



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

ETOD Detailed Site Plan Largo Parcel O

DSP-21049

REQUEST	STAFF RECOMMENDATION
Construction of 269 multifamily dwelling units and 1,990 square feet of commercial/retail space in one building.	With the Conditions Recommended herein: <ul style="list-style-type: none">•Approval of Detailed Site Plan DSP-21049•Approval of Type 2 Tree Conservation Plan TCP2-014-2022

Location: In the southeast quadrant of the intersection of Largo Drive West and Harry S Truman Drive.	
Gross Acreage:	3.67
Zone:	RTO-H-C
Zone Prior:	M-U-I/D-D-O
Reviewed per Zoning Ordinance:	Section 27-1903(c)
Dwelling Units:	269
Gross Floor Area:	1,990 sq. ft.
Planning Area:	73
Council District:	06
Municipality:	N/A
Applicant/Address: Gateway Properties Largo, LLC 230 Park Avenue, Third Floor West Suite 302 New York, NY 10169	
Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	06/16/2022
Planning Board Action Limit:	06/20/2022
Staff Report Date:	06/02/2022
Date Accepted:	04/21/2022
Informational Mailing:	01/06/2022
Acceptance Mailing:	04/11/2022
Sign Posting Deadline:	05/17/2022

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-21049
Type 2 Tree Conservation Plan TCP2-014-2022
Expedited Transit-Oriented Development (ETOD) Project
Largo Parcel O

The Urban Design Section has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL of the detailed site plan, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The property is within the Core area of the Regional Transit-Oriented, High-Intensity (RTO-H-C) Zone. This application, however, is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, pursuant to Section 27-1903(c) of the Zoning Ordinance. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, the detailed site plan is an eligible ETOD project, and the applicant has chosen to pursue that expedited review. Therefore, this detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Development District Overlay (D-D-O) Zone standards of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment*;
- b. The requirements of the prior Zoning Ordinance in the Mixed Use-Infill (M-U-I) Zone and the Development District Overlay Zone (D-D-O) Zone and Expedited Transit-Oriented Development (ETOD) Projects;
- c. The requirements of Preliminary Plan of Subdivision 4-21060;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referrals.

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design Section recommends the following findings:

- Request:** The subject application is for approval of a detailed site plan (DSP) for the construction of 269 multifamily dwelling units and 1,990 square feet of commercial/retail space in one building.
- Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	RTO-H-C (M-U-I/D-D-O)	RTO-H-C (M-U-I/D-D-O)
Use(s)	Vacant	Multifamily and Commercial/retail
Acreage	3.67	3.67
Total Gross Floor Area (GFA)	-	393,155 sq. ft.
Of which Commercial	-	1,990 sq. ft.
Residential		280,835 sq. ft.
Parking Garage	-	110,330 sq. ft.
Total number of multifamily units	0	269

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	Min. - Max. 0 - 357	320
Of which Commercial/retail parking spaces	Min. - Max. 0 - 20	0
Residential parking spaces	Min. - Max. 0 - 337	320
Handicapped spaces	7	9*
Total loading spaces	1	1

Note: *Of which two spaces are van accessible.

Multifamily Unit Types

Unit Type	Min. Gross Floor Area	Number of Unit	Percentage
Studio	598 sq. ft.	15	5.58%
1-Bedroom	625 sq. ft.	157	58.36%
2-Bedroom	828 sq. ft.	97	36.06%

- Location:** The subject property is located in the southeast quadrant of the intersection of Largo Drive West and Harry S Truman Drive, within the transit-oriented development (TOD) core area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA), in Planning Area 73 and Council District 6.

4. **Surroundings and Uses:** The property is within the Regional Transit-Oriented, High-Intensity Core (RTO-H-C) Zone and was previously in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones. The subject site is Parcel O in the Largo Town Center TOD core area, which includes properties that are generally within a quarter of a mile from the Largo Metro Station. The subject site is triangular in shape and is bounded on two sides by public rights-of-way, which have been fully improved. To the west of the property is the right-of-way of Largo Drive West and to the north is the right-of-way of Harry S Truman Drive. To the east of the property is Parcel N of the Largo Center West development, on which the warehouse of US Business Realty Holdings, Inc. was previously located, but now it is occupied by Choice Companies. All surrounding properties are within the RTO-H-C Zone. The Largo Metro Station is within approximately 1,000 feet of the subject site, across Harry S Truman Drive to the north.
5. **Previous Approvals:** The 1990 *Largo-Lottsford Approved Master Plan and Sectional Map Amendment for Planning Area 73* retained the subject site in the Employment and Institutional Area Zone. The 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* rezoned the subject property and its adjacent property in Subarea 5 to the M-U-I Zone. The Largo Town Center Sector Plan and SMA retained the subject property in the M-U-I Zone and superimposed a D-D-O Zone on the subject property and surrounding area.

The subject site has an approved Preliminary Plan of Subdivision (PPS), 4-79179, which was recorded in Plat Book NLP 115, Plat 14 of the Prince George's County Land Records. The plat was recorded after October 27, 1970 and contains no specific plat note establishing a cap on the amount of development on this site. The larger Largo Center West land assembly consists of the subject site and Parcel N that was approved under a single Type I tree conservation plan.

On November 18, 2008, the Prince George's County District Council approved DSP-07009, as recommended by the Prince George's County Planning Board (via PGCPB Resolution No. 08-136), for a mixed-use project consisting of two office buildings and a 748-space parking garage, referred to as Largo Center West, Parcel O, subject to two conditions. The DSP approval expired on December 31, 2021.

PPS 4-21060, which proposes one parcel for development of 269 multifamily dwelling units and 1,990 square feet of commercial use, is scheduled to be heard by the Planning Board on June 2, 2022.

The site also has a Stormwater Management (SWM) Concept Plan, No. 173-2022-0, which was submitted with this application and shows the use of eight micro-bioretenement facilities and the existing on-site SWM pond that is to be retrofitted. The approved SWM concept plan is required to be part of this expedited transit-oriented development (ETOD) DSP approval.

6. **Design Features:** The triangular site is surrounded on two sides by improved public streets Harry S Truman Drive and Largo Drive West. The site is vacant, with the exception of the SWM pond constructed prior to 2000. One building complex is proposed to occupy the corner of the site facing the intersection and covers most of the site area, with the retrofitted SWM pond filling the remainder. The main pedestrian access, connecting to the existing sidewalks at the intersection of Harry S Truman Drive and Largo Drive West, provides direct access to the courtyard where all outdoor recreational facilities and

amenities, including a swimming pool, are located. The commercial retail, residential lobby, and rest of the amenity spaces within the building are located along the north frontage on Harry S Truman Drive. The residential units are located along the rest of the street frontages and encircle the multi-level parking garage, which is an integral part of the building complex.

There are two vehicular accesses to the site: one from Harry S Truman Drive, which provides access to the parking garage in the middle of the building complex; and the second from Largo Drive West, which provides access to a service/loading/trash collection area in the southwest corner of the building.

Architecture

The building complex includes various building heights with a flat roof and multiple tower elements on each of the main elevations along Harry S Truman Drive and Largo Drive West. Most of the building complex is six stories in height which meets the four to six-story height requirement of the Largo Town Center Sector Plan and SMA. As seen from the intersection of Harry S Truman Drive and Largo Drive West, the site design includes a prominent raised entrance plaza with towers flanking both sides and creating a pleasant arrival space. The building complex is designed with the manipulation of various massing and exterior finishing materials, including terra cotta colored brick, dark grey fiber cement siding, light grey/silver tone fiber cement panel, light tan brick, and metal canopies. The variation of building massing subdues when moving further into the site.

The elevation fronting Harry S Truman Drive features six, six-story towers that visually divide the expansive horizontal elevation into smaller sections. Three of the towers are finished predominantly with terra cotta color brick and the other three towers are finished with light tan brick and light grey/silver fiber cement panels. Dark grey railings and balconies are designed between two towers. The elevation is designed with a brick base and storefronts at street level for the leasing and commercial/retail spaces and large windows at the residential areas to express a consistent rhythm and scale of glazing. A strong horizontal band atop the first-floor base provides a transition to the lighter cementitious and brick upper floors. The upper portion of the building is designed to have a contemporary mix of cementitious siding, cementitious panel, and brick.

The elevation fronting Largo Drive West features one tower element around the main pedestrian entrance area and the rest of the elevation consisting of a five-story flat roof with a prominent first-floor base finished with brick. Three sections above the first floor are finished with predominantly grey fiber cement panels interweaving with dark grey panels. Similar street level treatment with brick, as along Harry S Truman Drive, creates a prominent base for the building. A horizontal band is atop the first floor to provide a transition to a lighter upper portion of the elevation. The variations in building materials, heights, recesses, and balconies and the unique shape of the site contribute to a unique building with a high-level of visual interest.

The rest of the elevations are finished with two types of the grey fiber cement panels, with the light one on the first two floors and the dark color on the rest of the upper floors. The entire building design, and the application of finishing materials of predominantly terra cotta and grey colors are in keeping with other buildings in the neighborhood.

Lighting

A photometric plan has been included in this application that shows the foot-candle readings at the entrance areas, courtyard landscape/hardscape areas, as well as the immediate surrounding outdoor areas of the building with various lighting fixtures, including three types of pole lighting, building wall sconce lights, and lighting in planters. All of the proposed lighting fixtures are light-emitting diode (LED) with full cutoff optics. Sufficient lighting has been provided.

Signage

A uniform signage plan (shown on Sheets A5.01 and A5.01) has been submitted with this DSP that includes building-mounted signs for residential and commercial retail uses and wayfinding signage for both vehicle and bicycle parking. The specific signs have been shown on each elevation of the building complex, and specific sign face areas ranging from 95 to 6.2 square feet have also been provided. A summary sign face area calculation table has not been provided and should be prior to the certification of this DSP.

The proposed signs are generally consistent with the applicable D-D-O Zone signage standards (Signage Design Criteria, pages 170–174), which are computed on the basis of two square feet of sign area for each one linear foot of building frontage. Where a building has multiple frontages, the allowed sign area should be distributed proportionally along each building frontage. The proposed signs are consistent with the D-D-O Zone signage design criteria.

Recreational Facilities and Amenities

This application is required to provide on-site private recreational facilities in order to fulfill the requirements for mandatory dedication of parkland as recommended in the pending PPS 4-21060.

On-site private recreational facilities and amenities have been provided in the courtyard and within the building complex in this DSP to serve future residents, including an outdoor pool area with seating, shade structure with heaters, outdoor grilling station, outdoor drinking fountain, kid zone, and indoor fitness spaces. The courtyard also features landscaping and a walking path with seating and other outdoor amenities. In accordance with the formula for calculating the dollar value of the required recreational facilities, this application is required to provide approximately \$253,000 of on-site recreational facilities. The applicant provides a package of approximately \$417,500 that exceeds the requirements as follows:

PRIVATE ON-SITE RECREATIONAL FACILITIES	QTY	VALUE	TOTAL VALUE
SWIMMING POOL	1	\$175,000	\$175,000
POOL DECK	1	\$64,000	\$64,000
FENCING	1	\$20,000	\$20,000
OUTDOOR SHOWER	2	\$2,500	\$5,000
DRINKING FOUNTAIN	1	\$2,500	\$2,500
OUTDOOR GRILLING STATION	1	\$20,000	\$20,000
SOCIAL SEATING AREA PAVING	1	\$5,000	\$5,000
SHADE STRUCTURE W/ HEATERS	2	\$40,500	\$81,000
KID ZONE	1	\$5,000	\$5,000
INDOOR FITNESS ZONE	1	\$40,000	\$40,000
TOTAL VALUE PROVIDED			\$417,500

Staff has evaluated the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines*. Since the package includes a range of types of facilities for all ages, the applicant's proposal is acceptable. As part of the approved DSP, they will be required to be built as part of the development and be open for use prior to the final certificate of occupancy for the residential units.

Green Building Techniques

The subject project will employ a comprehensive and integrative approach to sustainability by incorporating the green building strategies of site design, resource efficiency, energy efficiency, water efficiency, indoor environmental quality and operation, maintenance, and building owner education. Specifically, this project will utilize low-e glazing, sustainable exterior finish materials, white roof, LED lighting, on-site bioretention facilities, as well as provide bicycle parking per Leadership in Energy and Environmental Design silver requirements, and electric car parking spaces.

COMPLIANCE WITH EVALUATION CRITERIA

- The 2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The purpose of the Largo Town Center Sector Plan and SMA is to analyze the existing situation and to set forth goals, concepts, guidelines, recommendations and design standards to achieve the character desired for future development in the Largo Town Center TOD core areas, in accordance with the goals and policies of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) recommendations for mixed-use, pedestrian- and transit-oriented development in the Regional Transit District Growth area. The vision for the Regional Transit District is a destination for regional workers and residents that contains a mix of office, retail, entertainment, public and quasi-public, flex, and medical uses. It is walkable, bikeable, and well-connected to a regional transportation network via a range of transit options.

The Largo Town Center Sector Plan and SMA also contains a comprehensive rezoning element intended to implement the land use recommendations of the sector plan for the foreseeable future. On November 12, 2013, the District Council approved the Largo Town Center Sectional Map Amendment (Prince George's County Council Resolution CR-138-2013) that classified the property in the M-U-I Zone with a D-D-O Zone that sets development standards for the property. The subject application has been reviewed for conformance with the D-D-O Zone standards and has been found to be in general conformance with the land use and development pattern concepts and recommendations.

The Largo Town Center Sector Plan and SMA divided the entire planning area into development quadrants, which is shown in the Subarea Quadrant Map (page 49). The subject site is located within the TOD core area (southwest quadrant), which includes the metro station, as well as the new regional medical center. The development district standards are organized into six parts, to address urban design, street, open space, architecture, parking, and signage design criteria for development within the development district.

Section 27-548.25(b) of the Zoning Ordinance requires that in approving the DSP, the Planning Board shall find that the site plan meets applicable development district standards. In general, the subject DSP meets the applicable development district standards except for two, as discussed below, for which the applicant has requested an amendment, in accordance with Section 27-548.25(c) of the Zoning Ordinance.

Specifically, Section 27-548.25(c) provides as follows:

If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.

The requested modifications of two development district standards in accordance with this provision are discussed below:

Amendment 1

Street Design Criteria | Complete Streets (page 143)

Complete streets, or shared-use streets, are designed to provide for transit, pedestrian, cyclist, and private motor vehicle use and may also incorporate innovative stormwater management methods, such as rainwater planters, to address run-off from paved surfaces. (See Figure 11. Complete Streets Diagram below.)

The street design criteria specify the complete street section that includes tree zones, pedestrian zones, and semi-private zones with specifications for lane width, bike lanes and parallel parking. As the applicant states in the Statement of Justification, the two roadways that are adjacent to the subject site have been fully improved and any additional improvements will be subject to the review and approval by both the Prince George's

County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation (DPW&T). The applicant is proposing to implement these recommendations as set forth in the Largo Town Center Sector Plan and SMA, unless the proposed improvements in the right-of-way are altered by DPIE and DPW&T. This amendment will allow the applicant to move forward with the proposed development as contained in this DSP without altering anything within the two rights-of-way that border this DSP. The requested modification of this D-D-O Zone standard will benefit the development and the development district by allowing a substantial building complex at this prominent location and will not substantially impair the implementation of the approved sector plan. Staff supports this amendment.

Amendment 2

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

Exterior Walls

- 1. Exterior walls visible from the public realm should be brick (brick veneer), stone, cast stone, pre-cast, glass, and/ or metal components. Additionally, for buildings of four to six stories, cementitious siding or panels in a smooth or stucco finish or metal panels may be used at the fourth floor level and above where residential is the primary use. For buildings of three to five stories, masonry or stone shall be the predominant building material. For buildings of one to two stories, cementitious siding or panels in a smooth or stucco finish may be the predominant building material where residential is the primary use; for other uses, metal panels may be the predominant building material. Where cementitious siding or panels meet foundation walls, a minimum 10-inch nominal trim board is required on all elevations.**

As discussed previously, the two main elevations along the frontages of both Harry S Truman Drive and Largo Drive West are designed with a prominent first floor, which is finished with 100 percent brick. A strong horizontal band above the first-floor base section provides a transition to the upper levels that are finished with a combination of fiber cementitious panels and siding of two grey color tones, interweaving with terra cotta color brick tower elements to visually divide the horizontal expanses of the elevations. The design and articulation of the elevations in questions, plus the application of various exterior finish materials, contribute to a unique building at the intersection of two major roadways in the vicinity of the Largo Metro Station. The applicant states that as the building addresses the main corner of the site where Harry S Truman Drive and Largo Drive converge, the base of the building complex is elevated higher to provide visual interest and hierarchy at this gateway corner. At the convergence, the building opens to a grand stair that will allow residents a direct pedestrian connection to the Largo Metro Station across Harry S Truman Drive and allow sun into the courtyard where the proposed recreational facilities and amenities are located.

The upper portion of the building is designed to have a contemporary mix of cementitious siding, panels, and brick, and the window and material rhythms are complementary. Cementitious panels are used as low as the second floor, whereas the standards require any finish materials other than brick to be used from the fourth-floor level and up. Allowing for the introduction of cementitious siding and panel at the second level, rather than the fourth

level, is an amendment which does not in any way impair the implementation of the sector plan. The combination of various exterior finish materials creates a visually interesting building. The requested modification of this D-D-O Zone standard will benefit the development and the development district by achieving an attractive building at this prominent location. Staff supports this amendment.

8. **Prior Prince George's Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and D-D-O Zones and ETOD projects of the Zoning Ordinance, as follows:

- a. The proposed residential multifamily and commercial uses are permitted pursuant to the Largo Town Center Sector Plan and SMA (M-U-I in D-D-O Zone, Use Table).
- b. Section 27-546.19(c), Site Plans for Mixed Uses in the M-U-I Zone, of the Zoning Ordinance requires that:

(c) A Detailed Site Plan may not be approved unless the owner shows:

- 1. **The site plan meets all approval requirements in Part 3, Division 9;**
- 2. **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

As required by 1 above, the site plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. As required by 2 above, the proposed mixed-use development meets applicable D-D-O Zone standards, except for two standards for which the applicant has requested amendments, as discussed above. Staff recommends approval of the amendments because the alternative standards benefit the proposed development and will not substantially impair the implementation of the sector plan.

- 3. **Proposed uses on the property will be compatible with one another;**
- 4. **Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application proposes 269 multifamily units and commercial retail space of 1,990 square feet within one building complex, with structured parking spaces in the middle. The proposed uses are compatible with each other, as the commercial/retail space is adjacent to the lobby and amenity spaces and closest to the metro station. The multifamily uses on-site will provide a residential base to support existing and future commercial uses on adjacent

properties. The proposed vertical mixed-use complex is the popular development pattern that will be compatible with the other mixed-use developments to the north.

5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

The site is located in the core area of the development district and meets the required building height. Due to the varying grades on-site, the proposed building height in feet varies. The heights are consistent with the heights of the adjacent five-story buildings to the north. In summary, the proposed building is compatible in size, height, and massing to buildings on adjacent properties.

(B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

The building is designed to respond to its gateway location within the development district by putting the main activity-generating uses along the Harry S Truman frontage. In terms of physical expression, the primary façades incorporate contemporary and traditional design forms and engage with each other at the prominent grand corner entrance. The plaza is located at the prominent corner of Harry S Truman Drive and Largo Drive West, connected by sidewalks on both sides of the streets to the complete pedestrian network within the development district.

(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;

The site is surrounded on two sides by the rights-of-way of the existing roadways and the entire complex is designed in a self-contained way that has no visual intrusion into the adjacent properties. Outdoor lighting is limited to the entrance and sidewalk areas by using pole lights and wall sconces on the building for safety purposes that create no excessive lighting.

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

The proposed building employs a combination of cementitious panel, metal, glass, and masonry that are similar to those buildings on the adjacent properties. The colors include terra cotta and tan bricks with silver-grey paneling. These materials and colors are consistent with, and complementary to other buildings throughout the development district.

- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

All storage and mechanical equipment are within the building complex or on the top of the building. There are no views of those elements from adjacent properties or public streets.

- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

A comprehensive sign plan has been submitted with this application that conforms to the applicable D-D-O Zone signage standards.

- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**

- (i) Hours of operation or deliveries;**
- (ii) Location of activities with potential adverse impacts;**
- (iii) Location and use of trash receptacles;**
- (iv) Location of loading and delivery spaces;**
- (v) Light intensity and hours of illumination; and**
- (vi) Location and use of outdoor vending machines.**

The proposed development is consistent with all applicable D-D-O Zone standards except for two standards for which the applicant has requested amendments. The proposed uses in this development will be like most of the other existing uses in the surrounding neighborhood, in terms of hours of operation. Most of the activities generated by this development will be inside of the building complex. Given the nature of the uses, no activities with potential adverse impacts will be created by this development. There are no outdoor vending machines, nor outside trash receptacles; trash collection will take place within the building. This mixed-use development will have no adverse impacts on adjacent properties.

- c. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

- (B) for a constructed Washington Metropolitan Area Transit Authority ("WMATA") Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform.**

The subject site is located entirely within one-half mile of the Largo Metro Station platform, for which there is no approved Transit District Overlay Zone.

Section 27-290.01 of the Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) of the Zoning Ordinance provides the requirements for the uses and design of ETOD projects, as follows:

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) Use the best urban design practices and standards, including:

- (A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest**

proximity to the transit station and gradual transition to the adjacent areas;

The proposed mixed-use building is located directly across Harry S Truman Drive from the Largo Metro Station, and therefore, is within easy walking distance. The proposed development will provide high density development within walking distance of the transit station to increase transit ridership.

(B) Reducing auto dependency and roadway congestion by:

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**
- (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

The proposed development is within walking distance of the Largo Metro Station and the new regional medical center. Its proximity to the metro station will also ensure that multiple trip purposes can be accomplished without utilizing an automobile, thereby reducing auto dependency and roadway congestion. The streetscapes along Harry S Truman Drive and Largo Drive West will be improved to implement the streetscape standards recommended in the development district standards. The DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban pedestrian-oriented space. The Largo Town Center Sector Plan and SMA establishes a parking maximum, and the proposed development conforms. Bike racks are provided both in the parking structure and outside close to the building entrances.

(C) Minimizing building setbacks from the street;

The building is proposed as close to the street as possible, behind the sidewalk and public utility easements and is in conformance with the build-to line standards set forth in the Largo Town Center Sector Plan and SMA.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP conforms to the block sizes and street grids set forth in the Development District Standards of the Largo Town Center Sector Plan and SMA. The building design and location close to the street will create a pedestrian scale block consistent with vision for the area.

(E) Creating pedestrian-friendly public spaces; and

The building has been designed with a landscaped grand stair entrance into the courtyard. This area, located at the corner of Harry S Truman Drive and Largo Drive West, creates a pedestrian-friendly space, and enhances the existing streetscape. The existing SWM facility will also be enhanced, to the extent allowed by DPIE, with landscaping and seating to allow it to serve as a pedestrian amenity.

(F) Considering the design standards of Section 27A-209.

The design standards set forth in Section 27A are being deleted from the Zoning Ordinance in accordance with the provisions of Prince George's County Council Bill CB-77-2021, effective on April 1, 2022. However, the standards are evaluated herein, nonetheless. The section of Subtitle 27A, Urban Centers and Corridor Nodes Development and Zoning Code, includes design standards which are discussed below.

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment

through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) In an urban environment, property lines are generally physically defined by buildings, walls, or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The development proposed in this DSP contains two complementary uses in one building complex that occupies the entire parcel and presents attractive elevations along both Harry S Truman Drive and Largo Drive West. The building is sited closely to, and follows the curvature of, the streets where possible. The building design takes into consideration the massing and style of the existing buildings to the north and the east while proportionally arranging the vertical divisions of the elevations along both frontages. Sufficient architectural articulation, color, and elements are utilized to make an attractive and pedestrian friendly streetscape that further strengthens the identity of the place.

The design of the public spaces in this DSP integrates human scale with safety considerations by providing “eyes on the street” with windows and clear territorial demarcation. The pedestrian entrance from the intersection of Harry S Truman

Drive and Largo Drive West leads to a courtyard full of amenities and is designed to be visually inviting.

The storage of vehicles is concealed, so are other site-serving utilities. The parking garage is in the middle of the mixed-use building complex and is surrounded on all sides by the residential units and interior amenity space. The screening of the mechanical equipment is functional and consistent with the applicable regulations.

(2) Provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

The proposed building includes both residential and commercial uses. Given the location of this site, the proposed commercial component is much smaller than the new commercial development proposed adjacent to the regional hospital. However, the growing population of the southwest quadrant, as well as the proximity to the metro station, will support a small commercial space and enhance the streetscape.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**

- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
- (K) Sale, rental, or repair of industrial or heavy equipment;**
- (L) Any automobile drive-through or drive-up service;**
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above uses are included in this DSP.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

- (c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and the creation of a harmonious design around these necessary elements. The plans do not reflect public utility structures or uses on the subject property, but only require private utilities to serve this project.

According to the applicant, public utilities serving the property will be underground. Junction boxes are to be located in necessary areas as shown on the DSP. They are typical of urban areas and are harmonious with the character of the Urban Center. There are no public utilities being proposed on this site. All the public utilities already exist in the public rights-of-way and private connections such as water and sewer house connections, electric, and cable will be brought to the site from the abutting streets.

- (5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.**

The building complex has been designed to meet the development district standards found in the Largo Town Center Sector Plan and SMA. This DSP is generally compatible with the governing D-D-O Zone standards and where it deviates, the applicant has filed amendment requests. The alternative standards, as discussed in Finding 7 above, benefit the development and the development district and will not substantially impair implementation of the sector plan.

- (6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.**

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed.

- d. Section 27-548.25(b) requires that the Planning Board shall find that the site plan meets applicable development district standards in order to approve a DSP. As discussed in Finding 7, this DSP complies with most of the applicable D-D-O Zone standards, except for two, as amended. Staff recommends approval of the alternative development standards because they will benefit the development and

the development district and will not substantially impair implementation of the sector plan.

9. **Preliminary Plan of Subdivision 4-21060:** The property is the subject of PPS 4-21060, which is currently scheduled on the June 2, 2022 Planning Board agenda. Staff recommends approval of this PPS, subject to 16 conditions. The applicant must obtain the signature approval of PPS 4-21060 prior to certification of this DSP. The conditions that are relevant to the review of this DSP warrant the following discussion:

2. **Development of the site shall be in conformance with the Stormwater Management Concept Plan (173-2022), and any subsequent revisions.**

As discussed previously, this SWM concept is pending with DPIE, and it must be approved prior to the approval of this DSP.

4. **Total development within proposed Preliminary Plan of Subdivision shall be limited to uses which generate no more than 126 AM peak-hour trips and 145 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new Preliminary Plan of Subdivision.**

The DSP shows the exact site improvements as proposed in PPS 4-21060 with 269 multifamily units and 1,990 square feet of commercial uses. Therefore, the DSP is within this prescribed trip cap.

7. **The applicant shall provide details of the on-site pedestrian and bicycle amenities and improvements consistent with Section 24-124.01(c) of the Prince George's County Subdivision as part of the Detailed Site Plan submission.**
8. **The applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with this preliminary plan of subdivision, consistent with Section 24-124.01(f) of the prior Prince George's County Subdivision Regulations as part of the Detailed Site Plan submission.**
9. **The applicant and the applicant's heirs, successors, and/or assigns shall construct the following facilities and show these facilities on a pedestrian and bikeway facilities plan as part of the detailed site plan prior to its acceptance:**
- a. **A minimum five-foot-wide bicycle lane along the property frontage of Harry S. Truman Drive, unless modified by the operating agency with written correspondence.**
 - b. **A minimum eight-foot-wide sidewalk and associated ADA curb ramps and crosswalk along the property frontage of Harry S Truman Drive and Largo Drive West, unless modified by the operating agency with written correspondence.**

- c. **Long and short-term bicycle parking consistent with *Guide for the Development of Bicycle Facilities (AASHTO)* to accommodate residents and visitors.**
- d. **Continental style crosswalks crossing vehicular access points.**

The required details have been provided on the DSP including pedestrian paths and bicycle racks. Specifically, the latest DSP submission provides details of the on-site pedestrian and bicycle amenities that include bicycle racks near the main entrance of the building and at the proposed retail, a bicycle storage facility within the garage, eight-foot-wide sidewalk along the entire frontage of the building and direct pedestrian access from the sidewalk to the retail and courtyard area. However, crosswalks are not provided at all vehicular access points. A condition has been included in the Recommendation section, requiring the applicant to provide the crosswalk prior to certification of this DSP.

The applicant has indicated through correspondence that bicycle lanes are not included on the plan sheets due to the future reconfiguration of Harry S Truman Drive and Largo Drive West into two-way streets that will include bicycle lanes along one side of both roadways, per the applicant's correspondence with DPW&T. The applicant has also included a detailed exhibit that illustrates the locations of the proposed off-site pedestrian and bicycle facilities per Section 24-124.01 (f) of the prior Prince George's County Subdivision Regulations. The operating agency will have the final approval of the proposed facilities to be constructed, prior to the approval of the first building permit. As a condition of approval, staff recommends that the bicycle and pedestrian impact statement off-site pedestrian and bicycle exhibit is included as part of the final certified DSP plan set.

- 11. **The applicant shall evaluate the need for additional points of access to the garage structure at the time of detailed site plan.**

The applicant has worked with the operating agencies regarding additional points of access to the garage and no additional access point has been found necessary.

- 12. **At the time of detailed site plan, the applicant shall provide a stochastic queuing analysis to evaluate the queues with variation of frequency, time, and volume of vehicles entering the site to those vehicles accessing the parking spaces along the main drive aisle, to determine if the proposed parking spaces shown on the Site Development Concept Plan will result in vehicle queues and impediments to the operations along Harry S. Truman Drive. If the analysis results in queueing or stacking onto Harry S. Truman Drive, the applicant shall modify the site, remove the parking spaces along the drive aisle or provide alternative improvements to mitigate the stacking of vehicles.**

As part of the initial DSP submission, Transportation staff continued to express concerns about the potential queuing of vehicles along Harry S Truman Drive, given the single access connection to the site and parking spaces provided along the driveway. The parking spaces along the drive aisle will be used to provide temporary parking for ride share and delivery vehicles. As expressed in the findings of the PPS application, staff was concerned that the frequency and rate of vehicles

accessing the temporary parking spaces will impede the operations of the single point of access to the garage facility which will result in queues along Harry S Truman Drive.

The applicant did not submit the queueing analysis requested in the PPS condition, but on May 17, 2022, the applicant submitted an alternative site layout which showed the relocation of the temporary spaces along the drive aisle into the garage structure. The conceptual site layout alternative is provided in Attachment I. This modification to the site will eliminate potential vehicle stacking onto Harry S Truman and will reconfigure the entrance to the garage to provide designated spaces for temporary pickup/drop-off inside the garage while relocating the gate access to separate the temporary parking spaces from the general residential parking area. The alternative site layout also includes one handicap accessible parking space that will be provided outside of the garage, to allow convenient parking for paratransit vehicles to access the ground floor retail portion of the development. Staff finds that the modification, as shown on the alternative site layout sheet (Attachment I), eliminates the concern for queueing and therefore, satisfies the recommended condition of the pending PPS application. As a condition of approval, staff recommends that the applicant further refine the alternative site layout plan to include an additional accessible parking space along the drive aisle and include the modifications shown on the alternative site layout plan as part of the DSP at time of certification.

13. **In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate on-site recreational facilities.**
16. **At the time of detailed site plan (DSP) review, the on-site recreational facilities shall be reviewed by the Urban Design Section of the Prince George's County Planning Department, Development Review Division for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines. Triggers for construction shall also be determined at the time of DSP.**

As discussed previously, this development will provide on-site private recreational facilities to fulfill the mandatory dedication requirements. A private recreational facility and amenity package has been submitted with this DSP and has been reviewed for conformance with the Park and Recreation Facilities Guidelines. The total value of the proposed package exceeds the dollar amount (see Finding 6) as required for the development. Since the proposed facilities are either within the courtyard or inside the building, the proposed recreational facility and amenity package is acceptable. The proposed facilities and amenities are integrated into the building complex, and therefore, will be required to be built and open to the residents prior to the final certificate of occupancy.

10. **2010 Prince George's County Landscape Manual:** Section 27-548.23(d), Development District Standards, of the prior Zoning Ordinance, requires that landscaping, screening, and buffering of development shall conform to the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements. Specific landscaping, screening, and buffering also may be required by the development district standards, but only to meet the goals of the development district and the purposes of the D-D-O Zone.

Page 132 of the Largo Town Center Sector Plan and SMA states that the provisions of the Landscape Manual regarding alternative compliance and buffering of incompatible uses do not apply within the development district. All other standards and regulations of the Landscape Manual apply. In this case, Section 4.1, Residential Requirements, and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual are applicable to this site. The DSP has been reviewed for conformance with these requirements and provides all the necessary schedules and plantings.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans. This parcel had previously been graded under Type 2 Tree Conservation Plan TCP2-51-97, which covers a larger property including the subject site. TCP2-014-2022 was submitted with the DSP application and a revised TCP2 was submitted on May 12, 2022. A new TCP2 number has been assigned since there is a new PPS for this property. The worksheet on the TCP2 is based on the original larger area of woodlands provided on-site with TCP2-51-97.
 - a. A Natural Resources Inventory, NRI-201-2021, was approved on February 8, 2022, and is provided with this application. There are no regulated environmental features or specimen trees located on this site. The TCP2 and the DSP show all the required information correctly in conformance with the NRI.
 - b. According to the worksheet of the prior TCP2 approval, the overall site is 10.66 acres within the M-U-I Zone. A total of 9.29 acres of existing woodlands are on the net tract. The site has a woodland conservation threshold of 1.56 acres, or 15 percent of the net tract, as tabulated. The woodland conservation worksheet proposes the removal of 9.06 acres of woodland in the net tract area, and removal of 0.87 acre of woodlands off-site, for a woodland conservation requirement of 5.70 acres. The TCP2 shows this requirement will be met with 0.19-acre woodland preservation, 0.50-acre reforestation, and 5.01-acre off-site woodland conservation credits. The woodland conservation worksheet on the submitted TCP2 is incorrectly showing the gross tract area, the off-site impact, the woodland conservation requirement, and the off-site mitigation requirement. The TCP2 plan requires technical corrections to be in conformance with the WCO. These revisions have been included as conditions in the Recommendation section of this technical staff report.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Prince George's County Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of disturbance. Based on the prior M-U-I zoning of the site, 10 percent of the site is to be covered in tree canopy. The overall site measures 3.67 acres, and a total of 15,943 square feet of tree canopy is required. The subject application includes a schedule demonstrating that the required amount of tree canopy coverage (TCC) for the site is provided, excluding the SWM pond. The TCC schedule should be revised to include the entire property in the calculation and provide the required canopy coverage prior to certification of this DSP.

13. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—In a memorandum dated May 13, 2022 (Umeozulu to Zhang), incorporated herein by reference, the Community Planning Division stated that pursuant to Section 27-548.25(c), this DSP application includes requests for amendments to D-D-O Zone standards that benefit the proposed development and will not substantially impair the implementation of the Largo Town Center Sector Plan and SMA.

This application is consistent with Plan 2035 which designates this application in the Largo Town Center Regional Transit District. This application conforms with the mixed-use land use recommendations of the Largo Town Center Sector Plan and SMA. The sector plan recommends high-density mixed-use development of offices, retail, institutional, and residential uses for properties within the TOD core area.

- b. **Transportation Planning**—In a memorandum dated May 19, 2022 (Smith to Zhang), incorporated herein by reference, the Transportation Planning Section provided a review of the subject site's conformance with the prior conditions of approval, the requirements of the Largo Town Center Sector Plan, and applicable zoning requirements. Some of the findings have been incorporated into this report and additional findings are summarized as follows:

Master Plan Roads

The subject site is along Harry S Truman Drive (A-38/C-346), which has an 80-foot ultimate right-of-way established with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The ultimate right-of-way is accurately displayed on the plan sheets. The subject property also has frontage along Largo Drive West, which is not designated as master plan roadways. Main access to the site is proposed along Harry S Truman Drive.

Master Plan Pedestrian and Bicycle Facilities

This application is subject to the MPOT. The subject property fronts the recommended master planned bicycle lane along Harry S Truman Drive.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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 (MPOT, page 10).

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities* (MPOT, page 10).

This development is also subject to Largo Town Center Sector Plan and SMA, which also proposes bicycle lanes along Harry S Truman Drive. The following design standards are recommended:

- Implement complete streets (shared-use streets) principles on all interior streets in the Largo Town Center Development District Overlay Zone (DDOZ) to provide safe and convenient accommodation for all potential users, including pedestrian, cyclist, motorist and transit riders alike (page 70).
- Relegate parking (surface/structured) behind buildings, masking it from the public realm (page 70).
- Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclist (page 82).
- Eliminate one-way street pair between MD 214 (Central Avenue) and the Metro station by converting Harry S Truman Drive and Largo Drive West into two-way streets (page 72).

Per DPW&T, Harry S Truman and Largo Drive West will be converted into a two-way street that will include bicycle lanes along the north side of Harry S Truman and south side of Largo Drive West. The submitted plan sheets include an eight-foot-wide sidewalk along the frontages of Harry S Truman and Largo Drive West. The proposed development also includes designated space for long-term bicycle parking within the multifamily building. Short term parking consists of two inverted U-style bicycle racks near the building entrance and near the proposed retail. A crosswalk is also shown connecting the site to the sidewalk along the pedestrian island at the western intersection of Harry S Truman and Largo Drive West. As previously mentioned, staff recommends that additional crosswalks be provided crossing all vehicular access points. The proposed and recommended facilities support the policies strategies of the MPOT and Largo Town Center Sector Plan and SMA.

Access, Circulation and Parking

The site has one access point along Harry S Truman Drive. The applicant described topography issues that would not allow a second access point to the garage via Largo Drive West. The site plan proposes a 30-foot-wide driveway as the primary access to the site. The proposed development has a maximum parking of 357 parking spaces, based on the unit quantity and retail square footage, and 320 are proposed. The development also requires one loading space, which is shown along Largo Drive West. Staff finds that the vehicular circulation depicted in the latest site plan conforms to the design guidelines of the Zoning Ordinance, pursuant to Sections 27-283 and 27-274 of the Zoning Ordinance.

Transportation Planning Section staff does not object to the proposed modifications and concludes that the site access and circulation of this plan is acceptable and meets the findings required by the prior Subtitle 27 for a site plan for transportation purposes and conforms to the Largo Town Center Sector Plan and SMA, subject to

three sub-conditions that have been included in the Recommendation section of this technical staff report.

- c. **Subdivision Review**—In a memorandum dated May 17, 2022 (Heath to Zhang), incorporated herein by reference, Subdivision staff provided a review of this DSP's conformance with the pending PPS 4-21049, and concluded that the proposed DSP is within the development limits. The Subdivision Section recommends one condition consisting of three sub-conditions that have been included in the Recommendation section of this technical staff report.
- d. **Environmental Planning**—In a memorandum dated May 16, 2022 (Rea to Zhang), incorporated herein by reference, the Environmental Planning Section stated that they have reviewed the DSP, the Type 2 Tree Conservation Plan (TCP2-014-2022), and associated information, and provided the following summarized comments:

Soils

The predominant soil found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include the Collington-Wist-Urban land complex and Urban land-Collington-Wist complex. Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

Specimen, Champion, or Historic Trees

There are no specimen, champion, or historic trees located on this site.

Preservation of Regulated Environmental Features/Primary Management Area

There are no regulated environmental features or primary management area located on this site.

Stormwater Management

An unapproved SWM concept plan was submitted with this application. The unapproved SWM concept plan shows the use of multiple micro-bioretenion facilities and the use of an existing SWM pond that is on-site. The SWM concept is pending approval with DPIE under case number 173-2022. The SWM concept must be approved and be consistent with the TCP2 prior to Planning Board approval, per Section 24-290.01(a)(6) of the prior Subdivision Regulations.

The Environmental Planning Section recommends approval of DSP-21049 and TCP2-014-2022, subject to conditions that have been included in the Recommendation section of this technical staff report.

- e. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire Department did not offer comments on the subject application.

- f. **Prince George's County Department of Parks and Recreation**—In a memorandum dated May 18, 2022 (Holley to Zhang), incorporated herein by reference, the Prince George's County Department of Parks and Recreation (DPR) provided comments on the possible impact of the proposed development on parkland and recreational facilities, summarized as follows:

The Largo Town Center Sector Plan recommends development of private recreational amenities within highly urbanized areas such as the Largo Town Center. The sector plan recognizes that good open space does not have to be publicly owned and has recommended strategies to address the needs for future public parkland and recreational facilities. These include:

- 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).

Pursuant to Section 24-135(b) of the prior Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for adequate on-site recreational facilities.

At the time of PPS 4-21060 review, DPR staff concurred with the applicant's proposal for on-site recreational facilities and has determined that the applicant meets the minimum threshold for on-site recreational facilities.

Yoga lawn, outdoor grilling stations, courtyard with a swimming pool, social seating areas, kids seating areas, shade structures with heaters, and an indoor fitness center comprise the major programmatic areas shown on this DSP.

The Park Planning and Development Division of DPR offers no objection to the Planning Board's approval of DSP-21049.

- g. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.

- h. **Prince George's County Health Department**—In a memorandum dated April 1, 2022 (Adepoju to Zhang), incorporated herein by reference, the Health Department provided four comments on the subject application, as follows:

- Health Department permit records indicate there are approximately 10 existing carry-out/convenience store food facilities and one markets/grocery stores within a one-half mile radius of this location. Research has found that people who live near an abundance of

fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

- An application must be submitted to DPIE for the proposed swimming pool. Their offices are located at 9400 Peppercorn Place, Largo, Maryland 20774. For questions, contact their offices at 301-636-2000.
- During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

The above comments have been transmitted to the applicant. Comments on limiting construction noise and particle pollution during the construction phases of this project have been conditioned and included in the Recommendation section of this technical staff report.

- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 23, 2022 (Giles to Zhang), incorporated herein by reference, DPIE states that DSP-21049 is consistent with Site Development Concept Plan 173-2022, which is under review, and DPIE has no objection to approval of this DSP. Other traffic related comments will be enforced through their separate permitting process.
 - j. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not provide comments on the subject application.
 - k. **Largo Development Review Committee**—At the time of the writing of this technical staff report, the Largo Development Review Committee did not provide comments on the subject application.
14. Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as revised in accordance with the conditions of this approval, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code and the D-D-O Zone standards of Largo Town Center Sector Plan and SMA, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

15. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Subtitle 24-130(b)(5) of the prior Subdivision Regulations. No regulated environmental features are located within the limits of the current application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE the alternative Development District Overlay Zone standards for:
1. **Street Design Criteria | Complete Streets** (page 143): To allow the applicant to provide the improvements within the boundary of the site, as shown on the detailed site plan. Any improvements within the public rights-of-way of Harry S Truman Drive and Largo West Drive shall be approved by the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation.
 2. **Architectural Design Criteria | Building Materials and Elements** (page 162): To allow the application of various exterior finish materials, including a combination of cementitious panel, siding, and brick, from as low as the second floor, with the first floor to be finished with complete brick, as shown on the elevations submitted with this detailed site plan.
- B. APPROVE Detailed Site Plan DSP-21049 and Type 2 Tree Conservation Plan TCP2-014-2022 for Largo Parcel O, subject to the following conditions:
1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-21060.
 - b. Provide a label showing the new parcel designation (Parcel 1), in accordance with Preliminary Plan of Subdivision 4-21060.
 - c. Clearly label the bearings and distances of parcel boundary lines.
 - d. Update General Note 3 to show the current zoning of the property.
 - e. Revise the tree canopy coverage schedule to include the entire property in the tree canopy calculation.
 - f. Revise the Type 2 tree conservation plan as follows:
 - (1) Correct the woodland conservation worksheet to reflect the gross tract on-site without the off-site impacts. The off-site impact amount shall be placed under the off-site impact column.

- (2) Revise the worksheet to correctly reflect the woodland conservation requirement for the site, and how it is being fulfilled.
 - (3) Correct the amount of off-site mitigation required in the note below the worksheet.
 - (4) Have the revised plan signed and dated by the qualified professional preparing the plan.
 - g. Provide a summary sign face area calculation table on the signage sheet.
 - h. Submit an approved stormwater management concept plan showing the same layout as the DSP and Type 2 tree conservation plan.
 - i. Provide a site plan note indicating that the applicant intends to conform to dust control requirements, as specified in 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, and to construction noise control requirements, as specified in Subtitle 19 of the Prince George's County Code, which is adopted by reference to the Code of Maryland Regulations.
 - j. Provide a bicycle and pedestrian impact statement exhibit showing the off-site pedestrian and bicycle facilities.
 - k. Provide continental-style crosswalks across all vehicular access points.
 - l. Reduce the number of parking spaces along the drive aisle to two accessible parking spaces only, provide nine temporary use parking spaces inside of the garage, and relocate the gate access further into the garage structure to separate the temporary parking from the general residential parking area, as shown in the alternative site layout plan provided in Attachment I.
2. Prior to issuance of the final certificate of occupancy for any residential units, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.