

PGCPB No. 2024-109

File No. PPS-2022-007

R E S O L U T I O N

WHEREAS, 9400 Lottsford Road LLC and Washington Metropolitan Area Transit Authority are the owners of a 9.61-acre tract of land known as Lots 43, 44, and 45, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E); and

WHEREAS, on June 5, 2024, 9400 Lottsford Road LLC filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan PPS-2022-007 for The Pavilion at Lottsford was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission at a public hearing on October 17, 2024; and

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

WHEREAS, at the October 17, 2024, public hearing, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-020-2024, APPROVED a Variance to Section 25-122(b)(1)(G), and APPROVED Preliminary Plan of Subdivision PPS-2022-007 for 1 parcel, subject to the following conditions:

1. Development of the site shall be in conformance with Stormwater Management Concept Plan 22815-2023, and any subsequent revisions.
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 rights-of-way, as delineated on the approved preliminary plan of subdivision.
 - b. Right-of-way dedication along McCormick Drive, to implement the final design of the frontage and requirements of the Prince George's County Urban Street Design Standards, if applicable.
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.
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.

5. Prior to submission of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit an executed private recreational facilities agreement (RFA), for approval, to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of on-site recreational facilities. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, and the Book and page of the RFA shall be noted on the final plat, prior to plat recordation.
6. Prior to approval of building permit(s) for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities.
7. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be modified as follows:
 - a. Add a general note on the PPS stating that the mandatory dedication of parkland requirement is being addressed by providing on-site recreation facilities.
 - b. Modify the labeling of the existing Washington Metropolitan Area Transit Authority (WMATA) administration building to state: "to remain with modifications or to be razed."
8. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised as follows:
 - a. Add the following note below the specimen tree table:

"This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on [ADD DATE] for the removal of Specimen Trees ST-1, ST-2, and ST-3."
 - b. Correct the worksheet to show the woodland conservation threshold as 15 percent.
 - c. Have the plans signed and dated by the qualified professional who prepared them.
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."

10. Prior to issuance of the first permit, the final erosion and sediment control plan shall be submitted. The limits of disturbance shall be consistent with the Type 2 tree conservation plan.
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.
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.

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.

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.
15. Prior to approval of a building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the frontage improvements, as required in the Urban Street Design Standards, have full financial assurances, been permitted for construction through the applicable operating agency's access permit process, and an agreed-upon timetable for construction and completion with the appropriate agency.
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.
 - b. Striped Americans with Disabilities Act-compliant crosswalks at all vehicle access points and crossing any internal driveways.
 - c. Provide signage at the entrances along McCormick Drive, identifying the service/loading areas only.
 - d. Evaluate the number and location of parking spaces to be designated for ride sharing.
17. 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 improvement, as designated below, has (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 northbound left turn lane and median break for the site access from Lottsford Road, unless modified by the permitting agency.

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

1. The subdivision, as modified with conditions, meets the applicable legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The site is located on the west side of Lottsford Road, and on the south side of McCormick Drive. The property consists of three lots identified as Lots 43, 44, and 45, which were recorded in the Prince George's County Land Records in Plat Book NLP 125 Plat No. 46. The property is located within the Regional Transit-Oriented, High-Intensity-Edge (RTO-H-E) Zone. In accordance with Section 24-4503 of the Prince George's County Subdivision Regulations, this preliminary plan of subdivision (PPS) is supported by and subject to approved Certificate of Adequacy ADQ-2022-022. The site is subject to the 2013 *Approved Largo Town Center Sector Plan and Sectional Map Amendment* (sector plan), Subtitles 24 and 27 of the Prince George's County Code, and other applicable plans, as outlined herein.

This PPS includes one parcel. The site is currently improved with the Washington Metropolitan Area Transit Authority's (WMATA) Largo Division Rail Facility along the southern portion of the property. This facility consists of two buildings and their associated parking. The larger of these two buildings is WMATA's stormwater management (SWM) facility, and the other building, which is adjacent to Lottsford Road, is WMATA's administration building which provides vertical tunnel access for train maintenance. The subterranean pathway for a small extension to the Metrorail Blue Line runs north to south along the eastern edge of the property. This extension is not part of the active Metrorail 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. This PPS includes one parcel for development of 769 multifamily dwelling units, 72,300 square feet of commercial development, and 6,190 square feet of office space for WMATA. The applicant may raze both existing WMATA buildings on the property or modify them, while still assuring maintenance functions for both of these facilities will continue to operate on the property. WMATA's SWM facility is proposed to be relocated to the ground floor of the proposed building located at the corner of Lottsford Road and McCormick Drive, while an above-ground, vented access hatch in the retail area along Lottsford Road will continue to provide WMATA vertical tunnel access to the subterranean tracks for train maintenance purposes.

This PPS is required in accordance with Section 24-3402(b)(3) of the Subdivision Regulations. The applicant participated in a pre-application conference for the PPS on May 20, 2022, pursuant to Section 24-3302(b)(1) of the Subdivision Regulations, and held a pre-application neighborhood meeting on February 20, 2024, pursuant to Section 24-3303(b)(1) of the Subdivision Regulations.

The applicant also filed a request for a variance to Section 25-122(b)(1)(G) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, to permit the removal of three specimen trees. This request is discussed in the Environmental finding.

3. **Setting**—The subject site is located on Tax Map 67, in Grid E1, and is within Planning Area 73. Lottsford Road abuts the subject site to the west, with properties in the RTO-H-E Zone and developed nonresidential uses beyond. McCormick Drive abuts the property to the north, with office buildings in the RTO-H-E Zone beyond. Land to the east and south of the site is also in RTO-H-E Zone and is developed with non-residential buildings.
4. **Development Data Summary**—The following information relates to the subject PPS and the evaluated development.

	EXISTING	EVALUATED
Zone	RTO-H-E	RTO-H-E
Use(s)	WMATA administration and maintenance Building and stormwater treatment facility	Residential/Commercial/Office
Acreage	9.61	9.61
Lots	3	0
Parcels	0	1
Outparcels	0	0
Dwelling Units	0	769
Nonresidential Gross Floor Area	7,150 sq. ft	78,490 sq. ft.
Variation	No	No
Subtitle 25 Variance	No	Yes, Section 25-122(b)(1)(G)

The subject PPS was accepted for review on June 5, 2024. Pursuant to Section 24-3305(e) of the Subdivision Regulations, this case was referred to the Subdivision and Development Review Committee, which held a meeting on June 21, 2024, where comments were provided to the applicant. Revised plans were received on August 1, 2024, which were used for the analysis contained herein.

5. **Previous Approvals**—The property was subject to PPS 4-82133, which 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 recorded in Plat Book NLP 122 page 25, pursuant to PPS 4-82133. The property was then re-subdivided in accordance with Section 24-108(a)(3) of the prior 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 subject PPS supersedes PPS 4-82133 for the subject site.

The property is also subject to Detailed Site Plan DSP-87120, which 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) will be required following this PPS for development of this site.

6. **Community Planning**—Pursuant to Sections 24-4101(b)(1) and 24-3402(e)(1)(D)(iv) of the Subdivision Regulations, a major PPS shall be consistent with the General Plan and shall conform to all applicable area master plans, sector plans, or functional master plans. Consistency with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated as follows:

Plan 2035

Plan 2035 places this subject property in the Regional Transit District. Plan 2035 recommends the majority of future employment and residential growth in the county to the Regional Transit Districts. These medium- to high-density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options such as metro, bus, light rail, bike, and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents (page 19).

Sector Plan

The sector plan recommends mixed use, predominately office, and institutional land use on the subject property. The PPS conforms to the recommended land uses, since the PPS evaluates a mix of uses in a single building containing multifamily residential, retail, and office uses. The sector plan identifies five subareas (Map 14: Largo Town Area Subareas, page 49) and provides specific recommendations for each subarea. This subject property is located in the northwest quadrant of the sector plan area, within a half mile radius of the Transit Oriented Development (TOD) core.

The sector plan also makes the following recommendations (goals, policies, and strategies) that affect the subject property, which are discussed throughout this resolution and, as follows:

Chapter 4: Recommendations for Future Development Transforming Largo Town Center

Within the northwest quadrant, the sector plan recommends the (re)development of the Largo Town Center Shopping Center site and the vacant parcel to its southwest with new medium-density residential uses as market conditions permit (page 70).

Goal: TOD-Compatible Development beyond the TOD Core (page 70)

Strategies

- **Discourage new retail uses outside of the TOD Core.**
- **Incentivize new infill office and institutional uses north of Arena Drive.**

The PPS allows a mixed-use development of office (WMATA), retail, and multifamily uses for the subject property. This is consistent with the sector plan's goal to attract residential and retail development to the area.

Pursuant to Sections 24-4101(b)(1) and 24-3402(e)(1)(D)(iv), the PPS conforms to the sector plan, as outlined above and throughout this resolution.

Zoning

On November 29, 2021, the Prince George's County District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the Commercial Office and Development District Overlay (D-D-O) Zones to the RTO-H-E Zone, effective April 1, 2022.

7. **Stormwater Management**—Pursuant to Section 24-4303(b) of the Subdivision Regulations, a PPS shall not be approved until evidence is submitted that a SWM concept plan has been approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). A SWM Concept Plan (22815-2023) and an associated letter approved by DPIE, on June 3, 2024, were submitted with this PPS which shows the use of 15 micro-bioretenion facilities and one bio-swale for the treatment of stormwater on-site.

Development of the site, in conformance with SWM concept approval and any subsequent revisions, will ensure that no on-site or downstream flooding occurs. Therefore, this PPS satisfies the requirements of Sections 24-4303 and 24-4403 of the Subdivision Regulations.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of Plan 2035, the sector plan, the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the Subdivision Regulations, as they pertain to public parks and recreational facilities.

The subject property is within Park Service Area 6. Nearby developed park facilities include the Lake Arbor Community Center, within 0.81 miles of the subject site, improved with a computer lab, softball diamond, football/soccer combination field, full basketball court, gymnasium, and school community center. The Wayne K. Curry Sports and Learning Complex is within three miles of the subject property. The facility provides residents access to outdoor and indoor track fields, community rental facilities, a computer lab, gymnastics, a weight room, an artificial turf field, a football field, a fitness room, a field house, a snack room, and a café.

Section 24-4601 of the Subdivision Regulations, which relates to mandatory dedication of parkland, provides for dedication of land, payment of a fee-in-lieu, and/or provision of private on-site recreational facilities to meet the recreational needs of residents of the subdivision. Based on the included density of development, 15 percent of the net residential lot area should be required to be dedicated to The Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks, which equates to 1.17 acres for public parklands. The subject property is not adjacent or contiguous to any property currently owned by M-NCPPC, and this PPS is for redevelopment of developed land. Thus, the conveyance of 1.17 acres of land is not recommended for this project.

The recreational guidelines for Prince George's County also set standards based on population. The projected population for the development is 1,915 new residents. The typical recreational needs include outdoor sitting and eating areas, fitness areas, open space areas, and sports courts. Per Section 24-4601(b)(4)(C)(i) of the Subdivision Regulations, the Planning Board may approve the provision of on-site recreation facilities to meet the mandatory parkland dedication requirement. However, to meet the County recreation guidelines, 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 provision of indoor and outdoor recreation amenities shall be reviewed at the time of DET.

Based on the preceding findings, the provision of mandatory dedication of parkland shall be met through the provision of on-site recreational facilities, in accordance with Section 24-4601(b)(4)(C).

9. **Transportation (pedestrian, bicycle, and vehicular)**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), sector plan, the Prince George's County Zoning Ordinance, and Subdivision Regulations, to provide the appropriate transportation facilities.

The subject property has frontage along master-planned roadways McCormick Drive, which is identified as a collector roadway with a recommended width of 70 feet of right-of-way, and Lottsford Road, identified as an arterial roadway with a recommended width of 120 feet of right-of-way. Prior dedication has occurred and is reflected on the PPS. Additional right-of-way may be required 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.

Master Plan Pedestrian and Bike Facilities

Two master plan facilities impact the subject site which includes a bicycle lane and side path along Lottsford Road.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

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

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

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

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

Vision Elements

Fully-Integrated, Multimodal Transportation System

Largo Town Center provides a comprehensive, multimodal transportation network that fully accommodates public transit, automobiles, pedestrians, and bicyclists through the application of “Complete Street” principles (page ix).

This sector plan sets out a development vision for the Largo Town Center D-D-O Zone that articulates vibrant and diverse neighborhoods, an efficient multimodal transportation system, sustainable and accessible environmental infrastructure, and pedestrian- and bicyclist-friendly urban design. This vision emphasizes:

- **Pedestrian- and bicyclist-friendly development and redevelopment in the DDOZ.**
- **Promote transit-supporting, mixed-use, pedestrian oriented neighborhoods (page 8).**

The TDMD (transportation demand management district) is intended to:

3. **Provide and maintain adequate multimodal transportation and mobility options for residents, workers, and visitors (page 86).**
1. **Street furnishings, including transit shelters, bike racks, benches, bollards, tree grates, trash/recycling receptacles, and similar shall be consistent in material, style, and color throughout the TOD core and are encouraged to be consistent throughout the four quadrants of the DDOZ west of Landover Road (page 151).**
9. **Bicycle parking should be provided in structured parking garages and surface parking lots based on a site-by-site needs basis. Appropriate location, number of racks, and level of access for each facility depends on the anticipated use of the site or building (page 165).**

- 1. Drive aisles shall be designed and located so that adequate visibility is ensured for pedestrians, bicyclists, and motorists when entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility (page 166).**

The development shall include reserved space for bicycle parking within the multifamily buildings. In addition to indoor parking, short-term parking shall be provided. Short-term parking shall consist of a minimum of two inverted U-style bicycle racks near the building entrances. Also, Americans with Disabilities Act-compliant crosswalks shall be provided crossing vehicular access points along McCormick Drive and Lottsford Road. These facilities will support the policies and strategies of the MPOT and sector plan.

Master-planned bicycle and pedestrian improvements will assist in creating a more robust pedestrian and bicycle network, particularly in a location which is within biking and walking distance to the Largo Metro Station. The sector plan also emphasizes the need for a multimodal transportation system within the center. The implementation of USDS features along the site's frontage further supports bicycle and pedestrian facilities than the recommendations in the MPOT and sector plan and shall be applied.

Urban Street Design Standards for use in Regional Transit Districts and Local Center

Developments within this Center are required to use the Prince George's County Department of Public Works and Transportation's USDS for right-of-way recommendations, as well as bicycle and pedestrian improvements within these roadways.

Lottsford Road USDS Mixed-Use Boulevard: Four Travel Lanes (A): The recommended USDS for Lottsford Road requires confirmation by the operating agency, however, a mixed-use boulevard (A) with four travel lanes and on-street parking could be implemented. This standard identifies a 114-foot minimum right-of-way, 10-foot-wide sidewalks, and buffered on-road bicycle lanes with physical vertical separation. The PPS shows a 120-foot-wide right-of-way along the site's frontage, which provides sufficient right-of-way to provide this standard.

Master plan conformance can be realized based on the requirements of the USDS, and the requirements of Section 27-4202(b)(1)(C) of the Zoning Ordinance. The frontage along Lottsford Road shall include a 10-foot-wide sidewalk, a 5-foot-wide pedestrian clearance zone, and a buffered bicycle lane.

McCormick Drive USDS Mixed-Use Boulevard: Two Travel Lanes (C): The recommended USDS for McCormick Drive also requires confirmation by the operating agency. However, a mixed-use boulevard (C) with two travel lanes and a center turn lane or median could be implemented. This standard identifies a 76-foot minimum right-of-way, 10-foot-wide sidewalks, and buffered on-road bicycle lanes with physical vertical separation.

The PPS shows a 70-foot-wide or 35-foot-wide right-of-way from centerline 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; however, the final configuration of the roadway frontage has not been determined. To strictly meet the standard, the applicant would need to provide an additional 3 feet of right-of-way from centerline, if the frontage is constructed without any alteration to any widths of any travel lanes or bicycle and pedestrian facilities listed above.

The USDS does allow certain modifications to an urban street type. Any adjustment to an urban street shall be the minimum required to support the standards along a roadway, as required by the operating 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 a reduction or elimination of a median. Bicycle and pedestrian facilities shall not be eliminated unless they meet all requirements of the exceptions described and approved by the operating agency.

At this time, the ultimate lane configuration and pedestrian and bicycle infrastructure along the site's frontage is unknown. Potential design changes to the roadway may impact the amount of right-of-way required. Additional dedication is not appropriate at this time, given the lack of detailed information. Section 27-6207(a)(2)(B) of the Zoning Ordinance allows for sidewalks along an existing street to be located within a dedicated right-of-way, or in a public access easement running parallel and adjacent to the public street. The applicant shall provide all requirements of the USDS within the existing right-of-way, in conjunction with any required easements, of which the details and location shall be provided for review, at the time of DET.

The frontage of McCormick Drive shall include a 10-foot-wide sidewalk, a 5-foot-wide pedestrian clearance zone, and a buffered bicycle lane. All frontage improvements are to be coordinated with the operating agency and conform to the USDS.

The requirements for USDS shall apply to the property's frontage, and any modifications shall be reviewed, in conformance with the conditions of approval. The details of all bicycle and pedestrian improvements shall be submitted for review with the DET, as the applicant develops the final plans for the site frontage with the operating agency.

Zoning Ordinance Development Standards - Access and Circulation

The PPS shows a two-way 24-foot-wide driveway providing access via Lottsford Road and McCormick Drive to the site. One access point to the garage along McCormick Drive is also shown, in addition to two curb cuts to facilitate service loading areas. The separate entrances will allow for vehicles to enter the building and reduce service vehicles from queuing along McCormick Drive, while providing areas for loading and trash removal which will be necessary, given the density. The third access point will be for the garage providing parking for retail customers and residents.

The garage access was analyzed in the associated certificate of adequacy and meets the adequacy requirements for the delay. The service and loading areas will not produce daily trips, as they will be utilized infrequently, and the applicant has stated that trash removal and deliveries are planned to occur outside of peak operating hours. Additional signage shall be provided indicating that the areas are for deliveries and loading only.

The locations of these entrances will prevent service vehicles from queuing on McCormick Drive. These entrances will also reduce conflicts between loading operations, retail customers, and residents that would occur if all vehicles occupied the same driveway. The plan also shows an entrance from the driveway at the south of the garage. This will be used by WMATA vehicles which will gain access via the Lottsford Road access point and is not intended as internal circulation.

Section 27-6206(d). Vehicular Access Management

(1) Limitation on Direct Access Along Arterial and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if;

- (A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;**
- (B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and**
- (C) The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.**

The subject site has frontage along master-planned roadways McCormick Drive (collector) and Lottsford Road (arterial). As described above, a central driveway is shown to allow access along both McCormick Drive and Lottsford Road, and a garage entrance/access along McCormick Drive. Both roadways are subject to the requirement of this section. There are no other roadways available such as a local street, driveway, or alley to provide direct vehicular access to the site.

The subject site frontage along Lottsford Road is approximately 680 feet in length and the plan shows one, 2-way driveway. The current speed limit along this roadway is 40 miles per hour, however, as recommended by the Urban Street Design Standards for a mixed-use boulevard (B), the intended operating speed along this section of roadway will be 25 miles per hour.

The subject site frontage along McCormick Drive is approximately 640 feet in length and the plan shows two driveways (the central driveway and garage access). Both access points along McCormick Drive will provide for two-way travel. The speed limit along this roadway is 30 miles per hour.

Given that there are no available roadways classified lower than collector rights-of-way, the number of driveways does not exceed the requirements of Section 27-6206(d)(1)(B) of the Zoning Ordinance and the low travel speeds along both frontages. Therefore, the requirements of this section are met. Further, the traffic impact study indicates that the multiple access points will operate with minimal delay and, given the mix of uses proposed on-site, a single point of access is undesirable. Access points, as shown on the PPS, are therefore acceptable.

Cross-access is not shown to the existing mixed-use project to the south, identified as Largo Park. An existing SWM facility is constructed at the property line of the subject site, which would prevent any vehicular or pedestrian connection. The remaining areas to the south and west of the subject site are currently constructed with non-residential uses, and the parking lots associated with each building immediately abuts the subject site. Direct pedestrian connections are not supported to adjacent surface parking areas. Given that these properties are fully developed and did not consider cross-access for the subject site, there are no opportunities for vehicular or bicycle cross-access. In addition, the applicant noted that there are steep slopes present that would further complicate cross-access.

At this time, no vehicular, pedestrian, or bicycle cross-access were found to be appropriate for any of the properties that are adjacent to the subject site. However, the determination of the cross-access feasibility, and any waiver of the requirement, should be further evaluated with final design at the time of DET.

Access along Lottsford Road

The traffic impact study submitted with this PPS and certificate of adequacy shows a northbound left turn lane and median break along Lottsford Road, at the site access. The traffic impact study provided analysis for the site access with and without a northbound left turn. The results under all conditions demonstrate that the intersection will operate under the acceptable level of service standards. A queuing analysis was provided, and it was determined that the left-turning movement would create a queue of 181 feet during the PM peak hour. The improvement is not a requirement for the site to meet adequacy, however, the inclusion of this improvement is shown on the concept plan and would improve the access for northbound traffic entering the site, while also reducing the number of vehicles required to make a U-turn at the intersection of McCormick Drive and Lottsford Road. There would be a slight reduction in vehicle delays at this intersection as well, however, the site would meet all adequacy requirements even if the improvement was not provided.

The PPS shows a northbound left turn lane with 200 feet of stage capacity and the associated construction of the median break along Lottsford Road. The operating agency has ultimate approval of this improvement, as it is within the right-of-way for Lottsford Road; however, this would improve access and circulation to the site.

Vehicular access and circulation for the development are sufficient, as it pertains to this PPS review.

10. **Public Facilities**—This PPS was reviewed for conformance to the sector plan, in accordance with Section 24-4101(b)(1). The sector plan identifies the following goals:

Goal 1: Adequate Student Capacity at All Public Schools Serving the Sector Plan Area (page 82).

Goal 2: Adequate Access to Public Park Facilities Serving the Sector Plan Area (page 83).

The proposed development will not impede achievement of the above-referenced goals. The analysis further illustrates that, pursuant to adopted tests and standards, public safety facilities and water and sewer service are adequate to serve the proposed development. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries recommended on the subject property.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, none of which affect this site.

The subject property is located in Sustainable Growth Tier I and is served by public water and sewer, as required by Section 24-4404 of the Subdivision Regulations. Pursuant to Section 24-4405 of the Subdivision Regulations, the 2018 Water and Sewer Plan placed this property in water and sewer Category 3, “Community Systems.” Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer.

11. **Public Utility Easement**—Section 24-4401 of the Subdivision Regulations requires that PPS and final plats of subdivision be designed to show all utility easements necessary to serve anticipated development on the land being subdivided, consistent with the recommendations and standards relevant to public utility companies. When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents:

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

Section 24-4205 of the Subdivision Regulations sets forth the design standards for public utility easements (PUEs), which is in accordance with the standard requirements of public utility companies: all roads, public or private, shall have a PUE at least 10 feet in width. The PUE shall

be located outside the sidewalk where a sidewalk is constructed, or where the Subdivision Regulations or Subtitle 27 require a sidewalk. The PUE must also be contiguous to the right-of-way.

The subject site has frontage along the existing public rights-of-way of Lottsford Road and McCormick Drive. The PPS shows a 10-foot-wide PUE to be provided along both streets, contiguous to the right-of-way.

12. **Historic**—The sector plan contains goals and policies related to historic preservation (page 46). However, these are not specific to the subject site. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeological survey of areas related to proposed highway improvements along I-95/495 (Capital Beltway), between US 50 (John Hanson Highway) and MD 214 (Central Avenue), was completed in 1996 and included the subject property. No archeological sites were identified. A Phase I archeological survey of the proposed Largo Town Center Extension of the Metrorail Blue Line was completed in 1997 and included a portion of the subject property. No archeological sites were identified, and no additional archaeological investigations are necessary on the subject property. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.
13. **Environmental**—The PPS is in conformance with the environmental regulations in Section 24-4300 of the Subdivision Regulations and Section 27-6800 of the Zoning Ordinance.

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case	Associated Environmental Application	Authority	Status	Action Date	Resolution Number
DSP-04086	TCP2-084-05	Planning Board	Approved	12/1/2005	05-253
N/A	NRI-147-2021	Staff	Approved	10/22/2021	N/A
N/A	NRI-028-2022	Staff	Approved	6/23/2023	N/A
PPS-2022-007	TCP1-020-2024	Planning Board	Approved	10/17/2024	2024-109

Grandfathering

The project is subject to the environmental regulations and woodland conservation requirements contained in Subtitles 24, 25, and 27 because this is a new PPS.

Site Description

There is an existing WMATA Largo Division Rail Facility located on the existing Lot 44. This site is in the Western Branch portion of the Patuxent River watershed. In a letter dated January 27, 2022, the Maryland Department of Natural Resources Natural Heritage Program has determined that there are no state records for rare, threatened, or endangered species within the boundary of the project site. According to PGAtlas, forest interior dwelling species habitat does not exist on-site. The site fronts on Lottsford Road, which is designated as an arterial road, and McCormick Drive, which is classified as a collector roadway. This site is not within an aviation

policy area associated with an airport and does not share frontage with a special roadway designated as a historic road or scenic road.

Environmental Conformance with Applicable Plans

Plan 2035

The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and is within the Established Communities Growth Policy Area. The property is also within the Largo Town Center, which is a Regional Transit District General Plan center.

Sector Plan Conformance

The sector plan contains environmental goals and strategies. The following guidelines have been determined to be applicable to the PPS. The text in **BOLD** is the text from the sector plan, and the plain text provides comments on the plan's conformance.

Goal: A Green and Sustainable Community

Strategies:

- **Identify places where green infrastructure elements of local significance can be permanently preserved and, where possible, restored and enhanced.**

The regulated area of the green infrastructure network located on-site is a non-regulated ephemeral stream which will be piped. Since there are no regulated environmental features (REF) located in the regulated area, there will not be any permanently preserved, restored, or enhanced green infrastructure elements on this site.

- **Preserve the woodlands along streams as woodland conservation to meet their own requirements or those of adjacent sites.**

There are no regulated streams located on-site. A stormdrain pipe is shown in the location of the ephemeral stream that is located on-site. Therefore, no woodlands along streams as woodland conservation will occur on this site.

- **Share stormwater management facilities and function between development sites to reduce the overall land consumption needed to manage stormwater with an emphasis on managing stormwater quantities in shared facilities.**

A shared regional SWM facility located off-site will be used for the 100-year storm control.

- **Identify priority downstream locations within the Southwest Branch Watershed for stream and wetland restoration projects required for mitigation.**

DPIC did not require any stream or wetland restoration projects for this project in the approved SWM concept plan.

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

The approved SWM concept plan shows the use of environmental site design features such as micro-bioretenion, bioretention planters, and bioswales.

Conformance with the 2017 Green Infrastructure Plan

The Countywide Green Infrastructure Plan was approved with the adoption of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017), on March 7, 2017. The site is mapped within the green infrastructure network as delineated in the Green Infrastructure Plan. The mapped green infrastructure network on this site contains a regulated area. The regulated area is located in the northwestern portion of the site, in an area shown on the approved Natural Resources Inventory Plan (NRI-028-2022) as an ephemeral stream. Therefore, there are no REF on-site. The conceptual design, as reflected on the PPS and the Type 1 tree conservation plan (TCP1), meets the goals of the Green Infrastructure Plan and focuses development outside of the most sensitive areas of the site.

Environmental Review

Natural Resources Inventory

Section 27-6802 of the Zoning Ordinance requires an approved NRI plan with PPS applications. Approved NRI-028-2022 was submitted with this PPS which shows the existing conditions of the property, consistent with the PPS and TCP1. A total of three specimen trees have been 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 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.

Woodland Conservation

This project is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because this is a new PPS and is subject to the Environmental Technical Manual (ETM). TCP1-020-2024 was submitted with the PPS and requires minor revisions to be found in conformance with the WCO.

Based on the TCP1 submitted with this PPS, the site's gross area is 9.61 acres, containing 1.52 acres of woodland in the net tract. The site has a woodland conservation threshold of 1.44 acre (15 percent). The woodland conservation worksheet shows the removal of 1.52 acres in the net tract area for a woodland conservation requirement of 2.90 acres. According to the worksheet, the requirement is to be met with 2.90 acres of off-site woodland conservation mitigation credits.

Section 25-122(c)(1) of the Prince George's County Code prioritizes methods to meet woodland conservation requirements. The applicant submitted a statement of justification (SOJ) on March 1, 2024, requesting approval of off-site woodland conservation, as reflected on the TCP1 worksheet. The applicant stated that on-site preservation and afforestation/ reforestation cannot be fully utilized because of the size of this project in a transit-oriented zone. The project is too small to adequately support on-site afforestation/reforestation and still allow development, as allowed by the County Code. The use of off-site credits is approved because the development is within the Largo Town Center, which is a Regional Transit District General Plan Center in Plan 2035.

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 WCO, however, is not inflexible.

The authorizing legislation of the WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in the WCO are set forth in Section 25-119(d) of the County Code. Section 25-119(d)(4) of the County Code clarifies that variances granted under Subtitle 25 are not considered zoning variances.

A Subtitle 25 variance application and a SOJ in support of a variance dated March 1, 2024, was submitted. The SOJ requested removal of all three specimen trees located on-site; specifically, Specimen Trees ST-1 through ST-3. The trees requested for removal are all in poor condition. The TCP1 shows the location of the trees proposed for removal. These specimen trees are to be removed for development of the site, roadways, utilities, SWM, and associated infrastructure.

**SPECIMEN TREE SCHEDULE SUMMARY
FOR 3 TREES APPROVED FOR REMOVAL ON TCP1-020-2024**

TREE NUMBER	COMMON NAME	DBH (In Inches)	CONDITION	CONSTRUCTION TOLERANCE	IMPACTED BY DESIGN ELEMENTS
ST-1	American Sycamore	35.1	Poor	Medium	Remove for stormdrain and roadway
ST-2	Tulip Poplar	30	Poor	Poor	Remove for stormdrain and roadway
ST-3	Tulip Poplar	31	Poor	poor	Remove for development

Evaluation

Section 25-119(d)(1) of the County Code contains six required findings (text in **bold** below) to be made before a variance from the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below.

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

In relation to other properties in the area, special conditions peculiar to the subject property would cause an unwarranted hardship if the applicant were required to retain the three specimen trees located on-site. Those “special conditions” relate to the specimen trees themselves, such as their size, condition, species, and on-site location.

The three specimen trees are located along the northwestern property line of Lot 43. The table above indicates the three specimen trees requested for removal for creating roadways, building footprints, stormwater drain installation, circulation, and grading. The species requested for removal are American sycamore and tulip poplar. The trees requested for removal are all in poor condition. The trees have poor to medium construction tolerances; however, all species of the included specimen trees have limiting factors for their construction tolerance, specifically if significant impacts are proposed to the critical root zone.

Specimen Trees ST-1 through ST-3 are integral to the developable portion of the site, for the construction of the building including necessary water and sewer infrastructure, for the creation of site entrance, and for managing stormwater within the site.

The property is within the Largo Town Center which is a Regional Transit District General Plan Center in Plan 2035 where higher densities of development are encouraged. Retention of these trees and protection of their respective critical root zones would have a considerable impact on the proposed development by creating challenges for building placement and for adequate circulation and infrastructure through the site.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone, would deprive the applicant of rights commonly enjoyed by others in similar areas. All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of the WCO and Subtitle 25, and the ETM for site-specific conditions. Specimen trees grow to such a large size because they have been left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are all somewhat unique for each site.

Based on the location and species of the specimen trees requested for removal, retaining the trees, and avoiding disturbance to the critical root zone of Specimen Trees ST-1 through ST-3, would have a considerable impact on the development potential of the property. If similar trees were encountered on other sites, they would be evaluated under the same criteria. These three specimen trees requested for removal are located within the developable parts of the site.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Not granting the variance to remove Specimen Trees ST-1 through ST-3 would prevent the project from being developed in a functional and efficient manner. This is not a special privilege that would be denied to other applicants. If other similar developments featured REF and specimen trees in similar conditions and locations, they would be given the same considerations during the review of the required variance application.

(D) The request is not based on conditions or circumstances, which are the result of actions by the applicant.

The existing site conditions or circumstances, including the location of the specimen trees, are not the result of actions by the applicant. The location of the trees and other natural features throughout the property is based on natural or intentional circumstances that long predate the applicant's interest in developing this site. In addition, to date, the applicant has not undertaken any construction on the site that would cause the need for removal of the specimen trees with the development.

- (E) **The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.**

There are no existing conditions relating to land or building uses on the site, or on neighboring properties, which have any impact on the location or size of the specimen trees. The trees have grown to specimen tree size based on natural conditions and have not been impacted by any neighboring land or building uses.

- (F) **Granting of the variance will not adversely affect water quality.**

Requirements regarding the SWM concept plan have been approved by DPIE. Erosion and sediment control requirements are reviewed and approved by the Prince George's County Soil Conservation District. Both SWM and sediment and erosion control requirements are to be met in conformance with state and local laws to ensure that the quality of water leaving the site meets the state's standards. State standards are set to ensure that no degradation occurs and granting this variance will require adherence to these standards.

The required findings of Section 25-119(d)(1) have been adequately addressed for the removal of three specimen trees identified as ST-1 through ST-3. The variance for removal of three specimen trees, for construction of mixed-use development with 769 multifamily units and commercial use, is approved.

Preservation of Regulated Environmental Features/Primary Management Area

REF are required to be preserved, and/or restored to the fullest extent possible, under Section 24-4300, Environmental Standards. As shown on the approved NRI-020-2024, the site does not contain any REF.

Erosion and Sediment Control

Section 24-4303(d)(7) of the Subdivision Regulations requires the approval of a concept grading, erosion, and sediment control plan, by the Prince George's County Soil Conservation District prior to final approval of the PPS, if required by Subtitle 32: Water Resources Protection and Grading Code, of this Code. The County Code requires the approval of an erosion and sediment control plan. An approved Concept Grading, Erosion, and Sediment Control Plan (CSC No. 53-24) was submitted with this PPS and is consistent with the PPS and TCP1.

Soils

Section 24-4101(c) of the Subdivision Regulations states that the Planning Board 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, prone to significant movement, deformation (factor of safety <1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes.

According to the United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, the predominant soils found to occur on-site 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.

14. **Urban Design**—This PPS allows subdivision of three existing lots into one parcel for development of a mixed-use project with 769 multifamily units and 78,490 square feet of commercial development.

The following requirements of the Zoning Ordinance apply to the development of the site, and those specifically applicable to the review of the PPS are discussed further below:

Prince George's County Zoning Ordinance

This development will require filing a DET, in accordance with Section 27-3605(a)(1) of the Zoning Ordinance. The use evaluated for this property in the RTO-H-E Zone is permitted, per Section 27-5101(d) of the Zoning Ordinance. Conformance with the applicable regulations of the Zoning Ordinance is required and will be evaluated at the time of DET review, including, but not limited to the following:

- Section 27-4204 Transit-Oriented/Activity Center Based Zones as applicable;
- Section 27-4204(f) Regional Transit-Oriented, Low-Intensity (RTO-L) and Regional Transit-Oriented, High-Intensity (RTO-H) Zones;
- Part 27-5 Use Regulations;
- Section 27-6200 Roadway Access, Mobility, and Circulation;
- Section 27-6300 Off-Street Parking and Loading;
- Section 27-6400 Open Spaces Set-Asides;
- Section 27-6500 Landscaping;
- Section 27-6600 Fences and Walls;
- Section 27-6700 Exterior Lighting;
- Section 27-6800 Environmental Protection and Noise Control;
- Section 27-61000 Nonresidential and Mixed-Use Form and Design Standards;
- Section 27-61500 Signage; and
- Section 27-61600 Green Building Standards.

Pursuant to Section 27-6403 of the Zoning Ordinance, mixed-use development located in RTO-H-E is required to provide five percent of open space set-aside area. The subject property is approximately 9.61 acres and is required to provide approximately 0.48 acre (or 20,930 square feet) of open space. An exhibit submitted with the subject PPS shows the location of open space set-aside area and indicates approximately 31,401 square feet (7.5 percent) of the area be provided within the subject site. The stated open space set-aside amount, in conformance with Section 27-6400 of the Zoning Ordinance, will be further evaluated at the time of DET review.

Noise Controls

The development is subject to the noise control standards contained in Section 27-6810 of the Zoning Ordinance. Section 27-6810(d) of the Zoning Ordinance states the following:

“Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.”

The site is in the vicinity of Lottsford Road, an arterial right-of-way. The applicant submitted a Phase I noise analysis with the subject PPS, to study the effects of the noise generated by the arterial roadway on the development. The noise study evaluated indoor noise with the goal of ensuring that interior noise could be mitigated to be no more than 45 dBA/Leq. However, the study measured the short-duration noise occurrence at the lower level, with gaps in time frames and estimated the total noise measurement. The noise study shall be updated as necessary with the DET, when the exterior building materials are provided and the location of recreational facilities is determined, to demonstrate complete noise analysis and any mitigation needed to achieve conformance with the noise standards of Section 27-6810(d). The revised noise analysis shall ensure that the measurement data provided is continuous for time periods specified by the County Code and provide for lower- and upper-level noise impacts. The analysis shall also consider the actual building materials proposed, at the time of DET.

2018 Prince George’s County Landscape Manual Conformance

The development is subject to the 2018 *Prince George’s County Landscape Manual*. The site is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.8, Building Frontage Landscape Requirements; Section 4.9, Sustainable Landscaping Requirements; and Section 4.11, Requirements for Nonresidential and Mixed-Use Development. Conformance with the applicable landscaping requirements will be determined and evaluated at the time of DET review.

Specifically, Lottsford Road is classified as an arterial road, which requires a minimum of a 40-foot-wide buffer with the required plant materials per 100 linear feet of property line adjacent to the street, in accordance with Section 4.6(c)(1)(B)(III) of the Landscape Manual. Regarding

Section 4.7 of the Landscape Manual, the uses in the abutting properties are educational and commercial, which require a Type B bufferyard that consists of a 30-foot minimum building setback, a 20-foot minimum landscape yard, and 80 plant units per 100 linear feet of property line.

Conformance with the Tree Canopy Coverage Ordinance

Prince George's County Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective July 1, 2024. Subsequently, Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a building or grading permit. The subject site in the RTO-H-E Zone is required to provide a minimum of 15 percent of the net tract area to be covered by tree canopy. Compliance with this requirement will be evaluated at the time of DET review.

15. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**

A comment letter was received dated September 6, 2024, from DPIE. The letter required detailed revisions to the traffic impact study, to address specific concerns within the study area. Largely, the issue is based around an ongoing Capital Improvement Project (CIP) within the study area. A number of these required revisions are included as conditions of approval within DPIE's site development concept approval. The revisions required by DPIE will impact details of the traffic impact study. However, the results will not impact the project's determination of adequacy or the required frontage improvements. These operational concerns will be further addressed during the permitting stage and will be reviewed in conjunction with the DET.

DPIE also expressed concerns regarding the frontage improvements. As discussed above, the site is subject to the Prince George's County Urban Street Design Standards, May 2024 Update (USDS) along its frontage, and must meet these requirements. The applicant will be able to meet the conditions for frontage improvement if they are included in the detailed drawings of the CIP. In the unlikely event the improvements are not provided in the CIP, the applicant will be required to provide frontage improvements as determined by the operating agencies. In this scenario, the applicant may be required to provide a contribution to the CIP, however, there is not sufficient information to require a financial contribution as a condition of approval of this PPS. To ensure frontage improvements are provided, additional review at the time of DET will be required, at which point the applicant will have to demonstrate the status of the CIP and provide all details for bicycle and pedestrian facilities.

The USDS is intended to be used for designing new and retrofit streets to be walkable, dense, urban neighborhoods. The street typologies and standards reinforce the policies and principles in Plan 2035, with priority given to pedestrians, bicyclists, and transit with a lower priority for single occupant vehicles. The priority list can vary for different roadway classifications. They contain elements and dimensions that encourage multimodal use of the roadway, including slower design speeds, fewer travel lanes, enhanced transit accommodations, wider sidewalks, and greater bicycle accommodation.

The challenge with applying USDS for the subject site is that there is a reduction in vehicle travel lanes along both frontages. Reducing the travel lanes along the site's frontage would impact the entire length of both McCormick Drive and Lottsford Road. To meet the USDS requirements, the frontage needs to be developed in conjunction with a larger road improvement project, or designed to provide a transition from the current lane configuration to the USDS, which would be outside the frontage of the subject site. This was a similar issue raised by DPIE, in the traffic impact study, which analyzed the existing lane configuration. If the applicant were required to apply USDS throughout the study area, these would be solely based on assumptions for reductions in travel lanes or new lane configuration, which would have impacts to intersections and roadways outside of the study area. Any additional analysis beyond that contained in the traffic impact study would not be representative of the impacts of this development, as it relates to the review of this PPS.

16. **Citizen Feedback**—No correspondence from members of the community was received regarding this PPS. No members of the public signed up to speak at the October 17, 2024 Planning Board hearing.
17. **Referral to Municipalities**—The subject property is located within one mile of the municipal boundaries of Seat Pleasant and Glenarden. The PPS was referred to adjacent municipalities for review and comments on June 5, 2024. No correspondence was received from the adjacent municipalities regarding this PPS.
18. **Planning Board Hearing**—At the October 17, 2024 Planning Board hearing, staff presented the PPS to the Board. No citizens had registered to speak on the PPS during the hearing. In their presentation, the applicant's representative (Mr. Horne) described the proposed project to the Board.

Commissioner Doerner expressed concerns about the lack of bicycle lanes in the area, particularly regarding access from the Metro Station, and the absence of multimodal transit options in the area. He asked how this PPS would enhance accessibility for bicyclists and improve sidewalks to support pedestrian access.

In response to the concern about the bicycle lane and sidewalk improvements, Mr. Horne explained that the applicant and staff collaborated with the County Executive's Office and DPIE to redesign the Lottsford Road and McCormick Drive rights-of-way. The new design prioritizes walkability and includes separate bicycle lanes, ensuring better accommodation for both pedestrians and bicyclists.

Commissioner Geraldo also raised concern regarding the availability of dog parks in the area and requested that a dog park be provided with this project. The applicant confirmed that the dog park is planned for this project, and that further details will be provided at the time of the DET.

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

* * * * *

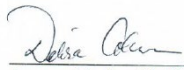
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, October 17, 2024, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of November 2024.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:MV:tr


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 10/30/24