating areas, and sidewalk amenities along all major roadways and important destinations. The existing retail amenity spaces, movie theater, and restaurants will be directly linked by sidewalks and bike lanes to provide convenient access to pedestrians from the Largo Town Center Metro Station and hospital. Additional parking for bicycles is also provided in front of the storefronts, the main entrance to the hospital complex, and within the future parking garage. Metro-level access to the Largo Town Center Metro Station is provided through an existing pedestrian bridge, sidewalks on both sides of Harry S Truman Drive, Medical Center Drive, and all internal streets the west of the Metro tracks, as well as through the existing and proposed bicycle lanes.

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

materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

Adequate attention has been paid to human scale, high-quality urban design, and other amenities, such as the types and textures of paving materials, landscaping, street furniture, signage, and pedestrian-scale lighting of the public plaza. Specific attention has been paid to the design and articulate the first 20 feet of the public realm throughout the mixed-use town center.

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

The subject application is a DSP. This requirement is not applicable.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

The Preliminary Plan of Subdivision, PPS 4-17023 that governs the development of the subject site, was approved by the Planning Board on April 12, 2018. Adequacy of transportation facilities along other public facilities for this development has been found at the time of 4-17023. This DSP meets this finding.

In addition, dedication and frontage improvements along Medical Center Drive will be determined by the Prince George's County Department of Public Works and Transportation (DPW&T).

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

The subject site contains a total of 49.71 acres out of the 77.83 acres of the existing Shopping Center and this application is not a mixed-use planned community as referenced above, and therefore is not subject to this requirement.

- c. The Planning Board finds that the DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

Section 27-544. Regulations.

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

As discussed in finding above, additional standards have been derived from the Largo Town Center Sector Plan including parking, urban design, and signage. See finding below for a discussion of the subject DSP's conformance with the landscaping standards.

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

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

(a) Maximum floor area ratio (FAR):

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

(2) With the use of the optional method of development -- 8.00 FAR.

The sector plan does not specify density for the TOD Core area. However, D-D-O Zone standards do limit building height. The applicant indicated in the statement of justification that they will use optional methods of development to achieve the proposed floor area ratio for this site at 0.45. With future phases, FAR will be increased.

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

The proposed mixed-use town center consists of six building of various building heights of one to eight stories and is located on a combination of lots and parcels.

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

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

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

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

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the

building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

The calculation of gross floor area does not include area in the building or the structure devoted to vehicular parking and parking access areas. The floor area ratio applied to the proposed mixed-use town center is in accordance with this requirement.

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

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

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

Preliminary Plan of Subdivision 4-17023 has been approved for this site. The first phase proposed in this DSP is in conformance with the approved preliminary plan of subdivision which was approved with the use of private access easements pursuant to Section 24-128(b)(9) of the Subdivision Regulations, which defines these easements as driveways. However, the private driveways are conditioned to be treated as streets with lighting, street trees, sidewalks and street furniture to complete the pedestrian focus of the development

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

- (a) The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
- (b) The number of off-street loading spaces required shall be calculated using the following procedures:**
- (1) Determine the number of loading spaces normally required under Section 27-582.**

- (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
- (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

The applicant has provided a loading space calculation required by the Zoning Ordinance for the different uses, for a total of 16 spaces required. The total number of off-street loading spaces provided is nine because of mixed-use nature of the development that makes share use of the loading spaces practical. All of the loading required for the proposed mixed-use town center will be provided at the rear of the site in to be accessed through private alleys. The proposed nine loading spaces are reasonably distributed and will be sufficient to service the multifamily building, hotel and office, movie theater, retail, and restaurant uses. The Planning Board **approves** nine loading spaces in Phase I.

- e. As required by Section 27-548.25(b) of the Zoning Ordinance, the Planning Board finds that the site plan meets the applicable development district standards in order to approve a DSP. As discussed in Finding 7 above, this DSP meets most of the D-D-O Zone standards, except for the standards for which the applicant has requested amendments. The requested amendments to the development standards would benefit the development project and development district, and they would not substantially impair implementation of the Largo Town Center Sector Plan and SMA, as recommended.
9. **Preliminary Plan of Subdivision 4-17023:** Preliminary Plan of Subdivision 4-17023 for redevelopment of the remaining 49.71-acre parcel of land known as part of Lot 1, the Boulevard at the Capital Centre, for a mixed-use development consisting of 3,000 multifamily dwelling units and 1.2 million square feet of commercial/retail, office, hotels, hotel, and entertainment was approved by the Planning Board on April 12, 2018, subject to 27 conditions. The conditions that are relevant to the review of this DSP are as follows:
4. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCPI-022-05-03). The following note shall be placed on the final plat of subdivision:**

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCPI-022-05-03), 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 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."

A Type 2 Tree Conservation Plan TCP2-014-2015-01, which was prepared in accordance with previously approved Type 1 Tree Conservation Plan (TCPI-022-05-03), was submitted with this DSP. The Type 2 Tree Conservation Plan (TCP2-014-2015-01) meets all requirements of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.

- 6. Prior to approval of a detailed site plan which includes residential development, the applicant shall submit a Phase 2 noise analysis for any outdoor activity areas located within the unmitigated 65dBA Ldn noise contour, as reflected on the approved preliminary plan of subdivision, and provide mitigation measures to reduce noise levels to 65dBA Ldn or less.**

A Phase II noise study has been provided with this DSP. Since most of the recreational facilities and amenities required for the residential component will be provided in the courtyard of the building complex, except for a dog park, those within the courtyard will be shield by the building and will not be exposed to the high noise level. The dog park that is located to the north of multifamily building will be exposed to noise level higher than 65 dBA Ldn. The site plan does not provide for mitigation of the noise levels for the dog park during this phase of development as required. Therefore, the applicant shall either place a note on the plan that the dog park shall be relocated into Phase II to an area that has noise levels less than 65 dBA Ldn or prior to certification of this DSP provide mitigation as required by the above condition.

- 8. Total development within the subject property shall be limited to uses which generate no more than 3,622 AM and 4,578 PM peak hour trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This Phase I development will generate 417 AM and 1,114 PM peak-hour trips that is within the above trip caps.

- 13. Substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any permits.**

This DSP includes the first phase of the larger development as previously approved in PPS 4-17023.

- 14. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 46748-2017 and any subsequent revisions.**

According to the review by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) (Giles to Zhang), this DSP is consistent with the approved Stormwater Management (SWM) Concept Plan 46748-2017.

- 20. Prior to approval of each detailed site plan (DSP) submitted for the subject site, off-site bicycle and pedestrian impact statement (BPIS) improvements shall be provided, 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 of improvements contained in Condition 17 of this approval. 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 DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section(d), be within 0.5 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.**

The applicant needs to submit an exhibit to demonstrate the location, limits and details of the off-site improvements to be provided in phase with the subject site.

- 22. Prior to approval of a detailed site plan which includes residential development, the applicant shall submit a vibration analysis or evidence from a certified professional that the residential parcels will not be impacted by vibration levels of 65 VdB or more, as set forth in the Federal Transit Administration's (FTA) manual "Transit Noise and Vibration Impact Assessment" (May 2006). Any parcels found to be impacted by vibration levels of 65 VdB or more shall be identified by note on the detailed site plan. The applicant and the applicant's heirs, successors, and/or assignees shall submit evidence to the Environmental Planning Section of the Prince George's County Planning Department that the vibration analysis has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.**

The applicant has submitted a Phase II Noise Study with this application. There is no noise and vibration issues with the proposed residential units and associated recreational facilities included in this phase of the development. According to the study, the interim situation of the proposed 'Dog Park' and the 'central green' (without future phases) may be impacted by the noise above 65 dBA. However, with the full build-out of the development, the outdoor noise level will be mitigated below 65 dBA by the buildings in future phase.

27. At the time of detailed site plan review, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private, on-site recreational facilities pursuant to Section 24-135(b) of the Subdivision Regulations, subject to the following:

- a. The private on-site recreational facilities shall be designed in accordance with the standards as outlined in the *Park and Recreation Facilities Guidelines*.**
- b. The details of the private on-site recreational facilities, including adequacy, siting, and the establishment of triggers for construction, shall be reviewed and approved by the Urban Design Section.**

As previously discussed, the required recreational facilities for this development will be located within the courtyard of the multifamily buildings on Parcel 5 and on the central green. The details of the on-site recreational facilities have been provided for review. The Planning Board concludes that the proposed recreational facilities are adequate and acceptable. A trigger for construction of the recreational facilities has been included below.

10. 2010 Prince George's County Landscape Manual: The Largo Town Center Sector Plan and SMA includes some landscape standards governing development in the TOD Core area. As stated in Chapter 8 of the sector plan, however, for development standards not covered by the sector plan area D-D-O Zone, the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirement, as stated in Section 27-548.21, Relationship to other zones, of the Zoning Ordinance. The proposed development includes the remaining part of an existing shopping center that will be redeveloped into a mixed-use town center. The proposed development as included in this DSP, is subject to the requirements of Section 4.1, Residential Requirements for Multifamily; Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3(c), Parking Lot Interior and Perimeter Planting Requirements; Section 4.6, Buffering Development from Streets; Section 4.9, Sustainable Landscaping Requirements, and Section 4.10, Street Trees along Private Streets, of the Landscape Manual.

- a. Section 4.1, Residential Requirements for Multifamily,** requires that for multifamily dwellings located in the Developing and Rural Tiers, plant a minimum of 1 major shade tree per 1,600 square feet or fraction of green area provided. Parcel 6 in this DSP is

subject to this requirement. The landscape plan shows 65,300 square feet of the green area and provides 32 shade trees and 21 evergreen trees that meets the requirements. However, the schedule does not reference the correct parcel number and will need to be corrected prior to certification.

- b. **Section 4.2**, Requirements for Landscaped Strips along Streets, requires a landscape strip between a parking lot and a public or private street. There the required landscape strips on seven parcels that will provide access to the Phase I development site from Medical Center Drive and Harry S Truman Drive. The landscape plan provides the required landscape strips in accordance with Option 2-Provide a landscape strip that is a minimum of 10 feet wide and has an average width of at least 15 feet. Provide planting within the strip at the rate of 1 shade tree and 5 shrubs per 35 linear feet of frontage excluding driveway openings.
- c. **Section 4.3**, Parking Lot Perimeter Planting Requirements, requires a landscape strip to be provided if a parking lot is adjacent to another property of compatible use. In this case the landscape plan incorrectly identifies a Section 4.3 landscape strip between the surface parking lot on Parcel 1 and the right-of-way of Harry S Truman Drive that should be a Section 4.2 strip. A condition has been included in this resolution requiring the applicant to revise the landscape plan and schedule to Section 4.2, prior to certification.
- d. **Section 4.6**, Buffering Residential Development from Streets, requires that when any yard of a multifamily development in any zone is oriented toward a major collector, an arterial, a freeway, or an expressway, a buffer shall be provided between the development and the street, as part of the common open space. The proposed multifamily building is located on Parcel 5, which abuts the right-of-way of I-95/1-495. A minimum 75-foot-wide landscape bufferyard is required with various planting units. The proposed building is located 160 to 400 feet from the right-of-way and the existing woodland constitutes 100 percent of the required bufferyard. The landscape plan meets the requirement.
- e. **Section 4.9**, Sustainable Landscaping Requirements, requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:

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

The landscape plan provides 81.4 percent native shade trees, 72.7 percent native ornamental trees, 100 percent shrubs, 100 percent evergreen trees, and therefore meets the above requirements. The schedule has some errors that need to be corrected prior to certification.

- f. **Section 4.10**, Street Trees along Private Streets, requires that shade trees be planted at an average rate of one tree per 30 linear feet, excluding driveway openings, among other requirements. The landscape plan shows approximately 5,670 linear feet of private street that requires 162 street trees. The Plan only shows 127 trees provided. A condition has been included in this resolution requiring the applicant to provide the required 162 shade trees prior to certification of this DSP.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code that came into effect on September 1, 2010 because the project has a new PPS (4-17023) and is not grandfathered from the environmental regulations. The project is also subject to the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) effective September 1, 2010 because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-014-2015-01) was submitted with the application and is recommended for approval.
- The subject site is the remaining portion of the Boulevard at the Capital Centre that was covered in the original TCP2-014-2015 which also covers the site for the Prince George's County Reginal Hospital (approved under DSP-14028).
- According to the review by the Planning Board, this 77.83-acre property contains 9.08 acres of existing woodland on the net tract and 5.83 acres of woodland within the 100-year floodplain. The site has a woodland conservation threshold of 15 percent of the net tract area or 10.69 acres. The TCP2 shows a total woodland conservation requirement of 17.23 acres. The previous phase shows 6.28 acres of woodland removal in the net tract area. No clearing is proposed for this phase. The TCP2 shows that the applicant will meet this requirement by providing 17.23 acres of off-site woodland conservation credits.
12. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 4.97 acres if applied to the entire acreage of the property or, alternatively the applicant could apply this calculation to only the parcels impacted by this phase. The applicant has provided the required ten percent of the redevelopment area, which is 17.09 acres included in this phase that amounts to 1.71 acres (74,488 square feet) of the TCC. The subject application provides a schedule on the landscape plan showing the 91,071 square feet of tree canopy coverage. The TCC requirement has been met.

13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—The Planning Board finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance, this DSP application meets all the applicable standards of the 2013 *Largo Town Center Approved Sector Plan and Sectional Map Amendment* Development District Overlay Zone with amendments. The applicant requests amendments to the Development District Standards pursuant to Section 27-548.26(c) for alternative standards that will benefit the development and the development district and will not substantially impair the implementation of the master plan. The Planning Board approves the amendments requested, with conditions, as discussed in the findings above in this resolution.

General Plan

Plan 2035 designates the subject application in the Regional Transit District Growth Policy area. The vision for Regional Transit District is a destination for regional workers and residents that contain a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses. It is walkable, bikeable, and well-connected to a regional transportation network via a range of transit options. This application is consistent with the vision.

Master/Sector Plan

The Largo Town Center Sector Plan recommended mixed-use, retail, office, institutional.

The Planning Board supports most of the proposed amendments to the D-D-O Zone standards, except for the amendment to storefront criteria that has been included in the prior findings. In accordance with Section 27-289(c) for minor revisions to the DSP, future tenant storefront improvements will need to be reviewed and approved administratively.

- b. **Subdivision**—The Planning Board reviewed the applicable conditions attached to PPS 4-17023 and incorporates its findings into this resolution.
- c. **Transportation**—The Planning Board reviewed the comments on prior conditions of approval related to adequacy, that has been included in the prior findings, and makes the following findings related to on-site parking and access:

Site Access and Circulation

Approximately a third of the existing buildings on-site will remain in place. The parking and circulation associated with those buildings (mostly to the north) will remain adequate. Most of the new construction and razing of some buildings will occur towards the center of the site. All the proposed new facilities will be adequately served by access easements

that are to be developed as a system of internal private roads. The site circulation is adequate as proposed.

Parking

The plan shows a parking schedule in which a total of 1,904 spaces are being proposed based on full build-out of the site. Pursuant to the Largo Town Center Sector Plan and SMA, the site should have a maximum of 1,807 spaces. While the proposed parking exceeds the maximum the site will be built in phases, and throughout the construction, some buildings will be razed and replaced with new ones with different parking requirements. As the site is developed the existing on-site parking lots will be replaced with structured parking in phase with development. It is therefore the opinion of the Planning Board that the parking during the first phase of the development is appropriate in terms of number of spaces and location in relationship to the existing structures that are to remain until razed. The Planning Board further believes that the totality of the parking space requirement should be further evaluated during the second phase of the development where the final location of the remaining buildings (new and razed) will be determined and conformance to the maximum on-site parking will be met.

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP as described in the Zoning Ordinance.

- d. **Trails**—The Planning Board makes the following findings on pedestrian circulation, bicycle, BPIS, and complete streets:

The subject application is located on the southeast quadrant of the Medical Center Drive (formerly Medical Center Drive) and the Capital Beltway interchange. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Largo Town Center Sector Plan and SMA (area sector plan). The subject application proposes the redevelopment of a portion of the existing Boulevard at the Capital Centre development. Due to its location within the Largo Town Center the application was subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2,” and these requirements are evaluated as part of the PPS.

Two master plan trail/bikeway issues impact the subject property, with standard or wide sidewalks and designated bike lanes recommended along Medical Center Drive (now named Medical Center Drive) and Harry S Truman Drive (see MPOT map). Harry S. Truman Drive is also listed as a current Green Complete Street Project in which bike lanes will be provided, access to bus stops improved, and traffic circulation evaluated. Text from the MPOT (page 27) on the Medical Center Drive recommendations is copied below:

Medical Center Drive Shared-Use Side path (wide sidewalk and on-road bicycle facilities): Extend the existing wide sidewalks along the entire length of Medical Center Drive. This facility will improve pedestrian access between FedEx Field and the Largo Town Center.

This master plan facility has been constructed in the vicinity of the subject site, including along the frontage of the subject site as an eight-foot-wide sidewalk (or sidepath). Also, it should be noted that Medical Center Drive has recently been renamed Medical Center Drive.

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.

Lastly, the 2014 Central Avenue-Metro Blue Line Corridor TOD Implementation Project Mobility Study (TOD Plan) recommends a trail paralleling the Metro Blue Line called the Central Avenue Connector Trail. A project description is included on page 135 of the TOD plan and included with this memorandum. This project is currently under design and it is anticipated that the initial phases will utilize the existing wide sidewalk along Medical Center Drive as the Beltway crossing. The project description for the Central Avenue Connect Trail is copied below:

This project will support safety, mobility, and access improvements along the corridor by completing a feasibility study for a trail that provides east-west connections for pedestrians and bicyclists to Metro stations and other destinations. The trail would travel between the Capitol Heights and Largo Town Center Metro Stations, using a combination of WMATA right-of-way, neighborhood streets, existing trails, and planned trails. The feasibility study would include an implementation plan for short-term and long-term projects. The study would help determine preferred and alternate alignment of connector trails, identify short-term projects for implementation within 36 months, and develop a strategy for implementing long-term projects, including opportunities created by anticipated redevelopment and public CIP projects.

The development district standards of the sector plan includes numerous requirements related to bicycle and pedestrian facilities. Crosswalks should meet the guidance included in the standards on page 148 of the area master plan. These guidelines are copied below:

Crosswalks

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

Parking Design Criteria

- 9. Bicycle parking should be provided in structured parking garages and surface parking lots based on a site-by-site needs basis. Appropriate location, number of racks, and level of access for each facility depends on the anticipated use of the site or building. Conformance to LEED or similar federal, state and county bicycle parking criterial is strongly encouraged.**
- 10. Pedestrian access to and from mid-block parking shall be continuously lit (to eliminate dark areas) and provide direction connection(s) to the primary street or open space where possible.**

Street Design Criteria

The TDDP includes numerous design criteria cross sections for roadways within the TDDP. These criteria include landscaping, street trees, standard or wide sidewalks and in some cases on-road bike lanes. The submitted DSP appears to comply with these standards, with standard or wide sidewalks provided along all roads.

The number of bicycle parking spaces appears to be appropriate. The location of the bike racks should be marked and labeled on the site plan. A crosswalk detail should be provided consistent with the Development District Standards included on page 148 of the sector plan. The internal sidewalk network is comprehensive, fulfills prior conditions and meets the intent of the sector plan. Sidewalks are provided along both sides of the internal roads and wide sidewalks are provided in most areas.

The Regional Medical Center included a condition of approval requiring sidewalks and designated bike lanes along the extension of Harry S Truman Drive. Improvements for the subject site should be consistent with this prior approval. Condition 24.b of PPS 4-15009 describes the cross section for this road is copied below:

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:

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 Medical Center Drive to the existing Harry S Truman Drive, in accordance with the applicant’s “Street Section” Exhibit.

Improvements included on the subject application for this road are consistent with what was required at the time of PPS 4-15009. Harry S Truman Drive will have sidewalks along both sides and designated bike lanes. These improvements will tie into the future “complete/green street” project currently under design by DPW&T.

e. **Environmental Planning**—The Planning Board makes the following findings:

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010. This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the environmental technical manual.

Site Description

The subject property is located in the southwest quadrant of the intersection of Medical Center Drive and Lottsford Road, both arterial roadways, and abutting I-95, a designated freeway, along the west boundary. A review of the available information indicates that streams, wetlands and 100-year floodplain are located 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. 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. Additionally, no forest interior dwelling species habitat are mapped on-site. The site abuts the WMATA Largo Town Center Metro Station property, with a portion of the Blue Line Metro right-of-way located on-site. The site does not front on any scenic or historic roadway. The site is located in Environmental Strategy Area 1.

Specimen Trees

A statement of justification for the removal of the 12 on-site specimen trees identified on the NRI was approved with the approval of Preliminary Plan 4-15009 and TCPI-022-05-02.

Preservation of Regulated Environmental Features/Primary Management Area

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 property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The site contains regulated streams and 100-year floodplain, within the PMA. According to the TCP2 and the DSP, impacts to the PMA are proposed; however, the impacts are for the removal of existing paved surfaces from the PMA to be replaced with natural vegetation. The impact area total of existing paving is 763 square feet and was approved with Preliminary Plan 4-17023. The landscape plan shows the removal of the developed area in the PMA stabilized with vegetation.

Stormwater Management

A site development concept approval letter and plan were submitted with this application. Site Development Concept (46748-2017) was approved on February 8, 2018 with conditions of approval requiring, the use of the existing regional pond for water quality volume and 100-year attenuation.

- f. **Historic Preservation**—The Planning Board found that there are no Prince George’s County historic sites or resources on or adjacent to the subject property. The proposed project will have no impact on any Prince George’s County historic sites or resources. No significant archeological resources will be impacted by the proposed development.
- g. **Prince George’s County Fire/EMS Department**—At the time of this resolution, the Fire/EMS Department did not offer comments on this application.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 8, 2018, DPIE provided comments regarding road improvements, DPW&T’s utility policy, conformance with DPW&T’s street tree and street lighting standards, etc. DPIE also stated that DSP is consistent with approved Site Development Concept Plan (46748-2017). DPIE’s comments will be enforced through its separate permitting process.
- i. **Washington Metropolitan Transit Authority (WMTA)**—At the time of this resolution, WAMTA did not offer comments on this application.
- j. **Maryland State Highway Administration (SHA)**—In a memorandum dated May 1, 2015, SHA has no comments on this application.
- k. **Prince George’s County Police Department**—At the time of this resolution, the Police Department did not offer comments on this application.
- l. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated June 22, 2018, DPR provided comments on the subject application as follows:

The Boulevard at Capital Centre property is comprised of approximately 49.71 acres of land that is zoned M-X-T. The property is bordered by the I-95/495 (Capital Beltway), Medical Center Drive and Harry S Truman Drive North in Largo, Maryland. The property is currently improved as a shopping center with multiple commercial/retail buildings and associated parking. The purpose of the entire project is to establish a mixed-use development, adjacent to the Largo Town Center Metro Station, with 1,200,000 square feet of retail/commercial/office/hotel and 3,000 multifamily residential dwelling units. This DSP application is for the first phase of that development, developing Parcels 2–7 with multifamily residential, retail/restaurant, theatre, office and hotel buildings, and a central green area.

Private recreational facilities were deemed appropriate at the time of Preliminary PPS 4-17023 approval. The details of on-site private recreational facilities have been reviewed by the Planning Board with this DSP.

- m. **Largo Development Review Committee**—At the time of this resolution, Largo Development Review Committee did not offer comments on this application.
 - n. **Prince George’s County Health Department**—At the time of this resolution, the Health Department did not offer comments on this application.
 - o. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this resolution, WSSC did not offer comments on this application.
 - p. **Verizon**—At the time of this resolution, Verizon did not offer comments on the subject application.
 - q. **Potomac Electric Power Company (PEPCO)**—At the time of this resolution, PEPCO did not offer comments on this application.
14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the 2013 Largo Town Center Sector Plan and SMA. The amendments to the development district standards required for this development, as discussed previously, would benefit the development and the development district as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the Largo Town Center Sector Plan.
15. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, if the DSP is approved with the proposed condition, it represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
16. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Based on the level of design information currently available and the recommended conditions, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

- A. APPROVED the alternative development district standards for:
- 1. **Urban Design Criteria: Block Length and Block Perimeter (page 133)**—To allow block length for limited areas, as shown on the detailed site plan, to be greater than 450 feet, and the perimeter of the entire block not to be longer than 1,350 feet.

2. **Urban Design Criteria: Building Heights (page 141)**—To allow building heights varying from one to eight stories.
3. **Street Design Criteria: Street Furnishings (page 151)**—To allow exterior grade wood to be used as a street furnishing material, in complement to the required metal.
4. **Architectural Design Criteria: Fenestration (page 159)**—To allow the upper floor of the theater/retail building on Parcel 3 to not provide any glazing.
5. **Architectural Design Criteria: Storefronts (page 160-161)**—To allow future storefronts designed by the tenants to include three alternatives related to design and material, as discussed under Finding 7.
6. **Architectural Design Criteria: Building Materials and Elements-Exterior Walls (page 162)**—To allow cementitious siding and panels to be used on some building elevations six feet above the ground floor as expressed in Condition No. 1b.
7. **Architectural Design Criteria: Building Materials and Elements-Windows (page 163)**—To allow residential buildings to use quality vinyl windows.
8. **Parking Design Criteria: Surface Parking Lots and Structured Parking Garages (page 165)**—To allow the development to utilize some existing surface parking lots and not screen all parking from public views as an interim parking arrangement prior to full build-out.
9. **Parking Design Criteria: Parking Space Requirements by Use (page 166)**—To allow provision of 97 more parking spaces than the maximum allowed for this phase.
10. **Signage Design Criteria: General Provision (page 170)**—To allow up to three rooftop signs inward oriented to the Central Green (Parcel B).
11. **Signage Design Criteria: Wayfinding Signs (page 171)**—To allow this development to have its own wayfinding signs that are different from those of the signs of the hospital, and to allow directional signs projecting over the public streetscape to be mounted no less than 8 feet above the sidewalk and no less than 14 feet above any road, driveway, or alley.
12. **Signage Design Criteria: Pedestrian Wayfinding Signs (page 172)**—To allow pedestrian directional/directory sign to be 8 feet tall by 4 feet wide, or 32 square feet per side.
13. **Signage Design Criteria: Building-Mounted Signs-Awnings and Awning Signs (page 173)**—To allow the awnings in limited areas, to be mounted with no less than 8 feet of clearance above the sidewalk, and the distance between the awning and the street curb line to be not less than 10 feet.

14. **Signage Design Criteria: Building-Mounted Signs-Marquees Signs (page 173)**—To allow the marquees signs in limited areas to be mounted with no less than 8 feet of clearance above the sidewalk, and the distance between marquees signs and the street curb line to be not less than 13 feet.
 15. **Signage Design Criteria: Free-standing and Monumental Signs- Illumination (page 173-174)**—To allow the reuse of the existing freestanding sign for the “BLVD at The CAP CTR” to convert it into an LED sign (should be externally lit from the front or backlit (halo-lit)) with a full-spectrum light source. Internal lighting is permitted for individual letters or numbers, such as for “channel letter” signage (panelized box lighting fixtures are prohibited)). In any case, the sign shall not exceed 45 feet in height and 775 square feet in sign face area.
 16. **Signage Design Criteria: Prohibited Sign Types and Materials (page 174)**—To allow exposed lamps, as lamps are sometimes visible for signs emulating historic marquees or canopy-mounted signs. To allow temporary signs attached to building façades to advertise new construction, space for lease, or events, on a temporary basis only.
- B. DISAPPROVED the alternative development district standards for:
1. **Signage Design Criteria: Building-Mounted Signs-Projecting Signs (page 172)**—To allow blade and under-canopy signs to be mounted no less than six feet, eight inches of clearance above the sidewalk.
- C. APPROVED Detailed Site Plan DSP-17038 and Type 2 Tree Conservation Plan TCP2-014-2015-01 for Boulevard at the Capital Centre, Phase I, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the applicant shall:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-17023.
 - b. Provide a note on the architectural elevation plans stating that cementitious panels can be used but must be at least six feet above the finished ground floor for any elevations shown on Applicant’s Exhibit 2.
 - c. Revise the plans to be consistent in referencing the number of parcels included in this DSP.
 - d. Delineate and label the 65 dBA Ldn unmitigated noise contour from the abutting roadways (not including Harry S Truman Drive) and a 300-foot lot depth on all relevant sheets of the plans.

e. Provide site plan notes as follows:

“Lighting fixtures, mounted above 20 feet on buildings, within parking lots or on street poles, used in this development are full cut-off luminaires.”

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

“During the grading/construction phases, this project shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

“Access easements are authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations. Access to Medical Center Drive is limited to one vehicular driveway and access to Harry S Truman Drive is limited to five vehicular driveway locations.”

“The big screen on the theater building facing the central green shall be used for entertainment and electronic message center functions serving the project and such other uses allowed by the Zoning Ordinance or the DDO.”

- f. Revise the schedule for Section 4.1 to note the correct parcel number.
- g. Revise the landscape schedule of Section 4.9 to correctly note the percentage of the native plants provided for each plant category.
- h. Revise the landscape plan and the corresponding landscape schedule to change the Section 4.3 reference to Section 4.2.
- i. Revise the landscape plan and the corresponding landscape schedule to provide the required number of shade trees, in accordance with the requirements of Section 4.10 of the 2010 *Prince George’s County Landscape Manual* or other alternative in keeping with the intent of the Largo Sector Plan.
- j. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Provide the current M–NCPPC approval block on each page with an additional column for the “Purpose of Revision.”

- (2) Correct the woodland conservation worksheet, line 8, with the correct TCP2 number, TCP2-014-2015-01.
 - (3) Correct General Note 1 using DSP-17038.
 - (4) Remove Tree Preservation Note j. Woodland preservation is not being provided on this site.
 - (5) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
- j. Update the plan sheet to include distances on all property lines, provide bearings on perimeter property lines, provide dimensions of all structures, and distances to property lines.
 - k. Mark and label the locations of the bicycle racks.
 - l. Provide a detail of the crosswalks that is consistent with Development District Overlay (D-D-O) Zone street design standards for crosswalks.
 - m. Identify suitable alternative locations for the two off-site bus shelters shown on the bicycle and pedestrian impact statement exhibit, to be approved by the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation.
 - n. Provide specific recreational facilities information and a blow-up site layout of the courtyard area within the multifamily building, located on Parcel 5, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
 - o. Revise Parcel B, consistent with the preliminary plan of subdivision, and label it as to be conveyed to the business owners association, prior to building permits.
 - p. Work with the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation to finalize the improvements shown on the bicycle and pedestrian impact statement (BPIS) exhibit, consistent with Section 24-124.01 of the Subdivision Regulations. The BPIS exhibit shall be modified, as needed, to reflect the recommendations of the operating agencies.
- 2. At the time of approval of building permits, the applicant shall provide an updated tracking table on the site plan that provides a summary of all previously released and pending building permits, as well as the peak trips associated with those permits.

3. Prior to approval of the use and occupancy permit for the building, which includes residential dwellings, the recreational facilities and amenities associated with the multifamily building complex on Parcel 5 shall be complete.
4. Prior to certification of the detailed site plan (DSP), the applicant shall show mitigation of noise levels to 65dBA Ldn for the dog park on Parcels 5 and 7 or shall provide a note that the dog park is an interim condition that shall be mitigated or relocated in Phase II, at the time of DSP to comply with 65 dBA Ldn or less.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 19, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of July 2018.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:rpg