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Detailed Site Plan
Major Departure
Alternative Compliance
Largo Park, Lot 6

DET-2023-013
MJD-2024-004
ACL-2024-005

REQUEST	STAFF RECOMMENDATION
<p>DET: Development of 398 multifamily dwelling units in one building, with associated infrastructure and amenities.</p> <p>MJD: A major departure from curb cut standards in Section 27-4204(b)(1)(B), and building entrances in Section 27-4204(b)(1)(F)(iii)(aa).</p> <p>ACL: Alternative compliance from the requirements of Section 4.6, Buffering Development from Streets, of the 2018 <i>Prince George's County Landscape Manual</i>.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none">• Approval of Detailed Site Plan DET-2023-013• Approval of Major Departure MJD-2024-004• Approval of Alternative Compliance ACL-2024-005• Approval of Type 2 Tree Conservation Plan TCP2-136-03-04• Approval of a Variance to Section 27-4204(f)(3)

Location: South of the intersection of MD 202 (Landover Road) and Lottsford Road.	
Gross Acreage:	9.15
Zone:	RTO-H-E
Dwelling Units:	398
Gross Floor Area:	None
Planning Area:	73
Council District:	06
Municipality:	N/A
Applicant/Address: Lot 5B LLC 1300 Mercantile Lane, Suite 130 Largo, MD 20774	
Staff Reviewer: Te-Sheng (Emery) Huang Phone Number: 301-952-4534 Email: Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	09/04/2025
Planning Board Action Limit:	09/05/2025
Staff Report Date:	08/21/2025
Date Accepted:	05/27/2025
Informational Mailing:	03/08/2024
Acceptance Mailing:	05/23/2025
Sign Posting Deadline:	08/05/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at

http://www.mncppcapps.org/planning/Person_of_Record/.

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DET-2023-013
Major Departure MJD-2024-004
Alternative Compliance ACL-2024-005
Type 2 Tree Conservation Plan TCP2-136-03-04
Variance to Section 27-4204(f)(3)
Largo Park, Lot 6

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

The subject property is located within the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) Zone. This application is being reviewed under the requirements of Section 27-3605(e) of the Prince George's County Zoning Ordinance. Staff have considered the following criteria in reviewing this detailed site plan:

- A. The Prince George's County Zoning Ordinance;
- B. Preliminary Plan of Subdivision PPS-2023-027;
- C. Certificate of Adequacy ADQ-2023-050;
- D. The 2018 *Prince George's County Landscape Manual*;
- E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- F. The Prince George's County Tree Canopy Coverage Ordinance;
- G. Referral comments; and
- H. Community feedback.

II. BACKGROUND

- A. **Request:** The subject detailed site plan (DET) proposes development of 398 multifamily dwelling units with associated infrastructure and amenities, consisting of 42 studios, 162 one-bedroom, 175 two-bedroom, and 19 three-bedroom units, in

one building. As part of the application, the applicant has requested a major departure from standards in Section 27-4204(b)(1)(B) and Section 27-4204(b)(1)(F)(iii)(aa) of the Prince George's County Zoning Ordinance. The applicant also requests a variance to Section 27-4204(f)(3) of the Zoning Ordinance, for the minimum build-to-line for the proposed building, and an alternative compliance request from the requirements of Section 4.6, Buffering Development from Streets, of the 2018 *Prince George's County Landscape Manual*. In addition, the applicant requests a waiver from Section 27-6207(b)(1) of the Zoning Ordinance, to provide pedestrian connectivity to adjoining office development.

- B. Development Data Summary:** The proposed design includes a single development phase with 398 multifamily dwelling units.

	EXISTING	EVALUATED
Zone(s)	RTO-H-E	RTO-H-E
Use	Vacant	Dwelling, multifamily
Total Gross Acreage	9.15	9.15
Floodplain	2.10	2.10
Total Net Acreage	7.05	7.05
Lots	1	1
Dwelling Units	0	398
Studio Units	-	42
One-Bedroom Units	-	162
Two-Bedroom Units	-	175
Three-Bedroom Units	-	19

- C. Location:** The subject property is located south of the intersection of MD 202 (Landover Road) and Lottsford Road.
- D. Proposed Uses:** The subject DET proposes a single use on the property, multifamily residential. This use is permitted in the Regional Transit-Oriented, High-Intensity Edge (RTO-H-E) Zone, subject to the applicable standards found in Section 27-4204 of the Zoning Ordinance.
- E. Surrounding Uses:** The subject property is bound by MD 202 to the northeast, and beyond by single-family attached dwellings in the Legacy Comprehensive Design Zone. The property is bound by Lottsford Road to the northwest, and beyond by restaurants in the RTO-H-E Zone. All other boundaries of the site are surrounded by office buildings in the RTO-H-E Zone.
- F. Previous Approvals:** Prior to 1978, the subject property was zoned Rural Residential. With the adoption of the *Largo Lottsford Sectional Map Amendment* on June 27, 1978, the subject property was placed in the Planned Industrial/Employment Park (I-3) Zone.

Preliminary Plan of Subdivision (PPS) 4-79155 was approved by the Prince George's County Planning Board on December 13, 1979, for the initial subdivision of a larger 31.27-acre parcel, identified as Parcel 6, recorded in Plat Book 119, Plat No. 89.

Conceptual Site Plan CSP-87168 was approved by the Planning Board on August 3, 1989 (PGCPB Resolution No. 88-59). An amendment, CSP-87168-01, was also approved by the Planning Board (PGCPB Resolution No. 89-420) on August 3, 1989, for the realignment of Apollo Drive and Arena Drive.

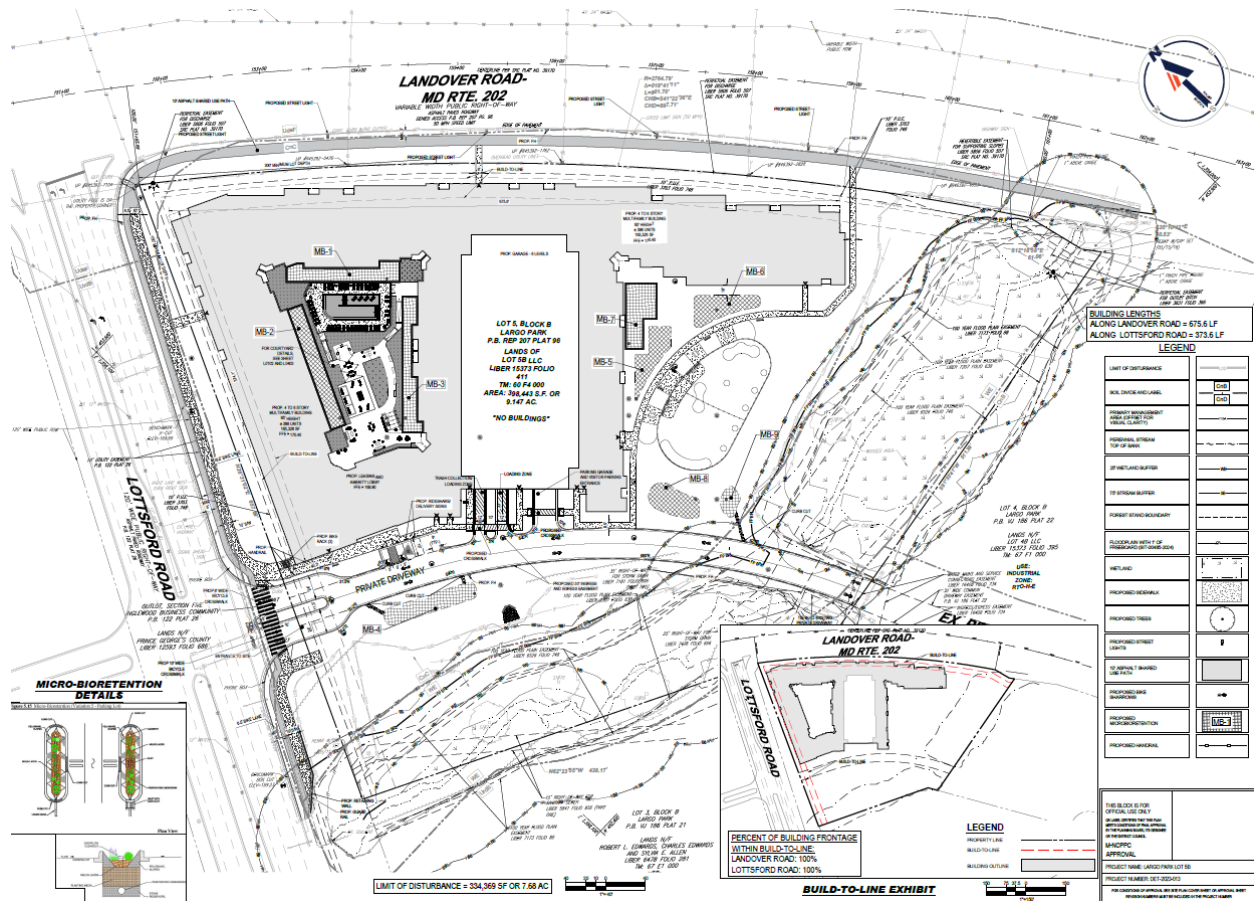
Parcel 6 was later subdivided into four lots under PPS 4-98064, which was approved by the Planning Board on January 7, 1999 (PGCPB Resolution No. 98-324), which resulted in the creation of Lot 5, Block B, which is the subject property. The subject property was platted by a record plat entitled "Lot 5, Block B, Largo Park," recorded in Plat Book VJ 189, Plat No. 13. On July 14, 2005, a reconsideration of Finding 14 of PPS 4-98064 was approved by the Planning Board (PGCPB Resolution No. 98-324(A)), after expiration of a reservation for a future interchange, to grant a variation from Section 24-121 of the prior Prince George's County Subdivision Regulations, to permit direct vehicular access to Lottsford Road from Lot 5, Block B. The subject property (Lot 5, Block B) was replatted pursuant to the reconsideration, in Plat Book REP 207, Plat No. 96.

Detailed Site Plan DSP-05014 was approved by the Planning Board on July 14, 2005 (PGCPB Resolution No. 05-148), for infrastructure and grading of the site. On December 21, 2006, amendment DSP-05014-01 was approved by the Planning Board (PGCPB Resolution No. 06-255(C)), for a 6-story office building in the I-3 Zone.

PPS-2023-027 will be reviewed by the Planning Board on September 4, 2025, for one lot in support of the development of 398 multifamily units. If approved, PPS-2023-027 will supersede the prior PPS for the subject site.

- G. Design Features:** The applicant proposes development of 398 multifamily units in one building, which contains three contiguous sub-buildings (Buildings 1, 2, and 3) separated by fire walls and wrapped around a parking garage, and associated site improvements. Microbioretention areas are incorporated throughout the proposed development and integrated into landscape design.

The proposed buildings are designed to be oriented toward MD 202 and Lottsford Road. The property has a single vehicular access point on Lottsford Road, located in its southern section, approximately 400 feet from the intersection of MD 202 and Lottsford Road. This access point serves a private, internal driveway that extends through the property and connects to Mercantile Lane. The proposed buildings, along with the parking garage, will occupy approximately two-thirds of the land between MD 202 and the internal driveway, and will be situated approximately 17 feet from Lottsford Road.



Architecture

The proposed multifamily buildings will be four to five stories. Due to site topography, the facade of the buildings facing MD 202 will be four stories, while the facade of the buildings facing Lottsford Road and the courtyard areas interior to the site will have five stories. The proposed parking garage will be six stories.

The architectural design of the multifamily building is contemporary, with a generally flat roof, and is finished with a mix of fiber cement lap siding in a varied color palette. These materials are arranged in a geometric pattern and create visual interest through color blocking, clean lines, and material texture and contrast. Vertical and horizontal articulation in the form of recessed balconies, varied window groupings, and massing shifts helps break down the building's scale. Ample glazing at the ground level enhances transparency and promotes a pedestrian-friendly streetscape, while the corner elements and defined entry points create a strong urban presence that blends well into the surrounding environment.



Figure 2: Architectural Elevations of the Multifamily Building(s)



Figure 3: 3D Rendering of the Multifamily Development

Parking

The subject DET meets the parking requirements (234 spaces required and 553 spaces provided, including 20 guest parking spaces). Five hundred forty-seven parking spaces are located in the parking garage, while six on-street parking spaces are located along Mercantile Lane. Three bicycle racks for a total of six short-term bicycle parking spaces will be installed to the north of the access point on Lottsford Road. A bike room is located within the parking garage for 119 long-term bicycle parking spaces.

Signage

The subject DET includes four signs, including three wall-mounted building identification signs and one projecting real estate sign. Per Section 27-61505 of the Zoning Ordinance, building wall signs are only permitted to be located on the front wall(s) of the building. One building wall is located on the side wall, which is conditioned herein for removal. All wall-mounted signs proposed are of the same size of approximately 48 square feet and meet the sign area requirement. The projecting real estate sign is for a rental office in the proposed multifamily development and is required to comply with Section 27-61506(l) of the Zoning Ordinance. The real estate sign is approximately 6 square feet in size, which exceeds the maximum allowable area of 4 square feet. A condition is included herein requiring the applicant to reduce the sign area to meet the requirement. These signs will be designed with reverse channel letterforms with halo-illumination and painted aluminum letters.

Lighting

The subject DET includes both wall-mounted and pole-mounted lighting fixtures. Pole-mounted light fixtures are proposed along the internal driveway and the walkway around the proposed dog park, as well as within the courtyard. All proposed light fixtures will be full cut-off, and light will be directed downward. The submitted photometric plan demonstrates that the internal driveway and walkways of the site are adequately lit.

Recreation Facilities

PPS-2023-027 determined that the provision of recreational facilities for the proposed development, to meet the mandatory dedication of parkland requirement, shall be provided in accordance with Section 24-4601 of the Subdivision Regulations. As such, the applicant provides a list of recreation facilities, with quantity and unit cost, and the associated labeling on Sheets L-0101 and L-0102 of the plans to meet the requirements. Details of these facilities are shown on Sheets L-0501 through L-0504, which include benches along the walkway by the dog park, and a pool with pool chairs, as well as benches, dining sets and chairs, furniture sets, and a ping-pong table within the courtyard.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

- (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

The applicable standards of this Subtitle consist of standards applicable in the RTO-H Zone - Intensity and Dimensional Standards (Section 27-4204(f)(3)), and applicable Development Standards (Part 27-6).

Standards Applicable to all Transit-Oriented/Activity Center Base Zones (Section 27-4204(b)(1))

- (A) **Connectivity:** The site has been designed with continuous internal vehicular, bicycle, and pedestrian circulation systems that allow opportunities for cross-access with the existing development of adjoining properties via the proposed 10-foot-wide sidepaths along MD 202 and Lottsford Road. Staff recommend a 6-foot-wide sidewalk along the eastern side of the driveway, known as Mercantile Lane, within the subject property.
- (B) **Vehicular Access and Circulation:** The site has an existing driveway apron of approximately 59 feet, consisting of an inbound travel lane, outbound travel lane, and a median which meet the minimum requirements of Section 27-6206(l)(1) of the Zoning Ordinance. A median is permitted to be incorporated at driveway entrances, and the minimum driveway width is maintained for each travel and turning lane, as stated in Section 27-6206(l)(3)(C)(iii) of the Zoning Ordinance. Per Section 27-4204(b)(1)(B), the maximum width of curb cuts for properties in the RTO-H Zone is 24 feet. In order to meet the requirements for curb cut width in the RTO-H Zone, and satisfy the requirements for a driveway entrance incorporated with a median, staff determine the measurement of the curb cut width is based on the vehicular travel lanes. The incorporation of a median is intended to provide pedestrian refuge, shorten the crossing distance, and enhance pedestrian safety and comfort, consistent with the intent of Section 27-4204(b)(1)(B). Sheet C-301 shows the width of the existing curb cut is 48 feet, which exceeds the maximum requirement of 24 feet. As such, the applicant has requested a Major Departure (MJD-2024-004) from this standard, which requires the maximum curb cut width to be 24 feet, as the width of the existing curb cut is approximately 60 feet. The MJD is discussed in Finding III.C. below, and staff recommend approval.
- (C) **Pedestrian Access and Circulation:** The DET shows that 10-foot-wide shared-use paths are provided along the frontage of both MD 202 and Lottsford Road, as well as the required minimum 5-foot-wide street tree planting area, with trees every 40 to 50 feet on center.

The plan also shows connections between each pedestrian building entrance and the adjacent sidewalk circulation system. Crosswalks will be provided at every sidewalk crossing of a drive aisle and will be marked with a change in paving material, color, height, decorative bollards, or similar elements.

- (D) **Off-Street Parking:** The minimum number of off-street parking spaces required per Section 27-6305(a) of the Zoning Ordinance is 467 spaces. Since the subject property is located within the RTO-H-E Zone, it is subject to a 50 percent parking reduction, and the actual minimum number of spaces required is 234 spaces. In addition, 20 visitor spaces are also required per Section 27-6300(g) of the Zoning Ordinance. The project proposes to provide approximately 527 parking spaces in the garage, and 6 on-street parking spaces along Mercantile Lane. These spaces provided conform to the requirements shown on Table 27-6305(a).

As the property is located in the RTO-H-E Zone, the maximum number of off-street parking spaces shall be 150 percent of the minimum requirements calculated in accordance with Section 27-6305(a), which are approximately 351 spaces. In addition, spaces in structured parking facilities do not count toward the maximum allowed. The parking spaces included in this DET do not exceed the maximum allowed.

- (E) **Arrangement and Design of Off-Street Vehicle Parking:** No surface parking is proposed with this DET because all proposed parking spaces are located within the proposed parking garage except for six on-street parking spaces, which are located along Mercantile Lane, in proximity to the leasing office. The parking garage is designed to be at the center of the development, surrounded on three sides by residential units. All bicycle parking facilities required in accordance with Section 27-3609 of the Zoning Ordinance are located within 50 feet of the primary pedestrian entrance to the proposed buildings.

(F) **Building Form Standards:**

- (i) **Building Placement in Build-To Zone:** Per Section 27-4202(f) of the Zoning Ordinance, the minimum percentage of building width in the build-to zone is 70 percent for the RTO-H-E Zone. The building width along MD 202 is approximately 675 feet (approximately 69 percent), while the building width along Lottsford Road is approximately 374 feet (approximately 57 percent). A variance to this standard has been requested, as discussed in Finding III.B. below, and staff recommend approval.
- (ii) **Building Massing and Scale:** The proposed development has a street-facing facade more than 60 feet wide. Per Section 27-4204(b)(1)(F)(ii) of the Zoning Ordinance, the applicant incorporated three design elements, including (aa) differences in roof form and parapet heights; (bb) recesses and/or projections in the wall plane; and (cc) distinct changes in texture and/or color of wall surface, to reduce the

perceived massing and scale of the buildings, as shown on Sheets A3-201 and A3-202.

- (iii) **Building Entrances:** The subject property fronts both MD 202 and Lottsford Road. As such, the proposed development is required to provide at least one operable pedestrian entrance every 150 feet along the facade for both ingress and egress. The building width of the proposed development is approximately 675 feet along MD 202 and approximately 374 feet Lottsford Road, which requires at least 4 and 2 entrances, respectively. The proposed development is designed with one entrance on each road. As such, the applicant requests a departure from this regulation. The MJD is discussed in Finding III.C. below, and staff recommend approval.
- (iv) **Windows and Doors:** Per Section 27-4204(b)(1)(F)(iv) of the Zoning Ordinance, the street-level facades of the proposed development are required to meet a minimum percentage of fenestration/transparency as established in Section 27-4204(f) of the Zoning Ordinance. Per Section 27-4204(f), there are no minimum building façade fenestration/transparency requirements for properties located in the RTO-H-E Zone. However, Section 27-6903(g) of the Zoning Ordinance requires at least 15 percent of the street-facing façade area of the ground-level floor of any multifamily building to be occupied by windows or doorways. As such, the facade of the proposed buildings is designed with approximately 22 percent of transparency along MD 202, and approximately 30 percent along Lottsford Road, as shown on Sheet A3-200. Sheet A3-200 also notes that all street-level openings counting for the transparency requirement will consist of glass that is relatively clear and non-reflective, with a minimum visible light transmittance of 0.65 and maximum visible light reflectance of 0.20.
- (v) **Parking Structures in RTO-H and RTO-L Zones:** This standard is not applicable. The street-level facade of the parking structure does not abut or face a street frontage. Rather, it is oriented internally to the site, facing a proposed private driveway.

Standards applicable in the RTO-H Zone - Intensity and Dimensional Standards (Section 27-4204(f)(3))

The DET is in conformance with the applicable RTO-H-E Zone Intensity and Dimensional Standards, as shown below:

STANDARD	REQUIRED	PROPOSED
Block length, min.-max. (ft)*	400-800	MD 202: 983 Lottsford Road: 657
Net lot area, min. (sf)	5,000	398,443
Lot width, min. (ft)	50	512
Density, min.-max. (du/ac of net lot area)	20-175	56.45
Floor area ratio (FAR), min.-max.	None	1.13
Lot Coverage, min.-max. (% of net lot area)	None-90	45
Build-to-line, min.-max. (ft)	15-35	15-31
Building width in build-to zone, min. (% of lot width)**	70	MD 202: 69 Lottsford Road: 57
Front yard depth, min. (ft)	10	17.5
Side yard depth, min. (ft)	5	18
Rear yard depth, min. (ft)	0	189
Building façade fenestration/transparency min. (% of street-level façade area):		
Abutting or facing a street frontage or pedestrian way	None	MD 202: Approx. 22 Lottsford Road: Approx. 30
Facing a public gathering space	None	N/A
Principal structure height, min.-max. (ft)	35-182	65

Notes: *While the total frontage along MD 202 exceeds the maximum block length permitted, the presence of the floodplain on the subject property in proximity to MD 202 limits the developable portion of the frontage such that it would not be possible to meet the block length requirements without impacting the floodplain. Therefore, the applicant requested a modification from this block length standard, in accordance with Section 27-6206(k) of the Zoning Ordinance. In recognition of the environmental and topographic constraints affecting the site, staff support the applicant's requested modification.

**A variance has been requested and is discussed in Finding III.B. below.

Applicable Development Standards

The DET is consistent with the applicable standards in Part 27-6 of the Zoning Ordinance. The following analysis is offered:

a. Section 27-6200—Roadway Access, Mobility, and Circulation

The DET is in conformance with the applicable standards in Section 27-6200 of the Zoning Ordinance, as follows:

Section 27-6202. Consistency with Plans

The design and construction of access and circulation systems associated with this DET is consistent with the transportation goals, objectives, and actions in the 2014 *Plan Prince George's 2035 Approved General Plan*, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan) addressing transportation.

Master Plan Right-of-Way

The subject property has frontage along MD 202 and Lottsford Road. Both are master-planned roadways. In the MPOT, MD 202 (E-6) is planned to be a 150- to 200-foot-wide right-of-way and Lottsford Road (A-26) is planned to be a 120-foot-wide right-of-way. The plan sheets delineate MD 202 with a 100-foot right-of-way from the centerline and Lottsford Road with a 120-foot-wide right-of-way, as recommended in the MPOT. Both roadways were previously dedicated, and no additional dedication is required with the current application.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities along the subject property's frontage:

- MD 202 (Landover Road): Side path
- Lottsford Road: Bicycle lane and shared-use path

A 10-foot-wide side path is proposed along the MD 202 frontage, while both a 10-foot-wide side path and a 6.5-foot-wide bicycle lane are shown along the site's frontage on Lottsford Road. These facilities meet the intent of the MPOT recommendation.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9-10):

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.

Continuous sidepaths are shown along MD 202 and Lottsford Road, and a bicycle lane is also proposed along Lottsford

Road. Americans with Disabilities Act (ADA)-compliant crosswalks are shown crossing the vehicular access point along Lottsford Road. The proposed facilities will support the policies and strategies of the MPOT.

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

A bicycle lane is shown along the site's frontage of Lottsford Road. The proposed development includes reserved space for bicycle parking within the structured parking garage on the first floor near entrances to all buildings. Short-term parking is provided and consists of three inverted U-style bicycle racks within 50 feet of the entrance to the leasing and amenity lobby. Bicycle parking is located outside of the public right-of-way along Lottsford Road, near the site access and immediately adjacent to the side path. The proposed facilities will support the policies and strategies of the MPOT.

The sector plan includes the following recommendations applicable to the subject site:

"As development continues outside of the TOD core, an effort should be made to connect other streets as well, such as extending Mercantile Lane east of Lottsford Road through the Inglewood Restaurant Park and to the west, arriving at the UMUC Academic Center at Largo on McCormick Drive (page 71)."

The proposal includes a private driveway that will connect Mercantile Lane east of the site to Lottsford Road and meets the intent of the sector plan.

Goal: A Walkable and Accessible Community (page 72)

Strategies:

- **Apply complete street principles and traffic calming measures to all new and improved streets within the sector plan area.**

The site plan includes sidewalks, side paths, and bicycle lanes along Lottsford Road and MD 202, and shared road markings (sharrows) along the internal driveway, and meets the intent of the sector plan.

Goal: A Safe and Healthy Community (page 82)

Strategies:

- **Provide an interconnected trail network for recreational purposes that is designed and maintained to permit safe use by pedestrians and bicyclists.**
- **Construct new streets and/or reconstruct existing streets to provide safe and convenient access for pedestrians, bicyclists, public transit users, and motorists (i.e., apply complete street principles in all cases).**

Continuous sidewalks, side paths, bicycle lanes, and sharrows are shown and meet the intent of the sector plan. The side path and bicycle lane along Lottsford Road, and side path along MD 202, accommodate multimodal use. The side path along Lottsford Road will connect to the existing sidewalk network along Lottsford Road and provide convenient access for pedestrians and bicyclists south of the subject site. This connection will also provide access to existing bus stops along Lottsford Road for transit users.

Section 27-6203. Multimodal Transportation System

Access and circulation systems associated with development shall provide for multiple travel modes per this section. The applicant has submitted a bicycle and pedestrian facilities plan showing all on-site bicycle and pedestrian improvements, and the applicant is required to provide continuous sidewalks, side paths, bicycle lanes, and sharrows are shown and meet the intent of the sector plan. Staff find the facilities sufficient based on the development's size and its relationship to existing and planned transportation systems.

Section 27-6204. Circulation Plan or Site Plan Required

The submitted site plans demonstrate pedestrian and vehicular circulation through the site and meet the requirements of this section.

Section 27-6206. Vehicular Access and Circulation: The subject application proposes vehicular access via a private driveway along Lottsford Road. Section 27-6206(d) of the Zoning Ordinance limits access to properties with frontage on an arterial roadway to circumstances where no alternative direct vehicular access from a lower classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide.

The site has frontage on Lottsford Road, a classified arterial road, and MD 202, a designated expressway. Access is denied from

MD 202, and while an internal driveway will be extended through the property, Section 24-4204 of the Subdivision Regulations states that the sole means of vehicular access to any lot cannot be provided by a private right-of-way or easement that is not built to conform to the standards in Subtitle 23: Roads and Sidewalks. Therefore, access to Lottsford Road is required in this instance. Staff find the applicant meets the requirements of this section and support one two-way driveway for direct access to an arterial road.

The internal driveway will connect to the existing driveway on the abutting lot to the east, which extends to Mercantile Lane in a recorded easement. This approximately 30-foot-wide driveway meets the requirements in Section 27-6206(e)(2)(B) of the Zoning Ordinance, for cross-accessway width of two-way vehicular traffic to be at least 22 feet wide, and Section 27-6206(l)(1)(B) of the Zoning Ordinance, which requires the minimum width of a two-way driveway to be at least 22 feet wide. The requirements for providing vehicular cross-access and driveway widths have been met as required in Section 27-6206 of the Zoning Ordinance.

In addition, regarding Section 27-6903(a)(1) of the Zoning Ordinance, this internal driveway satisfies the requirement to provide a secondary point of access to ensure emergency vehicle access for new multifamily development.

Section 27-6207. Pedestrian Access and Circulation

The subject DET proposes a 10-foot-wide sidepath along MD 202, and to replace the existing sidewalk along Lottsford Road with a 10-foot-wide sidepath, along with a 6.5-foot-wide bike path, as shown on Sheet C-301. ADA-compliant crosswalks are shown crossing the vehicular access point along Lottsford Road. A network of 6-foot-wide sidewalks will be provided throughout the site that allows for pedestrian pathways to building entrances and common areas, thereby satisfying Section 27-6207(a) of the Zoning Ordinance.

The applicant requests a waiver for pedestrian cross-access, as required in Section 27-6207(b)(1), citing that there are regulated environmental features (REF) where the through-connection is proposed, such as a stream, wetlands, floodplain, and their associated buffers. The statement of justification (SOJ) provided by the applicant did not provide sufficient details to justify this request as topographical conditions do not prohibit this improvement. While there are no existing sidewalks or bicycle facilities on the adjacent properties, these sites are already well-developed and are expected to serve as employment centers for future residents. Given the anticipated pedestrian activity between the subject property and these southern properties, pedestrian cross-access will be essential to support both the vision of the sector plan and the intent of the underlying zone. Prior to certification of this DET, staff recommend

the plans be revised to include a 6-foot-wide sidewalk along the eastern side of the private internal driveway, to provide vehicular, bicycle, and pedestrian cross-access within the subject site, which is conditioned herein to satisfy the requirements of Section 27-6207(b)(1). With the provision of the sidewalk, any additional impacts to the primary management areas (PMAs) will need to be reviewed by the Environmental Planning Section, and any revisions to Type 2 Tree Conservation Plan TCP2-136-03-04 shall be complete prior to certification of this DET, which is conditioned herein. In addition, sidewalk connections will be provided for pedestrian pathways to the sidepath along the site's frontages, which will allow access to adjacent properties as well.

The subject DET includes a 6-story parking structure containing 547 parking spaces. Per Section 27-6207(b)(4) of the Zoning Ordinance, Sheet A1-200 shows that a clearly identified and protected pedestrian path is proposed between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas. However, the width of this walkway is not labelled on the plan, which is conditioned herein requiring the applicant to note it to be at least 6 feet wide on the plan.

Section 27-6208. Bicycle Access and Circulation

The proposed development includes 109 bicycle parking spaces within the structured parking garage on the first floor near entrances to all buildings. Short-term parking is provided for six bicycle parking spaces, within 50 feet of the entrance to the Leasing and Amenity Lobby. Bicycle cross-access is proposed to the abutting property (Lot 4) east of the subject site via sharrows along the internal driveway.

b. Section 27-6300—Off-Street Parking and Loading

The DET is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, including vehicular and bicycle parking requirements.

Section 27-6304. General Standards for Off-Street Parking and Loading Areas

Off-street parking is arranged for convenient access, with no conflicts with public streets and proposed sidewalks. Parking spaces are identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. However, the surface material(s) for parking are now shown on the plan, which is conditioned herein requiring the applicant to note/label them on the plan, in accordance with Section 27-6304(b) of the Zoning Ordinance.

Among 553 parking spaces provided, there are 12 accessible parking spaces for people with physical disabilities, in accordance with

Section 27-6304(g) of the Zoning Ordinance, as well as the standards in the Federal Americans with Disabilities Act Accessibility Guidelines. Two spaces, including one van-accessible space, are located along Mercantile Lane, while ten spaces, also including one van-accessible space, are available in the parking garage.

Section 27-6305. Off-Street Parking Space Standards

Off-Street Parking, including visitor, will be located in the parking structure and meet the minimum requirement, in accordance with Table 27-6305(a), based on the principal use and the extent of development.

Parking Tabulations			
Required (min.)			Provided
1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types) Section 27-6305	Studio: 42 One-Bedroom: 162 Two-Bedroom: 237 Three-Bedroom: 26 Total: 467	467 x 50% = 233.5*	527
1 Visitor Space/20 DU Section 27-6305(g)	395 DU/20=19.75	20	20
On-Street Parking	-	-	6**
Total Parking		254	553
Total Bicycle Space Section 27-6309(a)(2)	4 spaces + 2 spaces per 10 parking spaces	115	115***
Loading Space Section 27-6310(a)	1 space for units between 100 and 300 + 1 additional space for each additional 200 units	2	2

Notes: *Per Section 27-4204(b)(1)(D)(i) of the Zoning Ordinance, minimum parking is reduced by 50 percent.

**There are six on-street parking spaces along Mercantile Lane. Two spaces are for handicap-access, two spaces are for rideshare/delivery; and two spaces are for guests.

***Among 115 bicycle spaces, 109 long-term spaces are located in the parking garage, while 6 short-term spaces are located on the north side of the vehicular access point, on Lottsford Road.

Although this requirement will take effect on or after January 1, 2027, the applicant noted on the coversheet that eight electric vehicle (EV) stalls are included with this DET, for 16 parking spaces. The applicant also indicated that 32 EV stalls will be provided as project demand increases. A

condition is included herein requiring the applicant to note the location of the eight EV stalls provided.

Section 27-6306. Dimensional Standards for Parking Spaces and Aisles

All parking spaces and drive aisles meet the dimensional requirements outlined in Table 27-6306(a). However, there is a discrepancy in the drive aisle width which is noted as 30 feet wide on the coversheet and approximately 24 to 25 feet of width is shown in the architectural plan. A condition is included herein requiring the applicant to correct it for consistency. Out of the 553 parking spaces provided, up to 276 spaces (or half) may be designated as compact. The subject DET includes 222 compact spaces.

Section 27-6309. Bicycle Parking Standards

The subject DET includes 115 bicycle parking spaces to meet the requirements of Section 27-6309(a)(2) of the Zoning Ordinance. All external U-shaped bicycle racks are on paved surfaces, at least 3 feet away from the principal buildings, but within 100 feet of the entrance, and will allow for at least 30 inches of spacing between each individual rack. Long-term bicycle parking will be located in the parking garage, as well as in the well-lit area that is conveniently accessible to future tenants of the proposed development.

Section 27-6310. Loading Area Standards

Two loading spaces are included in this DET and are 12 feet by 33 feet in size. These loading spaces are located by the entrance to the proposed parking garage and will not obstruct on-site vehicular circulation as shown on both the Pedestrian and bikeway facility plan and the Vehicle Turning Plan. Both spaces are also adequately setback from Lottsford Road to ensure that they are not visible from it and are not located within 50 feet of vacant land in a residential or rural and agriculture zone.

c. **Section 27-6400—Open Space Set-Asides**

Development subject to the standards of Section 27-6400 of the Zoning Ordinance shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, of the Zoning Ordinance, based on the use classification. Residential uses in a transit-oriented/activity center base zone have a 7.5 percent open space set-aside requirement. The applicant provided an open space set-aside plan showing approximately 23.6 percent of the site (2.16 acres) as open space being provided in active/passive recreational and required landscape areas. Given that the minimum open space set-aside area is based on the development site area, a condition is included herein requiring the applicant to correct the percentage of the open space set-aside area provided on the plan. The natural features located in the east and south of the

property can be counted as open space set-asides, but they were not included for calculation.

Section 27-6406. Design Standards for Open Space Set-Asides

The open space set-aside area is an interconnected system of usable recreational spaces and landscaped areas, which are primarily located east to the proposed building and include an internal walkway, along with seating areas, to connect to the sidewalks along the frontage of both MD 202 and Lottsford Road. As such, open space will be readily accessible and useable by occupants and users of the proposed development.

d. **Section 27-6500—Landscaping:**

The DET is in conformance with the applicable standards of the 2018 *Prince George's County Landscape Manual*, including Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, as shown on the landscape plans with this application. The applicant requests alternative compliance from Section 4.6, Buffering Development from Streets, which is further discussed below in Finding III.D.

e. **Section 27-6600—Fences and Walls**

This section is not applicable to the subject DET because no fences or walls are included.

f. **Section 27-6700—Exterior Lighting**

A photometric plan was submitted with this DET, demonstrating conformance to the applicable standards in this section, which is discussed above in Finding II. G. A detail is provided for the pole-mounted lights along the private roads.

Section 27-6704. Prohibited Lighting

No prohibited lighting types are proposed.

Section 27-6706. General Standards for Exterior Lighting

As shown on the photometric plan, all lighting will be full cut-off fixtures that are directed downward. Maximum illumination measured in foot-candles, at ground-level, at the lot lines will not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance. The proposed 9-foot-tall exterior lighting fixtures along the driveway and walkways are within the maximum height limit of 20 feet for the transit-oriented/activity center base zone. However, the proposed 22-foot-tall exterior lighting fixtures within the courtyard exceed this requirement, which is conditioned herein for correction.

g. **Section 27-6800—Environmental Protection and Noise Controls**

Section 27-6802. Natural Resources Inventory (NRI)

An approved Natural Resources Inventory, NRI-002-2023-01, was submitted with the application. The site contains 100-year floodplain, wetlands, streams, and steep slopes that comprise the PMA. The TCP2 and DET show all required information correctly in conformance with the NRI. No additional information is required regarding the NRI.

Section 27-6803. Trees and Vegetations

This DET complies with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code. See Findings IV and V below.

Section 27-6804. Floodplain Management

According to NRI-002-2023-01, the site statistics table shows 2.10 acres of 100-year floodplain on this site.

Section 27-6805. Erosion and Sedimentation Control

Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

The County requires the approval of an erosion and sediment control plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. An unapproved erosion and sediment control plan was submitted with this application. Prior to certification of the TCP2, a copy of the approved conceptual erosion and sediment control technical plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

Section 27-6806. Stormwater Management

An approved Site Development Concept Plan case (Application No. 17303-2023-SDC and Approval No. P02358-2025-SDC), issued on March 13, 2025, were submitted with this application. The site has an existing culvert under an existing entrance onto the property, as well as existing stormdrain that will remain. The stormwater concept proposes the use of micro-bioretenment facilities to meet the environmental site design to the maximum extent possible requirement.

Section 27-6807. Chesapeake Bay Critical Area

The subject property is not within the Chesapeake Bay critical area. Therefore, Section 27-6807 of the Zoning Ordinance is inapplicable.

Section 27-6808. Regulated Environmental Features

The submitted TCP2-136-03-04 shows on-site REF include a stream, wetlands, floodplain, and their associated buffers. Four impacts are pending approval by the Planning Board with PPS-2023-027 for a roadway crossing, sewer connection, and construction of two sidewalks. There are no additional impacts proposed with this DET; however, this application is reliant on the REF impacts that are requested with the associated PPS.

Section 27-6809. Unsafe Lands

This application will use the current Subdivision Regulations, and Section 24-4101(c)(1) of the Subdivision Regulations states “The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to: a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes.”

The predominant soils found to occur according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey include Collington-Wist complex, Urban land-Collington-Wist complex, Udorthents, highway, and Widewater and Issue soils. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property.

Section 27-6810. Noise Control

A Phase I noise study, dated June 27, 2025, was submitted with this DET to evaluate noise generated by MD 202 and Lottsford Road, which are classified as an expressway and an arterial road, respectively. The Phase I noise study identified those units that will be impacted by transportation noise levels above 65 dBA/Leq and up to 74 dBA/Leq during daytime hours. However, the applicant did not provide a Phase II noise study to demonstrate the method and design for interior noise mitigation, such as increased window/door Sound Transmission Class ratings and potential upgraded exterior wall construction. A condition is included herein requiring the applicant to provide a Phase II noise study prior to certification, demonstrating that outdoor activity areas will be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m., as well as demonstrating that the interiors of dwelling units will be mitigated to 45 dBA or less. Conditions are also included herein requiring the applicant to delineate the ground-level mitigated 65 dBA/Leq noise contour during the daytime, ground-level

mitigated 55 dBA/Leq noise contour during the nighttime, and upper-level mitigated 65 dBA/Leq noise contour(s) on the site plan, as well as to depict the building facades with mitigation measures (e.g. updated building materials, windows and doors) to reduce the interior noise to 45 dBA/Leq, as required by the Zoning Ordinance.

h. **Section 27-6903—Multifamily, Townhouse, and Three-Family Form and Design Standards**

Site Access

The subject DET includes one vehicular access point on Lottsford Road. A proposed private driveway, which connects to Mercantile Lane, will serve as the secondary point of vehicular access to/from the site.

Location of Off-Street Parking

As shown on the submitted site plans, parking spaces, except six on-street parking spaces, will be located within the proposed parking garage, which include guest and overflow parking.

Building Orientation and Configuration

The primary entrances of the proposed multifamily development are oriented towards internal private driveways and external roads.

Maximum Building Length

This regulation is not applicable to the subject DET as the property is located in the RTO-H-E Zone.

Building Facades

As shown in the submitted architectural elevations, the facades of the proposed multifamily development are designed with wall offsets in the form of projections or recesses, with a minimum depth of 2 feet and spaced ranged between 60 to 76 feet apart. Since the proposed building facades are spaced more than 50 feet apart, staff find that the design incorporates three elements to reduce the perceived massing and scale of the buildings, in accordance with Section 27-4204(b)(1)(F)(ii). As detailed on Sheets A3-201 and A3-202, staff recommend approval, noting that the resulting design is of similar or superior quality, in accordance with Section 27-6903(e)(1) of the Zoning Ordinance.

Pursuant to Section 27-6903(e)(3) of the Zoning Ordinance, the street-facing facades of multifamily buildings are designed with a minimum of three design features, such as raised corniced parapets over the entrance door; multiple windows with a minimum 4-inch-wide trim; and roof form and line changes consistent with the wall offsets.

Roofs

The proposed multifamily development is designed with a flat roof that is concealed by parapets extended at least 3 feet above the roof level. All roof-based mechanical equipment will be screened from the street.

Building Façade Fenestration/Transparency

The submitted architectural elevations show that at least 15 percent of the street-facing façade area of the ground-level floors of the proposed multifamily development will be occupied by windows and/or doorways, as shown on Sheet A3-200.

Materials

As shown on the architectural elevations, the proposed primary façade materials extend along any side façade that is visible from a street, for a minimum of 20 feet; and material changes occur along a horizontal line, where two forms meet, or where materials occur as accents.

Garage Standards

These regulations are not applicable to the subject DET because the proposed parking garage is not detached nor freestanding.

Outdoor Activity Areas

This regulation is not applicable to the subject DET because no single-family dwellings are adjacent to the subject site.

i. **Section 27-61200—Neighborhood Compatibility Standards**

The subject application is exempt because the property does not abut any single-family residential zones. Although there is vacant land in the Residential, Rural Zone across MD 202, MD 202 itself is an existing six-lane road with a median, in accordance with Section 27-61202(b), Exemptions, of the Zoning Ordinance.

j. **Section 27-61300—Agricultural Compatibility Standards**

The subject application is exempt per Section 27-61302 of the Zoning Ordinance because it is not adjacent to an on-going agricultural use or activity in the Reserved Open Space, Agriculture and Preservation, and Agricultural-Residential base zones.

k. **Section 27-61400—Urban Agriculture Compatibility Standards**

The subject application is exempt because it is not adjacent to on-going urban agriculture use.

l. **Section 27-61500—Signage**

The subject DET includes four signs, of which three are wall-mounted signs and one is a projecting sign. Detailed discussions are addressed in Finding II, G. above. The one proposed projecting

sign extends no more than two inches from the vertical plane of the building facade. No animated illumination is proposed with this DET. Dimensions and materials of these signs are shown on Sheet L-0703, demonstrating conformance to the signage standards. A signage schedule is included on Sheet L-0701, showing that the signs do not exceed the maximum area allowed except for the one proposed projecting sign. However, some information included in this schedule is incorrect, including the referenced sections, the number of proposed multifamily dwelling units, and information related to projecting signs. A condition is included herein requiring the applicant to correct the schedule prior to certification. No free standing is proposed with this DET, but Sheet L-0401 contains one label noting “proposed monument sign”. A condition is including herein requiring the applicant to remove this labeling and ensure no such labeling is included in other sheets.

- m. **Section 27-61600—Green Building Standards**
The proposed development meets the minimum Green Building score requirement of 4.0 points for new residential development containing 25 or more units, as follows:

Table 27-61603(b): Green Building Point System	Points Earned
Development in a Transit-Oriented/Activity Center base zone	1.5
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater management requirements of the County Code	1.0
Retain at least 20% of existing pre-development natural vegetation	0.75
Total	4.0

Based on the analysis herein, in addition to the evidence filed in conjunction with this application, staff find that DET-2023-013 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses. Documentation has been provided with the submission of the DET.

- (2) **All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;**

The DET will be subject to the conditions of approval of PPS-2023-027 and Certificate of Adequacy ADQ-2023-050. If the application is revised, as

conditioned herein, the proposed development will comply with all of the proposed relevant conditions of approval. If additional conditions are imposed upon approval of the PPS and ADQ, the DET will be revised to address those additional conditions. Pursuant to Section 27-1704(f)(1) of the Zoning Ordinance, CSP-87168 is inapplicable to the subject DET because the applicant is not proposing to utilize the CSP. However, because the proposed project will be integrated with other abutting development covered by the CSP, staff reviewed the relevant conditions:

Conceptual Site Plan CSP-87168-01

CSP-87168-01 was approved with nine conditions. The conditions relevant to this DET are listed below in bold text. Staff's analysis of the conditions, which follows each one in plain text, is for consistency with other developments under this CSP:

CSP 1. A minimum 30-foot landscape yard shall be provided along the property line adjacent to Route 202 (as reviewed by I-3 Zone regulations of the Zoning Ordinance, Subtitle 27).

This condition is not applicable to the subject DET, as the property is no longer zoned I-3, and this DET is being reviewed under the current Zoning Ordinance.

CSP 6. Individual trees on site that are worthy of saving will be flagged by staff from the Natural Resources Division and the Development Review Division.

The site was cleared as shown on approved TCP2-136-03-03. A revised NRI of the site was approved on January 22, 2025, which shows the individual specimen trees.

CSP 7. Every effort will be made to incorporate these trees into the overall building and parking lot layout. This could mean the reconfiguration of the building and parking lot to accomplish this goal. The possibility that drastic overall site grading will be necessary for drainage of surface waters will be carefully reviewed at Detailed Site Plan and would eliminate the tree-save requirement.

The proposed use and layout shown on the TCP2 for this DET has changed from the development proposed with previous approvals. The removal of three specimen trees is proposed and evaluated with PPS-2023-027 associated with this DET. The applicant has attempted to balance the grading needs of the site with the requirements of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and is providing the full WCO requirement on-site.

Preliminary Plan of Subdivision PPS-2023-027

PPS-2023-027 is to be heard prior to this DET application. The recommended conditions proposed by staff for the PPS that are relevant to the review of this DET are listed below in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one in plain text:

PPS 1. In accordance with Section 24-4601(b)(4)(C) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for and provide adequate on-site recreational facilities in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Design Guidelines.

Sheet L-0101 shows the required value of on-site recreational facilities that the applicant needs to provide to meet the mandatory parkland dedication requirement. Per PPS-2023-027, the required value of recreational facilities provided shall be based on the calculation of the land value of dedication which would normally be required, to meet the minimum recreation facility requirement, in accordance Section 24-4601(b)(4)(C) of the Subdivision Regulations and the Park and Recreation Facilities Design Guidelines. Therefore, a condition is included herein for correction. The subject DET includes a list of recreation facilities, with quantity and unit cost, and the associated labeling on Sheets L-0101 and L-0102 of the plans to meet the requirements, as discussed above in Finding II. G. Sheet L-0102 notes work pods as a recreation facility. However, they serve work-related purposes rather than recreation, which is conditioned herein for removal. While a dog park is included, details regarding the associated facilities and features provided within it are not provided. A condition is included herein requiring the applicant to provide this information. The submitted plan also shows labels for interior amenities but do not include their details. Page 8 of the SOJ for PPS-2023-027, which is concurrently reviewed with this DET, notes on-site recreational facilities provided to meet the parkland dedication includes, among other things, a fitness center, a resident lounge, and a swimming pool within an internal courtyard. A condition is included herein requiring the applicant to identify the location of the proposed fitness center and resident lounge, and to provide a list of the facilities, with details, within each space, if proposed.

PPS 7. At the time of the Type 2 tree conservation plan review, and in conformance with Section 25-119(d)(7) of County Code, the mitigation method (on-site individual tree

planting or fee-in-lieu) for the replacement of the three specimen trees shall be determined.

This condition is met with a combination of nine on-site trees greater than 2.5 inches caliper and 5,000-dollar fee-in-lieu.

PPS 8. In accordance with the 2013 Approved Largo Town Center Sector Plan and the 2009 Approved Countywide Master Plan of Transportation, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and show the locations and extent of the following facilities at the time of detailed site plan review:

- a. A ten-foot-wide ADA-compliant side path along the site's frontage of MD 202, unless modified by the permitting agency with written correspondence. Any modifications shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

The submitted site plan shows a proposed 10-foot-wide Americans with Disabilities Act (ADA)-compliant side path along the site's frontage of MD 202.

- b. A ten-foot-wide ADA-compliant side path and 6.5-foot-wide bicycle lane along the site's frontage of Lottsford Road, unless modified by the operating agency with written correspondence. Any modifications shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

The submitted site plan shows a 10-foot-wide ADA-compliant side path to replace the existing sidewalk, and a 6.5-foot-wide bicycle lane along the site's frontage of Lottsford Road.

- c. Shared roadway markings (sharrows) along the internal driveway.**

The submitted site plan shows sharrows along the internal driveway.

- d. Direct pedestrian ADA-compliant connection from the side path along the site's frontages to the primary entrances of principal buildings.**

Pedestrian connections to the entrances of buildings are subject to Section 27-4204(b)(1)(F)(iii)(aa), which requires a pedestrian entrance every 150 feet when the façade of a principal building abuts or faces a street frontage in the RTO-H Zone. The plan shows one pedestrian entrance along Lottsford Road (two are required) and one entrance along MD 202 (four are required). The applicant has filed a Major Departure (MJD-2024-004) from this standard. The MJD is discussed in Finding III.C. below, and staff recommend approval.

- e. Continental-style crosswalks at the vehicular access points and crossing all drive aisles.**

The submitted site plan shows sharrows continental-style crosswalks located at the vehicular access points and crossing all drive aisles.

- f. Inverted-U style or similar bicycle racks are located no more than 50 feet from the primary entrance to building entrances.**

Three inverted-U style bicycle racks for a total of six short-term bicycle parking spaces will be installed north of the access point on Lottsford Road. These bicycle racks will be within 50 feet from the primary entrance to building entrances.

- g. Long-term bicycle parking within the building or parking garage located no more than 50 feet from the primary entrance to each building.**

A long-term bicycle room for a total of 109 bicycle parking spaces will be located within the proposed parking garage. These bicycle parking spaces will be within 50 feet from the primary entrance to building entrances.

PPS 10. The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for sufficiency and proper siting, in accordance with the Prince George's County Parks and Recreation Facilities Design Guidelines, with the review

of the site plan. Timing for construction shall also be determined at the time of the site plan.

The applicant provides a list of on-site recreation facilities, with details. These facilities are determined to be appropriate and sufficient for the proposed development, with the recommended conditions, as discussed in Finding II.G. above, and in the analysis related to Condition 1 of the PPS. However, the on-site recreational facilities proposed appear to primarily address the needs of young and older adults, with no facilities proposed for children. Per PPS-2023-027, staff recommend the inclusion of recreational amenities that serve a range of ages, abilities and interests. Additional lawn or open space area is shown near the dog park and the applicant should provide an architectural climbing feature or other play amenities. As timing for construction of these recreational facilities is not shown on the plan, a condition is included herein requiring the applicant to provide such information prior to certification.

Certificate of Adequacy ADQ-2023-050

If approved, the property will be subject to the conditions in ADQ-2023-050. This ADQ will be valid for 12 years from the date of approval of the associated PPS-2023-027, subject to the additional expiration provisions of Section 24-4503(c) of the Subdivision Regulations. ADQ-2022-010 is proposing three conditions. The conditions relevant to the review of this DET are listed below in bold text. Staff's analysis of the project's conformance to the condition follows in plain text:

ADQ 1. Total development within the subject property shall be limited to uses that would generate no more than 205 AM and 237 PM peak-hour vehicle trips.

The current proposal is consistent with the development evaluated under the ADQ, and the proposed development is within the established trip cap.

ADQ 2. The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle, and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.

A bicycle and pedestrian facilities plan was submitted with the subject DET, illustrating the location, limits, specifications and details of the on-site and off-site

pedestrian and bicycle adequacy improvements, thereby satisfying the condition.

- (3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;**

The REF on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the TCP2. No additional PMA impacts are proposed with this application.

- (4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;**

The proposed development is not located in a planned development zone. Therefore, this criterion is not applicable.

- (5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;**

The DET has a companion TCP2-136-03-04, which staff recommend be approved, with conditions, as included herein.

- (6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;**

The subject application is not a DET for infrastructure. Therefore, this provision does not apply.

- (7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:**

- (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;**
- (B) When possible, there should be no parking or loading spaces located in the front yard; and**
- (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be.**

The proposed development does not include a place of worship. Therefore, this criterion is not applicable.

- (8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.**

The proposed development does not alter, expand, or enlarge existing structures or uses. Therefore, this criterion is not applicable.

B. Prince George's County Zoning Ordinance: Variance to Section 27-4204(f)(3).

In the RTO-H-E Zone, the minimum building width in the build-to zone is 70 percent of the lot width. The applicant has requested a variance to Section 27-4204(f)(3), to allow the minimum building width in build-to zone along MD 202 and Lottsford Road to be 69 percent and 57 percent, respectively. Section 27-3613(d) of the Zoning Ordinance contains the following required findings for approval of a variance:

- (1) A specific parcel of land is physically unique and unusual in a manner different from the nature of surrounding properties with respect to exceptional narrowness, shallowness, shape, exceptional topographic conditions, or other extraordinary conditions peculiar to the specific parcel (such as historical significance or environmentally sensitive features);**

The subject property comprises approximately 9.14 acres and is irregularly triangle-shaped in the northwest corner, in contrast to the more rectangular configurations of adjacent and nearby parcels. A 100-year floodplain runs along the site's southern boundary, extending west to the Lottsford Road frontage and east to the MD 202 frontage, resulting in greater environmental limitations than those on adjacent parcels. Page 9 of the SOJ notes that, approximately 23 percent of the subject property lies within a floodplain easement and is therefore undevelopable. To avoid impacting the floodplain area, the applicant has limited the proposed multifamily buildings' extension along MD 202 and restricted further development south of the existing driveway on Lottsford Road.

- (2) The particular uniqueness and peculiarity of the specific property causes a zoning provision to impact disproportionately upon that property, such that strict application of the provision will result in peculiar and unusual practical difficulties to the owner of the property;**

The floodplain is a unique and defining constraint of the subject property, preventing compliance with the building length requirements of the RTO-H-E Zone. The site is significantly more impacted by on-site floodplain and related environmental features than nearby or adjacent properties. Strict application of the build-to provision would impose peculiar and unusual practical difficulties on the property owner and render the project

infeasible, as compliance would require filling the floodplain, which is unlikely to be approved under the WCO and the 2018 *Environmental Technical Manual* (ETM).

(3) Such variance is the minimum reasonably necessary to overcome the exceptional physical conditions;

The requested variance is the minimum reasonably necessary. The proposed multifamily buildings are located at the very edge of the site's developable area, avoiding both the existing driveway apron and the floodplain. Within this developable portion, the building completely complies with the building length requirements.

(4) Such variance can be granted without substantial impairment to the intent, purpose and integrity of the General Plan or any Functional Master Plan, Area Master Plan, or Sector Plan affecting the subject property;

The 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan) and 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) encourage transit-oriented development near the Largo Metro Station. The proposed development supports the vision of an urban, pedestrian-friendly environment and is fully consistent with both plans. While not required, approval of the variance would further the intent, purpose, and integrity of the sector plan and Plan 2035 and would in no way impair them. Therefore, the variance can be granted without substantial impairment to either planning document.

(5) Such variance will not substantially impair the use and enjoyment of adjacent properties; and

The proposed development is consistent with the character of surrounding development and compatible with adjacent land uses, all of which are fully developed. Staff find that the requested variance will not substantially impair the use or enjoyment of neighboring properties. Instead, the proposed use will complement surrounding uses and contribute positively to the overall character of the area.

(6) A variance may not be granted if the practical difficulty is self-inflicted by the owner of the property.

Staff find that the practical difficulty is not self-inflicted but rather arises from the presence of sensitive environmental areas that significantly restrict the developable portion of the subject property. The applicant is obligated under applicable regulations to preserve these areas and has designed the proposed development in full compliance with those requirements.

C. Prince George's County Zoning Ordinance: Major Departure to Section 27-4204(b)(1)(B) and Section 27-4204(b)(1)(F)(iii)(aa).

The applicant has requested a major departure from standards in Section 27-4204(b)(1)(B) and Section 27-4204(b)(1)(F)(iii)(aa), to allow a curb cut wider than the maximum 24 feet in the RTO-H Zone, and to not provide a pedestrian entrance for every 150 feet of street-facing façades, respectively.

Section 27-3614(f) of the Zoning Ordinance contains the following required findings for approval of a major departure:

(1) The departure falls within the thresholds provided in Subsections 27-3614(b)(1), Minor Departures or 27-3614(b)(2), Major Departures, above, for the applicable type of departure;

Section 27-3614(b)(2) of the Zoning Ordinance permits an applicant to request a major departure up to 100 percent from all standards in Section 27-4204(b) of the Zoning Ordinance. Staff find that a major departure can be filed for these standards, as they are within Section 27-4204(b).

(2) The departure is consistent with the character of development on surrounding land, and is compatible with surrounding land uses;

The applicant requests a departure from Section 27-4204(b)(1)(B), which requires curb cuts for properties located in the RTO-H Zone be 24 feet in width (two 12-foot vehicular lanes). The proposed lane configuration of the site access is the same width and alignment as the entrance into Lottsford Court, directly across Lottsford Road. The site and surrounding area are zoned RTO-H-E and contain mixed-use development. The departure is consistent with the character of development in the area and compatible with surrounding land uses.

The applicant also requests a departure from Section 27-4204(b)(1)(F)(iii)(aa), which requires a pedestrian entrance every 150 feet when the façade of a principal building abuts or faces a street frontage in the RTO-H Zone. The standard would require four entrances along MD 202, and two along Lottsford Road, but only one entrance is provided along each roadway.

The subject DET will propose a 10-foot-wide sidepath along MD 202 and Lottsford Road. In addition, Lottsford Road will include a 6.5-foot-wide bike lane. These improvements are anticipated to enhance pedestrian activity along these two street frontages, in alignment with the goals of the transit-oriented zone. Building entrances play a vital role in fostering active street life. The applicant's request is to provide one building entrance along MD 202, in lieu of four required entrances, and one building entrance along Lottsford Road, in lieu of two required entrances. While reducing the required number of building entrances could potentially conflict with this objective, the adjacent developments were not built with entrances connecting to MD 202 and Lottsford Road. To maintain consistency with the character of surrounding development and to support the intent of the regulation, staff recommend approval of the requested departure, with a

condition included herein requiring the applicant to revise the site plan and architectural elevation to provide at least two building entrances along MD 202 and Lottsford Road, respectively.

(3) The departure:

- (A) Compensates for some unusual aspect of the site or the proposed development that is not shared by landowners in general, and**
- (B) Supports an objective or goal from the purpose and intent statements of the zone where it is located, or**
- (C) Saves healthy existing trees.**

Relative to the curb cut standard, the subject site has frontage along an arterial roadway (Lottsford Road) to the west and an expressway (MD 202) to the north. REF exist in the eastern and southern portions of the site. This not only limits how much of the property along MD 202 and Lottsford Road can be developed, but also restricts where the proposed development and driveway entrance (curb cut) can be placed. In addition, the proposed driveway is in alignment with the existing driveway for the restaurant park on the opposite side of Lottsford Road, in accordance with Section 27-6206(l)(3)(A) of the Zoning Ordinance. As such, this helps achieve one purpose of the RTO-H Zone by promoting good integration with the surrounding environment, in terms of circulation and compatible design.

Relative to building entrances, the typical purpose of multiple building entrances is to enhance pedestrian connectivity. With the proposed frontage improvements along MD 202 and Lottsford Road, the required number of building entrances along both roadways is expected to help not only activate street life, but also enhance connectivity to surrounding properties and services in the area. However, these required building entrance may make the subject development inconsistent with other development along and across MD 202 and Lottsford Road. Since MD 202 is classified as an expressway and Lottsford Road as an arterial road, the high traffic speeds along the property's frontage create a unique circumstance that serves as a barrier to a walkable and pedestrian-friendly environment. Therefore, staff support the requested departure, with the condition that the applicant provides at least two buildings along each road. This requirement serves as an incremental step toward fulfilling the purpose of the RTO-H Zone, with the understanding that future development in the area will gradually close the remaining gaps and help achieve the RTO-H Zone's long-term goals. As the RTO-H Zone aims to "encourage development that is well integrated in terms of complementary uses, access and circulation, and compatible design," the proposed building supports this purpose by introducing a residential use to an area of the Largo Metro Area currently dominated by office and retail development.

(4) The departure will not pose a danger to the public health or safety;

The departure for the curb cut location will not pose a danger to public health or safety as the site access is identical to the access across Lottsford Road in configuration and alignment. The existing access point provides for two lanes of both ingress and egress for the site, along with a small median. Section 27-4204(b)(1)(B) would allow for only one inbound and one outbound lane. If required to construct the access point to these standards, this would result in an offset intersection, which can result in motorists making undesirable driving maneuvers. This alignment was discussed during the scoping of the traffic impact study for ADQ-2023-050. The Prince George's County Department of Permitting, Inspections and Enforcement (DPiE) and the Prince George's County Department of Public Works and Transportation requested that the site access have the same width and alignment as the entrance into Lottsford Court.

ADQ-2023-050 includes an analysis of the existing curb cut as well as the recommended width per the guidance in Section 27-4204(b)(1)(B). While the traffic impact study found that a single-lane egress from the site along Lottsford Road would maintain an acceptable level of service, it is recommended that the current configuration be maintained in its current geometry. This will decrease driver decision-making while crossing Lottsford Road and decrease potential conflict points associated with an offset intersection.

Relative to building entrances, the departure for pedestrian entrances does not pose a danger to public health or safety. MD 202 is designated as an expressway. The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) describes an expressway as a divided highway for through traffic with full or partial control of access and interchanges at selected public roads. However, the subject DET proposes improvements along both frontages of MD 202 and Lottsford Road, including a 10-foot-wide sidepath that connects to the internal pedestrian network and adjacent properties. With the reasons discussed above, staff support the requested departure and recommend the applicant provide at least two building entrances on each roadway, instead of the four required along MD 202 alone, which will further support an active street life, contributing to public health and safety by promoting natural surveillance, commonly referred to as "eyes on the street."

(5) Any adverse impacts are mitigated, to the maximum extent practicable;

There are no adverse impacts created by utilizing the existing curb cut width. The site access will maintain the existing symmetrical alignment for the intersection thereby meeting drivers' expectations.

There are no adverse impacts if additional pedestrian connections are not provided. However, providing only one building entrance along each road may undermine the intent of the RTO-H Zone, which aims to create a cohesive urban environment with active street life and robust pedestrian

activity. The applicant proposes a sidepath along the site's frontage of MD 202 and Lottsford Road, as recommended in the MPOT. Pedestrian connections leading from the building entrances to the sidepath will better facilitate pedestrian movement if a greater number of building entrances is provided. While recommending approval of this requested departure, staff recommend the applicant provide at least two building entrances along each roadway.

- (6) **The site is not subject to a series of multiple, incremental departures that result in a reduction in each development standard by the maximum allowed over the previous twenty (20) years. (Relevant development standards cannot be reduced beyond the maximum thresholds allowed in this Subsection, through more than one departure, over the previous twenty (20) years); and**

In the SOJ, the applicant states that the site is not the subject of a series of multiple, incremental departures, which is agreed upon by staff.

- (7) **For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.**

In the SOJ, the applicant states that the site is not the subject of a departure from a standard contained in the 2018 *Prince George's County Landscape Manual* (Landscape Manual), which is agreed upon by staff.

Conclusion

Based on the foregoing analysis, as well as the plans and supporting documentation filed in conjunction with this DET, staff recommend approval of a major departure from Section 27-4204(b)(1)(B), to allow a curb cut wider than the maximum 24 feet in the RTO-H Zone, in order to maintain existing curb cut of approximately 59 feet (two 24-foot-wide curb cuts with approximately an 11.5-foot-wide median) and from Section 27-4204(b)(1)(F)(iii)(aa), to reduce the required building entrances to two, along MD 202. A condition is included herein requiring the applicant to revise the site plan and architectural elevations to provide at least two building entrances along MD 202, and two entrances along Lottsford Road.

- D. **2018 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. As part of DET-2023-013, the applicant filed a request for Alternative Compliance (ACL-2024-005) from the requirements of Section 4.6, Buffering Development from Streets, of the Landscape Manual. Specifically, the applicant seeks relief, as follows:

Section 4.6, Buffering Development from Streets

The applicant has requested alternative compliance from the requirements of Section 4.6 of the Landscape Manual, along MD 202 (Landover Road) and Lottsford

Road, which are classified as an expressway and arterial road, respectively. As the subject property is located in a Transit-Oriented Zone, this requires the applicant to provide a minimum 40-foot-wide buffer to be planted, with 2 shade trees, 10 evergreen trees, and 30 shrubs, or an equivalency of 105 plant units per 100 linear feet along both frontages, excluding driveway openings. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along MD 202 (Landover Road)

Length of bufferyard	679 linear feet
Minimum buffer width	40 feet
Shade Trees	14
Evergreen Trees	68
Shrubs	204
Plant units (105 per 100 linear feet)	713

PROVIDED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along MD 202 (Landover Road)

Length of bufferyard	679 linear feet
Minimum buffer width	20 feet*
Shade Trees	7
Evergreen Trees	12
Ornamental Trees	24
Shrubs	376
Groundcover**	1200 sq. ft.
Plant units	866

Notes: * An additional 18 feet of buffer area is provided within the MD 202 right-of-way.

**Per Section 3.4(g) of the Landscape Manual, every 50 square feet of groundcover is equivalent to 10 plant units.

REQUIRED: Section 4.6(c)(1)(B)(III), Buffering Development from Streets, along Lottsford Road

Length of bufferyard	373 linear feet
Minimum buffer width	40 feet
Shade Trees	8
Evergreen Trees	38
Shrubs	112
Plant units (105 per 100 linear feet)	392

PROVIDED: Section 4.6(c)(1)(B)(III). Buffering Development from Streets, along Lottsford Road

Length of bufferyard	373 linear feet
Minimum buffer width	17 feet*

Plant Type	On-Site	Off-Site
Shade Trees	0	7
Evergreen Trees	5	0
Ornamental Trees	0	10
Shrubs	164	92
Groundcover**	0	950 sq. ft.
Plant units	189	402
Total plant units = 591		

Notes: * An additional 10 to 28 feet of buffer area is provided within the Lottsford Road right-of-way.

**Per Section 3.4(g) of the Landscape Manual, 50 square feet of groundcover is equivalent to 10 plant units.

Justification of Recommendation

The subject property is located within the RTO-H-E Zone, which requires a build-to line of no less than 15 feet and no more than 35 feet, in accordance with Section 27-4204(f). This regulation governs the siting of the proposed building. In addition, approximately 23 percent of the property is located within the floodplain area, primarily concentrated on the eastern portion. As a result, the proposed building is positioned closer to the west side of the property to accommodate these site constraints.

Along MD 202, the applicant provides a 20-foot-wide bufferyard, within the boundaries of the subject property. The applicant also noted the presence of an 18-foot-wide landscapistrip within the MD 202 right-of-way. When combined with this off-site landscape area, there will be a total 38-foot-wide buffer between the building and the inner edge of the MD 202 sidewalk, which comes close to the required 40-foot buffer. In addition, the applicant provides 866 plant units within the provided 20-foot-wide buffer, which are 153 plants units more than the required 713 units.

Along Lottsford Road, the applicant provides a 17-foot-wide buffer, within the boundaries of the property. Similar to the MD 202 frontage, the applicant noted that a landscape area ranging between 10 to 28 feet is located within the Lottsford right-of-way. Combining this off-site landscape area, there will be a 27- to 45-foot-wide buffer between the building and the inner edge of the sidewalk along Lottsford Road. Within this off-site landscape area, the applicant plans to provide 7 shade trees, 10 ornamental trees, 92 shrubs, and 950 square feet of groundcover, for a total of 402 plants units, and will obtain a recorded maintenance agreement with DPIE, at the time of permitting, to maintain these provided off-site plants. With

the additional 402 plant units off-site, there will be a total of 591 plant units provided along Lottsford Road, which is 199 units more than the required 392 units.

Given the purposes and objectives of Section 4.6 of the Landscape Manual, and the additional landscape area and plant units provided between the development and the roadways, the Planning Director finds the applicant's proposal to be equally effective as normal compliance with Section 4.6 (c)(1)(B)(III) of the Landscape Manual, for both the MD 202 and Lottsford Road frontages, and recommends approval.

IV. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2024 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This property is subject to the WCO and the 2018 ETM. TCP2-136-03-04 was submitted with this application, showing that this 9.15-acre site contains 2.10 acres of floodplain for a net tract area of 7.05 acres, consistent with the site statistics of the NRI. The development is located within a Plan 2035 transit-oriented center. The site contains a total of 1.25 acres of net tract woodlands and 1.99 acres of wooded floodplain. The woodland conservation threshold of 15 percent of the site's net tract area is 1.06 acres. The plan shows a proposal to clear existing woodland, followed by reforestation in the clearing areas for grading necessity; however, the worksheet does not reflect this clearing and will have to be corrected prior to signature approval of the DET. As proposed, the development meets the 15 percent woodland conservation threshold on-site with woodland preservation and reforestation.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." The removal of three specimen trees is pending approval by the Planning Board, with PPS-2023-027. No additional specimen trees are requested for removal with this application; however, this application is reliant on the variance to remove specimen trees requested with the associated PPS.

Riparian Stream Buffer

The site contains a riparian stream buffer that is required to be fully wooded in accordance with Section 25-121(c)(1)(C) of the WCO; however, this site qualifies for exceptions to this requirement based on criteria outlined in the Code. The TCP2 and SOJ for PMA impacts, submitted with PPS-2023-027, indicate that clearing is proposed within the stream buffer and is not proposed to be replaced. These areas are for a roadway, utility connections, and sidewalks. These impacts are pending approval with PPS-2023-027.

V. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that

propose more than 2,500 square feet of gross floor area, or disturbance, and requires a building or grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions, until September 8, 2025, when Prince George's County Council Bill CB-046-2025 takes effect, and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved landscape plan demonstrating conformance to the Tree Canopy Coverage Ordinance. The subject site is in the RTO-H-E Zone, which requires a minimum of 15 percent of the net tract area to be covered by tree canopy. The subject site is 7.05 net acres and the required tree canopy coverage (TCC) is approximately 1.06 acres (or approximately 46,065 square feet). The site plan proposes sufficient TCC between on-site woodland conservation and proposed landscaped trees to meet the minimum requirement.

VI. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized as follows:

- A. **Community Planning**—In a memorandum dated August 1, 2025 (Jones to Huang), the Community Planning Division indicated that master plan conformance is not required for this application.
- B. **Transportation Planning**—In a memorandum dated August 6, 2025 (Patrick to Huang), the Transportation Planning Section provided a review of conditions attached to prior approvals, and a review of applicable Part 27-6 development standards, which are incorporated into the findings above. In addition, the Transportation Planning Section agreed with the departures requested by the applicant, as discussed above, in Finding III.C. Lastly, the Transportation Planning Section determined that the application is acceptable and meets the findings for pedestrian and bicycle transportation purposes.
- C. **Environmental Planning**—In a memorandum dated August 1, 2025 (Rea to Huang), the Environmental Planning Section finds the application to be in conformance with Section 27-3605(e)(3) and (6), and Sections 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within Section 27-6800, Environmental Protection and Noise Controls, of the Zoning Ordinance, subject to the findings and conditions in the Recommendation section of this technical staff report.
- D. **Historic Preservation**—In a memorandum dated July 9, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section indicated that the subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.
- E. **Permit Review**—In a memorandum dated August 1, 2025 (Jacobs to Huang), the Permit Review Section offered comments on the subject DET, which are included in the Recommendation section of this technical staff report.
- F. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated July 30, 2025 (Thompson to Huang), DPR noted that the proffered

recreation facilities fulfill the requirements of Section 24-4601 of the Subdivision Regulations, per the recommendations of PPS-2023-027, and indicated that DPR has no additional comments.

- G. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.
- H. **Prince George's County Fire/EMS Department**—In a memorandum dated July 22, 2025 (Reilly to Huang), the Fire/EMS Department offered fire-related comments which are included in the Recommendation section of this technical staff report, and provided a list of parking restrictions which the applicant should consider incorporating into the homeowners association covenants. In addition, the Fire/EMS Department notes that no on-street parking will be allowed except where additional width is provided for designated on-street spaces because all drive aisles in the proposed parking garage are 22-foot-wide.
- I. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
- J. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on this application.
- K. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated May 29, 2025 (Margolis to Summerlin), WSSC noted that a proposed site development project was conceptually approved by WSSC (DA7698Z24), and offered comments related to water and sewer mains, which will be addressed at the time of permitting.
- L. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, no correspondence has been received from SHA.
- M. **Public Utilities**—On May 27, 2025, the subject DET application was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company, and Washington Gas for review and comments. In an email dated May 28, 2025, Mr. Shea noted that AT&T LNS does not have any existing utilities at the location specified in the received documents. At the time of the writing of this technical staff report, no other correspondence has been received from these public utility companies.
- N. **City of Glenarden**—The subject property is located within one mile of the geographical boundary of the city of Glenarden. The DET application was referred to the municipality for review on May 27, 2025. At the time of the writing of this technical staff report, the city of Glenarden did not offer comments on this application.

VII. COMMUNITY FEEDBACK

On Tuesday, October 24, 2023, the applicant conducted a pre-application neighborhood meeting virtually via Zoom at 6:30 p.m., in accordance with Section 27-3402 of the Zoning Ordinance. Prior to the meeting, the required mailing and sign posting were completed by the applicant. A written summary of the meeting was included in the DET submission. At the time of the writing of this technical staff report, staff did not receive any inquiries regarding the subject application.

VIII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2023-013, Major Departure MJD-2024-004, Alternative Compliance ACL-2024-005, Type 2 Tree Conservation Plan TCP2-136-03-04, and a Variance to Section 27-4204(f)(3), for Largo Park, Lot 6, subject to the following conditions:

1. Prior to certification of the detailed site plan (DET), the applicant and the applicant's heirs, successors, and/or assignees shall revise the DET, as follows, or provide the specific documentation:
 - a. Note/label the surface material(s) for parking on the plans, in accordance with Section 27-6304(b) of the Prince George's County Zoning Ordinance.
 - b. Correct the drive aisle width of the parking garage throughout the site plans for consistency.
 - c. Correct the percentage of the open space set-aside area provided on the plan to reflect the minimum open space set-aside area, based on the development site area, in accordance with Section 27-6403 of the Prince George's County Zoning Ordinance.
 - d. Correct the height of the light fixtures in the courtyard to be less than 22 feet, in accordance with Section 27-6706(d) of the Prince George's County Zoning Ordinance.
 - e. Regarding signage standards:
 - (1) Correct the information in the signage schedule on Sheet L-0701, including the referenced sections, the number of proposed multifamily dwelling units, and information related to projecting signs, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.
 - (2) Remove the labeling of "proposed monument sign" on Sheet L-0401 and ensure no such labeling is included throughout the submission, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.
 - (3) Remove one building wall sign located on the east side of the proposed building, in accordance with Section 27-61505 of the Prince George's County Zoning Ordinance.

- (4) Reduce the sign area of the proposed projecting sign to not more than 4 square feet, in accordance with Section 27-61506(l) of the Prince George's County Zoning Ordinance.
- f. Delineate fire lanes on the DET, including marked curbs and clearly identified sign details and locations, in accordance with the memorandum provided by the Prince George's County Fire/EMS Department.
- g. In accordance with Section 27-6810 of the Prince George's County Zoning Ordinance:
 - (1) Provide a Phase II noise study prior to certification, demonstrating how outdoor activity areas will be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m., as well as demonstrating that the interiors of dwelling units will be mitigated to 45 dBA or less.
 - (2) Delineate the ground-level mitigated 65 dBA/Leq noise contour during the daytime, ground-level mitigated 55 dBA/Leq noise contour during the nighttime, and upper-level mitigated 65 dBA/Leq noise contour(s) on the site plan.
 - (3) Depict the building facades requiring mitigation to reduce the interior noise to 45 dBA/Leq, as required by the Prince George's County Zoning Ordinance, and provide the recommended mitigation in the form of upgraded windows (operating and fixed) and doors that meet specific Sound Transmission Class rating requirements, labeling the upgraded materials to be used on the architectural elevations.
- h. Clearly label the proposed development on the plan, including the exact dimensions for the buildings and parking garage.
- i. Clearly mark the defining firewalls if the applicant intends to construct the proposed development, identified as three continuous buildings, under separate building permits.
- j. Indicate the location of the eight electric vehicle (EV) stalls provided on the plan.
- k. On the plan, note the proposed pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas to be at least 6 feet wide, in accordance with Section 27-6207(b)(4) of the Prince George's County Zoning Ordinance.
- l. Regarding on-site recreational facilities:

- (1) Revise the required value of recreational facilities based on the calculation of the land value of dedication, in accordance with Condition 1 of Preliminary Plan of Subdivision PPS-2023-027.
 - (2) Remove the proposed workpods from the list of recreation facilities on Sheet L-0102.
 - (3) Add details of the associated facilities and features to be provided within the proposed dog park to the site plan.
 - (4) Provide a floor plan to identify the location of the proposed fitness center and resident lounge, and provide a list of the facilities, with details, within each space, if proposed.
 - (5) Provide a consolidated table listing the provided recreation facilities and note that the timing for completion of construction of all on-site recreational facilities for the subject multifamily development shall be prior to use and occupancy permit, in accordance with Condition 10 of Preliminary Plan of Subdivision PPS-2023-027.
 - (6) Provide a climbing structure or other play amenity to accommodate the needs of children, in accordance with Condition 10 of Preliminary Plan of Subdivision PPS-2023-027.
- m. Add a 6-foot-wide sidewalk on the eastern side of the internal driveway, Mercantile Lane, along with any associated easements for cross-access, as required in accordance with Section 27-6207(b)(1) of the Prince George's County Zoning Ordinance.
 - n. Revise the site plan and architectural elevations to provide at least two building entrances along MD 202 (Landover Road), and two entrances along Lottsford Road, in accordance with Section 27-4204(b)(1)(F)(iii)(aa) of the Prince George's County Zoning Ordinance.
2. Prior to certification of the detailed site plan (DET-2023-013), the applicant shall correct the numbers in Schedule 4.6 of the 2018 *Prince George's County Landscape Manual*, for Lottsford Road, to reflect the number of plants shown on the landscape plan.
 3. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - a. Correct the worksheet to reflect the clearing occurring on-site.
 - b. Add the following note below the specimen tree table:

“NOTE: This plan is in accordance with the following variance to the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE) with PPS-2023-027 for the removal of the following specified trees: ST-72, ST-73, and ST-74.”

- c. Have the TCP2 worksheet signed by the qualified professional who prepared it.
 - d. Revise TCP2-136-03-04 to reflect any additional impacts to the primary management areas resulting from the proposed 6-foot-wide sidewalk along the eastern side of Mercantile Lane.
- 4. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, and in conformance with Section 25-122(d) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber ____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."
- 5. Prior to certification of the Type 2 tree conservation plan (TCP2), a copy of the approved conceptual erosion and sediment control technical plan must be submitted so that the ultimate limits of disturbance for the project can be verified and shown on the TCP2.
- 6. Prior to issuance of the first building perming, in accordance with Section 27-6207(b)(3) of the Prince George's County Zoning Ordinance, the applicant shall demonstrate that the associated easements have been established for the proposed 6-foot-wide sidewalk as pedestrian cross-access.