

PGCPB No. 15-60

File No. DSP-14028

## RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on June 25, 2015 regarding Detailed Site Plan DSP-14028 for Prince George's Regional Hospital, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) is for approval of a 231-bed regional hospital and to validate the remaining portion of the existing shopping center as constructed.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone(s):	M-X-T/D-D-O	M-X-T/D-D-O
Use(s):	Shopping Center/Vacant	Hospital
Acreage:	77.83	77.83
Hospital Campus		21.81
Existing Integrated Shopping Center		49.73
Road Dedication		6.29
Lots/Parcels:	2	9
Total Gross Floor Area (sq. ft.):	560,485	1,141,238
Hospital	-	731,628
The Remaining Shopping Ctr.	409,600*	409,600
Retail	267,905	267,905
Restaurant	72,738	72,738
Theater	68,957	68,957

### OTHER DEVELOPMENT DATA

#### Parking Requirements per the Sector Plan

Uses	Maximum # Spaces Allowed
Hospital (4 spaces/bed for 213)	924
Retail Sale (3 spaces/1,000 sq. ft. for 267,905)	804
Restaurant (10 spaces/1,000 sq. ft. for 72,738)	728
Theater (0.25 space/seat for 2,642)	661
<b>Maximum number of parking spaces allowed per Sector Plan</b>	<b>3,117</b>



Of which parking for the physically handicapped required	65
<b>Parking Spaces Provided</b>	
Standard	3,208
Regular Spaces for the Physically Handicapped	58
Van-Accessible Spaces for the Physically Handicapped	14
<b>Total</b>	<b>3,280**</b>
<b>Bicycle Parking Spaces per the Sector Plan</b>	
<b>Required:</b> Site-by-site analysis	No specific number***
<b>Provided</b>	<b>30</b>
<b>Loading Spaces Required (Section 27-582)</b>	
Hospital	8
Shopping Center	6
Theater	1
<b>Total loading spaces required</b>	<b>15</b>
<b>Provided</b>	<b>20****</b>
<b>FAR Overall Site</b>	
Site Area—77.83 acres equals 3,390,275 Square Feet	
Gross Floor Area—1,141,238 Square Feet	
FAR = 0.3366*****	

**Notes:** \*A total of 150,885 square feet of the existing shopping center, east of Capital Center Boulevard, will be demolished.

\*\*An amendment to the maximum number of spaces allowed by the sector plan has been requested. A total of  $\pm 1,059$  spaces will be in the parking garage when the project is fully developed. The number of parking spaces proposed on Parcel 1 is  $\pm 1,602$ .

\*\*\*The number of bicycle parking spaces required is based on regular requirements and is not based on a need analysis, given the anticipated use of the hospital complex. According to the applicant, the bicycle parking facilities will be provided incrementally. Additional parking for bicycle will be provided in the future parking garage too.

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

\*\*\*\*\*The FAR may change based on the area of the 100-year floodplain.



3. **Location:** The subject site is located in Planning Area 73, Council District 6, within the Transit-Oriented Development (TOD) core area of the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (Largo Town Center Sector Plan and SMA). More specifically, the larger site is located in the southwest quadrant of the intersection of Arena Drive and Lottsford Road, with frontage on Arena Drive, Lottsford Drive, and the Capital Beltway (I-95/495). The proposed hospital campus is located east of Capital Center Boulevard, directly adjacent to the Washington Metropolitan Area Transit Authority's (WMATA) Largo Town Center Metro Station to the south and east. The hospital campus also includes a large surface parking lot in front of the existing movie theater northwest of the southern part of Capital Center Boulevard that is further connected to the extension of Harry S Truman Drive.
4. **Surrounding Uses:** The site is bounded to the east by the right-of-way of Lottsford Road; to the south by the Largo Town Center Metro Station and its associated five-story parking garage, Kiss-and-Ride surface parking lots, and bus facility in the Mixed Use-Transportation Oriented (M-X-T) Zone; to the west by the remaining Boulevard at the Capital Centre shopping center in the M-X-T Zone; and to the north by the right-of-way of Arena Drive. Further across Arena Drive to the north is a mixed-use project known as Largo Park in the M-X-T Zone, currently under construction.
5. **Previous Approvals:** The subject development proposal contains two properties that are under separate previous approvals. The triangular vacant piece of land in the corner of Arena Drive and Lottsford Drive is part of a larger 173-acre development formerly known as Largo Town Center, approved in the late 1970s under the Major Activity Center (M-A-C) Zone. The site and its immediate surrounding areas were retained in the M-A-C Zone in the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*. The site has an approved Comprehensive Design Plan, CDP-9002, which was revised many times. The site also has an approved Preliminary Plan of Subdivision (4-05040) with a Type I Tree Conservation Plan (TCPI-022-05). The 2013 Largo Town Center Sector Plan and SMA rezoned the subject site to the M-X-T Zone and superimposed a Development District Overlay (D-D-O) Zone on the property.

The Boulevard at the Capital Centre shopping center was split zoned Commercial Office (C-O) and Rural Residential (R-R) and was approved with a comprehensive sign program, Conceptual Site Plan CSP-02003, which was subsequently revised once. The existing shopping center site also has an approved departure from the required number of parking and loading spaces (DPLS-293) for a reduction of 95 parking spaces. The Largo Town Center Sector Plan and SMA also rezoned the entire shopping center site, including the portion to be redeveloped into the regional hospital center, to the M-X-T Zone and superimposed a D-D-O Zone on the property.

Preliminary Plan of Subdivision 4-15009 covering the entire site, both the vacant parcel and the shopping center, has been submitted and is being reviewed concurrently with this DSP. Preliminary Plan 4-15009 is scheduled for public hearing on June 25, 2015.



The subject property has a Stormwater Management Concept Plan, which has not been approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The Expedited Transit-Oriented Development (ETOD) provisions of the Prince George's County Zoning Ordinance allow the DSP to move forward in the review process without an approved stormwater management plan.

6. **Design Features:** The portion of the shopping center east of existing Capital Center Boulevard and the vacant parcel in the corner of Arena Drive and Lottsford Road will be developed into a regional hospital campus. The site is within the TOD Core area of the Largo Town Center Sector Plan, and is subject to the D-D-O Zone standards in Chapter 8 of the sector plan.

**Site Layout:** Detailed Site Plan DSP-14028 covers the entire 77.83-acre site consisting of nine proposed development parcels. However, only the vacant parcel and the portion of the shopping center east of Capital Center Boulevard will be developed into a regional hospital campus, and the remaining will continue as an integrated shopping center with theater and restaurants. Most of the property west of Capital Center Boulevard, except for a surface parking lot to the west of the existing movie theater, will be remaining to its current use. The surface parking lot will be developed in the future as medical office. If any future development on the remaining shopping center site (proposed Parcel 1) exceeds the thresholds as established in Exemption 6, Existing Shopping Centers, of the Largo Town Center Sector Plan, a separate DSP or a revision to this DSP for the proposal will be required to be reviewed under the applicable development district standards.

Five vehicular access points have been provided to the site from existing surrounding roadways, including Arena Drive, Lottsford Drive, and the extension of Harry S Truman Drive. The main proposed access roadway (Capital Center Boulevard) connects Arena Drive to Harry S Truman Drive, and roughly divides the remaining shopping center from the proposed regional hospital campus. The main entrance to the hospital complex is off Capital Center Boulevard. The emergency room entrance connects to Arena Drive. A service roadway off Lottsford Road, along the site's southern boundary line, adjacent to WMATAT property, provides vehicular access to the utility and loading area of the hospital. Another road parallels Arena Drive between the hospital building complex and the proposed parking garage and two future medical office sites fronting along Arena Drive. The two future medical office sites are shown as surface parking lots on the subject DSP.

The site plan also features an extensive pedestrian network consisting of sidewalks along both sides of the roadways and bike lanes that provide direct pedestrian linkage to the remaining shopping center, the Largo Metro Station, and the surrounding neighborhoods. The streets on the plan have been narrowed, or are recommended to be reduced in width, to create a pedestrian-friendly built environment.

**Architecture:** The proposed hospital building complex is designed with a tower section of various building heights on a large podium. The highest part of the tower section is a ten-story segment in the middle that has the potential to be expanded in the future. Future expansions include an



ambulatory care center vertical expansion and a horizontal podium section expansion. The podium section consists of the first four floors of the complex as follows: (1) the concourse level contains the main entrance lobby area, a cancer center, an ambulatory care center, a laboratory, dining facilities, a conference center, etc.; (2) the first floor contains surgery, emergency rooms, etc.; (3) the second floor is for a women and children's center; and (4) the third floor is for mechanical equipment and a resident program. From the fourth floor to the tenth floor, the inpatient tower section includes spaces for behavioral health, critical care, and medical surgical units. On the roof of the ten-story tower are two helipads.

The exterior building façades are designed with equal aesthetical considerations. The north elevation along Arena Drive has a ten-story tower in the middle and is flanked with two unequal nine-story segments. The podium section has varied building heights also. The elevation is finished predominantly with bricks in two colors and metal panels, along with cast stone window sills. Cast stone bands are also used to divide floors mainly in the podium section. A limited curtain wall system, coupled with metal panels, is used for a portion of the tower section. Metal louvers are also used on some of the windows in the podium section. Metal coping has been used to define the flat roof. Similar design treatment in terms of elevation and building mass composition, building material, and color are applied on the south elevation. The south elevation has more window fenestration compared to the east and west elevations, and the north and south elevations are shorter. Metal and clear canopies are used to protect all of the entrances to the hospital building.

The west elevation, which features the main entrance to the building and fronts the remaining shopping center, includes a translucent tower section with extensive use of curtain wall system and metal panels on the nine-story segment. Brick and metal panels are used on the narrow ten-story segment. Most of the podium is finished with bricks in two colors; however, more window fenestration is provided on this elevation than any other elevation. An extensive metal louver system has been used for the entire fourth floor above the entrance. A pedestrian bridge is proposed to provide direct passage from the third floor of the hospital building complex to the future parking garage that is fronting on Arena Drive. The west elevation shows an eight-story parking garage for illustration purposes only. Additional review will be carried out when garage details are available in a future DSP revision.

The east elevation fronts on the service road along the WMATA Largo Metro Station and train tracks and is designed with predominantly brick walls in both the tower and podium sections, with the least amount of window openings because most of the supportive utilities are located on this side of the hospital building complex. The elevation has a good balance of solid wall and glazing and serves the function of the hospital building. The solid wall also helps to mitigate possible noise generated by the Metro trains.

**Green Building Techniques:** A development project of this scale, as proposed in the DSP, presents great potential to apply green building techniques to achieve maximum economic, social, and environmental benefits. The applicant has decided to pursue a Silver-level green building certification under the Leadership in Energy and Environmental Design (LEED) 2009 for



Healthcare–New Construction and Major Renovation rating system by the U.S. Green Building Council (USGBC).

Under the 2009 Healthcare–New Construction and Major Renovation rating system, a project will need to be evaluated in seven subareas including sustainable site (18 points), water efficiency (9 points), energy and atmosphere (39 points), materials and resources (16 points), indoor environmental quality (18 points), innovation in design (6 points), and regional priority credits (4 points), for a total of 110 points. A building project will be certified at four levels: 40–49 points as Certified, 50–59 points as Silver, 60–79 points as Gold, and 80–110 points as Platinum level green building. A LEED score card, which is the first step registered with USGBC in order to obtain green building certification, has been submitted with this DSP for review. The score card shows that the proposed hospital building complex will earn approximately 51 points in total that will qualify this project as a LEED-certified Silver-level green building.

**Signage:** Only building-mounted signage is proposed on the north, south, and west elevations. The signage shown on the three elevations is the same primary identification sign with varied formats. The signage consists of the University of Maryland Medical System logo with or without text that states “University of Maryland” in a smaller font and “Prince George’s Medical Center” in a larger font. The signs on the west and north elevations have both logo and text, and the sign on the south elevation has only the logo. Part 12 of the Zoning Ordinance differentiates between the logo and text signage. Only the text part is qualified as sign. However, the D-D-O Zone sign standards do not make the distinction and do not have specific sign face area requirements either. The only placement requirement for the tall buildings is that the building-mounted signs may be placed between the top of the highest floor’s windows and the top of the roof parapet. The three signs meet this placement requirement. Given the proposed sign images on three elevations, the size of the three signs appear in proportion to the elevation they are attached. A condition has been included in this resolution to require that the area calculations be provided.

Way finding signs and directional signs should also be provided with the DSP. The size, color, design, and materials for all of the signage should be provided on a comprehensive sign plan, to be reviewed and approved by the Prince George’s County Planning Board, or its designee, prior to certification of this DSP.

**Exterior Lighting Fixtures:** Only one type of lighting fixture has been shown on the detail sheet of the landscape plan. The lighting fixture proposed is for parking lot use and has a height of 20 feet, and is acceptable. No other light fixtures are provided. All lighting fixtures used on this site should be full cut-off luminaires. A site plan note should be provided on the plan to that effect, and a condition has been included to require the applicant to provide details of all types of lighting fixtures to be installed on this site, as well as a photometric plan demonstrating adequate night lighting. Further, specialty night lighting should be used to highlight the façade of the most attractive portions of the building.

**The remaining integrated shopping center site:** Approximately 409,600 square feet of the existing shopping center west of Capital Center Boulevard will remain and continue as a



functioning shopping center. Given that the gross floor area (GFA) of the existing shopping center is larger than 250,000 square feet, which is an exemption threshold established by D-D-O Zone standards, the applicant can propose an addition (and the accumulated sum of all additions since approval of the SMA) on the existing shopping center site without triggering DSP review, as long as it is within ten percent of the GFA (approximately 40,960 square feet). For any development above that threshold, DSP review will be required. Recognizing that the shopping center has an approved comprehensive signage plan as approved as part of Conceptual Site Plan CSP-02003, any new signage should show conformance with the signage plan. Future improvements to the shopping center, or redevelopment thereof, will require conformance to the landscaping standards of the sector plan or the Landscape Manual. The currently proposed demolish of a portion of the shopping center is exempt from the Largo Town Center development district standards and the Landscape Manual.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **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 2013 Largo Town Center Sector Plan and defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a D-D-O Zone on the Largo Town Center Sector Plan area. The land use concept of the sector plan divides the plan area into five inter-related subareas around the two crisscrossed roadways, Arena Drive and Lottsford Road, including the TOD Core (southwest quadrant), Southeast Quadrant, Northwest Quadrant, Northeast Quadrant, and East Area (east of Landover Road) for the purpose of examining issues and opportunities and formulating recommendations.

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

In order to achieve the sector plan's vision, a set of D-D-O Zone development standards has been approved with the Largo Town Center Sector Plan and SMA. The development standards consist of six parts and subparts that provide specific design criteria for Urban Design—Block Lengths, Build-to line, Frontage, Other Setbacks and Building Height; Street Design—Complete Streets, Street Types and Tree Zone; Open Space Design; Architectural Design—Building Form, Storefronts and Building Materials; Parking Design; and Signage Design.

Development proposed for the regional hospital is subject to the development district standards. The area of the existing shopping center to remain is exempt. All new development and redevelopment of existing structures within the D-D-O Zone should comply with the general intent and goals of the development standards of the sector plan. Development should show compliance



with the development district standards during the DSP process. The development district standards replace comparable standards and regulations required by the Zoning Ordinance. Wherever a conflict between the sector plan D-D-O Zone standards and the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) occurs, the D-D-O Zone standards should prevail. For development standards not covered by the Largo Town Center Sector Plan area D-D-O Zone, the standards in the Zoning Ordinance and Landscape Manual will serve as the requirement, as stated in Section 27-548.21 of the Zoning Ordinance.

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

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

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

The DSP respects the existing street pattern that is already in place. The only new streets created with this DSP are three private roadways: one parallel to Arena Drive, the other is a service road behind the proposed hospital building, along the site's southeastern boundary line adjacent to the WMATA property, and one access road connecting to the emergency room to Arena Drive. The distance between the existing Lottsford Road and Capital Center Boulevard is approximately 1,050 feet. The emergency access road is proposed in the middle of those two roadways that breaks the block length in half (about 550 feet), but is still more than 450 feet long. The rest of the blocks surrounding the hospital complex are between 900 and 1,100 feet, which are all much longer than the required block length. As a result of the longer block, the total block perimeter is also much longer than 1,350 feet. The applicant has requested amendments to both the block length and block perimeter criteria.

The intent of the shorter block is to create a pedestrian-friendly built environment and make it easy for pedestrians to walk around in a downtown environment. However, the hospital use is normally a large-scale project that would not necessarily fit into the block length and perimeter criteria set forth by the plan. A larger block is needed to accommodate many functions included in the program of elements for the comprehensive



regional hospital. In order to offset the longer block, the site layout and street design focus on quality improvements of the pedestrian realm by providing sidewalks with street trees on both sides of all streets, except for the circular street along the southeastern boundary line where environmental constraints and placement of the service and loading area limit the sidewalk to one side. The Planning Board approved this amendment request.

**Urban Design Criteria: Frontage (page 137)**

- 1. The percent of building frontage shall be 90-100 percent of block length or individual lot length at the BTL.**

The DSP shows one future parking garage footprint and two surface parking lots along the Arena Drive frontage. The proposed hospital complex occupies the center of the triangular site, with a central tower on a large podium. This siting of the building does not technically meet the vision as required by this frontage standard. For the Arena Drive frontage, the two surface parking lots will be developed with future medical offices and clinical programs. Until the full build-out occurs, the frontage will not be occupied by the minimum 90 percent of the block length by the medical office and parking garage buildings. For the other three street frontages, at full build-out, most of the block length or lot length will be occupied by building frontage. However, based on the subject application, the Planning Board approved this amendment request to allow building frontage to occupy less than half of the current block length.

**Street Design Criteria: Complete Streets (page 144)**

- 5. The Tree Zone shall include a 2-foot-wide paved step-off zone adjacent to parallel parking. The Tree Zone may increase to 10 feet wide to accommodate particular site constraints or larger rainwater planters. (See Street Design Criteria–Tree Zone on page 150 for more information on rainwater planters.)**

The applicant states that the two on-site locations where parallel parking is proposed are in areas that will have low volumes of pedestrian traffic. These areas are located adjacent to a surface parking lot and a bioretention area. The Planning Board recommends reduction in the width of the travel lanes within Capital Center Boulevard to create a complete street. As a result of this recommendation, a two-foot-wide step-off zone will be provided adjacent to parallel parking on Capital Center Boulevard, and the amendment request is not necessary.

**Architectural Design Criteria: Building Form – Corner Elements (157)**

- 1. Tower or other corner elements shall be used to terminate an important view or as a focal element.**



3. **Corner elements shall be vertical in proportion with a minimum three-to-one ratio of height to width.**

The tower-on-podium design of the hospital complex, as proposed, does not create terminating views or focal points at building corners or prominent street intersections. Therefore, these two design criteria are impossible to apply to the proposed hospital design. The Planning Board approved this amendment request to allow the hospital building use different, but equally iconic, design vocabulary to create a new landmark structure for the Largo Town Center, creating a focal point unto itself.

**Architectural Design Criteria: Building Form – Corner Elements and Special Features (Specific Locations) (page 158)**

2. **The green located at the north entrance of the new main street, North Harry S Truman Drive Extended, should be anchored by a civic building or retail pavilion. The design of the building or pavilion shall be compatible with the surrounding architecture. Placement of the structure shall coordinate with the open space design and provide the maximum programmable open space while not obstructing views into the space from the intersection. (See Map 7: Illustrative TOD Core Concept Plan on page 24.)**

The sector plan retained Harry S Truman Drive Extended as a master plan street to be completed as redevelopment of the Boulevard at the Capital Centre proceeded. The applicant states that the public green at the entrance to the planned hospital will be anchored by the hospital and the remaining retail uses west of the hospital. The master-planned extension of Harry S Truman Drive is proposed to be shifted to serve the hospital directly. The Planning Board concurred with the reasoning put forth by the applicant and supported the requested amendment.

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

1. **All surface parking lots or structured parking garages shall be accommodated mid-block or below grade and screened from the public realm. Structured parking should be located internal to blocks or below grade.**

The applicant maintains that the scope and size of the regional hospital will not create the type of development that would be best served by the application of this standard, and that the requirement for underground parking would create a significant financial burden. The three surface parking lots shown on this plan are proposed to be fully developed with medical offices in the future. Given the scenario at full build-out of the site, the Planning Board approved this amendment request.



3. **A parking garage setback line of 40 feet is established from the BTL to accommodate the required public utility/access easement and "liner" ground-floor retail or office uses.**

The sector plan envisioned retail or office uses on the ground floor of structures in a grid block pattern. The subject proposal does not reasonably fit that vision. The applicant states that this development standard is inappropriate because the required public use easement space should not require an additional setback for needed utility connections. In addition, no ground-floor retail or office space is proposed along the hospital's main frontage. The Planning Board concurred with this reasoning and supported the requested amendment.

4. **In instances where surface parking lots front a street or public plaza, square, or green, the parking shall be set back a minimum of 40 feet from the BTL. Landscaping, screening, and buffering of surface parking lots shall conform to the Landscape Manual requirements.**

The sector plan requires that surface parking lots fronting a street or public open space be set back a minimum of 40 feet from the build-to line (BTL). The applicant states that adherence to the required setback will reduce the amount of parking determined by the traffic consultant to be necessary for the hospital. The landscape plan does not provide for landscaping along the perimeter of the parking compounds, in the spirit of the development standard above. The Planning Board believed that additional landscaping is appropriate along the perimeter of the parking lots, and a recommended condition to achieve this is included in this resolution.

6. **Buildings in which structured parking is the sole use are strongly discouraged throughout the plan area and are not permitted in the southwest quadrant (TOD core). If necessary, parking structures may be exposed on upper floors but shall have ground-floor usable space fronting a street or public plaza, square, or green.**

The proposed parking garage fronting Arena Drive will be built in the future by a County agency for the purpose of providing parking service to the hospital. An enclosed pedestrian bridge will be constructed to connect the third floor of the hospital. The design of the parking garage is not part of this application, but will require review and approval by the Planning Board in the future. The Planning Board concluded that it is premature to request this amendment to the standard and that this standard will be further reviewed at the time of DSP for the parking garage. The Planning Board also included a new condition in accordance with the proffer by the applicant at the public hearing on June 25, 2015, to require the construction and completion of the proposed parking garage prior to the issuance of the final use and occupancy permit for the hospital.

**Parking Design Criteria: Parking Space Requirements by Use (page 167)**



2. **The following maximum parking space requirements shall apply for each use unless an alternative strategy is approved by the Planning Board. For uses not specifically listed, the requirement of the most similar use shall apply.**

**Institutional/Educational – Hospital 4 spaces/bed**

This site provides parking that exceeds the maximum allowed. The parking provided is appropriate for the hospital and was deemed necessary to support the hospital due to future potential building expansions, which would require additional parking. The Planning Board supported the requested amendment.

- b. The Largo Town Center D-D-O Zone standards (page 135) allow several factors to define the BTL that can be different from case to case, as follows:

**Urban Design Criteria—Build-to Line**

4. **The front BTL governs the placement of buildings along streets or open spaces and shall be measured from the existing street curb or open space edge. (See Figure 8, Plan View of Build-to Line Placements, on page 136)**
5. **In the event this BTL falls within an existing or proposed right-of-way (ROW) and/or public use easement (PUE), a new BTL for the subject property shall be established within one foot of the outermost boundary of whoever public use zone (ROW or PUE) is furthest from the centerline of the street. For the purpose of this standard, parking area and drive aisles are not considered to be part of the ROW.**

The urban design criteria for BTLs further establishes a general guideline on the maximum BTL of 25 feet, as stated in Criterion 9 below.

9. **BTLs shall be located within 15 feet back from the Pedestrian Zone, and the full width from face of curb to building front should not exceed 25 feet. (See Street Design Criteria on page 152 for additional information)**

In this DSP, the site for the hospital complex is surrounded on three sides by Arena Drive, Lottsford Road, and Capital Center Boulevard. The BTLs along those roadways have been established in accordance with the above criteria as delineated on the site plan. However, the placement of the proposed hospital structure is not following the BTL at various locations, given the irregular shape of the proposed building complex. In addition, the location of the BTLs along all public roads may be changed if any road dedication is required at the time of Preliminary Plan 4-15009 approval. The Planning Board found that an amendment is necessary since the BTLs were created for a traditional grid-patterned environment. An amendment is needed in order to accomplish the proposed development.



The Planning Board does not object to the amendment of the BTLs for this development, and approved the amendment.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the requirements for Expedited Transit-Oriented Development (ETOD) projects, and the requirements of the D-D-O Zone of the Zoning Ordinance:

- a. The proposed regional hospital is a permitted use in accordance with Prince George's County Council Bill CB-12-2015, adopted on June 9, 2015, an Ordinance concerning Overlay Zones–Uses, for the purpose of amending the Zoning Ordinance to clarify that a hospital is a permitted use in the M-X-T Zone, notwithstanding any other applicable provisions of law or comprehensive plan.
- b. In accordance with Section 27-107.01(a)(242.2)(B), 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 directly in the rear of WMATA's Largo Town Center Metro Station and is completely within a one-half mile radius of the station platform. Since this development project meets the location criterion, it is designated as an ETOD project.

Section 27-290.01 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) 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;
  - (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;
  - (C) Minimizing building setbacks from the street;
  - (D) Utilizing pedestrian scale blocks and street grids;
  - (E) Creating pedestrian-friendly public spaces; and
  - (F) Considering the design standards of Section 27A-209.

The proposed DSP includes a regional hospital and more than 400,000 square feet of the existing shopping center with various commercial/retail uses, restaurants, and a movie theater. The floor area ratio for the whole site is approximately 0.34. An existing pedestrian bridge provides a direct link between the hospital campus and the Largo Town Center Metro Station platform. Since the site is located directly in the rear of the Largo Town Center Metro Station, the DSP maximizes connectivity between the project site and the station by providing sidewalks on both sides of all of the site's major frontages. The applicant also stressed several times that most of the employees of the hospital will be using Metro in the future, the hospital will work with WMATA to enhance the existing bridge. In addition to the pedestrian bridge and sidewalks, the DSP strives to create a complete street on all of the major internal roadways, including Capital Center Boulevard, with carefully designed pedestrian-scale amenities including various walking paths



with different pavers, light fixtures, signage, landscaping elements, and materials, as well as narrower travel and bike lanes. Bicycle parking is also provided to encourage alternative transportation. However, no specific bicycle parking spaces are identified on the DSP. Additional bicycle parking will also be needed at the time of parking garage construction. Since the D-D-O Zone does not have specific standards for bicycle parking, the applicant needs to show the bicycle parking spaces based on a demand analysis. A condition has been included in this resolution to require a bicycle need analysis and identification of the location and number of bicycle parking spaces prior to certification.

The subject site is also located in the TOD Core area of the Largo Town Center Sector Plan. TOD-related design standards have been established through the D-D-O Zone requirements. The DSP satisfies all of the applicable D-D-O Zone standards, except those discussed above in Finding 7 for which amendments have been requested.

The DSP is also consistent with the applicable design principals of Section 27A-209 regarding all of the following: building design; complete streets; multimodal transportation options; active street fronts; well-defined street walls; attractive streetscapes along Capital Center Boulevard, future attractive streetscapes along Arena Drive with the completion of the parking garage and medical office buildings; and location of parking, loading, and other utility functions along the circular street in the southeastern boundary area of the hospital campus that serves as an utility service street at the rear of the campus.

Since a critical mass of the existing shopping center will be co-located just across the street of Capital Center Boulevard, alternative transportation facilities such as sidewalks, bike lanes, and bicycle parking will also be provided. Patrons to the regional hospital do not need to drive to go to various destinations within walking distance, therefore, reducing auto dependency and roadway congestion in the vicinity of this DSP.

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

The mix of uses, including the residential multifamily dwellings across Arena Drive, retail, restaurant, and movie theater uses in the existing Boulevard at the Capital Centre shopping center in the western portion of this DSP, complement the proposed regional hospital use. According to the applicant, additional uses such as medical offices and parking garage will be provided in future phases.

- (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 prohibited uses is included in this DSP.

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

Section 27A-802(c) provides restrictions on public utility uses or structures within the Urban Center district that also requires the overall design of those uses and structures to be harmonious with development in general. The site of this DSP is surrounded by existing roadways including Arena Drive to the north, Lottsford Road to the east, the Capital Beltway (I-95/495) to the west, and Capital Center Boulevard, which will be serving as Harry S Truman Drive extension, will be further connected to the south. Most of the public utilities serving this site are already installed within the existing roadways. This project only needs to connect to the existing utilities. Additional utilities will be provided through the service road at the rear of the hospital.

- (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 site is within the TOD Core area of the Largo Town Center Sector Plan. The D-D-O Zone standards approved with the sector plan are in general conformance with those site design best practices or standards of the above subsection (b)(1), including a mix of uses with medium- and high-density development, reducing auto-dependency, creating a pedestrian-friendly environment, etc. The DSP conforms to all of the applicable D-D-O Zone standards except for ten standards for which the applicant has requested amendments. The Planning Board approved the eleven amendments because the alternative standards 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.

In conclusion, this DSP is in general conformance with the applicable design guidelines for ETOD projects.

- c. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the following findings, in addition to the requirements of Section 27-285(b), for approval of a DSP as follows:

**Section 27-546. Site Plans.**

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

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

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

**Section 27-542. Purposes.**

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

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

The subject DSP proposes to develop a premium site at a major WMATA metro station (Largo Town Center Metro Station) with a mixed-use development consisting of a regional hospital and retail/restaurant movie theater uses in the remaining shopping center. The site is also located in the TOD Core area of the Largo Town Center Sector Plan. Given its prominent location, the



proposed regional hospital complex, with a ten-story tower on a larger podium, will be a landmark at this gateway to Prince George's County, will provide many needed desirable medical services to the residents of Prince George's County at a major metro station, and will increase the ridership of the metro rail. The remaining shopping center will serve the patrons of the regional hospital which will create positive synergy to enhance the economic status of the county and provide an expanding source of desirable employment and convenient living opportunities for all citizens.

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

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

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

The proposed development plan takes full advantage of the development potential inherent in the M-X-T Zone with a proposed overall 0.34 floor area ratio for the portion of the site included in this DSP. Since the site is located directly adjacent to the Largo Town Center Metro Station, it is fully compliant with this purpose. The hospital and the remaining portion of the shopping center, along with other nonresidential amenities



included in this DSP, will conserve the value of the site and maximize the potential inherent in the M-X-T Zone.

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

The proposed DSP conforms to this purpose, as the development plan is designed to take advantage of all multimodal transportation options recommended by the sector plan. Although no residential development is included in this DSP, a large multifamily residential project (as part of the mixed-use project) directly across Arena Drive to the north from the subject site is currently under construction. The proposed development is designed to provide safe and convenient access to the Largo Town Center Metro Station located directly to the east of the subject property. The property also has immediate access to Arena Drive, Lottsford Road, Harry S Truman Drive, and the Capital Beltway (I-95/495), which are major roadways in the area. The hospital complex proposed has a prominent tower section on a larger podium section. All internal streets will be improved as complete streets. Sidewalks are also provided along both sides of Arena Drive, Lottsford Road, Capital Center Boulevard, and the extension of Harry S Truman Drive, as well as at least one side of the circular street due to environmental constraints that significantly improve the pedestrian circulation to and from the Largo Town Center Metro Station and The Boulevard at the Capital Centre. A future resident living in the area will not need to drive to get to and from the metro station, hospital, and the shopping center. The site design will greatly facilitate walking, bicycle, and transit use.

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

The proposed project represents a major development adjacent to the Largo Town Center Metro Station core area as envisioned by the sector plan, with a mix of residential, retail, and restaurant uses. With the development of this regional hospital center, along



with the multifamily dwellings across Arena Drive, the Ascend Apollo project in front of the Largo Town Center Metro Station, and the remaining shopping center uses, an active 24-hour environment is gradually forming. Additional medical offices to be built on the three surface parking lots will further enhance this 24-hour environment.

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

The DSP proposes a regional hospital and the remaining shopping center that is separated from the hospital campus by existing Capital Center Boulevard. The various uses presented in the DSP are horizontally mixed through innovative design of site layout. The DSP blends the land uses together in a harmonious way.

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

The uses included in this DSP are the regional hospital and the existing shopping center, which includes retail, a movie theater, and restaurants. The two complexes in this DSP create a dynamic functional relationship among individual uses with a distinctive visual identity. The hospital is designed in a tower-on-podium style with a strong vertical center tower of ten stories, while the remaining shopping center gives a strong horizontal impression and visually complements the hospital.

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

This DSP represents the beginning phases of redevelopment and three surface parking lots will be kept for future development with medical offices or other medical uses. The site design of the hospital features optimum land utilization. The hospital complex is seeking Silver-level certification under the LEED 2009 for Healthcare—New Construction and Major Renovation rating system by the U.S. Green Building Council (USGBC). As such, the new hospital will achieve greater efficiency by using many



green building techniques including innovative stormwater management techniques to conserve energy and to reduce water usage, material consumption and stormwater runoff, improve indoor air quality, and save in long-term building maintenance. This large hospital facility will also provide economies of scale in construction and permit the use of energy-conscious design and technologies that smaller or any single-purpose projects are unable to afford.

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

The regional hospital is a much needed medical facility in Prince George's County. The hospital project has been approved by the state through the issuance of a Certificate of Need. The County specifically directs the development at Largo Town Center with a portion of the site on the existing shopping center to promote economic vitality and investment in one of the three priority investment areas of the County.

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

The proposed development is the second large project in the TOD Core area since the approval of the Largo Town Center Sector Plan. The sector plan provides a land use vision and general development guidelines, including architectural design standards, to guide future development. The design standards allow the developer freedom of architectural design to implement the sector plan's vision. The design of the hospital complex features a center tower section on a larger podium. The building complex will be finished with a combination of bricks in two colors, metal panels, and cast stone bands. The design of the complex has achieved an iconic image in the gateway to the County from the Capital Beltway (I-95/495). The future addition of the hospital (including expansion of the podium section), the vertical expansion of the tower section, as well as medical offices on three surface lots, will further enhance the campus. The design of buildings in this DSP will utilize many green building techniques to achieve LEED Silver certification.



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

As discussed in Finding 5 above, the subject property consists of two parts: the vacant pieces were rezoned from the M-A-C Zone to the M-X-T Zone and the shopping center site was rezoned from the R-R and C-O Zones to the M-X-T Zone, and both with a D-D-O Zone by the 2013 Largo Town Center Sector Plan and SMA, which defines long-range land use and development policies, and establishes design standards for the area. The sector plan was prepared under the guidance of Plan Prince George's 2035, which designates Largo Town Center as a priority investment district. The proposed development, consisting of retail, restaurant, movie theater, and regional hospital, is consistent with the design standards of the sector plan and is intended to implement the development concept of the sector plan.

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

The proposed regional hospital will be co-located with the remaining shopping center. The proposed project will not only improve the visual appearance of the area, but should also be a catalyst for improvement and rejuvenation of the shopping center and the surrounding neighborhood. With an active storefront along Capital Center Boulevard and future street frontage along Arena Drive, this development will definitely bring more activity to the Largo Town Center Metro Station and The Boulevard at the Capital Centre.

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

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



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

The mix of uses in this case, including retail, restaurant, movie theater, and hospital uses, and the arrangement and design of buildings and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability as this purpose intends, while at the same time providing key elements to ensure that each building complex is successful. The remaining shopping center will retain the surface parking lots. The hospital will include a parking garage to be built in the future by a County agency. Given that the parking garage is fronting directly on Arena Drive, the design of the façades will be reviewed in accordance with D-D-O Zone standards to create an active street wall. Additional sidewalks are also provided along both sides of Arena Drive, Lottsford Road, Capital Center Boulevard, and the extension of Harry S Truman Drive. On-street parking will be provided on Capital Center Boulevard in addition to bike lanes.

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

The DSP contains both the existing shopping center and the hospital campus. Including the remaining portion of the shopping center west of Capital Center Boulevard, the total development included in this DSP amounts to 1.4 million square feet of gross floor area. The applicant also indicates that additional gross floor area will be added to complement the proposed development. Future anticipated development includes:

**Future Development**

Hospital Expansions	±306,000 sq. ft.
Medical Office	±200,000 sq. ft.
Health Science/Behavioral Heal Buildings	±270,000 sq. ft.
<b>TOTAL</b>	<b>±776,000 sq. ft.</b>

Since most of the existing shopping center will be remaining, the hospital will further complement the existing uses. Additional future development on the site will enhance the mixed-use town center.



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

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

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

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

Adequate attention has been paid to human scale, high-quality urban design, and other amenities, such as the types and textures of paving materials, landscaping, street furniture, signage, and pedestrian-scale lighting of the public plaza.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the**



**Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

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

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

Currently, a new Preliminary Plan, 4-15009, for the development will precede this DSP in terms of sequence of approval. Adequacy of transportation facilities for this development will be found at the time of 4-15009 approval.

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

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

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

- d. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

**Section 27-544. Regulations.**

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General**



**(Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

As discussed in Finding 7 above, additional standards have been derived from the Largo Town Center Sector Plan including parking, urban design, and signage for future review of the DSP. See Finding 10 below for a discussion of the subject DSP's conformance with the landscaping standards.

- (b) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:**
- (1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.**
  - (2) The limitations on the maximum percentages of townhouses contained in Section 27-547(b)(7), footnote 7 and the lot size and lot width requirements in Section 27-548(h) shall not apply. However, the Planning Board or District Council may impose similar restrictions where appropriate, only to implement the recommendations of the Master Plan or Sector Plan.**

The Planning Board found that this DSP application conforms to land use recommendations of mixed-use retail, office institutional, and residential development at this site of the Largo Town Center Sector Plan for the TOD Core area. This DSP proposes a regional hospital campus on a portion of an existing shopping center and a piece of vacant land in close vicinity of the Largo Town Center Metro Station to implement the vision of the sector plan.

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



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

**(a) Maximum floor area ratio (FAR):**

- (1) Without the use of the optional method of development -- 0.40 FAR;  
and**
- (2) With the use of the optional method of development -- 8.00 FAR.**

The sector plan does not specify density for the TOD Core area. However, D-D-O Zone standards do limit building height. The applicant indicated in the statement of justification that they will not use optional methods of development since their proposed floor area ratio for the hospital site is still slightly below 0.4.

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

The proposed mixed-use development consists of hospital, and the remaining portion of the existing shopping center includes retail, restaurant uses, and a movie theater. Additional medical office and parking garage will be built in future phase. The DSP satisfies this requirement.

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

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

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

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

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



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

The calculation of gross floor area does not include area in the building or the structure devoted to vehicular parking and parking access areas. Since this site is qualified as an ETOD project, no conceptual site plan is required if a DSP is available for review and approval. The floor area ratio applied to the hospital campus is in accordance with this requirement.

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

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

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

Preliminary Plan 4-15009 has been approved by the Planning Board, and this development is in conformance with this requirement.

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

- (a) The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**

- (b) The number of off-street loading spaces required shall be calculated using the following procedures:**

- (1) Determine the number of loading spaces normally required under Section 27-582.**



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

The applicant has provided a loading space calculation required by the Zoning Ordinance for the different uses, for a total of 15 spaces required. The total number of off-street loading spaces provided is 20. All of the loading required for the hospital will be provided at the rear of the site in the utility section that is adjacent to the Metro tracks. The proposed 20 loading spaces are reasonably distributed and will be sufficient to service the hospital, movie theater, retail, and restaurant uses.

- f. The applicant has included a request to reduce the height of the loading doors on the hospital campus from the required 15 feet, as stated in Section 27-578 of the Zoning Ordinance, to 14 feet. Section 27-548.25 allows the relief without requiring a separate departure application, as follows:

- (e) **If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

As stated previously, the Largo Town Center D-D-O Zone standards do not include specific requirements for loading. According to the applicant, the height of 14 feet is adequate for the loading needs of the hospital. Designing the loading garage doors to be 14 feet high is in keeping with the height of the windows, and loading doors approximately located at the same height creates a sense of uniformity on the building elevation. The D-D-O Zone standards on building design do call for the shape and proportions of the opening on building elevations to be in keeping with the architectural style of the building. The Planning Board approved a one-foot reduction in the height of the loading space, which does not depart from the development district standards.

- g. Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve a DSP. As discussed in Finding 7 above, this DSP meets most of the D-D-O Zone standards, except for the standards for which the applicant has requested amendments. The requested amendments to the development standards would benefit the development project and development district, and they would not substantially impair implementation of the Largo Town Center Sector Plan and SMA.



9. **Preliminary Plan of Subdivision 4-15009:** Preliminary Plan of Subdivision 4-15009 for Prince George's Regional Hospital was heard by the Planning Board on June 25, 2015. This DSP is in conformance with approved Preliminary Plan 4-15009.
10. **The 2010 Prince George's County Landscape Manual:** The Largo Town Center Sector Plan and SMA includes some landscape standards governing development in the TOD Core area. As stated in Chapter 8 of the sector plan, however, for development standards not covered by the sector plan area D-D-O Zone, the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirement, as stated in Section 27-548.21, Relationship to other zones, of the Zoning Ordinance. The proposed development includes existing shopping center and a regional hospital campus. For the existing shopping center west of Capital Center Boulevard that will be remaining without any improvements, no landscaping improvements are required because that portion of the property is exempt. For the regional hospital campus, the proposed development as included in this DSP, is subject to the requirements of Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3(c), Parking Lot Interior Planting Requirements; Section 4.9, Sustainable Landscaping Requirements, and Section 4.10, Street Trees along Private Streets, of the Landscape Manual.
  - a. Section 4.2, Requirements for Landscaped Strips along Streets, requires a landscape strip between a parking lot and a public or private street. The plans should be revised to show acceptable species and quantities of required plantings within the landscape strip, and the Section 4.2 schedules should reflect the requirements. A condition has been included in this resolution to require the applicant to revise the landscape plan and schedules to demonstrate conformance to Section 4.2 prior to certification of this DSP.
  - b. Section 4.3, Parking Lot Interior Planting Requirements, requires any surface parking lot that is larger than 7,000 square feet to provide certain percentage of the lot to be used for interior landscape planting areas. The percentage required increases with the size of the surface parking lot. The DSP shows five surface lots and four of them are larger than 7,000 square feet. The landscape plan shows four Section 4.3(c)(2) schedules that have less than the required percentage of interior planting areas. A condition has been included in this resolution to require the applicant to revise the landscape plan to show conformance with the Section 4.3(c) requirements.
  - c. Section 4.9, Sustainable Landscaping Requirements, requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:



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

The landscape plan provides 77 percent native shade trees, 58 percent native ornamental trees, 82 percent evergreen trees, and 100 percent shrubs, and therefore meets the above requirements.

- d. Section 4.10, Street Trees along Private Streets, requires that shade trees be planted at an average rate of one tree per 30 linear feet, excluding driveway openings, among other requirements. The plan does not reflect conformance to this section of the Landscape Manual. Further, the applicant has changed the ownership of the streets included in the DSP, and the landscape plan should be revised to reflect what is approved in Preliminary Plan 4-15009 as public or private streets, and provide the required Section 4.10 schedule. A condition has been included in this resolution to require the applicant to provide the required information prior to certification of this DSP.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code that came into effect on September 1, 2010 because the project has a new Preliminary Plan (4-15009). The project is also subject to the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) effective September 1, 2010 because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-014-15) was submitted with the application.

- a. A portion of the site (Parcel 147) has an approved Natural Resources Inventory, NRI-014-05-01. A NRI revised to include the entire site area (Parcel 147 and Lot 1) has been submitted and is currently under review; however, the NRI has been found to be in general conformance with the Environmental Technical Manual, and information provided regarding the existing forest, regulated environmental features, and primary management area has been confirmed. According to the submitted forest stand delineation, the site currently contains a total of 15.05 acres of existing woodland. The site also contains streams and wetlands as verified by the wetland delineation report. Within the project area, there are a total of 12 specimen trees. The NRI needs to be revised to include the entire property.
- b. According to TCP2-014-15, the woodland conservation threshold for this 77.83-acre property is 15 percent of the net tract area, or 10.63 acres. The total woodland conservation requirement based on the amount of clearing proposed as shown on the plan is 13.57 acres; however, the plan and the worksheet have been phased. The phasing serves to demonstrate how the woodland conservation requirement will be met for the hospital site area and for the remainder of the site. The woodland conservation requirement shown



on the plan, as submitted, is proposed to be met with 5.48 acres of on-site preservation and the remaining 8.09 acres off-site. It should be noted that no floodplain study has been approved for the site to-date. The woodland conservation calculations take into consideration the area of floodplain on a site because the threshold is calculated only using the net tract area. The floodplain shown on the plans and used for calculation purposes are based on an estimation of the floodplain. Woodland conservation calculations may change based on the final floodplain study information. The Planning Board approved TCP2-014-15 with several conditions that have been included in this resolution.

12. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 339,027 square feet, or ten percent, of the subject proposed development on the 77.83-acre site. The subject application provides a schedule on the landscape plan showing the 591,544.8 square feet of tree canopy being met by the existing non-woodland conservation trees and 77,775 square feet of landscape trees, for a total of 669,320 square feet, which is approximately 15.3 acres of TCC. The TCC requirement has been met.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Community Planning**—The Planning Board accepts that the DSP application is consistent with Plan Prince George's 2035 policies that mandate higher density residential and mixed-use development within designated regional transit districts such as Largo Town Center, and conforms to the mixed-use retail, office, institutional, and residential development land use recommendations of the 2013 Largo Town Center Sector Plan and SMA.

The Planning Board determined that the requested amendments to the D-D-O Zone standards, including block length, frontage, complete streets, building corner elements and special features, surface parking lots and structured parking garage designs, and parking ratio to be reasonable and appropriate. The Planning Board also discussed treatment of parking garage and tightening the turning radius from northbound Harry S. Truman Drive to the circular service road.

The DSP only shows the footprint of the proposed parking garage along Arena Drive and no architecture has been provided with this DSP. Future DSP review and approval is needed for the parking garage when it is ready to be developed. A condition has been included in this resolution to require the applicant to tighten up the radius to the minimum in accordance with County standards.
  - b. **Subdivision**—The Planning Board found that the DSP is consistent with approved Preliminary Plan of Subdivision 4-15009.



- c. **Transportation**—The Planning Board found the following regarding adequacy, on-site parking, and on-site circulation and access:

- (1) **Adequacy Requirements:** It should be noted that the subject site is subject to concurrent transportation adequacy review pursuant to Section 24-124 of the Subdivision Regulations for the accompanying preliminary plan of subdivision. With the approval of the preliminary plan, the Planning Board will be required to make the required transportation adequacy findings for the proposed hospital and the existing Boulevard at the Capital Centre retail shopping center and movie theater complex.

In accordance with the Zoning Ordinance (Section 27-546(c)(4)), prior to approval of any DSP in the M-X-T Zone, it must be demonstrated “ that the proposed development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, or which will be provided by the applicant, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last.” The Planning Board made adequacy findings at the time of Preliminary Plan 4-15009 for this development.

- (2) **On-site Parking:** No shared parking analysis consistent with Section 27-574 of the Zoning Ordinance has been provided. This section may be used to reduce the required base parking requirements. Additionally, the site is part of a larger M-X-T site, and only one additional use, the hospital, is proposed. The applicant has submitted a departure from the Largo Town Center Sector Plan’s parking and loading standards, and is requesting to reduce the loading door height from 15 feet to 14 feet and to exceed the maximum number of parking spaces allowed. Since the proposed surface parking lots (about 619 spaces) are planned to be replaced by future medical and hospital-related buildings, and the proposed parking garage (approximately 1,600 spaces) will need to serve the future and planned Largo medical complex, the Planning Board approved this amendment, which will result in the provision of excess parking in the short-term. While parking is projected to be above the limits required by the sector plan within the near-term, this will not be a permanent situation.

- (3)

**On-Site**

**Circulation and Access Review:** Access to the site will be from Arena Drive to the north, an existing multi-lane arterial facility; Harry S Truman Drive to the south, an existing four-lane collector roadway; and Lottsford Road to the east, an existing multi-lane divided arterial facility. The existing Capital Center Boulevard is proposed to be improved to four-lanes, divided from its intersection with Arena



Drive to the proposed Public Road B, transitioning to a five/four-lane undivided roadway with on-street parking as it extends south to meet with existing Harry S Truman Drive along the southern property boundaries. This roadway will serve as the extension of Harry S Truman, as envisioned by the sector plan.

The County is working to transform and improve Harry S Truman south of the site to fully include all elements of "Complete Streets." Complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and disabilities are able to safely move along and across the roadway. Appropriately wide travel lanes, street and pedestrian-scale lighting, wide sidewalks, on-road bike lanes, landscaped median, appropriate turning radii at intersections, and provision of on-street parking are all essential components of complete streets. The preferred type of on-street parking is in the form of parallel parking and not angle parking, with a maximum width of eight feet on a multi-use street. Angle parking can create sight distance problems associated with vehicles backing out of parking spaces, and thus create a potentially unsafe and hazardous condition for the drivers backing out of spaces, traveling bicycles, and vehicles. Converting all proposed and existing angle parking spaces to eight-foot-wide parallel parking spaces, and provision of no wider than 11-foot-wide travel lanes with marked on-road bike lanes on both sides and along the entire length of the proposed Public Road A, or the existing Capital Center Boulevard, from its intersection with Arena Drive to the existing terminus of Harry S Truman is recommended.

The plan shows excessively wide turning radius for vehicular traffic approaching the site from the south along Harry S Truman Drive, and making a right turn onto the planned service road. This location is very close to the existing pedestrian access bridge to the Largo Metro Station access, and provision of such a wide turning radii for relatively few turning vehicles would result in high-speed turns in a location with almost continuous pedestrian and biker activities. Additionally, the plan shows sidewalks transitioning from the west side and to the east side and beyond the proposed wide and unprotected loading areas. Considering the heavy pedestrian and bike activities that will be on this service road, as it will be the most direct and shortest path to the metro from residential uses east and north of the subject property, it is highly desirable to reduce the right turning radii to the minimum acceptable per County standards. Additionally, the Planning Board recommends relocating and constructing wider sidewalks, a minimum width of six feet, to the eastern side of the service road from its intersection with proposed Public Road B to Proposed Public Road A.

In addition to the existing two signalized access points along Arena Drive to the north and existing access to Harry S Truman Drive from the south, the plan proposes an additional full-access along Arena Drive, west of the Lottsford Road



intersection, and a right-in/right-out limited intersection along Lottsford Road, just south of the Arena Drive intersection. The proposed new access road to Arena Drive does not align with the existing median break along Arena Drive, which can serve the proposed hospital as well as the planned mixed-use development north of Arena Drive. Realignment of the proposed new hospital access roadway, proposed Public Road C, would create a complete four-legged intersection with the access road for the mixed-use development and would eliminate potentially hazardous and unconventional movements at this location, and would further the justification for installation of traffic signal, which would be important for safe and orderly movement of pedestrian, bicyclists, automobiles, and emergency vehicles.

The proposed plan generally is in conformance with all other transportation-related development district standards of the 2013 Largo Town Center Sector Plan.

- d. **Trails**—The Planning Board has reviewed the DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 Largo Town Center Sector Plan and SMA in order to implement planned trails, bikeways, and pedestrian improvements. Due to its location within the Largo Town Center, the application is subject to the requirements of County Council Bill CB-2-2012 and the associated Transportation Review Guidelines, Part 2. However, these requirements will be addressed through the review of the companion preliminary plan application. The trails planner provided additional comments on pedestrian, bicycle, and complete streets as follows:

Three master plan trail/bikeway issues impact the subject property, with standard or wide sidewalks and designated bike lanes recommended along Lottsford Road, Arena Drive, and Harry S Truman Drive (see MPOT map). The MPOT further specifies that a sidepath (or wide sidewalk) should be provided along Lottsford Road from Greenbelt Road (MD 193) to Harry S Truman Drive, which includes the frontage of the subject site. The MPOT also designates Harry S Truman Drive as a master plan sidewalk/bike lane corridor (see plan map). Harry S Truman Drive is also listed as a current Green Complete Street Project in which bike lanes will be provided, access to bus stops improved, and traffic circulation evaluated. This project is currently anticipated to have its concept plan completed in March 2015, with a construction start date of March 2017. Frontage improvements and right-of-way dedication along this road should be consistent with this project and must be coordinated with DPW&T.

**Lottsford Road Shared-Use Side path:** This planned facility has been implemented as a wide sidewalk along some frontages. On-road bicycle facilities should be considered as road improvements occur (MPOT, page 26).



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

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

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

Harry S Truman Drive is also designated as a master plan sidepath corridor in the MPOT (see plan map). The sector plan refines this recommendation to include a wide sidewalk zone and designated bike lanes (see the Street Design criteria). The road labeled as "Capital Centre Boulevard" on the submitted DSP will function as the extension of this master plan road. Lastly, it should be noted that DPW&T has a Green Complete Street project for Harry S Truman Drive and Mt. Lubentia Way. This project is currently undergoing concept evaluation, but it is anticipated that improvements will include designated bike lanes and improved bus stops and shelters.

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

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

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

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



The internal sidewalk network appears to be consistent with the Complete Streets policies of the MPOT, with the conditions of approval included below. The sidewalk network is comprehensive and includes sidewalks along both sides of most of the internal roads and from the public rights-of-way to the building entrances. Multiple pedestrian crossings are indicated along both Capital Center Boulevard and the main east-west road through the site (Section D). Crosswalks are recommended at all legs of the intersection of Capital Center Boulevard and the east-west road. Crosswalks should meet the guidance included in the development district standards on page 148 of the sector plan. These guidelines are copied below:

#### **Crosswalks**

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

Consistent with the recommendation of WMATA, the Planning Board determined that the sidewalks be widened from six to eight feet along the frontages of Arena Drive and Lottsford Road, unless modified by the County's operating agency. These wider sidewalks will help to facilitate pedestrian movement along the major roads to the Largo Metro Station. It is also recommended that the acceleration lane shown along the site's frontage of Arena Drive be repurposed as a designated bike lane, unless modified by the County's operating agency.

- e. **Environmental Planning**—The Planning Board found that:

#### **Grandfathering**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the County Code that came into effect on September 1, 2010 and February 1, 2012 because the project has a new Preliminary Plan (4-15009).

#### **Environmental Review**

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

- (1) A portion of the site (Parcel 147) has an approved Natural Resources Inventory, NRI-014-05-01. A NRI revised to include the entire site area (Parcel 147 and Lot 1) has been submitted and is currently under review (NRI-014-05-02); however the NRI has been found to be in general conformance with the Environmental Technical Manual. The information provided regarding the existing forest, streams, and wetlands has been confirmed with the exception of



the 100-year floodplain delineation and the primary management area. The NRI must be revised to address various technical changes, and a floodplain study should be completed and submitted prior to approval of the NRI. The floodplain information per the study should be accurately reflected on the NRI prior to certification of the NRI.

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

Conditions regarding the approval of a floodplain study and the NRI have been included in staff's recommendation with the review of Preliminary Plan 4-15009. Once approved, the NRI must be correctly reflected on all future plans, including this DSP.

- (2) This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2014-15) was submitted with the application.

The TCP2 must be revised to meet all of the technical requirements of Subtitle 25 of the County Code prior to certification of the DSP; however, the information submitted to-date demonstrates general conformance with the WCO.

The woodland conservation threshold for this 77.83-acre property is 15 percent of the net tract area or 10.63 acres. The total woodland conservation requirement based on the amount of clearing proposed as shown on the plan is 13.57 acres; however, the plan and the worksheet have been phased. The phasing serves to demonstrate how the woodland conservation requirement will be met for the hospital site area and for the remainder of the site. The woodland conservation requirement shown on the plan, as submitted, is proposed to be met with 5.48 acres of on-site preservation, and the remaining 8.09 acres off-site. It should be noted that no floodplain study has been approved for the site to-date. The woodland conservation calculations take into consideration the area of floodplain on a site because the threshold is calculated only using the net tract area. The floodplain shown on the plans and used for calculation purposes are based on an estimation of the floodplain. Woodland conservation calculations may change based on the final floodplain study information.

- (3) The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) of the County Code as part of the development review process. There are 12 specimen trees that have been identified on-site.



A variance request from Section 25-122(b)(1)(G) has been submitted. The variance requests the removal of 12 specimen trees located on Parcel 147 for grading, interior road circulation, infrastructure, buildings, and parking. The Planning Board approved the variance.

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

- (4) Section 27-285(b)(4) of the Zoning Ordinance requires the following finding:

**The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

There is a primary management area (PMA) comprised of regulated environmental features which include streams and wetlands, associated buffers, 100-year floodplain, and adjacent steep slopes.

A statement of justification, including an impact exhibit, was stamped as received by the Planning Board on May 26, 2015. The statement of justification and associated exhibit reflect one proposed impact to regulated environmental features associated with the proposed development. The impact totals 1.37 acres of the PMA, specifically the stream buffer on the north side of the stream that is located along the boundary of the Boulevard at the Capital Center shopping center (existing Lot 1) and the Largo Metro Station (Parcel 110). Of the 1.37 acres requested, approximately 0.86 acre was previously impacted and currently developed with existing parking, a pedestrian crossing, and guardrails.

Based on the information submitted, the Planning Board found that the application adequately demonstrates the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible and approved the impacts.

- (5) An unapproved stormwater management concept plan has been submitted. The plan shows the proposed use of numerous micro-bioretenion areas, mostly in series, and two underground storage facilities. The proposed stormdrain system is shown on the plan to connect into the existing system on the southern portion of the site. This system outfalls into an existing stormwater management pond on the northern portion of the site. Stormwater management concept approval is required prior to certification of the DSP.



- (6) The County requires approval of an erosion and sediment control plan. The TCP must reflect the ultimate limits of disturbance not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure including erosion and sediment control measures. A copy of the erosion and sediment control technical plan should be submitted prior to issuance of a grading permit so that the ultimate limits of disturbance for the project can be verified and shown on the TCP. A condition to that effect has been included in this resolution.
- f. **Historic Preservation**—The Planning Board found that there are two previously identified archeological sites adjacent to the subject property, 18PR509 (a prehistoric lithic scatter of unknown date) and 18PR537 (a prehistoric site of unknown date). Neither of these archeological sites was determined to contain significant information and no further work was required on either site. The site has been extensively graded and is unlikely to contain intact archeological resources. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This DSP will not impact any historic sites, historic resources, or known archeological sites.
- g. **Prince George's County Fire/EMS Department**—In a memorandum dated June 8, 2015, the Fire/EMS Department offered standard comments on needed fire engine accessibility, private road/fire lane design, and the location and performance of fire hydrants. The subject DSP meets the applicable requirements.
- h. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 27, 2015, DPIE provided numerous comments regarding road improvements, DPW&T's utility policy, conformance with DPW&T's street tree and street lighting standards, etc. DPIE also stated that the site has a Stormwater Management Concept Plan, 46008-2014, which has not been approved yet.
- DPIE has its own permit review and approval process. The applicant will properly address DPIE's comments at the time of permit. As previously stated in this report, ETOD provisions allow the DSP to move forward in the review process without providing the approved stormwater management concept plan; however, the Planning Board may not approve this DSP without an approved stormwater management concept plan per Section 27-290.01(a)(6) of the Zoning Ordinance. A condition has been included to require submittal of the approved stormwater management concept plan and letter prior to certification of this DSP in accordance with the pertinent ETOD provisions of the Zoning Ordinance.
- i. **Washington Metropolitan Transit Authority (WMATA)**—In a memorandum dated June 5, 2015, WMATA staff provided several comments regarding overall site design and the project's relationship to the Largo Town Center Metro Station, access, various



easement agreements related to the site, and pedestrian connections during the review process that have been pertinent to staff's recommendation. The comments are as follows:

- (1) General: WMATA Design Criteria and standard specifications shall be utilized for all portions of proposed hospital facilities to be located within the WMATA Zone of Influence. These facilities include but not limited to the proposed roadway connection over the Blue Line tunnel, and the possible reconstruction of the existing pedestrian bridge located between the Largo Town Center station and the hospital/retail property to the north of WMATA property.
- (2) Project Agreements between Prince George's Regional Hospital (Hospital) and WMATA and WMATA Real Estate permit with the hospital's general contractor shall be executed prior to start work on WMATA property or easements.
- (3) General: Provide noise and vibration study for those proposed hospital facilities located in close proximity on the Blue Line.
- (4) Provide vehicular and pedestrian directional and wayfinding signage between the hospital and the Largo Town Center Station.
- (5) Increase the width of all sidewalks from 6' to 8' minimum. If that is not possible, the width of sidewalks that leads to the pedestrian bridge shall be 8' or 10' minimum. Re-orient the proposed ADA curb ramps that leads to the pedestrian bridge so it is perpendicular to the path of travel rather than diagonal.
- (6) Recommend screening the proposed loading spaces, fuel and oxygen tanks from the Largo Town Center Station.
- (7) Recommend that provisions are made for potential future bus stops with shelters along the main roadway.
- (8) Provide detailed plans (when become available) for those facilities that interface with WMATA and/or located within zone of influence. These plans shall include but not limited to the following:
  - (a) Profiles and cross-sections for the proposed roadway connection over WMATA Blue Line tunnel and the pedestrian bridge.
  - (b) Building elevations, sections, foundation and support of excavation plans.
  - (c) Drainage and SWM
  - (d) Pavement markings



- (e) Lighting plans and photometrics
- (f) Phasing, construction sequencing and MOT Plans.

The comments above are provided to the applicant for their information. Comments such as increasing the sidewalk width and connection between the Largo Town Center Metro Station have been addressed by conditions that included in this report. Further, the desire to screen the proposed loading spaces and fuel and oxygen tanks from the Largo Town Center Metro Station should be explored by the applicant. Comments regarding any improvements outside of the DSP boundary cannot be addressed with this approval.

- j. **Maryland State Highway Administration (SHA)**—In a memorandum dated May 1, 2015, SHA has no comments on this application.
  - k. **Prince George's County Police Department**—In a memorandum dated June 10, 2015, the Police Department has reviewed this DSP and requested additional information from the applicant that has been addressed by conditions of approval on the subject application.
  - l. **Prince George's County Department of Parks and Recreation (DPR)**— In a memorandum dated June 10, 2015, DPR has no comments on the subject application.
  - m. **Prince George's County Health Department**—The Health Department has not offered comments on the subject application.
  - n. **Washington Suburban Sanitary Commission (WSSC)**—WSSC has not offered comments on this application.
  - o. **Verizon**—Verizon has not offered comments on the subject application.
  - p. **Potomac Electric Power Company (PEPCO)**—PEPCO has not offered comments on the subject application.
14. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the 2013 Largo Town Center Sector Plan and SMA. The amendments to the development district standards required for this development, as discussed previously, would benefit the development and the development district as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the Largo Town Center Sector Plan.
15. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.



16. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. According to the review by the Environmental Planning Section, this site plan meets the required findings and will preserve the environmental features presented on this site to the fullest extent possible.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type 2 Tree Conservation Plan (TCP2-014-15) and further APPROVED Detailed Site Plan DSP-14028 for the above-described land, subject to the following conditions:

A. APPROVAL of the alternative development district standards for:

1. **Urban Design Criteria: Block Length and Block Perimeter (page 133)**—To allow block lengths to be between 550 and 1,100 feet, and to allow the perimeter of the entire block to be longer than 1,350 feet.
2. **Urban Design Criteria: Build-to Line (page 135)**—To allow the placement of the hospital structure as shown on the detailed site plan to not follow the build-to lines as shown on the site plan.
3. **Urban Design Criteria: Frontage (page 137)**—To allow building frontages to occupy less than 50 percent of the required block length, or lot length, at the build-to line.
4. **Architectural Design Criteria: Building Form – Corner Elements #1 (157)**—To allow the hospital building complex to not use architectural corner elements.
5. **Architectural Design Criteria: Building Form – Corner Elements #3 (157)**—To allow the hospital building complex to not use architectural corner elements, and to not follow the 3:1 height to width ratio.
6. **Architectural Design Criteria: Building Form, Corner Elements and Special Features (page 158)**—To qualify the proposed regional hospital as a civic building anchor.
7. **Parking Design Criteria: Surface Parking Lots and Structured Parking Garages #1 (page 165)**—To allow three surface parking lots to be replaced with future office buildings, and to delete the requirements for mid-block or below-grade locations and screen from the public realm.



8. **Parking Design Criteria: Surface Parking Lots and Structured Parking Garages #3 (page 165)**—To allow the parking garage to be built at the build-to line, rather than set back 40 feet.
  9. **Parking Design Criteria: Surface Parking Lots and Structured Parking Garages #4 (page 165)**—To allow the interim surface parking lots to not be set back a minimum of 40 feet from the build-to line.
  10. **Parking Design Criteria: Parking Spaces Requirements by Use #2 (page 167)**—To allow the applicant to exceed the maximum parking spaces allowed by 163 spaces.
- B. APPROVAL of a Departure from Design Standards to allow a one-foot reduction from the required 15 feet in the height of all loading doors on the hospital campus.
- C. APPROVAL of Detailed Site Plan DSP-14028 and Type 2 Tree Conservation Plan TCP2-014-15 for Prince George's Regional Hospital, Expedited Transit-Oriented Development Project, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the applicant shall:
    - a. Show conformance with the street pattern, bearings and distances, and lotting pattern, and conform to conditions of approval as applicable, as approved in Preliminary Plan of Subdivision 4-15009.
    - b. Provide a comprehensive sign plan that shows the size, color, design, and materials for all of the building-mounted signs for the hospital.
    - c. Provide details, specifications, and locations for the proposed lighting fixtures demonstrating full cut-off luminaires.
    - d. Provide a photometric plan demonstrating adequate lighting for the hospital parcels.
    - e. Provide site plan notes as follows:

“All lighting fixtures used in this development are full cut-off luminaires.”

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



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

- f. Revise the landscape plan to demonstrate conformance to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3(c), Parking Lot Interior Planting; and Section 4.10, Street Trees along Private Streets, of the 2010 *Prince George’s County Landscape Manual*.
  - g. Change all angle parking spaces to eight-foot-wide parallel parking spaces, and provide no wider than 11-foot-wide travel lanes with marked on-road bike lanes on both sides and along the entire length of proposed Public Road A (the existing Capital Center Blvd) from its intersection with Arena Drive to the existing terminus of Harry S Truman Drive, unless modified by the operating agency.
  - h. Reflect the approved lotting pattern and numbering of the parcels and lots on the DSP.
  - i. Revise the Type 2 tree conservation plan (TCP2) as follows:
    - (1) Meet all technical requirements of Subtitle 25 of the Prince George’s County Code.
    - (2) Revise the worksheet to show the correct woodland conservation requirement based on the floodplain area per an approved floodplain study and to ensure that the worksheet shows a total for the woodland conservation provided that meets the total woodland conservation required.
    - (3) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
  - j. Provide a bicycle need analysis and show the required number of bicycle parking spaces and locations on the site plan.
2. The applicant and the applicant’s heirs, successors, and/or assignees shall provide the following revisions to the plans prior to signature approval:
- a. Relocate the sidewalk along the service road from the west to the east side of the road in order to eliminate pedestrian conflicts at the loading zone. The plans shall be revised to indicate pedestrian crossings at appropriate locations; and
  - b. Provide a bicycle need analysis and show the required number of bicycle parking spaces and locations on the site plan. In any case, a minimum of 30 bicycle



parking spaces shall be provided for Phase 1. The locations of the bicycle parking shall be marked and labeled on the detailed site plan.

3. Prior to issuance of the grading permit, the applicant shall revise the Type 2 tree conservation plan and the detailed site plan to reflect a limit of disturbance line consistent with the approved final erosion and sediment control plan and the approved stormwater management technical plan.
4. Prior to issuance of sign permit, a signage plan for all non-building mounted signs including directional and way-finding signage shall be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
5. Prior to the issuance of the final use and occupancy permit for the Prince George's Regional Hospital, the applicant shall obtain the approval of a detailed site plan for the proposed parking garage and the proposed parking garage shall be constructed and open to use.

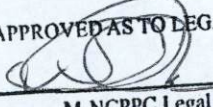
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

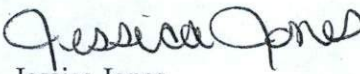
\* \* \* \* \*

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

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

Patricia Colihan Barney  
Executive Director

APPROVED AS TO LEGAL SUFFICIENCY  
  
M-NCPPC Legal Department  
Date 6/30/15

  
By Jessica Jones  
Planning Board Administrator

PCB:JJ:HZ:rpg