



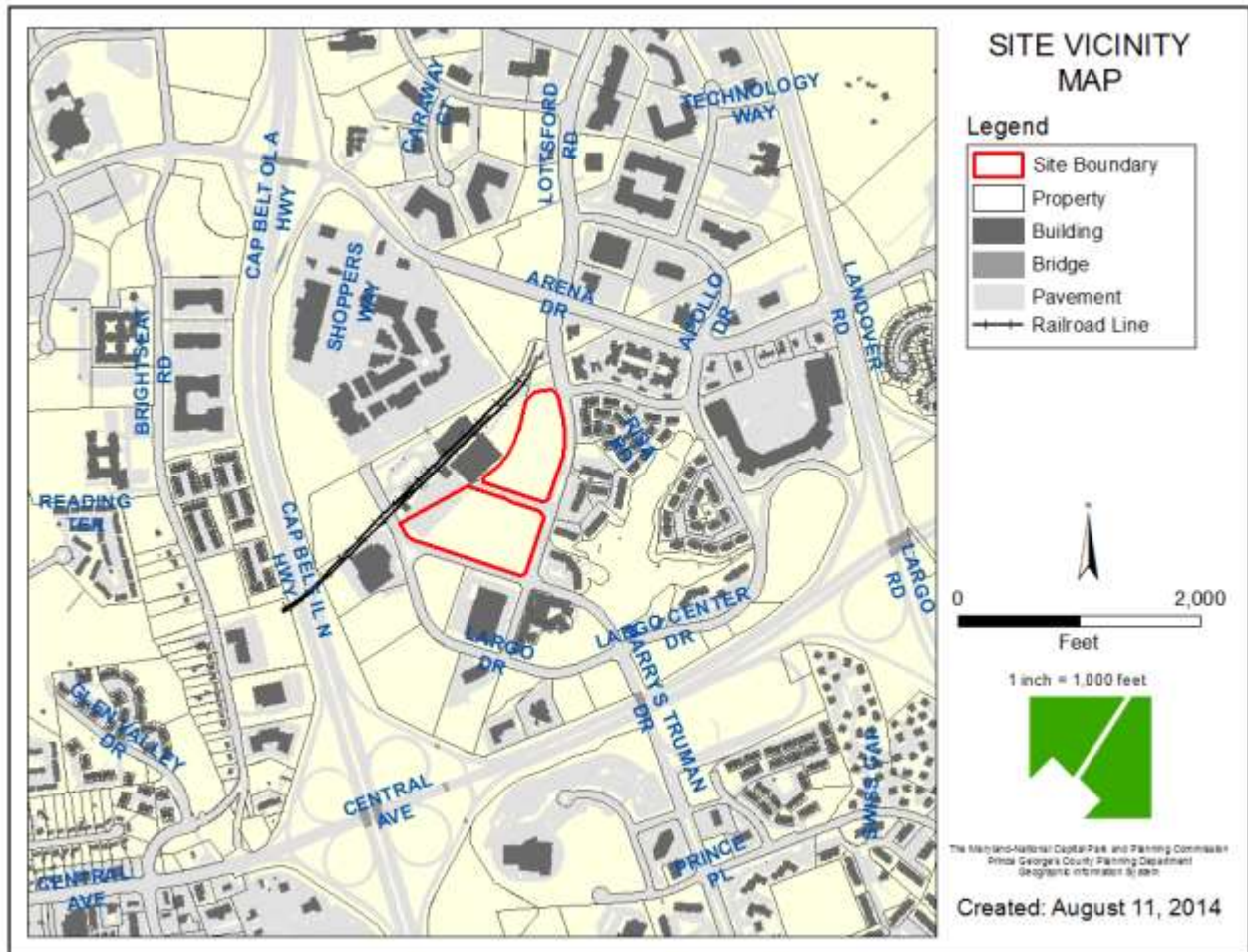
*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Preliminary Plan 4-14011

Application	General Data	
<b>Project Name:</b> Ascend Apollo  <b>Location:</b> Northwest quadrant of Harry S. Truman Drive and Lottsford Road  <b>Applicant/Address:</b> Commons at Largo, LLC 1350 Connecticut Avenue NW, Suite 1200 Washington, DC 20036  <b>Property Owner:</b> Commons at Largo, LLC 1350 Connecticut Avenue NW, Suite 1200 Washington, DC 20036	Planning Board Hearing Date:	02/05/15
	Staff Report Date:	01/29/15
	Date Accepted:	11/26/14
	Planning Board Action Limit:	02/19/15
	Mandatory Action Timeframe:	70 days
	Plan Acreage:	19.90
	Zone:	M-X-T & D-D-O
	Gross Floor Area/DU:	40,000 sq. ft./1,566
	Parcels:	2
	Outlot/Outparcel:	2/1
	Planning Area:	73
	Council District:	06
	Election District	13
	Municipality:	N/A
	200-Scale Base Map:	201NE08

Purpose of Application	Notice Dates	
Mixed-use development with 1,566 multifamily dwelling units and approximately 40,000 square feet of commercial.	Informational Mailing	08/25/14
	Acceptance Mailing:	11/21/14
	Sign Posting Deadline:	01/06/15

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Suzanne Nickle <b>Phone Number:</b> 301-780-2465 <b>E-mail:</b> Suzanne.Nickle@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-14011  
Ascend Apollo  
Two parcels, Two Outlots, and One Outparcel for the construction of 1,566 multifamily dwelling units and 40,000 square feet of gross floor area for commercial uses.

OVERVIEW

The subject property is located on Tax Map 67, Grids E-2 and 3, and is known as Parcels 1-A and 1-B, Block D, recorded in Plat Book REP 199 Plat No. 75. The project is located within the Largo Town Center transit-oriented development (TOD) core area. This property is a portion of Preliminary Plan of Subdivision (PPS) 4-88195 which is a 174± acre property approved by the Planning Board on November 17, 1988 (PGCPB Resolution No. 88-558), and has expired. The property is a portion of specific design plan (SDP) SDP-0804 for an office complex and ancillary uses but was approved when the property was zoned Major Activity Center (M-A-C). The SDP approval is valid through December 31, 2015, but will be superseded by Detailed Site Plan DSP-14026 which is pending for this site, as discussed further.

Ascend Apollo is a phased project for a total of 1,566 multifamily dwelling units and 40,000 square feet of GFA for commercial use. The PPS is being reviewed for adequacy for Phases I through IV which includes 846 multifamily dwelling units and 20,000 square feet of commercial on Parcels 2 and 3 (Phases I and II), and future development of 716 multifamily dwelling units and 20,000 square feet of commercial on Outlots 3 and 4 (Phases III and IV). The overall capacity analysis (Phases I-IV) includes mandatory dedication (24-134), bicycle pedestrian adequacy (24-124.01), and traffic capacity (24-124). Noise and vibration will be analyzed prior to building permit for each building parcel. The southern parcels, Parcels 2 and 3 (Phases I and II), were additionally reviewed for access and circulation. The area north of Grand Boulevard is proposed as Outlots 4 and 5 (Phases III and IV), Section 24-101 of the Subdivision Regulations define "Outlot" as:

"A piece or parcel of land that remains within a subdivision but which does not meet the minimum requirements of the Zoning Ordinance for a buildable lot and is, therefore, not usable as a legal building site."

The two outlots will be reviewed for access, circulation, and other zoning requirements with a future detailed site plan for building development, and will be replatted to remove the outlot designation and reflect appropriate elements approved on the DSP, such as, appropriate public use easements and conditions of approval.

The property is zoned Mixed-Use Transportation-Oriented (M-X-T) within the Development District Overlay (D-D-O) Zone, which is located in the northwest quadrant of Harry S. Truman Drive/Lottsford Road intersection, and abuts the Largo Metro Station to the west and north. To the east, across Lottsford Road, is residential development in the M-A-C Zone. To the south, across Harry S. Truman Drive, is office/industrial in the M-U-I Zone. Grand Boulevard, a publically dedicated

right-of-way (Liber 16702 folio 409), bisects the property beginning on the west side of Lottsford Road and terminating at the parking garage of the Largo Metro Station to the northwest. The Washington Metropolitan Area Transit Authority (WMATA) holds a three part easement on the property, as recorded in the Land Records as Liber 18231 at folio 486.

The first is a “Surface Easement” located on the edge of the northwest portion of the property. This surface easement contains the constructed Kiss-and-Ride parking lot for the Largo Metro Station and is 2.22 acres. The access for this lot is directly onto Harry S. Truman Drive. The PPS proposes this easement area to be recorded as Outparcel A, which allows the existing use of the Kiss-and-Ride lot with its entrance on Harry S. Truman Drive to remain. Future development proposals for Outparcel A will be the subject of a new PPS. The existing use of Outparcel A by WMATA is not affected by the outparcel designation, and the use can continue as recorded in Liber 18231 at folio 486. After the plans were submitted for review, the applicant’s engineer requested to truncate Outparcel A, so it would not extend to Grand Boulevard. This request was analyzed, and Staff supports this revision prior to signature approval.

The second easement that WMATA holds is a “View Easement” for the limited purpose of protecting the view of the Largo Metro Station by “prohibiting construction of any building or other structures” above a height of three feet. The easement permits the property owner to provide pedestrian and vehicular access, ingress and egress within the easement area. The easement is located adjacent to the Largo Metro Station Parking Garage, on the southside of Grand Boulevard and is 7,765 square feet. Detailed Site Plan DSP-14026 proposes pedestrian access connecting to the Largo Metro Station at this location.

A third easement exists on the property extending from the south side of Grand Boulevard onto Parcels 2 and 3 totaling 50,000 square feet for a temporary “Alternate Kiss-and-Ride Site”. This easement was an agreement between the previous developer and WMATA to construct a parking garage over the Surface Easement Area to provide an alternative location for the Kiss-and-Ride during construction. The status and disposition of all existing easements between the applicant and WMATA must be indicated on the PPS prior to signature approval of the PPS.

Two new public access easements are recommended for this development proposal. A public access easement is recommended over the 60-foot-wide private vehicular and pedestrian access for Ascend Lane located at the proposed common boundary line between Parcels 2 and 3. The 60-foot-wide easement consolidates access for Parcels 2 and 3 for both vehicular and pedestrian extending from Grand Boulevard south to Harry S. Truman Drive. The 846 dwelling units proposed in Phase I and II are dependent on Ascend Lane for access and circulation. The second public access easement is recommended on Parcels 2 and 3 and will contain a civic plaza and linear sidewalk proposed along the southside of Grand Boulevard to ensure reasonable public pedestrian access from Lottsford Road to the Largo Metro Station which abuts to the west. When the DSP is reviewed for Outlots 4 and 5 (Phase III and IV) for 716 multifamily dwellings, a mirrored plaza and linear sidewalk element will be recommended. This pedestrian plaza will conform to the *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035) and the *2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA).

## SETTING

The property is zoned Mixed-Use Transportation-Oriented (M-X-T) with a Development District Overlay (D-D-O) Zone, and is located in the northwest quadrant of the Harry S. Truman Drive/Lottsford Road intersection, and abuts the Largo Metro Station to the west and north. To the east, across Lottsford

Road, is residential development in the M-A-C Zone. To the south, across Harry S. Truman Drive, is office in the M-U-I Zone.

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T & D-D-O	M-X-T & D-D-O
Use(s)	Vacant	Mixed-Use
Acreage	19.90	19.90
Parcels	2	2
Outlots	0	2
Outparcels	0	1
Dwelling Units:		
Multifamily	0	1,566
Commercial	0	40,000 sq.ft. commercial
Public Safety Mitigation Fee	0	No
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) meeting of December 19, 2014.

2. **Community Planning**—*The Plan Prince George's 2035* designated this development site within the Regional Transit District and as one of the new Downtowns for Prince George's County. The Plan Prince George's 2035 vision for this area is an intensive mixed use development with excellent transit service. The proposed development is consistent with *Plan Prince George's 2035 Approved General Plan* policies for an intensive mix of uses in a Regional Transit District.

The 2013 Largo Town Center SMA classified the property to the Development District Overlay/Mixed Use Transportation Oriented (D-D-O/M-X-T) Zone, and is within Planning Area 73. The 2013 *Largo Town Center Approved Sector Plan and Sectional Map Amendment* placed the development site within the Largo Town Center TOD Core area and recommended mid-rise mixed-use residential development for the site.

The Largo Town Center Sector Plan and SMA (page 80) recommends the creation of a major public square at the upper entrance to the Largo Town Center Metro Station on the subject property. This public space will serve as the major public gathering space for community and cultural events in the sector plan area. To implement this critical placemaking recommendation, a limited public use easement shall be placed over the portion of the Ascend Apollo development site extending from Lottsford Road to the Metro, the limit of the easement should be delineated on the PPS and DSP prior to signature approval.

This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area, within Imaginary Surface F, establishing a height limit of 500 feet above the runway surface, which will be noted on the final plat. The property is outside of the 65 dBA Ldn noise contour, and outside of the Accident Potential Zones (APZs).

This PPS conforms to the land use recommendations of the *Plan Prince George's 2035 Approved General Plan* and the Largo Town Center Section Plan and SMA with the conditions.

3. **Urban Design**—Development on the subject site is governed by the D-D-O Zone standards approved with the 2013 Largo Town Center Sector Plan and SMA. Proposed development in all phases are located within the Largo Town Center TOD Core of the sector plan and is subject to applicable D-D-O Zone standards, including but not limited to, block length, building height, build-to-line, frontage, architectural design, and parking. Conformance to the applicable D-D-O Zone standards will be further evaluated at the time of detailed site plan (DSP).

The applicant was granted an expedited review of the DSP application (DSP-14026) subject to Section 27-290.01(b) of the Zoning Ordinance. The DSP is pending and scheduled for public hearing on February 5, 2015 which is the same day as this PPS. This section provides criteria for eligibility for expedited review, best practices and design standards for the project. The application is consistent with the requirements for expedited review including the uses allowed; specific conformance to the design standards, including streetscape, parking, building setbacks, blocks and street grids, and public spaces, as well as the mix of uses will be reviewed at the time of DSP.

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

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

The proposed development project's conformance with the applicable requirements of the D-D-O and M-X-T Zones and other applicable requirements in the Zoning Ordinance will be evaluated at time of DSP as appropriate with that application. Outlots 4 and 5 will be subject of a future DSP to review for the development of multifamily buildings and commercial use for the applicable zoning requirements as well as for access and circulation, and will be replatted to remove the outlot designation.

#### **Conformance with the 2010 Prince George's County Landscape Manual**

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

#### **Conformance with the Tree Canopy Coverage Ordinance**

This application is also subject to the requirements of the Tree Canopy Coverage Ordinance. The subject site is located within the M-X-T and D-D-O Zones and a minimum 10 percent of the property should be covered by tree canopy. The applicant should show conformance to the tree canopy coverage requirements at the time of DSP.

4. **Environmental**—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 and February 1, 2012 because the application is for a new PPS. A Natural Resources Inventory, NRI-118-14, was approved on November 17, 2014. No regulated environmental features are located on-site. The predominant soils found to occur according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Collington-Wist, Collington-Wist-Urban land, and the Urban Land-Collington-Wist complexes. According to available information, Marlboro clay and Christiana clays are not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No forest interior dwelling species (FIDS) habitat or buffer is mapped on-site. No specimen trees are located on-site.

The site has frontage on Harry S. Truman Drive and Lottsford Road; Lottsford Road is a designated arterial roadway that is regulated for noise. The site is within close proximity to the Capital Beltway (I-95/495), also regulated for noise, and is in close proximity to the WMATA Blue Line Metro right-of-way, which is regulated for noise and vibration. The only traffic-generated noise source that has been identified for the subject site is Lottsford Road. The WMATA Metro right-of-way is a source of noise and vibration that should be evaluated. The site does not front on any scenic or historic roadway.

The site is located within the Largo Town Center (Regional Transit District 3) of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George’s 2035. According to the 2005 *Approved Countywide Green Infrastructure Plan* (Green Infrastructure Plan), the site is not mapped within the network.

#### **Master Plan Conformance**

The master plan for this area is the 2013 Largo Town Center Sector Plan and SMA. The SMA provides environmental recommendations for proposed development. These recommendations contain goals and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the sector plan and the plain text provides comments on plan conformance.

#### **Goal: A Green and Sustainable Community**

##### **Strategies:**

- **Identify places where green infrastructure elements of local significance can be permanently preserved and, where possible, restored and enhanced.**
- **Preserve the woodlands along streams as woodland conservation to meet their own requirements or those of adjacent sites.**
- **Identify suitable sites for and construct replacement green infrastructure elements within the Southwest Branch Watershed.**
- **Share stormwater management facilities and function between development sites to reduce the overall land consumption needed to manage stormwater with an emphasis on managing stormwater quantities in shared facilities.**

- **Identify priority downstream locations within the Southwest Branch Watershed for stream and wetland restoration projects required for mitigation.**
- **Reconstruct the stream system between the Largo Town Center Metro Station and the southeast portion of The Boulevard at the Capital Centre as an amenity and to serve a greater role in stormwater management to improve water quality.**
- **Integrate stormwater management and environmental site design features with complete street designs for all new and reconstructed interior streets within the sector plan area.**

The site contains no green infrastructure elements or regulated environmental features. The approved stormwater management concept shows water quality control requirements being met with micro-bioretenion, planter boxes, and bioswales; these features have been found to meet the requirement for environmental site design to the maximum extent practicable, according to the stormwater concept approval letter.

#### **Goal: A Safe and Healthy Community**

##### **Strategies:**

- **For buildings proposed within the 65 decibel noise contours, their associated indoor and/or outdoor activity areas should be located outside the noise contours or shielded from the noise sources.**
- **Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclists.**
- **Incorporate CPTED principles into the design of buildings and public spaces.**
- **Construct new streets and/ or reconstruct existing streets to provide safe and convenient access for pedestrians, bicyclists, public transit users, and motorists (i.e., apply complete street principles in all cases).**

The proposed buildings, and outdoor activity areas proposed on the site will be evaluated for noise as discussed further.

#### **Conformance with the Countywide Green Infrastructure Plan**

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

#### **Conformance with the Water Resources Functional Master Plan**

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection, and preservation of drinking water, stormwater, and wastewater systems within the county, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for stormwater management, floodplain, and woodland conservation, and programs implemented by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), the Prince George's County



Health Department, the Prince George's County Department of Environmental Resources, the Prince George's Soil Conservation District, the Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Washington Suburban Sanitary Commission are also deemed to be consistent with this master plan.

### **Environmental Review**

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

Natural Resources Inventory NRI-118-14 was submitted with the application. The NRI indicates that there are no regulated environmental features such as streams, wetlands, or 100-year floodplain on the subject property. The Type 1 tree conservation plan (TCP1) and the PPS are in conformance with the NRI. The forest stand delineation indicates one forest stand totaling 5.92 acres and no specimen trees are located on-site. There are no priority preservation areas on the site. No revisions are required for conformance to the NRI.

This property is subject to the provisions of 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 contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-009-14) was submitted with the application. The woodland conservation threshold for this 19.90 acre property is 15 percent of the net tract area or 2.99 acres. The total woodland conservation requirement, based on the amount of clearing proposed, as shown on the plan is 6.70 acres. The woodland conservation requirement is proposed to be satisfied entirely with off-site woodland conservation credits.

The plan requires technical revisions to be in conformance with the WCO. The woodland conservation worksheet as shown on the plan shows a total woodland conservation requirement of 9.70 acres; however, staff calculates the requirement as 6.70 acres. The TCP must be revised to show the most current worksheet. Furthermore, the worksheet must be updated to show the correct woodland conservation requirement and how the requirement will be met. There is a note located below the worksheet which states that the reforestation obligation is to be provided off-site; however, the worksheet must be updated to show the off-site requirement in the appropriate row of the worksheet and to ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required. The note needs to be removed from the plan.

The proposed stormwater management design, as shown on the approved concept plan, must be shown on the plan. The proposed water and sewer connections must also be shown on the plan. The unmitigated 65 dBA Ldn noise contour associated with Lottsford Road must be shown on the plan at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section's noise model. The approval block must be updated to the current standard and the assigned TCP number must be typed-in (TCP1-009-14).

The TCP1 notes must be revised as follows: Note 9 must be revised to indicate that Lottsford Road is a designated arterial roadway and that the site is located within close proximity to the Metro Blue Line, which is a source of noise and vibration; Note 10 must be updated to reflect the correct code reference for the WCO grandfathering provisions (Section 25-119(g) of the County Code); the standard stormwater management note must be added and filled-out appropriately.

After all of the revisions have been made, have the qualified professional who prepared the plan sign and date it.

The site has frontage on Lottsford Road, a designated arterial roadway that is regulated for noise. The site is within close proximity to the Capital Beltway (I-95/495) and Central Avenue (MD 214), also regulated for noise, and is in close proximity to the WMATA Blue Line Metro right-of-way, which is regulated for noise and vibration. According to staff's noise computation formula based on the State Highway Administration's (SHA) 2013 Annual Average Daily Traffic (AADT) counts, the site is far enough from the Beltway and MD 214 that traffic-generated noise is not an issue from these sources. The only traffic-generated noise source that has been identified for the subject site is Lottsford Road.

The applicant has provided an exhibit showing the proposed lot layout and the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline, in accordance with the Environmental Planning Section's noise model. The exhibit shows a portion of one of the multifamily buildings proposed to be located within the unmitigated 65 dBA Ldn noise contour, which will require enhanced building materials to mitigate interior noise to below the state standard of 45 dBA Ldn. A certification by a professional engineer with competency in acoustical analysis must be placed on the building permits stating that building shells of structures have been designed to reduce the interior noise levels to 45 dBA Ldn or less for residential buildings located within the unmitigated 65 dBA Ldn noise contour. The exhibit provided by the applicant also highlights the proposed outdoor activity areas. No outdoor activity areas should be located within the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road.

At its closest points, the boundary of the subject site is located approximately 100 feet to the south of the southernmost rail of the adjacent Metro Blue Line. The Metro Line is a source of noise and vibration that may affect the development of the site; however, no noise report has been submitted to address the issues of noise and vibration associated with the Metro Line, and staff does not have an internal model to address these issues. The applicant has shown a 65 dBA Ldn line on the TCP which is labeled as being 180 feet from the Metro Blue Line. This distance was taken from the Largo Town Center Sector Plan; however, the Metro right-of-way is not shown on the plan. A noise study is necessary to evaluate the noise and vibration levels associated with the Metro Line, how these issues may affect the design of structures on the site, and to address structural mitigation if it is determined to be necessary.

Prior to issuance of the first permit for the site, a noise and vibration study prepared by a professional engineer with competency in acoustical and vibration analysis shall be submitted to the Environmental Planning Section. This report shall determine the location of the unmitigated ground-level and upper-level 65 dBA Ldn noise contours. The report shall further determine what, if any, mitigation measures are necessary to mitigate outdoor activity areas located within the unmitigated lower-level 65 dBA Ldn noise contour, and those measures reflected on the DSP if required.

The noise and vibration study shall further demonstrate that all of the proposed structures on-site will be within the acceptable International Organization for Standardization (ISO) and Federal Transit Administration (FTA) vibration standards for residential use and that no portions of the residential structures are expected to be impacted by vibration above those standards. If negative impacts are determined in the report, the report shall further include mitigation measures for those negative impacts. The report shall clearly outline the mitigation measures so that the DSP and permit can be reviewed for those elements. For example, if enhanced structural design is required, the report shall clearly outline what structural elements are required. If noise mitigation measures

are required, the DSP shall demonstrate the use of the recommended mitigation measures and be reviewed and approved prior to issuance of the first permit.

Section 24-130(b)(5) of the Subdivision regulations requires subdivision applications to demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. There are no regulated environmental features on the subject property; therefore, no primary management area is located on the subject property and no findings with regard to Section 24-130(b)(5) are required. No additional information is needed for conformance with Section 24-130(b)(5).

An approved Stormwater Management Concept Plan and Letter (9730-2014-00) were submitted with the subject application. The approved concept shows water quality control requirements being met with micro-bioretenment, planter boxes, and bioswales; these features have been found to meet the requirement for environmental site design to the maximum extent practicable, according to the approval letter. The water quantity controls are required to be further evaluated as conditions of concept approval; these conditions are typically addressed with the stormwater technical approval.

Section 24-130(b) requires the following with respect to stormwater management, streams, wetlands, and water quality protection:

- (b) The Planning Board shall require that proposed subdivisions conform to the following:**
  - (1) The plat shall demonstrate adequate control of the increased runoff due to the ten (10) year storm or such other standards as State law or the County shall adopt.**
  - (2) The stormwater control shall be provided on-site unless the Planning Board, on recommendation from the County, waives this requirement.**
  - (3) The submission of a storm drainage and stormwater management concept plan, and approval thereof by the County, may be required prior to preliminary plat approval.**
  - (4) Where a property is partially or totally within an area covered by an adopted Watershed Plan, the plat shall conform to such plan.**

The approved stormwater concept plan is required to be designed in conformance with any approved watershed management plan, pursuant to Subtitle 32, Water Resources and Protection; Division 3, Stormwater Management; Section 172, Watershed Management Planning of the County Code. As such, the requirements of Section 24-130(b)(4), which requires that a subdivision be in conformance with any watershed management plan, have been addressed with the approval of the stormwater concept plan by the county. No revisions are required for conformance with the approved stormwater management concept.

- 5. **Stormwater Management**—The Department of Permitting, Inspections and Enforcement (DPIE) has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 9730-2014-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.

6. **Parks and Recreation**—The Department of Parks and Recreation (DPR) has reviewed the application for conformance with the requirements and recommendations of the approved 2002 *Prince George's County General Plan*, the 2013 *Approved Sector Plan and Sectional Map Amendment for Largo Town Center* (SMA), current Subdivision Regulations, Zoning Ordinance and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities.

The Maryland-National Capital Park and Planning Commission (M-NCPPC) currently owns and maintains 31.25 acres of local parkland and recreational facilities within the Largo Town Center SMA area, including the Largo Town Center Park and the Lake Arbor Community Center.

The Largo Town Center Park is a two-acre urban park located in short walking distance from this project area. Facilities currently include: a boardwalk across a lake, a fountain, an upper entry plaza and an ADA-accessible (Americans with Disabilities Act) trail leading to a terrace overlooking the lake. Additional future improvements include: a Terrace Garden (grand stairway with planters down to the lower boardwalk plaza), a Jumping Jewels water play area, landscaping and an ornamental metal fence with signage.

The Lake Arbor Community Center is a 15,200-square-foot center co-located with the Ernest Everett Just Middle School across Landover Road (MD 202) northeast of this site. Facilities currently include: a gymnasium that is shared with the school, a multi-purpose room, exercise/fitness room, dance room, arts and crafts room, a computer lab, outdoor ball fields and basketball courts.

The 2013 approved Largo Town Center SMA recommends development of private recreational amenities within highly-urbanized areas such as the Largo Town Center. Strategies to address the needs for future public parkland and recreational facilities in the SMA are as follows:

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

The Largo Plan DDO Zone Plan (Maps 20 and 24) includes an illustration showing a community square on the subject property. The applicant proposes a public plaza and linear common open space along the south side of Grand Boulevard which will provide for pedestrian access to the Largo Town Center Metro Station. This proposed public plaza and linear open space is in conformance with the Largo Town Center Sector Plan and Sectional Map Amendment and a recommendation that these elements be mirrored on the proposed development on the north side of Grand Boulevard on future DSP. This element is discussed further in the Public Use Easement Section of this report.

Subdivision Regulations, Section-24-134, Mandatory Dedication of Parkland requires mandatory dedication of parkland for all residential developments. Based on Section 24-134, 15 percent of the net land area could be required for dedication as public parkland. The Mandatory Dedication

requirement based on the current proposal of 19.90 acres would equate to 2.9 acres of land. Section 24-135(a) allows for the provision of a fee-in-lieu instead of the mandatory dedication equal to five percent of the total new market value of the land as stated on the final assessment notice issued by the State Department of Assessment and Taxation at the time of final plat approval. According to the current assessment of parkland and recreational facilities, the surrounding neighborhood has a low need for parkland and a moderate need for recreational facilities. While the applicant is proposing to provide private recreational facilities within the planned courtyards and these facilities will serve some of the recreational needs of the residents living in the new community, these facilities will not provide opportunities for outdoor sports, such as: softball, soccer, football and hiking or indoor space for court sports, the arts, etc. Therefore, DPR staff recommends that the applicant should provide a fee-in-lieu of mandatory dedication of parkland. The monies collected will be used to provide parkland and public recreational facilities that will serve the future residents of new community and the surrounding residential community.

7. **Trails**—The PPS has been reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the appropriate sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located on the north side of Harry S. Truman Drive and west of Lottsford Road within the Largo Town Center D-D-O Zone. The site is covered by the MPOT and the Largo Town Center Sector Plan and SMA. The subject application proposes mixed use with 1,566 multifamily dwelling units and 40,000 square feet of commercial in four phases. Due to its location within the Largo Town Center, the application is subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the associated “Transportation Review Guidelines, Part 2.”

#### **Review Comments (Master Plan Compliance and Prior Approvals)**

Two master plan trail/bikeways impact the subject property, with standard or wide sidewalks and designated bike lanes recommended along both Lottsford Road and Harry S. Truman Drive (see MPOT map). The MPOT further specifies that a sidepath (or wide sidewalk) should be provided along Lottsford Road from Greenbelt Road (MD 193) to Harry S. Truman Drive, which includes the frontage of the subject site. The MPOT also designates Harry S. Truman Drive as a master plan sidewalk/bike lane corridor (see plan 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. This project is currently anticipated to have its concept plan completed in March 2015 with a construction start date of March 2017. Frontage improvements along this road should be consistent with this project and must be coordinated with the Prince George’s County Department of Public Works and Transportation (DPW&T). The Lottsford Road shared-use side path is a planned facility that has been implemented as a wide sidewalk along some frontages. On-road bicycle facilities should be considered as road improvements occur (MPOT, page 26). DPW&T has been working on the overall circulation pattern and future roadway improvements in the Largo area and any frontage improvements along Lottsford Road and Harry S. Truman Drive must be coordinated with DPW&T and will be subject to DPW&T approval. The subject site is abutting the Largo Metro Station on both sides of Grand Boulevard. The Boulevard at the Capital Centre is on the west side of the station from subject site and is connected via a sidewalk/pedestrian walkway from the station to the Boulevard shopping center. Numerous bus stops exist in the vicinity of the subject site.

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

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

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

The internal sidewalk network must be consistent with the Complete Streets policies of the MPOT and will be further reviewed with the DSP.

### **Proposed On-Site Bicycle and Pedestrian Improvements**

In summary, the on-site facilities being provided include:

- Six-foot-wide sidewalk along Lottsford Road
- Five-foot-wide sidewalk along Harry S. Truman Drive
- Eight-foot-wide sidewalk along Grand Boulevard with public plazas and connection to the Metro parking lot
- Six-foot-wide sidewalk along one side of Ascend Lane
- Several walkways and paths between buildings and open space
- Shared-lane markings along Grand Boulevard
- Shared-lane markings along Lottsford Road with a transition to bike lanes

Bicycle parking, an associated bike parking exhibit, and additional crosswalk treatments are being addressed through the review of the DSP.

Frontage improvements along both Lottsford Road and Harry S. Truman Drive are being coordinated with DPW&T/DPIE, with the final decision on improvements made in the right-of-way being made by DPW&T. Based on input from WMATA, eight-foot-wide sidewalks are recommended along the site's frontages of both Harry S. Truman Drive and Lottsford Road. The enhancements along Grand Boulevard (wide sidewalk, shared-lane markings, and urban park) will greatly improve the pedestrian environment along the road and provide an inviting pedestrian entrance along the road and to the parking garage and entrance to the Metro. The public pedestrian plaza provided along the south side of Grand Boulevard extending from Lottsford Road to the Metro will provide direct pedestrian access to the WMATA Kiss-and-Ride lot as well, further enhancing connectivity to Metro.

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

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

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

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

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

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

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

The Bicycle and Pedestrian Impact Statement (BPIS) was submitted on December 11, 2014 and is in conformance with the requirements of the "Transportation Review Guidelines, Part 2" (*Guidelines*). The BPIS includes an extensive inventory of pedestrian and transit facilities in the

vicinity of the subject site, and documents missing pedestrian, transit, or bicycle facilities. The BPIS includes information per the outlined review process on pages 9–13 of the *Guidelines*:

- Per Section 24-124.01(c), the ultimate build-out of the Apollo Property is 1,566 high-rise multifamily dwelling units and 40,000 square feet of commercial space, which results in a cost cap of \$483,000. The itemized costs for the proffered off-site improvements are included in the BPIS. The total cost of these improvements is listed as \$293,521.29. However, it appears that the cost per bus shelter used in the BPIS is low. Consequently, staff has used the estimate of \$30,000 per shelter that had previously been agreed to by DPW&T and used for prior development cases which increases the estimate to \$470,755.25. This results in a reduction in the total number of shelters that can be provided.
- The pre-application meeting was held between the Transportation Planning Section and the applicant on October 31, 2014. This meeting covered the requirements of the *Guidelines*, possible on- and off-site improvements, and the required finding of adequacy, and discussed the possible package of off-site improvements.
- The BPIS was submitted on December 11, 2014. The on-site evaluation reviews the existing sidewalks along the site's frontages of Harry S. Truman Drive, Lottsford Road, and Grand Boulevard. It also mentions the sidewalks being provided on the proposed internal roads. The BPIS notes that sidewalks are provided along both sides of Apollo Drive, however, the submitted plans indicate a sidewalk along only one side of Ascend Lane, which is acceptable to staff due to development constraints. The on-site evaluation also includes an extensive discussion of the bus network servicing the area, which is appropriate due to the package of off-site improvements being proffered by the applicant, which includes many bus shelter installations.

The BPIS also notes that shared-lane markings will be provided along both Grand Boulevard and Lottsford Road. More specifically, Lottsford Road will include shared-lane markings along most of its length, with bike lanes south of the median break. These on-road facilities have been reviewed and accepted by DPW&T and DPIE.

The on-site improvements also include a public urban plaza along the south side of Grand Boulevard. This plaza/streetscape includes the wide sidewalk along Grand Boulevard, landscaping and bioretention facilities, a meandering sidewalk within the landscaping, and larger pedestrian zones near the proposed retail space. This is consistent with both the sector plan and Plan Prince George's 2035.

The sector plan further refines this recommendation to reflect a civic green adjacent to the Metro in the vicinity of Grand Boulevard as depicted on Map 7, Core Concept Plan (Sector Plan, page 20). The sector plan also includes the following wording regarding this core open space:

**Within the TOD core, one main civic square and several greens are incorporated. As with the streets and blocks, the open spaces here are governed by the concept plan (see Map 7: Concept Plan Diagram on page 20). The main square is located near the Metro station directly adjacent to the upper station entrance and its existing plaza. The detached square is approximately one acre in size, designed to hold communitywide civic gatherings as well as festivals and events. (Sector Plan, page 66)**



The review of the overall bicycle and pedestrian network in the vicinity of the subject site, as well as the proposed off-site improvements, was reviewed with this application. The BPIS notes that a significant sidewalk network exists in the immediate vicinity of the subject site, with standard sidewalks provided along both sides of most roads.

The BPIS includes an evaluation of the bus stops and routes in the area and highlights the routes to Prince George's Community College, Largo Town Center, the Upper Marlboro government facilities, Woodmore Town Center, the DPW&T headquarters at Peppercorn Place, and the Boulevard at the Capital Centre. These bus routes (both WMATA and The Bus) provide service to many of the destinations that the future residents of the subject site may want to reach. Mapping was provided by the Countywide Planning Division utilizing existing GIS data on bicycle and pedestrian facilities (including the existing sidewalk network), bus stops, park facilities, and potential pedestrian destinations such as shopping centers, restaurants, and transit stops. This map confirms the presence of an extensive sidewalk network in the vicinity of the subject site, the location of various bicycle and pedestrian destinations in the area, and the presence of existing sidewalks between the subject site and Metro.

The proffered off-site improvements include the following:

- Bus shelters
- Crosswalk at the Zachery Street and Largo Center Drive intersection
- Sidewalk construction on the north side of Arena Drive from Capital Centre Boulevard to Shoppers Way (450 linear feet)
- Sidewalk construction on the west side of Brightseat Road from Thomas G. Pullen School southbound towards Central Avenue (MD 214) (1,420 linear feet)

The PPS and BPIS were discussed at coordination meetings with DPW&T on December 17 and December 30, 2014. Modifications to the proposed off-site improvements are discussed below and included in the recommended conditions of approval. In summary, the needed off-site improvements proffered by the applicant, as well as some additional projects, have been prioritized and the applicant will complete the items on this list by phase. The applicant proffered 17 bus shelters. However, their unit cost was well below the standard cost previously used by DPW&T. By substituting the standard \$30,000 per shelter, a total of 11 bus shelters (not 17) can be provided within the cost cap. With the two sidewalk connections, one crosswalk enhancement, and 11 bus shelters (estimated at \$30,000 per shelter), the total cost of the off-site facilities will be \$470,755.25, which is within the cost cap of \$483,800 specified in Section 24-124.01(c).

#### **Coordination with DPW&T and additional off-site improvements**

Discussions with DPW&T at the December 17, 2014 coordination meeting indicated that they support the package of off-site improvements proffered with some modifications. A subsequent coordination meeting with the applicant and DPW&T on December 30, 2014 further evaluated and discussed the options regarding the off-site improvements. It was determined that, while many good recommendations for sidewalk retrofits and intersection improvements are included in the BPIS (pages 4 and 5), these types of improvements are also the most difficult to finalize during a DSP expedited development review process accompanied by a PPS due to the needed feasibility analysis and cost estimates that need to be verified. It was decided that M-NCPPC and DPW&T would collaborate on a prioritized list of improvements from Table 1 of the BPIS, and that the applicant will make the off-site improvements by phase. Based on Table 1 of the BPIS,

the off-site improvements proffered by the applicant, and coordination with DPW&T, staff developed the list of off-site improvements as indicated below. Page 6 of the BPIS specifies the cost cap per phase for the development per Section 24-124.01(c). Staff has assigned specific facility improvements to each phase, as indicated below. These project costs by phase approximately correspond to the cost cap per phase noted on Page 6 of the BPIS. Due to the higher cost estimate used for the bus shelter installation, fewer shelters (11 instead of 17) will be installed than originally proposed in the BPIS.

#### **Phase 1**

1. Sidewalk construction on the north side of Arena Drive from Capital Centre Boulevard to Shoppers Way (approximately 450 linear feet) — \$29,843.75
2. One bus shelter installation on the east side of Lottsford Road south of Zachery Street \$30,000
3. Two bus shelter installations on both sides of Lottsford Road north of Arena Drive — \$60,000
4. Crosswalk installation for the east leg of the Zachery Street and Largo Center Drive intersection — \$10,471.50

#### **Phase 2**

5. One bus shelter installation on the west side of Apollo Drive north of Arena Drive— \$30,000
6. Two bus shelter installations on both sides of Apollo Drive west of Mercantile Lane — \$60,000
7. One bus shelter installation on the west side of Brightseat Road near Prince George's County Social Services (925 Brightseat Road) — \$30,000
8. One bus shelter installation on the west side of Largo Drive near Phoenix International, Inc. (9301 Largo Drive West) — \$30,000

#### **Phase 3**

9. Sidewalk construction on the west side of Brightseat Road starting from near the Thomas G. Pullen School southbound towards Central Avenue (MD 214) (approximately 1,420 linear feet) — \$100,440.00

#### **Phase 4**

10. One bus shelter installation on the west side of Largo Center Drive north of Zachery Street — \$30,000
11. Two bus shelter installations on both sides of Largo Center Drive north of Lake Point Court — \$60,000

(Note: The bus shelter installations along Largo Center Drive will complement the on- and off-site improvements for bike lanes, sidewalks, and pedestrian crossings conditioned for the Crescents at Largo Town Center, Preliminary Plan of Subdivision 4-13028.)

**Total cost:** \$470,755.25

**Demonstrated Nexus between the subject application and the off-site improvements**

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

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

In addition to providing improved bicycle, pedestrian and transit access for the surrounding communities to the Metro, the proposed improvements will also directly benefit the future residents and employees of the subject site by the ways summarized below:

1. The off-site sidewalk construction along Arena Drive and Brightseat Road will complete existing gaps in the sidewalk network within a half mile of the subject site and increase pedestrian access from the site to nearby bus stops, shopping centers, residential communities, and park facilities.
2. Relatedly, the crosswalk striping required in the vicinity will also enhance the surrounding pedestrian network within a half mile of the subject site, and better connect the subject site with surrounding residential and commercial properties. In conjunction with the off-site sidewalk construction recommended, these improvements will make the pedestrian routes more accessible and provide alternatives for the future residents and employees of the site for some transportation trips to nearby destinations.
3. Bus access is provided throughout the community surrounding the subject application, with a variety of destinations and routes being serviced. The bus shelter installation proposed by the applicant will benefit the surrounding communities and the future residents and employees of the subject site by providing safer, more accessible, and more inviting and sheltered facilities for those who use transit.

**Finding of Adequate Bicycle and Pedestrian Facilities**

Council Bill CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. Council Bill CB-2-2012 is applicable to PPSs within designated centers and corridors. The subject application is located within the designated Largo Town Center Metro Regional Transit District Center. Council Bill CB-2-2012 also included specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed. As amended by CB-2-2012, Section 24-124.01(b)(1) and (2) includes the following criteria for determining adequacy:

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

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

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

The subject application provides sidewalks along all frontages and completes the master plan recommendations for complete streets along Harry S. Truman Drive and Lottsford Road. A wide sidewalk and pedestrian plaza along Grand Boulevard will replace the minimal facilities for pedestrians currently in place. The facilities along Grand Boulevard will also make for a much more comfortable and inviting pedestrian environment along this road that directly links the subject site with the Largo Metro Station.

- (B) **The presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage.**

These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones.

As noted above, pedestrian facilities along Grand Boulevard will provide for a greatly enhanced pedestrian connection to Metro from the subject site and surrounding communities. Frontage improvements along Lottsford Road and Harry S. Truman Drive are consistent with DPW&T projects in the area and with DPW&T recommendations. To further enhance the internal sidewalk network, staff recommends the provision of a sidewalk along one side of Ascend Lane, as well as the placement of an additional crosswalk. Two segments of off-site sidewalk connections are proffered, which will complete gaps in the sidewalk network immediately around the subject site. Further pedestrian and transit improvements are included in the off-site improvements in the form of pedestrian signals and bus shelters.

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

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

Harry S. Truman Drive is a master plan bikeway/sidewalk corridor. Frontage improvements along Harry S. Truman Drive should be consistent with the current green complete street improvements being planned by DPW&T. Although the design of this project is just getting initiated, continuous sidewalks and designated bike lanes will be provided along the length of the project, including the frontage of the subject site. The frontage improvements along Lottsford Road have been modified per the direction of DPW&T/DPIE and include accommodations for bicycles as well.

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

The current Green and Complete Street Project for Harry S. Truman Drive will include designated bike lanes. Lottsford Road will include shared-lane markings transitioning into designated bike lanes. Grand Boulevard will include shared-lane markings, a wide sidewalk, and a pedestrian plaza. Enhanced streetscapes are being recommended and/or proffered along all three roads.

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

The current Green and Complete Street Project for Harry S. Truman Drive will include designated bike lanes. Lottsford Road will include shared-lane markings transitioning into designated bike lanes, as indicated in the BPIS on the Lottsford Road Lane Realignment Exhibit approved by DPW&T/DPIE. Grand Boulevard will include shared-lane markings, a wide sidewalk, and a pedestrian plaza.

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

Bicycle parking is recommended in Parcel 2, Parcel 3, and in the vicinity of the proposed commercial space. A bicycle parking exhibit is recommended as part of the DSP approval.

Based on the preceding analysis of adequate off-site bicycle and pedestrian improvements in accordance with Section 24-124.01 of the Subdivision Regulations, a recommendation of conformance will be provided with conditions.

8. **Transportation**—The site is currently recorded Parcels 1-A and 1-B pursuant to Preliminary Plan of Subdivision (PPS) 4-88195 and record plat REP 199/75. The plan proposes to subdivide these two parcels into two smaller parcels (Parcels 2 and 3), two outlots (Outlots 4 and 5), and an Outparcel A. Due to its proposed designation, any future development on the proposed Outparcel A would require a new determination of transportation adequacy and approval of new preliminary plan of subdivision that will at minimum include the adjoining Parcel 110, presently owned by WMATA, and is being used at this time as a surface parking for the Largo Metro Station.

The findings and recommendations outlined below are based upon a review of relevant and submitted material and analysis, all conducted in accordance with the requirements of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment*, and the 2013 “Transportation Review Guidelines, Part 1,” (*Guidelines*).

#### **Plan Review and Findings**

The approval of preliminary plan of subdivision (4-88195) created several parcels including Parcel D. Parcel D was subsequently subdivided into Parcels 1A and 1B and both combined were allocated specific AM and PM peak-hour trips. By virtue of the recordation of these two parcels and pursuant to the adequacy findings made by the Prince George’s County Planning Board for 4-88195, (PGCPB Resolution No. 88-558) and since all required transportation improvements have been fully constructed, the allocated AM and PM peak-hour trips, for the purpose of this application, are considered as vested; Page 23 of the adopted 2012 “Transportation Review Guidelines, Part 1,” (*Guidelines*).

The submitted plan proposes 1,566 multifamily residential units and 40,000 square feet of gross floor area for commercial. Phases I and II include 846 units with 20,000 GSF commercial space for Parcels 2 and 3, and Phases III and IV include 720 units with 20,000 GSF commercial space for Outlots 4 and 5. The plan also shows provision of 1,170 structured parking spaces for proposed development on Parcels 2 and 3. No development is shown or proposed for the Outparcel A.

Using the *Guidelines* recommended trip generation rates for multifamily residential and commercial, but allowing for appropriate reduction for transit use, pass-by and diverted trips, mainly 20 percent for residential and 40 percent for commercial retail, the trip generation comparison table below has been developed:

<b>Comparison of Estimated Trip Generation for Parcel D (1A and 1B)</b>			
Use	Units or Square Feet	AM Peak-Hour Trips	PM Peak-Hour Trips
Approved per (PGCPB Resolution No. 88-558)	Vested Trips	<b>869</b>	<b>1,136</b>
Proposed Uses	40,000 square feet commercial retail	50	250
	1,556 multifamily residential units	648	747
	Total as proposed	<b>698</b>	<b>997</b>
Difference (between <b>bold</b> numbers)		-171	-139

The comparison of estimated site trip generation indicates that the proposed development would generate 171, and 139 fewer AM and PM peak-hour vehicle trips than the vested peak-hour trips for the subject site (4-88195). As a result and based on the prior and still applicable transportation adequacy findings as noted above, adequate transportation facilities would exist to serve the proposed development application as submitted.

The access to the proposed development on Parcels 2 and 3 will be via a proposed private two-lane undivided roadway that will extend in a north-south direction and intersect with Grand Boulevard and Harry S. Truman Drive. This roadway will be constructed within an easement to ensure access for Parcels 2 and 3 pursuant to Section 24-128(b)(8), which authorizes the Planning Board to grant the use of an easement for development in a transit-oriented development. Additionally, both of these access points (one along Grand Boulevard and one along Harry S. Truman Drive) are needed to ensure adequate on-site circulation for the proposed development on these two parcels and should be open to traffic prior to occupancy of any building in Phase I or II.

The Grand Boulevard is constructed within a dedicated public right-of-way (approximately 86 feet wide with recommended dedication), but currently is maintained by WMATA per an agreement executed in 2002 between the owners of Parcels the subject property, DPW&T and WMATA. This agreement includes specific access requirements that must be fulfilled in concert with any proposed development along its frontage. For this reason and if during any subsequent approval process, it is found that the proposed access to Grand Boulevard is no longer feasible, adequate on-site circulation will not exist and a new preliminary plan will be required to determine adequacy of the proposed on-site circulation and site access points.

Prior to proceeding with building development on Outlots 4 and 5, the approval of a detailed site plan is required. The access configurations will be reviewed at that time. Since no access from these two outlots to Grand Boulevard is shown, and to ensure adequate on-site circulation, staff recommends that any future detail site plan for these two outlots must include an access driveway onto Grand Boulevard. This can be done either by: (a) extending the proposed north-south roadway serving Parcels 2 and 3 to intersect with one the proposed driveways, or (b) extending one of the proposed driveways from Lottsford Road to the western limits of the Outlots 4 and/or 5 and along the western limits to intersect with Grand Boulevard, and will be determined at the time of review of the DSP for Phase III and IV, and reflected on a new final plat as appropriate.

This proposed plan has been referred to SHA and the County's DPW&T and DPIE, and WMATA for their review and comments. As of this writing, staff has not received any written formal review comments from any of these agencies, with the exception of WMATA. A referral dated January 21, 2015 (Wall to Hewlett) was received and reviewed by staff. The referral contained 24 comments, all being addressed within the TSR.

The Largo Plan recommends the establishment of a district -wide Transportation Demand Management (TDM) district and a self-sustaining Transportation Management Association (TMA) to manage it. As of this writing the TDM district has not been established.

### **Transportation Conclusions**

Based on the preceding findings, the existing transportation facilities will be adequate as required to serve the proposed development of the site with conditions as recommended.

9. **Health Department**—The Environmental Protection/Policy Program has reviewed the preliminary plan of subdivision for Ascend Apollo and has no comment.

10. **Fire and Rescue**—The Special Projects Section has reviewed this preliminary plan residential proposal has been reviewed for adequate fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

**Residential**

Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.” The proposed project is served by Kentland Fire/EMS Company 46, a first due response station a maximum of seven minutes travel time, is located at 10400 Campus Way South. This response time is adequate to meet the standards of Section 24-122.01(e)(1)(E) of the Subdivision Regulations.

**Nonresidential**

Section 24-122.01(e) (1) (E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.” The proposed project is served by Kentland Fire/EMS Co. 46, a first due response station (a maximum of seven minutes travel time), is located at 10400 Campus Way South. This response time is adequate to meet the standards of Section 24-122.01(e)(1)(E) of the Subdivision Regulations.

11. **Police Facilities**—The subject property is located in Police District II, Bowie.

**Residential**

The residential response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on November 26, 2014.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Acceptance Date 11/26/2014	11/2013-10/2014	7 minutes	14 minutes
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of ten minutes for emergency calls and the 25 minutes for nonemergency calls were met on December 5, 2014. The Police Chief has reported that the Police Department has adequate equipment to meet the standards stated in County Council Bill CB-56-2005. Pursuant to County Council Resolution CR-69-2006, the Prince George’s County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A) and (B) of the Subdivision Regulations regarding sworn police personnel staffing levels.

**Nonresidential**

There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department and the July 1, 2013 (U.S. Census Bureau) county population estimate is 890,081. Using 141 square feet per 1,000 residents, it calculates to 125,501 square feet of space for police. The current amount of space, 267,660 square feet, is within the *Guideline*.



12. **Schools**—The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and has concluded the following findings.

**Residential**

The Special Projects Section has reviewed this preliminary plan residential proposal for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and concluded the following:

Impact on Affected Public School Clusters  
Multifamily Units

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Dwelling Units	1,566	1,566	1,566
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	186	85	116
Actual Enrollment	11,626	4,454	8,008
Total Enrollment	11,812	4,539	8,124
State Rated Capacity	14,216	5,518	9,389
Percent Capacity	83%	82%	87%

Source: Prince George's County Planning Department, M-NCPPC, 2014

County Council bill CB-31-2003 established a school facilities surcharge in the amounts of \$7,000 per dwelling if a building is located between the Capital Beltway (I-95/495) and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority (WMATA); or \$12,000 per dwelling for all other buildings. CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,035 and \$15,489 to be paid at the time of issuance of each building permit.

In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved Transit District Overlay Zone (TDO); or where there is no approved transit district overlay zone within a ¼ mile of a Metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the Approved Bowie State Marc Station Sector Plan And Sectional Map Amendment. The bill also established an exemption for studio or efficiency apartments that are located within the county urban centers and corridors as defined in Section 27A-106 of the County Code; within an approved transit district overlay zone; or where there is no approved transit district overlay zone then within a ¼ mile of a Metro station. This act is in effect from October 1, 2013 through September 30, 2018. The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

### **Nonresidential**

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

13. **Water and Sewer Categories**—The water and sewer service categories are 3 according to water and sewer maps obtained from the Department of Environment (DE) dated June 2003, and will be served by public systems. Water and sewer extensions or an on-site system may be required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission before approval of the final plat.
14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the owner's dedication on the final plat:

“Utility easements are granted pursuant to the terms and provisions recorded among the Land Records of Prince George's County in Liber 3703 at Folio 748.”

The preliminary plan of subdivision delineates a ten-foot-wide public utility easement (PUE) along Harry S. Truman Drive and Grand Boulevard public rights-of-way as requested by the utility companies and will be required on the final plat prior to approval. The public utility easement along Lottsford Road is not adjacent to the right-of-way. It is located behind the ten-foot-wide public sidewalk easement as recorded on previous record plats (NLP 153/4, REP 199/75). This location was previously approved by final plat and shall be brought forward on the final plat. The public utility easement along Ascend Lane is within the 60-foot-wide ingress/egress/utility/maintenance easement.

15. **Public Access Easement(s)**—Two new public access easements and the reestablishment of an existing public sidewalk access easements are recommended for this development proposal. The first public access easement is to be placed over the 60-foot-wide pedestrian and vehicular common access easement for Ascend Lane, centered on the common boundary line between proposed Parcels 2 and 3. The vehicular and pedestrian public use easement is co-located over the Ascend Lane access easement (24-128(b)(8)) and will ensure vehicular and pedestrian access to Ascend Lane for the public.

The second public access easement is recommended on portions of Parcels 2 and 3 to contain the public plaza and linear sidewalk that are proposed along the south side of Grand Boulevard extending from Lottsford Road to the Metro to ensure reasonable public pedestrian access. Both the Largo Town Center Sector Plan and Sectional Map Amendment and the Prince George's General Plan 2035 contain recommendations regarding civic space at this location. The *Approved Prince George's General Plan 2035*, contains recommendations specifically for the Largo Town Center on pages 210-211: “Provide civic spaces (plazas and pavilion) at entrance to Metro station.”

The Largo Town Center Sector Plan and SMA recommends a civic plaza outside of the Largo Metro Station, and further describes this plaza as a “Proposed Metro Node.”

The public use easement, to the benefit of the M-NCPPC, would ensure reasonable public pedestrian access while the property owner maintains ownership, development rights, and responsibilities, to establish such rules and regulations to promote safe, clean and quiet enjoyment

and passage for residents, retail patrons, and the public for the plaza and linear sidewalk. When the DSP is reviewed for Outlots 4 and 5 for the development of multifamily buildings, a mirrored plaza and linear sidewalk element within a public use easement will be recommended.

The third public access easement is a reestablishment of an existing sidewalk easement and recommended to be retained along the property frontage of Lottsford Road. The ten-foot-wide public sidewalk easement is recorded on previous record plats (NLP 153/4, REP 199/75). This will ensure public pedestrian access over the sidewalks. The sidewalk easement abuts the public right-of-way, with the public utility easement abutting that easement to the west, as previously discussed.

16. **Historic**—Historic Preservation Section commented that this proposal will have no impact on historic sites, resources or districts. A Phase I archeological survey is not recommended for this property. A majority of the subject property was extensively graded in the 1970s. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. In addition, the subject property was included in a Phase IB archeological investigation conducted by Maryland State Highway Administration archeologists in 1996. This proposal will not impact any historic sites or resources, documented properties, or any known archeological resources.
17. **Use Conversion**—The subject application is proposing 1,566 multifamily dwelling units and 40,000 square feet of GFA for retail/commercial use in the M-X-T Zone. If a substantial revision to the mix of uses on the subject property is proposed that substantially affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision of the mix of uses may require approval of a new preliminary plan of subdivision prior to approval of any building permits.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised to make the following technical corrections:
  - a. Correct the designation of Harry S. Truman Drive from “Arterial” to “Collector.”
  - b. Add “1,566 multifamily dwelling units and 40,000 square feet commercial” to General Note 4, and indicate development of each phase with appropriate phasing identified.
  - c. Add the stormwater concept plan number to General Note 21.
  - d. Add to General Note 14 that the applicant is proposing the optional method of development and provide the proposed FAR.
  - e. Remove “Proposed 60 foot Ingress/Egress/Util./Maint. Esmnt.” located on Outlots 4 and 5 from the plan.
  - f. Revise the northeast portion of Outparcel A to follow the surface easement as recorded in Liber 18231 folio 486.

- g. Provide a note stating that “Prior to building development on Outlot 4 and 5, DSP is required and subsequent new final plat.”
  - h. Provide gross tract and net tract area.
  - i. Revise General Note 27 to add TCP1 number.
  - j. Revise General Note 32 to provide reference to 3 public use easements and types.
  - k. Revise General Note 38 to add “the site is abutting to the Metro Blue Line which is a source of noise and vibration.”
  - l. Show the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section’s noise model.
2. Prior to signature approval of the Preliminary Plan, the TCP1 shall be revised as follows:
- a. Revise the worksheet to show the correct woodland conservation requirement (6.70 acres) based on the proposed clearing and to show in the appropriate row(s) how that requirement will be met. Ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required.
  - b. Remove the note indicating the reforestation will be met off-site.
  - c. Show the proposed stormwater management design, as shown on the approved concept plan.
  - d. Show the proposed water and sewer connections.
  - e. Show the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section’s noise model.
  - f. The approval block shall be updated to the current standard and to type-in the assigned plan number (TCP1-009-14).
  - g. Revise the TCP1 notes as follows:
    - (1) Revise Note 9 to indicate that the site is abutting the Metro Blue Line which is a source of noise and vibration.
    - (2) Revise Note 10 to reflect the correct code reference for the Woodland and Wildlife Habitat Conservation Ordinance grandfathering provisions (25-119(g)).
    - (3) Add the standard stormwater management note, filled-out appropriately.
  - h. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

3. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-009-14). The following note shall be placed on the Final Plat of Subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-009-14), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
4. A Type II Tree Conservation Plan shall be approved at the time of approval of DSP-14026.
5. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 9730-2014-00, and any subsequent revisions.
6. The following note shall be placed on the final plat:

“This plat lies within the JLUS Interim Land Use Controls area as established by Subtitle 27, Part 18. (Imaginary Runway Surface).”
7. Prior to approval of the first final plat of subdivision, the applicant shall make a payment of fee-in-lieu of mandatory dedication of parkland for Parcels 2 and 3 and Outlots 3 and 4, in accordance with Section 24-135 of the Prince Georges County Subdivision Regulations. The fees collected shall be applied to the Park Community-CH with a Community Account Code 84080.
8. Prior to signature approval of the PPS, the TCP1 shall be revised to reflect the proposed property lines to match the preliminary plan of subdivision to show 2 parcels, 1 outparcel, and 2 outlots.
9. The development on the subject property shall be limited to any mix of uses that generate no more than 698 and 997 vehicle trips during the AM and PM peak hours, respectively.
10. Prior to the approval of any use and occupancy permits by M-NCPPC, within proposed Parcels 2 and 3 (Phases I and II) of the subject property, the following improvement shall be open to traffic:
  - a. The private access street within a public use easement which connects to both Grand Boulevard to the north and Harry S. Truman to the south as a two-lane street complete with a sidewalk on one side and sufficient accommodation for bikes as approved on the DSP.
11. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
12. Prior to approval of the final plat of subdivision for Parcels 2 and 3, a draft 60-foot-wide vehicular access and public utility easement pursuant to Section 24-128(b)(8) and the approved PPS shall be approved by The Maryland-National Capital Park and Planning Commission

(M-NCPPC) and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. Prior to recordation of the final plat, the easement shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limit of the easement reflected.

13. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
  - a. Revise the worksheet to show the correct woodland conservation requirement (6.70 acres) based on the proposed clearing and to show in the appropriate row(s) how that requirement will be met. Ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required.
  - b. Remove the note indicating that the reforestation will be met off-site.
  - c. Show the proposed stormwater management design, as shown on the approved concept plan.
  - d. Show the proposed water and sewer connections.
  - e. Show the unmitigated 65 dBA Ldn noise contour associated with Lottsford Road at a distance of 106 feet from the centerline in accordance with the Environmental Planning Section's noise model.
  - f. The approval block shall be updated to the current standard and type-in the assigned plan number (TCP1-009-14).
  - g. Revise the TCP1 notes as follows:
    - (1) Revise Note 9 to indicate that both Lottsford Road and Harry S. Truman Drive are designated arterial roadways, and that the site is located within close proximity to the Metro Blue Line, which is a source of noise and vibration.
    - (2) Revise Note 10 to reflect the correct code reference for the Woodland and Wildlife Habitat Conservation Ordinance grandfathering provisions (Section 25-119(g) of the Prince George's County Code).
    - (3) Add the standard stormwater management note, filled-out appropriately.
  - h. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
14. Development of this subdivision shall be in conformance with approved Type 1 Tree Conservation Plan TCP1-009-14. The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-009-14), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat

Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

15. Prior to approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
16. Prior to issuance of the first building permit, a noise and vibration study for the adjacent Washington Metropolitan Area Transit Authority (WMATA) right-of-way, prepared and signed by a professional engineer with competency in acoustical and vibration analysis, shall be submitted to the Environmental Planning Section. The report shall address the following:
  - a. Determine the location of all unmitigated ground-level and upper-level 65 dBA Ldn noise contours.
  - b. Determine what, if any, mitigation measures are necessary to mitigate any outdoor activity areas located within the unmitigated ground level 65 dBA Ldn noise contour.
  - c. Demonstrate that all of the proposed structures on-site will be within the acceptable International Organization for Standardization (ISO) and Federal Transit Administration (FTA) vibration standards for residential use and that no portions of the residential structures are expected to be impacted by vibration above those standards. If vibration standards are exceeded, and/or negative impacts are determined in the report, the report shall further include mitigation measures for those negative impacts.

If noise and/or vibration mitigation measures are required for impacts associated with the WMATA right-of-way, the detailed site plan shall demonstrate the use of mitigation measures. The detailed site plan shall be reviewed and approved prior to issuance of the first permit.

17. Prior to issuance of any building permits within the subject property, the Bicycle and Pedestrian Impact Statement (BPIS) improvements in accordance with Section 24-124.01 of the Subdivision Regulations shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's permitting process; and (c) have an agreed-upon timetable for construction with the operating agency.

#### **Phase 1**

- a. Sidewalk construction on the north side of Arena Drive from the Capital Center Boulevard to Shoppers Way (approximately 450 linear feet)
- b. One bus shelter installation on the east side of Lottsford Road south of Zachery Street
- c. Two bus shelter installations on both sides of Lottsford Road north of Arena Drive
- d. Crosswalk installation for the east leg of the Zachery Street and Largo Center Drive intersection

## **Phase 2**

- e. One bus shelter installation on the west side of Apollo Drive north of Arena Drive
- f. Two bus shelter installations on both sides of Apollo Drive west of Mercantile Lane
- g. One bus shelter installation on the west side of Brightseat Road near Prince George's County Social Services (925 Brightseat Road)
- h. One bus shelter installation on the west side of Largo Drive near Phoenix International, Inc. (9301 Largo Drive West)

## **Phase 3**

- i. Sidewalk construction on the west side of Brightseat Road starting from near the Thomas G. Pullen School southbound towards Central Avenue (MD 214) (approximately 1,420 linear feet)

## **Phase 4**

- j. One bus shelter installation on the west side of Largo Center Drive north of Zachery Street
  - k. Two bus shelter installations on both sides of Largo Center Drive north of Lake Point Court
18. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 *Largo Town Center Approved Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) or the Department of Public Works and Transportation (DPW&T):
- a. A minimum eight-foot-wide sidewalk along the subject site's entire frontage of Harry S. Truman Drive.
  - b. A minimum eight-foot-wide sidewalk along the subject site's entire frontage of Lottsford Road.
  - c. A minimum eight-foot-wide sidewalk along the subject site's entire frontage of Grand Boulevard.
19. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot-wide public utility easement (PUE) abutting Grand Boulevard and Harry S. Truman Drive, as reflected on the approved DSP. The ten-foot-wide PUE along Lottsford Road is located west of the ten-foot-wide sidewalk easement, as recorded on previous record plats, and shall be re-established.
20. Prior to signature approval of the preliminary plan of subdivision, the status and disposition of the three WMATA easements (Surface, View and Alternative Kiss-and-Ride) shall be indicated on the PPS and in the general notes.



21. Prior to approval of the final plat of subdivision, the following draft limited public access easements on Parcels 2 and 3 to the Maryland-National Capital Park and Planning Commission shall be approved by the Commission and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties. Prior to recordation, the easements shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limit of the easements reflected consistent with the approved PPS and DSP:
  - a. A 60-foot-wide easement for vehicular and pedestrian access collocated over the Section 24-128(b)(8) easement for Ascend Lane extending from Grand Boulevard to Harry S. Truman Drive.
  - b. A variable width easement over the linear civic plaza on the south side of Grand Boulevard extending from Lottsford Road to Parcel 110 (Metro), and along the property frontage of Lottsford Road over the ten-foot-wide public sidewalk easement as recorded on previous record plats (NLP 153/4, REP 199/75).
22. At the time of final plat approval, the applicant shall dedicate additional right-of-way along Grand Boulevard, to an ultimate right-of-way width of 86 feet, as reflected on the approved preliminary plan of subdivision.

STAFF RECOMMENDS APPROVAL OF TYPE 1 TREE CONSERVATION PLAN TCP1-009-14