

R E S O L U T I O N

WHEREAS, Gateway Merchant Banking is the owner of a 3.67-acre parcel of land known as Parcel O, said property being in the 13th Election District of Prince George’s County, Maryland, and being zoned Regional Transit–Oriented, High–Intensity–Core (RTO-H-C); and

WHEREAS, on March 30, 2022, Gateway Properties Largo, LLC filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-21060 for Largo Parcel O was presented to the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 2, 2022; and

WHEREAS, new Regulations for the Subdivision of Land, Subtitle 24, Prince George’s County Code went into effect on April 1, 2022; and

WHEREAS, pursuant to Section 24-1703(a) of the Subdivision Regulations, subdivision applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, must be reviewed and decided in accordance with the Subdivision Regulations in existence at the time of the submission and acceptance of the application; and

WHEREAS, therefore, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed the application under the Regulations for the Subdivision of Land, Subtitle 24, Prince George’s County Code in existence prior to April 1, 2022; and

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

WHEREAS, on June 2, 2022, the Prince George’s County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George’s County Code, the Prince George’s County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-010-2022, and further APPROVED Preliminary Plan of Subdivision 4-21060 for one parcel with the following conditions:

1. Prior to signature approval, the preliminary plan of subdivision shall be revised to provide dimension lines from the center line of the public rights-of-way to the property frontage.
2. Development of the site shall be in conformance with the Stormwater Management Concept Plan (173-2022) and any subsequent revisions.

3. Prior to approval, the final plat shall include dedication of a 10-foot-wide public utility easement along the public rights-of-way, as delineated on the approved preliminary plan of subdivision.
4. Total development within proposed preliminary plan of subdivision (PPS) 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 PPS.
5. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. The worksheet shall be revised to accurately show the required woodland requirements.
 - b. The following note shall be placed under the worksheet:

“Of the required 5.70 acres of required woodland conservation, 0.69 acre was completed on Parcel N under TCPII-51-97-01, and 3.0 acres of off-site mitigation was provided on Parcel B & C – Largo Centre West under TCP-II-67-97. The remaining 2.01 acres of required woodland conservation will be provided off-site.”
 - c. Add TCP1-010-2022 to the worksheet.
 - d. Have the revised plan signed and dated by the qualified professional preparing the plan.
6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-010-2022). 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 (TCP1-010-2022) 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 (WCO). 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.”
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 prior Prince George’s County Subdivision Regulations, 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 assignees 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.
10. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the prior Prince George's County Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Install ADA-compliant pedestrian ramps, crosswalks, and Accessible Pedestrian Signal/Countdown Pedestrian Signal equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.
 - b. Install ADA-compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West intersection.
 - c. Install eight ground-mounted "Bike May Use Full Lane" signs, eight ground-mounted D-11/D-2 signs, and eight shared road pavement markings along Harry S Truman Drive and Largo Drive West, between Largo Town Center Metro Station and the southern terminus of Harry S Truman Drive South.
 - d. Install four ground-mounted R4-11 "Bike May Use Full Lane" signs for both directions along Medical Center Drive, between Lottsford Road and Landover Road.

11. The applicant shall evaluate the need for additional points of access to the garage structure, at the time of detailed site plan.
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 queuing 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.
13. In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate on-site recreational facilities.
14. The applicant, and the applicant's heirs, successors, and/or assignees, shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Planning Department for construction of on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat.
15. The applicant, and the applicant's heirs, successors, and/or assignees, shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of building permits.
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.
17. At the time of detailed site plan, the applicant shall include a dog run as part of the on-site recreational facilities, and seriously consider providing a dog park.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on the south side of Harry S Truman Drive, east of its intersection with Largo Drive West, and consists of one 3.67-acre parcel, known as Parcel O, recorded in the Prince George's County Land Records in Plat Book VJ 180, page 35. 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. This preliminary plan of subdivision (PPS) was reviewed in accordance with the prior Prince George’s County Zoning Ordinance and prior Prince George’s County Subdivision Regulations, as required by Section 24-1703(a) of the Subdivision Regulations. The site is also subject to the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan), Subtitles 24 and 27 of the prior Prince George’s County Code, and other applicable plans, as outlined herein. This PPS includes one parcel for development of 269 multifamily dwelling units and 1,990 square feet of commercial use. The site is currently vacant.

3. **Setting**—The property is located on Tax Map 67 in Grids E3 and D3 and is within Planning Area 66. The properties to the north beyond Harry S Truman Drive consist of multifamily development, an undeveloped parcel, and the Largo Town Center Metro Station. The properties to the north are all located within the RTO-H-C Zone (formerly located in the Mixed Use-Transportation Oriented [M-X-T] and D-D-O Zones). The abutting property to the east consists of industrial development located within the RTO-H-C Zone (formerly the M-U-I and D-D-O Zones). The adjacent properties to the south and west beyond Largo Drive West consist of commercial and industrial development, and vacant parcels located within the RTO-H-C Zone (formerly the M-U-I and D-D-O Zones).
4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	RTO-H-C	RTO-H-C
Use(s)	Office and Commercial	Residential and Commercial
Acreage	3.67	3.67
Lots	0	0
Parcels	1	1
Dwelling Units	N/A	269
Gross Floor Area (sq. ft.)	0	1,990

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on April 15, 2022.

5. **Previous Approvals**—The subject property was previously platted as Parcel I by final plat of subdivision recorded in Plat Book NLP 115 Page 14 on November 30, 1982, for which there is no applicable PPS.

A lot line adjustment plat, recorded in Plat Book VJ 180 Page 35 on June 9, 1997, resulted in the current designation and configuration of the subject property, Parcel O. A new final plat for the property will be required, pursuant to this PPS, if approved, and will supersede the prior final plat of subdivision approval.

Detailed Site Plan DSP-07009 was approved by the Prince George's County Planning Board on November 18, 2008 (PGCPB Resolution No. 08-136) for 436,272 square feet of office, commercial, and garage development. A new DSP will be required for development proposed with this PPS and will supersede this prior approval.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated, as follows:

Plan 2035

The subject site is located within 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.

Master Plan Conformance

The sector plan recommends mixed-use, retail, office, institutional, and residential development on the subject site.

Sectional Map Amendment/Zoning

The Largo Town Center Sectional Map Amendment (Prince George's County Council Resolution CR-138-2013) classified the property in the M-U-I Zone, with a D-D-O that sets development standards for the property.

On November 29, 2021, the Prince George's County District Council approved CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the M-U-I and D-D-O Zones to the RTO-H-C Zone, effective April 1, 2022.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this PPS conforms to the sector plan's recommended land use, as evaluated in this finding.

7. **Stormwater Management**—An unapproved stormwater management (SWM) concept plan (173-2022) was submitted with this PPS, which shows the use of eight micro-bioretenion facilities and the use of an existing stormwater pond that is on-site. An approved SWM concept plan will be required at time of DSP review.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

8. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements and recommendations of Plan 2035, the sector plan, the *Land Preservation, Parks and Recreation Plan for Prince George's County*, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, the Subdivision Regulations, and prior approvals as they pertain to public parks and recreation and 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 Sector Plan area, including the Largo Town Center Park and the Lake Arbor Community Center, a 15,200-square-foot center colocated with the Ernest Everett Just Middle School.

The Largo Town Center Park is a 2-acre urban park, located within walking distance from this project area, at less than 0.25 mile. The park features a lake, with boardwalk, fountain, an upper entry plaza, an Americans with Disabilities Act (ADA)-accessible trail leading to a terrace overlooking the lake, 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 park sign.

Lake Arbor Community Center is a 15,200-square-foot center colocated with the Ernest Everett Just Middle School. This community center has a gymnasium that is shared with the school, a multipurpose room, exercise/fitness room, dance room, an arts and crafts room, a computer lab, and outdoor ball fields and basketball courts.

The sector plan recommends development of private recreational amenities within highly urbanized areas, such as the Largo Town Center, and recognizes that meaningful open space does not have to be publicly owned. The sector plan 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 was completed in May 2018 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).

Mandatory dedication of parkland, pursuant to Section 24-134(a) of the Subdivision Regulations provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities. Based on the proposed density of development, 15 percent of the net residential lot area could be required to be dedicated to M-NCPPC for public parks, which equates to 0.54 acre. However, mandatory dedication of parkland is not appropriate, due to size and location of the subject parcel.

In accordance with Section 24-135(b) of the Subdivision Regulations, on-site private recreational facilities may be approved by the Planning Board, provided that the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Further, the facilities shall be properly developed and maintained to the benefit of future residents

through covenants, or a recreational facilities agreement, with this instrument being legally binding upon the subdivider and his heirs, successors, and/or assignees.

The applicant has opted to meet the mandatory dedication requirement by providing on-site recreational facilities, which includes extensive landscaping that will create the aesthetics of an urban park and walkway leading to a gated courtyard. Inside the courtyard will be a swimming pool, yoga lawn, outdoor grilling stations, social seating areas, kids areas with benches, shade structures with heaters, and, in addition, there will be an indoor fitness center. During the Planning Board hearing, the applicant proffered a dog run on the subject site, and indicated that a dog park will be considered at the time of DSP. The recreational facilities proposed are equivalent, or superior to, those that would be provided under the provision of mandatory dedication of parkland. These facilities will be reviewed in detail, at the time of DSP.

The proposed on-site recreational facilities meet the requirements of Section 24-135(b).

9. **Transportation (pedestrian, bicycle and vehicular)**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan, to provide the appropriate transportation facilities.

Sector Plan Compliance

The subject site is along Harry S Truman Drive, which has an 80-foot ultimate right-of-way established with the 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 a master plan roadway. There is no additional right-of-way dedication required with this PPS. Main access to the site is proposed along Harry S Truman Drive, with an additional access point along Largo Drive West for loading purposes.

Analysis of Pedestrian and Bicycle Facilities

This PPS 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.

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*.

This development is also subject to the sector plan, which also proposes bicycle lanes along Harry S Truman Drive. The following design standards are recommended, beginning on page 63:

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.

Relegate parking (surface/structured) behind buildings, masking it from the public realm.

Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclist.

Eliminate one-way street pair between MD 214 (central Ave) and the metro station by converting Harry S. Truman Drive and Largo Drive West into two-way streets.

Per the Prince George's County Department of Public Works and Transportation (DPW&T), Harry S Truman Drive 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 Drive and the south side of Largo Drive West. DPW&T should confirm whether bicycle lanes along the subject property frontage will be implemented with the development of the subject site.

The submitted plan sheets include an eight-foot-wide sidewalk along the frontages of Harry S Truman Drive and Largo Drive West. The proposed development also includes reserved space for bicycle parking within the multifamily building. In addition to the proposed indoor parking, the applicant shall provide short-term parking. Short-term parking shall consist of a minimum of two inverted U-style bicycle racks near the building entrance. A crosswalk is also shown connecting the site to the sidewalk along the pedestrian island at the western intersection of Harry S Truman Drive and Largo Drive West. Additional crosswalks, crossing all vehicular access points, shall be provided. The proposed and required facilities support the policies and strategies of the MPOT and sector plan.

Analysis of Traffic Impacts

The subject property is part of the larger DSP-07009 which was approved for a 201,700-square-foot general office space that was projected to generate 329 AM peak-hour and 305 PM peak-hour trips. This prior approved application was also considered as background traffic for the prior approved Regional Medical Center and RPAI Cap Center (PPS 4-79179).

The current PPS is projected to generate 126 AM peak-hour and 145 PM peak-hour trips, which includes a 10 percent transit reduction from the nearby Largo Town Center Metro Station. The proposed development includes 1,990 square feet of ancillary retail that will not generate any external trips. Based on these facts, a full traffic study was not required, due to the significant reduction in projected trip generation.

TRIP GENERATION SUMMARY: 4-21060 Largo Parcel O									
				AM Peak Hour			PM Peak Hour		
Prior Approved	Land Use	Quantity	Metric	Total			Total		
		General Office	201,700	sq. ft.	329			305	
				In	Out	Total	In	Out	Total
Proposed	Multifamily	269	units	28	112	140	105	56	161
	<i>- 10% transit reduction</i>			-3	-11	-14	-11	-6	-16
	<i>Total New Trips</i>			<i>25</i>	<i>101</i>	<i>126</i>	<i>94</i>	<i>50</i>	<i>145</i>
Net Primary Trips for 4-21060				25	101	126	94	50	145

Analysis of Bicycle and Pedestrian Impact Statement

The subject property is in the Largo Town Center Metro Center, and is, therefore subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines – Part 2” (Guidelines).

The cost cap for the proposed development’s off-site facilities, adjusted for inflation, is \$100,220 as of March 2022.

Off-Site Adequacy

The applicant provided a detailed list of several off-site pedestrian and bicycle facilities to meet pedestrian and bikeway adequacy. The applicant proposed the following options:

1. Install seven total bus area sitting wall and concrete base foundations and new pole-mounted trash can along Largo Drive West, Harry S Truman Drive, Lottsford Road, and Largo Center Drive.

Estimated total: \$82,005

2. Install ADA-compliant pedestrian ramps, crosswalks, and Accessible Pedestrian Signal/Countdown Pedestrian Signal equipment along the east and south legs of the Lottsford Road and Harry S Truman Drive intersection.

Estimated total: \$49,560

3. Install ADA-compliant pedestrian ramps and crosswalks along the north leg of the Lottsford Road and Largo Drive West intersection.

Estimated total: \$23,310

4. Install 8 ground-mounted “Bike May Use Full Lane” signs, 8 ground-mounted D-11/D-2 signs, and 16 shared road pavement markings along Harry S Truman Drive and Largo Drive West, between Largo Town Center Metro Station and the southern terminus of Harry S Truman Drive South.

Estimated total: \$19,800

5. Install 16 ground-mounted “Bike May Use Full Lane” and 16 shared road pavement markings in both directions within Medical Center Drive between Lottsford Road and Landover Road.

Estimated total: \$18,480

6. Install 16 ground-mounted “Bike May Use Full Lane” and 16 shared road pavement markings in both directions within Largo Center Drive between Arena Drive and Harry S Truman Drive.

Estimated total: \$18,480

The applicant also proposed to install 16 ground-mounted “Bike May Use Full Lane” and 16 shared road pavement markings in both directions within Lottsford Road, between Arena Drive and Largo Drive West. However, the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) provided correspondence, dated May 31, 2022, indicating that DPW&T intends to install bike lanes along Lottsford Road and McCormick Drive in the near future, and as such would not require the applicant to install “Bike May Use Full Lane” signs and sharrows along Lottsford Road.

The proposed off-site improvements offset the pedestrian and bicycle impact generated by the site. Given the residential nature of development and proximate location to transit services, the applicant shall provide the following off-site improvements in an effort to provide facilities that would benefit both pedestrian and bicycle users:

1. All infrastructure as described in Options 2 and 3 above.

Estimate total: \$72,870

2. Install eight D-11-1 and R4-11 signs and eight shared roadway pavement markings, as described in Option 4 above.

Estimate total: \$15,840

3. Install four R4-11 signs, as described in Option 5 above.

Estimated total: \$2,720

4. Install four R4-11 signs, as described in Option 7 above.

Estimated total: \$2,720

5. Install four shared roadway pavement markings, as described in Option 7 above.

Estimated total: \$1,980

This infrastructure is estimated to remain within the cost cap, while providing a variety of facilities to enhance the community.

On-Site Pedestrian and Bicycle Facilities

On-site pedestrian and bicycle adequacy facilities are also required pursuant to Section 24-124.01(c). The applicant has indicated that lighting, ADA ramps, the sidewalk along the building frontage, and pedestrian connections from the building to the street frontage improvements will be provided. Additional specific pedestrian and bicycle facilities that will be included shall be provided with the DSP.

Demonstrated Nexus

The identified off-site facilities enhance the site's connection to the surrounding area. The site has major trip generators and destinations, the Largo Town Center Metro Station, several retail/commercial areas, University of Maryland Capital Region Medical Center, and a local library all in the nearby vicinity.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proposed off-site facilities and improvements for the proposed development and nearby destinations.

Based on the vehicular traffic analysis above, adequate roadway facilities exist to serve the proposed development. However, there are concerns regarding the circulation and access to the site as displayed on the site development concept plan incorporated with the latest PPS submission. The applicant indicates that access to the site will be provided by a single access point along Harry S Truman Drive that will provide direct access to the parking garage structure. The anticipated trips and parking generated by site is substantial and that the absence of an additional point of access to proportionally distribute vehicles entering and exiting the development, may cause potential queueing issues along Harry S Truman Drive. In addition, the site development concept plan submitted with this PPS shows seven parking spaces along the main drive aisle of the site, which the applicant indicates will be used for temporary use of ridesharing and delivery vehicles. The vehicle maneuvers to the parking spaces along the single drive aisle, along with the number of vehicles accessing the site, may result in queueing issues along Harry S Truman Drive. The applicant shall evaluate an additional point of access to the garage and provide additional analysis to evaluate the impacts of the temporary spaces along the drive aisle as part of the DSP.

In terms of pedestrian and bicycle analysis, the PPS shows an eight-foot-wide sidewalk along the entire perimeter of the subject property. At the time of DSP, the applicant shall provide all pedestrian and bicycle facilities on a facilities plan. The required amenities and facilities support the policies of the MPOT, the sector plan, Section 24-124.01, and the Guidelines.

Lastly, a variation request for access from Harry S Truman Drive was submitted and reviewed as part of the PPS application. Section 24-121(a)(3) requires that lots proposed on land adjacent to an existing or proposed planned roadway of arterial or higher classification be designed to front on either an interior street or service roadway. However, the segment of Harry S Truman Drive between Largo Center Drive/Largo Drive West and Largo Drive West, which includes the property frontage, is designated as a collector roadway, per the MPOT. The MPOT states that the arterial classification along Harry S Truman Drive (A-38) is between Whitehouse Road and Largo Drive West (C-346), which ends before the property frontage. The remaining section of Harry S Truman Drive is included in a loop roadway configuration that includes Largo Drive West and Largo Center Drive and is classified as a collector roadway between Arena Drive to Arena Drive (Loop). DPW&T, who maintains and operates this roadway, was contacted to verify if the MPOT classification of this segment of the roadway is consistent with DPW&T’s roadway inventory designations, but confirmation was not received. Given the information provided in the MPOT, the variation request was not required. In accordance with these findings, the applicant subsequently withdrew the variation request.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required, in accordance with Section 24-124.

10. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the prior Subdivision Regulations, Council Resolutions CR-23-2001 and CR-38-2002, *Amended Adequate Public Facilities Regulations for Schools*. Per Section 24-122.02(a)(2), the subdivision is considered adequate when the future student enrollment does not exceed 105 percent of the state-rated capacity. The subject property is located within Cluster 4, as identified in the *Pupil Yield Factors and Public-School Clusters 2020 Update*. An analysis was conducted and the results are, as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Multifamily (MF) Dwelling Units	269 DU	269 DU	269 DU
Pupil Yield Factor (PYF) – Multifamily (MF)	0.162	0.089	0.101
MF x PYF = Future Subdivision Enrollment	44	24	27
Adjusted Student Enrollment 9/30/19	12,927	9,220	7,782
Total Future Student Enrollment	12,971	9,244	7,809
State Rated Capacity	15,769	9,763	8,829
Percent Capacity	82	95	88

Per Section 24-114.01 of the Subdivision Regulations, School Planning Capacity Analysis, this adequacy analysis was completed for planning purposes to assess the need for new or expanded school facilities; it is not a condition of approval for a subdivision.

Section 10-192.01 School Facilities Surcharge

Section 10-192.01 of the County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$10,180 per dwelling if a building is located between I-95/495 (Capital Beltway) and the District of Columbia; \$10,180 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; or \$17,451 per dwelling for all other buildings. This project is located outside the Capital Beltway; thus, the surcharge fee is \$17,451 per dwelling unit.

Per Section 10-192.01(c)(1)(B) “the school facilities surcharge under this section shall be reduced by 50 percent for multifamily housing projects, with a building permit issued on or after April 1, 2019, constructed where there is no approved transit district overlay zone, within one-quarter mile of a metro station or a MARC station.” If all units of the proposed multifamily development will fall within the 0.25-mile radius of the Largo Town Center Metro Station, the surcharge fee would be reduced by 50 percent to \$8,725.50 per dwelling unit, or as adjusted for inflation, in accordance with the Consumer Price Index at time of building permit. In addition, Section 10-192.01(c)(2)(A) exempts dwelling units that are studio apartments and efficiency apartments within the Regional Transit Districts and Local Centers (Growth Policy Areas), as defined in Plan 2035. The proposed multifamily development is within the Largo Town Center Metro Regional Transit District and proposes 15 studio apartments. Therefore, the school facilities surcharge does not apply to the 15 studio apartments, however the surcharge does apply to all other multifamily dwelling units.

This fee is to be paid to DPIE at the time of issuance of each building permit.

11. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, police, water and sewerage, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated April 27, 2022 (Perry to Heath), incorporated by reference herein.

This PPS was reviewed for conformance to the sector plan, in accordance with Section 24-121(a)(5). The sector plan provides goals and policies related to public facilities (pages 82–84). The proposed development aligns with the sector plan goals to ensure “adequate student capacity at all public schools” and “adequate access to public park facilities” serving the sector plan area, and the schools and parks strategies. There are no police, fire and emergency medical service facilities, schools, parks, or libraries proposed on the subject property. The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities.

12. **Public Utility Easement**—Section 24-122(a) requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public rights-of-way of Harry S Truman Drive and Largo Drive West. The required PUEs along both rights-of-way are delineated on the PPS.

13. **Historic**—The sector plan does not include goals and policies related to historic preservation. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.
14. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
SDP-9708	TCP2-51-97	Planning Board	Approved	7/24/1997	97-211
DSP-07009	TCP2-51-97-01	Planning Board	Approved	9/18/2008	08-136
NRI-201-2021	N/A	Staff	Approved	2/8/2022	N/A
4-21060	TCP1-010-2022	Planning Board	Approved	6/2/2022	2022-69

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010, because this is a new PPS.

Site Description

There are no streams, wetlands, or 100-year floodplain that occur on this site. The property is improved with an existing SWM pond. No forest interior dwelling species (FIDS) habitat or FIDS buffer are mapped on-site. 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 overall property. The site drains to Southwest Branch, which is a part of the Western Branch watershed, then to the Patuxent River basin. The site has frontage on Largo Drive West and Harry S Truman Drive, which is a collector road. No designated scenic or historic roadways are adjacent to the project site. The site is not within the designated network of the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan).

CONFORMANCE WITH APPLICABLE PLANS

Sector Plan

In the approved sector plan, environmental recommendations are made for proposed development. These recommendations contain goals and strategies. The following guidelines have been determined to be applicable to the environmental planning review of the current project. The text in **BOLD** is the text from the 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.

Integrate stormwater management and environmental site design features with complete street designs for all new and reconstructed interior streets within the sector plan area.

There are no regulated environmental features on-site. The site was previously graded, and a stormwater pond exists on the southern portion of the site. The stormwater pond is shared with neighboring properties, which has reduced the overall land consumption needed to manage stormwater. Additional micro-bioretenion facilities are proposed to eliminate any on-site or downstream flooding. These additional stormwater devices will be reviewed by DPIE.

Conformance with the Green Infrastructure Plan

According to the Green Infrastructure Plan, the site contains no regulated nor evaluation areas within the designated network of the plan. The current PPS and Type 1 tree conservation plan (TCP1) can be found in conformance with the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Natural Resources Inventory

A Natural Resources Inventory (NRI-201-2021) was approved on February 8, 2022, and was provided with this PPS. There are no regulated environmental features or specimen trees located on this site. The TCP1 and the PPS show all the required information correctly, in conformance with the NRI. No additional information is required regarding the NRI.

Woodland Conservation

This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because this is a new PPS, and to the Environmental Technical Manual. TCP1-010-2022 was submitted with the subject PPS and requires minor revisions, to be found in conformance with the WCO.

This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because this application is for a new PPS,

The site had a previously approved Type II Tree Conservation Plan (TCP1I-57-97-01), which was for both Parcel N and O. Information from the previous TCP1I was used in the updated worksheet found on the TCP1 associated with this PPS. The calculations shown on the worksheet are based on both Parcel O and N. The woodland conservation threshold for this 10.66-acre property is 15 percent of the net tract area, or 9.29 acres. The total woodland conservation requirement is based on the amount of clearing proposed, which is 5.70 acres. This requirement is proposed to be met by providing 0.19 acre of woodland preservation, 0.50 acre of reforestation, and 5.01 acres of off-site mitigation. Of the required 5.70 acres of required woodland conservation, 0.69 acre was completed on Parcel N under TCP1I-51-97-01, and 2.84 acres of off-site mitigation was provided on Parcels B and C, Largo Centre West, under TCP II-67-97. The remaining 2.17 acres of required woodland conservation will be provided off-site.

Technical revisions to the TCP1 are required and included in the conditions of approval.

Soils

The predominant soil found to occur, according to the U.S. 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.

15. **Urban Design**—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated, as follows:

Conformance with the D-D-O and the Sector Plan

The subject site is located within the D-D-O core area of the sector plan, which envisions the transformation of the Largo Town Center Metro Station Area into one of Prince George's County's premiere mixed-used "downtowns" and 24-hour activity centers.

The proposed commercial uses and multifamily dwellings are permitted on the property, subject to the approval of a DSP. In accordance with the sector plan, the D-D-O standards replace comparable standards and regulations of the Zoning Ordinance, where applicable. Whenever a conflict exists between the D-D-O standards and the Zoning Ordinance or 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O Zone Standard shall prevail. For development standards not covered by the D-D-O Zone, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance. Conformance with the regulations and standards of the D-D-O Zone will be further reviewed, at the time of DSP.

The D-D-O has numerous development standards focused on criteria including building placement, street design, and architectural elements. While conformance with these requirements will be evaluated at the time of DSP, the applicant should be particularly mindful now of the D-D-O development standards that define spatial relationships within the subject site and with the surrounding neighborhood. Special attention should be paid to development standards on lot coverage, building siting, parking, and streetscape elements.

Conformance with the Prince George's County Zoning Ordinance

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

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

DSP-21049 is currently pending review with the Urban Design Section.

Conformance with the 2010 Prince George's County Landscape Manual

The proposed development is subject to the Landscape Manual. The D-D-O Zone includes development district standards that replace many requirements of the Landscape Manual, and the project will be required to demonstrate conformance with the applicable development district standards and Landscape Manual requirements at the time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, The Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. The property is in the M-U-I Zone and will require a minimum 10 percentage of the gross tract area to be in the tree canopy coverage. Compliance with the TCC requirements will be evaluated at the time of DSP review.

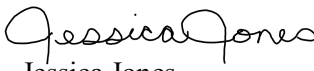
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, and Shapiro voting in favor of the motion, and with Commissioners Doerner and Washington absent at its regular meeting held on Thursday, June 2, 2022, in Upper Marlboro, Maryland.

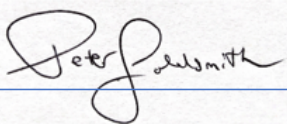
Adopted by the Prince George's County Planning Board this 16th day of June 2022.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:AH:rpg

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPFC Legal Department
Date: June 9, 2022