



June 11, 2026

Standard Landover Venture LP
1015 18th Street NW, Suite 601
Washington, DC 20036



Re: Notification of Planning Board Action on
Detailed Site Plan DSP-2025-0024
Landover Metro

Dear Applicant:

This is to advise you that, on **June 4, 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 11, 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. **2026-028**

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

PGCPB No. 2026-028

File No. DSP-2025-0024

R E S O L U T I O N

WHEREAS, the current Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, on February 24, 2026, the applicant, Standard Landover Venture LP, submitted an application for approval of Detailed Site Plan DSP-2025-0024, entitled Landover Metro, for development of 260 multifamily dwelling units, with associated infrastructure and amenities ("project") on the north side of Old Landover Road, approximately 175 feet west of its intersection with Pennsy Drive ("subject property"); and

WHEREAS, the subject property is currently within the Local Transit-Oriented Core (LTO-C) Zone; and

WHEREAS, prior to April 1, 2022, the property was within the Light Industrial (I-1) Zone; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, projects which received development approvals under the Prince George's County Subdivision Regulations, effective prior to April 1, 2022 ("prior Subdivision Regulations"), may proceed to the next steps in the approval process under the provisions of the Zoning Ordinance effective prior to April 1, 2022 ("prior Zoning Ordinance"), so long as the applicable approval remains valid; and

WHEREAS, the project received approval of Preliminary Plan of Subdivision (PPS) 4-25006 (PGCPB Resolution No. 2025-088) under the prior Subdivision Regulations, which remains valid until September 18, 2027; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the prior Zoning Ordinance and the subject property's prior I-1 zoning; and

WHEREAS, in consideration of evidence presented at a public hearing on May 14, 2026, regarding Detailed Site Plan DSP-2025-0024 for Landover Metro, the Planning Board finds:

- Request:** This detailed site plan (DSP) is for development of 260 multifamily dwelling units, with associated infrastructure and amenities.
- Development Data Summary:**

	EXISTING	EVALUATED
Zone	LTO-C	I-1
Use(s)	Vacant	Multifamily Residential
Gross Acreage	8.53	8.53
Floodplain Acreage	7.5	4.56

	EXISTING	EVALUATED
Net Tract Acreage	1.03	3.97
Parcels	2	2
Dwelling Units	0	260
One-Bedroom	0	110
Two-Bedroom	0	120
Three-Bedroom	0	30

Zoning Regulations

Per Footnote 66 in Section 27-473(b) of the prior Prince George's County Zoning Ordinance, multifamily dwelling is a permitted use, provided:

- (A) **All or part of the property is located: (i) within one-quarter mile from an existing mass transit rail station operated by the Washington Metropolitan Area Transit Authority (WMATA); or (ii) is located within a designated Community Center Edge in the applicable Master Plan or Sector Plan, and abuts property with a zoning classification of M-X-T;**
- (B) **The use is subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle; and**
- (C) **Regulations concerning the height of structure, lot size and coverage, parking and loading, frontage, setbacks, density, landscaping and other requirements of the I-1 Zone shall not apply. All such requirements, except for those cited herein for townhouses, shall be established and shown on the Detailed Site Plan. Townhouse uses shall conform to the dimensional requirements set forth in Section 27-544(f)(2)(E) and (G) of this Subtitle.**

As detailed in the findings below, the subject site meets the above locational Criterion (A), and the DSP is filed in conformance with Criterion (B). The tables below represent the approved regulations for the development, addressing Criterion (C), as set forth on the submitted DSP:

	PROVIDED
Density (dwelling units per net acre of net tract area)	65.49
Building Height (in feet)	79.73
Net lot area (in acre)	3.97
Lot coverage for multifamily dwellings having 4 or more stories (% of Net Lot Area)	96%
Green area for multifamily dwellings having 4 or more stories (min. % of Net Lot Area)	4%

	PROVIDED
Lot width at front building line (in feet)	475
Lot width at front street line (in feet)	565
Front Yard Setback (in feet)	175
Side Yard Setback (in feet) (one side /both)	6/26
Rear Yard Setback (in feet)	75

Loading Spaces

	PROVIDED
Multifamily, Dwelling (between 100 and 300 dwelling units)	-
Total Loading Spaces (12 feet x 33 feet)	1

Parking Spaces

USE	PROVIDED
260 Multifamily dwelling units	
Total Parking Spaces (including garage)	252
Standard spaces (9.0 feet x 18 feet)*	209
Compact spaces (8.0 feet x 16 feet)*	11
Handicap-accessible (9.0 feet x 18 feet)*	5
Handicap-accessible Van space (12 feet x 18 feet)*	1
Handicap-accessible Electric vehicle spaces (9.0 feet x 18 feet)*	1
Electric vehicle spaces (9.0 feet x 18 feet)*	25

Note: *The provided parking space dimensions are less than the minimum parking space size standards pursuant to Section 27-558 of the prior Zoning Ordinance. However, per Section 27-473(b) Footnote 66, regulations concerning parking in the Light Industrial (I-1) Zone shall not apply and shall be established with the DSP. The provided parking space dimensions are less than the parking space standards in the prior Zoning Ordinance, but they are consistent with the required minimum dimensional standards within the current Zoning Ordinance. Therefore, the Planning Board finds that the provided parking space dimensions are acceptable.

Bicycle Spaces

A total of 60 bicycle parking spaces is provided, including 50 long-term bicycle parking spaces and 10 short-term bicycle parking spaces. The long-term parking spaces are located within the first floor of the building, including 20 two-tier racks and 5 standard U-shaped racks, both of which are ground-mounted systems and can hold two spaces each. The five short-term bicycle racks are located at the building entrance; each rack can hold two bikes. Details of bike racks are provided on Sheet 5 of the DSP. The general note on the coversheet indicates the total bicycle parking provided is 40 spaces, which includes 30 long-term parking spaces and 10 short-term parking spaces. This note should be revised to reflect the actual number of bicycle parking spaces provided on the site plan, which is conditioned herein requiring the applicant to revise.

Further analysis of the regulations is provided in the findings below.

3. **Location:** The subject property is located on the north side of Old Landover Road, approximately 175 feet west of its intersection with Pennsy Drive, in Planning Area 72 and Council District 5.
4. **Surrounding Uses:** The subject property is bound to the east by the Landover Metro Station and parking lot operated by the Washington Metropolitan Area Transit Authority (WMATA), in the Local Transit-Oriented Core (LTO-C) Zone (formerly the Light Industrial (I-1) Zone). To the north, the property is bound by existing railroad tracks and land with Metro tracks in the LTO-C and Local Transit-Oriented Edge (LTO-E) Zones (formerly I-1 Zone), which are owned by WMATA, serving the Landover Metro Station. To the southwest is Old Landover Road. Across Old Landover Road, there are maintenance facilities owned by WMATA, a church, and a vehicle storage yard in the LTO-E Zone (formerly the Commercial Office (C-O) Zone). To the southeast is vacant land consisting of a drainage channel owned by Pennsylvania Lines LLC, in the LTO-C (formerly I-1) Zone. Beyond Pennsy Drive to the southeast is an extensive industrial park in the LTO-C and LTO-E (formerly I-1) Zones.
5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-25006 was approved by the Prince George's County Planning Board on September 18, 2025 (PGCPB Resolution No. 2025-088), for development of two parcels to support the development of 275 multifamily residential dwelling units, subject to 15 conditions.

Certificate of Adequacy ADQ-2025-010 was approved by the Prince George's County Planning Director on September 12, 2025, subject to three conditions. This ADQ is valid for 12 years from the date of its approval, and subject to the additional expiration provisions of Section 24-4503(c)(1)(C) of the Prince George's County Subdivision Regulations.

6. **Design Features:** The DSP includes development of 260 multifamily dwelling units within one 6-story building. The multifamily building, associated parking lot, garage, and amenities will be developed on Parcel 1. Parcel 2 will be retained by WMATA, for use in conjunction with its existing transportation facilities in the vicinity. Due to the existing environmental constraints, namely 100-year floodplain, primary access to the subject development will be provided via a private access easement (access bridge) connecting to a shared driveway with adjacent Landover Metro Station. This access was approved by the Planning Board at the time of PPS 4-25006. The

first-floor elevation will be two feet above the floodplain elevation, to satisfy County floodplain regulations.

The 100-year floodplain impacting the subject property, which is in a backwater area of the Lower Beaver Dam Creek, results from an inadequate stormdrain under MD 202 (Landover Road). To address this site condition, development of the site will require the subject building elevation to be constructed at or above flood protection elevation. Pursuant to the Flood Plain Waiver Letter dated August 13, 2025 (Flood Case SIT-00540-2025; FPS 201846), the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) approved a floodplain waiver to allow the placement of fill and structure in the floodplain. Pursuant to the waiver, the subject development is required to construct a bridge ("dry passage") overpass over Old Landover Road to MD 202, serving as a safe access to the site during the 100-year flood event, and to construct a vault under the parking lot structure for floodplain fill compensatory storage. To meet the first requirement, a secondary emergency access is shown from the western corner of the on-site parking lot to MD 202 via a bridge and elevated podium. Details of this dry passage is shown in a submitted exhibit titled "ARCP-BRIDGE." The intent of the Old Landover Road access is for emergency purposes only, in the event of a flood, and will otherwise be gated and prohibited from daily traffic flow to the development and the Landover Metro Station. The secondary access was approved at the time of PPS 4-25006. Approval will be required from all operating agencies within their permitting processes. To meet the second requirement of the floodplain waiver, two underground compensatory storage vaults are provided under the on-site surface parking, as outlined on the site plan and shown on the Building Code diagram. One vault will provide compensatory storage for necessary fill in the floodplain needed to construct the development; the second vault will provide quantity control to ensure that the subject development accommodates the 100-year floodplain on-site.

The six-floor multifamily building is designed in an approximately E-shaped configuration, with three wings forming two courtyards on the southeastern side of the building. Parking is provided through surface parking and structured parking, as part of the subject building. The surface parking lot is provided above the underground compensatory storage vaults, situated to the north and west of the building, with vehicular and pedestrian access provided via the access bridge to the shared driveway with adjacent Landover Metro Station. Structured parking is located on the first floor of the building, with parking entrances at both the north and south ends of the building. Inside the building, the first floor also features a lobby, amenities, and service areas. The second floor includes residential units, amenities, and two landscaped courtyards with recreational facilities. The courtyards will be oriented towards Lower Beaverdam Creek, which is wooded, providing views of natural landscape for the residents from these amenity spaces. The third through sixth floors are for residential units. The building features a primary entrance facing northeast toward the Metro station, a secondary entrance on the north side, and additional entrances on the west and middle wings. Planters are provided along the northern and eastern sides of the building, between the sidewalk and building façade, which will soften the façade and enhance the first level pedestrian experience. The type of shrubs and grasses in the planters are not identified. A condition is included herein requiring the applicant to label all planters along the building perimeter and identify the type and quantity of shrubs, grasses, and/or vines in each planter, and ensure at least 30percent of plantings are native species and include vines to soften the garage façade. Other landscaping is included around the perimeter of development, including

shade trees at the northern, eastern, and western perimeters of the parking lot, as well as at two green areas at the southeastern side of the building.

To facilitate a pedestrian friendly environment at this transit-oriented development, a pedestrian path is provided connecting the Metro station property and wrapping around the northern and western façade of the building. The dimension of the sidewalk wrapping round the building is not labeled, which is conditioned herein to be provided. Striped crosswalks are included at the vehicular entry/exit point and between the internal sidewalks and the sidewalks outside of the parking area for pedestrian connectivity to the WMATA station. A pedestrian walkway is included at the southern area of the building, connecting the middle wing to service access connecting to Old Landover Road.

Architecture

The subject multifamily building exhibits a contemporary, mid-rise residential architectural character articulated through variations in massing, material, and façade rhythm. The structure is organized as a unified linear building with articulated vertical bays that visually break down the overall length and scale. At the corners, the roof transitions from the primary flat roof condition to angled, single-slope roof planes that slope downward toward the building perimeter. Regularly spaced window openings reinforce residential scale and provide visual continuity, while variations in bay width and depth prevent monotony. The façade is finished with a mix of brick, fiber cement siding, and fiber cement panels. A mix of colors is included to provide additional architectural interest, including charcoal gray, gray, clay red, and light gray. These building materials and color variations are included across all façades of the building, to ensure a unified and harmonious use of materials and style. Ground-floor fenestration is horizontally emphasized, establishing a clear base and enhancing pedestrian-scale engagement.

The approved PPS resolution (page 28) notes that an additional vibration study may be required with the DSP, when exterior building materials are provided. A vibration study dated June 26, 2025, was submitted with this DSP. It concludes that existing vibration levels will not result in structural damage, and no mitigation is required. However, some train events will generate vibration levels which will likely cause mildly audible noise and, in some cases, barely perceptible vibration within the building. Future interior noise levels will not exceed 45 dBA Leq.

Signage

The subject DSP features nine signs, including five wall-mounted building identification signs, one canopy sign, two wall-mounted parking signs, and one monument sign. Sign details are included in the submitted signage package. The five wall-mounted signs (E01.1 through E01.5) are positioned at four elevations on the building, under the roof line, and feature face-lit aluminum channel letters with depths of five inches and three inches. The wall-mounted signs range 5 to 6 feet in height, 17–21 feet in width, and 42.5 to 63.125 square feet in area. One canopy sign, E02.1, is included on top of the canopy at the building's primary entrance, featuring face lit aluminum channel letters with aluminum back panel. The sign is 1.5 feet in height, 6.35 feet in width, and 9.99 square feet in area. Two parking signs, E03.01 and E03.2, are included at the northern and southern parking entrances of the building, featuring 5-inch-deep, flat cut aluminum non-illuminated letters.

One freestanding sign is located at the east end of the private access easement (access bridge), serving as a gateway sign facing the WMATA station. The freestanding sign is 3.75 feet in height and 13 feet in width, located on top of a concrete base. The freestanding sign is designed with 1- to 3-inch-deep aluminum channel letters with face lit w/6500 bright white light-emitting diodes. The sign area is calculated at 48.75 square feet.

Pursuant to Section 27-473(b), Footnote 66, any requirement of the I-1 Zone shall not apply. Both Sections 27-613 and 27-614 of the prior Zoning Ordinance include sign requirements applying to properties in the I-1 zone. Therefore, both Sections 27-613 and 27-614 requirements do not apply to the subject property. However, general signage requirements remain applicable, including Part 12, Division 1 of the prior Zoning Ordinance. The Planning Board finds that the development does not include any prohibited signs listed in Section 27-593 of the prior Zoning Ordinance, and the sign illumination complies with Section 27-592 of the prior Zoning Ordinance. Therefore, the signages comply with the general sign requirements in Part 12, Division 1. In addition, although inapplicable, The Planning Board referenced Section 27-618(c) of the prior Zoning Ordinance regarding permanent real estate identification sign regulations in any multifamily residential zone, in evaluating the signage design. In Section 27-618(c), the maximum area per sign is 48 square feet and maximum number of signs allowed is 4. The signage area for this project ranges from 42.5 to 63.125 square feet, and a total of 9 signs are included. The Planning Board finds the number of signs and sign areas are appropriate for the multifamily building, and are in compliance with the applicable provisions of the prior Zoning Ordinance.

Lighting

A photometric plan was submitted with this application, including lighting specifications and a luminaire schedule. The DSP includes two existing streetlights, 21 wall-mounted lights (Type B), 23 pole-mounted lights (Types C and D), and 39 wall-mounted lights (Types B and F) to illuminate the parking lot, access roads, and around the multifamily building. The site plan also includes 29 pathway downlit fixtures (Type E) to illuminate the rear pedestrian walkway. The light fixtures are to be durable and compatible with the scale, architecture, and use of the site. This photometric plan demonstrates the lighting levels and features for the subject property, which have been designed to encourage pedestrian safety via durable, full-cut-off appliances. The Planning Board finds that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating parking lots, drive aisles, building entryways, and walking paths, without causing lighting to spill over onto adjacent properties.

Loading and trash facilities

One loading space will be located inside the building at the northwest corner, and one trash/recycle room will be located next to the loading area. The indoor trash room and loading area will be on the first floor, hidden from public roadways. These facilities are located in areas conveniently accessible to the building and are directly accessible from the 23-foot-wide drive aisle of the surface parking area, which connects to the emergency access driveway to the west, and the private access easement to the north.

Recreational Facilities

PPS 4-25006 determined that the requirement of mandatory dedication of parkland will be met through the provision of on-site recreational facilities, in accordance with Section 24-135(b) of the prior Subdivision Regulations. This DSP provides a mixture of active and passive recreational facilities, exceeding the required facilities approved by PPS 4-25006. Equipment details, cost estimates, and construction timing for the recreation facilities are included on the coversheet of the site plan set. The minimum value of recreational facilities was determined at the review of PPS. This calculator is a tool, not a plan drawing requirement. Therefore, the coversheet does not need to show the detailed calculation, which is conditioned herein requiring the applicant to remove. Recreational facilities required by the PPS include a clubroom and a play area on the second floor, a fitness room and a bike storage room on the first floor, and a dog park situated to the north side of the parking lot. According to the submitted dog park plan, the facility is conveniently accessible via the designated crosswalk across the drive lane. The dog park includes a two-gate staged entry system, trash receptacles, a pet waste station, synthetic turf, and seating benches. The dog park plan is a separate plan, rather than part of the DSP set. A condition is included herein requiring the applicant to include the dog park plan in the DSP set. Passive recreation area, such as outdoor patio seating and interior courtyard plants, are provided on the second floor. In addition to the PPS requirement, other amenities include a second clubroom and a lounge on the first floor, and the pool ("Sun Shelf") and a grill and picnic area on the second-floor courtyard. Based on the "Recreational Facilities Agreement Quantities and Values" chart on the coversheet, the cost of all above-mentioned facilities should be included in the recreational facilities agreement value and will exceed the minimum value requirement. Details of facilities are provided in accordance with the *Parks and Recreation Facilities Guidelines*, and as shown on the recreational facilities sheet and dog park plan sheet.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the I-1 Zone and the site design guidelines of the prior Zoning Ordinance, as follows:
- a. In accordance with Section 27-473(b), Dwelling, Multifamily is a permitted use in the I-1 Zone, subject to Footnote 66, which reads as follows:
 - (A) **All or part of the property is located: (i) within one-quarter mile from an existing mass transit rail station operated by the Washington Metropolitan Area Transit Authority (WMATA); or (ii) is located within a designated Community Center Edge in the applicable Master Plan or Sector Plan, and abuts property with a zoning classification of M-X-T;**

The subject property abuts the Landover Metro Station and will have direct vehicular access to the Metro station driveway. The closest point of the subject property is about 500 feet from the platform, and the entire property is within one-quarter mile of the Metro station. Thus, the subject property conforms to the locational requirement.

- (B) The use is subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle; and**

This DSP application is filed to satisfy this requirement.

- (C) Regulations concerning the height of structure, lot size and coverage, parking and loading, frontage, setbacks, density, landscaping, and other requirements of the I-1 Zone shall not apply. All such requirements, except for those cited herein for townhouses, shall be established, and shown on the Detailed Site Plan. Townhouse uses shall conform to the dimensional requirements set forth in Section 27-544(f)(2)(E) and (G) of this Subtitle.**

The regulations for the development are set forth in notes on the cover page of the DSP. Details of the requirements are discussed in Finding 2 above and Finding 10 below. The DSP does not include any townhouses; therefore, the requirements set forth in Section 27-544(f)(2)(E) and (G) of the prior Zoning Ordinance are not applicable.

- b. The DSP is in conformance with the applicable site design guidelines, as required in Section 27-283 of the prior Zoning Ordinance, and contained in Section 27-274 of the prior Zoning Ordinance, as follows:

Section 27-274(a)

(2) Parking, loading, and circulation.

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**
- (i) Parking lots should generally be provided to the rear or sides of structures;**
 - (ii) Parking spaces should be located as near as possible to the uses they serve;**
 - (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
 - (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in**

accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The site is served by a parking garage and a surface parking lot on-site. The development includes 252 parking spaces, which include 209 standard, 11 compact, 25 electric vehicle, 5 handicap-accessible, one handicap-accessible electric vehicle, and one handicap-accessible van parking space. The parking spaces consist of a combination of surface spaces and garage parking, all located on the first floor. Due to the impact of the floodplain, the parking lot will be constructed on a podium above the 100-year water surface elevation, functioning as a parking structure. The surface parking is strategically located to the side and rear of the building, with a pedestrian pathway along the building perimeter. Marked crossings are provided through the surface lot to accommodate pedestrian movement. This configuration promotes safe and efficient circulation for residents and vehicles, and minimizes the visual impact of cars, as well as provides additional buffer between the building and the Metro tracks.

Two planting islands are included in the parking lot to mitigate large, uninterrupted expanses of pavement. According to the renderings, they will be planted with shrubs and grasses. A condition is included herein requiring the applicant to identify the types and numbers of shrubs and grasses within those two planting islands. Based on the response letter from the applicant submitted on April 3, 2026, due to the practical and functional constraints of the site, the parking structure is built on top of underground compensatory storage vaults, and providing green space with shade trees on top of the parking structure is impractical. Trees in parking structures often fail due to insufficient soil volume and restricted rooting space. As such, the Planning Board finds that this configuration generally complies with the design guidelines. The Board finds parking and pedestrian circulation on-site to be sufficient.

- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

As discussed in Finding 6 above, one indoor loading space will be located at the northwest corner of the multifamily building, oriented towards the drive aisle of the surface parking area and is not visible from public view. The loading area is clearly marked and is separated from the parking area. The Planning Board finds that the loading space is appropriate, and the requirements for the loading area are met.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
 - (ii) Entrance drives should provide adequate space for queuing;**
 - (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
 - (iv) Parking areas should be designed to discourage their use as through-access drives;**
 - (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
 - (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
 - (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
 - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
 - (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**

- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

Vehicular access to the site is via a shared accessway between the site and the Landover Metro station. Within the site, a 22-foot driveway and drive aisles through the site are provided for general circulation. Pedestrian access is provided via a 6-foot-wide sidewalk along the frontage of Old Landover Road, connecting to a 12-foot-wide path and a 5-foot-wide path to the western building entrance. A 6-foot-wide sidewalk is also provided along the access driveway, including marked crosswalks and Americans with Disabilities Act (ADA) curb ramps for convenient access for pedestrians. The multifamily building has a sidewalk along the perimeter with unspecified dimensions. The Planning Board requires a minimum 5-foot-wide sidewalk around the multifamily building. The emergency bridge structure, which connects the surface parking lot to MD 202, will be gated and accessible only in the event of extreme weather emergency and mass evacuation. The Board finds the transportation network and circulation to be acceptable, with the included conditions of approval.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
 - (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
 - (iii) The pattern of light pooling should be directed on-site;**
 - (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**

- (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Lighting for this DSP has been discussed in Finding 6, demonstrating conformance to the regulations, in which adequate illumination is provided for users and for the site in the evening. The light fixtures are to be durable and compatible with the scale, architecture, and use of the site. The Planning Board finds that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating parking lots, drive aisles, building entries, and walking paths throughout the site.

(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

With both the building and parking areas elevated, the multifamily building will appear to be floating above the public realm. The property benefits from extensive surrounding woodlands and has been thoughtfully designed to utilize the existing natural buffers, which will be preserved. To the south, the adjacent Lower Beaverdam Creek parcel features mature woodlands that effectively screen the building from Pennsy Drive, and neighboring industrial uses to the southeast. More than 120 feet of woodland will also be preserved between Old Landover Road and the building, providing a buffer from Old Landover Road and nearby commercial uses to the west. The site's main entrance is oriented towards the Landover Metro Station to the east, ensuring direct access to public transit. Northern portions of the property, situated between the subject site and the existing Metro tracks, are likewise wooded. Furthermore, the landscape plan includes the addition of new trees around the site's perimeter and within the two courtyards and two green areas at the south side of the building, enhancing scenic views from public areas. Based on the foregoing, the Planning Board finds that site design techniques have been used to preserve, create, and emphasize scenic views from public areas.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location,**

and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:

- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
- (ii) Green area should link major site destinations such as buildings and parking areas;**
- (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**
- (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
- (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
- (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

Green area is dispersed throughout the development and mainly consists of areas for landscaping, recreational facilities, and preservation of the various on-site environmental features. The development will be surrounded by substantial preserved green areas. On-site, environmental features are being preserved and will remain wooded. The landscaping areas are located along the property boundaries and along the periphery of the building, creating scenic buffering from adjacent properties. The green areas will be easily accessible for maintenance and designed to enhance the visual character of the site. Two elevated courtyards at the southeastern side of the building, and the dog park at the north of the surface parking lot, will provide outdoor recreational space for future residents. Detailed features and recreational facilities are discussed in Finding 6 above. The green area is well-defined with these amenities and appropriately scaled to meet its intended use. The Planning Board finds that the green area incorporates significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site.

- (B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Section 27-285(b)(5) of the prior Zoning Ordinance states that the Planning Board may approve a DSP if it finds that the regulated environmental features (REF) have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the prior Subdivision Regulations. An approved Natural Resources Inventory Plan (NRI-088-2018-01) was submitted with the application. The site contains 100-year floodplain and REF, including wetlands, wetland buffers, stream buffers, and steep slopes that comprise the primary management area (PMA). Three impacts were approved by the Planning Board with PPS 4-25006, for developing within the 100-year floodplain, developing within wetlands and wetland buffers, and development within the stream buffer. A floodplain waiver was granted by the Director of the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on August 13, 2025. This waiver allows the placement of fill and structures in the floodplain. The DSP is reliant on that prior approval. There are no additional impacts added with this DSP. The Planning Board finds that REF on the subject property has been preserved and/or restored, to the fullest extent possible, based on the limits of disturbance shown on the Type 2 tree conservation plan (TCP2).

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
 - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**

- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

The site and streetscape amenities will contribute to an attractive and coordinated development and enhance the use and enjoyment of the site. Site amenities include light fixtures, trash receptacles, bicycle racks, ADA parking spaces, and electric vehicle charging stations. The design of these amenities has been coordinated to be compatible with the overall building design, and to enhance the visual unity of the site. The amenities are located immediately adjacent to the sidewalk, or inside the garage parking area, are clearly visible and accessible, and do not obstruct pedestrian circulation. Bicycle facilities include both short-term and long-term parking facilities. Long-term parking is located inside the building, and short-term parking is located next to building entrance, to protect them from vehicular intrusion. Light fixtures for the parking lot will be located behind curbs or wheel stops wherever feasible, to prevent vehicular intrusion. ADA parking spaces are provided to accommodate disabled visitors and are designed to be appropriately scaled for user comfort. Electric vehicle charging stations are located inside the garage parking to enhance durability and easy access to future residents.

The amenities are designed to be functional and will be constructed of durable, low-maintenance materials. As shown on the photometric plan, the parking lot light fixtures feature external glare shield and round straight steel pole which is finished with extra durable standard powder coat paint for maximum durability. The light fixtures along walkways feature sturdy die-cast body with a 1K10 impact rating to ensure durability. Bicycle racks have stainless-steel or galvanized-steel finishes, offering both durability and visual appeal. Electric vehicle charging stations are constructed with a durable, tempered glass faceplate and robust, weather-resistant plastic casing designed for indoor or outdoor use.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**
- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

The site contains 100-year floodplain and REF, including wetlands, wetland buffers, stream buffers, and steep slopes that comprise the PMA. However, the developable area is relatively flat, essentially acting as a basin. Also, due to the existing 100-year floodplain on-site, development of the site will require the building elevation to be constructed at or above flood protection elevation. An approved Floodplain Waiver Letter and Plan (Flood Case SIT-00540-2025 and FPS 201846) was submitted with this DSP. Pursuant to the approved floodplain waiver, the building will be raised and constructed above the floodplain, and a storage vault will be located below the parking lot structure, for floodplain fill compensatory storage. Therefore, grading of steep slopes and hilltops is not required, but construction of the storage vault is required. In addition, an approved Stormwater Management (SWM) Concept Plan and Letter (SIR-00260-2025) were submitted with this DSP. The approved plan shows sheet flow, shallow concentrated flow, and channel flow via existing Lower Beaverdam Creek will be used to meet stormwater quality and quantity discharge requirements. The Planning Board finds that the grading will minimize disruption to existing topography and

other natural and cultural resources on the site and on adjacent sites. Furthermore, to the extent practicable, the grading will minimize environmental impacts.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) Service areas should be located away from primary roads, when possible;**
- (ii) Service areas should be located conveniently to all buildings served;**
- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

A consolidated service area is included on the first floor, at the northwest corner of the building. The service area has been carefully located to be unobtrusive and accessible for the intended purpose. The service area includes an indoor trash/recycle facility, an indoor loading area, and an outdoor transformer area. The outdoor transformers are effectively screened and enclosed by a sight-tight fence, comprising of aluminum slats and galvanized steel channel rails. Details of the fence are provided on Sheet 4 of the site plan set. Other service areas are within the building, providing convenient accessibility, and are effectively screened from public view. The location minimizes conflicts with site traffic and parking and will not be visible from outside of the site.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**

- (iii) **Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) **Public spaces should be readily accessible to potential users; and**
- (v) **Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

The DSP included a public space that is appropriate for the multifamily development. Given the unique site conditions and constraints, a publicly accessible space within the building is not provided. Public spaces, including sidewalks, marked crosswalks, and ADA-compliant curb ramps, are provided along the east and west perimeter of the property. These features facilitate a continuous pedestrian connection from the subject property to the Metro station and Pennsy Drive. In addition, short-term bicycle parking near the entrance provides practical amenities for residents and visitors.

(10) Architecture.

- (A) **When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) **The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) **These guidelines may be modified in accordance with Section 27-277.**

A detailed discussion regarding architecture has been addressed in Finding 6. The Planning Board finds the architectural design guidelines to be met.

(11) Townhouses and three-family dwellings.

This requirement is not applicable to the subject DSP because it does not include townhouses or three-story dwellings.

- 8. Preliminary Plan of Subdivision (PPS) 4-25006:** PPS 4-25006 was approved by the Planning Board on September 18, 2025 (PGCPB Resolution No. 2025-088), subject to 15 conditions. The conditions relevant to this DSP are listed below, in **bold** text. Analysis of the PPS conditions follows each one, in plain text:

2. Prior to approval, the final plat of subdivision shall include:

- a. The granting of a 10-foot-wide public utility easement along the abutting public right-of-way, in accordance with the approved preliminary plan of subdivision, in accordance with Section 24-122(a) of the prior Prince George's County Subdivision Regulations.**

On the site plan, a 10-foot-wide public utility easement is shown along the abutting public right-of-way of Old Landover Road, in accordance with Section 24-122(a) of the prior Subdivision Regulations.

- b. A plat note stating that direct vehicular access to a public road is provided via an access easement to Parcels 1 and 2, in accordance with Section 24-128(b)(15) of the prior Prince George's County Subdivision Regulations, and delineation of the access easements.**

The required access easement, for direct vehicular access from Parcels 1 and 2 to a public road, is not delineated on the site plan. This access easement should be shown on the site plan and should conform to Section 24-128(b)(15) of the prior Subdivision Regulations.

3. In conformance with the 2009 Approved Countywide Master Plan of Transportation, and the 2014 Landover Metro Area and MD 202 Corridor Sector Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements and show the following facilities at the time of detailed site plan.

- a. A minimum 5-foot-wide Americans with Disabilities Act (ADA)-compliant sidewalk, ADA curb ramps and marked crosswalks along the frontage of Old Landover Road unless modified by the permitting agency with written correspondence; any modifications shall be in accordance with the Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

The plan sheets identify a 6-foot-wide sidewalk, ADA curb ramps, and marked crosswalks along the frontage of Old Landover Road.

- b. Short- and long-term bicycle parking at a location near the entrance to the building and within the building.**

The plan sheets identify a bicycle storage room to accommodate 50 bicycles for long-term parking and 5 bicycle racks to accommodate 10 bicycles for short-term parking adjacent to the building's main entrance.

- c. Designated pedestrian pathways from roadway frontages and throughout the site, including ADA curb ramps and marked crosswalks.**

The plan sheets identify a 6-foot-wide sidewalk with diagonal ADA curb ramps along the Landover Metro Station shared main entrance, from roadway frontage and throughout the site. Continental-style crosswalks are also provided on-site to accommodate pedestrian pathways. The Planning Board requires that the sidewalk along the perimeter of the multifamily building accommodate a minimum 5-foot-wide pathway.

- 5. Development of this site shall be in conformance with Stormwater Management Concept Plan (SIT-00260-2025), and any subsequent revisions, once approved.**

A copy of an approved SWM Concept Plan (SIT-00260-2025) and approval letter were submitted with this application. This application is in conformance with SIT-00260-2025.

- 7. Prior to issuance of permits for this subdivision, in conformance with Section 25-119(a)(3) of the 2024 Woodland and Wildlife Habitat Conservation Ordinance, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

“This plat is subject to the recordation of a woodland and wildlife habitat conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved.”

A TCP2 was submitted with this DSP application to fulfill this condition, in part. The remainder of this condition will be met at the time of final plat of subdivision.

- 9. Prior to issuance of any permits impacting wetlands, wetland buffers, streams or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.**

The Maryland Department of the Environment (MDE) permit(s) will be verified at the time of County permit review, for impacts to wetlands, wetland buffers, or stream buffers, to ensure compliance with conditions and that any associated mitigation plans are represented on the TCP2. Any alterations to PMA impacts as a result of the MDE approvals shall be reflected on a revised TCP2.

- 11. In accordance with Section 24-135 of the prior Prince George’s County Subdivision Regulations, the applicant and the applicant’s heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities in accordance with the standards outlined in the Prince George’s County Park and Recreation Facilities Design Guidelines.**

As discussed in Finding 6 above, the DSP provides adequate on-site recreational facilities in appropriate and developable areas, in accordance with the standards outlined in the *Prince George's County Parks and Recreation Facilities Guidelines*.

12. **The on-site recreational facilities shall be reviewed by the Development Review Division, of the Prince George's County Planning Department, for sufficiency and proper siting, in accordance with the Prince George's County Park and Recreation Facilities Design Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.**

As discussed in Finding 6 above, the Urban Design Section of the Development Review Division (DRD), of the Prince George's County Planning Department, has reviewed the sufficiency and siting of the recreational facilities in accordance with the *Prince George's County Park and Recreation Facilities Guidelines*. On-site recreational facilities have been well distributed throughout the common areas of the development, including indoor and outdoor amenities on both the first floor and courtyards on the second floor. This siting ensures that recreational facilities amenities are conveniently accessible to future residents. Timing for construction is shown on the DSP coversheet. Indoor and outdoor facilities shall be constructed prior to issuance of a certificate of use and occupancy permit of the associated building. The Planning Board finds the construction timing acceptable.

15. **At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall submit to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department, for review and approval, a draft access covenant and conditional access easement over the property, which delineates the easement that provide access to a public street for Parcels 1 and 2, in accordance with Section 24-128(b)(15) of the prior Prince George's County Subdivision Regulations. The document shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of the Prince George's County Planning Board. The limits of the shared access easements shall further be reflected on the final plat. The document shall be recorded in the Prince George's County Land Records, and the Liber/folio indicated on the final plat, prior to recordation.**

The required access easement, for direct vehicular access from Parcels 1 and 2 to a public road, is not delineated on the site plan. This access easement should be shown on the site plan and should conform to Section 24-128(b)(15). Condition 15 shall be further evaluated at the time of final plat.

9. **Certificate of Adequacy ADQ-2025-010:** The property is the subject of Certificate of Adequacy ADQ-2025-010, which was approved by the Prince George's County Planning Director on September 12, 2025. This ADQ is valid for 12 years from the date of its approval and subject to the additional expiration provisions of Section 24-4503(c)(1)(C) of the Subdivision Regulations. ADQ-2025-010 was approved with three conditions, one of which is relevant to review of this

DSP and is listed below, in **bold** text. Analysis of the project's conformance to the condition follows, in plain text:

1. **The total development within the subject property shall be limited to uses that would generate no more than 114 AM and 132 PM peak-hour vehicle trips.**

The ADQ was evaluated for development of up to 275 multifamily dwelling units. The development includes 260 multifamily dwelling units and 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)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan.**

A bicycle and pedestrian facilities plan was provided detailing the facilities and locations of the approved improvements, consistent with Section 24-4506(c)(1)(G) of the Subdivision Regulations.

10. **2010 Prince George's County Landscape Manual:** In accordance with Section 27-473(b), Footnote 66, Part C, landscaping requirements of the I-1 Zone shall not apply; instead, landscaping requirements shall be established with the DSP. For this DSP, the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) were used as a guide for determining the adequacy of landscaping provided to serve functional purposes and enhance the aesthetic quality of the development.

Should the Landscape Manual have applied, this DSP would have been subject to Section 4.1-4, Residential Requirements for Multifamily; Section 4.3(2) Parking Lot Interior Planting requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Landscape schedules provided with the DSP show conformance with the requirements of Sections 4.1-4 and 4.9. Schedules 4.3(2) and 4.7 are not provided. The northern boundary of Parcel 2 is abutting an above-ground railroad line to the north, and the northern boundary of Parcel 1 is abutting an above-ground Metro line to the north. Part of the above-ground Metro line lies within Parcel 2. Pursuant to Table 4.7-2 of the Landscape Manual, a Type D bufferyard is required, if the Landscape Manual requirements were applicable. Bufferyard D includes a minimum 50-foot building setback, a minimum 40-foot landscape yard, and a minimum of 160 plant units per 100 linear feet of property line. The multifamily building is 250–300 feet from the existing Metro line and over 400 feet from the existing rail line, and there is also an existing wooded area in between the Metro line, the rail line, and the building, which serves as a sufficient landscape buffer. Therefore, the Planning Board finds the bufferyards are sufficient. Schedule 4.3(2) requires interior planting and parking islands for parking lots 7,000 square feet or larger. As discussed in Finding 7 above, two planting islands with vegetation are provided in the parking lot. These parking islands would not meet the requirements of Schedule 4.3(2) because no interior shade trees are provided. However, there are practical and functional constraints of the site; specifically, the parking lot is built on top of

two underground compensatory storage vaults. As a result, providing green spaces with shade trees on top of the parking structure is impractical. Alternatively, shade trees are included along the perimeter of the parking structure. Given the unique site constraints and alternative landscaping provided, the Planning Board finds the landscape plans acceptable.

- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** TCP2-2026-0019 shows this is an 8.53-acre site with 7.50 acres of floodplain for a net tract area of 1.03 acres, consistent with the site statistics table of the approved natural resources inventory (NRI) plan. This property is unique in that the site is located in a transit-oriented center, per the 2014 *Plan Prince George's 2035 Approved General Plan*, and is approximately 90 percent within the 100-year floodplain. The site contains a total of 0.31 acre of net tract woodlands, with 6.77 acres of wooded floodplain. The TCP2 shows the woodland conservation requirement of 1.29 acres being met with 0.21 acre of on-site woodland preservation, and 1.08 acres of off-site woodland conservation credits. The Planning Board supports the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan's* recommendation that off-site woodland credits be obtained within the sector plan area's watershed, to the extent possible; this is reflected as Condition 10 in the PPS approval. The development meets the 15.0 percent woodland conservation threshold on-site.

In accordance with Section 25-119(c)(5)(A) of the WCO, notices were mailed to the parties listed in Subsection 27-3407(b)(1) of the Zoning Ordinance, for tree conservation plan applications that are companion to a DRD application, stating that a tree conservation plan will be reviewed concurrently with the DRD application. According to the affidavit provided by the applicant or the applicant's representative, notice letters were mailed on February 10, 2026. The Planning Board did not receive any public comments about this application, as a result of the notification mailing.

Specimen Trees

With PPS 4-25006, the Planning Board approved one on-site Specimen Tree (ST-1) for removal. The DSP is reliant on that prior approval. The applicant has chosen to replace this tree by planting three greater than 2.5-inch caliper trees on-site. No additional specimen tree removal was requested with this application.

- 12. 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 include more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. Properties zoned LTO-C were required to provide a minimum of 15 percent of the net tract area, which is 3.97 acres. A condition is included herein requiring the applicant to revise the tree canopy coverage (TCC) schedule to show 3.97 acres as net acres. The subject property has a TCC requirement of 0.6 acre, or 25,940 square feet. Per Section 25-129 of the Tree Canopy Coverage Ordinance, the TCC may consist of existing trees to be preserved, proposed on-site woodland conservation, trees planted throughout the site, and street trees located within the right-of-way along the property frontage. Pursuant to the TCC waiver submitted, the DSP is providing 121,006 square feet, or 2.77 acres of TCC—exceeding the minimum requirement. However, pursuant to Section 25-128(b) of the Tree Canopy Coverage Ordinance, TCC requirements are based on the net tract area and must be met within the net tract

area. Most of the 2.77 acres of TCC included are within the floodplain and, therefore, excluded from the net tract area. Since most of the net tract area is occupied by the subject building and parking structure, where trees cannot be planted, sufficient area is not available to satisfy the TCC requirements. The submitted TCC shows that 25,940 square feet of TCC is required for the site, and that 10,273 square feet is provided by combination of on-site woodland conservation and major shade trees. As a result, a waiver of 15,667 square feet is requested, in accordance with Section 25-130(a) of the Tree Canopy Coverage Ordinance, which reads 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 subject property is impacted by 100-year floodplain. The impacts of the floodplain on the development of the site are dramatic, as can be seen in the image of the Federal Emergency Management Agency (FEMA) floodmap included in the technical staff report.

The floodplain that impacts this property is unique in that it is a backwater condition, meaning that the current floodplain on the property does not actively convey flow to Lower Beaverdam Creek. To address this condition and still construct the development, the applicant worked with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) to design a solution, which is embodied in a Flood Plain Waiver Letter approved by DPIE dated August 13, 2025 (Flood Case SIT-00540-2025; FPS 201846). The building and parking structure will be constructed above the floodplain elevation on piers and decking. Underneath the building, compensatory storage will be constructed to ensure the development will accommodate the 100-year floodplain on-site. Following the approval of the floodplain waiver, the net tract area of the site has expanded. The existing net tract area is 1.03 acres, while the approved net tract area has increased to 3.97 acres, with 2.94 acres occupied by the building and parking structure. The additional net tract area is created solely to construct a building and associated infrastructure on this property. Given the configuration of the subject building required by the floodplain waiver, placing additional trees within the newly created net tract area is impracticable. For example, the parking lot is on top of the piers and decking. Accordingly, trees cannot be added within the parking lot, as would be achievable for other projects, due to insufficient rooting space. Even though shade trees are included at the remainder of the site, those trees cannot be counted towards the TCC requirement because they are located within floodplain. Floodplain area is not within the net tract area. Given these site limitations and conditions, full compliance is not practical.

(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.

The net tract area created by the construction of the building and parking structure cannot be planted to satisfy the accompanying tree canopy requirement. Trees in parking

structures often fail due to insufficient soil volume and restricted rooting space. Compacted, small planting areas prevent roots from growing deep, leading to stunted trees, surface root damage to pavement, and poor health from lack of oxygen and moisture. In addition, much of the net tract area not occupied by the building and parking structure is on Parcel 2, which is a 1.14-acre parcel being retained by the Washington Metropolitan Area Transit Authority (WMATA). This parcel includes approximately 0.21 acre of existing woodland conservation and the existing rail lines. While the rail lines are not in the floodplain, they cannot be planted due to the existing transit use.

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

This criterion is not applicable because there is no existing pavement within the net tract area.

(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

The subject DSP is not providing more parking than is required for the subject development. The property is not subject to the parking requirements set forth in Part 11 of the prior Zoning Ordinance. If it were, more than 400 parking spaces would be required. Due to the proximity to the Metro station, however, the DSP provides only 252 parking spaces. Thus, the inability to provide additional TCC does not relate to over-parking within the development.

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

Based on the above criteria and discussion, the Planning Board finds the requested waiver to be the minimum necessary, given the inability to plant within the building and parking structure, the constraints caused by the existing rail facilities, and the impact of the floodplain.

Given the above discussion, the Planning Board approved the request for a partial waiver (15,667 square feet) from Section 25-128(b), regarding the TCC requirements, as shown on the submitted plans.

13. Referral comments: This application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated April 10, 2026 (Stabler, Smith, and Chisholm to Sun), it was noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. No Prince George's County historic sites or resources are on or adjacent to the subject property.

- b. **Community Planning**—In a memorandum dated April 10, 2026 (Diallo to Sun), it was noted that, pursuant to prior Subtitle 27, Part 3, Division 9, Subdivision 3 of the Prince George’s County Code, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated April 8, 2026 (Wilson to Sun), the following comments were noted:

Master Plan Recommendations

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan and Sectional Map Amendment*.

Right of Way

There are no master-planned roadways that directly impact the subject site. The site has frontage along Old Landover Road, which is identified as a 50-foot right-of-way. However, access to the site is via a shared driveway with the adjacent Landover Metro Station. Although the site does not directly front Pennsy Drive, it is a master-planned roadway identified as a collector (C-402) with a 70-foot right-of-way. The Planning Board finds that no road dedication is required with this application, and right-of-way is sufficient.

Pedestrian and Bicycle Facilities

There are no master-planned pedestrian and bicycle facilities that impact the subject site.

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.

The plan sheets identify a 6-foot-wide sidewalk along the frontage of Old Landover Road to meet the intent of this policy.

- d. **Environmental Planning**—In a memorandum dated April 8, 2026 (Rea to Sun), the following analysis was noted:

Natural Resources Inventory

Section 27-282(e)(5) of the prior Zoning Ordinance requires an approved NRI plan with DSP applications. Approved NRI-088-2018-01 was submitted with the application. The site contains 100-year floodplain and REF including wetlands, wetland buffers, stream buffers, and steep slopes that comprise the PMA. The Lower Beaverdam Creek is located to the east of the site, with the stream buffer impacting the eastern boundary line of the property. The NRI shows a stormwater conveyance channel within a stormdrain easement

that bisects southern portion of the property. This channel is a remnant of a former concrete channel. As part of the NRI review, an email from Ryan Din of MDE dated July 18, 2025, states that the channel is not regulated by MDE. No additional information is required regarding the NRI.

Riparian Stream Buffer

The site contains a riparian stream buffer that is required to be fully wooded in accordance with Section 25-121(c)(1)(C) of the WCO; however, with the approval of the PPS, a PMA impact to the stream buffer was approved by the Planning Board for the development of site infrastructure. This clearing is not to be replaced.

Regulated Environmental Features

The site contains 100-year floodplain and REF, including stream buffers, wetlands, wetland buffers, and steep slopes comprising the PMA. Three impacts were approved by the Planning Board with PPS 4-25006, for developing within the 100-year floodplain, developing within wetlands and wetland buffers, and development within the stream buffer. A floodplain waiver was granted by the Director of DPIE on August 13, 2025. This waiver allows placement of fill and structures in the floodplain. The DSP is reliant on that prior approval. There are no additional impacts included with this DSP.

Stormwater Management

Section 27-282(e)(11) of the prior Zoning Ordinance requires a SWM concept approval prior to acceptance of a DSP. A SWM Concept Approval Letter (SIT-00260-2025) and associated plan were submitted with the application for this site. The approval was issued on February 23, 2026, from DPIE, to construct a submerged gravel wetland and an underground SWM facility. No SWM fee for on-site attenuation/quality control measures is required. As approved on the TCP2, the stormwater facilities are located in the existing floodplain and will not impact on any other REF.

Floodplain Management

According to NRI-088-2018-01, the site contains 100-year floodplain. A floodplain waiver was granted by the Director of DPIE on August 13, 2025. This waiver allows placement of fill and structures in the floodplain. The DSP is in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the County Code.

Soils

In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions. The soil types found on-site, according to the United States Department of Agriculture Natural Resources Conservation Service Web Soil Survey, are Issue-Urban land complex, Russett-Christiana-Urban land complex, Udorthents, highway, Urban Land-Issue complex, Urban land-Russett-Christiana complex, Urban land-Zekiah complex, and Zekiah and Issue soils. According to available mapping information, unsafe soils containing Marlboro clay do not occur on this property; however, Christiana clay is mapped within the site. Christiana clay is present on-site, as documented in the geotechnical report prepared by Geo-Technology Associates, Inc. with a revised date of December 12, 2025. The report included a global

slope stability analysis on five sections of the slopes with geogrid reinforcement and/or aggregate pier to improve slope stability. The results of the analysis appeared to exceed and meet the minimum required factor of safety of 1.5. The Planning Board requires that any slopes where the unsafe clay is present to be no steeper than 5H:1V, unless the slopes are evaluated and verified safe. The unsafe clay shall not be reused as structural fill due to its low strength and high swell/shrink characteristics. The recommendations for site grading and the retaining walls included in the report shall be accomplished to the final site design. In addition, the design package of the retaining walls, including internal stabilities, plans, drawings, calculations, etc. shall be performed by a registered wall designer, in conformance with Techno-Gram 002-2021 issued by DPIE. The wall design shall be reviewed and approved by DPIE prior to issuance of permits.

- e. **Permit Review**—No comments were offered on the subject application.
- f. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated April 13, 2026 (Thompson to Sun), DPR offered no comments on the subject application.
- g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 24, 2026 (Abdullah to Sun), DPIE provided a list of comments which will be addressed at the time of permitting.
- h. **Prince George's County Fire/EMS Department**—In a memorandum dated March 18, 2026 (Reilly to Sun), the Fire/EMS Department provided a list of comments as follows:
 - (1) A hydrant must be provided within 500 feet of the most remote point of the building measured as hose is laid by the fire department; along drive aisles, around corners and obstacles, etc. Please show compliance with the DSP.
 - (2) Please provide the location(s) of any proposed Fire Department Connections (FDCs). If the building perimeter is greater than 900 feet, a second FDC may be required.
 - (3) Please provide the location(s) for any proposed and/or existing fire hydrants. A fire hydrant must be provided within 200 feet of any proposed FDC. This distance must be measured as hose is laid by the fire department; along drive aisles, around corners and other obstacles, and in accordance with Subtitle 4-167 of the County Code. The primary FDC must be located on the front, address side of the building and be visible from the fire hydrant.
 - (4) Access road/ramp to the west of the building must maintain a clear width of 22 feet.

- (5) Please incorporate the provided/attached fire lane markings and signage into the DSP. Markings and signage will be required in accordance with Subtitle 11-277 of the County Code. A cut-sheet for the required sign is also attached.

It was noted that all comments have been satisfied with the post Subdivision and Development Review Committee response submitted on April 22, 2026.

- i. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.
 - j. **Prince George's County Health Department**—In a memorandum dated March 2, 2026 (Adepoju to Sun), the Health Department provided several comments relating to availability of healthy foods, obtaining swimming pool permits, and comments addressing potential construction activity impacts (noise and dust) extending into adjacent properties during construction. The permits should be obtained through an online application from the Prince George's County Health Department and DPIE. 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 the subject application.
 - l. **Public Utilities**—The subject DSP application was referred to Verizon, Comcast, AT&T, Potomac Electric Power Company, and Washington Gas for review and comments on March 20, 2026, and April 3, 2026. Utility companies did not offer comments on the subject application.
- 14. **Community Feedback:** The Prince George's County Planning Department did not receive any written correspondence or comments from the community regarding the subject application.
 - 15. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP will represent a reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use.
 - 16. Section 27-285(b)(2) of the prior Zoning Ordinance does not apply to this DSP because the subject property is not subject to a conceptual site plan.
 - 17. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
 - 18. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the prior Subdivision Regulations.

The Planning Board finds that the REF on the subject property have been preserved and/or restored to the fullest extent possible based on the PMA impacts approved by the Board with PPS 4-25006, a floodplain waiver approved by the County, and the limits of disturbance shown on the TCP2. Development impacts are generally considered avoidable; however, in this case, the floodplain covers approximately 90 percent of the subject property, making development impacts unavoidable. Mitigation of the floodplain will be handled by DPIE, which at this time includes a vault under the development's parking lot. Mitigation of the wetland will be handled by MDE, prior to permitting.

- 19. Planning Board Hearing:** The Planning Board held an evidentiary hearing on the detailed site plan on May 14, 2026. Prior to the Tuesday, May 12, 2026 noon deadline for written testimony, the applicant submitted an exhibit proposing two minor changes to the conditions recommended in the technical staff report. During the hearing, staff provided a brief overview of the project and acknowledged their agreement with the applicant's revisions to the conditions. Following staff's presentation, the applicant's attorney, Tom Haller, testified and highlighted the project's location adjacent to a WMATA Metrorail station, but within the floodplain. He explained the challenges associated with developing the project within the floodplain, as well as the applicant's solutions. No community members or other stakeholders signed up to testify at the hearing.

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 TCP2-2026-0019, and further APPROVED Detailed Site Plan DSP-2025-0024 for the above-described land, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP), as follows:
 - a. Revise the general note on the coversheet regarding bicycle parking spaces provided, to be consistent with the number of spaces shown on the site plan.
 - b. Show and label an access easement for direct vehicular access, from Parcels 1 and 2 to a public road, in accordance with Section 24-128(b)(15) of the prior Prince George's County Subdivision Regulations.
 - c. Dimension a minimum 5-foot-wide sidewalk along the perimeter of the multifamily building.
 - d. Provide perpendicular Americans with Disabilities Act curb ramps in lieu of diagonal.
 - e. Provide designated parking for rideshare and delivery services.
 - f. Provide details and elevations of the emergency bridge structure in the site plan.
 - g. Remove the recreational facilities calculation chart on the coversheet.

- h. Include the dog park plan as part of the DSP plan sheet, rather than a separate sheet.
- 2. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the landscape plan, as follows:
 - a. Label all planters along the building perimeter and provide a typical detail of the type and quantity of shrubs, grasses, and/or vines for planters, which may include a note that planting may change annually with plantings of equal or superior quality. At least 30 percent of plantings shall be native species and include plant types to soften the garage façade.
 - b. Identify the types and numbers of shrubs and grasses proposed in the two planting islands on the parking lot. At least 30 percent of the shrubs and grass shall be native species.
 - c. Revise the tree canopy coverage schedule for Section 25-128 of the Prince George's County Tree Canopy Coverage Ordinance, to show 3.97 acres as the net acreage for the site.
- 3. Prior to signature approval of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised in conformance with Section 25-122(d) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. Documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan, as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”

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.

* * * * *

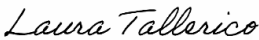
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Okoye, with Commissioners Geraldo, Okoye, Jenkins, Matthews, and Barnes voting in favor of the motion at its regular meeting held on Thursday, May 14, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 4th 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

06/01/2026