



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>

Conceptual Site Plan 7011 Chesapeake Road

CSP-23001

REQUEST	STAFF RECOMMENDATION
Development of a mixed-use building with approximately 245 to 300 multifamily dwelling units and approximately 1,300 to 2,500 square feet of office space.	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> • APPROVAL of Conceptual Site Plan CSP-23001 • APPROVAL of Type 1 Tree Conservation Plan TCP1-020-2023 • APPROVAL of a Variance to Section 25-119(d)

Location: Approximately 110 feet east of the intersection of MD 450 (Annapolis Road) and Chesapeake Road.	
Gross Acreage:	3.00
Zone:	NAC
Prior Zone:	M-X-T/D-D-O
Reviewed per prior Zoning Ordinance:	Section 1900 <i>et seq.</i>
Dwelling Units:	245–300
Gross Floor Area:	182,952–392,040 sq. ft.
Planning Area:	69
Council District:	03
Municipality:	None
Applicant/Address: Landover Hills Development Inc. 7011 Chesapeake Road Hyattsville, MD 20784	
Staff Reviewer: Te-Sheng (Emery) Huang Phone Number: 301-952-4534 Email: Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	02/15/2024
Planning Board Action Limit:	02/20/2024
Staff Report Date:	02/01/2024
Date Accepted:	11/27/2023
Informational Mailing:	04/18/2023
Acceptance Mailing:	11/16/2023
Sign Posting Deadline:	01/16/2024

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-23001
Type 1 Tree Conservation Plan TCP1-020-2023
Variance to Section 25-119(d)
7011 Chesapeake Road

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

EVALUATION

The property is within the Neighborhood Activity Center (NAC) Zone. The site was previously located within the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay(D-D-O) Zones. Pursuant to Section 27-1900 *et seq.* of the Prince George's County Zoning Ordinance, proposals for development in the NAC Zone may utilize the prior Zoning Ordinance until April 1, 2024. Accordingly, this conceptual site plan application is being reviewed under the prior Zoning Ordinance, and the property's prior M-X-T/D-D-O zoning. Staff considered the following in reviewing this conceptual site plan:

- a. The requirements of the Development District Overlay(D-D-O) Zone Standards of the *2010 Central Annapolis Road Approved Sector Plan and Sectional Map Amendment*;
- b. The requirements of the prior Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and site design guidelines.
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- e. The requirements of the *2010 Prince George's County Landscape Manual*;
- f. Referral comments; and
- g. Community feedback.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommend the following findings:

- 1. Request:** This conceptual site plan (CSP) requests development of a mixed-use building with approximately 245 to 300 multifamily dwelling units and approximately 1,300 to 2,500 square feet of office space.
- 2. Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	NAC	M-X-T/D-D-O
Use(s)	Vacant	Office and Residential
Gross Acreage	3	3
Parcel	1	1
Total Gross Floor Area (sq. ft.)	0	182,952–392,040 sq. ft.
Office Gross Floor Area	0	1,300–2,500 sq. ft.
Multifamily dwelling units	0	245–300

Floor Area Ratio (FAR) in the Mixed Use-Transportation Oriented (M-X-T) Zone

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40*
Total FAR Approved:	1.4–3.0
Total FAR Proposed:	1.4–3.0**

Notes: *Pursuant to Section 27-545(a)(1) of the prior Prince George's County Zoning Ordinance, "under the optional method of development, greater densities shall be granted, in increments of up to a maximum floor area ratio of 8.0, for each of the uses, improvements, and amenities (listed in Subsection (b)) which are provided by the developer and are available for public use." Section 27-545(b)(4) of the prior Zoning Ordinance states that "an additional gross floor area equal to a FAR of 1.0 shall be permitted where 20 or more dwelling units are provided."

**The applicant also proposes an outdoor plaza, in accordance with Section 27-545(b)(6) of the prior Zoning Ordinance, for additional FAR, increasing the maximum FAR up to 3.0. A density bonus for providing an outdoor plaza is available as follows: "Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided." The FAR permitted will depend upon the size of the plaza proposed at the time of detailed site plan (DSP). When the final gross floor area (GFA) proposed for this development is finalized at the time of DSP, the applicant shall show that it is permitted to use the optional methods, in accordance with Section 27-545 of the prior Zoning Ordinance.

3. **Location:** The subject property is located on Tax Map 51 in Grid E-1. The property has an assigned address, 7011 Chesapeake Road, and is located approximately 110 feet east of the intersection of MD 450 (Annapolis Road) and Chesapeake Road.
4. **Surrounding Uses:** To the northeast of the subject property is MD 410 (Veterans Parkway/East-West Highway). To the northwest and south of the subject property are commercial developments in the Neighborhood Activity Center (NAC) Zone, formerly the M-X-T Zone. To the southwest of the subject property is Chesapeake Road, and beyond it, commercial and institutional development in the NAC Zone, formerly the Mixed Use-Infill (M-U-I) Zone.
5. **Previous Approvals:** The subject property consists of a 3.0-acre parcel known as Parcel 21, which is recorded in the Prince George's County Land Records, by deed, in Liber 16451 folio 730. There are no prior preliminary plans of subdivision (PPS), or final plats of subdivision approved for the subject property.

The Countywide Sectional Map Amendment (Prince George's County Council Resolution CR-136-2021) reclassified the subject property from the M-X-T Zone to the NAC Zone, effective April 1, 2022.

6. **Design Features:** The subject property is currently vacant and in a natural state, with significant tree coverage. The applicant proposes a mixed-use development with residential and office uses, which will be constructed in one building, in one phase. The building will include approximately 245 to 300 multifamily dwelling units and approximately 1,300 to 2,500 square feet of office space. The building will also include a three-story parking garage for future residents and visitors. As a result, the building height will be approximately 100 to 110 feet.

The subject site is located less than a five-minute walking distance from the Purple Line station. The submitted site plan also shows the placement of the proposed building, with potential residential building entrances, office space, and other on-site amenities, including a community entry sign, open space, and recreational facilities. Lastly, the plan shows one entry/exit point located on Chesapeake Road, serving both pedestrian and vehicular circulation.

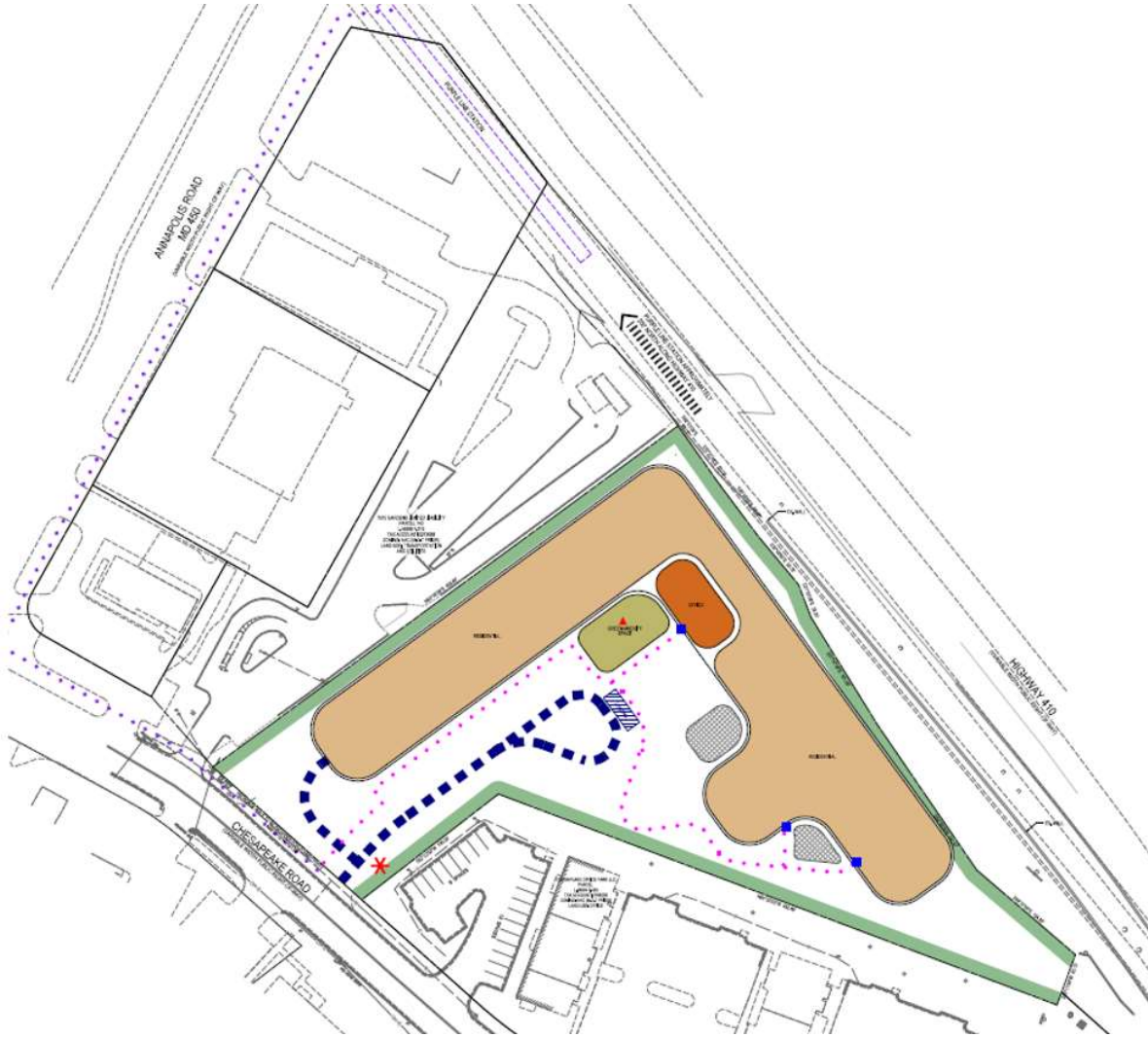


Figure 1: Conceptual Site Plan

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2010 Central Annapolis Road Approved Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:**
 The 2010 *Central Annapolis Road Sector Plan and Sectional Map Amendment* (sector plan) defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central Annapolis Road Corridor. The land-use concept of the sector plan divides the corridor into four interrelated character areas, including the Glenridge Transit Village (Character Area A), the Existing Residential Neighborhoods (Character Area B), the Mixed-Use Transition Area (Character Area C), and the Retail Town Center (Character Area D).

The subject site is located within the Glenridge Transit Village of the sector plan. Located near a future Purple Line station, this character area is envisioned to develop as a vibrant, pedestrian-friendly, mixed-use node that supports community scaled, transit-oriented development, and new employment/commercial opportunities. The sector plan notes that

Glenridge Transit Village can offer a neighborhood-oriented and affordable mix of land uses, including housing, offices, neighborhood-serving retail, and public space. Specifically, this area has potential for new and affordable mid-rise Class B office space, since it is located within walking distance of transit and services (page 58). Regarding housing development, the sector plan also envisions 400–500 new multifamily housing units (page 60).

The D-D-O Zone imposes architectural and site design standards to implement the sector plan’s vision for the Central Annapolis Road Corridor and this character area, including bulk and yard requirements, setback requirements, parking access management, and building design (pages 145–153). The CSP provides an illustrative plan for a six-story, vertical mixed-use development, with internal parking and service areas, office use on the ground floor of the building, and residential units through the remainder of the building. The CSP appropriately considers these requirements. A condition is included herein requiring the applicant to update the total floors of the proposed building, to be consistent with the building height. Pursuant to Section 27-548.25(b) of the prior Zoning Ordinance, a full evaluation of conformance with the D-D-O Zone standards will be completed at the time of DSP review.

8. Prince George’s County Zoning Ordinance: The subject CSP has been reviewed for compliance with the requirements of the M-X-T and the site plan design guidelines of the prior Zoning Ordinance.

- a. The subject CSP is in conformance with the requirements of Section 27-547, Uses Permitted, of the prior Zoning Ordinance, which governs permitted uses in the M-X-T Zone. The applicant proposes a mixed-use building, with a proposed GFA range of 182,952–392,040 square feet, which includes approximately 245–300 multifamily dwelling units, and approximately 1,300–2,500 square feet of office space. Both multifamily residential and office uses are permitted in the M-X-T Zone.

Section 27-547(d) of the prior Zoning Ordinance requires at least two out of the following three categories of uses be present in every development in the M-X-T Zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

The subject CSP proposes two types of uses, as required, including office space of 1,300–2,500 square feet and 245–300 multifamily dwelling units. These proposed uses conform to Section 27-547(d). Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined, at the time of CSP approval. Therefore, development of this property would be limited to 245–300 multifamily dwelling units, as proposed in this CSP.

Although this CSP includes two uses, in accordance with Section 27-547(d), the “amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone.” As discussed below, a purpose of the M-X-T Zone is “[t]o implement recommendations in the approved General Plan, Master Plans, and

Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses.” The total square footage of non-residential uses seems inadequate considering the Transit Village vision based on the sector plan. Based on the purpose and intent of the M-X-T Zone, a consideration is included herein to further explore feasibility of increasing the total square footage of non-residential uses within the proposed building.

- b. Section 27-548 of the prior Zoning Ordinance, M-X-T Zone Regulations, establishes additional standards for development in this zone. The CSP’s conformance with the applicable provisions is discussed, as follows:

Section 27-548. – M-X-T Zone.

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR; and

(2) With the use of the optional method of development—8.0 FAR.

The subject CSP application proposes a range of FAR between 1.4 and 3.0, which is discussed in Finding 2 above. When the final GFA proposed for this development is finalized at the time of DSP, the applicant shall show that it is permitted to use the optional methods, in accordance with Section 27-545.

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

The applicant proposes a mix of uses to include office space and residential uses on the M-X-T-zoned property, in one building, as permitted.

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

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for development on this property.

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

The development is subject to the applicable development district standards and the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone, and to protect the character of the M-X-T Zone from adjoining incompatible land uses, at the time of DSP.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the proposed development ranges between 1.4 and 3.0. This will be refined further, at the time of DSP, relative to the final proposed GFA of the buildings, in conformance with this requirement.

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

There are no private structures within the air space above, the ground below, or in public rights-of-way, as part of this development. Therefore, this requirement is not applicable to the subject CSP.

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

The subject property has frontage on, and direct vehicular access to, Chesapeake Road, which is a public right-of-way.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum**

building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half ($\frac{1}{2}$) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

This requirement is not applicable to this CSP because it does not include any townhouses.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

The proposed six-story, mixed-use building is approximately between 100 and 110 feet in height. Therefore, the proposed building does not exceed 110 feet.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).**

The subject property was placed in the M-X-T Zone through a sectional map amendment (SMA), approved after October 1, 2006. However, no specific design guidelines were approved with the master plan for this property.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior Zoning Ordinance, which requires additional findings for the Prince George's County Planning Board to approve a CSP in the M-X-T Zone, as follows:

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

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

Section 27-542. Purposes.

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that**

these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The CSP promotes the orderly development of land through a proposed mix-used building that is in proximity to a major transit stop of the Glenridge Purple Line. The development will contribute to a desirable living opportunity for its residents.

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

The sector plan recommends Mixed Use Commercial as the preferred land use for the subject property (page 129). This reflects the intent of the rezoning of the subject site from Commercial Office (C-O) to M-X-T, for its redevelopment with mixed-used residential and retail/office uses (page 132). The subject property is within Character Area A, Glenridge Transit Village, which is built around the proposed Purple Line light rail station. Therefore, Glenridge Transit Village is positioned to evolve into a mixed-use transit village (page 59).

The subject CSP meets these recommendations because it comprises both residential and non-residential uses and is located less than a five-minute walking distance from a Purple Line station. However, staff recommend a consideration suggesting that the applicant provide additional commercial use to better align with the sector plan's recommendation for mixed-use commercial at this property.

The provision of affordable housing units aligns with the housing goals of the sector plan by increasing the residential diversity of housing types and providing a balanced mix of housing price points (page 68). With its location in proximity to a Purple Line station, future residents of the proposed development will most likely use the Purple Line to access jobs, entertainment, or shopping. This will further support the provision of comfortable, convenient, and attractive pedestrian connections, particularly routes to the Purple Line station. In addition, it balances the need between arterial traffic along MD 450, and pedestrian and bicycle traffic associated with the Purple Line station.

Furthermore, since the property is also located in the D-D-O Zone, the applicant will be required to demonstrate compliance with the D-D-O Zone standards, which implement the recommendations of the sector plan, at the time of DSP.

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

The subject CSP application takes full advantage of the development potential inherent in the M-X-T Zone by placing a proposed mix-used building, with affordable housing units, in an underutilized and isolated wooded site. In addition, the development is within walking distance of a Purple Line station and the established shopping area, including Glenridge Shopping Center.

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

The proposed development is less than a five-minute walking distance from a Purple Line station. Its location offers residents of this development an option to use public transit for various purposes. Such convenience will eventually have ripple effects on the enhancement of walking, biking, and transit use. Given this location, staff anticipate that future residents will gradually change their habits and become less dependent on automobiles.

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

The development will add residential and office uses to the exiting commercial uses along MD 450. The additional future residents and employees will support a vibrant 24-hour environment. In particular, the future employees and residents at the project are anticipated to patronize the existing commercial businesses along MD 450, both during and after the workday.

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

The CSP proposes a vertical mix of land uses within one building. The proposed uses will blend with nearby existing commercial, residential and office uses.

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

This will be further evaluated at the time of DSP when more information and details are available.

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

This will be further evaluated at the time of DSP when more information and details of the stormwater management (SWM) facilities are available.

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

The M-X-T Zone is one of the mixed-use zones that was created to allow flexibility to respond to the changing market. The proposed residential units, including affordable housing units, will not only bring new residents but also promote economic vitality and additional investment to the area.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

When architectural elevations and details are available at the time of DSP, architectural design for this development will be further evaluated. Since the subject property is located within the D-D-O Zone, building design of the development needs to comply with the district design standards, including building massing, sidewalk environment, style and detail, and focal intersection outlined in pages 150–153 of the sector plan. Compliance with these standards will be evaluated at the time of DSP.

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

The sector plan placed the property in the M-X-T Zone, stating that rezoning these properties from Commercial Shopping Center (C-S-C) and C-O to M-X-T allows for redevelopment of these properties, with mixed-use

residential and retail/office uses consistent with the plan's vision of transit-oriented development in the Glenridge Transit Village character area (page 132). The proposed mixed-use development conforms to the SMA zoning change, which is addressed above. Although the development offers office space, its square footage is significantly smaller than the residential use. Subsequent reviews of the PPS and DSP should address this issue, in order for it to promote a mix of retail, office, and housing conducive to transit-oriented development, and retain and enhance existing businesses, as a way to align economic development goals set forth on page 68 of the sector plan.

In addition to rezoning the property to the M-X-T Zone, the SMA also placed the property in the D-D-O Zone. Accordingly, at the time of DSP, since the property is also located in the D-D-O Zone, the applicant will be required to demonstrate compliance with the D-D-O Zone standards, which implement the development concept recommended by the sector plan.

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

The proposed development anticipates catalyzing adjacent and nearby community improvement and help rejuvenate the area because it sits at a critical connection among urban transit, a commercial corridor, and residential neighborhoods. In particular, the proposed development is the first mixed-use development in the area and will catalyze further redevelopment. In addition, future employees and residents of the project will patronize existing businesses, which will encourage revitalization. At the time of DSP, the applicant should address and evaluate the relationship between the proposed building and the streets and other urban design considerations.

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

The proposed structure and use are compatible with the existing and proposed development within the area, which includes a range of commercial uses, a variety of existing residential housing, and other institutional uses.

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

The area where the subject property is located consists of a mixture of commercial, institutional, and residential structures. The development proposed in this CSP reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability. In

particular, the proposed mixed-use building will enhance the existing development by providing an influx of new residents and employees to support existing businesses. The proposed development will also contribute to the enhancement of the transit-oriented development in the area, given its location within walking distance of a Purple Line station. The specifics of the building design and arrangement will be further examined at the time of DSP.

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

This requirement is not applicable because this CSP contains only one building that will be constructed in one phase only.

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

An illustrative plan submitted with this CSP shows a potential pedestrian circulation within the subject site, allowing future residents safe pedestrian access to the proposed building and to Chesapeake Road. The submitted plan also shows one vehicle access point along Chesapeake Road. Staff find the conceptual circulation to be sufficient and meets the required findings per Section 27-546(b)(7) of the prior Zoning Ordinance, which examines “physical and functional relationship of the project uses and components” within the M-X-T Zone. However, this requirement will be evaluated in detail, at the time of PPS and DSP.

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

The above finding is not applicable because the subject application is a CSP. Further attention should be paid to the design of open space and other on-site amenities, at the time of DSP.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate**

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

The subject site was placed in the M-X-T Zone through a SMA. The applicant provided a traffic impact analysis that evaluated the impacts of the proposed development. The traffic impact analysis shows that under all conditions, the eight critical intersections will operate at acceptable levels. The Purple Line will impact the rear of the site and proposes to construct an additional lane northbound on MD 410 onto MD 450 as part of the construction of the station. Both with and without the proposed additional lane, the intersection of MD 410 and MD 450 will operate at acceptable levels. In addition, the intersection of MD 410 and Ellin Road is currently closed due to the construction of the Purple Line. Accordingly, there is no current data for this intersection, and the traffic impact analysis evaluated this intersection using the most recent data that was available for existing conditions. As a result, the study shows that the intersection will operate at acceptable levels with the inclusion of the proposed development under future conditions. At the time of PPS, an additional traffic analysis will be conducted, and adequacy will be determined at that time.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

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

The subject property measures 3.00 acres and does not meet the above acreage requirement. Furthermore, this CSP is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- c. Section 27-274 of the prior Zoning Ordinance provides the design guidelines related to CSPs, as follows:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

The proposed development is in conformance with the general and specific purpose of a CSP, in accordance with Section 27-272 of the prior Zoning Ordinance. Specifically, the mixed-use development will be based on the underlying zone, the site design guidelines, and the principles for orderly, planned, efficient, and economic development contained in the 2014 *Plan Prince George's 2035 Approved General Plan*, sector plan, and other plans.

The subject CSP application shows the relationship between residential and non-residential uses within the proposed development, between on-site uses and adjacent uses, and between the proposed development and the Purple Line. The CSP also illustrates approximate locations of the proposed building and other physical features. The associated plans, including Type 1 Tree Conservation Plan TCP1-020-2023 and Natural Resources Inventory NRI-045-2023, illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and SWM concepts to be employed in any final design for the site. The applicant has included a brief description of the proposed architecture and street furniture on page 6 of their statement of justification (SOJ). These details will be evaluated at the time of DSP.

(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...

The proposed development includes a three-story parking garage located under the building, with some surface parking spaces along the building and buffered by landscaping. Therefore, minimum pavement will be used for surface parking. The surface parking allows those visiting and employed by the office to experience minimal conflict with the residential parking. Parking spaces are planned to allow visitors and residents to leave their vehicles and enter the building without having conflicts with pedestrians. The location and adequacy of parking will be further evaluated at the time of DSP.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians...

The site plan submitted with this CSP illustrates a single full-movement access point to the site from Chesapeake Road, to include an internal round-about configuration to allow drop-off at the main building entrance. This drop-off area will also be used for loading. Consolidating drop-off and loading is intended to minimize conflict between trucks and pedestrians. This concept will be further evaluated at the time of DSP.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers...

The submitted illustrative plan shows the conceptual pedestrian and vehicular circulation within the subject site and a pedestrian connection to a Purple Line station. Specifically, the site plan shows a vehicle and pedestrian circulation plan that prioritizes pedestrian movement throughout the site, as well as access to transit. The circulation plan also reduces conflict between vehicles and pedestrians. Further details of the proposed circulation will be provided and evaluated at the time of PPS and DSP.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character...

Page 8 of the SOJ notes an assortment of lighting features to be included in the development to meet this requirement. Design location and details of lighting will be further evaluated at the time of DSP, when required information is available.

(4) Views.

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

The site does not include vast scenic views. However, the applicant has indicated that the location and massing of the proposed building is positioned and designed to minimize building impacts to nearby residential and commercial buildings. The applicant hopes to maximize open views of the proposed residential dwelling units from amenity space. This concept will be evaluated at the time of DSP.

(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...**

The site plan submitted with this CSP shows a central green area/amenity space near the entrance of the residential portion of the building. Its location is visible and accessible and will be buffered with landscaping from the surface parking area and driveway. The design of this green area will be further evaluated at the time of DSP.

(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...**

The submitted site plan shows a central green/amenity space, in which on-site amenities will be located, as noted on page 8 of the SOJ. This space will be visible and accessible to future residents and will not obstruct pedestrian circulation. However, the design and type of amenities will be discussed and evaluated at the time of DSP, to ensure the visual unity of the site, as well as to accommodate the handicapped, and should be appropriately scaled for user comfort.

(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...**

The site has a steep topography that requires extensive grading for the proposed development. There is an existing retaining wall between the subject site and the Purple Line. An extension of this wall or a second wall may be required, as noted on page 10 of the SOJ. Information related to grading will be further evaluated in the subsequent review processes.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

Page 8 of the SOJ notes that the development will have an internal trash collection area to serve both residential and office uses. A staging area will be also located next to the garage entry ramp for pickup on trash day. This requirement will be further evaluated at the time of DSP.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

The submitted site plan shows an easily accessible green/amenity space located in the center of the subject site and in front of the proposed building. This space will be designed to accommodate various activities. Other details, such as seating, landscaping, and amenities will be evaluated at the time of DSP.

(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 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.**

Page 12 of the SOJ notes that building materials for the proposed development should be consistent with nearby office, commercial and residential buildings, such as masonry and bricks. Architectural details of building design will be examined when more information is available at the time of DSP.

(11) Townhouses and Three-Story Dwellings.

This requirement is not applicable to this CSP because no townhouse or three-story units are included.

- d. In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the M-X-T/D-D-O Zones is to be calculated by the applicant and submitted for Planning Board approval, at the time of DSP. In addition, page 149 of the sector plan specifies the modification of the minimum and maximum parking requirements that are determined by Section 27-574. Adequate parking for the proposed residential units will be addressed and evaluated, at the time of DSP. Detailed information regarding the methodology and procedures to be used, in determining the parking ratio, is outlined in Section 27-574(b) of the prior Zoning Ordinance. The methodology in Section 27-574(b) requires that parking be computed for each use in the M-X-T Zone. At the time of DSP review, demonstration of adequacy of proposed parking, including visitor parking and loading configurations, will be required for the development.

9. **2010 Prince George's County Landscape Manual:** The sector plan notes that, the regulations and requirements of the Landscape Manual shall apply to the D-D-O Zone, unless the Central Annapolis Road development standards specify otherwise (page 182). Since the subject property is located in the prior M-X-T Zone, this development will be subject to the requirements of the Landscape Manual, at the time of DSP, as modified by the D-D-O Zone. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The provided CSP shows the approximate locations of the various landscape buffers. The relevant schedules are also noted on the plan. A condition is included herein requiring the applicant to correct Schedule 4.1-3 to Schedule 4.1-4. The development will be required to demonstrate conformance with the applicable development district standards and Landscape Manual requirements at the time of DSP.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. TCP1-020-2023 was submitted with the subject CSP application.

Based on the TCP1 submitted with this application, the site contains 2.79 acres of woodland in the net tract and has a woodland conservation threshold of 0.45 acre (15 percent). The woodland conservation worksheet proposes the removal of 2.79 acres of woodland, resulting in a woodland conservation requirement of 1.49 acres. According to the TCP1 worksheet, the requirement is proposed to be met with 1.49 acres of off-site woodland conservation credits. The environmental letter of justification provided with the application indicates that on-site preservation, afforestation, and reforestation cannot be met as it would limit the developable area of the site. The site has a 50-foot drop in elevation from the western side of the property to the east. This results in extra earthwork and grading limiting the amount of woodland on-site.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 3.00 acres and the required TCC is 0.3 acre. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured, at the time of DSP.

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

a. **Historic Preservation**—In a memorandum dated December 1, 2023 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section offered the following comments:

The sector plan contains minimal goals and policies related to historic preservation, and these are not specific to the subject site, or applicable to the proposed development. 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. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

- b. **Community Planning**—In a memorandum dated January 10, 2024 (Dickerson to Huang), the Community Planning Division noted that, pursuant to Subtitle 27, Part 3, Division 9, Subdivision 2 of the Prior Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated January 17, 2024 (Daniels to Huang), the Transportation Planning Section provided comments on this CSP, as follows:

Master Plan Right of Way

The site is subject to the 2009 *Countywide Master Plan of Transportation (MPOT)* and sector plan. The subject property fronts Chesapeake Road, which is a local road. Neither the MPOT nor the sector plan contain lane designations or right-of-way recommendations for Chesapeake Road. The rear of the site fronts MD 410 (Veterans Parkway/East-West Highway/MPOT Designation A-15), an arterial roadway. In addition, the segment of MD 410 adjacent to the site is being developed with a light rail station for the Maryland Transit Administration Purple Line project. The Purple Line's Glenridge Station is located less than 400 feet from the site, at the intersection of MD 410 and MD 450.

The applicant has not listed the right-of-way designation for Chesapeake Road and MD 410 on the plan sheets. At the time of PPS, the applicant should provide the proper right-of-way for Chesapeake Road and MD 410 across all plan sheets.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities that are adjacent to the site:

- Shared Lanes: Chesapeake Road
- Planned bicycle lanes: MD 410

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 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

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.

Policy 6: Work with the State Highway Administration and the Prince George's County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.

The sector plan also recommends the following strategy (page 51):

- **In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.**

The applicant shall provide a minimum of 5-foot-wide sidewalk along the property's frontage of Chesapeake Road. In addition, the MPOT recommends a shared-use roadway along Chesapeake Road.

Bicycle and Pedestrian Adequacy

The subject property is in the M-X-T Zone, and therefore, is subject to Section 24-4506 of the Prince George's County Subdivision Regulations, for pedestrian and bicycle adequacy. Per Section 24-4506(c)(1)(B) (i-) of the Subdivision Regulations, and will be subject to a cost cap. The scope and the details of the off- and on-site improvements will be evaluated at the time of PPS.

- d. **Subdivision Review**—In a memorandum dated January 16, 2024 (Vatandoost to Huang), the Subdivision Review Section noted that, the proposed development will require a PPS, final plat, and a certificate of adequacy (ADQ), in accordance with Section 24-1904(c) of the Subdivision Regulations. PPS 4-23005 and ADQ-2023-008 have been submitted for this site, which are currently in pre-acceptance review. This CSP should be approved prior to the approval of the PPS. Additional comments include the following:

- (1) The CSP identifies one location for proposed on-site recreational facilities, which includes an amenity space. The adequacy of any on-site recreational facilities to satisfy the mandatory dedication of parkland requirement will be evaluated at the time of PPS. Recreational facilities should include a mix

of active and passive recreation, indoor and outdoor, for all seasons and age groups.

- (2) The property is located adjacent to MD 410, a master-planned arterial road, and proposed Purple Light Rail line. A Phase I noise study will be required with the PPS to demonstrate that any planned outdoor recreation areas and the interior of multifamily dwelling units are not impacted by noise. A vibration analysis should also be provided to evaluate the impact of the future rail line. The noise study should be prepared to address current Prince George's County Planning Department requirements to model noise levels using the equivalent level of noise (Leq) from 7:00 a.m. to 10:00 p.m. and 10:00 p.m. to 7:00 a.m. with noise models for each time frame for upper and ground level measurements. The unmitigated 55 dBA Leq lower contour from 10:00 p.m. to 7:00 a.m. will also need to be provided with respect to proposed outdoor activity areas. Using these contours, the noise study should demonstrate that the proposed development will be mitigated to 65 dBA and 55 dBA for outdoor activity areas at daytime and nighttime respectively, and/or provide the mitigation technique(s) that will be used to achieve the desired noise levels.
- (3) The subject property has frontage on a public right-of-way along the northeastern boundary (MD 410) and along the southwestern boundary (Chesapeake Road). The CSP proposes one access point to Chesapeake Road while no direct access is proposed to MD 410. No additional dedication of right-of-way, internal public or private streets are proposed for the development. Any required right-of-way dedication will be reviewed further with the PPS application. Moreover, the location of required public utility easements along all public streets will be determined with the PPS and should be in accordance with Section 24-122(a) of the prior Subdivision Regulations.

- e. **Environmental Planning**—In a memorandum dated January 15, 2023 (Rea to Huang), the Environmental Planning Section provided comments on the subject application, as follows:

Natural Resources Inventory

NRI-045-2023 was approved on June 23, 2023, and is provided with this application. This site is not associated with any regulated environmental features (REF) such as streams, wetlands, or associated buffers; however, on the property to the east of this site there is an isolated wetland whose buffers encroach onto this site. Four specimen trees are associated with this site. The TCP1 and CSP show all the required information correctly in conformance with the NRI. No additional information is required for conformance to the NRI.

Specimen Trees

Section 25-122(b)(1)(G) of the Prince George's County Code requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the

species' ability to survive construction as provided in the [Environmental] Technical Manual." The code, however, is not inflexible.

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.

The approved NRI identifies a total of four specimen trees. The following analysis is the review of the request to remove four specimen trees located on-site.

A Subtitle 25 variance was submitted for review with this application. The TCP1 shows the removal of Specimen Trees ST-1 through ST-4, for a total of four specimen trees. The condition of trees proposed for removal ranges from very poor to good.

SPECIMEN TREES PROPOSED FOR REMOVAL ON TCP1-020-2023

Specimen Tree Number	Species	Condition	DBH (inches)	Reason for Removal	Applicant's Disposition
1	White oak	Very Poor	32	Stormwater Management	Remove
2	White oak	Good	30	Mixed-use building	Remove
3	White oak	Poor	36	Mixed-use building	Remove
4	Eastern cottonwood	Fair	32	Mixed-use building	Remove

Staff support removal of the four specimen trees, as requested by the applicant. Section 25-119(d) contains six required findings, listed 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 four specimen trees. As detailed below, those "special conditions" relate to the specimen trees themselves, such as their size, condition, species, and on-site location.

The property is 3.00 acres and irregularly shaped. The TCP1 shows no primary management area on-site. However, the site is fully wooded, and the specimen trees have grown to size across the property. Furthermore, the

site has a steep topography, and extensive grading is required for the development of the project. Accordingly, the applicant proposes removal of Specimen Trees ST-1 through ST-4:

- ST-1 through ST-3 are located in the southeastern portion of the site. In order to make this site developable, a fair amount of grading will occur in the critical root zone area of these trees. Also, most of the stormwater facilities and stormdrain systems are located in the area of these trees.
- In addition, ST-1 and ST-3 are in very poor and poor condition, respectively. While ST-2 is in good condition, it is located more centrally within the southeastern area of the site, in an area needed for building, grading, and SWM. All three trees are white oaks, which have a poor construction tolerance. Complete retention of these trees would severely limit the developable area of the site.
- ST-4 is located near the vehicular access point of the project, along Chesapeake Road. The site has limited frontage along Chesapeake Road; therefore, the site access cannot be moved such that it does not impact ST-4. In addition, locating site access along MD 410 is not recommended because MD 410 is an arterial road. Construction of the access requires removal of ST-4. ST-4 is an Eastern Cottonwood, which is in fair condition, but has weak wood and poor construction tolerance.

In summary, requiring the applicant to retain the four specimen trees on-site, by designing the development to avoid impacts to the critical root zones, would limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship, particularly given the steep topography on the property, and the need to substantially grade the site in order to effectively develop the property.

(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 zones, 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 Subtitle 25 and the Environmental Technical Manual, 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 proposed for removal, retaining the trees and avoiding disturbance to the critical root zone for the necessary grading and stormwater facilities 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. The proposed mixed residential and commercial development is a use that aligns with the uses permitted in the M-X-T Zone. The 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 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 REFs and specimen trees in similar conditions and locations, it 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 removal of the four specimen trees would be the result of the grading required for the development. The request to remove the trees is solely based on the trees' locations on the site, their species, and their condition.

(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.

Granting this variance request will not violate state water quality standards nor cause measurable degradation in water quality. Requirements regarding SWM will be reviewed and approved by the Prince George's County Department of Permitting, Inspections and Enforcement (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.

The required findings of Section 25-119(d) have been adequately addressed for the removal of four specimen trees, identified as ST-1 through ST-4. Staff recommend that the Planning Board approve the requested variance for the removal of four specimen trees for the construction of mixed-use development.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture, Natural Resources Conservation Service Web Soil Survey are Russett-Christiana-Urban land complex, Christiana-Downer-Urban land complex, and Urban land. Marlboro clay is not found on or near this property.

A geotechnical report, titled “Geotechnical Engineering Report, Braun Intertec–Hyattsville” prepared by ECS Mid-Atlantic, LLC and dated September 29, 2023, was submitted on January 5, 2024. The report confirmed a high plasticity clay is present on-site, known as Christiana clay, which has been found to cause slope stability issues in Prince George’s County. A slope stability analysis for unmitigated conditions shall be performed and submitted at the time of PPS. In addition, a slope analysis for mitigated conditions shall be submitted at the time of DSP. The 1.5 factor of safety lines, if any, shall be delineated on the TCP1 and Type 2 tree conservation plan. Structures shall not be planned at elevations lower than the 1.5 factor of safety line. The building restriction line shall be at least 25 feet uphill from the 1.5 factor of safety line. The slope analysis shall be performed in compliance with DPIE’s Techno-Gram 005-2018, Geotechnical Guidelines for Soil Investigations and Reports.

Stormwater Management

An unapproved SWM concept plan was submitted with the subject application. Proposed SWM features include four micro-bioretenment facilities and underground storage pipes. No further information is required regarding SWM with this application.

- f. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated January 16, 2024 (Thompson to Huang), DPR noted that proposed on-site recreation facilities, including outdoor active and passive amenities, will be further evaluated to fulfill the dedication of parkland requirement at the time of PPS review.
- g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- h. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

- j. **Prince George's County Health Department**—In a memorandum dated December 20, 2023 (Adepoju to Huang), the Health Department offered comments addressing noise and dust during the construction phases, to not adversely impact adjacent properties.
 - k. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
 - l. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not offer comments on the subject application.
 - m. **City of New Carrollton**—The subject property is located within one quarter mile of the geographic boundary of the City of New Carrollton. The CSP application was referred to the City for review and comments on January 11, 2024. At the time of the writing of this technical staff report, the City of New Carrollton did not offer comments on the subject application.
 - n. **Town of Landover Hills**—The subject property is located within one quarter mile of the geographic boundary of the Town of Landover Hills. The CSP application was referred to the Town for review and comments on January 11, 2024. The town mayor, Jeffery Schomisch, sent a letter signed by him and the Town Council of Landover Hills, dated October 23, 2023, expressing their concerns about the insufficient number of on-site parking spaces included in the planned development and potential increase of traffic congestion the development will bring to the area. These issues will be further evaluated at the time of PPS, ADQ, and DSP review.
13. **Community Feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject CSP.
 14. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
 15. Section 27-276(b)(2) of the prior Zoning Ordinance does not apply to this CSP because it is not for a mixed-use planned community.
 16. Section 27-276(b)(3) of the prior Zoning Ordinance does not apply to this CSP because it is not for a regional urban community.
 17. As required by Section 27-276(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a CSP is as follows:
 - (4) **The plan 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).**

No REFs are located on the subject property. Therefore, this finding does not apply.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-23001, Type 1 Tree Conservation Plan TCP1-020-2023, and a Variance to Section 25-119(d), for 7011 Chesapeake Road, subject to the following conditions and consideration:

1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
 - a. In Note 23, under General Notes, correct Schedule 4.1-3 to Schedule 4.1-4.
 - b. Show the extent and limits of the ultimate right-of-way along the subject property's frontage of Chesapeake Road and MD 410(Veterans Parkway/East-West Highway).
 - c. Clarify and update the total floors of the proposed building on the plan to be consistent with the building height ranging between 100 and 110 feet.
2. Prior to the acceptance of a preliminary plan of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall include a slope stability analysis for unmitigated conditions in the application package.
3. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the application package.
4. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall show the following facilities on a pedestrian and bike facilities plan:
 - a. A minimum 5-foot-wide sidewalk, and shared roadway pavement markings and signage along the property frontage of Chesapeake Road, unless modified by the operating agency, with written correspondence.
 - b. A minimum 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.
 - c. Americans with Disabilities Act (ADA)-compliant curb ramps and crosswalks along any required on-site and off-site accessible route. The ADA compliancy of the off-site route is subject to approval by the operating agency.
 - d. Designated pathways for pedestrians throughout the site to all uses and through surface parking lots.
 - e. On-site amenities to be accessible and functional throughout the site, as required by applicable codes, to accommodate the mixed-use community.

- f. Long-term bicycle parking within the multifamily building and short-term bicycle parking near the building entrance, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines.
- g. Short-term bicycle parking for commercial areas at a location convenient to the buildings, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Considerations:

1. The subject conceptual site plan application is located within walking distance of a Purple Line station, which can fully bring the vision of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* to fruition. The site has potential to foster community-oriented businesses, such as doctors' offices, small accounting firms, and banks, which may be attractive tenants. Its location can be attractive for back-office space for companies seeking affordable locations, with regional access necessary to support information technology, accounting, and other services. Explore opportunities to offer office space to these types of businesses as part of the mixed-use component of the building. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone, in accordance with Section 27-547(d) of the prior Prince George's County Zoning Ordinance.

7011 CHESAPEAKE ROAD

Conceptual Site Plan

TCP1-020-2023

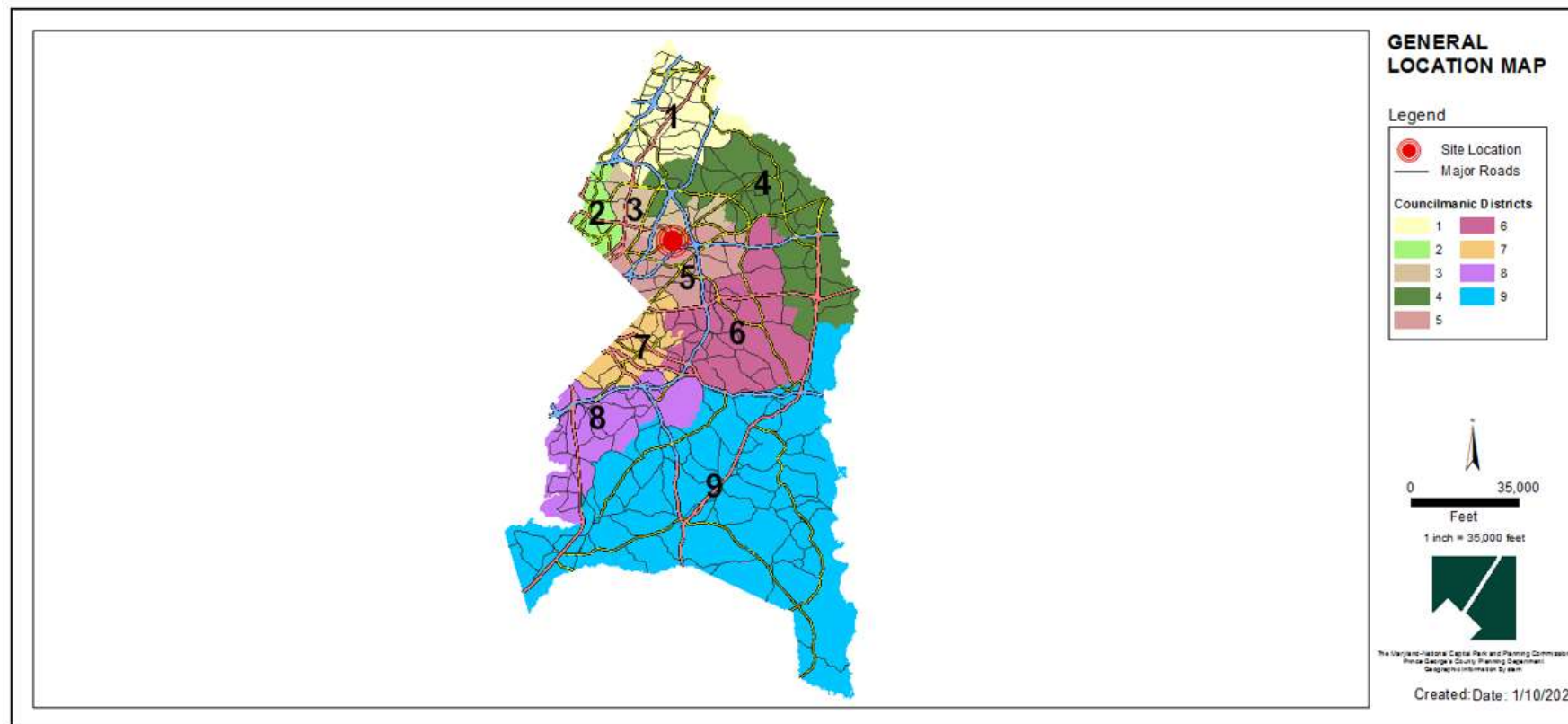
Staff Recommendation: APPROVAL with conditions



GENERAL LOCATION MAP

Council District: 03

Planning Area: 69



SITE VICINITY MAP

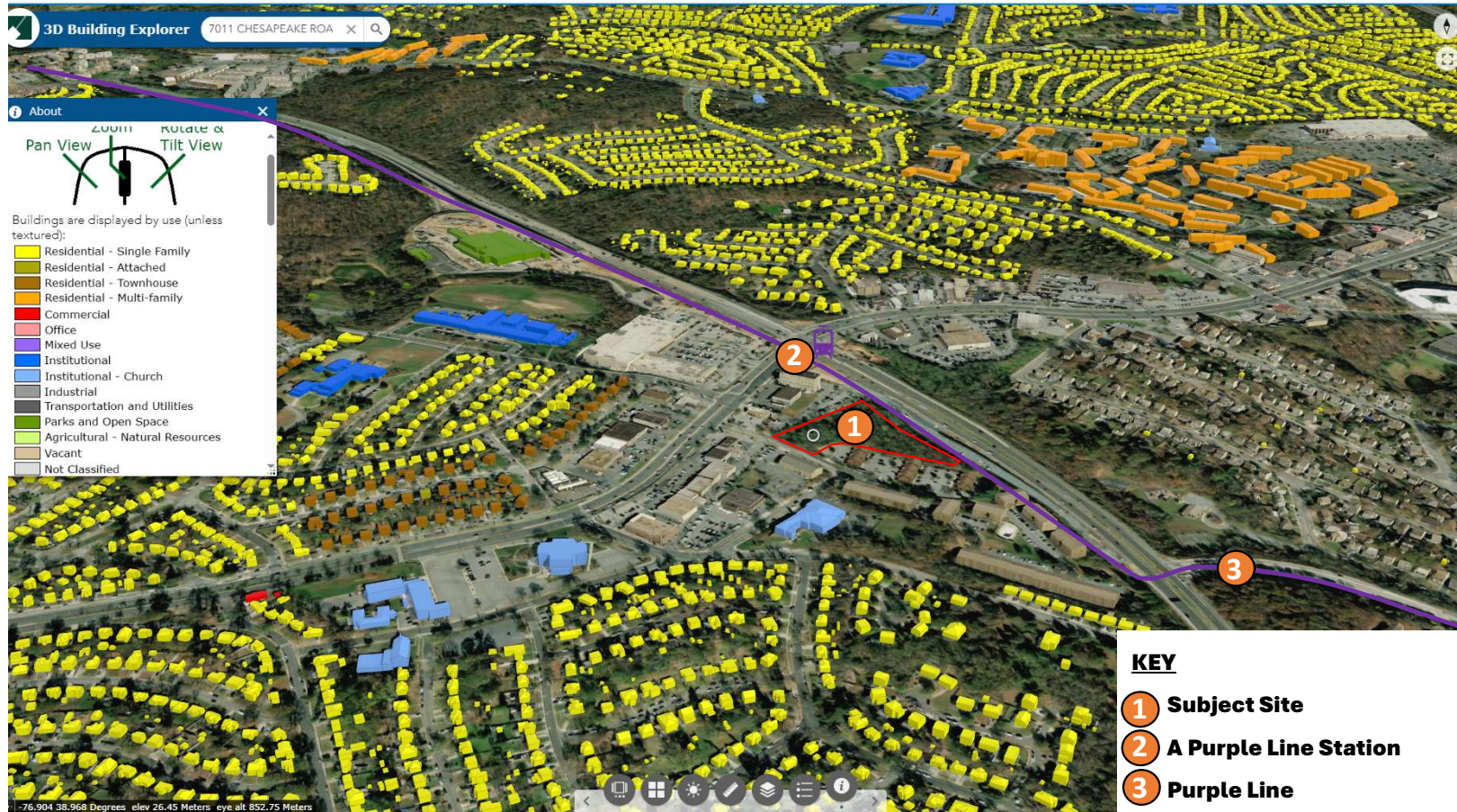
Legend

- Site Boundary
- Property
- Building
- Bridge
- Pavement
- Railroad Line

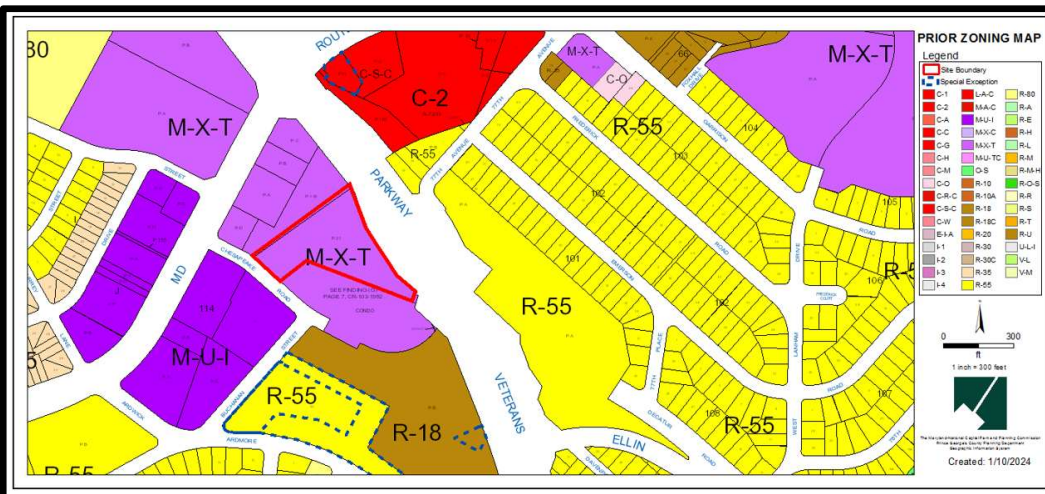
0 600
ft
1 inch = 600 feet

Created: 1/10/2024

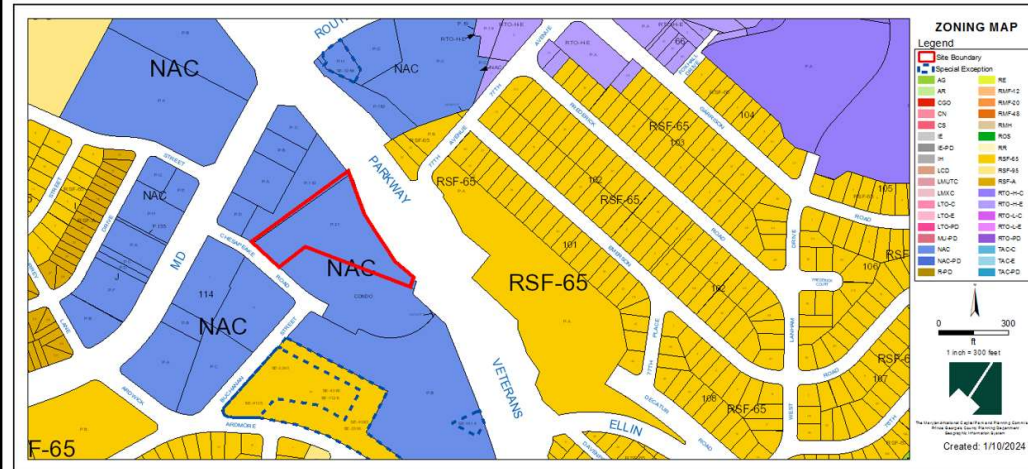
3D VICINITY MAP



ZONING MAP

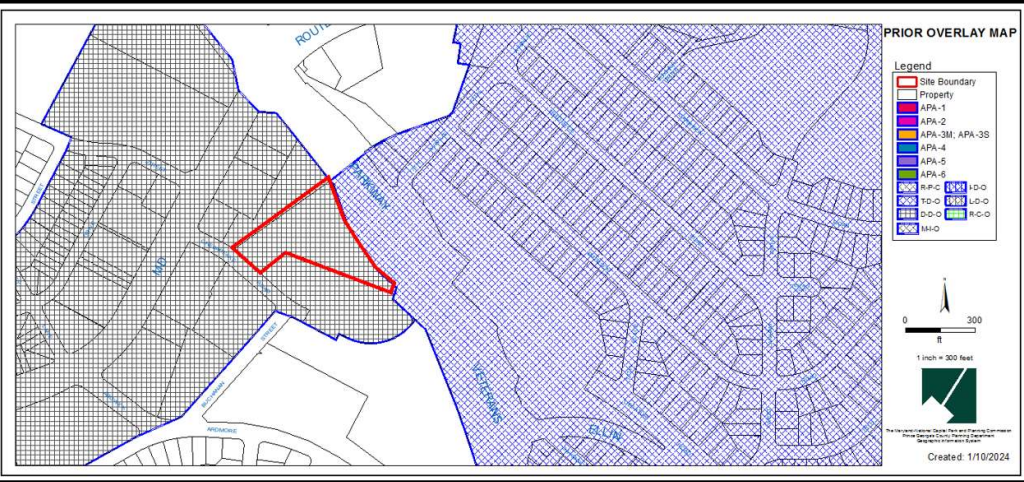


Prior Property Zone: M-X-T

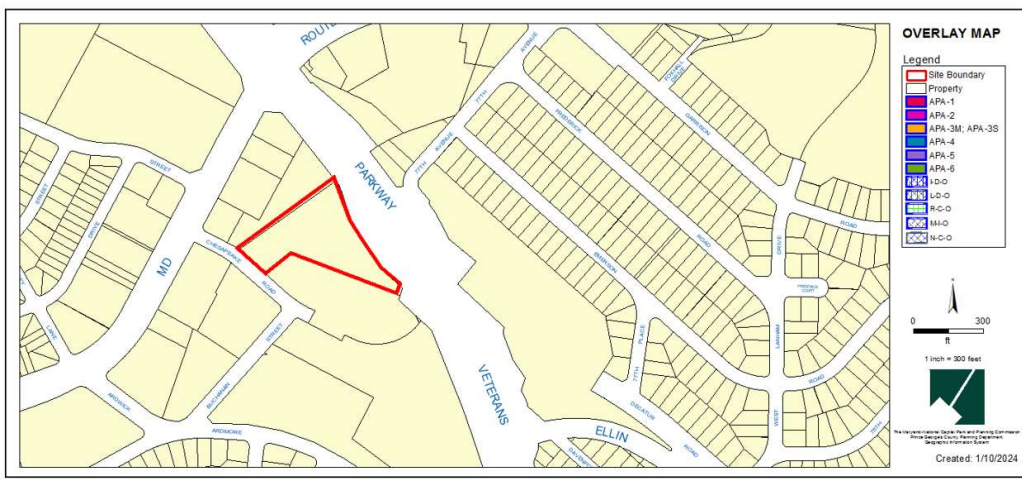


Current Property Zone: NAC

OVERLAY MAP

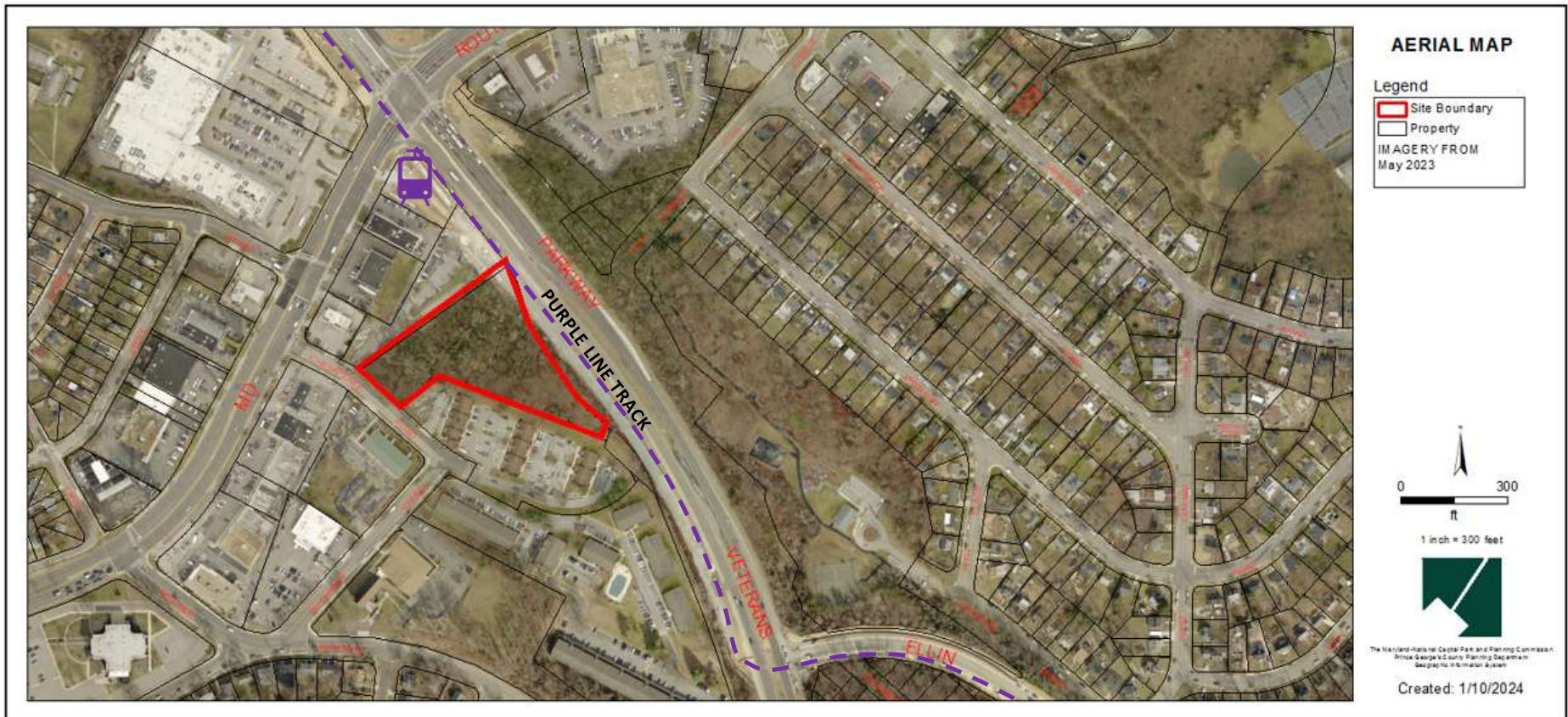


Prior Property Zone: D-D-O



Current Property Zone: None

AERIAL MAP

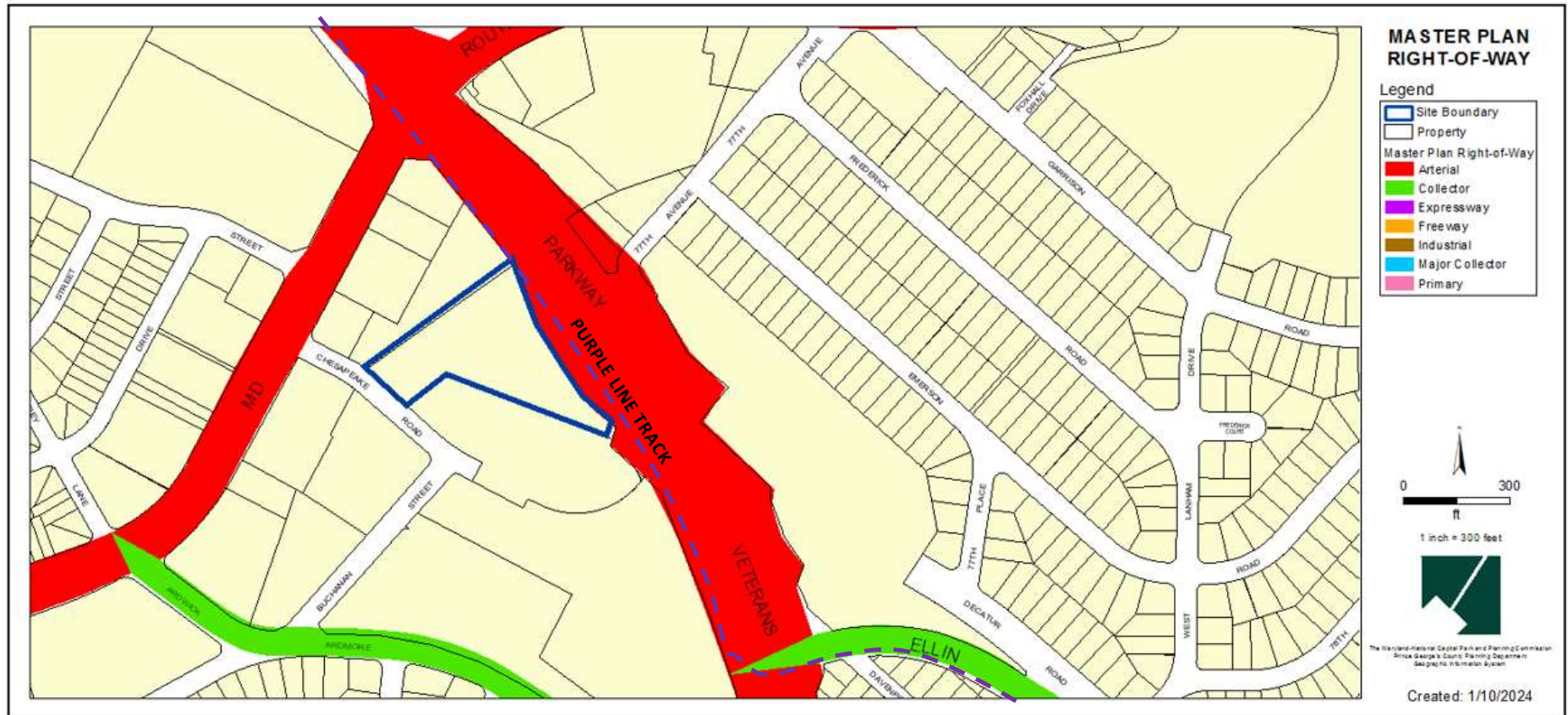


A PURPLE LINE STATION

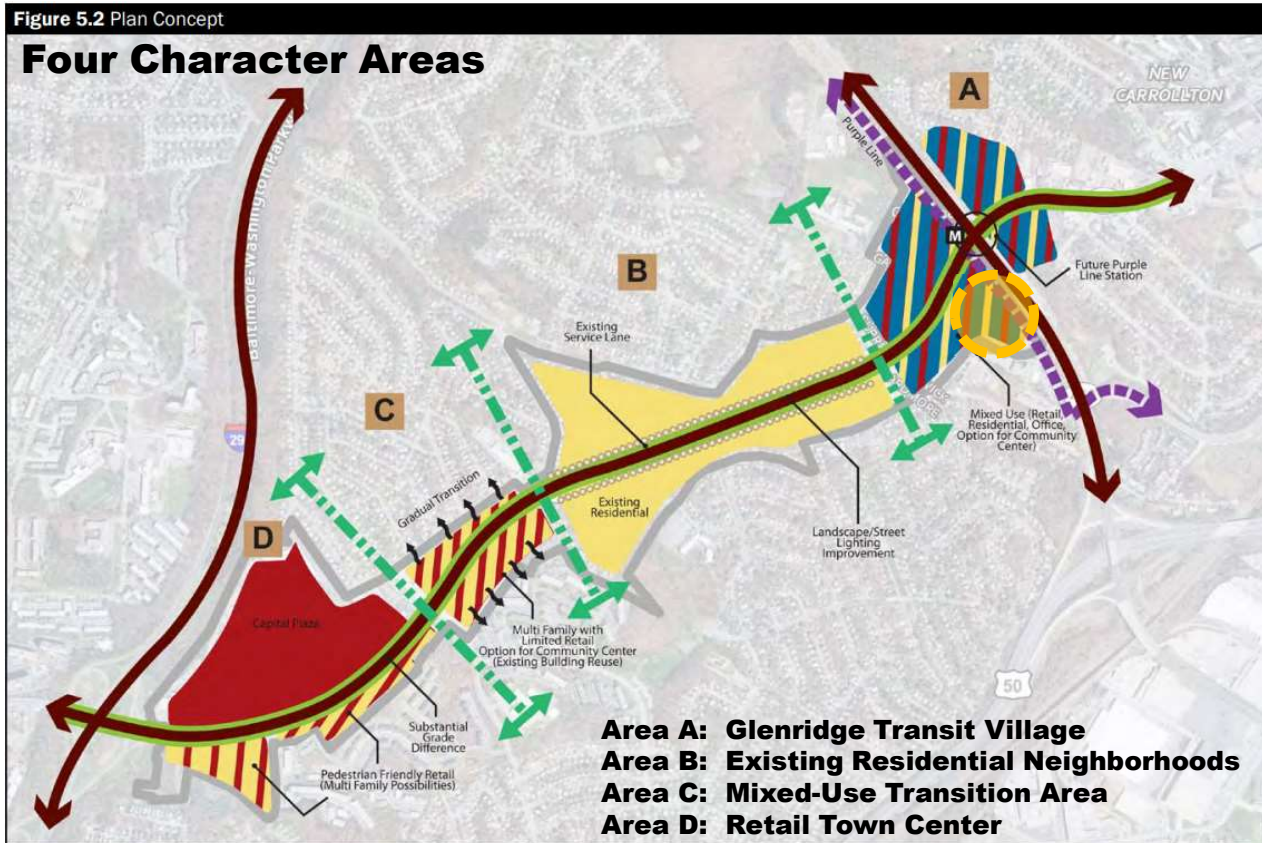
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



SECTOR PLAN VISION



Active, pedestrian-oriented streets with a mix of uses help to create a safe, attractive, and desirable environment.

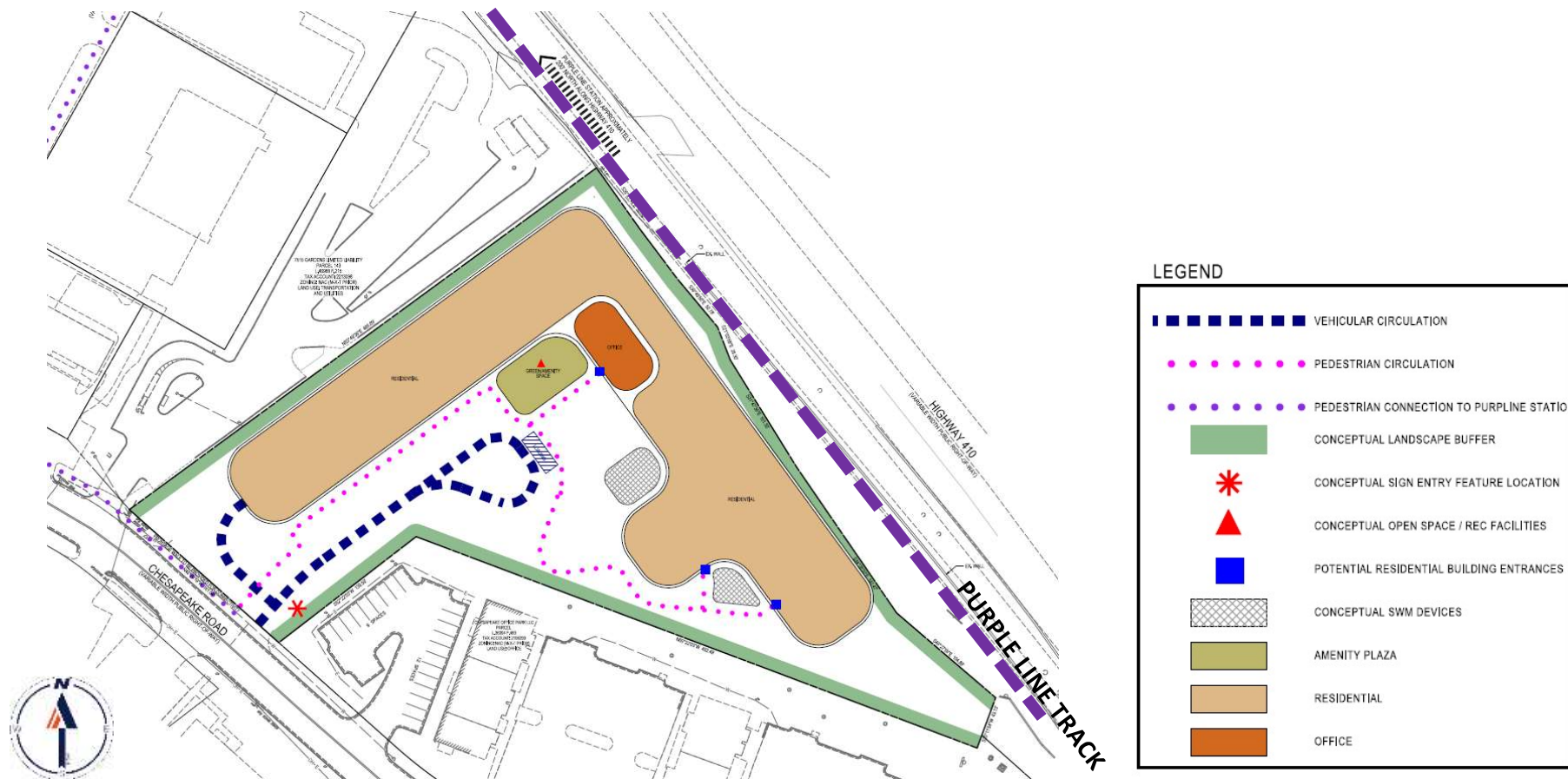


Transit-Oriented Development at MD 450 (Annapolis Road) and MD 410 (Veterans Parkway)

BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



CONCEPTUAL SITE PLAN



TYPE I TREE CONSERVATION PLAN



STAFF RECOMMENDATION

APPROVAL with conditions

- CSP-23001
- TCP1-020-2023
- Variance from Section 25-119(d)

Minor Issues:

- During the PPS stage, explore vibrant, pedestrian-friendly mixed-use on the ground floor to implement transit village concept.

Applicant Required Mailings:

- Information Mailing: 04/18/2023
- Acceptance Mailing: 11/16/2023

Statement of Justification
Conceptual Site Plan
CSP-23001

7011 Chesapeake Road, Hyattsville, Maryland 20784

Owner: Landover Hills Development, Inc.
7803 Belle Point Drive
Greenbelt, Maryland 20770

Applicant: Landover Hills Leased Housing Associates I, LLLP
2905 Northwest Boulevard
Suite 150
Plymouth, Minnesota 55441

Attorney/Agent: Peter Z Goldsmith
Lerch, Early & Brewer, Chtd.
16701 Melford Boulevard
Suite 400
Bowie, Maryland 20715

Civil Engineer &:
Land Planning Soltesz, LLC
4300 Forbes Boulevard
Suite 230
Lanham, Maryland 20706

Architect: BKV Group
222 North 2nd Street, Ste 101
Minneapolis, MN 55401

Consultant: RISE Investment Partners
7100 Baltimore Avenue, Ste 302
College Park MD 20740

Consultant: Site-Insight, LLC
1215 E. Fort Ave, Ste 200
Baltimore, MD 21230

Request: Approval of a Conceptual Site Plan (CSP-23001) for development of a compact mixed-use building, with a proposed range of 182,952 to 392,040 square feet, equaling approximately 1.4 to 3.0 FAR, that is proposed to include approximately 245 to 300 affordable multifamily dwelling units and approximately 1300 to 2,500 square feet of office space (the "Project").

I. DESCRIPTION AND LOCATION OF SUBJECT PROPERTY

- A. Location—West of Veterans Parkway (MD 410), northeast of Chesapeake Road, and fewer than 300 feet southeast of the proposed Glenridge Purple Line Station. The assigned address is 7011 Chesapeake Road, Hyattsville, Maryland 20784 (“Subject Property”).
- B. Proposed Uses—Mixed-use building with multifamily dwellings and office space.
- C. Municipality: None
- D. Councilmanic District: 3
- E. Tax Map 51, Grid E1, Parcel 21
- F. Tax Account Number: 2190395
- G. Total Acreage (according to SDAT): 2.99 acres
- H. Zoning:
 - a. Current: NAC (Neighborhood Activity Center)
 - b. Prior: M-X-T (Mixed Use Transportation Oriented),
D-D-O-Z (Development District Overlay Zone)
- I. Master Plan: *2010 Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* (“Sector Plan”)

II. INTRODUCTION AND BACKGROUND

The Subject Property is an undeveloped, vacant site, bordered by commercial development and Veterans Parkway, a few hundred feet away from the proposed Glenridge Purple Line Station. The *2010 Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* (“Sector Plan”) places the Subject Property within the Glenridge Transit Village character area.

The Applicant is a subsidiary of Dominion, a national developer and operator of affordable housing communities. The Applicant is proposing to develop the Subject Property with a compact mixed-use building, with a proposed range of 182,952 to 392,040 square feet, equaling approximately 1.4 to 3.0 FAR, that is proposed to include approximately 245 to 300 affordable multifamily dwelling units and approximately 1300 to 2,500 square feet of office space (the “Project”).

As explained in Part III, the Applicant is electing to develop the Subject Property under the prior Zoning Ordinance and prior Subdivision Regulations. The Subject Property’s prior zone is M-X-T.

III. APPLICABLE ZONING AND STATEMENT OF JUSTIFICATION TO EXPLAIN ELECTION TO DEVELOP PURSUANT TO PRIOR ZONING ORDINANCE (M-X-T)

Under certain circumstances that apply to the subject application, Sections 27-1901 to 27-1904 of the Zoning Ordinance allow applicants to elect to have their applications processed under the prior Zoning Ordinance. Section 27-1904(b) requires the Applicant to “provide a statement of justification which shall explain why the Applicant has elected not to develop a specific property pursuant to the provisions” of the current Zoning Ordinance, and instead has chosen to utilize the prior Zoning Ordinance. The Applicant has elected to develop the Subject Property with the Project under the provisions of the Prior Zoning Ordinance because the M-X-T zone provides the appropriate standards for the proposed affordable housing development located near the Glenridge Purple Line station.

IV. ANALYSIS OF PRIOR ZONING ORDINANCE CRITERIA

A. Required Planning Board Findings

To approve a conceptual site plan, the Planning Board must make the required findings set forth in Section 27-276(b). The Project satisfies the findings, each of which is addressed in turn.

Sec. 27-276. Planning Board procedures.

* * *

(b) *Required findings.*

- (1) *The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.*

Comment: As will be described in this Statement of Justification, the proposed CSP-23001 represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. This Statement of Justification will address each of the relevant design guidelines. During the detailed site plan phase, the Applicant will address how the Project satisfies the Sector Plan’s Development District Standards.

- (2) *[Inapplicable because CSP-23001 is not for a Mixed-Use Planned Community]*
- (3) *[Inapplicable because CSP-23001 is not for a Regional Urban Community]*

- (4) *The Plan 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).*

Comment: Section 24-130 addresses preservation and restoration of environmental features for properties outside the Chesapeake Bay Critical Area. It reads:

§ 24-130(b)(5) Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

Comment: The subject property is located outside the Chesapeake Bay Critical Area. As shown on the Natural Resources Inventory (NRI-045-2023), the Subject Property contains no Primary Management Area, no regulated streams, and no rare, threatened, or endangered species. In addition, the Subject Property is not located in the floodplain (FEMA or DPIE). The NRI shows four specimen trees located on the Subject Property, which are planned to be removed subject to the approval of a variance in accordance with Section 25-119(d). Furthermore, the NRI shows a small seep wetland and a wetland buffer on the northeast portion of the Subject Property. Any impacts to the wetland and buffer are subject to the approval of the Maryland Department of the Environment and Army Corps of Engineers.

B. Prior Zoning Ordinance CDP Design Guidelines

Section 27-274 of the Prior Zoning Ordinance provides the design guidelines related to Conceptual Site Plans. Some of the design guidelines are further modified by the Development District Standards set forth in the Sector Plan, which will be addressed at the detailed site plan phase of the approval process.

Sec. 27-274. Design guidelines.

- (a) *The Conceptual Site Plan shall be designed in accordance with the following guidelines:*
- (1) *General.*
- (A) *The Plan should promote the purposes of the Conceptual Site Plan.*

Comment: Section 27-272(b) and (c) of the prior Zoning Ordinance set forth the purposes of conceptual site plans. Those sections read:

Sec. 27-272. Purposes of Conceptual Site Plans.

* * *

- (b) General purposes.
 - (1) The general purposes of Conceptual Site Plans are:
 - (A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plan;
 - (B) To help fulfill the purposes of the zone in which the land is located;
 - (C) To provide for development in accordance with the site design guidelines established in this Division; and
 - (D) [Inapplicable]
- (c) Specific purposes.
 - (1) The specific purposes of Conceptual Site Plans are:
 - (A) To explain the relationships among proposed uses on the subject site, and between the uses on the site and adjacent uses;
 - (B) To illustrate approximate locations where buildings, parking lots, streets, green areas, and other similar physical features may be placed in the final design for the site;
 - (C) To illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and storm water management concepts to be employed in any final design for the site; and
 - (D) To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.

The proposed compact mixed-use affordable housing building will be developed in accordance with the principles for orderly, planned, efficient, and economical development contained in the General Plan, Sector Plan, and other plans. As will be discussed, the General Plan classifies the Subject Property as mixed-use and encourages denser housing in local centers. The Sector Plan envisions new housing in the Glenridge Transit Village within walking distance of the Purple Line station. As discussed in more detail on pages 12 to 15 of this Statement of Justification, the Project will fulfill the purposes of the M-X-T zone, set forth in Section 27-542; it will provide high-quality affordable housing opportunities at a major transit stop without adding to sprawl, along with adding new office space to the area. As described on pages 4 to 12 of this Statement of Justification and as is shown on CSP-23001, the Project will be developed in accordance with the site design guidelines of the prior Zoning Ordinance, as modified by the Sector Plan.

With respect to the specific purposes of conceptual site plans, CSP-23001 shows and this Statement explains the relationships among the proposed multifamily project and office space on the Subject Site, and between those uses on the site and adjacent uses, along with its proximity to the Purple Line. CSP-23001 illustrates approximate locations of the building, parking lots, streets, green areas, and other similar physical features. CSP-23001 and affiliated plans, such as NRI-045-2023, illustrate or will illustrate the general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and storm water

management concepts to be employed in any final design for the site. In addition, CSP-23001 shows conceptual locations for recreational facilities and open space area.

The architectural form and street furniture will be refined at a later stage in the approval process. At this conceptual stage, the Applicant anticipates that the building will be wood framed, double-loaded residential construction over concrete garage levels. As a result of the substantial grade change over the site, the roof height will remain the same, but the form height will increase as it descends away from the building. The design of the building is planned to be a transitional style, with some traditional elements mixed with a more modern design. The design is planned to incorporate high-end masonry detailing in the main fields, with a focus on lighter, more transparent corner “anchors.” Although street frontage is minimal, the Project is planned to create a strong entry presence with its siting and street-front monument signage. The site design is planned to draw people entering the Subject Property into an internal roadway that will create a streetscape and destination amenity plaza, which is planned to include landscape buffers, decorative lighting, a play area, patios, fire pits, and community space. First-level walk-up units are planned to be provided, where grading allows, creating a connection between the residents and their community.

(B) [Inapplicable: No townhouses or three-family dwellings are proposed]

(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.*

Comment: The Project is proposed to include a structural parking lot and possibly a surface parking lot. The proposed three-level structural parking garage is proposed to be beneath the building. Surface parking may be located along the building and provide direct access to sidewalks, giving pedestrians safe and efficient access to the entrance to the residences and to the independent office space. Parking spaces are planned to allow those using the spaces to leave their vehicles and enter the building without having to cross the higher traffic areas leading into the site and the parking garage. CSP-23001 shows landscape buffering of the surface parking and includes a drop-off area near the entrance to the residential portion of the building. Because most of the parking will be beneath the building, minimal pavement will be used for surface parking.

(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.*

Comment: A possible drop-off area near the residential entrance and amenity plaza may be used for loading. A roundabout that may be included would be separate from the parking area and would not conflict with pedestrians, who could access their vehicles using the sidewalk. Trucks using the drop-off area for loading would not block the surface parking spaces.

(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) [Inapplicable];*
- (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.*

Comment: CSP-23001 shows a single access to the site off Chesapeake Road, which will provide a safe transition into the parking area and minimize queuing. The proposed parking area may include a roundabout with a drop-off area to encourage the free-flow of traffic, allow access for deliveries, and provide a barrier-free pathway to accommodate disabled visitors and residents.

(3) *Lighting.*

- (A) *For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design 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.*

Comment: The Project is proposed to have an assortment of lighting features that will be refined at the detailed site plan phase of the approval process. The Applicant is planning to include each exit with building-mounted, wall-pak lighting that will be shielded in accordance with code requirements. Drives and parking areas are proposed to include pole-mounted lighting with photometrics, to eliminate bleed into adjacent sites. Amenities and walks will include a combination of decorative light poles and bollards to achieve aesthetic- and code-required light levels for the spaces. All proposed fixtures will be carefully selected to match the design intent of the Project.

(4) *Views.*

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

Comment: The site does not include vast scenic views. However, the proposed area may contain open space, recreational facilities, and other features, such as an amenity plaza, will be landscaped and buffered from the parking lot, other commercial areas, and the light rail. The building is proposed to be sited to form a strong, urban frontage presence along the light rail and commercial facades to the north and east, while buffering and protecting larger, internal open spaces that embrace the residential development to the south and west. The location of the building is proposed to minimize building impacts to nearby residential development and maximize open views from amenity spaces and the proposed residential dwelling units.

(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.*
- (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).*

Comment: The Applicant is proposing to include a central green area near the entrance of the residential portion of the building, where it is proposed to be easily accessible, a major site destination, and appropriately scaled for the size of the Project. The area is proposed to be designed for pedestrian use and contain active recreation, while being protected from the elements. Landscaping is proposed to accent the area and provide appropriate screening from the surface parking area.

(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.*

Comment: The site and streetscape amenities will be refined at the detailed site plan phase of the approval process. The Applicant is considering including ground-level walkup patios where feasible, as a means of connecting the users to their community. The design is proposed to incorporate a large amenity plaza with outdoor play areas and equipment, shared community activities, grilling, fire pits, bike racks, and site furnishings that are all tied to the design quality and aesthetic of the overall building. The Applicant's goal for the proposed amenities is to create a cohesive, long lasting experience for the residents. Exterior amenity spaces will provide full accessibility as required by code.

(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.*

Comment: The final design of the site, including grading, will be refined at a later stage in the approval process. The building is planned to be built in the hillside, and its visibility will follow the contours of the slopes. An existing retaining wall between the site and the Purple Line track is planned to remain, and an extension or a second wall may be required.

(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.*

Comment: At this conceptual phase, the Applicant is envisioning an internal area for trash collection with a staging area next to the garage entry ramp for pickup on trash day. This will likely both serve the office and multifamily tenants.

(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.*

Comment: CSP-23001 shows the single building organized around an easily accessible conceptual amenity plaza, green area, and possible recreational space. The location will provide protection from the elements and is appropriately scaled for the anticipated circulation. The details of the sitting areas and landscaping will be shown at a later stage of the approval process; however, appropriate sitting areas and landscaping are being considered for this space.

(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.*

Comment: The architectural details of the Project will be refined at the detailed site plan stage of the approval process. The conceptual architecture takes cues from materials seen in the design of nearby office buildings, commercial buildings, and residential structures. The conceptual design features large fields of masonry with creative brick detailing and window patterns that contain varied metal panels, which play off and accentuate the feeling of movement along the adjacent light rail. These masonry field forms are strengthened by lighter, highly glazed corner elements and entry elements to provide an anchor to the design and assist in wayfinding on site.

(11) Townhouses and three-family dwellings.

Comment: This standard is inapplicable because no townhouses or three-family dwellings are proposed.

C. M-X-T Regulations, Standards, and Criteria

In order to develop in the M-X-T zone, an Applicant must demonstrate that the proposed project meets additional requirements. The additional requirements include promoting the purposes of the M-X-T zone, meeting the requirements of the Optional Method of Development, conforming to the requirements related to site plans in the M-X-T zone, providing multiple uses, and complies with specific regulations for the M-X-T zone.

1. Purposes of the M-X-T Zone

As previously discussed, Section 27-274(a)(1)(b) requires conceptual site plans to be designed to promote the purposes set forth in the Zoning Ordinance of conceptual site plans. One of those purposes, as stated in Section 27-272(b)(1)(B), is to “help fulfill the purposes of the zone in which the land is located.” The Subject Property is zoned M-X-T, and the purposes of the M-X-T zone are set forth in Section 27-542(a). Each will be addressed in turn.

Sec 27-542 Purposes of M-X-T

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

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

Comment: The Project will be constructed within a few feet of the Glenridge Purple Line Station, a major transit stop. The Subject Property is located in a General Plan Center, more specifically the Annapolis Road/Glenridge Neighborhood Center, which will provide office space for a business and affordable living opportunities to the citizens of Prince George’s County.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential,

commercial, recreational, open space, employment, and institutional uses;

Comment: The General Plan's future land use map recommends the site to be mixed-use. The Sector Plan also recommends the site to be mixed-use, and the corresponding Sectional Map Amendment rezoned the Subject Property from Commercial Office (C-O) to M-X-T. A more detailed discussion regarding the recommendations of the General Plan and Sector Plan are contained on pages 21 to 23 of this Statement of Justification.

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

Comment: The Project will maximize the value of the land, in more than one sense, because it will locate affordable housing within walking distance to a Purple Line Station, connecting underserved communities to jobs around the region. The compact mixed-use building concentrates this affordable housing product at an ideal location, where the County has intended to focus development opportunities. The Subject Property is an underutilized and isolated wooded site that has the potential to transform the Glenridge area into a major activity center, which could result in further economic growth for the area.

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

Comment: The Project will promote the effective and optimum use of the nearby Purple Line Station, locating affordable multifamily dwellings near transit, which will encourage residents of the building to use the light rail instead of automobiles. Similarly, the office tenant will have the ability to take advantage of the site's proximity to mass transit.

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

Comment: The combination of residential and office uses on the Subject Property, which is close to the commercial uses along Annapolis Road, including the Glenridge Shopping Center, will activate the underutilized area, encouraging a twenty-four hour environment. The Project will inject new multifamily tenants into the local economy, which could spur future development in the area that is necessary to serve its new residents and those traveling to and from the new light rail station.

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

Comment: The Sector Plan recommends compact, mixed-use in the Glenridge Transit Village Character Area. The proposed single building with office space and affordable residential units will blend together harmoniously with the Glenridge area, which includes nearby commercial shopping, various types of residential development, and an adjacent office building. The mix of land uses on the Subject Property and in the area, within walking distance of the future Purple Line station, will bring help bring the transit-oriented visions set forth in the General Plan and Sector Plan to fruition.

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

Comment: As previously mentioned, the conceptual design of the building takes cues from the surrounding community but provides unique patterns and design that address the immediate context of a transition from a busy urban transit area to a residential neighborhood. The siting of the building reinforces the design to create this transition but also provides the least impact on the existing residential users. The result is proposed to buffer the neighborhood and enhance the residents' views into the proposed internal plaza and landscaped courts.

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

Comment: Constructing a compact, mixed-use affordable housing building in close proximity to a major transit station is the epitome of optimum land planning. The Project will play an integral role in revitalizing the Glenridge area, bringing new foot traffic to the nearby commercial areas. Those visiting the building will have the opportunity to travel by light rail, reducing the strain on public facilities. Although the ultimate design of the stormwater facilities will occur at a later stage in the approval process, the Applicant is considering underground facilities that will be constructed in accordance with modern stormwater laws and regulations.

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

Comment: Through land use and other policies, Prince George's County has incentivized investment within General Plan Centers and transit hubs. The Project is in part a response to those market incentives. By adding to the housing supply and bringing hundreds of new residents to the area, the Project will promote economic vitality and additional investment in the Glenridge area. Other considerations for the location of the Project are the Qualified Census Tract, Opportunity Zone, proximity to transit, and Enterprise Zone.

- (10) *To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.*

Comment: Dominion, the developer of the Project and a national provider of affordable housing, includes high-end design for all of its affordable housing projects, with a focus on enhancing existing communities. A goal of the Project, which is located near a mass transit corridor, is to have a positive social and economic impact on its residents, giving them access to opportunities beyond the building's vicinity. The proximity of this new development to the Purple Line only increases the Project's value for the residents, and creates exciting and interesting opportunities for outdoor gathering.

2. Optional Method of Development

The Applicant has opted to develop the Project using the optional method of development in accordance with Section 27-545 of the prior Zoning Ordinance. In the M-X-T zone, the base FAR is 0.40. Under Section 27-545(b)(4)(A), the Project is eligible for additional gross floor area of 1.0 because it includes more than 20 dwelling units.

Section 27-545(b)(6)(A) of the prior Zoning Ordinance allows additional FAR for construction of an outdoor plaza:

Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided. The plaza shall be open to the sky, except for street furniture, landscaping, or similar items, or any sun or rain shades (not including open arcades) which cover not more than twenty percent (20%) of the plaza area. The plaza shall reflect a high degree of urban design which encourages a variety of human activities, such as walking and sitting in a pleasant public space. The plaza, and any buildings on the south side of the plaza, shall be arranged and designed to admit sunlight to the plaza. The plaza shall contain extensive plantings, a range of seating options, other street furniture, and works of art or water features, such as statuary, fountains, and pools. The plaza shall be surfaced in textured concrete, masonry, ceramic paving units, wood, or other approved special surfacing material. Lighting shall be furnished which provides for both safety and visual effect. The minimum size of a plaza shall be eighty (80) feet by one hundred (100) feet.

Comment: The proposed outdoor plaza is a central feature of the Project. Depending on its final location, the plaza may have exposure to the south and southwest and is planned to have a high degree of urban design, including high-quality materials and a layout that will be a pleasant place to congregate and host events. Extensive landscaping is planned to be included on and around the plaza. The plaza is also planned to include artwork or a water feature or a combination of the two. Lighting is planned to serve the utilitarian function of illuminating the area, in order to provide a safe environment, and is also planned to have visual effect, which will make the space a special destination on the Subject Property during different times of the day and night.

Under the optional method of development, eight gross square feet shall be permitted to be added to the gross floor area of the building for every one square foot of outdoor plaza provided. With the additional allowable density gained from including the proposed plaza, it is expected that the building's FAR will be within a range of 1.4 to 3.0.

3. Site Plans in the M-X-T Zone

Section 27-546(d) of the prior Zoning Ordinance provides additional findings that the Planning Board must make in order to approve a site plan specifically in the M-X-T zone. Each of those findings are addressed in turn.

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

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

Comment: Pages 12 to 15 of this Statement of Justification describe how the Project is in conformance with the purposes set forth in Section 27-542. Similarly, the other relevant provisions of Part 10, Division 2 are addressed in more detail in this Statement of Justification, including Section 27-545, which is addressed on page 15.

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

Comment: The Subject property was placed in the M-X-T Zone through a sectional map amendment approved after October 1, 2006, as part of the process for approving the Sector Plan in 2010. Table 8.3 (Zoning Change #2) on page 132 of the Sector Plan states: “Rezoning of these properties[, which includes the Subject Property,] from C-O and C-S-C to M-X-T allows for redevelopment of these properties with mixed-use residential and retail/office uses consistent with the plan vision of transit-oriented development in the Glenridge Transit Village Character area.” The Project is in conformance with this intent.

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

Comment: The Project will have an outward orientation, with frontage along Veterans Parkway and the light rail. It will be physically and visually integrated with the nearby office building, commercial complex, and apartment community. Adding new affordable housing in conjunction with the development of the Glenridge Purple Line Station will catalyze adjacent and nearby community improvement and help to rejuvenate the area, particularly by activating the

streets and adding additional foot traffic to the vicinity. The Project sits at a critical connection among urban transit, a commercial corridor, and residential neighborhoods. A goal of the Project is to enhance that relationship while minimizing any negative impacts of such a transition.

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

Comment: The vicinity of the Subject Property includes shopping centers, grocery stores, restaurants, retail, and a variety of residential development. The vicinity will include a major transit station that will bring additional traffic to the area. Adding a mixed-use building to this transit destination will therefore be compatible with the current uses and future transit center.

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

Comment: The mix of uses, arrangement and design of the building, and other improvements, including amenity areas and green space, reflect a cohesive development that is capable of sustaining an independent environment of continuing quality and stability. The Subject Property will be continually activated because of the pedestrian access to the walkable commercial shopping center and the Purple Line Station, allowing the office and multifamily tenants and their visitors to benefit from nearby uses.

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

Comment: The Project, which is only proposed to include a single building, is not planned to be staged development.

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

Comment: The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development. As shown on CSP-23001, the pedestrian system encourages pedestrian activity in the plaza area and allows safe pedestrian access to parking areas and to Chesapeake Road. The users of the entrances to the office and residents will have direct access from the sidewalk adjacent to the surface parking lot.

- (8) *[Inapplicable because this application is not a detailed site plan]*

- (9) *On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital*

Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

Comment: The Subject Property was placed in the M-X-T zone by the sectional map amendment adopted with the Sector Plan. Adequacy of public facilities will be determined when the preliminary plan of subdivision is approved.

(10) *[Inapplicable because this application is not a detailed site plan]*

(11) *[Inapplicable because this Subject Property contains fewer than 250 acres and the application is not for a Mixed-Use Planned Community]*

4. Multiple Uses Required in the M-X-T Zone

Section 27-547 of the prior Zoning Ordinance requires developments in the M-X-T zone to include more than one use. Specifically, that section reads:

Sec 27-547 Uses Permitted

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;*
- (2) Office, research, or industrial uses;*
- (3) Dwellings, hotel, or motel.*

Comment: The Project satisfies this requirement because the Applicant is proposing to include multifamily dwellings and an independent office use. The two uses are shown on CSP-23001.

5. Regulations of the M-X-T Zone

Section 27-548 provides additional regulations specific to the M-X-T zone. Each will be addressed in turn.

Section 27-548 M-X-T Zone

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

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

Comment: The Applicant has opted to develop the Project using the optional method of development in accordance with Section 27-545 of the prior Zoning Ordinance. In the M-X-T zone, the base FAR is 0.40. Under Section 27-545(b)(4)(A), the Project is eligible for additional gross floor area of 1.0 because it includes more than 20 dwelling units. Furthermore, under the optional method of development, eight gross square feet shall be permitted to be added to the gross floor area of the building for every one square foot of outdoor plaza provided. With the additional allowable density gained from including the proposed plaza, it is expected that the building's FAR will be within a range of 1.4 to 3.0.

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

Comment: The Project includes only one building on a single lot; therefore, it complies with this requirement.

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

Comment: This regulation, which applies to detailed site plans, is inapplicable to this application for a conceptual site plan. The location, coverage, and height shown on CSP-23001 are conceptual in nature and will be re-evaluated during the submission, review, and approval of the detailed site plan.

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

Comment: Landscaping, screening, and buffering of the Project will be provided pursuant to the provisions of the Landscape Manual but will be refined at the time the detailed site plan is reviewed and approved. If additional buffering and screening is required to satisfy the purposes

of the M-X-T zone and to protect the character of the M-X-T zone from adjoining or interior incompatible land uses, that additional buffering and screening will be provided.

- (e) *In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.*

Comment: The proposed gross floor area ratio for the residential and office uses is expected to within the range of 182,952 and 392,040 square feet.

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

Comment: Currently, the Applicant is not proposing any private structures to be located within the air space above, or in the ground below, public rights-of way.

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

Comment: The lot will have frontage on and direct vehicular access to Chesapeake Road, a public street.

- (h) *[Inapplicable because, among other reasons, this application is not proposing townhouses]*
- (i) *The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.*

Comment: The building will not exceed 110 feet in height.

- (j) *As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should*

be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

Comment: The Subject Property was placed in the M-X-T zone through a sectional map amendment after October 1, 2006; the Applicant is not aware of an applicable “comprehensive land use planning study” conducted by Technical Staff prior to initiation of the SMA.

V. ANALYSIS OF GENERAL PLAN AND SECTOR PLAN

A. General Plan

The County’s General Plan, *Plan 2035: Prince George’s* (“General Plan”), places the property within the Annapolis Road/Glenridge local center. The Project fulfills the purposes of local centers, which, as stated on page 106 of the General Plan, are focal points of concentrated residential development and limited commercial activity serving the County’s Established Communities. The Project aligns with the General Plan’s future land use map recommendation, which identifies the Subject Property as mixed-use.

B. Sector Plan

Under the prior Zoning Ordinance, the Subject Property was placed in a Development District Overlay Zone, superimposed over the M-X-T zone. In accordance with Section 27-548.23 of the prior Zoning Ordinance, the Project is subject to the applicable Development District Standards set forth in the Sector Plan.

1. Visions, Strategies, and Policies

The Sector Plan places the Subject Property within the Glenridge Transit Village, which the Sector Plan, on page 58, envisions as offering “a neighborhood-oriented and affordable mix of land uses, including housing, offices, neighborhood-serving retail, and a public space.” It also predicts that Glenridge may “emerge as a competitive location for back-office space for companies seeking affordable locations with regional access necessary to support information technology, accounting, or other services” and may attract “businesses like doctors’ offices, small accounting firms, and banks.” “The plan envisions 400–500 new multifamily housing units built within walking distance of the transit station.” Development of the Project will help realize these visions.

Page 24 of the Sector Plan acknowledges the “extraordinary access” to the Purple Line, which will allow residents of the affordable-housing Project immediate access to jobs in areas along the light

rail and Metro, such as College Park, Silver Spring, and Bethesda. With nearby New Carrollton evolving as the Sector Plan predicted, into a “premiere mixed-use metropolitan center,” the direct access to the Purple Line for the residents will be even more significant. Providing affordable multifamily units on the Subject Property will provide a better transit-oriented use of the Subject Property than the Sector Plan’s illustrations show, which for example on page 61 is an unutilized parcel.

Providing affordable housing at this location aligns with the housing goals set forth on page 68 of the Sector Plan:

- Increase the residential diversity of housing types in the Glenridge Transit Village
- Provide a balanced mix of housing price points to diversify and ensure that affordable housing is available for young professionals, families, and seniors.

The proposed building will realize the “key recommendation” set forth on page 69, which includes “[t]hree to five-story mixed use buildings with a visible presence along Veterans Parkway,” with “[l]imited parking for offices, which are served primarily by transit.”

The Project will help realize the “opportunity” identified on page 27 of the Sector Plan: “Gradually redeveloping the sites within a quarter-mile radius of the planned Purple Line station to provide for a vibrant, walkable, transit-oriented, mixed use neighborhood with new retail, office, and housing.”

The Plan Concept map and analysis on page 40 of the Sector Plan classifies the Subject Property as mixed-use, including residential and office space. More specifically, it establishes a vision for the area that it will be “[b]uilt around the proposed Purple Line light-rail station” and that “the northeast end of the corridor will develop as a vibrant, pedestrian-friendly mixed-use node that supports community-scaled development for new employment opportunities.” The Project will realize this vision, including forging new connections to key centers within Prince George’s County and Montgomery County for the residents of this affordable housing development.

As a result of the related Sectional Map Amendment, the property was rezoned from C-O (Commercial Office) to M-X-T (Mixed Use Transportation Oriented). The “primary purpose” of the rezoning, as stated on page 127, was to foster a pedestrian-scale, community-oriented place adjacent to the proposed Purple Line stop at Veterans Parkway and Annapolis Road.” While the “Preferred Land Use” map shows the Subject Property as mixed-use commercial, page 109 acknowledges the Sector Plan is not a “static document” and deserves continual reassessment by all stakeholders to ensure its goals become a reality. An affordable multifamily housing development adjacent within walking distance to the Purple Line station will help to fill the massive void of transit-oriented affordable and workforce housing in the DMV.

2. Glen Ridge Village Development District Overlay Zone Standards

Pages 145 to 153 of the Sector Plan establish the Development District Standards for the Glenridge Transit Village. The Project, therefore, will be required to meet these standards, and the Applicant will address them during the detailed site plan phase of the entitlement process.

Respectfully submitted,

LERCH, EARLY & BREWER, CHARTERED



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December 1, 2023

MEMORANDUM

TO: Te-Sheng Huang, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **twg**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **Age**

SUBJECT: CSP-23001 7011 Chesapeake Road

The subject property comprises 3.00 acres, approximately 110 feet, from the intersection of Chesapeake Road and Annapolis Road. The subject property is zoned Neighborhood Activity Center (NAC) and located within the 2010 *Approved Central Annapolis Road Approved Sector Plan* area. The subject application proposes the development of a mixed-use building to include multifamily dwelling units and office space.

The 2010 *Approved Central Annapolis Road Sector Plan* contains minimal goals and policies related to Historic Preservation, and these are not specific to the subject site, or applicable to the proposed development. 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. The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommend approval of CSP-23001, 7011 Chesapeake Road, without conditions.



January 10th, 2024

MEMORANDUM

TO: Huang, Te-sheng (Emery), Planner III, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning, Community Planning Division **DAG**

FROM: Garrett Dickerson, Planner II, Placemaking Section, Community Planning Division **GD**

SUBJECT: CSP 23001 7011 Chesapeake Road

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 2 of the Prior Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Conceptual Site Plan inside of a Development District Overlay Zone (DDOZ)

Planning Area: 69

Community: Hyattsville (Unincorporated)

Location: 7011 Chesapeake Road, Hyattsville, MD 20784. Mixed-use development of Multifamily and Retail. On the northern side of 7011 Chesapeake Rd, east of the intersection of Chesapeake Rd and Annapolis Rd.

Size: 2.99 acres

Existing Uses: Undeveloped, vacant wooded lot.

Future Land Use: Mixed Use

Existing Zoning: NAC (Neighborhood Activity Center) Transit-Oriented/Activity Center

Proposal: Mixed-use building with a proposed range of 182,952 to 392,040 sq. ft. that is to include about 245 to 300 multifamily dwelling units and about 1200-2500 sq ft. of office of office space.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince Georges 2035 Approved General Plan* (Plan 2035) places this property in the Established Communities Growth Policy Area. "Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan

2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.” (Page 20)

Sector Plan: The 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* (Sector Plan) recommends Mixed Use Commercial as the preferred land use for the subject property (Page 129). The subject property is within Character Area A: Glenridge Transit Village which is built around the proposed purple line light rail station. Glenridge is positioned to evolve into a mixed-use transit village. (Page 59). The plan envisions 400-500 new multifamily housing units. (Page 61).

In addition, the Sector Plan also makes the following recommendations (goals, policies and strategies that affect the subject property. The applicant should consider these recommendations---- to help advance the purpose and intent of the Sector Plan. _____

Housing (page 69)

Goals:

1. Increase the residential diversity of housing types in the Glenridge Transit Village.
2. Provide a balanced mix of housing price points to diversify and ensure that affordable housing is available for young professionals, families, and Seniors.

Strategies

- Encourage a mix of residential densities and housing types such as multifamily, live/work units, and townhouses.
- Ensure that new housing is compatible with surrounding neighborhoods. (pg.68)

The plan recommends a transit-oriented development at Annapolis Road and Veterans Parkway. *Built around the proposed Purple Line light-rail station, the northeast end of the corridor will develop as a vibrant, pedestrian-friendly mixed-use node that supports community-scale development and new employment opportunities. With enhanced pedestrian, bicycle, and transit access, it forges new connections to key centers in northern Prince George’s County and Montgomery County (pg.40)*

- Goal: Provide a continuous network of sidewalks, bikeways, and trails consistent with the forthcoming State of Maryland’s Complete Streets policy and the Institute of Transportation Engineers’ Proposed Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. (pg. 51)

Strategies

- In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key

objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.

- Incorporate findings from the ongoing Purple Line station pedestrian and bike access study into the design recommendations for the Glenridge Transit Village.
- Unless otherwise amended by this plan, reaffirm the trails, bikeways, and pedestrian mobility recommendations as presented in the 2009 Approved Countywide Master Plan of Transportation.
- Complete the sidewalk network along Chesapeake Road and provide bikeway signage (pg. 51)

The proposed development complies with the intent of high-density mixed-use development established by the sector plan

Planning Area: 69

Community: Hyattsville (Unincorporated)

Aviation/MIOZ: This application is/is not located within [an Aviation Policy Area or the Military Installation Overlay Zone

SMA/Zoning:

The 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* applied the Glenridge Transit Village Development District Overlay Zone to the subject property. The applicant must conform to the DDOZ at the Preliminary Plan of Subdivision.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") reclassified the subject property from M-X-T (Mixed Use Transportation Oriented) to NAC (Neighborhood Activity Center), effective April 1, 2022

MASTER PLAN CONFORMANCE AT SUBDIVISION

None

ADDITIONAL INFORMATION

CC: Adam Dodgshon, Supervisor, Placemaking Section, Community Planning Division



Countywide Planning Division
Transportation Planning Section

301-952-3680

January 17, 2024

MEMORANDUM

TO: Emery Huang, Development Review Division

FROM: Leah Daniels, Transportation Planning Section, Countywide Planning Division
Leah Daniels

VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

SUBJECT: **CSP-23001 7011 Chesapeake Road**

Proposal

The subject property is presently an unimproved parcel of land, located at 7011 Chesapeake Road, a few hundred feet away from the proposed Glenridge Purple Line Station. The subject Conceptual Site Plan (CSP) application is located within the Mixed-Use-Transportation (MXT) zoning and proposes the development of a compact mixed-use building to include approximately 200+ residential units and approximately 1,300+ square feet of office space. The Transportation Planning Section's review of the CSP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval

The subject site has no prior approvals.

Master Plan Compliance

Master Plan Right of Way

The site is subject to the 2009 *Countywide Master Plan of Transportation (MPOT)* and 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment*. The subject property fronts Chesapeake Road which is a local road. Neither the MPOT nor the *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* contain lane designations or right-of-way recommendations for Chesapeake Road. The rear of the site fronts Veterans Parkway (A-15) an arterial roadway. Additionally, the segment of Veterans Parkway adjacent to the site is being developed with a light rail station for the MTA Purple Line project. The Purple Line's Glenridge Station is located less than 400 feet from the site at the intersection of Veterans Parkway and Annapolis Road.

Comment: The applicant has not listed the right-of-way designation for Chesapeake Road and Veterans Parkway on the plan sheets. At the time of Preliminary Plan of Subdivision (PPS), the applicant should provide the proper right-of-way for Chesapeake Road and Veterans Parkway across all plan sheets.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities that are adjacent to the site:

- Shared Lanes: Chesapeake Road
- Planned bicycle lanes: Veterans Parkway

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 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

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.

Policy 6: Work with the State Highway Administration and the Prince George's County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.

The *Central Annapolis Road Approved Sector Plan* also recommends the following strategy:

- **In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.**

Comment: The applicant shall provide at minimum, a 5' sidewalk along the property's frontage of Chesapeake Road. Additionally, the MPOT recommends a shared use roadway along Chesapeake Road.

Transportation Planning Review

Zoning Ordinance Compliance

- A. Section 27-272 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for the purpose of conceptual site plans. In addition, Section 27-274 provides design guidelines for parking. Loading, circulation, site and streetscape amenities.

Comment: The applicant is proposing a single full-movement access point to the site from Chesapeake Road to include an internal round-about configuration to allow drop-off at the main building entrance. The site plan also includes a vehicle and pedestrian circulation plan that prioritizes pedestrian movement throughout the site, access to transit, and the reduction of parking conflict between residents and visitors. Additionally, TPS recommended a direct connection from the property to Glenridge station; however, Maryland Transit Administration staff confirmed that there are environmental constraints that would make a direct connection infeasible. Staff find the proposed plan for on-site circulation acceptable.

The statement of justification states that most of the residential parking will be in an underground three-level parking garage, with the possibility of additional surface parking to serve the office portion of the site. The surface parking allows those visiting and employed by the office to experience minimal conflict with the residential parking. Loading would occur in a designated drop-off area near the residential entrance that would minimize conflict between trucks and pedestrians. Lastly, the statement of justification describes the planned site and streetscape amenities, which include patios, outdoor play areas, bicycle racks, and furnishings. All details of the design will be further discussed with subsequent applications.

Mixed-Use-Transportation Zone

The subject site is located within the Mixed-Use-Transportation (M-X-T) Zone. Section 27-546, Site Plans, provides additional requirements for a conceptual site plan.

Section 27-546(d)(9) discusses anticipated transportation adequacy for a CSP for property placed in the M-X-T Zone by a Sectional Map Amendment and is copied below:

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

(7) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, existing transportation facilities; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

Comment: The subject site was placed in the M-X-T Zone via a Sectional Map Amendment. The applicant provided a Traffic Impact Analysis (TIA) that evaluated the impacts of the proposed development. The TIA shows that under all conditions, the eight critical intersections will operate at acceptable levels. The Purple Line will impact the rear of the site and proposes to construct an additional lane northbound on MD 410 onto MD 450 as part of the construction of the station; however, the existing lane and the additional lane operate at acceptable levels. Additionally, the

intersection of MD 410 and Ellin Road is currently closed due to the construction of the Purple Line and was evaluated using the most recent data that was available for existing conditions. As a result, the study shows that the intersection will operate at acceptable levels with the inclusion of the proposed development under future conditions. At the time of PPS, an additional traffic analysis will be conducted, and adequacy will be determined at that time.

Bicycle & Pedestrian Adequacy

The subject property is in the Mixed-Use Transportation (MXT) zoning district and is, therefore, subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(c)(1)(B) (i-), and will be subject to a cost cap. The scope and the details of the off- and on-site improvements will be evaluated at the time of PPS.

Conclusion

Based on the findings presented above, staff concludes that the multimodal transportation facilities will exist to serve the proposed subdivision as required under Subtitle 27, and will conform to the 2009 *Countywide Master Plan of Transportation* and the 2010 *Central Annapolis Road Approved Sector Plan and Sectional Map Amendment* if the following conditions are met:

1. Prior to the certification of the conceptual site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall show the extent and limits of the ultimate right-of-way along the subject property's frontage of Chesapeake Road and Veterans Parkway.
2. Prior to the acceptance of a preliminary plan of subdivision, the applicant, and the applicant's heirs, successors, and/or assigns shall:
 - a. Submit a new and approved Traffic Impact Study Scoping Agreement as part of a new Traffic Impact Study to evaluate transportation adequacy as part of the Preliminary Plan of Subdivision application.
3. The applicant and the applicant's heirs, successors, and/or assigns shall show the following facilities on a pedestrian and bikeway facilities plan as part of the detailed site plan prior to its acceptance:
 - a. A minimum 5-foot-wide sidewalk and shared roadway pavement markings and signage along the property frontage of Chesapeake Road, unless modified by the operating agency with written correspondence.
 - b. A minimum five-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.
 - c. Provide ADA-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.
 - d. Provide designated pathways for pedestrians throughout the site to all uses and through surface parking lots.
 - e. Provide streetscape amenities to be accessible and functional throughout the site to accommodate the mixed-use community.

- f. Long-term bicycle parking within the multifamily building and short-term bicycle near the building entrance in accordance with AASHTO guidelines.
- g. Short-term bicycle for commercial areas at a location convenient to the buildings in accordance with AASHTO guidelines.



January 16, 2024

MEMORANDUM

TO: Te-Sheng (Emery) Huang, Planner III, Urban Design Section

VIA: Mridula Gupta, Planner IV, Subdivision Section *MG*

FROM: Mahsa Vatandoost, Planner II, Subdivision Section *MV*

SUBJECT: CSP-23001; 7011 Chesapeake Road

The subject property included in conceptual site plan CSP-23001 is located on Tax Map 51 in Grid E-1. It consists of a 3.0-acre parcel known as Parcel 21 which is recorded in the Prince George's County Land Records by deed in Liber 16451 folio 730. The property is located within the Neighborhood Activity Center (NAC) Zone. However, this application is being reviewed pursuant to the prior Zoning Ordinance and Subdivision Regulations. Therefore, the property is reviewed pursuant to the prior Mixed Use Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) zoning of the property, and prior Subdivision Regulations. Also, the site is subject to the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*. This application was accepted for review on November 27, 2023, and comments were provided at the SDRC meeting on December 22, 2023. This referral is based on revised plans received on January 11, 2024.

This CSP proposes one parcel for mixed-use development containing approximately 245 to 300 multifamily dwelling units and 1,300 to 2,500 square feet of office space.

There are no prior preliminary plans of subdivision (PPS) or final plats of subdivision approved for the subject property. The proposed development will require a PPS, final plat, and a certificate of adequacy (ADQ) in accordance with Section 24-1904(c) of the Subdivision Regulations. A PPS 4-23005 and an ADQ-2023-008 have been submitted for this site, which are currently in pre-acceptance review. This CSP should be approved prior to the approval of the PPS.

Plan Comments:

1. The CSP identifies one location for proposed on-site recreational facilities, which includes an amenity space. The adequacy of any on-site recreational facilities to satisfy the mandatory dedication of parkland requirement will be evaluated at the time of PPS. Recreational facilities should include a mix of active and passive recreation, indoor and outdoor, for all seasons and age groups.

2. The property is located adjacent to Veterans Parkway, a master-planned arterial road, and proposed Purple Light Rail line. A Phase I noise study will be required with the PPS to demonstrate that any planned outdoor recreation areas and the interior of multifamily dwelling units are not impacted by noise. A vibration analysis should also be provided to evaluate the impact of the future rail line. The noise study should be prepared to address current Prince George's County Planning Department requirements to model noise levels using the equivalent level of noise (Leq) from 7 a.m. to 10 p.m. and 10 p.m. to 7 a.m. with noise models for each time frame for upper and ground level measurements. The unmitigated 55 dBA Leq lower contour from 10 p.m. to 7 a.m. will also need to be provided with respect to proposed outdoor activity areas. Using these contours, the noise study should demonstrate that the proposed development will be mitigated to 65 dBA and 55 dBA for outdoor activity areas at daytime and nighttime respectively, and/or provide the mitigation technique(s) that will be used to achieve the desired noise levels.
3. The subject property has frontage on a public right-of-way along the northeastern boundary (Veterans Parkway) and along the southwestern boundary (Chesapeake Road). The CSP proposes one access point to Chesapeake Road while no direct access is proposed to Veterans Parkway. No additional dedication of right-of-way, internal public or private streets are proposed for the development. Any required right-of-way dedication will be reviewed further with the PPS application. Moreover, the location of required public utility easements along all public streets will be determined with the PPS and should be in accordance with Section 24-122(a) of the prior Subdivision Regulations.

Recommended Conditions:

None.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. All bearings and distances must be clearly shown on the CSP and must be consistent with the legal description. There are no other subdivision issues at this time.



Prince George's County Planning Department
Countywide Planning Division

301-952-3650

January 15, 2024

MEMORANDUM

TO: Te-Sheng (Emery) Huang, Planner III, Urban Design Section, DRD
VIA: Tom Burke, Planning Supervisor, Environmental Planning Section, CWPDP *TB*
FROM: Mary Rea, Planner II, Environmental Planning Section, CWPDP *MAR*
SUBJECT: **7011 Chesapeake Road; CSP-23001 and TCP1-020-2023**

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP-23001) and a Type 1 Tree Conservation Plan (TCP1-020-2023), received on November 27, 2023. Verbal and written comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on December 22, 2023. Revised information was received on January 11, 2024. The EPS recommends approval of CSP-23001 and TCP1-020-2023, based on the conditions listed at the end of this memorandum.

BACKGROUND

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

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-045-2023	N/A	Staff	Approved	6/23/2023	N/A
CSP-23001	TCP1-020-2023	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The applicant is requesting approval of CSP-23001 and TCP1-020-2023 for the construction of a mixed-use building.

GRANDFATHERING

The project is subject to the environmental regulations contained in Subtitle 25, and prior Subtitles 24 and 27 because the application will require a preliminary plan of subdivision (PPS).

SITE DESCRIPTION

The subject application area is 3.00 acres, is located on the east side of Chesapeake Road, and is west of the Purple Line light rail line and Veterans Parkway. The current zoning for the site is

Neighborhood Activity Center (NAC); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Transportation Oriented (M-X-T) Zone. A review of the available information indicates that no regulated environmental features (REF) such as streams and wetlands with associated buffers are present on-site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), and used on PGAtlas, there are no rare, threatened, or endangered (RTE) species found to occur on or near this property. During the natural resources inventory (NRI) plan review process, a June 7, 2023, letter was submitted from the Maryland Department of Natural Resources (DNR) Wildlife and Heritage Service. This DNR letter states that there are no known RTE species found to occur on or near this property. This site is located in the Lower Beaverdam Creek watershed that flows into the Anacostia River. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (2014). According to the *Countywide Green Infrastructure Plan* and the *Approved Prince George's County Resource Conservation Plan* (May 2017), a majority of the project area, except for a small section in the northern central part of the of the site, is identified as being in an Evaluation Area.

ENVIRONMENTAL REVIEW

Natural Resource Inventory

A Natural Resource Inventory (NRI-045-2023) plan was approved on June 23, 2023, and is provided with this application. This site is not associated with any REF such as streams, wetlands, or associated buffers; however, on the property to the east of this site there is an isolated wetland whose buffers encroach onto this site. Four specimen trees are associated with this site. The TCP1 and the CSP show all the required information correctly in conformance with the NRI. No additional information is required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A TCP1-020-2023 was submitted with the CSP-23001 application.

Based on the TCP1 submitted with this application, the site contains 2.79 acres of woodland in the net tract and has a woodland conservation threshold of 0.45 acre (15 percent). The Woodland Conservation Worksheet proposes the removal of 2.79 acres of woodland, resulting in a woodland conservation requirement of 1.49 acres. According to the TCP1 worksheet, the requirement is proposed to be met with 1.49 acres of off-site woodland conservation credits. The environmental letter of justification provided with the application indicates that on-site preservation, afforestation, and reforestation cannot be met as it would limit the developable area of the site. The site has a 50-foot drop in elevation from the western side of the property to the east. This results in extra earthwork and grading limiting the amount of woodland on-site.

Specimen Trees

Section 25-122(b)(1)(G) 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 (CRZ) of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the [Environmental] Technical Manual.” The code, however, is not inflexible.

The authorizing legislation of the Prince George’s County 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 Prince George’s County’s WCO are set forth in Section 25-119(d). Section 25-119(d)(4) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

The approved NRI identifies a total of four specimen trees. The following analysis is the review of the request to remove four specimen trees located on-site.

A Subtitle 25 variance was submitted for review with this application. The TCP1 shows the removal of ST-1 through ST-4 for a total of four specimen trees. The condition of trees proposed for removal ranges from very poor to good.

**SPECIMEN TREE SCHEDULE SUMMARY FOR FOUR TREES PROPOSED FOR
REMOVAL ON TCP1-020-2023**

Specimen Tree #	Species	Condition	DBH (inches)	Reason for Removal	Applicants Disposition
1	White oak	Very Poor	32	Stormwater Management	Remove
2	White oak	Good	30	Mixed-use building	Remove
3	White oak	Poor	36	Mixed-use building	Remove
4	Eastern cottonwood	Fair	32	Mixed-use building	Remove

The removal of the four specimen trees requested by the applicant is supported based on the findings below:

Evaluation

Section 25-119(d) 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 four specimen trees. Of the four trees requested for removal, one is in very poor condition, one is in poor condition, one is

in fair condition, and one is in good condition. Those “special conditions” relate to the specimen trees themselves, such as their size, condition, species, and on-site location.

The property is 3.00 acres, and the TCP1 shows no primary management area (PMA) on-site. Specimen trees ST-1 through ST-3 are located in the southeastern portion of the site, and ST-4 is located near the access point of the project. The specimen trees proposed for removal are located in the areas of the site most suited for development. Complete retention of these trees would severely limit the developable area of the site. The site is fully wooded, and the specimen trees have grown to size across the property.

The proposed use, as residential and commercial development is a reasonable use for the mixed-use site, and it cannot be accomplished elsewhere on the site. Of the four specimen trees proposed for removal, the Eastern cottonwood tree has weak wood and has poor construction tolerance. The remaining three white oak trees vary in condition from very poor to good and are located within the developable portion of the site. Requiring the applicant to retain the four specimen trees on the site by designing the development to avoid impacts to the critical root zones (CRZ) would further limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship, particularly given the severe topography on the property, and the need to substantially grade the site in order to effectively develop the property.

(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 CRZ, 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 Subtitle 25 and the Environmental Technical Manual (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 proposed for removal, retaining the trees and avoiding disturbance to the CRZ 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. The proposed mixed residential and commercial development is a use that aligns with the uses permitted in the M-X-T Zone. The 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 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, it 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 removal of the four specimen trees would be the result of the grading required for the development. The request to remove the trees is solely based on the trees' locations on the site, their species, and their condition.

(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.

Granting this variance request will not violate state water quality standards nor cause measurable degradation in water quality. Requirements regarding stormwater management (SWM) will be reviewed and approved by the Department of Permitting, Inspections, and Enforcement (DPIE). Erosion and sediment control requirements are reviewed and approved by the Soil Conservation District (SCD). 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.

Conclusion

The required findings of Section 25-119(d) have been adequately addressed for the removal of four specimen trees, identified as ST-1 through ST-4. Staff recommends that the Planning Board approve the requested variance for the removal of four specimen trees for the construction of mixed-use development.

Regulated Environmental Features

No REFs were found on the subject property.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS) Web Soil Survey are Russett-Christiana-Urban land complex, Christiana-Downer-Urban land complex, and Urban land. Marlboro clay is not found on or near this property.

A geotechnical report, titled "Geotechnical Engineering Report, Braun Intertec – Hyattsville" prepared by ECS Mid-Atlantic, LLC and dated September 29, 2023, was submitted on January 5, 2024. The report confirmed a high plasticity clay is present on-site, known as Christiana clay, which has been found to cause slope stability issues in Prince George's County. A slope stability analysis for unmitigated conditions shall be performed and submitted at time of preliminary plan of subdivision. In addition, a slope analysis for mitigated conditions shall be submitted at the time of

detailed site plan. The 1.5 factor of safety (FS) lines, if any, shall be delineated on the TCP1 and TCP2. Structures shall not be planned at elevations lower than the 1.5 FS line. The building restriction line shall be at least 25 feet uphill from the 1.5 FS line. The slope analysis shall be performed in compliance with the Department of Permitting, Inspections and Enforcement (DPIE) Techno-Gram 005-2018, Geotechnical Guidelines for Soil Investigations and Reports.

Stormwater Management (SWM)

An unapproved SWM concept plan was submitted with the subject application. Proposed SWM features include four micro-bioretenment facilities, and underground storage pipes. No further information is required regarding SWM with this application.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS OF APPROVAL

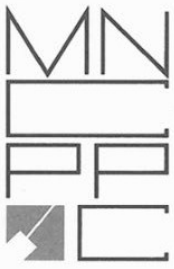
The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-23001 and Type 1 Tree Conservation Plan TCP1-020-2023, subject to the following conditions:

Recommended Findings:

1. Four specimen trees are proposed for removal with this application. These trees are identified on the TCP1 as ST-1 through ST-4. The submitted variance request provides sufficient support for removal and is recommended for approval.
2. No Regulated Environmental Features are located on the subject property.

Recommended Conditions:

1. Prior to acceptance of the preliminary plan of subdivision, a slope stability analysis for unmitigated conditions shall be included in the application package.
2. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the application package.
3. At the time of preliminary plan of subdivision, a Type 1 Tree Conservation Plan shall be submitted showing the 1.5 factor of safety line, if any.
4. At the time of detailed site plan, a Type 2 Tree Conservation Plan shall be submitted showing the 1.5 factor of safety line, if any.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: January 16, 2024

TO: Te-Shen (Emery) Huang, Planner III
Urban Design Section, Development Review Division
Planning Department

VIA: Sonja Ewing, Division Chief [SME](#)
Dominic Quattrocchi, Planning Supervisor [DQ](#)
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

FROM: Ivy R. Thompson, Planner III [IRT](#)
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **CSP-23001 7011 Chesapeake Road**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this conceptual site plan amendment for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is for the development of a mixed-use building with a proposed range of 182,952 to 392,040 square feet for a range of 245 to 300 multifamily dwelling units and a range of 1300 to 2500 square feet for office space.

BACKGROUND:

The subject property is approximately south of the intersection with Annapolis Road, approximately 110 feet where it intersects with Chesapeake Road. This proposal is subject to the 2010 approved *Central Annapolis Road Sector Plan*, the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*.

DISCUSSION:

The applicant is proposing to provide onsite recreation amenities to meet the public spaces requirements of 27-274(a)(9). The conceptual site plan identifies both open space and an amenity area, two residential multifamily pods, a single office pod and proposed stormwater management facilities. All of which will be complemented by landscaping and pedestrian connections throughout the development. The identification of an amenity area increases the outdoor recreation opportunities at the subject property.

CSP-23001 Chesapeake Road

Both Glenridge Park and the West Lanham Neighborhood Park are within a mile of the development site. The 2010 Approved *Central Annapolis Road Sector Plan* indicates there are adequate recreation opportunities in the area. Yet, green community spaces are desired for this development proposal. DPR also supports improved pedestrian and bicycle amenities in the area.

RECOMMENDATION:

The DPR staff recommends to the Planning Board approval of Conceptual Site Plan CSP-23001 Chesapeake Road with the recommendation that at the time of preliminary plan of subdivision review, the applicant proposes the provision of onsite recreation facilities, including outdoor active and passive amenities to fulfill the dedication of parkland requirement.

cc: Alvin McNeal
Sonja Ewing



Division of Environmental Health/Disease Control

Date: December 20, 2023

To: Te-Sheng (Emery) Huang, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: CSP-23001, 7011 Chesapeake Road

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the conceptual site plan submission for 7011 Chesapeake Road and has the following comments/recommendations:

1. There are approximately seven existing carry-out/convenience stores food facilities and three grocery store/markets within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The department acknowledges that Royal Farms chain facilities are designed as convenient stores; however, they do provide healthy food options such as an assortment of fresh fruits and vegetables for retail sale.
2. ***The site located within 1000' of a major roadway, Veterans Parkway (MD-410).*** Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification.
3. Research shows that access to public transportation can have major health benefits as it contributes to good connectedness and walkability. Provide specific information related to this development project of the available and/or proposed means of connecting to neighboring communities through public transportation.
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction



Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



Division of Environmental Health/Disease Control

activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



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***The Town of Landover Hills
6904 Taylor Street
Landover Hills, Maryland
301-773-6401***

October 23, 2023

As the Mayor and Council of the Town of Landover Hills, we are greatly concerned about the traffic and parking plans for the proposed Dominion apartment complex planned for 7100 Chesapeake Rd. According to the developers, the on-site parking plans meet Prince Georges County requirements, we do not feel they are adequate for the size of the planned development and will cause resident and visitor vehicles to park outside of the complex, not only on Chesapeake Rd. but also adjacent streets, such as Buchanan St. and Ardwick-Ardmore Rd. and into the Town of Landover Hills, or illegally park in private lots.

The present plans call for 305 underground parking spaces for 245 apartments and 21 surface-level parking spots for visitors. We feel this is inadequate for a complex which will have 107 one-bedroom, 98 two-bedroom and 40 three-bedroom apartments.

We understand that the hope is many residents will use the nearby Purple Line and other public transportation. However, it is likely that many of the residents that use public transportation will still have personal vehicles and some may have work vehicles that will be too large to use the planned underground parking provided and will take up parking elsewhere.

We are very aware that the number of personal vehicles per household has grown over the years. When Landover Hills was first developed families had one vehicle, if any. Through the years, we have seen the number of vehicles per household increase to an average of three. Having only 21 visitor parking spots also appears inadequate for 245 apartments. We think the county's requirements for on-site apartment parking need to recognize present realities.

In addition, Chesapeake Rd. is narrow and vehicle parking on both sides could impede traffic flow and be dangerous for both pedestrians and people exiting those parked vehicles. While Buchanan St. and Ardwick-Ardmore Rd. are wider, parking along these streets is restricted due to entrances and exits to three churches, a post office and commercial businesses. Moreover, people going to these facilities also use those streets for parking. Additionally, the homes west and south of the Buchanan St. and Ardwick-Ardmore Rd. intersection have limited – and in some cases – no off-street parking and already park on the streets.

We are also concerned about the additional traffic that will be generated by the complex. The present plan is to have vehicles from the complex use Chesapeake Rd., which is a two-way, single-lane street that runs into SR 450 (Annapolis Rd.) to the north and Buchanan St. to the south. Buchanan St. is also a two-way, single-lane street, with some limited on-street parking. It runs into Ardwick-Ardmore Rd., which has a signal at SR 450.

SR 450 is already congested in this area and will become even more of a bottleneck once construction is completed on the Purple Line, with additional traffic as well as continued

construction from corridor development and WSSC plans to replace a major water line that runs along SR 450. The problem for traffic flow on east-bound SR 450 (heading from Landover Hills to SR 410) is a traffic signal at Gallatin St., which is set to keep traffic from backing up onto SR 410. Gallatin St. traffic is from a large residential area, as well as Glenridge Shopping Center and Glenridge and Woodridge Elementary Schools. Traffic at the Gallatin St.-SR 450 intersection can be expected to increase as Glenridge Middle School opens and improvements are made to Glenridge Shopping Center with the completion of the Purple Line. As you know, buses and flammable material trucks are required to stop at all rail crossings, at all times, even when the traffic signals are green. These same vehicles will have to stop again on SR 410 at Ellin Road, as the Purple Line tracks will cross at grade at this intersection as well.

In addition, there are plans for a Multi-generational Recreational Center to be built where Glenridge Elementary School now stands. The Town of Landover Hills has long supported construction of a Multi-gen Center in the area. However, these expected changes also will increase pedestrian use along SR 450, especially from Chesapeake Rd. to SR 410.

There is a short distance from Gallatin St. to SR 410 and the way the traffic signals work is that when traffic moves out of the east-bound SR 450 lanes at SR 410 traffic fills in from Gallatin St. causing east-bound traffic to back up there. We have seen times when east-bound SR 450 traffic already backs up past Ardwick-Ardmore Rd., and beyond the traffic signal at 71st. Ave.

This existing traffic pattern will be exacerbated when the Purple Line is completed as it crosses SR 450 at grade just west of SR 410. The plan is to have gates that will come down when the trains pass through the intersection. The gates will not only block the through traffic lanes on SR 450 but also the turning lane from east-bound SR 450 to south-bound SR 410 and the south-bound SR 410 to west-bound SR 450. This will shorten the distance between the Gallatin St. light and SR 410. Purple Line officials have indicated the trains will operate on 15-minute intervals. If the trains are not well-timed, SR 450 could be shut down every seven-and-a-half-minutes.

The addition of the Dominion complex will create even more tie-ups as Chesapeake Rd. is only about 150 feet west of the Gallatin St. light and traffic from Chesapeake Rd. can only turn right onto SR 450 east-bound. Complicating matters is that some vehicles exiting Chesapeake Rd. and wishing to travel north on SR 410 will have to cross four lanes of SR 450 in about 50 yards to reach the turn lane. Vehicles exiting the complex wishing to head west-bound on SR 450 would need to take Chesapeake Rd. to Buchanan St. and then exit at the traffic signal at Ardwick-Ardmore Rd. and SR 450. Although Ardwick-Ardmore Rd. widens a bit at the intersection, it is still a two-lane road and during the school year, is heavily congested with parents dropping off and picking up students during morning rush and mid-afternoon from St. Mary's school. In the evening, nearly all of the vehicles wanting to enter the Dominion complex will have to enter on Ardwick-Ardmore Rd. and take Buchanan St. to Chesapeake Rd. Coming from the east, the best (and only reasonable way) to enter the property will be to turn left onto Ardwick-Ardmore at the SR 450 light. The left turn lane off SR 450 already is sorely inadequate as made evident by people turning left from the through lane next to it. The left turn also is encumbered by those making a U-turn to reach the shopping center and other businesses on the south-side of SR 450, which could be exacerbated by those drivers wanting to enter the apartment complex

from Chesapeake Rd., as well as those turning right on red from Ardwick-Ardmore Rd. and not yielding to the larger road traffic. In addition, vehicles coming to the SR 410-450 intersection from the south already have to sit through as many as four light cycles because of congestion and pushy drivers butting into the turn lane. Although the plan is to have two left-hand turn lanes off SR 410, increased traffic may negate the effect. In addition, vehicles on southbound SR 410 and turning onto westbound SR 450 are not any better off as they will have to cut across all through lanes of SR 450 in order to turn left at Ardwick-Ardmore Rd.

In addition, although no plans have been submitted, we understand that the property in front of the proposed Dominion complex, which is now an office complex, is considering tearing down the offices and building apartments, which will make traffic on these streets even more congested.

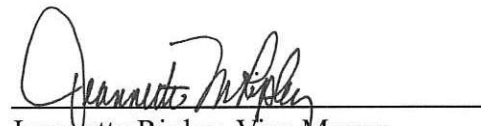
We strongly urge the County to require additional tenant and visitor parking on the Dominion site so that vehicles from the complex do not need to park on streets outside of the complex. We also strongly urge the County and State to review traffic congestion on SR 450 between SR 410 and the BW Parkway and specifically develop strategies to alleviate the bottleneck on east-bound SR 450 from 71st Ave. to SR 410.

One possible solution to help to alleviate the additional Dominion project traffic would be to make the Gallatin St. intersection four-way by building a road a short distance from the Dominion complex directly to SR 450 at the Gallatin St. intersection. Presently, the land needed for the new road is undeveloped and located between a Taco Bell and a single-story medical building. If traffic from the apartment building project could be routed directly to SR 450, it could reduce traffic problems on Chesapeake Rd., Buchanan St. and Ardwick-Ardmore Rd. This solution, however, may not alleviate the SR 450 congestion problems. Another possible solution might be to provide access to the complex from SR 410, possibly at a four-way Ellin Rd. intersection.

We stand ready to discuss these problems as well as potential solutions with you.

SIGNED BY THE TOWN COUNCIL OF LANDOVER HILLS:


Jeffrey Schomisch, Mayor

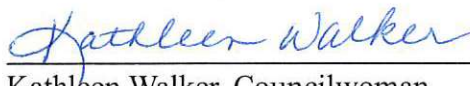

Jeannette Ripley, Vice Mayor


Joe Williams, Councilman


Mike Walker, Councilman


Todd Over, Councilman


Glenda Johnson, Councilwoman


Kathleen Walker, Councilwoman

Variance from Section 25-122(b)(1)(G)
7011 Chesapeake Rd
CSP-23001

November 15, 2023

Owner:

Landover Hills Development Inc
7138 Little River Turnpike
Annandale, VA 22003

Applicant:

Landover Hills Leased Housing Associates I, LLLP
2905 Northwest Blvd
Suite 150
Plymouth, MN 55441

Attorney:

Lerch, Early & Brewer, Chtd.
16701 Melford Blvd
Suite 400
Bowie, MD 20715

Engineer/ Planner:

Soltesz
4300 Forbes Boulevard
Suite 230
Lanham, Maryland 20706
301-794-7555

Signature: _____

The Woodland and Wildlife Habitat Conservation Ordinance (“WCO”) is the County’s local forest conservation ordinance and is codified under division 2 of Subtitle 25 of the Prince George’s County Code. The WCO provides policies and requirements for conserving woodlands and protecting certain trees during the development process. The WCO, however, is not rigid and allows applicants to obtain relief from the requirements, if certain criteria are met. In order to obtain that relief, applicants may request a variance in accordance with Section 25-119(d). According to Section 25-119(d)(4), variances granted under Subtitle 25 are “not considered zoning variances”; therefore, a lesser standard needed to approve the variance applies.

Section 25-122(b)(1)(G) generally requires applicants to preserve specimen trees. If, however, an applicant can meet the variance criteria set forth in Section 25-119(d), an applicant may remove specimen trees from the subject property in connection with a development application. In this case, the Applicant is requesting a variance from Section 25-122(b)(1)(G) for the removal of 4 specimen trees as part of the development of the project. As set forth in more detail, the Applicant satisfies all of the criteria and, therefore, the Planning Board should grant the variance request.

Section 25-119(d)(1) reads, in relevant part:

(1) An applicant may request a variance from this Division as part of the review of a TCP where owing to special features of the site or other circumstances, implementation of this subtitle would result in unwarranted hardship to an applicant.

Owing to special features of the site or other circumstances, implementation of Subtitle 25 would result in unwarranted hardship, were the Applicant required to preserve the 4 specimen trees that are the subject of this variance request. The Appellate Court of Maryland has explained that, in the context of a tree variance request, “in order to establish an unwarranted hardship, the applicant has the burden of demonstrating that, without a variance, the applicant would be denied a use of the property that is both significant and reasonable.”¹

The subject property is identified as Parcel 21, tax account # 2190395. The overall land area is +/- 3.00 acres. The site is located on the northern side of Chesapeake Rd, east of the intersection of Chesapeake Rd and Annapolis Rd. It is currently zoned NAC, but is being reviewed using the prior zoning ordinance and zoning of M-X-T.

Without the tree variance, and the removal of the 4 specimen trees, the Applicant would not be able to develop the site with a mixed-use building containing affordable multifamily dwelling units and office space. Those uses are “significant,” because they will provide affordable housing and office space accessible to mass transit, and those uses are “reasonable,” because those uses are allowed in the M-X-T zone. The site is constrained, with developed properties on three sides, limited access, and a steep slope with a retaining wall along the Purple Line tracks. There is, therefore, no other alternative for locating the building, or any reasonable use, on the Subject Property without removing the 4 specimen trees.

¹ See *W. Montgomery Cnty. Citizens Ass'n v. Montgomery Cnty. Plan. Bd. of Maryland-Nat'l Cap. Park & Plan. Comm'n*, 248 Md. App. 314, 344–47 (2020).

Section 25-119(d) provides additional criteria that must be met in order for the Planning Board to grant the variance request. Each will be addressed in turn.

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

Special conditions peculiar to the property have caused the unwarranted hardship. More specifically, the unusual characteristics of the Subject Property in relation to the other properties in the area, particularly the shape of the property, its constraints, and the location of the specimen trees, are not shared by the neighboring properties. The specimen trees are dispersed throughout the site and, as previously explained, the location of the entrance, the Purple Line, and topographic features constrain where the building can be located. Specimen trees 1–3 are located on the eastern side of the site, which has a significant slope that will require extensive grading in order to develop the site in accordance with all requirements. Specimen tree #1 will be removed for grading purposes. Specimen tree #2 is located within the building footprint, and Specimen tree #3 will be removed for grading purposes as well. Specimen tree #4 is located furthest to the west, near the site’s frontage along Chesapeake Road. As a result of the site’s constrained access from Chesapeake Road, Specimen Tree #4 is located in the only possible point of ingress and egress to the site. Saving this tree, which is rated “Very Poor,” would make the site undevelopable, as access to the site would be impossible.

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

Enforcement of these rules would deprive the applicant of rights commonly enjoyed by others in similar areas. The development of this site proposes the removal of specimen trees that, without their removal, would hinder the development, design, and grading of the site and would cause the Applicant an unwarranted hardship. Without the removal of these specimen trees, the site could not be developed as intended for multifamily residential and office. Under these circumstances, others in similar areas would be entitled to a tree variance to remove specimen trees. There is simply not enough room for buildings, parking, circulation, stormwater management facilities, utilities, and all other infrastructure associated with this type of development. The decision to remove specimen trees conform to the surrounding area’s development character of mixed-use areas. Limiting of developable area by protecting the root zones and specimen trees would not only deprive the applicant of the opportunity to create a functional development, it would prevent the project from being developed altogether.

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

Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants. As previously explained, other applicants under similar circumstances would be entitled to a variance. Without the variance, the project could not be developed in a functional and efficient manner and would not achieve commonly accepted planning goals, including those set forth in the Zoning Ordinance and Sector Plan.

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

The request is not based on conditions or circumstances which are the result of actions by the Applicant. Specifically, the Applicant did not install the specimen trees in their current location, and the Applicant is not asking for an after-the-fact variance following their removal. The request is based on the existing conditions of the site and the associated requirements for development. The applicant has attempted to provide a layout that meets zoning requirements and the zone's goals.

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

The request to remove the specimen trees does not arise from any condition on a neighboring property. The request solely is a result of the specimen trees' locations on the Subject Property and the inability to develop the site with the project, which is a reasonable and significant use of the Subject Property.

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

Should the Planning Board grant the variance, water quality would not be affected. The request is for the removal of 4 trees, which would have an immeasurable effect on water quality. Furthermore, the application is subject to the new Stormwater Management Regulations that went into effect May 5, 2010. These regulations require that stormwater management measures be designed such that post-development conditions mimic a pre-development condition of a site as "woods in good condition". Because the site is required to meet these water quality requirements, the loss of the specimen trees will not adversely affect the water quality.

Additional Back-up

For

CSP-23001

7011 Chesapeake Road



February 13, 2024

The Hon. Peter A. Shapiro
Chairman, Prince George's County Planning Board
1616 McCormick Drive,
Largo, MD 20774

RE: 7011 Chesapeake Road – Conceptual Site Plan

Dear Chairman Peter A. Shapiro:

At Dominium, we take pride in our commitment to providing quality housing and revitalizing communities across the United States. With over 38,000 apartment homes managed in 21 states, our mission is clear: to strengthen neighborhoods and provide value to community members.

We are excited to introduce our latest project, the Flats at Glenridge Station, located at 7011 Chesapeake Road in Hyattsville, Maryland. This development marks our first community in Maryland and represents a significant opportunity to address the growing need for transit-oriented high-quality affordable housing in Prince George's County. With its proximity to the Purple Line, we see this project not only as a means to bring more affordable housing but also to promote sustainable transportation solutions. This project has gained the support of various elected officials and closely aligns with the County Executive's stated objective: to increase the stock of housing units, as this project does.



Rendering of the proposed Workforce development at 7011 Chesapeake Road

Our track record shows our dedication to creating vibrant, inclusive communities. Projects like the 1500 Nicollet in Minneapolis, Union Flats in St. Paul, and Preserve at Highland Ridge in Nashville are prime examples of our commitment to providing high-quality, affordable housing tailored to each neighborhood's needs. Detailed case studies and pictures of these successful outcomes are provided in the accompanying exhibits.



We, however, encountered a challenge during the design phase of the Flats at Glenridge Station. Feedback indicated concerns about the proposed amount of office space in the building. While we value the objectives outlined in the *2010 Central Annapolis Road Sector Plan* and the M-X-T Zone, which promote vibrant communities near transit-oriented areas, we faced constraints that limited our ability to accommodate more commercial space.

The site at 7011 Chesapeake Road presents significant size and topographical challenges. Our primary focus in designing the community was to provide as many affordable housing units as possible within these limitations. Increasing commercial space would have required either adding another floor, which would have added prohibitive costs, or reducing the number of affordable housing units, which would have eliminated housing opportunities at this exceptional location. The site has significant elevation changes and is confined by its odd shape, which restricts our ability to add additional commercial space without hurting the supply of affordable homes.

Adding another floor would necessitate changing the construction type, leading to substantial cost increases. Additionally, adding more commercial/office space under such a program would require more infrastructure such as parking, stormwater management, and utility than the site can provide. The limited size of the site already challenges the infrastructure needs. Adding more FAR would likely exceed the ability to support the development. Alternatively, sacrificing residential square footage for commercial space would mean depriving five to six families of the opportunity to live in affordable housing near the Glenridge Purple Line Station.

Considering the pressing need for affordable housing as highlighted by research from the Prince George's County Department of Housing and Community Development which states that 53% of renters are spending more than 50% of their income on housing, and the existing office space nearby, we made the difficult decision to prioritize affordable housing production over commercial space. This decision aligns with the county's goals and our mission to provide quality housing to residents.

Under the MXT Zone, the site must offer a mix of uses. We have considered the proposed mix carefully and offered the most viable development plan for the property and location. Adding more office square footage by sacrificing residential square footage is not advisable due to the higher vacancy rates and lower rental rates currently occurring in the local office market. Adding more office space would force the development to compete against existing, better situated office space with more competitive lease rates. This would likely keep the space dark and unleased, contributing to a less successful development.

The MXT Zone was established prior to the advent of current health influences and did not contemplate current market forces, including the advent of flexible work allowances. These factors contribute to the reduction in the need of commercial/office space. Getting the combination of residential units versus commercial square footage within a mixed-use development is critical in order to avoid cold, dark spaces as a result of unleased space, and the applicant's team believes the proposed mix is appropriate for the development proposal.

Prince George's County has documented its support for this project by committing \$2,500,000 of housing funds to assist in the development of these affordable homes. The support letter from County Executive Alsobrooks, which is provided as an exhibit to this letter, emphasizes "the county's strong support for the Development and the importance placed on providing quality, affordable housing for our citizens."



We finance our affordable housing communities through Low Income Housing Tax Credits, allowing us to offer restricted rents set by HUD. Rents and incomes at the Flats at Glenridge Station will be capped at 60% of the area median income and we will maintain affordability for 30 years.

Project Affordability Information

Affordability Information

- 100% of units set aside at 60% of the AMI or less
- Washington-Arlington-Alexandria, DC-VA-MD HUD Metro FMR Area
- Affordability Term: 30 Years
- Income and Rent Restricted

Area Limits

60% Rent Limits

Washington-Arlington-Alexandria, DC-VA-MD HUD Metro FMR Area					
	2019	2020	2021	2022	2023
1 bedroom (1.5)	\$1,365	\$1,417	\$1,451	\$1,602	\$1,695
2 bedrooms (3.0)	\$1,638	\$1,701	\$1,741	\$1,921	\$2,035
3 bedrooms (4.5)	\$1,893	\$1,965	\$2,013	\$2,220	\$2,351

60% Income Limits

Washington-Arlington-Alexandria, DC-VA-MD HUD Metro FMR Area					
	2019	2020	2021	2022	2023
1 person	\$51,000	\$52,920	\$54,180	\$59,820	\$63,300
2 people	\$58,260	\$60,480	\$61,920	\$68,340	\$72,360
3 people	\$65,520	\$68,040	\$69,660	\$76,860	\$81,420
4 people	\$72,780	\$75,600	\$77,400	\$85,380	\$90,420
5 people	\$78,660	\$81,660	\$83,640	\$92,220	\$97,680
6 people	\$84,480	\$87,720	\$89,820	\$99,060	\$104,940
7 people	\$90,300	\$93,780	\$96,000	\$105,900	\$112,140
8 people	\$96,120	\$99,840	\$102,180	\$112,740	\$119,400

Our substantial investments in engineering and architecture as well as our diligent work to complete the application with the Maryland Department of Housing and Community Development demonstrate our dedication to delivering much-needed affordable housing to Prince George's County.

We appreciate your understanding and support as we navigate these challenges and work toward our shared goal of revitalizing communities and providing affordable housing options.

Thank you for your consideration. Dominion is proud to be a new, but long-term, resident of Prince George's County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry Sween", is written over a horizontal line.

Terry Sween
Dominium
Vice President & Project Partner



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

April 27, 2023

Mr. Terry Sween
Vice President & Project Partner
Landover Hills Leased Housing Development I, LLC
2905 Northwest Blvd, Suite 150
Plymouth, MN 55441

RE: Purple Line New Construction – 245 Units
Hyattsville, Prince George's County

Dear Mr. Sween:

On behalf of Prince George's County, I hereby express my support of the proposed Purple Line New Construction project (the "Development") to be developed by Landover Hills Leased Housing Development I, LLC. Upon completion, the Development will provide 245 units of affordable rental housing for families located at 7011 Chesapeake Road, Hyattsville, Prince George's County, Maryland.

The County recognizes that there is a significant need for decent, safe, and sanitary housing within for families with low or limited incomes. Pursuant to mapping data available from the State of Maryland Department of Housing and Community Development ("MD DHCD"), it is understood that the prospective site of the Development is within a State of Maryland Priority Funding Area and is located less than 0.5 miles from a planned Purple Line transit station.

It is my understanding that Landover Hills Leased Housing Development I, LLC is submitting this Development to MD DHCD for 4% Low Income Housing Tax Credits, bond financing, and other available resources in the near future. I support those efforts.

In furtherance of the pending application for financing from MD DHCD, the County hereby provides its preliminary approval of your request for a Payment in Lieu of Taxes ("PILOT") agreement and up to \$2,500,000 of capital financing support in the form of either a County HOME Investment Partnerships Program or Housing Investment Trust Fund loan ("County Subordinate Loan") for the Development. The PILOT will be structured to have a value of at least \$1,200 per affordable unit per year for at least 15 years. Please note that final approval, terms, and conditions of the PILOT and County Subordinate Loan are subject to review and underwriting by the Prince George's County Department of Housing and Community Development, the availability of funding, and final approval by the Prince George's County Council. Please also note that the County's support will trigger the requirement that Landover Hills Leased Housing Development

Mr. Terry Sween

Page 2

April 27, 2023

I, LLC comply with the terms of the County's Diversity and Equity Policy for Publicly Subsidized Development Projects.

This letter of support is indicative of the County's strong support for the Development and the importance placed on providing quality, affordable housing for our citizens. This letter of support will terminate within 15 months of the date hereof unless the County, in its sole discretion, chooses to extend this letter by given written notice of such extension. Should you have any questions or require further information, please contact Aspasia Xypolia, Director of the County's Department of Housing and Community Development at axypolia@co.pg.md.us.

Sincerely,

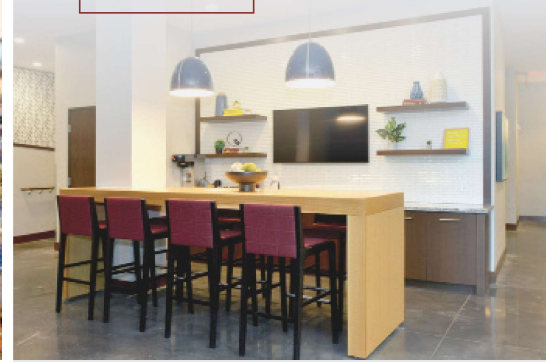


Angela D. Alsobrooks
County Executive

cc: Angie Rodgers, Deputy Chief Administrative Officer for Economic Development
Aspasia Xypolia, Prince George's County Department of Housing & Community
Development



1500 Nicollet



1500 Nicollet is a 183-unit affordable multi-family development, with over 7,000 square feet of retail space, located in the downtown Loring Park Neighborhood of Minneapolis, MN. Minneapolis Leased Housing Associates IX, LLLP (Dominium) acquired six adjoining parcels to consolidate the property on November 8, 2017 in order to allow for the envisioned development. Construction was completed in October 2019.

This development is the first project in the Dominium portfolio as well as the City that has implemented income averaging. The project provides affordable workforce housing that is both rent and income restricted to families earning between 40% - 80% of the Area Median Income, with 20% of the units additionally restricted at the "Fair Market Rent" levels. The unit mix consists of 1 studio, 43 one-bedrooms, 95 two-bedrooms, and 44 three-bedrooms. The large quantity of two and three bedroom floor plans provide much needed housing opportunities to families who work downtown, but are unable to find an affordable housing option in proximity to their place of employment. In addition to providing walkability to downtown, 1500 Nicollet allows for convenient access to public transportations and to major thoroughfares throughout the City and greater Twin City area.

The design goal was to maintain the historic character of the neighborhood through the use of brick façade, large windows and open courtyards. Modern amenities were also incorporated, such as solar panels, energy star lighting and appliances, and high efficiency mechanical systems. The building contains six stories of residential living, one story of retail space, four "live/work" units, and underground parking. With the target population in mind, the development includes many amenities including in-home laundry, a fitness center, yoga studio, bike repair station, clubroom, lounge area, interactive transit schedule, party kitchen, coffee/tech bar, playground, and community plaza and courtyard.

1500 Nicollet is financed through the combination of Tax-Exempt bonds & 4% Low Income Housing Tax Credits issued through the Minneapolis Community Planning and Economic Development (CPED), a HUD first mortgage serviced by Dougherty Mortgage, an Equity Bridge Loan from Dougherty Funding, a TBRA loan from the Met Council, an equity investment from Citi Community Capital in the 4% LIHTC credits, a letter of credit from Minnwest Bank and a deferred note from the developer.

1500 Nicollet is a project that the City of Minneapolis can be proud of due to the appropriate use of space and the tremendous need for affordable housing in the downtown area that is met through this development. This project will be a valuable asset to the immediate neighborhood and will continue to serve the community for many years to come.

NAME:
1500 Nicollet
Minneapolis, MN

TYPE OF PROJECT:
183 Apartments
100% Family/Workforce
Section 42
New Construction

ARCHITECT:
Boorman Kroos Vogel Group, Inc.

CONSTRUCTION MANAGEMENT:
Weis Builders

DOMINIUM'S RESPONSIBILITY:
Real Estate Development
Project Financing
Design and Construction Management
Property Management

FINANCIAL PARTNERS:
Minneapolis CPED
The Metropolitan Council
U.S. Department of Housing & Urban
Development (HUD)
Dougherty Mortgage, LLC
Dougherty Funding, LLC
Citi Community Capital
Minnwest Bank

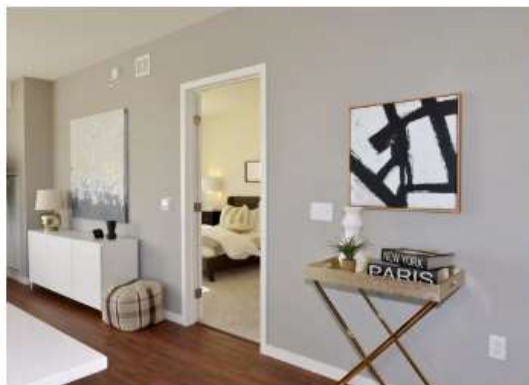
TOTAL DEVELOPMENT COST:
\$61,300,000

SIZE: 1.43 Acres (Site)
288,783 Square Feet (Building)

COMPLETION DATE:
October 2019









union **FLATS**

Union Flats is an affordable workforce housing community of 217 apartment homes in St. Paul, MN. Dominion acquired the site, including three vacant warehouse buildings, from Hunt Electric Real Estate in August 2017. Union Flats is home to individuals and families earning no more than 60% of Area Median Income (AMI). Rent restrictions ensure affordability for all residents.

Union Flats combines old and new materials together for an aesthetic consistent with the surrounding, revitalized industrial neighborhood. The four-story building has 92 one-bedrooms, 79 two-bedrooms, and 46 three-bedrooms. Storage lockers, underground and surface parking are available to residents. The site is also within easy walking distance of bus routes and the LRT Green Line. Community amenities include a public pavilion, courtyard, grill space, pool, playground, clubhouse, bike café, fitness center, and yoga studio. In-home features include a private balcony/patio, high ceilings, exposed ductwork, and high-efficiency appliances including an in-home washer/dryer.

Union Flats was financed through a combination of tax-exempt/taxable bonds and 4% Low Income Housing Tax Credits (LIHTC) were provided by the City of St. Paul. Additionally, a HUD-insured first mortgage was provided by Dougherty Mortgage. The property required extensive environmental remediation before construction; the Met Council, DEED, and Ramsey County provided Transit-Oriented Development and Clean-up funding via both grants and interest-free loans. Citi Bank provided the direct LIHTC equity investment. Union Flats' effective use of public and private funding will provide affordable housing for years to come in St. Paul, MN.

NAME:

Union Flats
St. Paul, MN

TYPE OF PROJECT:

217 Workforce Apartments
100% of Units Affordable

ARCHITECT:

BKV Group

CONSTRUCTION MANAGEMENT:

Weis Builders

DOMINIUM'S RESPONSIBILITY:

Real Estate Development
Project Financing
Property Management
Section 42 Compliance

FINANCIAL PARTNERS:

HUD
Dougherty Mortgage/Funding
Citi Bank
Met Council
DEED
Ramsey County
City of St. Paul
AFL-CIO

TOTAL DEVELOPMENT COST:

\$68,000,000

SIZE: 3.3 Acres (Site)

316,896 Square Feet (Building)

COMPLETION DATE:

April 2019





The Preserve at Highland Ridge is an affordable multifamily community including 261 homes, located in Nashville, TN. The project consists of two separate parcels of undeveloped land on Dickerson Pike, a major North/South corridor, with direct views of the downtown skyline. The Preserve at Highland Ridge helps to address the current shortage of affordable housing in Nashville. We collaborated with Smith Gee Studio and Hardaway Construction to achieve construction completion in 2021.

This development provides affordable workforce housing for those earning less than 60% of the Area Median Income. The unit mix for the project includes 56 one-bedrooms, 99 two-bedrooms, and 106 three-bedrooms. The development consists of eight residential buildings, each 3-4 stories in height. These buildings are anchored by a centrally located clubhouse building and amenity area, which includes a pool, gazebo and playground. In-home features include 9-foot ceilings, fully-equipped kitchens with energy star rated appliances, granite countertops, and in-home washer/dryer. Upon completion, the project was rated an Energy Star Certified residential community.

The Preserve at Highland Ridge is financed through the combination of tax-exempt bonds, 4% Low Income Housing Tax Credits, a forward tax exempt loan provided by Mass Mutual Life Insurance Company and serviced by Barings, a construction loan and equity bridge loan provided by US Bank, a subordinate tax exempt loan provided by Dougherty & Company, LLC, and an equity investment in the project's 4% federal tax credits from Alliant. Dominion has proven a track record of success with this complicated financing execution. The Preserve at Highland Ridge is a project that all deal participants are proud of and this community will continue to positively impact the surrounding community for years to come.

NAME:

Preserve at Highland Ridge
Nashville, TN

TYPE OF PROJECT:

261 Apartments
100% Family/Workforce
Section 42

ARCHITECT:

Smith Gee Studio

GENERAL CONTRACTOR:

Hardaway Construction

DOMINIUM'S RESPONSIBILITY:

Real Estate Development
Project Financing
Legal & Environmental Services
Design & Construction Management
Property Management
Section 42 Compliance

FINANCIAL PARTNERS:

Tennessee Housing Development Agency
Industrial Development Board of the
Metropolitan Government of Nashville
Metropolitan Development & Housing
Agency
US Bank, N.A.
Barings LLC
Alliant Capital

TOTAL DEVELOPMENT COST:

\$64,000,000

SIZE: 17.11 Acres (Site)

336,648 Square Feet (Building)

COMPLETION: 2021

