



June 30, 2026



Banneker Ventures, LLC
1738 Elton Road, Suite 215
Silver Spring, MD 20903

Re: Notification of Planning Board Action on
Detailed Site Plan DET-2022-004
Promenade at Lottsford

Dear Applicant:

This is to advise you that, on **June 25, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**June 30, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days, the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
Sherri Conner, Planning Division Chief
Development Review Division

By: Meng Sun
Reviewer

Attachment: PGCPB Resolution No. **2026-042**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2026-042

File No. DET-2022-004

R E S O L U T I O N

WHEREAS, the applicant, Banneker Ventures, LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, in consideration of evidence presented at a public hearing on June 18, 2026, regarding Detailed Site Plan DET-2022-004 for Promenade at Lottsford, the Planning Board finds:

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. The Planning Board has considered the following criteria in reviewing this detailed site plan:

- A. The Prince George's County Zoning Ordinance;
- B. Preliminary Plan of Subdivision PPS-2022-007;
- C. Certificate of Adequacy ADQ-2022-022;
- 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) includes development of 763 multifamily dwelling units in three buildings and 47,461 square feet nonresidential uses, with associated infrastructure and amenities. Nonresidential use consists of an 11,950-square-foot consumer goods establishment, an 11,950-square-foot restaurant (without drive-through), a 16,411-square-foot grocery store, and a 7,150-square-foot existing minor public utility uses or structures.

As part of the application, the applicant has requested an alternative compliance request from the requirements of Section 4.6, Buffering Development from Streets, of the 2018 *Prince George's County Landscape Manual*. The applicant also has requested waivers to vehicular, pedestrian, and bicycle cross-access in Sections 27-6206(e), 27-6207(b), and 27-6208(b) of the Zoning Ordinance. In addition, the applicant has requested a waiver of approximately two percent of tree canopy coverage requirements of

Section 25-128 of the Prince George’s County Tree Canopy Coverage Ordinance, in accordance with the waiver criteria in Section 25-130 of the Tree Canopy Coverage Ordinance.

B. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	RTO-H-E	RTO-H-E
Use	Existing WMATA water treatment facility and ancillary office	Multifamily Dwellings, Consumer Goods establishment, Restaurant (without drive-through), Grocery Store, Minor Public utility uses or structure
Total Gross Acreage	9.61	9.61
Floodplain	0	0
Total Net Acreage	9.61	9.61
Lots	3	0
Parcels	0	1
Dwelling Units	0	763
Studio Units	-	67
One-Bedroom Units	-	276
Two-Bedroom Units	-	282
Three-Bedroom Units	-	138
Non-residential GFA (square feet)	7,150	47,461

Development summary by building

	Building A	Building B	Building C	Existing WMATA Buildings	Total
Building Use	Mixed-use	Mixed-use	Residential only	Public Utility	
Total Gross Floor Area (square feet)	347,890*	328,028	339,398	7,150	1,022,466
Multifamily Dwelling Units	265	274	224	N/A	763
Studio	43	5	19	N/A	67
One-bedroom	76	126	74	N/A	276
Two-bedroom	94	95	93	N/A	282
Three-bedroom	52	48	38	N/A	138
Nonresidential Gross Floor Area (square feet)	23,900*	16,411	N/A	7,150	47,461
Restaurant (without drive-through)	11,950*	N/A	N/A	N/A	11,950
Grocery Store	N/A	16,411	N/A	N/A	16,411
Consumer Goods establishment	11,950*	N/A	N/A	N/A	11,950

	Building A	Building B	Building C	Existing WMATA Buildings	Total
Utility, minor and office	N/A	N/A	N/A	7,150	7,150

Notes: *Restaurant and Consumer goods establishment uses each have 11,950 square feet, and the total nonresidential GFA will be 23,900 square feet, which also includes 3,680 square feet for 2 standalone retail buildings.

- C. Location:** The subject property is located southwest of the intersection of Lottsford Road and McCormick Drive.
- D. Proposed Uses:** The subject DET includes mixed-uses on the property, including Multifamily residential, Consumer Goods establishment, Restaurant (without drive-through), Grocery Store, minor public utility uses or structure. The uses are permitted in the Regional Transit-Oriented, High-Intensity Edge (RTO-H-E) Zone, subject to the applicable standards in Section 27-4204 of the Zoning Ordinance. The minor public utility uses or structure is existing and is to remain. The existing use includes existing Washington Metropolitan Area Transit Authority (WMATA) water treatment facility, which manages and treats stormwater drainage to the underground train storage yard and rail tunnels, and ancillary office.
- E. Surrounding Uses:** The subject property is bounded to the north by McCormick Drive and the Wayne K. Curry Administration Building beyond in the Regional Transit-Oriented, High-Intensity Edge (RTO-H-E) Zone; to the east by Lottsford Road and nonresidential uses beyond, including government buildings, a hotel, and light industrial and office uses; to the southwest by nonresidential uses, including offices and a private school; to the south by an existing mixed-use building, known as Tapestry Largo Station, including multifamily residential dwelling units, offices and a daycare center on the ground floor. All adjacent properties are within RTO-H-E Zone.
- F. Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-82133 was approved by the Prince George’s County Planning Board on February 10, 1983, to subdivide the property into 15 lots, in the Inglewood Business Community. The subject site was subsequently platted as Lots 22, 23, and 24, pursuant to PPS 4-82133. The property was then re-subdivided in accordance with Section 24-108(a)(3) of the prior Prince George’s County Subdivision Regulations, for lot line adjustment, recorded in Plat Book NLP 125 page 46 on December 24, 1985, which redesignated the property as Lots 43, 44, and 45. The subsequent Preliminary Plan of Subdivision, PPS-2022-007, supersedes PPS 4-82133 for the subject site.

Detailed Site Plan DSP-87120 was approved by the Planning Board on October 29, 1987, for the development of 98,400 square feet of office and warehouse space. A new detailed site plan (DET) is required following the approval of PPS-2022-007 for development of this site.

PPS-2022-007 was approved by the Planning Board on October 17, 2024 (PGCPB

Resolution No. 2024-109), to support the development of one parcel for 769 multifamily dwelling units and 78,490 square feet nonresidential uses, subject to 17 conditions.

Certificate of Adequacy ADQ-2022-022 was approved by the Prince George's County Planning Director on October 14, 2024, subject to three conditions. This ADQ is valid for 12 years from the date of its approval, subject to the additional expiration provisions of Section 24-4503(c) of the Subdivision Regulations.

- G. Design Features:** The subject Property is currently improved with the WMATA Largo Division Rail Facility along the eastern portion of the property. This facility consists of two buildings and their associated parking, totaling 7,150 square feet. The building to the north is WMATA's Stormwater Treatment Facility, the building to the east is WMATA's Administration Building, which provides vertical tunnel access for train maintenance. The applicant has been working closely with WMATA concerning the development of the project and their need to continue the existing maintenance operations on the subject Property, which has resulted in the need to maintain both buildings and their functions. A signed consent letter from WMATA for the filing of this DET application is included in the submission package. On June 3, 2026, the applicant submitted WMATA emergency access exhibits, which demonstrate a widened, clear, emergency accessway to the existing WMATA facility. The accessway is inconspicuously integrated into the site design of a central plaza, and the plan set for certification will be updated to reflect this design.

The subterranean pathway for a small extension to the Blue Line runs north to south along the eastern edge of the Property. This extension is not part of the active Blue Line system and is only used by WMATA for maintenance purposes. The subterranean pathway terminates at the existing WMATA Administration vertical tunnel access building, and trains currently enter the tunnel based on a maintenance schedule. Some portions of the buildings will be constructed over this subterranean pathway.

The DET includes development of 763 multifamily dwelling units and 47,461 square feet of nonresidential uses within three principal buildings on one parcel, known as Parcel 1. The three buildings are known as Building A, Building B fronting Lottsford Road, and Building C fronting McCormick Drive. Buildings A and B are designated as mixed-use buildings and will feature retail spaces on the ground floor. The design of Building A has also incorporated two existing WMATA buildings into the layout, while maintaining WMATA operations. Building C is designed to be residential dwelling units only.

Access to the site is provided via a 22-foot-wide L-shaped internal drive lane that will connect the site to both Lottsford Road and McCormick Drive. The internal drive lane is situated approximately 385 feet west and 438 feet south of the intersection of Lottsford Road and McCormick Drive. On-street parking will be provided along the internal drive lane and along Lottsford Road. Two secondary access points on Lottsford Road are provided for loading vehicles for Buildings A and B. Each building will utilize a multistory parking garage to provide adequate on-site parking to serve future residents and consumers. A publicly accessible plaza is included with Building A, serving as the

central gathering space for the overall project. Five-foot-wide sidewalks and striped crosswalks are included along the internal drive lane to support pedestrian circulation within the site. Landscaping is included within the central gathering plaza, along the internal drive lane, along Lottsford Road and McCormick Drive streets, and around each building.

Architecture

Each building has a distinct identity and high-quality architecture design, while together they create a cohesive urban character that integrates well with the surrounding environment. Architecture packages have been submitted for each building, with floor plans, elevations, building sections, renderings, and building signage.

Building A

Serving as the gateway building for this development, Building A is a 6-story mixed-use building, wrapping a central 4-story parking structure, at the intersection of Lottsford Road and McCormick Drive. As shown on Sheet A-A.15 of the Building A architecture package, retail spaces are along Lottsford Road, and in Retail spaces A, B, C, and D around the central plaza. The two residential entrances to Building A are located on the internal drive lane, on the west and south sides of the building. Building A is organized around existing WMATA buildings, preserving all facilities while reconfiguring access and parking. As shown on Sheet A-A.08 and Section A1 on Sheet A-A.09, the existing WMATA water treatment facility is accessed by service driveway on Lottsford Road with designated loading spaces, and the existing WMATA operation building will be accessed through pedestrian connections to Building A and Lottsford Road. A stand-alone wall is included to screen the existing WMATA operation building and the outdoor generators from the street view of Lottsford Road.

Building A features a contemporary architectural design, with a generally flat roof and a combination of masonry, glass, metal panels, and fiber cement panels and siding in varied colors. 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. Other architectural elements such as ample glazing at the ground level, balconies or private entrances for prominent units, metal canopies at store fronts, building offsets, outdoor seating, and roofline variations create an engaging design that activate the ground floor retail space and a pedestrian friendly environment. A masonry wall between the second and sixth floors facing the intersection of Lottsford and McCormick Drive is reserved for a future art installation or mural. This mural is measured approximately 24-foot-wide and 32-foot-tall as labeled on Sheet A-A.12, it will serve as a gateway of the overall project.

The central plaza, measuring 120 feet by 100 feet in size, is designed to face the internal drive lane and Lottsford Road, and serves as the development's main social and commercial hub. The plaza is shaped by Building A and two standalone retail pavilions. Those two pavilions are strategically located in front and next to existing WMATA facilities to screen the utility use to the extent possible. Retail spaces B and D at the ground level of Building A, and retail pavilions A and C, collectively activate the commercial space around the central plaza. A central canopy,

varied paving patterns, landscaping, and various outdoor seating and dining spaces are provided within the plaza to activate the public realm of the space.

Building B

The second mixed-use Building B is located at the intersection of the internal drive lane and Lottsford Road, conveniently fronting the central gathering plaza. Building B will be six stories tall and connected to a 3-story parking structure. As shown on Sheet A-B1.01 of the Building B architecture package, retail spaces and grocery store are included at the northeastern corner of the ground level, facing both the internal drive lane and Lottsford Road. Retail spaces and main residential entrance in Building B are strategically located to complement the ground level retail spaces around the central plaza. A triangle-shaped courtyard is included at the southern edge of the building with walkways and landscaping.

Building B features a contemporary architectural design, characterized by a predominantly flat roof complemented by a steeper pitched section situated at the intersection of the internal drive lane and Lottsford Road. The elevation is finished with a combination of masonry, metal panel, glass, and fiber cement panels and siding in varied colors. The elevation design exhibits a mixed-material architectural composition organized into a horizontally oriented, multi-story massing with a clearly defined base, middle, and upper portions. Ample glazing at the ground level and storefront canopies enhance transparency and promote a pedestrian-friendly streetscape. The upper stories feature a consistent rhythm of large, rectangular windows arranged in a grid-like pattern across the façade. The central entry feature facing internal drive lane includes a framed panel with warm tone that further identifies the building's main entrance.

Building C

Building C is a residential only building and is located to the west of the intersection of McCormick Drive and the internal drive lane. Building C will be six stories tall, and will connect to a five-level parking structure to its southwest. The ground level includes a 15-foot-tall podium that offers amenities and high ceilings for ground floor units. The primary residential entrance is located at the corner of McCormick Drive and internal drive lane. At ground level, the architecture prioritizes human-scale activation by integrating walk-out residential units and expansive glazing that seamlessly connects the building's lobby and interior amenity space with the surrounding community. At its core, the building is thoughtfully organized around a central courtyard designed to provide residents with a shared outdoor space with recreational facilities.

The architectural design of Building C is contemporary, with a generally flat roof, with a high-quality material palette featuring light and dark brown brick assemblies, wood-tone fiber cement panels, strategic wood-look screens, and glass. The building's elevations utilize a rhythmic interplay of recesses and projections to provide visual depth and mitigate the perceived massing of the 6-story structure. Street-facing façades are articulated with 2-foot wall offsets and vertical bays accented by balconies and canopy projections that extend up to 5 feet, creating dynamic shadow lines and a superior quality design. To ensure a clean and cohesive profile, flat roofs are concealed by 3-foot parapets featuring three-dimensional cornice treatments, while all mechanical equipment is strictly screened or located on rear elevations to maintain the building's aesthetic integrity as seen from the street. Placemaking has also been emphasized in the design through the incorporation of artwork on the structured parking facility.

Parking

The subject property is located within the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) Zone. A shared parking analysis, dated February 23, 2026, is submitted to determine the minimum and maximum parking spaces requirements for subject development, based on the guidance provided in Sections 27-6305(a), 27-6305(c)(2), and 27-4204(b)(1)(D). The shared parking analysis concludes that 570 parking spaces are needed, and 842 parking spaces are provided. The site will be adequately parked for the off-street parking requirements. In addition, the site does not exceed the maximum parking threshold of 150 percent of the minimum requirements, which is 1,664 spaces. Detailed analysis is addressed in Finding III (B) (1) below.

A total of 205 bicycle parking spaces is provided throughout the site, consisting of 55 long-term spaces in Buildings A, 58 long-term spaces in Building B, 52 long-term spaces in Building C, and 44 short-term bicycle parking spaces across the site. Long-term bike storage spaces are located within the parking garage of each building. Short-term bike racks are located adjacent to primary building entrances and gathering points within the site and public rights-of-way. Short-term and long-term bike rack details are shown on Sheet 6 of the site plan set; each can accommodate two bike parking spaces.

Signage

The subject DET includes eight freestanding signs, and 33 building mounted signs. The eight freestanding signs include three permanent real estate identification signs, subject to Section 27-61506(a); four directional signs; and one public safety and health sign, which are exempt from sign regulations, in accordance with Section 27-61502(b)(1). Sign location, dimension, area and details are included in the submitted signage package.

The main permanent real estate identification sign (signage Type 1) is attached to the standalone wall in front of the existing WMATA building, fronting Lottsford Road. Of the remaining two permanent real estate identification signs (signage Type 2), one is located at the intersection of McCormick Drive and internal drive lane, fronting McCormick Drive, and the other at the southeastern end of the property, fronting Lottsford Road. All three permanent real estate signs are designed with the same mixture of bronze lettering with wood look aluminum framing on a marble base. The submitted signage schedule on Sheet S-2 shows the on-site permanent real estate signs demonstrate conformance to requirements in Section 27-61506(a). Directional signage Types 3-6 and public safety and health signage Type 7 are located outside the right-of-way, along the internal drive lane. Signage Types 3-7 are designed with the same mixture of marble base and wood look aluminum framing materials. As mentioned above, sign Types 3-7 are exempt from the requirements in Section 27-61500, Signage, in accordance with Section 27-61502(b)(1). The signage schedule on Sheet S-2 needs to be revised to reflect the correct signage type and Zoning Ordinance criteria for signage Types 3-7, which is conditioned herein.

On the three buildings, 24 building wall or roof signs, one projecting sign, and two canopy signs are included, in accordance with the requirement in Section 27-61505 of the Zoning Ordinance. In addition, six directional signs are included for directing traffic to parking and garages on

Buildings B and C, which are exempt from the sign standards in Section 27-61500, in accordance with Section 27-61502(b)(1).

Building A includes a total of 20 building wall or roof signs, one projecting sign, and two directional signs, with area ranging from 6 to 54 square feet. An enlarged projecting sign section is included on Sheet A-A.19 of the Building A architecture package, demonstrating the projecting sign Type D is in conformance with regulations in Table 27-61505. The maximum allowed sign area is calculated based on the requirements for Building wall or roof sign, projecting sign, and canopy sign, in accordance with Table 27-61505. The sign perimeter, linear feet, and calculation are shown and labeled on Sheets A-A.18 and A-A.19 of the Building A architecture package. The retail signs are designed with letters, figures, or design elements mounted directly to the architectural face with no border, trim, or decorative wall work; therefore, the calculated area can be reduced by 50 percent, per Section 27-2201(j)(2). The Planning Board finds that the frontage or principal entrance length calculation is not in accordance with Note (1) of Table 27-61505. Given the building offsets and irregular shape surrounding the plaza with additional freestanding buildings, multiple eastern elevations contain entrances to retail uses, and the western elevation contains the principal entrance to the multifamily uses. Accordingly, the applicant shall calculate the length of the retail buildings along only one side where a principal entrance is located, and the multifamily principal entry frontage separately. Elevations used to calculate multifamily signage allocations shall not be used for the purpose of retail signage and vice versa. A condition is included herein requiring the applicant to revise the signage calculation for Building A by calculating the retail and multifamily principal entrance signage requirement separately and demonstrate conformance to Section 27-61505.

Building B includes four building wall or roof signs, two canopy signs, and two directional signs, with area ranging from 8 to 46.5 square feet. The maximum allowed sign area is calculated based on the requirements, in accordance with Table 27-61505. The sign perimeter, linear feet, and calculation are shown and labeled on Sheet A-B20.03.5 of the Building B architecture package. Signs B and C are directional signs, which are exempt from the sign regulations in Section 27-61500. The submitted signage chart shows Building B meets the signage area requirement. The sign area provided for Signs A, E, and F totals 120.33 square feet, which is shown in the signage schedule. However, another total number of 241 square feet is shown in the row above, which is a technical error. A condition is included to change Signs B and C to be directional signs, and eliminate the subtotal of Signs A, E, and F indicating 241 square feet. Building C includes two directional signs (signage Type A), which are exempt from the sign regulations in Section 27-61500. A condition is included to revise the Building C sign chart to indicate Sign A as a directional sign, and remove the regulations of Section 27-61505, since it is exempt from sign regulations, in accordance with Section 27-61500. An additional condition is included to revise the labeling for two signs in labels 9 and 10 to be directional signs.

Since final signage design for the retail tenants is not determined at this stage, sign details, including sign letter size, style, materials, illumination, and mounting details for each individual sign for retail tenants, are not available. A note is included on signage sheets for each building indicating signage details will be determined at the permit stage, and signage and mounting details shall comply with the sign regulations in Section 27-61500. However, the design for

building mounted directional signs should be finalized at the time of DET. A condition is included requiring the applicant to provide signage details for all building mounted directional signs.

Lighting

The subject DET includes both wall-mounted and pole-mounted lighting fixtures, as well as bollard lights. Pole-mounted light fixtures are included along the internal drive lane and the central gathering plaza. Bollard lights are included along the sidewalk at the south of Building B. Wall-mounted light fixtures are included along the south elevation of Building B and within the southern courtyard in Building B. All 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

Preliminary Plan of Subdivision PPS-2022-007 determined that the provision of recreational facilities for the subject development, to meet the mandatory dedication of parkland requirement, shall be provided in accordance with Section 24-4601 of the Subdivision Regulations. Based on projected population, the minimum value of recreational facilities determined for the development, at the time of subdivision approval, is \$710,531 and the recreational facilities chart on the coversheet shows that the provided value is \$1,010,870, which meets the minimum requirement. The plans provide Note 3 under recreational facilities chart, showing the minimum value of recreational facilities to be \$711,145, which is conditioned herein to be corrected.

The PPS also determined that the development should include a variety of indoor and outdoor on-site recreation opportunities for future residents. Inclusion of outdoor amenities such as outdoor dining and grilling areas, (raised bed) gardens, horseshoes, croquet, or bocce, are required to add to the outdoor recreation experience for residents. The applicant provides a variety of recreation facilities with estimated cost and construction timing on the coversheet. Those facilities are also shown on the floor plan of each building's architecture package. Building A includes swimming pool, bathhouse, fitness room with equipment, clubroom, as well as amenity courtyard; Building B includes swimming pool, bathhouse, fitness room with equipment, clubroom, as well as amenity courtyard; Building C includes fitness room with equipment and amenity courtyard. The note under Recreational Facilities Chart indicates that the newly completed playground at the adjacent County Administration Building will provide additional outdoor recreation activities for Children. Although nearby facilities expand upon recreational opportunities in the area, the subject property is not dependent on those facilities in meeting the park and recreational facility adequacy requirements and the note should be removed. The recreational facilities chart does not include the full list of the facilities shown on architectural floor plan, such as the clubroom and the amenity courtyard which are not included for Buildings A and B, and is conditioned herein to be included. In addition, the architectural floor plans for each building only include the fitness room layout and its equipment; other facilities' layout and details are not provided, which is conditions herein to be included. The Planning Board finds that the recreation facilities provided include a variety of indoor and outdoor on-site recreation facilities, if details are provided as conditioned with approved PPS-2022-007.

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 to all Transit-Oriented/Activity Center Base Zones (Section 27-4204(b)(1)), standards applicable in the RTO-H Zone - Intensity and Dimensional Standards (Section 27-4204(f)(3)), applicable Development Standards (Part 27-6), as well as applicable sections of the 2018 *Prince George's County Landscape Manual*. The analysis of conformance to these standards is addressed in detail, in Findings III.B and VI.

Based on the analysis herein, and subject to the conditions of approval, in addition to the evidence filed in conjunction with this application, the Planning Board finds that DET-2022-004 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 subject development for the intended uses.

- (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;**

As discussed in detail below, in Findings IV and V, the subject development complies with applicable conditions of PPS-2022-007 and Certificate of Adequacy ADQ-2022-022.

- (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;**

There are no regulated environmental features on the subject property.

- (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 subject 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 Type 2 Tree Conservation Plan, TCP2-2026-0023, which is approved.

- (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 subject 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 subject development does not alter, expand, or enlarge existing structures or uses. Therefore, this criterion is not applicable.

B. Conformance to applicable Zoning Standards

1. 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 with emphasis on connectivity to the Lottsford Road and McCormick Drive network. The only vehicular access is provided by the private internal drive accessed from McCormick Drive and Lottsford Road. The road section for McCormick Drive and Lottsford Road have been designed in accordance with Prince George’s Urban Street Design Guidelines, which emphasizes complete street principles for all modes of transportation. No vehicular, bicycle, or pedestrian cross-access easements are provided with this DET. The Planning Board supports the applicant’s request to waive vehicular and bicycle cross-access to Lots 3, 4, 41, and 42, and to waive pedestrian cross access to Lots 3, 4, and 42, but does not support the pedestrian cross-access waiver for Lot 41, as discussed below in Finding B .3, pursuant to Sections 27-6206(e), 27-6207(b), and 27-6208(b) of the Zoning Ordinance. The requirements for Section 27-4204(b)(A) related to connectivity have been met.
- (B) **Vehicular Access and Circulation:** Curb cuts for properties in RTO-H zoning shall be a maximum of 24 feet wide. All curb cuts are 22 feet wide, including the service/loading curb cuts, which meet the requirements of this section.
- (C) **Pedestrian Access and Circulation:** The DET shows that the required minimum 10-foot-wide sidewalk along the subject frontage facing Lottsford Road and McCormick Drive, with associated minimum 8-foot-wide pedestrian clearance zone with trees every 40 to 50 feet on center in the planting strips. 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 subject property is located within the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) Zone. A shared parking analysis, dated February 23, 2026, is submitted to evaluate the required and provided parking spaces for the subject development, based on the guidance provided in Sections 27-6305(a), 27-6305(c)(2), and 27-4204(b)(1)(D).

Section 27-6305(a) of the Zoning Ordinance provides the minimum number of off- street parking spaces required for various land uses.

Section 27-6305(c)(2) details the process for determining shared parking for a mixed-use site, which are applicable to this site. In addition, Section 27-4204(b)(1)(D) provides guidance regarding minimum and maximum parking requirements for developments in Transit-Oriented/Activity Center Base Zones, which the subject site is located within. Section 27-4204(b)(1)(D) requires that the minimum required number of off-street vehicle parking spaces for development in the Edge area of RTO-H Zone shall be 50 percent of the minimum requirements in Section 27-6305(a), Minimum Number of Off-Street Vehicle Parking Spaces; and the maximum number of off-street vehicle parking spaces for development in the RTO-H-E Zone shall be 150 percent of the minimum requirements calculated in accordance with Section 27-6305(a). However, spaces in structured parking facilities do not count toward the maximum allowed.

Given the above Sections of the Zoning Ordinance, the shared parking analysis methodology utilizes the following calculation steps:

1. Establish the minimum number of parking spaces per Table 27-6305(a) as well as visitor parking demand per Section 27-6305(f).
2. Reduce the minimum number of parking spaces calculated in Step 1 per the 50 percent reduction allowable per Section 27-4204(b)(1)(D). Please note the visitor parking requirement has no deduction.
3. Application of time-of-day demand factors per Table 27-6305(c)(1) to the reduced calculations from Step 2 to determine the net peak demand for this development.
4. Comparison of the maximum number of parking spaces allowable per Section 27-4204(b)(1)(D).

The share parking analysis concludes that the site will be adequately parked for the off-street parking requirements per the Zoning Ordinance, with the allowable reduction for the RTO-H-E zoning, as well as time of day adjustment factors for the mixed-use development. The required parking is 578 spaces based on the 50 percent reduction allowable per Section 27-4204(b)(1)(D), in the RTO-H-E Zone. The required parking is further reduced based on the time-of-day demand factors per Table 27-6305(c)(1). The Parking analysis determined that the peak demand occurs from 6:00pm to 2:00am during weekdays, with a total of 570 parking spaces required. The site plan provides a total of 842 parking spaces, which meets the minimum parking spaces required.

In addition, the site does not exceed the maximum number of parking spaces detailed in the Zoning Ordinance. Per the requirement in Section 27-4204(b)(1)(D), the maximum number of off-street vehicle parking spaces shall be 150 percent of the minimum requirements calculated via Section 27-6305(a), which is 1,664 spaces. The site provides three separate parking structures for the three buildings which provide the majority (96.4 percent) of on-site parking. Only 30 spaces (3.6 percent) are provided as surface parking spaces along the internal drive lane. Given that spaces in structured parking facilities do not count toward the maximum allowed, the maximum number of parking spaces is not exceeded.

To conclude, the Planning Board finds that the site will be adequately parked for the off-street parking requirements per the Zoning Ordinance, with the allowable reduction for the RTO-H-E zoning, as well as time of day adjustment factors for the mixed-use development. In addition, the site does not exceed the maximum number of parking spaces detailed in the Zoning Ordinance.

- (E) **Arrangement and Design of Off-Street Vehicle Parking:** A total of 842 parking spaces is provided for the development, of which 318 are provided with Building A structured parking, 258 are provided in Building B structured parking, and 236 are provided in the Building C structured parking, and 30 are provided along internal drive lane and Lottsford Road. Further, the three structured parking facilities, one for each building, contain appropriate pedestrian walkways to allow clear circulation within the facility, as shown on floor plans of each building's architecture package. Pedestrian walkways with direct pedestrian and Americans with Disabilities Act (ADA) access to the primary building entrances are provided. Long-term bicycle parking in accordance with Section 27-6309 of the Zoning Ordinance are located within the parking garage of each building. Short-term bike racks are located within 50 feet of the primary pedestrian entrance to the building and gathering points within the site and public rights-of-way.
- (F) **Building Form Standards:**
 - (i) **Building Placement in Build-To Zone:** In accordance with 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 façades of all three buildings that face a public street frontage (Lottsford Road or McCormick Drive) are shown on the site plan and architecture floor plans. As shown in the Intensity and Dimensional Standards chart on the

coversheet, the façades occupy 85 percentage of the build-to-zone, and the build-to-zone provided is 15 feet from the edge of the right-of-way.

- (ii) Building Massing and Scale:** The subject development has a street-facing façade more than 60 feet wide. Per Section 27-4204(b)(1)(F)(ii) of the Zoning Ordinance, the applicant incorporated more than three design elements, including differences in roof form and parapet heights; at least one-foot-deep recesses and/or projections (not created by windows) in the wall plane; distinct changes in texture and/or color of wall surfaces; pilasters that are at least eight inches deep and at least eight inches wide, that have a height equal to at least 80 percent of the façade's height; ground level arcades, awnings or similar overhangs; cornices; projected and recessed entries; and vertical accents or focal points, as shown on the elevations in each building's architecture package, as well as renderings.
- (iii) Building Entrances:** The subject property fronts both Lottsford Road and McCormic Drive. As such, the subject development is required to provide at least one operable pedestrian entrance every 150 feet along the façade for both ingress and egress for each building. Multiple pedestrian entrances for each building are provided in accordance with this requirement, as labeled on each building's floor plan and shown on elevations. The provided pedestrian entrances open directly to the street sidewalk. All primary pedestrian entrances are emphasized by canopies and doorways with appropriate glazing. Building A includes multiple street-level tenant spaces fronting Lottsford Road and one entrance is provided for each street-level tenant space that is at least 25 feet wide in accordance with Section 27-4204(b)(1)(F)(iii)(bb).
- (iv) Windows and Doors:** Per Section 27-4204(b)(1)(F)(iv) of the Zoning Ordinance, the street-level façades of the 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), the minimum building façade fenestration/transparency requirement for nonresidential and mixed-use properties located in the RTO-H-E Zone is 50 percent when abutting or facing a street frontage or pedestrian way, and 45 percent when facing a public gathering space. No transparency requirement is applicable for residential buildings in the RTO-H-E Zone. Buildings A and B are mixed-use buildings and are subject to this requirement. As shown on Sheet A-A.14-A.17 of the Building A architecture package and

Sheet A-AB1.01 of the Building B architecture package, the street-level façades of Buildings A and B, where facing a street frontage or pedestrian way, provide at least 50 percent fenestration/transparency. The street-level façades of Building A, where facing the central gathering plaza and the ground floor courtyard, provide at least 45 percent fenestration/ transparency. A note is included on those sheets indicating that window and door openings utilized to meet this requirement 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 structured parking facilities are shielded from view from the Lottsford Road and McCormick Drive public street frontages.

2. 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 for Edge, Nonresidential and Mixed-Use properties, as shown below:

STANDARD	REQUIRED	PROVIDED
Block length, min.-max. (ft)	400-800	628 McCormick Drive 670 – Lottsford Road*
Net lot area, min. (sf)	3,000	418,716
Lot width, min. (ft)	30	726
Density, min.-max. (du/ac of net lot area)	20–175**	79.4
Floor area ratio (FAR), min.-max.	N/A***	0.11****
Lot Coverage, min.-max. (% of net lot area)	50–90	70
Build-to-line, min.-max. (ft)	15–27	15
Building width in build-to zone, min. (% of lot width)	70	85
Front yard depth, min. (ft)	0	15
Side yard depth, min. (ft)	0	10
Rear yard depth, min. (ft)	0	9.3
Building façade fenestration/transparency min. (% of street-level façade area) for nonresidential & mixed-use:****		
Abutting or facing a	50	>50 for Buildings A and B

street frontage or pedestrian way		
Facing a public gathering space	45	>45 for Building A
Principal structure height, min.-max. (ft)	35–182*****	75 for Building A 72.67 for Building B 78.42 for Building C

Notes: *The Zoning Ordinance defines a block as the land lying within an area bounded on all sides by streets. The site is one parcel, located at the intersection of two streets. The frontage along each street does not exceed an 800-foot distance. Therefore, the addition of streets to create smaller blocks on the subject property is not required. The addition of streets to create smaller blocks in the surrounding area may be reviewed with future development/redevelopment on adjoining lands. The chart provide on the site plan should show the parcel length along each street frontage, which is conditioned herein for revision.

**Applicable to the residential component of mixed-use development only.

***Applicable to nonresidential development. The subject development is a mixed-use development; accordingly, the FAR requirement is not applicable. A condition is included herein requiring the applicant to change the FAR required to N/A.

****No requirement for residential buildings, which applies to Building C.

*****Provided those portions of the structure on the front façade greater than 75 feet high are set back from the minimum build-to line or front yard depth an additional 0.5 fee. for each 2 feet (or major fraction thereof) the height of the portion exceeds 75 feet.

3. Applicable Development Standards

The DET complies 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* (Plan 2035), 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.

General Plan Consistency:

Policy 1: Ensure that countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern.

The road frontage on McCormick Drive and Lottsford Road have been designed in accordance with Prince George's Urban Street Design Guidelines, which emphasizes complete street principles for all modes of transportation. The applicant is providing a Bikeshare Station located at the intersection of Peppercorn Drive and McCormick Drive to provide additional multimodal options in the area of the subject site. The facilities meet the intent of the policy.

Policy 2: Expand and improve transit service, particularly on routes connecting Downtowns, the Innovation Corridor, and Regional Transit Districts in order to maximize the economic development potential and synergies between these areas.

The site plan includes two bus stops; one located along McCormick Drive and the other located along Lottsford Road. The bus stops along the frontage will be upgraded to bus shelters as shown on the plan. The facilities meet the intent of the policy.

Policy 3: Maintain levels of service standards for roads and highways as identified by Plan 2035.

The level of service was evaluated at the time of the ADQ. ADQ-2022-022 was approved by the Prince George's County Planning Director on October 14, 2024, subject to three conditions. This policy has been met.

Policy 4: Use complete and green street practices to design, operate, maintain, and retrofit the transportation network in order to improve travel conditions for pedestrians, bicyclists, transit riders and vulnerable populations consistent with the surrounding areas's character.

The road section for McCormick Drive and Lottsford Road have been designed in accordance with Prince George's Urban Street Design Standards, which emphasizes complete street principles for all modes of transportation. Continuous sidewalks are shown along McCormick Drive and Lottsford Road, and a bicycle lane is also included along Lottsford Road. ADA-compliant crosswalks are shown crossing all vehicular access points. Long-term bicycle parking facilities, including bicycle repair stations for both future residents and commercial retail sale/service employees, are illustrated within the architectural elevations as a component of the individual structured parking facilities. Short-term bike racks are located adjacent to primary building entrances and gathering points within the site and public rights-of-way. The facilities meet the intent of the policy.

Policy 5: Improve overall safety levels within the County's transportation network.

The road section for McCormick Drive and Lottsford Road have been designed in accordance with Prince George's Urban Street Design Guidelines. These standards contain elements and dimensions that encourage multimodal use of the roadway: slower design speeds, fewer travel lanes, enhanced transit accommodations, wider sidewalks, greater bicycle accommodation and shorter crossing distances. This policy has been met.

Policy 8: Ensure that minimum and maximum parking requirements for transit-accessible areas are appropriate to advance the overall goals of Plan 2035.

The subject property is located within the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) Zone. A shared parking analysis is submitted to evaluate the required and provided parking spaces for the subject development. The Planning Board finds the site will be adequately parked for the off-street parking requirements per the Zoning Ordinance, with the allowable reduction for the RTO-H-E zoning, as well as time of day adjustment factors for the mixed-use development. In addition, the site does not exceed the maximum number of parking spaces detailed in the Zoning Ordinance. The reduction in parking will support the policies and strategies of Plan 2035. The provided parking meets policy intent.

Master Plan Consistency

The subject property has frontage along McCormick Drive (C-345) and Lottsford Road (A-26). Both are master-planned roadways. The site is consistent with the MPOT and the sector plan.

Right-of-Way

- **McCormick Drive (C-345):** 70-foot right-of-way
- **USDS :**76-foot right-of-way

Both the MPOT and area sector plan recommend a minimum 70-foot right-of-way. A public use access easement agreement is included along McCormick Drive to implement the final design of the frontage and requirements of the *Prince George's County Urban Street Design Standards*, May 2024 Update (USDS) for regional transit districts. Detailed analysis is provided below in Finding IV for PPS Condition 12, the right-of-way shown is consistent with the approved PPS.

- **Lottsford Road(A-26):** 120-foot right-of-way

Both the MPOT and sector plan recommend a minimum 120-foot right-of-way. Prior dedication has occurred and is reflected on the plans. No additional right-of-way is required and is consistent with the PPS.

Pedestrian and Bike Facilities

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

- **Lottsford Road(A-26): Planned bicycle lane**

The plan shows a 6.5-foot-wide bicycle lane that meets the intent of the MPOT and sector plan recommendation.

- **McCormick Drive (C-345): Shared Roadway**
- **USDS: Buffered bicycle lane**

Both the MPOT and sector plan recommend on-road bicycle facilities. Adequate right-of-way exists to implement a bicycle lane along McCormick Road. Improvements are subject to approval of the permitting agency.

Recommendations, Policies and Goals

MPOT Complete Streets Policies:

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 sidewalks are shown along McCormick Drive and Lottsford Road, and a bicycle lane is also included along Lottsford Road. ADA-compliant crosswalks are shown crossing all vehicular access points. The facilities will support the policies and strategies of the MPOT. The facilities meet policy intent.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities.

A bicycle lane is shown along the site's frontage of Lottsford Road. The subject 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 consist of U-style bicycle racks along the frontage of McCormick Drive and Lottsford Road. The facilities support the policies and strategies of the MPOT.

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

- **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 meet the sector plan intent.

- **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, 10-foot-wide sidewalks, and bicycle lanes meet the sector plan intent. The 10-foot-wide sidewalks and bicycle lane along Lottsford Road and 10-foot-wide sidewalks along McCormick Drive 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

Multimodal access and circulation are included via sidewalk, bicycle facilities, marked crosswalks, and ADA curb ramps. The criteria have been met.

Section 27-6204. Circulation Plan or Site Plan Required

The submitted plan sheets demonstrate pedestrian and vehicular circulation through the site and meet the requirements of this section. One full-movement access point is included along McCormick Drive, with a striped crosswalk and sidewalk. A right-in/right-out access point is also included along Lottsford Road, with a striped crosswalk and sidewalk. Sidewalks and striped crosswalks are also included throughout the site to accommodate both pedestrian and cyclist circulation. Space in the garage provides temporary parking for different vehicle purposes including rideshare, guest, and resident parking.

Section 27-6206. Vehicular Access and Circulation

27-6206(a): All public streets are classified appropriately.

27-6206(b): All accessways are classified appropriately. No alleys are included within the site. The development is served via two access points, one along McCormick Drive and the second along Lottsford Road, connecting to a private driveway.

27-6206(c): The site plan includes two vehicular access points, one along McCormick Drive and the second along Lottsford Road. A circulation exhibit was provided demonstrating vehicular and emergency vehicle movement through the site. The Planning Board finds access and circulation to be sufficient.

27-6206(d)(1): The site has direct access along a collector (McCormick Drive) and arterial (Lottsford Road) roadway. The access along McCormick Drive, a lower classified roadway, is included, while the access along Lottsford Road is provided as right-in/right-out and is necessary to provide secondary access for emergency vehicles. The criteria of this section have been met.

27-6206(e): The site is subject to vehicle cross-access, for which the applicant requests to waive the requirement. The purpose of vehicular cross-access is to connect parking and circulation areas of adjacent

developments to improve efficiency of neighborhood connections while minimizing access points along streets. The subject site abuts existing development sites to the south and west, also in the RTO-H-E Zone. The applicant provides that vehicular cross access is infeasible due to existing site conditions on the adjacent properties, which would cause safety and circulation conflicts. The Code provides that vehicular cross-access may be waived or modified where there is a clear demonstration that that cross access is infeasible or undesirable due to the presence of topographical conditions, natural features, or safety factors. In this instance, abutting Lots 3 and 4, Block D of Largo Park contain an existing multifamily development which includes a stormwater facility and mechanical equipment along the shared property line with the subject site. The stormwater facility contains steep slopes for drainage and is fenced for safety, which precludes cross-access. Abutting Lots 41 and 42 of the Inglewood Business Community contain existing office and private school facilities, respectively. It is noted that both properties currently contain fencing along the property line shared with the subject site and each have existing internal vehicular circulation and parking systems that would require reconfiguration for any vehicular cross-access to safely be made from the subject property. The internal circulation system for the subject site provides access between and to each building, which is appropriate, and travels along the shared property line with Lot 41. Internal travel ways do not abut Lot 42, which is at the rear of a building and, therefore, does not present opportunity for vehicular cross-access. Vehicular cross-access to Lot 41 may be evaluated with any future redevelopment of that site. Accordingly, the Planning Board finds that the presence of topographical conditions and safety factors preclude vehicular cross-access and that the requirement should be waived.

27-6206(f): The subject development is for multifamily and commercial use; therefore, this provision is not applicable.

27-6206(g): There are no cul-de-sacs or turnarounds, or vacant lands for a pedestrian connection.

27-6206(h): The site is not adjoined by vacant land, and no future connections are included.

27-6206(i): There are no new streets included.

27-6206(j): There are no private streets included.

Section 27-6207. Pedestrian Access and Circulation

27-6207(a): The site includes a comprehensive sidewalk network along both roadway frontages and internal to the site, including marked crosswalks, ADA curb ramps, and sidewalks.

27-6207(b): The site is subject to pedestrian cross-access, for which the applicant requests to waive the requirement. The purpose of pedestrian cross-access is to allow pedestrian walkways between adjacent developments. The subject site abuts existing development sites to the south and west, also in the RTO-H-E Zone. The applicant provides that pedestrian cross-access is infeasible due to existing site conditions on the adjacent properties which would cause safety and circulation conflicts. The Code provides that pedestrian cross-access may be waived or modified where there is a clear demonstration that that cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, environmental site design requirements or the presence of topographical conditions, natural features, visual obstructions, or parking space locations that create traffic hazards, or the existence of mature or protected trees. In this instance, abutting Lots 3 and 4, Block D of Largo Park contain an existing multifamily development which includes a stormwater facility and mechanical equipment along the shared property line with the subject site. The stormwater facility contains steep slopes for drainage and is fenced for safety which precludes cross-access. Abutting Lots 41 and 42 of the Inglewood Business Community contain existing office and private school facilities, respectively. It is noted that both properties currently contain fencing along the property line shared with the subject site, and each have existing internal vehicular circulation and parking areas that are located along the shared property lines. Internal circulation system for the subject site provides sidewalks between and to each building, which is appropriate, and includes sidewalks along the shared property line with Lots 41 and 42. However, the sidewalk on the subject property adjacent to Lot 42 is for a service entrance to the rear of the building, with no through-access for nonresidents and, therefore, is not appropriate as a pedestrian walkway between developments, creating visual and physical obstruction to pedestrian routes. However, the abutting private school entrance on Lot 42 is nearest to the sidewalk facility within the McCormick Drive right-of-way, which will provide a convenient and direct pedestrian access route to the subject development. Regarding Lot 41, while the existing parking lot on this property is along the shared property line with the subject site, it will provide the most direct access to the subject development. The subject site's internal sidewalk network along Lot 41 provides connection to both the principal residential entrances and principal retail entrances of the development. Cross-access connection to this sidewalk supports connection to destination points between developments and could be accommodated.

The applicant contends that pedestrian cross-access is intended for connecting existing pedestrian systems on neighboring developed land or to vacant land and indicates that neither exists in this instance. However, the existing building on Lot 41 contains sidewalks surrounding the building frontage and to the parking area nearest to the subject site, which provides potential opportunity for pedestrian cross-access. Accordingly, the Planning Board finds that the presence of topographical conditions, safety factors, and visual obstruction preclude pedestrian cross-access to Lots 3, 4, and 42 and that the requirement should be waived, but cross-access with an associated easement should be provided to Lot 41, which is conditioned herein to be provided.

Section 27-6208. Bicycle Access and Circulation

27-6208(a): The subject development includes bicycle circulation that can be accommodated via the internal drive aisles and the bicycle lane along the frontage of Lottsford Road. The plan identifies short and long-term bicycle parking on the plan sheets conveniently located near building entrances and within buildings. This criterion has been met.

27-6208(b): The site is subject to bicycle cross-access, for which the applicant requests to waive the requirement. The purpose of bicycle cross-access is to allow cross-access between internal bicycle circulation systems on adjacent parcels. The subject site abuts existing development sites to the south and west, also in the RTO-H-E Zone. The applicant provides that bicycle cross-access is impractical due to existing site conditions on the adjacent properties which would cause safety and circulation conflicts. The Code provides that bicycle cross-access may be waived or modified, upon determining that cross access is impractical or undesirable for typical bicyclists' use, due to topographical conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight line connections are not achievable. In this instance, abutting Lots 3 and 4, Block D of Largo Park contain an existing multifamily development which includes a stormwater facility and mechanical equipment along the shared property line with the subject site. The stormwater facility contains steep slopes for drainage and is fenced for safety which precludes cross-access. Abutting Lots 41 and 42 of the Inglewood Business Community contain existing office and private school facilities, respectively. It is noted that both properties currently contain fencing along the property line shared with the subject site, and each have existing internal vehicular circulation and parking areas that are located along the shared property lines. The internal circulation system for the subject site provides a driveway and sidewalks between and to each building, which is appropriate, and includes facilities along the shared

property line with Lots 41 and 42. However, the sidewalk on the subject property adjacent to Lot 42 is for a service entrance to the rear of the building, with no access to a bicycle route. Lot 41 contains an existing parking lot along the shared property line with the subject site, which includes curbing and no designated bicycle routes. These conditions are impractical for bicycle cross-access between developments, due to physical obstruction limiting mobility for bicycles. Accordingly, the Planning Board finds that the bicycle cross-access to adjoining developments should be waived.

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 spaces are provided in each building's parking structure, as well as along the internal drive lane. Off-street parking is arranged for convenient access, with no conflicts with public streets and 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 not labeled on the plan, which is conditioned herein to be provided in accordance with Section 27-6304(b) of the Zoning Ordinance.

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, a minimum of two percent of total parking spaces between 501-1000 should be accessible spaces, and a minimum of two spaces should be van accessible space. Among the 842 parking spaces provided, the minimum required accessible spaces are 17 spaces and two handicap van accessible spaces. The DET provides 29 accessible parking spaces, including 12 van accessible spaces, in three parking structures and along the internal drive lane. This requirement is met.

Section 27-6305. Off-Street Parking Space Standards

Off-Street Parking, including visitor parking, will be located in the three parking structures and along the internal drive lane. As discussed in detail above, in Finding III(B)(1), the provided parking meets the minimum and maximum off-street parking requirements per the Zoning Ordinance.

Section 27-6305(e) includes electric vehicle (EV) charging station regulation, which will be in effect after January 1, 2027. The applicant

has been simultaneously working on the building drawings, and anticipates receiving certification and submitting the plans for all building related permits to the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) prior to January 1, 2027. Therefore, the EV charging regulation is not applicable to the subject application at the time of DET review. However, based on Note 3 and the parking chart on the coversheet, within the 842 parking spaces provided, a minimum of 84 EV-ready spaces (10 percent) will be provided and a minimum of 42 EVSE-installed spaces (5 percent) will be provided. EV parking spaces are provided in each building. The amount of EV parking spaces will meet the requirements applicable after January 1, 2027.

Parking Tabulation			
Location	Parking spaces with RTO-H-E 50% reduction (does not apply to visitor parking) per Sec. 27-4204(b) (1) (D)	Parking Analysis minimum requirement based on peak demand per Sec. 27-6305 (c)(2)	Provided
Building A	225	Based on based on time-of-day peak demand the mixed uses	318
Building B	205		258
Building C	148		236
Surface parking (provided on internal roadways)			30
Total	578	570	842

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

As shown on the site plan, the parking chart on the coversheet, and each building’s floor plan, the included parking spaces meet the minimum dimensional standards, as outlined in Table 27-6306(a). The typical width of driveways and parking space dimension in the parking structure in Building A and internal drive lane are labeled, but not for Buildings B and C. A condition is included herein requiring the applicant to label typical width of driveway and parking spaces for Buildings B and C.

Section 27-6309. Bicycle Parking Standards

The subject DET includes 205 bicycle parking spaces to meet the requirements of Section 27-6309(a)(2) of the Zoning Ordinance. Long-term bicycle parking facilities, including bicycle repair stations for both future residents and commercial retail sale/service employees, are illustrated within the architectural elevations as a component of the individual structured parking facilities. Short-term bike racks are located adjacent to primary building entrances and gathering points within the site and public rights-of-way. All external bicycle racks are least 3 feet away from the principal buildings and will allow for at least 30 inches of spacing between each individual rack. Based on the site plan, 19 bike

racks accommodating 38 bicycle spaces (18.5 percent) are provided within the public right-of-way as street furnishing, which are all within 100 feet of the entrance of principle buildings. The indoor bicycle parking is accessible via a storage room.

Bicycle Tabulation				
Required (min.) per Section 27-6309(a)(2)			Provided	
			Short-term	Long term
Building A (318 vehicular spaces)	4spaces + 2 additional spaces per 10 parking spaces, above ten spaces	66	12	55
Building B (258 vehicular spaces)		54	10	54
Building C (236 vehicular spaces)		50	10	52
On-site surface parking (30 vehicular spaces)		8	12	0
Total bicycle parking spaces		178	205	

Section 27-6310. Loading Area Standards

Eight loading spaces are included in this DET and are 12 feet by 33 feet in size. Those loading spaces are located throughout the site within each structured parking facility and will not obstruct on-site vehicular circulation as shown on the first floor plans in each building’s architecture package and the Vehicle Turning Plan. All spaces are located within each building to ensure that they are not visible from public streets. Three loading spaces, one for each building, are accessed from the internal driveway to serve residential use. Loading operations for the nonresidential commercial uses in buildings A and B will be accessed via two separate entrances on Lottsford Road. These separate entrances have been designed to reduce circulation conflicts with non-service vehicles and create a safe and multimodal environment for the site.

Based on Sheet A-A.08 of the Building A architecture package, one designated loading space is provided for the Washington Metropolitan Area Transit Authority (WMATA) facility and WMATA vehicles can also use the other two loading spaces provided for retail. Those spaces are located inside Building A, adjacent to the existing WMATA water treatment facility.

Loading Tabulation				
Required (min.) per Section 27-6310 (a)				Provided
Building A	Household Living Uses – 265 multifamily units	1 loading space per 300 units	1	1
	Retail sales and service use – include both retail and restaurant 23,900 sq.ft	2 spaces for 10,000-100,000 sq.ft	2	2
	WMATA facility (7,150 sq.ft)		0	1
Building B	Household Living Uses – 274 multifamily units	1 loading space per 300 units	1	1
	Grocery Store – 16,411 sq. ft	2 spaces for 10,000-100,000 sq.ft	2	2
Building C	Household Living Uses – 224 multifamily units	1 loading space per 300 units	1	1
Total loading space			7	8

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. Mixed-uses in a transit-oriented/activity center base zone have a five percent open space set-aside requirement. The applicant provided 5.1 percent of the site (21,403 square feet) as open space being provided in the central gathering plaza area. The central plaza has direct access to a sidewalk, and is designed to accommodate people sitting and gathering, incorporating benches, tables, canopies, and landscaping.

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

The central gathering plaza is centrally located within the development, and interconnected with sidewalks along the internal drive lane and along Lottsford Road, which allow for easy accessibility for future residents and users of the site. Both Buildings A and B, as well as stand-alone retail pavilions, all have pedestrian entrances that face the central gathering plaza. In accordance with the priority order in a Transit-Oriented/Activity Center base zone, the DET has prioritized the provision of a central gathering commercial plaza to satisfy the open space set-aside regulations.

d. Section 27-6500—Landscaping

The DET is subject to the applicable standards of the 2018 *Prince*

George's County Landscape Manual, including Section 4.4 Screening requirements, Section 4.8, Building Frontage Landscape Requirements; Section 4.9, Sustainable Landscaping Requirements, Section 4.11 Requirements for Nonresidential and Mixed-use Development, as shown on the landscape plans with this application. The applicant requests alternative compliance from Section 4.6, Buffering Development from Streets. Conformance to those standards is further discussed below in Finding V.

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

The DET includes three types of fences, which are located outside of public right-of-way and utility easements, with no unfinished side. The DET is in conformance with the applicable standards in Section 27-6600 of the Zoning Ordinance, including fence heights, locations and appearance. All included fences are 6 feet in height and conform with the requirements within this section of the Zoning Ordinance. The pool perimeter fence is around the outdoor pool in Building A, as shown on the site plan. However, no details are provided for the pool perimeter fence and the gate, which is conditioned herein to provide. Green screen fence is provided around outdoor mechanical equipment, and fence and gate details are provided on Sheet 6 of site plan. Metal picket fence is provided on top of the retaining wall, providing buffering from the adjacent properties to the south and west; fence details are provided on Sheet 6 of site plan.

In addition, the DET contains two retaining walls, with varying heights between four and 6 feet, along the southern and western edges of the property. Retaining walls are exempt from all listed standards, except those in Section 27-6609. The provided retaining walls conform with the standards in Section 27-6609.

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. A detail is provided for the pole-mounted lights, wall-mounted lights, courtyard lights, and bollard lights.

Section 27-6704. Prohibited Lighting

No prohibited lighting types are included.

Section 27-6704. Private Street Lighting

No private street lighting is included.

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, and at the lot lines will not exceed the maximums listed in Section 27-6706(c)(1) of the Zoning Ordinance. The 13-foot-tall exterior lighting fixtures along the internal drive lane and 10-foot-tall wall-mounted lights are within the maximum height limit of 20 feet for the transit-oriented/activity center base zone.

Section 27-6707. Lighting Design Standards for Specific Uses and Site Features

Bollard lights are provided within the courtyard of Building B and within the central gathering plaza. Pedestrian bollard lamps shall be mounted no higher than 4 feet above grade and shall not exceed 900 lumens for any single lamp. The bollard for the courtyard is 8 feet tall. A condition is included to reduce its height to be no more than 4 feet. The lumen information for bollards is not specified, which is conditioned here to provide and to demonstrate conformance with Section 27-6707(e)(2).

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

Section 27-6802. Natural Resources Inventory (NRI)

Section 27-6802 of the Zoning Ordinance requires an approved natural resources inventory (NRI) plan with DET applications. Approved NRI-028-2022 was submitted with the application, which shows the existing conditions of the property consistent with the DET and Type 2 tree conservation plan (TCP2).

A total of three specimen trees were identified on-site. There is an existing WMATA facility located on existing Lot 44 and underground rail tracks under existing Lot 45. The site does not contain any regulated environmental features (REF) such as wetlands, streams, and their associated buffers. The forest stand delineation indicates that there is one forest stand on-site, which has a medium rating for preservation and a low rating for restoration. The site has 1.52 acres of net tract woodland, as shown on the NRI, and is located within the Western Branch watershed, which is neither a stronghold nor a Tier II watershed.

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 VII and VIII below.

Section 27-6804. Floodplain Management

According to NRI-028-2022, the site statistics table shows no existing 100-year floodplain on this site.

Section 27-6805. Erosion and Sedimentation Control

Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. 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 County Code. The County requires the approval of an erosion and sediment control plan.

The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

An approved Concept Grading, Erosion and Sediment Control Plan (CSC No. 53-24) was provided. No further information pertaining to erosion and sediment control plans is required.

Section 27-6806. Stormwater Management

Section 27-3605(c)(F)(x) of the Zoning Ordinance requires stormwater management (SWM) concept approval prior to the approval of a DET. An approved Concept Plan (22815-2023-SDC/P55588-2024-SDC) was submitted with the PPS, which shows the use of 15 micro-bioretenion facilities, and one bio-swale. The concept plan was approved by DPIE on June 3, 2024, and expires on June 3, 2027. The SWM concept plan is not consistent with the DET and the TCP2. Prior to certification of the DET, the SWM concept plan shall be revised to be consistent with the project layout shown on the DET and TCP2.

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

REF are required to be preserved and/or restored to the fullest extent possible under Section 27-6808 the Zoning Ordinance. No REF were found on the subject property.

Section 27-6809. Unsafe Lands

Section 27-6809, Unsafe Lands, of the Zoning Ordinance, requires that all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations. Section 24-4101(c)(1) of the Subdivision

Regulations states that the Prince George's County 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 on-site according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey (WSS) are Collington-Wist-Urban land complex, Collington-Wist complex, and Urban land-Collington-Wist complex. Neither Marlboro clay nor Christiana clays occur on or in the vicinity of this site. There are no Maryland-National Capital Park and Planning Commission geotechnical issues with this case. The applicant should coordinate with WMATA regarding any geotechnical design with the permit plans.

Section 27-6810. Noise Control

In accordance with the results of the Phase I study submitted with PPS-2022-007 and Condition 11 of PGCPB Resolution No. 2024-109, a Phase II noise study, dated May 7, 2026, is submitted with this DET. Noise contours in dBA Leq units for day and night time, and for lower and upper levels are depicted on Sheet 8 of site plan set, and included in the noise study. The noise study analyzed exterior noise to ensure that all outdoor activity areas for all three site buildings adjacent to Lottsford Road (which is classified as an arterial roadway) will be mitigated to 65 dBA Leq during daytime hours (between 7 AM and 10 PM) and 55 dBA Leq during nighttime hours (between 10 PM and 7 AM) in accordance with the Prince George's County Zoning Ordinance. The noise study found that the outdoor activity areas will not require mitigation measures to meet the regulations of the Zoning Ordinance.

The noise study then analyzed interior noise levels, and found units on the north and eastern façades of Building A and Building B (identified as "Zone 1" for levels 2-6) were determined to require upgraded windows and doors rated 28 Sound Transmission Class to maintain interior noise levels below 45 dBA Leq. Building C and other areas of Buildings A and B do not require mitigation beyond utilizing standard building materials. The units requiring mitigation are highlighted on 2nd Floor Plan for Building A on Sheet A-A.03 and 2nd Floor Plan for Building B on Sheet A-B1.02. However, the windows and doors requiring mitigation for level 2-6 for Buildings A and B should be clearly labeled on

applicable elevations, which is conditioned herein to be provided. Furthermore, prior to certification of the DET, a certification by a professional with competency in acoustical analysis shall be placed on the building elevations for Buildings A and B stating that the building shells of the structures have been designed to reduce interior noise levels to 45 dBA or less.

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

Building C is a multifamily building including more than 20 dwelling units, and is subject to the requirement in this section.

Site Access

Building C can be accessed via the internal drive lane. This internal drive lane has two access points, one on McCormick Drive and another on Lottsford Road, which satisfies the criterion to ensure emergency vehicle access for new multifamily development.

Location of Off-Street Parking

As shown on the submitted site plans and architecture package for Building C, the off-street parking for Building C will be entirely within a structure garage facility. Therefore, these regulations concerning off-street parking are met.

Building Orientation and Configuration

As a component of a multi-building development, entrances to Building C are oriented towards the external public street (McCormick Drive) and the internal drive lane. Therefore, these regulations are met.

Maximum Building Length

This regulation is not applicable to the subject DET as the property is not located in RSF-A, RMF-12, RMF-20, RMF-48, or CGO Zone.

Building Façades

As shown in the submitted architectural elevations and renderings, the façades of Building C are designed with wall offsets in form of projections or recesses, with a minimum depth of 2 feet and spaced range between 13–50 feet apart. Pursuant to Section 27-6903(e)(3) of the Zoning Ordinance, the street-facing façades of multifamily buildings are designed with a minimum of three design features, including a recessed entrance, eaves projecting at least six inches from the façade plane, and roof form and line changes consistent with wall offsets.

Roofs

Building C 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 Building C will be occupied by windows and/or doorways, as shown on Sheet A-C.04.

Materials

As shown on the architectural elevations, the 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 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 27-61000—Nonresidential and Mixed-Use Form and Design Standards**

Buildings A and B are mixed-use buildings and comply with the requirement in Section 27-61002, Nonresidential and Mixed-use form and design standards.

Large Retail Establishments

No large single-use retail buildings, as defined herein and by Section 27-61003 of the Zoning Ordinance, are included. These regulations are not applicable to the subject DET application.

Building Orientation

Section 27-61002(b) requires the front façade of all buildings, as defined by the primary entrance, shall be oriented on and front onto a street, a courtyard, or plaza. The primary entrance of Building B is oriented towards the public gathering plaza. Building A is designed with multiple primary entrances on multiple façades. Building A has multiple primary retail entrances facing the public street, Lottsford Road. Both buildings' orientation meets this requirement.

Single-Building Development

The subject application is not a single-building development. These regulations are not applicable to the subject DET application.

Multi-Building Development

The subject development includes the utilization of multiple mixed-use and multifamily residential buildings. As noted previously, the primary entrances of both mixed-use buildings are located facing the internal drive lane. Furthermore, the design of both buildings utilizes a corner element at an abutting street intersection. This project further seeks to create a “Main Street” pedestrian corridor via the internal drive lane that serves the entire site and connects to the central commercial gathering plaza via a network of 5-foot-wide sidewalks with associated Americans with Disabilities Act (ADA) crosswalks.

Outparcel Development

The subject application does not include outparcel development. These regulations are not applicable to the subject DET application.

Maximum Building Footprints for Single-Tenant Buildings Façade Articulation

The subject application does not include single-tenant building. These regulations are not applicable to the subject DET application.

Façade Articulation

As shown on elevations for Buildings A and B, the façades of the two buildings are designed with wall offsets in the form of projections or recesses, with a minimum depth of 2 feet and spaced range between 4 to 34 feet apart. Façade facing the internal drive lane are articulated with the same façade details as provided on the building’s front façade. Further, the outbuildings (two stand-alone pavilions) within the central gathering plaza have been designed with a consistent level of façade articulation and architectural details, in harmony with the overall building design of the principal Building A.

Façade Materials

As shown on elevations for Buildings A and B, no prohibited materials are used. Primary façade materials and design have been integrated throughout all elevations of the building. Masonry is used at ground level as a base, and lighter color fiber cement siding is used at upper level, as required in Section 27-61002(f).

Building Façade Fenestration/Transparency

Pursuant to the intensity and dimensional standard requirements of the RTO-H-E Zone, all street-facing façades provide a fenestration percentage of at least 50 percent for street facing façades and 45 percent

for courtyards facing ground-level façades. As discussed above in Finding III(B)(2), the provided street facing façades meet the requirements.

Roofs

Buildings A and B are 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.

Location of Off-Street Parking

The subject property is located outside of I-95/495 (the Capital Beltway). As discussed above in Finding III(B), most off-street parking serving Buildings A and B is located within designated internal parking structures. Out of 842 parking spaces provided, only 30 spaces (3.6 percent) are provided as surface parking along the internal drive lane.

Loading, Service, and Equipment Areas

As discussed above in Finding III(B)(2), loading operations supporting the uses within Buildings A and B will be within the internal parking structures, with separate designated access points from Lottsford Road to prioritize safety and adequate site circulation. Further, no outdoor storage is included as a component of this DET.

- j. **Section 27-61200—Neighborhood Compatibility Standards**
The subject application is exempt because the property does not abut any single-family residential zones.
- k. **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.
- l. **Section 27-61400—Urban Agriculture Compatibility Standards**
The subject application is exempt because it is not adjacent to on-going urban agriculture use.
- m. **Section 27-61500—Signage**
The subject DET includes eight freestanding signs and 33 building mounted signs. Among those, ten directional signs (four freestanding and six building mounted) and one public safety and health sign are exempt from the Section 27-61500 regulation, in accordance with Section 27-61502(b)(1). No prohibited and animated signs are included with this DET. Since final signage design is not determined at this stage for the retail tenants, sign details, including sign letter size, style,

materials, illumination, and mounting details for each individual sign are not available. A note is included on those pages indicating that signage details will be determined at permit stage, and that signage and mounting details shall comply with sign regulations in Section 27-61500. Details for building mounted directional signs should be provided, which is conditioned herein. Detailed discussions are addressed in Finding II.G. above.

- n. **Section 27-61600—Green Building Standards**
 The subject development meets the minimum Green Building score requirement of 4.0 points for new residential development containing 25 or more units, and 4.0 points for nonresidential development (more than 75,000 square feet) as follows:

Table 27-61603(b): Green Building Point System	Points Earned
Development in a Transit-Oriented/Activity Center base zone	1.5
Provide an electric vehicle (EV) level 2 charging station that is made available to those using the building	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
Provide a covered and secure bicycle parking room that protects parked bicycle from the elements and from theft	1.0
Total	4.25

IV. PRELIMINARY PLAN OF SUBDIVISION PPS-2022-007

PPS-2022-007 was approved by the Planning Board on October 17, 2024 (PGCPB Resolution No. 2024-109), to support development of one parcel for 769 multifamily dwelling units and 78,490 nonresidential uses, subject to 17 conditions. The conditions relevant to the review of this DET are listed below in **bold** text. Analysis of the project’s conformance to the conditions follows each one, in plain text:

- 1. **Development of the site shall be in conformance with Stormwater Management Concept Plan 22815-2023, and any subsequent revisions.**

The applicant submitted a copy of the SWM Concept Plan (22815-2023) and associated approval letter, which was approved on June 3, 2024. However, the layout shown on the approved SWM concept plan is different than the submitted DET and TCP2. A revision to the SWM concept plan shall be approved to be consistent with the layout shown on the DET and the TCP2, which is conditioned herein.

3. **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.**

On-site recreational facilities have been provided with this DET application and are shown in a table on the DET coversheet with their values and timing for construction. The specific details for the facilities are further provided as a part of the architectural plans. A note should be added below the recreational facilities table, providing information on where the details of the facilities are located, which is conditioned herein. As discussed above in Finding II.G, a variety of indoor and outdoor on-site recreational facilities are provided within the property, which are located in the courtyards and interior rooms near the courtyards in each building. The provided value exceeds the minimum value required. The Planning Board finds that appropriate and developable areas are allocated, and adequate on-site recreational facilities are provided, subject to the conditions of approval.

4. **The on-site recreational facilities shall be reviewed by the Development Review Division of the Prince George’s County Planning Department, for adequacy and proper siting, at the time of detailed site plan (DET) review, in accordance with the Park and Recreation Facilities Guidelines. The recreational facilities shall include both indoor and outdoor recreation facilities. Timing for construction shall also be determined at the time of DET review.**

The Urban Design Section of the Development Review Division has reviewed the adequacy and proper siting of the subject recreational facilities. A variety of indoor and outdoor on-site recreational facilities are provided within the property. The provided value exceeds the minimum value required. The value is based on the 2024 *Parks and Recreation Facilities Design Guidelines*, as noted under the recreational facilities chart. Timing for construction of each building’s recreational facility is included to be prior to issuance of certificate of occupancy for each building, as noted in the Recreational Facilities chart on the coversheet. The Planning Board finds this condition is met, subject to the conditions of approval.

9. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2024). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-020-2024 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree

Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

The provided TCP2 is in conformance with the previously approved Type 1 Tree Conservation Plan (TCP1-020-2024). This condition will be met at the time of final plat of subdivision.

- 11. Prior to approval of the detailed site plan, the applicant shall provide a Phase II noise analysis, including amended noise measurements (as needed) to account for existing noise impacts to the site. The Phase II noise study shall show the final locations of the residential buildings, outdoor activity areas, and noise mitigation features to ensure that all outdoor activity areas (at ground and upper levels) will have noise mitigated to 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. (nighttime), and 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m. (daytime). The building elevations and materials shall be evaluated in the noise analysis and show the locations and details of any necessary noise mitigation features required to ensure conformance with Section 27-6810(d) of the Prince George’s County Zoning Ordinance.**

As discussed above in Finding III(B)(3)(g), a Phase II noise study, dated May 7, 2026, was submitted. The noise study shows the final locations of the residential buildings, outdoor activity areas, and noise mitigation features to ensure that all outdoor activity areas (at ground and upper levels) will have noise mitigated to the minimum requirements in the Zoning Ordinance. The noise study found that the outdoor activity areas will not require mitigation measures to conform to the regulations of Section 27-6810 of the Zoning Ordinance. The noise study then concluded that certain dwelling units on the north and eastern façades of Buildings A and B (identified as “Zone 1” for level 2–6) are required to utilize windows rated 28 Sound Transmission Class to maintain interior noise levels below 45 dBA Leq in these units. Noise contours for both day and nighttime, and for ground and upper level are depicted on Sheet 8 of the site plan set. The window locations that need mitigations are clearly labeled on Sheet A-A.03 for Building A, and on Sheet A-B1.02 for Building B.

- 12. The frontage of McCormick Drive shall be developed to a mixed-use boulevard: two travel lanes (C) urban street type, which includes the following improvements, unless modified by the operating agency with written correspondence:**
 - a. A 10-foot-wide travel lane**
 - b. A half section for a 10-foot-wide median or center turn lane**
 - c. A 5-foot-wide buffered bicycle lane**
 - d. A 10-foot-wide sidewalk**

Prior to acceptance of a detailed site plan, provide the location and extent of the road improvements along the site's frontage. The plan should reflect any modifications to the Prince George's County Urban Street Design Standards, May 2024 Update that have received approval from the operating agency, and any associated easements.

Improvements shown on the plan along McCormick Drive include one 10-foot-wide travel lane, one right-turn-lane, 10-foot-wide sidewalks, a 6-foot-wide landscaping buffer, and a bus stop. The plan shows a 70-foot-wide, or 35-foot-wide from the centerline, right-of-way along the site's frontage. To meet all design elements of the USDS, the current right-of-way dedication is not sufficient along McCormick Drive.

The recommended USDS for McCormick Drive is a mixed-use boulevard (C) with two travel lanes and a center turn lane or median. This standard identifies a 76-foot minimum right-of-way, 10-foot-wide sidewalks, and buffered on-road bicycle lanes with physical vertical separation (7 feet wide). To strictly meet the standard, the applicant would need to provide an additional 3 feet of right-of-way from centerline, if the frontage along McCormick Drive is constructed without any alteration to widths of any travel lanes or bicycle and pedestrian facilities listed above. However, the Planning Board finds that the applicant can provide all requirements of the USDS within the existing right-of-way, in conjunction with a public use access easement agreement, for the additional 3 feet of the 10-foot-wide sidewalk required in this condition. At this time, McCormick Drive is not planned to reduce the number of travel lanes to meet the USDS, as required by the Prince George's County Department of Public Works and Transportation (DPW&T), the operating agency. When the USDS are implemented as part of a larger road improvement project, the buffered bike lane can be constructed; however, McCormick Drive will continue to act as a shared roadway where cyclists may use the full lane. An email dated December 18, 2025, from DPW&T, is included in the submission package stating that the lane designations, parking, bike facilities, shared-use path, and sidewalks appear acceptable; thereby, modifying the frontage improvements. This condition has been met.

The USDS does allow certain modifications to an urban street type. Any adjustment to an urban street should be the minimum required to support the standards along a roadway, as required by the permitting agency. Specific alternatives are provided in the USDS, but modifications can include a reduction in travel lanes, a reduction in the width of travel lanes, a reduction or elimination of on-street parking, and/or a reduction or elimination of a median. Bicycle and pedestrian facilities should not be eliminated unless they meet all requirements of the exceptions described and approved by the permitting agency.

13. **The frontage of Lottsford Road shall be developed to a mixed-use boulevard: four travel lanes (A) urban street type, which includes the following improvements, unless modified by the operating agency with written correspondence:**
 - a. **Two 10-foot-wide travel lanes**
 - b. **An 8-foot-wide parking lane**

- c. **A 6.5-foot-wide buffered bicycle lane**
- d. **A 10-foot-wide sidewalk**

Prior to acceptance of a detailed site plan, provide the location and extent of the road improvements along the site's frontage. The plan should reflect any modifications to the Prince George's County Urban Street Design Standards, May 2024 Update that have received approval from the operating agency, and any associated easements.

These improvements on Lottsford Road will include a 10-foot-wide travel lane, an 11-foot-wide travel lane, half-section of median, 10-foot-wide sidewalks, one bus stop, an 8-foot-wide parking lane, and a 6.5-foot-wide buffered bicycle lane, with concrete curb barriers separating the on-street parking from the bicycle infrastructure on Lottsford Road, as shown on the plan. This condition has been met.

- 14. In the event the frontage improvements listed above are not provided within the existing right-of-way, and prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a draft public use access easement agreement to The Maryland-National Capital Park and Planning Commission and the Prince George's County Department of Permitting, Inspections and Enforcement, for approval. The final plat shall reflect the location and extent of the easement, if applicable.**

The applicant will provide a public use access easement agreement for the additional 3 feet of the 10-foot-wide sidewalk along McCormick Drive, to meet the requirements of the USDS. This condition will be required to be met prior to approval of the final plat.

- 16. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2013 Approved Largo Town Center Sector Plan and Sectional Map Amendment, the applicant shall provide the following facilities, and shall show the following facilities on the detailed site plan, prior to its acceptance:**

- a. **Short- and long-term bicycle parking facilities at each building. The details and locations of any internal bicycle parking shall be provided to Transportation Planning staff for their review.**

Short- and long-term bicycle parking is provided throughout the site and within the buildings. This condition has been met.

- b. **Striped Americans with Disabilities Act-compliant crosswalks at all vehicle access points and crossing any internal driveways.**

Continental-style crosswalks with associated ADA-compliant curb ramps are provided across all vehicular access points.

- c. **Provide signage at the entrances along McCormick Drive, identifying the service/loading areas only.**

This comment is no longer applicable along McCormick Drive, as the applicant has redesigned the service/loading areas to access via Lottsford Road only. However, the plan includes appropriate signs identifying the loading areas along Lottsford Road, as shown on Sheet S-2 of the Signage Locations plan. This condition has been met.

- d. **Evaluate the number and location of parking spaces to be designated for ride sharing.**

The applicant has provided one designated rideshare space along the internal driveway. A note has been provided on the coversheet stating that there are 30 parking spaces along the internal driveway that are designed to be limited to short-term use which can be utilized as rideshare parking as well. This condition has been met.

V. CERTIFICATE OF ADEQUACY ADQ-2022-022

ADQ-2022-022 was approved by the Planning Director on October 14, 2024, subject to three conditions. This ADQ is valid for 12 years from the date of its approval, subject to the additional expiration provisions of Section 24-4503(c) of the Subdivision Regulations. The conditions relevant to the review of this DET are listed below in **bold** text. Analysis of the project's conformance to the conditions follows each one, in plain text:

1. **Total development within the associated Preliminary Plan of Subdivision shall be limited to uses which generate no more than 439 AM peak-hour trips and 620 PM peak-hour trips.**

The number of dwelling units included with this DET is consistent with those evaluated with the approved ADQ. While the ADQ evaluated 78,490 square feet of nonresidential development consisting of a shopping plaza and office space, this DET includes 41,461 square feet of nonresidential development consisting of retail, restaurant, grocery store, and public utility use. The subject development is within the established trip cap.

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)(l)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.**

A bicycle and pedestrian impact exhibit is provided with this application. The exhibit provides a copy of the conditions related to bicycle and pedestrian impact statement

improvements approved with ADQ-2022-022, as well as separate insert exhibits providing their physical locations. However, to satisfy the condition, the exhibit needs to be updated to show the exact location, size, dimensions, type, and description of all existing and future easements and rights-of-way, which is conditioned herein.

- 3. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**

- a. Provide a Bikeshare Station within one-half-mile of the subject site, to be located wholly within the Largo Town Center planning area. The bikeshare station includes the following details:**
- i. Design/construct/purchase an 11-dock station.**
 - ii. Purchase of 6 bikes**
 - iii. Pay for and execute a 10-year operating/maintenance agreement for the Bikeshare station -year operating/maintenance agreement for the Bikeshare station.**

If the most feasible location for the bikeshare station which may be provided in accordance with Condition 3.a above is on site, the bikeshare station shall be placed within a public access easement to the benefit of the bikeshare operating agency. The limits of the public access easement shall be shown on the detailed site plan and final plat. Prior to approval of a final plat for the development, a draft access easement shall be reviewed and approved by the Development Review Division of the Maryland National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement document shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. The easement shall be recorded in the Prince George's County Land Records and the Book/Page of the easement shall be indicated on the final plat, prior to recordation.

- b. Install an ADA compliant bus shelter at the existing bus stop on the east side and west side of Lottsford Road just north of Arena Drive.**

In the event that any of the above improvements do not receive approval for permit and the funding is available, the applicant shall provide the following alternative improvements below:

- c. McCormick Drive west of Lottsford Road:**
 - i. Remove approximately 2,500 linear feet of existing 4-foot sidewalk and replace with ADA compliant 5-foot sidewalk along both sides of McCormick Drive.**
 - ii: Remove and replace pedestrian ramps to be ADA compliant.**
- d. Install ADA curb ramps and a continental style crosswalk crossing Lottsford Road at the intersection of Apollo Drive and Lottsford Road.**
- e. Intersection of Apollo Drive and Mercantile Lane**
 - i. Remove and replace pedestrian ramps to be ADA compliant along the south and east legs of the intersection.**
 - ii. Install an ADA compliant bus shelter at the existing bus stop at the southwest corner of the intersection.**
- f. Remove and replace pedestrian ramps to be ADA compliant along the south side of Apollo Drive, east of Lottsford Drive.**
- g. Remove and replace pedestrian ramps to be ADA compliant along the south side of Apollo Drive, west of Mercantile Lane.**

This condition will be imposed at the time of building permit. The applicant has provided the location of the off-site improvements on Sheet 7 of the DET. The bikeshare station will be located at the intersection of Peppercorn Drive and McCormick Drive. The Planning Board agrees with the location.

VI. 2018 Prince George's County Landscape Manual

The DET is in conformance with the applicable standards of the 2018 *Prince George's County Landscape Manual* (Landscape Manual), including Section 4.8, Building Frontage Landscape Requirements; Section 4.9, Sustainable Landscaping Requirements; and Section 4.11, Requirements for Nonresidential and Mixed-use Development, as shown on the landscape plans with this application. A condition is included requiring the applicant to revise Schedule 4.9-1 to ensure the number of shade trees is consistent with the number of shade trees in the tree canopy coverage (TCC) schedule.

The outdoor mechanical equipment yard for the Washington Metropolitan Area Transit Authority (WMATA) facility is subject to Section 4.4, Screening Requirements, of the Landscape Manual. Section 4.4(c)(5)(D) provides mechanical equipment screening requirement for Transit-Oriented/Activity Center zones when adjacent to and along a street. The outdoor mechanical equipment yard for the WMATA facility is screened by an existing sight-tight wall,

as shown on Sheet 4 of the site plan, and details are provided on Sheet S-2 of the signage plan. It is unclear if the mechanical equipment is located in the required areas per the requirements. A condition is included herein requiring the applicant to provide a wall section and notes to demonstrate conformance to Section 4.4(c)(5)(D) of the Landscape Manual.

Schedule 4.8-1 for Sector I is for building frontage zones for nonresidential use or mixed-use. The number of shade trees required is nine, and the number of shade trees provided is 16. However, in accordance with Section 4.8(c)(2)(F) of the Landscape Manual, when the building frontage zone is greater than 25 feet in depth, ornamental trees shall be provided at an average rate of one tree per 1,000 square feet of building frontage zone. In this schedule, four ornamental trees are provided, which is 10 fewer than the 14 required. Based on the Landscape Manual’s definition, one shade tree equals ten plant units, and one ornamental tree equals five plant units. Considering the combination of seven extra shade trees (70 plant units) and 10 less ornamental trees (50 plant units) are provided, the total amount of plant units still exceeds the amount of plant units required. Section 4.8(c)(2)(G) notes two ornamental trees may be substituted for one shade tree where overhead utilities or other factors present restrictions. The Planning Board finds that the substitution of a shade tree is acceptable and meets the purpose of Section 4.8.

The applicant requests alternative compliance from Section 4.6, Buffering Development from Streets, of the Landscape Manual, as follows:

Section 4.6, Buffering Development from Streets

The applicant has requested alternative compliance from the requirements of Section 4.6, along Lottsford Road, which is classified as an arterial road. Buildings A and B are 6-story, mixed-use buildings with ground-floor retail and multifamily residential units on Levels 2 through 6, located in a transit-oriented zone. The multifamily residential use makes up the majority of the square footage in both buildings. Section 4.6 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 Lottsford Road, 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 Lottsford Road

	Sector H (Building A)	Sector D (Building B)
Length of bufferyard	230 linear feet	208 linear feet
Minimum buffer width	40 feet	40 feet
Shade Trees	5	5
Evergreen Trees	23	21
Shrubs	69	63
Plant units (105 per 100 linear feet)	242	219

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

	Sector H (Building A)	Sector D (Building B)
Length of bufferyard	230 linear feet	208 linear feet
Minimum buffer width*	15 feet	15 feet
Shade Trees**	9	4
Evergreen Trees	0	0
Ornamental Trees	10	1
Shrubs***	N/A	N/A
Plant units	140	45

Notes: * The width of buffer provided for Sector H is labeled incorrectly. A condition is included herein requiring the applicant to revise the information to be 15 feet.

**Based on the submitted landscape plan, nine shade trees are provided for Sector H, and four shade trees are provided for Sector D, within the right-of-way of Lottsford Road. However, Schedule 4.6-1 shows zero shade trees provided for Sectors H and D. A condition is included herein requiring the applicant to revise the number of shade trees and plant units provided, and include a note indicating that the provided shade trees are within the right-of-way of Lottsford Road.

***The number of shrubs is not provided. The submitted landscape schedule includes a note indicating that shrub, perennial, and groundcover calculations are rough estimates only and are based on plant estimates. These quantities are subject to change, as planting and site design evolves.

The submitted landscape plan shows a total of 13 shade trees within the right-of-way of Lottsford Road, and 11 ornamental trees within the buffer area. In addition, 5,107 square feet of shrubs/groundcover are provided for Sectors H and D. The total required plant units are 242 for Sector H, and 219 for Sector D, with 140 and 45 provided, respectively. The required buffer width is 40 feet, and 15 feet is provided.

Justification of Approval

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 27 feet for nonresidential and mixed-use buildings, in accordance with Section 27-4204(f) of the Zoning Ordinance. As a result, Buildings A and B are positioned approximately 15 feet from the right-of-way, making the provided bufferyard width 15 feet.

The project is a transit-oriented, mixed-use development with ground-floor retail along an arterial road. Requiring a 40-foot-wide buffer would reduce visibility for retailers, weaken the retail frontage, and jeopardize the site’s retail viability, undermining the project’s economic and placemaking goals. The buffer would also conflict with core transit-oriented development principles by reducing pedestrian and cyclist quality, eliminating on-street parking and bike lanes,

and disrupting the intended active streetscape. The existing WMATA building and site constraints leave insufficient room to provide the full buffer without impacting pedestrian circulation, shrinking building area, or even requiring demolition of part of the existing structures.

As an alternative, the DET includes extra improvements and landscaping within the Lottsford Road right-of-way and includes a non-typical street section, based on Prince George's County Urban Street Design Standards, similar to a mixed-use boulevard roadway typology. Based on this design, the actual distance between the travel lanes and right-of-way line is approximately 32.5 feet. Along with the 15-foot building setback from the right-of-way, the actual width between the building frontage and travel lane is approximately 47.5 feet, which is wider than the 40-foot-wide buffer required. The improvements within the 47.5-foot-wide section (from travel lane to building façade) includes 8-foot-wide, on-street, parallel parking spaces; a separate 6-foot-wide planted median buffer with grasses and perennials; a 6.5-foot-wide bike lane; a minimum 7-foot-wide landscape strip of street trees with understory plantings; a 10-foot-wide sidewalk; and a 10-foot-wide outdoor dining and seating area for ground-floor retail, which also includes intermittent 3-foot-wide planters with ornamental trees. Such road improvements provide additional separation and protection between the largely residential buildings and the roadway, which meets the purposes of Section 4.6 of the Landscape Manual.

In addition, the DET includes 13 shade trees and shrubs within the landscape strip in the right-of-way, providing extra landscaping buffer and plant units between Buildings A and B and Lottsford Road. As indicated in the notes on the landscape plan, the shrubs are not counted towards meeting the required plant units, since the design is not finalized with the operating agency. However, the statement of justification notes that an approximate 5,107 square feet of shrubs/groundcover will be provided along Lottsford Road.

As stated above, the existing site conditions and other Zoning Ordinance regulations make strict compliance impractical to provide the required 40-foot-wide buffer with the required number of trees and shrubs. The alternative proposal includes a 15-foot-wide bufferyard, with a total of 13 shade trees within the right-of-way of Lottsford Road, 11 ornamental trees within the buffer area, and 5,107 square feet of shrubs/groundcover, as well as the extra improvements and landscaping within the Lottsford Road right-of-way. Given the purposes and objectives of Section 4.6, the multimodal elements within the right-of-way, and additional landscape area and plant units provided between the development and the roadway, the Alternative Compliance Committee finds the applicant's alternative proposal to be equally effective as normal compliance with Section 4.6 (c)(1)(B)(III) of the Landscape Manual, for the Lottsford Road frontage.

The Planning Board approves Alternative Compliance ACL-2026-0003, Promenade at Lottsford, from the requirements of Section 4.6, Buffering Development from Streets, of the Landscape Manual, subject to two conditions of approval.

VII. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE GRANDFATHERING PROVISION OF THE PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This property is subject to the grandfathering provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property had a tree conservation plan that was accepted for review before June 30, 2024. The property must conform to the environmental regulations of the 2010 WCO and the 2018 *Environmental Technical Manual* (ETM), and the environmental regulations contained in Subtitles 24 and 27 of the Prince George's County Code because the application was subject to a Preliminary Plan of Subdivision, PPS-2022-007.

This site is subject to the provisions of the 2010 WCO and the ETM because it has a previous tree conservation plan approval (TCP1-020-2022) with the PPS. TCP2-2026-0023 is submitted as a minor revision to the tree conservation plan under the grandfathering and plan conformance provisions contained in Section 25-119(c) and Section 25-119(g) of the WCO. The subject application is in conformance with TCP1-020-2022. Based on the clearing, the woodland conservation requirement is 2.90 acres, which is to be met with 2.90 acres of off-site woodland conservation credits. The use of off-site woodland conservation credits was approved by the Planning Board with the PPS.

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 [Environmental] Technical Manual. The code, however, is not inflexible. With PPS-2022-007, the Planning Board approved the request for removal of three on-site specimen trees (ST-1 through ST-3). The subject application is reliant on that approval.

VIII. 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 are more than 2,500 square feet of gross floor area, or disturbance, and requires a building or grading permit. 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 9.61 net acres and the required TCC is approximately 1.44 acres (or approximately 62,792 square feet). The site plan includes approximately 1.24 acres (approximately 13 percent of net tract area, or 54,310 square feet) of TCC through a combination of shade trees, ornamental trees, and evergreen trees. Therefore, the applicant is requesting a waiver of two percent of net tract area from the TCC requirements, in accordance with the regulations within Section 25-130 of the Tree Canopy Coverage Ordinance, as follows:

- (1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;**

The site design maximizes the number of trees that can be established within the planting soil zones, but the expansion of these areas is limited by both hardscape and infrastructural elements to support the goal of providing a mixed-use site development. The DET has offered a site design that provides dense mixed-use development as envisioned by the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan), with three distinct buildings, each with its own structured parking facilities. This site plan has been further designed to preserve the existing on-site WMATA facilities that currently occupy the site, which encumber a significant portion of the property, when including easements and infrastructure.

The streetscape and infrastructure requirements along Lottsford Road and McCormick Drive limits available planting space. Within the property line, to create an active ground floor retail environment, and to provide improvements based on Prince George's County Urban Street Design Standards, 10-foot-wide outdoor dining and seating areas for adjacent retail and sidewalks are provided. As a result, the project cannot provide the full 40-foot-wide Section 4.6 landscape buffer required along Lottsford Road, which necessitates the alternative compliance request as discussed above in Finding VI. The 40-foot-wide landscape buffer would consequently serve to facilitate meeting the TCC requirement.

Thirdly, the largest site constraint is the need for the site to serve existing WMATA facilities whilst simultaneously being redeveloped to include a mixture of uses in alignment with Plan 2035 and the sector plan. The site design must preserve existing WMATA buildings and their corresponding underground structures at their current size and scale, which thus reduces the area to feasibly provide landscaping with trees that can contribute to TCC. Existing above-ground improvements (buildings, parking, track ventilation grates, miscellaneous utilities like transformers/generators) are approximately 28,200 square feet, and the full extent of physical improvements and all WMATA related easements are approximately 83,000 square feet. These WMATA facilities also must be supported by appropriate parking amenities with 12-foot-wide secondary emergency access drive aisles, which are included via pathways within the central gathering plaza, and underground structures for mechanical equipment, further reducing the ability to provide trees on-site that can contribute to TCC. As a result, the available land to plant trees is limited. Trees were planted to increase the TCC amount to the maximum extent practicable, and achieving the 15 percent standard was not feasible.

(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and/or soil volume to accommodate healthy tree growth.

There is not sufficient rooting space and soil volume to accommodate strict conformance with the TCC requirements to allow for healthy tree growth. Even if the active outdoor recreational areas and central gathering plaza were fully planted with trees, the site would not meet the 15 percent TCC standard. Further, there would not be sufficient rooting

space, soil volume, or lighting to accommodate healthy tree growth for the additional TCC required.

(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;

The provision of additional trees to conform with the TCC requirements would be most feasible within the individual building courtyards or the public plaza. The individual building courtyards have been designed to host recreational facilities, including pools or sitting areas, which would then need to be removed or significantly modified to meet the TCC requirements. As a result, the site will not provide sufficient outdoor recreational facilities, which is required in accordance with Section 24-4601 of the Subdivision Regulations. Furthermore, the applicant indicates that a waiver would still be necessary even if these courtyard areas were to be fully planted.

The additional area of the site that would then be most readily available for supplemental tree planting is the central gathering plaza. However, this public plaza is an open space set-aside requirement for transit-oriented/activity center base zones within the Zoning Ordinance, with appropriate hardscaped areas for sidewalks and seating. Reduction in these hardscaped areas would feasibly result in the loss of outdoor seating opportunities for future commercial restaurants, inhibiting outdoor connectivity for these uses. Further, the public plaza area also provides 12-foot-wide pathways, which are required by WMATA to provide secondary emergency access for the WMATA facilities located in the northern portion of the plaza.

Furthermore, 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 27 feet for nonresidential and mixed-use development, in accordance with Section 27-4204(f). Therefore, the applicant does not have the ability to comply with the Section 4.6 landscape buffer requirement without seeking a variance to the build-to-line standard and, therefore, has pursued an alternative compliance submission. This alternative compliance submission seeks to reduce the landscape buffer width from 40 feet to 15 feet. However, this reduced buffer therefore serves to cause a reduction in the TCC percentage, as the canopy percentage that would be provided with a full 40-wide landscape buffer is not available.

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27, Part 11, Parking and Loading Standards; and

As discussed above in Finding III(B), the shared parking analysis has reduced the minimum parking requirements to 570, based on the guidance provided in Sections 27-6305(a), 27-6305(c)(2), and 27-4204(b)(1)(D). The site provides a total of 842 parking spaces, which does not exceed the maximum parking threshold of 150 percent of the minimum requirements (1,664 spaces). Most of the parking and loading spaces are located within structured parking facilities. Only 30 short-term parking spaces are included along the internal drive lane. Those short-term spaces are at the minimum necessary to support short-term surface parking needs.

(5) The waiver is the minimum necessary based on the criteria above.

As stated previously, in order to comply with Plan 2035 and the sector plan, and to preserve the existing WMATA structures, the applicant is seeking a waiver. Based on the above criteria and discussion, the Planning Board finds that the waiver is the minimum necessary to allow adequate root space and without removing additional pavement, to support the streetscape and infrastructure requirements along Lottsford Road and McCormick Drive, to provide an active public plaza which supports a viable mixed-use environment, and to provide sufficient recreational facilities on-site.

Given the above discussion, the Planning Board approves the request for a partial waiver of 2 percent of the TCC requirement, as shown on the submitted plans.

IX. REFERRAL COMMENTS

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

- A. **Community Planning**—In a memorandum dated May 15, 2026 (Sanders to Sun), it was noted that master plan conformance is not required for this application.
- B. **Transportation Planning**—In a memorandum dated May 19, 2026 (Patrick to Sun), a review of conditions attached to prior approvals, and a review of applicable standards in Section 27-6200: Roadway Access, Mobility and Circulation, and Section 27-4204: Transit-Oriented/Activity Center Base Zones were provided, which are incorporated into the findings above.
- C. **Subdivision**—In a memorandum dated May 18, 2026 (Bartlett to Sun), an analysis of the applicable conditions of PPS-2022-007 and Certificate of Adequacy ADQ-2022-022, and conditions of approval were provided, which are included in Finding XI.
- D. **Environmental Planning**—In a memorandum dated May 15, 2026 (Rea to Sun), it was noted that the application is in conformance with Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within Section 27-6800, Environmental Protection and Noise Control, of the Zoning Ordinance, subject to the conditions of approval.
- E. **Historic Preservation**—In a memorandum dated May 7, 2026 (Stabler, Smith, and Chisholm to Sun), it was noted that the sector plan includes goals and policies related to historic preservation (page 46). However, these are not specific to the subject site, or applicable to the subject development. Phase I and II archeological investigations were completed on the subject property in 1996 and 1997, prior to construction of the WMATA facility on-site. No sites were identified, and no further work was needed. The subject property does not contain and is not adjacent to any Prince George's County

historic sites or resources.

- F. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated May 7, 2026 (Thompson to Sun), it was noted that PPS-2022-007 requires on-site private recreational facilities to be reviewed by the Urban Design Section of the Development Review Division. The facilities provided fulfill the requirements as discussed in Findings II.G. and IV above.
- G. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In an email dated April 28, 2026 (Lord-Attivor to Sun), DPIE offered a list of draft comments which will be addressed at the time of permitting.
- H. **Prince George's County Fire/EMS Department**—In a memorandum dated May 5, 2026 (Reilly to Sun), the Fire/EMS Department offered fire-related comments. The post Subdivision and Development Review Committee submission on May 8, 2026 provided revised materials. In an email dated May 22, 2026, it was confirmed that the revised materials satisfied all fire-related comments.
- I. **Prince George's County Police Department**—The Police Department did not offer comments on this application.
- J. **Prince George's County Health Department**—In a memorandum dated April 24, 2026 (Adepoju to Sun), the Health Department provided several comments relating to availability of healthy foods, the swimming pool facility, and comments addressing potential construction activity impacts (noise and dust) extending into adjacent properties during construction. The applicant should submit the plans for the pool facility to DPIE's Health Planning Review Section. Adherence to construction standards will be required by DPIE during the permitting process.
- K. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on this application.
- L. **Maryland State Highway Administration (SHA)**—No correspondence has been received from SHA.
- M. **Public Utilities**—On April 13, 2026, the subject DET application was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company, and Washington Gas for review and comments. No correspondence has been received from these public utility companies.
- N. **Washington Metropolitan Area Transit Authority (WMATA)**—In an email dated May 26, 2026 (Cepler to Sun), WMATA provided comments related to details of the bus stops on Lottsford Road and how it will work with the bike lane, which will be addressed at the time of permitting. In addition, On June 3, 2026, WMATA confirmed agreement with the applicant's submitted emergency access exhibits, which demonstrate a widened clear emergency accessway to the existing WMATA facility, and noted that they will

continue to work collaboratively with the applicant concerning potential noise and odor impacts associated with on-site WMATA facility operations and servicing. Conditions are included herein to ensure these items are reviewed according to applicable requirements.

- X. COMMUNITY FEEDBACK**—The Prince George’s County Planning Department did not receive any written correspondence or comments from the community regarding the subject application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-2026-0023 and APPROVED Alternative Compliance TCP2-2026-0023, and further APPROVED Detailed Site Plan DET-2022-004 for the above-described land, 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. Revise the proposed recreational facilities as follows:
 - (1) Revise Note 3 under recreational facilities to show the minimum value of recreational facilities to be \$710,531.
 - (2) Provide a full list of indoor and outdoor recreation facilities in the proposed recreational facilities chart, to be consistent with the facilities shown on the architectural floor plan.
 - (3) Provide layout and details of all proposed facilities on the site plan set.
 - (4) Add a note to the recreational facilities table, providing reference to the plan sheets where the details of the facilities are located.
 - (5) Remove the note under the recreational facilities chart referring to the playground at the County Administration Building.
 - b. Label the surface material(s) for on-street parking and the parking structure on the plan, in accordance with Section 27-6304(b) of the Prince George’s County Zoning Ordinance.
 - c. Label the typical width of the driveway and parking spaces for Buildings B and C on the floor plans in each building’s architecture package.
 - d. Provide fence and gate details for the pool perimeter fence, in compliance with Section 27-6600 of the Prince George’s County Zoning Ordinance.

- e. Revise the bollard light design as follows:
 - (1) Reduce the courtyard bollard's height to be no more than 4 feet tall.
 - (2) Provide lumen information for bollards to demonstrate conformance with Section 27-6707(e) of the Prince George's County Zoning Ordinance.
- f. Revise the proposed signage design as follows:
 - (1) Revise the signage calculation for Building A by calculating the retail frontage and multifamily frontage signage requirements separately, and demonstrate conformance to Section 27-61505 of the Prince George's County Zoning Ordinance on Sheets A-A.18 and A-A.19. The building frontage containing the multifamily principal entrance and sign allowance shall not be used for retail signage, and vice versa.
 - (2) Revise the signage chart for Building B by revising signage Types B and C to be directional signs, and eliminate the subtotal number of 241 square feet for Signs A, E, and F on Sheet A-B20.03.5.
 - (3) Revise the signage chart for Building C to indicate Sign A as a directional sign, and revise the labeling for those two signs in Labels 9 and 10 to be directional signs on Sheet A-C.01 to A-C.06.
 - (4) Revise the signage schedule on Sheet 2 to show Signage 3–6 as directional signs, and Signage 7 as a public safety and health sign, and revise the zoning section for those signs as Section 27-61502(b)(1) of the Prince George's County Zoning Ordinance.
 - (5) Provide signage details for all building mounted directional signs.
- g. Revise the architectural elevations to label upgraded window and door assemblies on Building B that are required, in order to reduce interior noise levels to 45 dBA or less.
- h. A certification by a professional with competency in acoustical analysis shall be placed on the building elevations for Buildings A and B stating that the building shells of the structures have been designed to reduce interior noise levels to 45 dBA or less.
- i. A revision to the stormwater management concept plan shall be approved to be consistent with the layout shown on the DET and the Type 2 tree conservation plan.
- j. Revise the submitted bicycle and pedestrian facilities plan to illustrate the location, limits, specifications, and details of the off-site pedestrian and bicycle adequacy improvements, consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations.

- k. Revise the Intensity and Dimensional Standards chart on the coversheet to show the floor area ratio required as N/A for mixed-use development.
 - l. Extend the sidewalk to the property boundary and label the cross-access path from the site's building frontages to the existing adjacent development on Lot 41, in compliance with Section 27-6207 of the Prince George's County Zoning Ordinance.
 - m. Show the parcel length along each street frontage in the Block Length row, in the Intensity and Dimensional Standards Chart on the cover sheet.
 - n. Reflect the plan adjustments for a widened emergency accessway to the existing Washington Metropolitan Area Transit Authority building on all plans, in accordance with the emergency access exhibits submitted on June 3, 2026.
 - o. Provide an analysis and confirmation that existing Washington Metropolitan Area Transit Authority operations will not result in noise exceeding the maximum allowable noise levels upon the residential development, in accordance with Section 27-6810 of the Prince George's County Zoning Ordinance, or that any mitigation determined necessary will be provided.
2. Prior to certification of the landscape plan, the applicant and the applicant's heirs, successors, and/or assignees shall revise the landscape plan as follows:
- a. Provide a section detail for the screen wall of the Washington Metropolitan Area Transit Authority facility along Lottsford Road, and add notes to demonstrate conformance to Section 4.4(c)(5)(D) of 2018 *Prince George's County Landscape Manual*.
 - b. Revise Schedule 4.9-1 to ensure the number of shade trees are consistent with the number of shade trees in the tree canopy coverage schedule.
 - c. Revise Schedule 4.6-1 as follows:
 - (1) Revise the width of the buffer provided for Sector H to be 15 feet.
 - (2) Revise the number of shade trees to be nine for Sector H, and four for Sector D, update the total plant units provided, and include a note indicating that the provided shade trees are within the right-of-way of Lottsford Road.
3. Prior to approval of a building permit, the applicant and the applicant's heirs, successors, and/or assignees shall:
- a. Provide a draft Pedestrian Cross-Access Easement Agreement or Covenant to The Maryland-National Capital Park and Planning Commission, for review and approval. Following approval, the easement or covenant shall be recorded amongst the Prince George's County Land Records.

- b. Provide written confirmation from the Prince George's County Health Department that air pollution and/or air quality requirements have been adhered to, in accordance with Subtitle 19 of the Prince George's County Code, and any applicable Code of Maryland Regulations, in regard to the existing Washington Metropolitan Area Transit Authority facility and the subject development on the site.


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

* * * * *

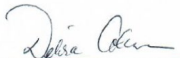
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Matthews, with Commissioners Geraldo, Matthews, and Okoye voting in favor of the motion, and with Commissioner Jenkins absent at its regular meeting held on Thursday, June 18, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of June 2026.

Billy Okoye
Vice Chairman

By 
Jessica Jones
Planning Board Administrator

BO:JJ:MS:ac


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 6/18/26